

Meridian Planning and Zoning Meeting

July 16, 2026.

Meeting of the Meridian Planning and Zoning Commission of July 16, 2026, was called to order at 6:00 p.m. by Chairman Maria Lorcher.

Members Present: Commissioner Maria Lorcher, Commissioner Jared Smith, Commissioner Jessica Perreault, Commissioner Dom Gelsomino.

Members Absent: Commissioner Matthew Stoll and Commissioner Matthew Sandoval.

Others Present: Tina Lomeli, Tishra Murray, Bill Parsons, Nick Napoli, Linda Ritter and Dean Willis.

ROLL-CALL ATTENDANCE

_____ (vacant)	___X___ Jessica Perrault
_____ Matthew Sandoval	_____ Matthew Stoll
___X___ Dom Gelsomino	___X___ Jared Smith
_____X___ Maria Lorcher - Chairman	

Lorcher: I would like to call the meeting to order. The Commissioners who are present at this evening's meeting are at City Hall and possibly on Zoom. We also have staff from the city attorney's and the city clerk's office, as well as the city's planning department. If you are joining us on Zoom this evening we can see that you are here. However, you may observe the meeting, but your ability to be seen on screen and talk will be muted. During the public testimony portion of the meeting you will be unmuted and, then, be able to comment. Please note that we cannot take questions until the public testimony portion of the meeting. If you have a process question during the meeting, please, e-mail cityclerk@meridiancity.org and they will reply as quickly as possible. If you simply want to watch the meeting we encourage you to watch the streaming on the city's YouTube channel. You can access it at meridiancity.org/live. With that we will begin with roll call. Madam Clerk.

ADOPTION OF AGENDA

Lorcher: The first item on the agenda is the adoption of the agenda. There are no changes to tonight's agenda, although Butte Fence and Starling Ridge Subdivision have both requested a continuance. So, we are not taking public testimony on these applications this evening. So, if you are here for Butte Fence and Starling Ridge we will not be taking public testimony and they will be rescheduled. Could I get a motion to adopt tonight's agenda?

Gelsomino: So moved.

Smith: Second.

Lorcher: It's been moved and second to adopt the agenda. All those in favor say. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

CONSENT AGENDA [Action Item]

- 1. Approve Minutes of the July 2, 2026 Planning and Zoning Commission Meeting**
- 2. Findings of Fact, Conclusions of Law for 7Brew Coffee (H-2026-0017) by Core States Group, located at 3570 E. Fairview Ave.**
- 3. Findings of Fact, Conclusions of Law for Meridian Office Building (H-2026-0020) by CSHQA, located at 3514 E. Louise Dr.**
- 4. Findings of Fact, Conclusions of Law for High Desert Veterinary Hospital (H-2026-0022) by Travis Butterfield and McCarter Moorhouse, located at 3147 W. Belltower Dr.**

Lorcher: The next item on the agenda is the Consent Agenda, which includes to approve the meeting of the Planning and Zoning Commission on July 2nd and facts of -- Findings of Facts and Conclusions of Law for 7Brew, Meridian Office Building, and High Desert Veterinary Hospital. Could I get a motion to accept the Consent Agenda as presented?

Gelsomino: So moved.

Perreault: Second.

Lorcher: It's been moved and second to approve the Consent Agenda. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

Lorcher: At this time I would briefly like to explain the public hearing process. We will open each item individually and begin with the staff report. Staff will report their findings on how the item adheres to our Comprehensive Plan and our Unified Development Code. After staff has made their presentation the applicant will come forward and -- to present their case, to respond to staff's comments. They will have 15 minutes to do so. After the applicant has finished we will, then, open the floor to public testimony. Each person will be called only once during public testimony. The clerk will call the individual names of those who have signed up on their website in advance to testify. You may come to the microphones in Chambers or you will be unmuted on Zoom. Please state

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

ACTION ITEMS

5. Public Hearing continued from May 21, 2026 for Butte Fence (H-2025-0060) by Engineering Solutions, LLP, located at 5233 W. Franklin Rd.

- A. Request: Annexation of 9.14 acres of land with the I-L zoning district for the purpose of complying with the terms outlined in the consent to annex agreement for the existing fencing business in operation at the subject property.

Lorcher: So, the next two applications we are going to be opening are solely for the purpose of continuance and to establish some dates. So, Butte Fence requests a continuance. Do we have a date, Madam Clerk?

Lomeli: Thank you, Madam Chair. We have August 6th.

Lorcher: Could I get a motion to continue Butte Fence, please?

Smith: So moved.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to continue File No. H-2025-0060, Butte Fence, to the date of August 6th. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

6. Public Hearing continued from May 28, 2026 for Starling Ridge Subdivision (H-2026-0009) by Rodney Evans and Partners, generally located 1/2 mile south of E. Lake Hazel Rd.

- A. Request: Annexation of 61.34 acres of land with R-4 (25.62 acres) and R-8 (35.72 acres) zoning districts.
- B. Request: Preliminary Plat consisting of 211 building lots

Lorcher: The next continuance request is from Starling Ridge Subdivision. Do we have a date in mind for their continuance?

Lomeli: Thank you, Madam Chair. We have October 15th.

Lorcher: Can I get a motion to continue Starling Ridge Subdivision for October 15th?

Smith: So moved.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to continue File No. H-2026-0009, Starling Ridge Subdivision, to October 15th. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

7. Public Hearing for Elizabeth Childcare (H-2026-0032) by Elizabeth Nganga, located at 1247 Caucas Way

- A. Request: Conditional Use Permit for an in-home group daycare for 12 or fewer children in the R-4 zoning district.

Lorcher: The next item on the subdivision -- is File No. H-2026-0032 for Elizabeth Child -- Childcare, requests a conditional use permit for an in-home group daycare and we will begin with the staff report.

Napoli: Good evening, Madam Chair, Members of the Commission. Next item on the agenda is the conditional use permit for Elizabeth Childcare, request to increase the number of children for an in-home daycare to 12 or fewer children. The site is located at 1247 North Caucas Way and as shown on the screen the existing zoning is R-4 and the FLUM designation is medium density residential. The applicant is currently operating an in-home daycare for six or fewer children at this location. With this application they are requesting to increase the number of children to 12 or fewer. They do have a -- a two car parking pad exists on the site in front of the two car garage, which will provide some off-street parking and pick up, drop off area for children. The applicant states that some kids are picked up and some are dropped off in the driveway

or along North Caucus Way. Proposed hours of operation are 5:00 a.m. to 11:00 p.m. The hours of operation should not extend beyond this time period. Any extension of these hours would require a modification to the conditional use permit. The specific use standards require all outdoor play areas to be completely enclosed by a minimum of a six foot tall non-scalable fence to secure against exit and entry of small children to the abutting properties and streets. The applicant meets these standards with a six foot tall solid wood fence existing along the side and rear yards. We have received written testimony from five neighbors with concerns about traffic safety, declining property values, the structural integrity of the fence and the proximity of the daycare to a registered sex offender. City staff would like to note that the applicant is required to do a background check, receive applicable permits from the Idaho State of -- Idaho Department of Health and Welfare and Idaho STARS. So, staff is recommending approval of this application and I will stand for any questions that you have.

Lorcher: Would the applicant like to come forward? If you can go to the microphone, please. And just state your name and address for the record.

Barabuda: My name is Elizabeth Barabuda and my address is 1247 North Caucus Way, Meridian.

Lorcher: Okay. Would you like to add anything else that Nick had to say for your application for your daycare? So, one of the questions that had come up of the written testimony was in regard to your pets and your fence. Has -- have you and your family addressed the -- the fencing area of your home, so that it would be a safe place for the kids?

Barabuda: Yes.

Lorcher: So, has the fence been fixed?

Barabuda: Yeah.

Lorcher: And did the dogs get out anymore or no?

Barabuda: They don't.

Lorcher: They don't.

Barabuda: No.

Lorcher: Okay.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Yeah. Just -- I guess for some specifics. Do you know -- do you recall when the dogs last got out? How long has it been since they got out?

Barabuda: Huh?

Smith: Just for -- for -- for my understanding do you remember what time it was or when the dogs got out last?

Barabuda: It was before we fixed the gate.

Smith: Okay. Was that this year? Last year?

Barabuda: This year.

Smith: This year. Okay. Okay. Thank you.

Lorcher: Okay. All right. Thank you very much. Madam Clerk, do we have any -- anyone signed up to testify?

Lomeli: Madam Chair, no one has signed up.

Lorcher: Did you want anything else to add or are you good? You are good. Okay. Can I get a motion to close the public hearing?

Gelsomino: So moved.

Smith: Second.

Lorcher: It's been moved and seconded to close the public hearing for Elizabeth Childcare. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: I think it's important to note what our role in approving or not approving Elizabeth Childcare. We are here as a commission based on our Unified Development Code, how it fits into our future land use map and based on the staff report there currently is a daycare there now. It looks like you would just like to expand the number of children that you would have and it was also like Nick had -- had mentioned, it will go through a thorough background with Health and Welfare, with STARS, probably police and fire to make sure that the property is adequate for the children. So, with that in mind and knowing those things, that there currently is a daycare here, I'm in favor of supporting this and that if there are any challenges to the actual operation of the daycare that those would be taken care of by the appropriate agencies.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I wholeheartedly agree. I think, you know, whether -- I guess for the presence of dogs and the appropriateness of children in the location, those aren't under our purview. Our purview is the land use and I think that this application is fine to me from a land use perspective. The only thing that I would consider, since it's been recent that the dogs got out, I -- I have -- I have two large dogs and our previous residence we had a wood fence and despite my best -- best attempts, when you throw 90 pounds of dog that really wants to get out of the wooden fence --

Lorcher: Okay.

Smith: -- it's real hard to hold them in and so I think one thing that I would be interested in, if even just giving the -- the neighbors a little bit more peace of mind is including a condition that the applicant maintain the fence in good repair, just so that there is a mechanism of -- if that fence isn't taken care of and if the dogs are able to get out consistently, there is some way that we can ensure that, hey, if this is a problem that we -- the city can address it. That's the only thing that I think is maybe worth including, but beyond that I think the other concerns, while valid, will be addressed by other agencies and it will be, you know, considered under their purview where they have much more expertise and knowledge on the -- on the subject.

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: So, we have heard multiple applications similar to this and one we went into at great detail in length about when vehicles are coming and dropping off and there was some public testimony with concerns about having 12 vehicles -- or one vehicle per child arriving at the house and -- and most likely that's not going to be the case and it's uncommon for everyone to come drop the children off at the same time. So, we actually in the past had had an applicant who kept track of the times that the parents would come and go and it wasn't very common that there was more than two cars with -- with families there to pick up children at a time. They just come at different times and leave at different times. So, I just wanted to mention that to members of the public who had concerns about that. We have done this before. Every daycare is different, of course, but it's just not that common to have all the parents show up at the same time and all the parents leave at the same time.

Lorcher: Agreed.

Gelsomino: Madam Chair, I echo my -- my fellow commissioners and your sentiments. As a, you know, former case manager who has provided case management services to families and one in particular that I remember who did also run a daycare out of her home, you know, it -- it is doable and she was also -- her and her residents were in a very busy neighborhood, so there is nothing more else I can add.

Lorcher: Okay.

Murray: Madam Chair? I'm sorry. Did we ask whether others in the room or online were going to testify? Did I miss that?

Lorcher: I did ask the city clerk if there was anyone to testify and she said no, so --

Murray: Okay.

Lorcher: Should we --

Lomeli: Madam Chair, just for the record if we want to clarify -- make sure nobody else in the room wants to testify.

Lorcher: Anybody in the room? You want to come up? Yes. Would you like to come up, please? Oh, we have to reopen the public hearing. Sorry about that.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I would like to move to reopen the public hearing.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to reopen the public hearing for public testimony. Sorry about that. Would you like to come forward.

Perreault: We need to vote on that.

Smith: We need to vote.

Lorcher: Oh. You are fine. That's right. It's been moved and seconded to reopen the public hearing. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: All right. Now, thank you. Sorry about that. Ma'am, would you like to come up to speak? Thank you for catching that. Hi. If you can state your name and address for the record, please.

McKnight: Deborah McKnight. 3578 East Congressional Drive. And I did send a motion in -- or a note in.

Lorcher: Okay.

McKnight: My concern for the most part is the gentleman that lives four houses down the street is a registered pedophile. He was arrested a couple years ago. Spent 254 days in jail. He will be on the sex alert registry for ten more years. I see him frequently in his front yard and from his front yard he can see that house. I drove past the day that he was arrested and I know his neighbors. I know one of his neighbors has commented. These are lovely people and I'm -- you know, I was never aware that they had even six children staying there. I wave at them every time I drive past, because they are very kind and loving neighbors. But for the next ten years even the slightest chance that he might reoffend would absolutely crush my heart. I am a survivor of this and that is my concern. I will stand for any questions.

Lorcher: Thank you for your testimony. I know it's hard to get up in front of a bunch of people.

McKnight: It is.

Lorcher: So, thank you for letting us know and we will take that under consideration.

McKnight: Thank you.

Lorcher: Thank you.

McKnight: One other question -- or one other comment.

Lorcher: Yes.

McKnight: What other agencies actually look into this? Is it Department of Corrections or --

Lorcher: Nick, do you have any insight on that?

Napoli: Yeah. Madam Chair, Deborah, nice to meet you. So, the Department -- Idaho Department of Health and Welfare does a background check on the actual applicants. So, the ones that will be actually having the daycare in their home. Our fire department also does have an inspection for health and life safety, so they do go in and inspect the home. Idaho STARS, which is a state program for daycares, requires that they have a permit with the local jurisdiction. They have permitting with the Idaho Department of Health and Welfare and they also do conduct their own inspection as well. As far as the Department of Corrections, I do not believe that they are involved in any form with daycares, but the Idaho Department of Health and Welfare is the primary jurisdiction -- or agency that really does do the background checks and safety for the children and they do do periodic stop-bys at houses unannounced to make sure that, you know, there is no one in the home that shouldn't be in the home and that the home is safe for the children. That's correct.

McKnight: Okay. Are the children allowed to leave the property, like go for day walks or anything like that? So, they are in the house the whole time that they are there in the daycare center --

Lorcher: Or the -- or the gated backyards.

McKnight: Or the gated backyard.

Lorcher: They can go outside.

McKnight: That's at least a relief. And, like I said, I have waved at these -- this family. I -- they are lovely people. If that individual wasn't living four days down the -- four houses down the road I would have never come today, I would have said yes. But, like I said, I am a survivor of this and I hope to God that he lives his sentence and doesn't reoffend.

Lorcher: I agree. Thank you very much. Is there anybody else in Chambers that would like to speak? And, again, I apologize for not including that at the beginning. Anybody on Zoom?

Lomeli: Madam Chair, there is one person on Zoom. They are not raising their hand.

Lorcher: All right. May I get a motion to close the public hearing.

Gelsomino: So moved.

Smith: Second.

Lorcher: It's been moved and seconded to close the public hearing. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: Even with testimony tonight, again, our role is to make sure that the building fits our code and it would be Health and Welfare and the STARS accreditation program that would take care of any other possible infractions or neighbors -- or making sure that the daycare is to be where it should be. It currently is a daycare and being on a corner property it is required, I do believe, that the children must be in the backyard in a fenced area. So, it would -- there would never be anything outside. Does anybody else have any other comments before I make a motion? After considering all staff and applicant and public testimony, I move to approve File No. H-2026-0032 as presented in the staff report for the hearing date of July 16th, 2026, with one modification, which is to maintain the fence and make sure it's in good repair out of courtesy of the neighborhood and the children.

Smith: Second.

Lorcher: It's been moved and seconded to approve File No. H-2026-0032, Elizabeth Daycare. All those in favor say aye. Any opposed? Motion carries. Thank you very much.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

8. Public Hearing for Taco Bell (H-2026-0040) by BRS Architects, located at 3272 W. Grand Mogul Dr.

- A. Request: Conditional Use Permit for a Tier two (2) drive-through on 0.80 of an acre in the C-G zoning district.

Lorcher: All right. Let's see if I can do the next one correctly. Actually, the next three are all similar, but we are actually going to open each one individually, since they have their own application numbers. The next item is H-2026-0040 for a Tier Two Taco Bell drive through at The District in Meridian and we will start with the staff report.

Parsons: Thank you, Madam Chair, Members of the Commission. I'm here to present the next three conditional use permits. As you mentioned they are all within the same development. So, a lot of the information that I provide to you will be repetitive in nature and all these -- all three of these drive throughs are also in close proximity to one another as well. So, the first one we will kick off tonight is the Taco Bell at Ten Mile. The site consists of .80 of an acre of land currently zoned C-G and is located at 3272 West Grand Mogul Road or Drive and you can see here on the -- the zoning map where it's highlighted on here. Your current comprehensive -- current future land use map designation is commercial and, again, here is the aerial. The applicant -- or the development is currently under the subdivision or improvement phases. So, currently there is a -- some construction activity occurring on the site as we speak. The applicant has submitted a conditional use permit for a Tier Two drive through as you mentioned, with a restaurant. So, as you all know restaurants are permitted uses in the C-G zoning district. The only reason why we are here this evening is to discuss the Tier Two drive through, which requires a conditional use permit. I also mentioned to the Commission that this application -- or at least the larger district application was in front of you in 2023 in which you guys approved a future land use map designation to commercial and a concept plan that governs this site. The concept plan that -- that you acted on -- or the City Council approved and what you kind of see this evening is a little bit different than the previous versions, but it's still consistent with the overall development plan. So, the building itself is approximately 2,000 square feet. It has 26 parking spaces and, then, all the associated landscaping which is on the site. You can see that the applicant has adequate stacking. It does -- currently as shown it's depicting nine vehicles. The current standards require six vehicles per stacking lane. So, this does exceed UDC standards and restaurants require parking spaces one per 250 square feet of gross floor area and the applicant is providing 26 parking spaces, too. Well in excess of UDC standards. Here is the proposed landscape plan. Staff did note some deficiencies in the staff report with what was being proposed here. I think it's just probably mislabeled on the site plan if I'm being honest with you. I think their site plan missed the

landscaping in front of the ten foot multi-use pathway. So, the -- the site plan -- at least in the staff report staff added a condition of approval that they needed to depict the 35 foot landscape buffer along Ten Mile Road. You can see here they are measuring kind of from the front edge of the -- the sidewalk along Ten Mile and didn't exclude this area between the -- the multi-use pathway and the -- the future curb that will be constructed with the subdivision improvements. So, really -- doesn't really impact the site plan is where I'm getting at with that. Here is the site circulation plan that was tied to the proposed development and that's why I said the site plans changed a little bit. This is the layout that was modified slightly. You can see here this is general -- the general location of where the Taco Bell will be sited on the -- situated on the site and the applicant -- if I can -- this is where the pathway will come in, head north and, then, tie into that Taco Bell site consistent with that plan. You see that here and you see the sidewalk where it comes up along the western edge here and ties into the larger parking lot to the east. So, technically, we have a condition they need to comply with the pedestrian circulation plan. They are. But just wanted to point that out as we talk about the other two drive throughs as well, because that was an important component to the -- that was approved with the district project. So, I think that's important for the Commission to understand that. The other -- the other interesting fact about The District project is they had design standards approved with their development as part of their development agreement. So, essentially, all of the building elevations go through their design review committee and they submit a letter with their application and so, essentially, the elevations that you see for all three applications tonight have been fully vetted through their design review committee and been approved. So, we do have their letters. I had a chance to look at the public record this evening. There was no public testimony on this item. Again, the site meets the parking requirements. It complies with the drive through standards and staff is recommending approval. Stand for any questions.

Lorcher: Would the applicant like to come forward?

Perreault: Madam Chair?

Lorcher: Commissioner -- Commissioner Perreault.

Perreault: Bill, I have a general question. I don't know if you can answer this or not, but it's my understanding, just talking about traffic and circulation in this area generally is very complicated. It's my understanding that there is going to be a road that will connect from the Brighton development on the east to this development on the west underneath Ten Mile bridge; is that correct?

Parsons: Madam Chair, Members of the Commission, that is correct. That would be called Navigator. Navigator will be extended, but that will be with a future phase of the district project. But that is part of that overall approval --

Perreault: Okay. Thank you.

Parsons: -- in the future.

Lorcher: Hi. If you would like to state your name and address for the record.

Benintendi: Hi. My name is Julie Benintendi. I'm with BRS Architects. 10148 West Emerald Street, Boise. 83708 -- four.

Lorcher: Thank you.

Benintendi: Just moved. Thank you so much, Members of the Commission and staff, for reviewing our project. Really appreciate your time. Thank you, staff, for the feedback you gave us. It helped us work a few things out and we look forward to our project going in at The District. Like I said before, a CUP -- is requesting approval for the Tier Two drive through and I'm glad to hear that we weren't -- you know, it's always a great thing to work with staff and have a successful project. So, I don't feel like there is much more I can add, but I would be happy to stand here for any questions.

Lorcher: So, the one issue of approval that they wanted to verify was the need to show that 35 foot landscape buffer on Ten Mile.

Benintendi: Yes.

Lorcher: So, you already have a plan for that, it just wasn't shown on the display; is that correct?

Benintendi: Is -- so, the 35 feet -- I was confused by that. Is it 35 feet? Because we -- we showed the easement that's there. Sorry.

Parsons: Yeah. So -- so, Madam Chair, Members of the Commission, it's -- so, here is the -- here is their property line here and so from that measurement to their -- their curb is 28 or 27 feet, but I think the applicant is working with ACHD for landscaping along Ten Mile and their -- their final plat that was approved showed trees and a parkway. So, this site -- this ten foot multi-use pathway or sidewalk that's along Ten Mile is actually detached from the roadway. So, there will be an opportunity and there is an approved landscape plan that shows trees and landscaping in this area here. So, I think when you add that back into the -- the plan as it should be, it should meet the 35 foot required landscape buffer. So, again, I just -- we just want to make sure the applicant verifies that with -- with the developer before they get final approval.

Benintendi: Okay. Yeah. We can add that dimension in.

Lorcher: Right. So, there is -- there is the landscape strip and, then, the ten foot park -- or multi-use pathway and, then, there is more landscaping up to the edge of your drive through.

Benintendi: Yes.

Lorcher: So, what's not displayed here is the one that's adjacent to Ten Mile.

Benintendi: Correct. And our landscape plan does show --

Parsons: Yeah. You have it. You show it in the landscape plan. You just don't show it dimensioned properly on your site plan, so just wanted to note that for the record.

Lorcher: Yeah. It was in the staff report, so I just wanted to verify again. Commissioners, do we have any questions for the applicant? Thank you very much.

Benintendi: Thank you.

Lorcher: Madam Clerk, do we have anybody signed up to testify?

Lomeli: Thank you, Madam Chair. Yes, we have Jorge Gracia.

Lorcher: If you could state your name and address for the record, please.

Gracia: All right. It's a Jorge Garcia at 2919 West Kandice Court in Meridian, Idaho. 83642.

Lorcher: Okay.

Gracia: I like the plans that you guys have showed. My biggest frustration as a community member -- I mean I have lived here for eight years. You are going to have car problems on Ten Mile. I mean that's going to be ripped up. I mean you got one lane -- or one light controlling all I-84. I mean I got videos of traffic stopped blocking on and off ramps. I mean I drive north and I have to be in the right lane all the way to make a right into my subdivision off of Cherry. So, that's just a frustration as a homeowner. That's my biggest thing. I mean the egress that they are showing -- they are going to end up -- you are going to end up having to do eminent domain, taking that out if they have to redo Ten Mile at all. I mean you got canals. You got irrigation. You got the south side that is also a major concern, because you are not going to be able to have Eagle Road exit there at all. I mean it's just not possible with that much dirt. I think that's my biggest thing. I was signed up for all three. I just hope you guys take that into consideration. I mean I'm 32. This is my first meeting and I was like what is going on? What are we doing?

Lorcher: Well, I'm glad you are here. Thank you very much.

Gracia: That's my biggest concern. I mean, like I said, the lanes that are in now are great for current development, but ever since Scheels went in it's been a nightmare. People in the left lane going to the right. The people in the right lane coming off the freeway just shoving their way over to the right lane. So, that's my biggest as a concerned citizen I mean you guys are going to have a mess on your hand. I mean it's great. I love the development. It's phenomenal. But this is a nightmare.

Lorcher: All right. Thank you very much.

Gracia: Thank you.

Lorcher: Madam Clerk?

Lomeli: Thank you, Madam Chair. No one else has signed up and no one is attending online.

Lorcher: Is there anybody else in Chambers that would like to speak on this? Julie, did you have anything else to add? May I get a motion to close the public hearing?

Smith: So moved.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to close the public hearing for Taco Bell, Item No. H-2026-0040. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: Jorge, let me just say this part of it and the city planners can chime in. What we are approving tonight is a development that has been approved for years. So, the -- the Ten Mile Crossing and The District, as far as work, play, live, combination of commercial, office and residential and the way Ten Mile is set up was approved years ago and as far as the roads are concerned we expect a tremendous amount of relief next spring when Highway 16 kicks in, because now you have got another north-south way to move cars. We are currently as a city working on the Linder overpass, which has -- the City of Meridian has contributed to that project I believe with ACHD and I think the only thing they have left to do is actually build the bridge. Both ramps are done. And that is also another north-south way to be able to move people across. Ten Mile is always going to be busy. Period. And as we continue to put new businesses in, as -- as you said, we are here to approve up to three applications for drive through restaurants. Hundreds of houses are going to go into The District. But there is also east-west access through Vanguard all the way to Black Cat and, then, of course, Overland also kind of relieves that as well. So, to change the infrastructure of Ten Mile is not what we are deciding tonight. Tonight we are deciding whether or not Taco Bell fits the -- or the qualifications of being in a commercial district of the district that was approved years ago. So, I'm sorry to say that your public testimony is definitely noted and transportation is a huge concern for the city, although the city is not in charge of transportation, it goes through ACHD and ITD, which we work closely with, but, unfortunately, we are not the decision makers. So, with that in mind in regard to this application of Taco Bell being inside The District and as a standalone restaurant fulfilling the need of the parking spaces and the Tier Two, I -- and Julie mentioned that they are going to take care of all the landscaping requirements as -- as noted in the -- in the staff report, I see no problems with this use in The District at this time.

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: I feel your pain. I live at Ten Mile and Cherry and I drive this nightmare every day. It's unfortunate that the highway district and ACHD did not require extended turn lanes to the right and to the left in this area. It's very very congested all the way back into the interstate. So, I understand where you are coming from. As a Planning and Zoning Commissioner my decision has to be one just as -- as the chair stated are they meeting code? Are they staying within the original development agreement? And so when we get a development agreement, we get a concept plan, we don't know what individual businesses are going to go in there and, then, modifications are made after the fact. When we did -- I remember this development application very well and I don't remember us intending for there to be as many drive throughs as have been proposed, but -- so, at the time that the decision was made for this project there was no way for those decision makers to know what kind of businesses were going to go in there. I think that this will bring -- these -- these kind of drive throughs are going to bring more vehicles through this area in general than a standalone restaurant would in my experience, but at the same time that if -- if the applicant meets the requirements, then, all we can do is ask them to make some adjustments if we find that there is going to be significant issues with congestion and there have been some -- there have been some restaurants and some fast food places and drive throughs that cause a lot of congestion just because of what they are and when we have consideration of those we -- we address those kind of differently. I don't know that Taco Bell is really known to be kind of that high traffic kind of location and so all of that is taken into account when we make the decision. So, I just wanted to reassure you of that. Yeah. I -- I -- I understand, but at the same time I feel like the applicant has met whatever requirements have been requested and requirements that are in code and what the staff has recommended, so --

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: I also share your pain. I used to live in an apartment off of Ten Mile and Pine and even though I no longer live there, bought a home in the heart of Meridian, I still take that route to go visit my family in Nampa, so absolutely share your pain. Among the other comments that have been made I will say there is a silver lining that this is not the only Taco Bell in the four mile radius and so we at least don't have to have the higher concern that it's the only one in everybody wants to be there. So, as my fellow Commissioner Perreault mentioned, you know, one of our -- among our responsibilities is does this make sense? Are they in alignment with code and within the guidelines and -- and so that is -- that is our -- our -- our -- our goal is to make sure that they are within those guidelines.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Yeah. I just -- I took a look at the -- the ACHD master street map and the -- the integrated five year work plan and I also want to know -- and we have talked about Linder overpass, Highway 16, all these things. There is a good amount of work. I know that a larger priority in the near term is in, you know, maybe Meridian, Locust Grove are kind of the main problem corridors, but I do want to note there is also some work around the area to hopefully give some relief and reduce usage of Ten Mile as the main corridor in that area. Again, north-south is -- transit is difficult in Meridian. It's -- the way that it's set up is, you know, the orientation of the town is very much easier to plan for east-west transit than north-south. So, this is a difficult issue. I don't think there is anything the applicant is -- you know, this is more of a city planning, ACHD planning level. I think as far as this application goes I'm in support and I think that stands for the following applications not to cross -- I'm kind of just getting some -- some larger thoughts out of the way on this application so I don't have to repeat myself in later ones. The only thing that does give me -- maybe not some -- not pause, but principally I'm always a little bit iffy is -- just as much as under parking can be an issue, over parking can be an issue. These projects aren't large enough to be able to do anything meaningful with those other, you know -- you know, extra parking spots, so I'm okay with it here. I just -- you know, that's something that I generally am always a little bit concerned about if we are prioritizing too much parking for other valuable uses, but I don't think there is anything that the developers could be doing in this -- any other alternative uses in these instances. So, I'm in support. I just want to kind of get that out of the way for this and for the following applications for -- on those specific issues as well.

Lorcher: Yeah. The other thing I appreciate about when city planners developed this is that they always have like a secret special way. Everything's connected. So, if Ten Mile is not working for you there is always kind of a way to kind of weave yourself in other directions. I'm not going to tell you what those secret special ways, because, then, I would be giving away all my secrets, but -- but, you know, connectivity and cross-parking access and being able to kind of maneuver in different ways, as opposed to just the arterial roads is also something that city planners look at. It's just hard when you approve something and, you know, 2022, 2023 and now it's 2026 and it comes -- you know, now that the market bears an opportunity to build a restaurant and everything literally is under construction the City of Meridian, it just feels like it's a little bit more constricted than it eventually will be. So, with that in mind after considering all staff, applicant and public testimony, I move to approve File No. H-2026-0040 as presented in the staff report for the hearing date of July 16th, 2026, with no modifications.

Smith: Second.

Lorcher: It's been moved and second to approve Taco Bell. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

9. Public Hearing for District Building Drive-Through No. 1 (H-2026-0033) by Ahlquist Development, located at 3318 W. Grand Mogul Dr.

- A. Request: Conditional Use Permit for a Tier two (2) drive-through on 1.11 acres in the C-G zoning district.

Lorcher: The next application before us is also a Tier Two drive through from Ahlquist Development in The District and we will start with the staff report.

Parsons: Thank you, Madam Chair, Members of the Commission. This is the second one in this general location. The site consists of 1.1 acres of land, zoned C-G as well and it's located at 3318 West Grand Mogul Drive. So, this is District building number one drive through in this location and the next application will pertain to this site. I think you have already heard the history here. Concept plan approved back in 2023. This -- again slight modifications. This was one of those modifications that was approved at the staff level and is consistent with that overall concept plan for the district. This particular site plan consists of a building that is about 5,200 square feet and it has 51 parking spaces and the associated parking. You can see here the applicant has shown at least six vehicles that are able to stack on the site, but the actual ordering menu is located on the west side of the building. So, in essence, they could probably stack two to three more vehicles there, so they can, again, accommodate more than what's required by the ordinance. So, the drive through also includes the escape lane for UDC standards. So, what they are showing here -- this building here, if I'm not mistaken, will also be a multi-tenant building. So, there will be another tenant in this one. It's why you probably see a larger site and more parking associated -- associated with it. We do know that the tenant is a restaurant, so that's why we are in front of you for the Tier Two and, then, applying the higher parking standards to make sure that it can be adequately parked and -- and the site does meet all the UDC standards as well. Here is the landscape plan. Again, along the south side of the site are some road improvements along West Grand Mogul Drive. Those are required to be completed prior to occupancy of this building. The applicant, again, is working on those improvements as we speak. Here is the site circulation plan that I -- that I discussed earlier in the previous application. Again, here is where that walkway will come in and connect into that building. You see it delineated in this location. The developer still controls the adjacent lot and you can see how wide -- kind of see the grayed out area where that pedestrian walkway will come up through that wider landscape area and tie into that site with a future development application. Staff has already met with the tenant of that particular lot and potentially the owner of that lot and we know it's more likely going to be a bank on that site with a drive through. So, another drive through next to this one. But as you remember Tier One drive throughs do not come before you, they are staff level approval. Here, again, here are the elevations that were approved by the district design review committee and we did receive a letter as well. This application does not have any public testimony either. I also wanted to note that there is a condition of approval that the applicant work with staff on alternative compliance. It looks like they are missing a few trees on the site. So, again, that would be a staff level application that they would need to apply concurrent with their CZC design review application and, then,

we can help adjust and plant those trees elsewhere on the site to minimize the conflicts with the underground utilities. Again, staff is recommending approval and I will stand for any questions you may have.

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: Bill, so we have had a lot of conversations recently about Tier Two versus Tier Three and how do we make that decision and it's my understanding from our local media that there may be an In-N-Out application down here and I -- I understand the applicant's desire to not go into the tenants, because that isn't ultimately part of our decision. However, part of our decision is traffic management and so I would like to know if either one of these applications will have a restaurant use that brings heavy traffic like that, so that we can make that decision about the Tier Two and Tier Three.

Parsons: Madam Chair, Members of the Commission, I -- I only know one tenant. I don't know the other one. I will probably let the applicant share that information with you as they have their chance to discuss the application before you this evening, so I will let them go into that. But neither one of these tenants that I'm aware of will be the Tier Three. They are a Tier Two.

Lorcher: And correct me if I'm wrong, Bill, but if a high volume -- whether it's a drive through or restaurant applies, it would be done at the planning level on what tier it would be. Just because they want it doesn't mean they get it; correct?

Parsons: Madam Chair, Members of the Commission, that's correct. I mean you still have -- you still have a purview to look at it to make sure everything flows and it circulates correctly and as we have discussed in our last meeting, if they want to increase from a Tier Two to a Tier Three that requires another conditional use permit before you. You then become the recommending body and it would go on to City Council for that -- that approval. I don't -- again, whether it's this site or the next one that we talk about, they are not large enough to accommodate dual drive through lanes and double pickup windows and all of those things. I don't ever see them being converted. They will more than likely either remain Tier Two or downgrade to Tier One --

Lorcher: Tier One.

Parsons: -- if I had to guess.

Lorcher: Okay. Yeah. We are still getting used to the three tiers, since it's relatively new for us for 2026. Would the applicant like to come forward, please? Good evening. If you can state your name and address for the record.

Cutler: Absolutely. Good evening, Madam President, Commissioners. Ryan Cutler, chief development officer for Ahlquist Development. My address is 1144 South Silverstone Way here in Meridian. Thanks for having us tonight. I know you are going through a lot of stuff that's a part of our development, so we appreciate you doing that. Can I just say something real quick? As I drove in I got really excited driving across the street past the site there across the street. We are really excited to be working with the Meridian team on helping get rid of the eyesore across the street. We are really excited about the opportunities there. So, thanks for letting us be a part of the city and working with staff on that. That's not what we are here to talk about, but I got excited about that when I drove past it. Again -- and just wanted to say congrats to Julie and the Taco Bell team. I think they might be one of the first Tier Two drive through applications that's happened. So, I don't know if they get like a plaque or something. That would be really cool, though, for them to get that. There are lots of questions that I could -- have been thrown out that I can answer, just kind of help overall as the master developer out here on this site. Madam President, I appreciate your knowledge on the site, both transportation related and site related. That's kind of helped answer some of those questions. As you know decisions for the site were made, you know, years ago and we are kind of catching up to the -- the needs of the city at this point in time. To point out one quick item, yes, Navigator Lane will connect, Commissioner, underneath the freeway at the timing of our phase three of The District. That is in process right now. Those things will be coming in front of you relatively soon. But as a part of that that will be a public roadway that connects to the other public roadway on the other side of Ten Mile and we will continue to work with ACHD on the classification of that roadway to make sure that that connection happens. That's an addition to some of the connections that you referred to getting us out to Franklin or taking Grand Mogul Road through -- or Grand Mogul Lane through the site to Black Cat, which is another way that individuals -- not trying to give out your secret ways to get to --

Lorcher: I know. You are giving away all my secrets.

Cutler: -- but those are things that -- that the foresight has been gone into and the thought process has gone into to allow for some of the congestion to not be as congested and to your point Highway 16, I think we are all ready for that to be done, because I think there is going to be a lot of advantages for Ten Mile and those north-south -- south roads that are a little bit gummed up now to take that -- those other roads or opportunity. And, Jorge, I appreciate your testimony. We see it as a developer. Early on in this process we worked with ITD and ACHD utilizing the traffic impact studies that need to be done there and, then, as we go through the process we are still working with them for signal analysis -- signal analysis at Black Cat, right turn analysis inside the development that will continue to help traffic flow. The last thing we want is a development that's gummed up from traffic because nobody, then, wants to go there and that goes against what -- what we are trying to do out there. So, just really appreciate, again, your staff here at the city and, then, working with ACHD and ITD on all of the things that have been planned for years in this area and we are -- we are -- all these things will help bring this to a very successful project. I don't know, Bill, if I'm the one that moves this or if you move on to the next slide. Can I move it? Okay. Oops.

Yeah. That would be helpful. I guess I'm just re-looking at your plan. Sorry about that, Bill. Very similar to the presentation that just happened previous to us. Obviously as stated by you, Madam President, these conditional use permits for Tier One, Two and Three are newish to the city. We appreciate the ability to kind of walk through and it does allow us to get a little more forward thinking on our buildings and their layout, both from a parking standpoint, from a stacking standpoint and how that relates to the remainder of the site is something that's very valuable to us. To kind of discuss further what Bill was talking about and, Commissioner, you had a question also about maybe a larger tenant that has a lot of stacking at their -- at their drive through. Both of these sites that we are talking about is not that user. These are definitely Tier Two users. I can tell you that we are in deep discussions with -- with Mo' Bettahs and with -- I got to think of the other one at the moment. We have got a lot going out there. As one of those areas there and, then, I wanted to say Kneaders, but it's not Kneaders. There is another Tier Two user that will be in these multi-tenant buildings out there. So, that's why you see an abundance of parking on these sites is because they are multi-tenant buildings. One user without a drive through, one user with a drive through and -- Panera is the user I was trying to --

Lorcher: Oh. Okay.

Cutler: Very similar. Sorry about that. Panera is the other user. So, they are very -- not to speak negatively, but very average queuing lengths --

Lorcher: Right.

Cutler: -- on those sites. That's why they are Tier Two. And to Bill's point to move them from a Tier Two to a Tier Three based on the parcel that we are selling them, it would be very challenging. It would have to go the other direction. So, I appreciate Bill pointing that out. We don't need to see me on there for sure. Just to make sure -- again, we have kind of belabored some of this stuff and so I don't want to go into this. I appreciate staff -- as they mentioned in their staff report there is never really super ideal locations when it comes to large scale commercial developments, outside of those near already signalized intersections, near a freeway that have easy access, which is what we are discussing tonight. So, if you are looking for a location that is readily available for these types of things, this is the type of site that we are looking at and that's why the future land use map indicates that this is the appropriate place for commercial -- commercial development to happen. As indicated in the staff report the proposed uses of restaurant with drive through aligns with the desired use specified within the commercial designation in the comprehensive plan. So, we are in the right spot. Yes, there is an overabundance of -- of drive through, but since 2020 and COVID it's kind of the life we live. The drive through became very popular. The pull up and park and get food became very popular. We are not going away from that and so we are trying to accommodate them the best we can by appropriate parcel sizes, appropriate access and continue to work with the local networks to make sure that we can do the best we can with traffic. We have already talked about the Tier Two stuff and why we are here for that Tier Two. So, I will just talk about our site plan real briefly for our first one. As

indicated by staff on this project here, we are meeting all the standards from a parking standpoint and, then, also from a stacking standpoint of the site. This site actually is required to meet the six car standard. We actually have a -- we have the ability to stack 12 cars on this. So, we are above and beyond the standard and we look at that as a positive from our side, because, again, we do not want stacking or challenges that go out into the roadway that would inhibit people from freely navigating the site and so when we look at our -- our parcels and the people and the tenants that we are going to bring in we tend to over stack our sites for the reason that we are discussing tonight to not have challenges that way. That's why you will see a pick-up window on one side and an order window on the opposite side. So, we can have additional stacking in that location. And, then, also having the escape lane with that, so that allows for a free flowing traffic there. Really at this point in time I would stand for any questions that you might have about this particular application before we move on to the second one. And, in general, anything about the development that you have concerns about I'm happy to -- I live and breathe this every day, so I'm happy to answer that for you.

Lorcher: Okay. Commissioners --

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: So, as you know when these development applications are done with their concept plans a lot of times the traffic studies are three or four years old --

Cutler: Sure.

Perreault: -- so we may hear a development application in 2023, but the traffic study is from 2019.

Cutler: Sure.

Perreault: So, that's many years ago. One of my big bones to pick with the -- with the transportation entities in this valley. So, has there been any more recent studies done on how -- now that we kind of know some of the users, you know, you have a bit more of a solid idea of what's going to happen. I know that there hasn't been a requirement to do this, but has there been any more studies done besides what ACHD is doing that kind of shows the flow and how this will work? I assume that the -- that the owners of these companies want to make sure, as you said, that traffic is going to flow through there and there aren't deterrents. Right now as things are currently if you get off of Ten Mile and you -- you will almost immediately stop while people are trying to make a right onto Vanguard, because there is a very short right-turn lane. I have been rear ended there myself. And if we have this Navigator Street that's coming from underneath, instead of folks turning left onto Grand Mogul or Cobalt, they are going to make a right and they are going to go under the bridge and so I'm just curious if there has been more time and thought kind of put into how all this is going to flow. The circulation plan was

only specific to this one little section, which is understandable. I just want to know if there has been a bigger picture -- kind of assessment more recently?

Cutler: Yeah. Madam President, Commissioner Perreault, thank you for those questions. The -- the short answer is yes and I think to give the transportation agency a little bit of credit back then, even though they wouldn't really know what's happening right now, is they did put in the staff report some conditions of approval that stacked when we got to a certain point in our development. So, for example, a signal analysis -- we just completed a signal analysis at Black Cat and we will have to continue to do that as we go through and as certain -- certain phases of our project will help indicate what's the appropriate timing for additional things to happen on Black Cat. We did make that connection as a part of this development there to go out to Black Cat and, then, there is an additional development in the future that will go out to Franklin, which will help relieve some of that from the backside, hopefully pull some of that off of Ten Mile. As you are aware, ACHD requires each individual user out there on the site to pay an impact fee and that's for future impact, future development, future studies to see at what point in time it's appropriate to use those funds to improve the network within ACHD. I know we are paying a healthy amount of impact fees in that situation. I know our main user out there at Target paid a very healthy impact fee already and that is intended for the -- the local jurisdiction -- the local highway district to continue to make improvements within the area where this development is. We recognize there is frustration with traffic in the area. We see it. We -- we understand that -- our office is at Eagle Road and the freeway. We understand that there is challenges at that location and what we do as we work with staff -- and you saw a little portion of this from a circulation standpoint. That circulation actually is for the entire site all the way up to where the Target is, across Grand Mogul, down to where Vanguard Village is and all those short plats and phase three will also be a part of that circulation plan, not only from a pedestrian standpoint, but from a vehicular standpoint and I can tell you right now Lifetime Fitness has already had to do a right turn analysis for their -- for their site there to help traffic flow internally on the site. We are also having to do that with a couple of Adler buildings on our Vanguard Village and as phase three comes in there are other tiers and things that trigger improvements that are required to be looked at in the area. So, sorry, that was a really long way of saying, yes, we feel like we are doing the best we can with the situation we have to improve not only circulation on the site, but getting vehicles to different locations off the site and spreading them out appropriately to where they are not all just coming out onto Ten Mile and that's our responsibility as a developer and it's prudent for us to do that to have a successful development, because the last thing we want is nobody to want to go to Ten Mile and not go to our development. So, it's in our best interest to continue to work through that with ACHD. We hope that ACHD as the local agency there will continue to utilize funds that we are paying as a developer appropriately to make improvements in the area to help out the situation.

Lorcher: All right. Thank you very much.

Cutler: You're welcome.

Lorcher: We are going to handle each application separately. So, we are just going to work on this one first, Item No. 33. So, we will probably have you come up for the -- for the next one at the time. Madam Clerk, do we have anybody signed up to testify?

Lomeli: Thank you, Madam Chair. Yes. We have Jorge Gracia.

Lorcher: Jorge, did you want to speak again? Okay. Again if you can state your name and address for the record. We will treat each application individually.

Gracia: Okay. It's Jorge Garcia. 2919 West Kandice. Thank you for all the information you guys have given me. It's kind of my first rodeo here --

Lorcher: That's fine.

Gracia: -- to say the least. My biggest thing would be, like you mentioned, In-N-Out coming in. Do you guys have like a certain tier of what you are going to allow? So, do you stop permits coming in early versus when you know a big ones coming in? Like if that's you allowing that permit to come in you have to allocate say so many Tier Threes, Tier Twos drive throughs all in one area and if there is going to be a bunch of Tier One drive throughs is that going unchecked. Like -- that's a big issue. I mean that's a -- I mean as it is I mean a lot of those -- you pull in and even the ones on the right they are really congested. I don't stop at most of them unless it's something I really want.

Lorcher: Right.

Gracia: So, I mean I hope that they watch it a little bit better, because I mean, like I said, it's great, I love development. This needs to be -- like that's you guys are watching it. I'm glad you guys are doing your job. But it's what checks and balances are you guys doing there? I know ADH county gave the road report for Ten Mile was an F. So, that one was recent and with that one this was all approved in 2020. Well, Scheels got put in how fast? So, that was on the right and you are on the left. So, you kind of got both traffic congested. You got -- I mean it's going to be great. It's going to be a phenomenal place. It's just these permits got to just keep it just in check. That's all.

Lorcher: I think Ten Mile got an F because of all the construction in the area with Highway 16 not being done, with Linder not being done and people are filtered into Ten Mile whether you like it or not.

Gracia: Yes. And as far as the -- the development is concerned on the master plan for The District they have a certain number of pads available based on their volume. So, certain areas will be designated as office space, certain areas are designated as drive through and, as Ryan mentioned, having those accessible near a freeway so people can pop on and pop off is important and the last thing any business wants to do is make their potential customers upset because of traffic. So, they are going to do whatever they can to make it great. But if everybody decides to go to, you know, a Chick-fil-A at the same time -- there is going to be certain hours of the day that there is just going to

be congestion. So, having developers work with those impact fees and ACHD will continue to alleviate -- it's probably going to get a little bit worse before it gets better just because of the way the construction is moving in the City of Meridian, but rest assured that the -- the city planners are very thoughtful of -- and with the developers to be able to bring these services to Meridian and I think in the long run you will find that it will work itself out and there is many checks and balances for that. All right?

Gracia: Thank you.

Lorcher: Thank you very much. Madam Clerk, is there anyone else in -- or is there anybody else in Chambers that would like to testify? Anybody on Zoom?

Lomeli: Madam Chair, no one else is on Zoom.

Lorcher: Ryan, would you like to make any other additional comments in regard to this application specifically?

Cutler: Yeah. Just -- just real brief. Tier One, Tier Two, Tier Three, it's put in place for a reason with staff. I mean staff's grilling me all day every day, they are doing a great job of doing that, so kind of just wanted to respond to Jorge and his thought process there is our hope is that, you know, at Ten Mile where there is more options that are going to be involved, including this application here, then, maybe you will get some of that traffic that will spread in different directions instead of going to one -- one location, which makes it seem like it's always really crowded there, but to your point if Chick-fil-A would stop making great chicken people would stop going there; right? So, that's just kind of how it goes. So, just appreciate his comments about traffic and we will continue to work with staff. The other thing I want to point out at -- a Tier Three -- and, again, that's not specifically about this, but it relates to this. When there was a Tier Three -- Three drive through the requirements that are there for Tier Three drive through require a different type of pad to be utilized for that user. You could not fit a Tier Three drive through on a pad like this and so when we look at users on the site that are a potential Tier Three, our requirement there is to make sure that they have to purchase a big enough parcel to keep their queuing on site and that's our responsibility as developers. So, I think that's part of the checks and balances of a one, two and a three is we need to come back to you on those big ones to make sure that you are comfortable with what they are doing. Tier One staff does a great job of vetting those things.

Lorcher: All right. Thank you very much. And, Jorge, when it comes to Tier Three that not only comes through here at Planning and Zoning, but it does go through Meridian City Council. So, there is an extra layer of decision making from the city to approve a large end user, so -- and we will see how that looks like in the future. May I get a motion to close the public hearing?

Smith: So moved.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to close the public hearing on application H-2026-0033. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Yeah. One thing I also want to add, you know, regarding -- you know, it's always kind of weird when these applicants -- or these applications come in, together because they are all separate and sometimes we can -- myself included with the last one -- blur the line a little bit between applicants and applications. But it also is important to remember, you know, we -- we treat each application differently -- or, you know, as its own --

Lorcher: Individually.

Smith: -- individually and, you know, if there is a Tier Three that's coming in down the line the way that I think the Commission tends to think about it and I think code kind of -- and staff thinks about it is, you know, we deal with the application in front of us and so if a Tier Three comes down the line in this area after, you know, say these -- you know, these applications are potentially approved, well, that's consideration in that future application and that future development and so, you know, if Chick-fil-A wants to come in, you know, in six months, Chick-fil-A now has to consider, you know, there are -- three drive throughs here. So, I think that's also another way to -- you know, as we are thinking about it -- we can't necessarily reserve kind of capacity from a CUP standpoint or from a commission standpoint, because there could potentially be a Tier Three down the line. I think the onus is on that Tier Three application to justify its circulation and its planning and its -- and -- and in that application. So, I understand that concern. That's a very fair concern I think, you know, if you look back at the last couple of meetings I have communicated some concerns about the blurred lines a little bit between some Tier Two and Tier Three sometimes. As for this application I think this -- I think the way that it's presented it makes sense as a Tier Two. I don't know that, you know, the -- the circulation -- I don't see any of that, you know, some of the issues that maybe have come up in the past with other applications. So, I -- I'm okay with this. I think that's very fair concerns and things to be mindful of as future applications come in, potentially Tier Threes in this area, but as for this application I'm in support.

Lorcher: Commissioner Gelsomino, did you have anything else to add?

Gelsomino: Nothing else to add.

Lorcher: With that in mind, after considering all staff and applicant and public testimony, I move to approve File No. H-2026-0033 as presented in the staff report for the hearing date of July 16th, 2026, with no modifications.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to approve File No. 33. All those in favor say aye. Any opposed? Motion carries. Thank you very much.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

10. Public Hearing for District Building Drive-Through No. 2 (H-2026-0039) by Ahlquist Development, located at 3249 W. Cobalt Dr.

- A. Request: Conditional Use Permit for a Tier two (2) drive-through on 1.22 acres in the C-G zoning district.

Lorcher: One more time, Bill.

Parsons: Thank you, Madam Chair, Members of the Commission. Last District drive through, but not least -- I think we will see a few more out there -- is this site consists of 1.22 acres. Again zoned C-G and this one is located at 3249 West Cobalt Drive. So, that's the northernmost lot that you see here on your screen. Again, future land use map designation is commercial. This particular site plan has a 8,200 square foot building. It will be multi-tenant as well. They are proposing, again, another Tier Two drive through. Same situation as the last application. They show six vehicles, which is the minimum required by code, and they actually have capacity to stack more if you were to count the area on the south side of the building. So, although they are showing six they can accommodate more, which is, again, in excess of UDC standards. I also mentioned the pedestrian circulation plan. So, again, the applicant is required to comply with that. The one missing piece on this particular site plan is the applicant is working with staff on figuring out how to bring in that pedestrian connection from the ten foot sidewalk from Ten Mile. So, we are trying to figure out how we get that down through the site and into this particular building. But they are working on those plans and that will be worked out prior to issuance of CZC or definitely before building permit is issued for the site.

Lorcher: Got you.

Parsons: Here is the landscape plan. Again meets UDC standards. Staff did note that there are again some conflicts with underground utilities. You can see some of the planter islands are deficient from the required trees, so they will have to go through that alternative compliance application process, just like we discussed on the last application and, again, just orienting you with the -- the pedestrian circulation -- vehicular connection is this red line that runs through the site here. So, this is really the spine road that feeds to all of the drive throughs that we are discussing tonight. I had a chance to look at the public record again and no public comments on the -- on the record for this one. Again, staff is recommending approval and I will stand for any questions you may have.

Lorcher: Ryan, would you like to address this application, please?

Cutler: Yeah. For the record one more time Ryan Cutler, chief development officer with Ahlquist. 1144 South Silverstone Way here in Meridian. We are great with all the things that staff have provided here. Very similar to our previous one. I don't need to belabor that at all. One thing I did forget to bring up last time as it relates to traffic internally and on our public roadways, we did just start -- we just break ground this last week on the roundabout that you see in that circulation plan that Bill was showing, which will be a big benefit to people using the site and the flow of the site. So, that's something that's really exciting. That's anticipated to be completed in October. So, before any of this work is completed. So, that's one element of transportation there. Just to point out, as Bill talked about on this site, this is a multi-tenant user. As you see the parking lot there, we are -- I'm glad to let Mike move up to the -- to the seats here. They made him sit in the back for a while, but they moved him up. We are working with Mike. He is the one that's been evaluating this project for us on that -- on that connection out to the Ten Mile pathway in. There is about five or six different feet of difference in height there. So, we are just working on the appropriate ADA compliance there to make sure connected, but we will have that all completed and connected to get our CZC approval there. And, then, in this instance here we could -- we could stack 11 cars on the site. So, that's five more than is required there. So, we are providing, again, some extra stacking there to make sure that there is no conflict with other roadways or drive aisles within the area. With that I would stand for any questions.

Lorcher: Okay. Thank you very much.

Perreault: Madam Chair?

Lorcher: Oh, do you have a question for Ryan?

Perreault: Not a question, just -- just a thought if I might. Have heard some kind of -- couple of mentions tonight about comparison with busy traffic on Eagle Road. Ten Mile is not set up at State Highway standards. The lanes are narrower. The sidewalks are closer and there isn't a big box store anywhere near the intersection of the freeway and Eagle Road and so I think that's what makes this really unique and I -- I -- I appreciate you being on top of what is going on with all the different plans that are happening with the circulation. I just hope that -- I just want to say I hope that the messaging that goes out from your company is -- I know it's been positive. I have seen -- I have seen it. I just hope that there is just a lot of accommodation that will be made as the adjustments -- you know, as traffic flow is changing in here. I just hope that Ahlquist will just be helping members of the public as best they can.

Cutler: Appreciate that. Oh, sorry. Madam President, Commissioner Perreault, thank you. I appreciate that.

Lorcher: All right. Thank you very much. Madam Clerk, do we have anyone up signed up to testify?

Lomeli: Thank you, Madam Chair. Yes. Jorge Gracia has signed up.

Lorcher: Since we are treating each one as an individual can you just state your name and address for the record, please?

Gracia: Jorge Garcia. 2919 West Kandice. It looks like a really tight area, like all three of those -- I guess they are approved, but I mean I'm -- I'm not an expert, but it looks pretty -- too congested to me. I mean you got the left side, you got the right side, you got up off of Franklin this guy -- I didn't even realize that was that tiny corner off to the left there. So, I think that three of those drive throughs -- I think you should address them all together. I understand the sizes are appropriate, but that area is really tiny.

Lorcher: So, this building that they are suggesting is a multi-tenant building, of which only one of the tenants will have a drive through. There will probably be -- looking at this picture I'm seeing at least two more front doors. So, there will be other businesses there as well, which is why there is extensive parking and, you know, yes and no, I think it -- it -- at any time -- at meal time there -- there may be some congestion, but I think the idea with the developer is to make sure that -- that people stagger in and out of these businesses throughout the day and the evenings, so that there is constant flow and movement. The District at Ten Mile and the concept plan has been -- was approved in 2023 and this is an approved use for this area and our job is to make sure that it fits within that approved use. So, we really don't comment on who the tenant is. Like per, for example, I don't like Thai food, but it doesn't give me the right to say no to Thai food restaurants that come into the -- to the area; right? That's not my decision to make. Our decision to make does it fit with our Unified Development Code and the way this development was and currently it is. So, any other last comments before --

Gracia: No. That's it.

Lorcher: Okay. Thank you very much. Madam Clerk, do we have anybody else signed up to testify?

Lomeli: Madam Chair, no one else has signed up and no one is attending online.

Lorcher: Ryan, did you have any final thoughts? You are good? May I get a motion to close the public hearing, please?

Smith: So moved.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to close the public hearing on application H-2026-0039 for a Tier Two drive through. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Yeah. I think I understand the -- the kind of concern about these -- these properties being, you know, somewhat close together and trying to visualize the navigation. Honestly -- and maybe this is, you know, more just I guess my personal perspective from my spot in the city. This feels a lot -- from a -- from a user perspective a little bit kind of how Linder and Chinden is set up a little bit.

Lorcher: Right.

Smith: There is -- there is a good amount of restaurants and drive throughs and -- and, obviously, not the exact same -- no -- no corridor, no -- no intersection in our city is exactly comparable, but that's how I'm envisioning a lot of this is there is some proximity, but it -- the uses aren't, you know, one for one overlapping, they are not, you know, massive volume to -- to be concerned about kind of circulation issues and -- but I understand -- I understand the concerns. I think, you know, this is -- this is a setup that is somewhat though reflective of -- of -- of other planning and other uses in our city and so I -- I understand the -- the overall concerns about the proximity of Tier Twos, et cetera, but I think given the ample parking, the other tenants in the area, kind of some of the separation, I'm not necessarily super concerned about this. I will leave it at that.

Lorcher: Yeah. And if you look at other targets within our community, specifically the one -- well, the one at Eagle and Chinden, the one at Milwaukee and even the one in Nampa, it is appropriate and customary for -- if this is -- what I'm looking at at the site circulation plan for a larger retailer to have smaller businesses on the outside of it and we even see that at Boise Towne Square Mall. You have got the mall in the middle, but, then, on the outside of it you have lots of different options, whether they be drive through or not drive through. So, this is pretty consistent as far as a vision and even at the Orchards at Linder and Chinden, with WinCo being one of the big anchors over there. So, again, I think it's appropriate. I know this seems on paper super tight, but I think once you see it built out and the landscaping is there and -- and the way the cars will move it won't seem as claustrophobic as it seems like on this piece of paper.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: And I also have -- I also just want to add one thing. I know it's been mentioned, Jorge, that, you know, this is your first rodeo tonight. You have testified now on more -- on more applications than --

Lorcher: Most people.

Smith: -- most residents will in a lifetime. So, I also want to encourage you that -- you that -- we appreciate your feedback and your testimony. It's always welcomed and encouraged. I just want to make sure to get that across, because I know it's not always the most comfortable thing to -- to step up and -- and make your voice heard. So, I appreciate that and great job.

Lorcher: Any other comments for this application?

Gelsomino: Madam Chair, I echo my fellow Commissioner Smith and he read my mind, because as we were looking at the plans for this applicant and the design, the immediate thoughts -- especially the -- the -- the rendering of the model with the drive throughs, I -- my immediate thoughts went to -- and, of course, as Commissioner Smith rightly said, there is no corridor that is comparable, but the Eagle-Ustick intersection where there is -- there are multiple tenants, but, then, the Annie's Jamba Juice has the drive through, similar to also the Costa Vida off of Chinden and Linder, there is the multi-tenants, but, then, there is the Costa Vida at the end with the -- with the drive through as well. So, very very similar in design plans. But overall it's -- we are good to go.

Lorcher: All right. With that in mind, after considering all staff and applicant and public testimony, I move to approve File No. H-2026-0039 as presented in the staff report for the hearing date of July 16th, 2026, with no modifications.

Smith: Second.

Lorcher: It's been moved and second to approve File No. 2026-0039. All those in favor say aye. Any opposed? Motion carries. Thank you very much.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

11. Public Hearing for Summerlin (H-2026-0018) by Laren Bailey, Conger Group, located on the east side of S. Locust Grove Rd., between E. Via Roberto St. and E. Columbia Rd.

- A. Request: Annexation of 20.976 acres of land from the Rural Urban Transition (RUT) zone in Ada County to the R-15 (Medium Density Residential).
- B. Request: Preliminary Plat consisting of 506 building lots, 45 common lots on 87.40 acres of land zoned R-8 and R-15 zoning districts.
- C. Request: Development Agreement Modification to include an additional 20 acres of land.

Lorcher: The next application in front of us is -- requests annexation, a preliminary plat and a development agreement modification for Summerlin Subdivision on Locust Grove near -- Locust Grove near Columbia Road and we will start with the staff report.

Ritter: Good evening, Commissioners. So, this site consists of 87.40 acres of land. That's our -- there is -- most of it is already zoned, because it was previously approved R-8 and R-15. So, the applicant is proposing to annex 20.976 acres from RUT to R-15. A preliminary plat to allow for the development of 551 lots consisting of 506 residential lots and 45 common lots, with the minimum size of 3,040 square feet, an average size lot of 4,103 and, then, the modification to the existing development agreement to include the additional acreage and enter into a new development agreement. So, again, this is what's being requested to be annexed in, because the rest of the property was already annexed and zoned in 2024. So, the previous plat was approved in December of 2024 and, again, they are just adding the additional 20 acres to that originally approved subdivision and they have seven phases for this and based on what they have -- so, staff doesn't have any objections to what is being proposed, because the proposal meets the Comprehensive Plan and the UDC there are a couple of issues and waivers that we wanted to bring to light. The two waivers were approved with the previous application and they are asking for those waivers again is to keep the Rawson Canal at the southern portion of the property open and, then, East Crimson Clover Drive -- it exceeds the maximum block length of 1,200 feet. So, they are asking Council for that waiver and, then, we just wanted to bring the light the Kuna School District and, again, it's not based on this development from what I have seen, it is based on all the development around Kuna from the different agencies, the -- all the development coming in, so that's what they are basing this letter on. So, it's not particularly this application, it's just development coming in from the different agencies surrounding Kuna. Again this is just showing the block length. As you can see there is plenty of pedestrian connectivity through this development. We are asking the applicant to remove the portion of fence that is shown here to continue this pedestrian connection that leads over into Hadlar. So, within Block -- Lot 24, Block 18, want that to connect to the pathway within Hadlar No. 3 Subdivision, Lot 25 and Block 4. The applicant did exceed the open space. They are required to have 15 percent open space and they have 21.81 percent, which exceeds the open space requirements and they are only required to have 13 amenity points and they do have 43 amenity points, which exceeds the amenities. The applicant will be required to provide an amenity from the multi-modal group in order to meet the required standards. So, that is a condition of this application. They did provide three conceptual building elevation plans. These are the same elevations that were approved with the previous application. The only thing that staff is asking that the houses -- that the rear and sides that are facing Locust Grove, Recreation Avenue and East Via Roberto Street, that are highly visible, we added a DA provision that required those elevations to incorporate articulation through changes in two or -- in like modulation, pop outs, bays, banded porches -- so, all of those to break up the monotonous wall planes. Single story homes are exempt from that requirement. We did ask Commission -- and -- and asking Council to weigh in on whether or not the applicant should revise the plat map to reconfigure Lots 4 through 7 on Block 18 on the northeast side of East Summerlin Drive, so that Lot 9, Block 18, does not have four lots

backing up to its side yard. I did talk to the applicant and they don't have any issue with revising this prior to it going to City Council. Oops. So, again, staff doesn't have any issues with what was presented. We feel that this proposed neighborhood is consistent with our comp plan and it meets the goals related to the residential density. It provides an approved and well-connected transportation network and offers strong proximity and access to the parks and emergency services, so -- we did not receive any written testimony on this. Again, we are asking for approval with the conditions outlined in our staff report and at this time I will stand for any questions that you may have.

Lorcher: Would the applicant like to come forward?

Clark: Hey, everybody.

Lorcher: Hi.

Clark: Hethe Clark. 251 East Front Street in Boise. It's the end of the night, so I think I will skip the ten minute presentation I had on Tier One and Tier Two and Tier Three drive throughs.

Lorcher: Thank you.

Clark: Okay. So, this one I think is kind of a common sense approach to this and hopefully something that we can move through kind of quickly. I'm going to have a record number of slides on the low side this time. So, just a couple of slides. So, you guys are familiar with the site. This is just kind of south of Lake Hazel, east of Locust Grove and you can see that there are two projects that we have identified in green and in yellow. Those are the existing entitlements. So, Hadlar was approved in December of 2022. It's got a couple of final plats that have already recorded. Summerlin, the current, was approved in December of 2024 and the property that we are talking about adding is this 20 acres that's shown in blue on this map. So, back when we were getting the -- primarily the Summerlin approval, but also a little bit during the Hadlar discussion, there were a couple of things that were brought up as a result of having this kind of missing link and one of those was that there was a private driveway, it was called Cavalli Lane, that was coming out and that was what served the 20 acres and they needed their driveway, but it was going to be very close to our access. Another element of it was that we were going to be having an out parcel in between these properties and -- you know -- and the park and, then, in addition to that there was a piece of the collector road that will serve the park that we didn't have frontage on, so we couldn't complete that collector road. So, we worked very hard -- excuse me -- with the property owner. We were able to acquire it. That additional 20 acres is now part of the site. It removes that private driveway, so our roadway shifted up just a little bit to replace it. We no longer have an out parcel and we have replaced that with city lots that are consistent with the existing entitlements and that also allows us to complete that collector roadway and allow for all that connectivity up into Discovery Park. We are not making changes to the remainder of the site. I just wanted to emphasize that. When we had Summerlin before one of the things we talked about was the size of the lots on

the south against the Rawson Canal. That's all the same. No changes there. Really, the main things that we changed were to bring in that 20 acres, make the connections and, then, we added amenities. So, rather than the 38 and a half that we had before, we are up to 43. Largely that's because we added a couple more dog parks and converted the -- the large lawn areas into soccer fields. So, you know, other than filling in that blank area we really -- we think we have seen this as just an -- overall an improvement. It was worth it to us to go and get that property and connect all of this and make it all work together and so with that missing link we think that this is really an overall a good thing for everyone. We are in agreement with the staff report. We are in agreement with the addition of the PED connection that Linda mentioned. We are also in agreement with reconfiguring those lots prior to City Council. That orientation. We are not -- you know, it's not really a code thing in our view, it's -- they -- they fronted on a -- on a -- what was going to be a collector before, so we are fine with reorienting those and we will have that for everyone by Council. Again, happy to provide that missing link. We can get this to a good place and we would look for your recommendation of approval and happy to answer any questions.

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: Thank you so much for keeping it short and sweet. One of my important questions when it comes to developments, especially when it impacts school districts, Kuna School District previously stated on record that it cannot serve this development. All four schools in the -- bless you. All four schools in the service area are at or over capacity and the district lacks the flexibility to reroute or redraw boundaries. District submitted no formal comments during this review cycle. Can you confirm whether there has been any direct communication with Kuna School District since that capacity statement and does the -- do you have any mitigation, phasing coordination or school site dedication to offer in response to the district's stated inability to serve?

Clark: Commissioner Gelsomino, just a couple thoughts. So, Mr. Jensen is here. We are very familiar with Mr. Jensen, we have had a lot of conversations with him over the years. Great guy. So, a couple of things that I would emphasize on that point. First of all, there are existing entitlements in this area. What we are doing is filling in the 20 acres that remains. At the time there were different comments from Kuna School District than there are now. I will let Mr. Jensen speak to what the current position of the school district is. But I would -- I would just emphasize a couple of things. The state data shows that Kuna School District's enrollment has gone down. That is consistent with eight of the ten largest school districts with -- across the state as well. West Ada School District has seen consistent reductions in enrollment as well and as we discussed with regard to our prior applications, the Kuna School District boundary is like basically right -- almost at our northern boundary of the -- of the project. There is the option of open enrolling in West Ada, which, again, is -- you know, has also seen those reduced enrollments. But I would also point out the charter and private school options. So, the -- actually, the closest school to this site is Gem Prep, which is over on -- on

Lake Hazel. So, there is a number of different options there. So, I will leave it to -- to Mr. Jensen to fill in any other points. But, you know, in what we have seen so far in terms of the letter that was provided is it doesn't say that there is not capacity and, again, I just want to emphasize that these are existing approvals and that we are just filling in the -- the gap between them, so --

Gelsomino: Thank you.

Clark: Yep.

Lorcher: All right. Thank you very much.

Clark: Thanks.

Lorcher: Madam Clerk, do we have anybody signed up to testify?

Lomeli: Thank you, Madam Chair. I have Tim Jensen.

Lorcher: Good evening. If you can state your name and address for the record.

Jensen: Yeah. Tim Jensen, director of growth and development for Kuna School District. 711 East Porter Street out in Kuna. And I will just jump right in on that. I thought I was going to have a short speaking, you know, tonight, but we didn't provide comments on this specific one, just because we -- just like he said, you know, this was almost kind of like an in-fill and I remember the discussion about this at the original meeting and -- and, you know. And so my intent tonight was just, you know, not to add anything more than previous comments that were made, because, you know, I felt like those were about that main -- that first development that got made and, you know. And it just -- you know, it was like beating a dead horse, you know, to stand up here and do that and -- and so one of the things that I have worked a lot with our -- since December 24 when this went through, I have worked a lot with our -- our school board and to -- to do a different approach with these conversations we are having with developers. Prior to me moving into this position it was a lot of conversation about a specific portal corridor fee that would be paid, you know, and it -- developer's no different than -- you know, someone -- if I came to you and said, hey, man, can you write me a check for 500 bucks? I just need it. You are going to say what? And so what we really have done is focus more on working with developers on helping us with some of our capital projects. For instance, we have a developer that's offered to expand our high school parking lot by 128 spots, which is much needed and, you know, for them they can do that at a lower cost, because they, you know, have their contractors that work for them, they are going to do it at the same time they are doing their roads and their development. For us it has -- you know, if we contracted that out it's a 450-ish thousand dollar project for -- you know, for the developer to do it while they are on site doing. It -- it's a much cheaper cost to them, but we have the same value out of it and so what -- we have kind of taken a different approach and I have worked with our school board on, we have -- you know, our intent from this process was to help us with these capital projects, but our

developers can do a lot of those capital projects much cheaper than we can to contract them out and so it's really been a blessing to be able to go work with developers on that kind of a conversation, like, hey, can we build this conversation -- or this partnership to help us? Here is our list of -- we -- I have got a list of capital projects per school, by the district, you know, all those things and I see all these developments coming in with pickleball courts and I'm like, man, I need tennis courts. Can anybody build tennis courts anymore? And so -- but -- so, anyway, it just -- I -- I didn't come with the intent and I didn't intentionally send a comment, just because, like I said, like Hethe was saying, this was kind of that in-fill to a project that had already been approved. My intent coming tonight was to be here to answer questions. I didn't want -- I know we created kind of a delay in the process, because we didn't come to a meeting -- sorry. I'm over time.

Lorcher: You are fine.

Jensen: We came -- we didn't come to a meeting and it created a delay and I didn't want us to be that reason for there to be a delay in this process again and so I came tonight with the intent of answering questions. The -- the report I submitted -- it is -- Hethe said it perfectly, you know, Summerlin is just one piece of that overall number. The board had asked me to do that study in February and so I was able to provide that. But it's -- that definitely is not, you know, projected students just from this project and so we are definitely in a unique position. We do have the five entities that -- that feed us. We are almost kind of like Oprah Winfrey we are out there, you know, you get a development and you get a development and you get a development and -- and -- but, no, I just -- just to clarify and hopefully that does answer a little bit about your question and stuff, so -- and I will stand for any questions.

Lorcher: Do we have any questions for Tim? I think we are good. Thank you very much.

Jensen: Thank you guys for your time.

Lorcher: Hethe, did you have anything else you would like to add?

Lomeli: Madam Chair, we have someone else signed up.

Lorcher: Oh. Hold on. Sorry. We have somebody else to public testify?

Lomeli: I have Mike Murgioitio.

Lorcher: Come on up. Sorry.

Lomeli: He has indicated he is representing an HOA.

Lorcher: Okay. All right. If you have permission from your collective group you will have ten minutes to speak. If you can state your name and address for the record.

Murgoitio: Mike Murgoitio. 2623 South Hills Place, Meridian, Idaho. 83642. And I'm representing the landowners just south of the property, LNG and Murgoitio, LLC, and Murgoitio Revocable Trust and the address down the street is from Murgoitio Revocable Trust is 6575 South Locust Grove, Meridian, Idaho. 83642. So, we were just -- we seen the sign and for our property's sake we were just concerned about access to utilities. It sounds like this has already been approved. So, we are just making sure that there was no change in access to our utilities for our property. I spoke with the developer. It sounds like there is not a change in access or any sort of constraints on that, so I don't have a problem. But I just want to state for the record that if there was any changes we would want to be informed.

Lorcher: Okay. Yeah. Stay in contact with the developer. They will have more information than -- than we would.

Murgoitio: Sounds good.

Lorcher: Okay.

Murgoitio: Thank you.

Lorcher: Thank you. Madam Clerk, is there anybody else in Chambers?

Lomeli: Madam Clerk -- or sorry. Madam Chair. No one else has signed up and no one else is online.

Lorcher: Anyone else in Chambers? Hethe, you are good? Okay. Then may I have a motion to close the public hearing?

Smith: So moved.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to close the public hearing on Summerlin. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I remember -- I remember duking it out a little bit with the applicant when this first came through and I remember there being a lot of heartburn associated with that -- that out parcel regarding access and, candidly, regarding the inevitable future in-fill issue and, you know, like our former chairman Andy Seal used to say, in-fill -- in-fil is hard as the --

Lorcher: It is.

Smith: I think it was almost a catchphrase and to be able to address this all in one go is -- is really -- it's really great. I'm glad to hear that there is no -- no concerns with that kind of reworking of those parcels. I still think we should probably add as a condition just to make sure that happens. Not because I doubt the applicant's, you know, follow through or anything. But, yeah, I think a lot of the concerns that -- that were there and a lot of the heartburn that was there in the last application have either been addressed or have kind of been worked into this -- this -- I guess more cohesive vision that's a lot more -- you know, better interconnectivity. So, I -- I fully am in support of this with those -- that one modification.

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: Just want to quickly state, you know, I am in favor of the application. I appreciate the applicant's explanation and -- and response to my question. Of course, I actually served with Mr. Conger on the steering committee for the master plan several years ago while I was still on the Parks Commission, so I'm more than excited to see them continuing to do their -- to do their work and I'm satisfied with their answers and ready to move forward on this application.

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: I like how you put that. Deking it out. We have had a few of those, haven't we, guys? No, I -- I do think -- I think this is going to be a great addition to that area. I don't love that much density in that location, but because we have the park there and because there is going to be some good pathways and walkability there, I'm a little more comfortable with that. I would say that I have been in communities where there is one swimming pool for every 300 houses and it was overwhelmingly full and closed down half the time. So, I don't know if that's something -- I know they are expensive. I know they are hard to insure. I just wish you all the best of luck of having one for this many homes. But I think for the most part they have addressed everything that -- that staff has had concerns about and -- and so I -- I'm comfortable with voting yes on the application.

Lorcher: So, before we pose a motion as I'm looking at some of the details on our summary for the staff report, there is a waiver for the excess block length for East Crimson Clover Drive that would need to be identified in the motion and also the waiver to keep the Rawson Canal open. So, we will just want to make sure the Commissioners were aware of those two waivers that are being considered to City Council and that we are okay with those. I like the open canals. I mean I think it just -- I don't know if you can use it as an amenity or not, but it definitely just adds some more visual interest and

a little bit more wildlife and oxygen to the -- to the space. So, I like that part. As far as the block -- excess block for the East Crimson Clover Drive, like Hethe mentioned a lot of the challenges for connectivity have been addressed because of this acquisition for this part of the parcel and if -- it just makes sense for the topography and the way the subdivision works. We will let City Council decide, but I can support that as well. Any other comments in regard to those two waivers?

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: I just want to state that I really appreciate the block length exhibit that you all put together. That was very helpful and the narrative and I wish every applicant would do a narrative for their communities like this one. It makes our preparation a lot easier. So thank you.

Lorcher: And, then, you will address the -- the four houses with the one before Council, so we are good with that.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: After considering all staff, applicant and public testimony, I move to recommend approval to the City Council of File No. H-2026-0018 as presented in the staff report for the hearing date of July 16th, 2026, with the following modifications: To grant the waivers for block face length and to keep the canal open and with a modification to have the applicant revise the -- the plat map to reconfigure Lots 4 through 7, Block 18, so that Block 18 -- so, that Lot 9, Block 18, does not have four lots backing up to its side yard, specifically to have three or fewer lots backing up to its side yard.

Gelsomino: Seconded.

Lorcher: It's been moved and second to approve Summerlin Subdivision. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: I will take one more motion.

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: I move that we adjourn for tonight's meeting.

Smith: Second.

Lorcher: It's been moved and seconded to adjourn. All those in favor say aye. Any opposed? Motion carries. Thank you very much.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

MEETING ADJOURNED AT 7:48 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS.)

APPROVED

MARIA LORCHER - CHAIRMAN

_____|_____|_____
DATE APPROVED

ATTEST:

CHRIS JOHNSON - CITY CLERK