

**Meridian Planning and Zoning Meeting**

**August 20, 2020.**

Meeting of the Meridian Planning and Zoning Commission of August 20, 2020, was called to order at 6:00 p.m. by Chairman Ryan Fitzgerald.

Members Present: Chairman Ryan Fitzgerald, Commissioner Lisa Holland, Commissioner Andrew Seal, Commissioner Rhonda McCarvel and Commissioner Nick Grove.

Members Absent: Commissioner Bill Cassinelli.

Others Present: Chris Johnson, Adrienne Weatherly, Andrea Pogue, Sonya Allen, Joe Dodson, Alan Tiefenbach and Dean Willis.

**Roll-call Attendance**

<input checked="" type="checkbox"/> Lisa Holland	<input checked="" type="checkbox"/> Rhonda McCarvel
<input checked="" type="checkbox"/> Andrew Seal	<input checked="" type="checkbox"/> Nick Grove
<input checked="" type="checkbox"/> (Vacant)	<input type="checkbox"/> Bill Cassinelli
<input checked="" type="checkbox"/> Ryan Fitzgerald - Chairman	

Fitzgerald: So, at this time I would like to call to order the regularly scheduled meeting of the Meridian Planning and Zoning Commission meeting for the date of August 20th and let's start with a roll call, please.

**ADOPTION OF AGENDA**

Fitzgerald: Thank you, ma'am. Appreciate that. The first item on our agenda is the adoption of the agenda. We have two items at the beginning of the -- that we will open only for continuance and those are Horse Meadow Subdivision and Prescott Ridge Subdivision. We will open those in order to continue them to a date certain. With that notification, can I get a -- I'm sorry. Can I get a motion to adopt the agenda as presented.

Seal: So moved.

McCarvel: Second.

Fitzgerald: Thank you all. I have a motion and a second to adopt the agenda as presented. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

**CONSENT AGENDA [Action Item]**

1. **Approve Minutes of the August 6, 2020 Planning and Zoning Commission Regular Meeting**
2. **Findings of Fact, Conclusions of Law for Rock & Armor Fitness (H-2020-0076) by Matt Garner with Architecture Northwest, Located at 1649 and 1703 E. Pine Ave.**

Fitzgerald: The next item on the agenda is the Consent Agenda. There are two items on the Consent Agenda tonight. The approval of -- approval of minutes for the August 6th, 2020, P&Z Commission regular meeting and, then, Findings of Fact, Conclusions of Law for Rock & Armor Fitness. Is there anything that needs to be taken out of the Consent Agenda or are we good to go? I think we are good to go. Okay. Can I get a motion -- Commissioner McCarvel.

McCarvel: Yeah. Mr. Chair, I move we accept the Consent Agenda.

Seal: Second.

Holland: Second.

Fitzgerald: I have a motion and a second to accept the Consent Agenda. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

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

Fitzgerald: Okay. Thank you all for your -- for being here in virtual space and in real space and appreciate your guys allowing us to be in that same situation. Commissioner Seal, thank you for being the person at the dais tonight. We appreciate you doing that again. As we start tonight's hearing process let me kind of explain how we are going to do things tonight. We will open each item individually and allow the staff to report on how each -- or application meets our Comprehensive Plan and Uniform Development Code with their recommendations. After staff's made their presentation the applicant will come forward to present their case for the approval of the application and, then, we can respond to any -- and they will respond to any staff comments. The applicant will have about 15 minutes to do so. After the applicant has finished we will open the floor for public testimony. There is a sign -- there is an option to sign up if you are in person. In the back there is an iPad you can sign up back there. And, then, if you are online via Zoom the Clerk is -- will keep a list of folks to bring in to provide their testimony and we will kind of run the meeting with the clerk giving us guidance on who is next to speak. If there is any individual that is in the audience or online is there to speak on behalf of an HOA, we will give you ten minutes to speak. We are hoping that the people that you are speaking on behalf will not also follow through with additional comments that are similar to yours. So, if you are representing an HOA we will give you that additional time to represent your -- your constituency, but we want to make sure that we don't hear multiple comments of the

same thing. So, we -- we know there is a couple items on the agenda tonight that might have some definite public testimony. We really appreciate it for timewise and everybody wants -- we want to make sure you get your thoughts and points across, but we want to keep that -- if we heard a bunch of things about a certain issue, we would like to focus on issues that the Commission hasn't really heard of -- or heard about. So, if there is an HOA person they will have ten minutes to speak. The public in general will have three minutes to speak. And after all testimony has been heard the applicant will be given an opportunity -- a ten minute opportunity to come back up and close -- close their remarks and respond to anything that was provided by the public testimony. At that time we will close the public hearing. The Commissioners will have a chance to deliberate and, hopefully, be able to make recommendations to the Council or a decision on the application. As we move forward I think -- we have kind of gone through the process. If you are on Zoom, we would -- please make sure you -- that you mute yourself. The clerk will help you kind of get squared away. But if you have a question raise your hand on Zoom. There is only one opportunity to testify, so use your three minutes wisely. We have had issues where people want to testify again after their first time and that -- we only allow that one opportunity. So, please, make sure you get your point across in that first iteration.

### **ACTION ITEMS**

- 3. Public Hearing Continued from July 16, 2020 for Horse Meadows Subdivision (H-2020-0060) by Riley Planning Services, Located at 710 N. Black Cat Rd. Applicant Requests Continuance to September 17, 2020**
  - A. Request: Rezone of 4.71 acres of land from the R-4 zoning district (Medium Low Density Residential) to the R-8 zoning district (Medium-Density Residential).**
  - B. Request: Preliminary Plat consisting of 27 single-family residential lots and 3 common lots on 4.71 acres of land in the R-4 zoning district.**

Fitzgerald: So, as we move down and start our public hearing process tonight, we will open the public hearing on Horse Meadows Subdivision and I know that they -- are they in the building or online, Madam Clerk, to talk about why they are requesting a continuance or maybe the staff can provide us that?

Weatherly: Mr. Chair, Penelope is in house. Penelope, you want to approach the podium.

Constantikes: Thank you, Mr. Chairman. Penelope Constantikes. Post Office Box 405, Boise, Idaho. 83701. We are asking continuance tonight because we had some fine tuning that we needed to do to the plat and I think we have resolved all the ACHD and staff issues. It's a somewhat complicated site and we needed a little extra time. I would be happy to answer any questions.

Fitzgerald: Thanks, Penelope. Is there any other -- or questions for the applicant? Okay.

Constantikes: Thank you.

Fitzgerald: Thanks, Penelope. We appreciate it. With that we have a date for the continuance on September 17th of 2020. If there is not any other comments, can I get a motion to continue that public hearing.

Seal: Mr. Chair?

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Are we sure there is room on September 17th? I thought we -- it was full last time we tried to start putting on that meeting.

Weatherly: Mr. Chair, Commissioner McCarvel, apparently we have two hearings on that date, one is for a rezone for Ada County Coroner and the other one is annexation and zoning for Compass Point.

McCarvel: Okay. So, two -- okay. Perfect.

Fitzgerald: I think both of these are headed there, so --

McCarvel: Yeah. Okay.

Fitzgerald: Anyone want to follow up with a motion?

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: I move to continue file H-2020-0060, Horse Meadows, to the date of September 17th, 2020, to give the applicant more time to finalize the application.

Holland: Second.

Fitzgerald: I have a motion and a second to continue application 2020-0060, Horse Meadows Subdivision. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

- 4. Public Hearing Continued from July 16, 2020 for Prescott Ridge (H-2020-0047) by Providence Properties, LLC, Located on the South Side of W. Chinden Blvd. and on the East Side of N. McDermott Rd.**

**Application Requires Continuance to Requested Date of September 17, 2020**

- A. Request: Annexation of 126.53 acres of land with R-8 (99.53 acres), R-15 (8.82 acres) and C-G (18.17 acres), zoning districts.**
- B. Request: A Preliminary Plat consisting of 384 buildable lots, 35 common lots and 5 other lots on 126.53 acres of land in the R-8, R-15 and C-G zoning districts.**

Fitzgerald: Moving on to the next item on the agenda, which is a public hearing for Prescott Ridge, File No. H-2020-00474. Madam Clerk, is the applicant in house that they can provide input?

Weatherly: Mr. Chair, I don't believe that the applicant is here, but I do have a raised hand. One moment, please.

Fitzgerald: Thank you.

Weatherly: Stephanie, one moment. Stephanie Leonard will be joining us in just a second. Okay, Stephanie, you should be --

Fitzgerald: Stephanie, do you want to unmute yourself or --

Leonard: Can you hear me?

Fitzgerald: Yes. Go right ahead, Stephanie.

Leonard: All right. Good evening, Commissioners. We are requesting a continuance because we determined that we would like to add a couple of plats to the multi-family portion of the site. In discussing that with staff we -- it was determined that we would have to renote the site to be able to do that. We discussed with her -- with Sonya about that and also thought that it would be good to give staff and other agencies enough time to be able to review the changes that we have made per ACHD's staff comments and that was, essentially, the reason that we are requesting a continuance -- I believe to September 17th as well.

Fitzgerald: Perfect. Any questions for the applicant? Thanks, Stephanie. We appreciate it.

Leonard: Thank you.

Fitzgerald: Any other comments or questions? If not, if I can get a motion that would be wonderful.

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove.

Grove: I move to continue File No. -- I just lost it there. H-2020-0047 to the hearing date of September 17th.

Fitzgerald: Did I get a second there?

McCarvel: Second.

Fitzgerald: I have a motion and a second to continue the -- File No. H-2020-0047, Prescott Ridge Subdivision, to the hearing date of September 17th, 2020. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

**5. Public Hearing for Loose Screw Brewery (H-2020-0081) by Mary Murphy, Grand Peak, LLC, Located at 1511 W. McMillan Rd., Ste. 100**

- A. Request: A Conditional Use Permit for a 2,200 square foot brewery with a tasting area and retail showroom (i.e. minor food and beverage products processing) within 300 feet of a residential district/use on 0.95 of an acre of land in the C-N zoning district.**

Fitzgerald: Okay. Moving on to the next item on the agenda -- on the agenda. We have a public hearing for Loose Screw Brewery, H-2020-0081, and let's kick it off with the staff report. Alan, are you available?

Tiefenbach: Good evening, Mr. Chair, Members of the Commission. Alan Tiefenbach, Associate Planner with the City of Meridian. Good evening. This is a conditional use for a drinking establishment. The -- the site is approximately two acres in size. It's zoned neighborhood business district and it's located at 1511 West McMillan, which is basically the southeast quadrant of West McMillan and North Linder Drive. The future land use map recommends a mixed use neighborhood. As I said, it's already zoned neighborhood business district and you can see here on the aerial where it's located. Real quickly -- so, this property was part of a larger annexation in 2013. At that time part of that annexation included what is now known as the Sawtooth Village, a retail center. This is about a two acre piece of land. It's right on the corner. It's comprised of two buildings of 10,000 square feet each. The -- the property is presently in the -- in the process of building out. If you look at the photographs here on the top left that is looking from West McMillan -- McMillan. That is the Sawtooth Retail Center. So, Building A is on the right, Building B is on the left and in the middle there between those two towers, what you see here, this is a plaza and this is going to be important here in a minute. On the bottom here this is a picture from the back at the south and this is looking into a four-plex complex. There is a path that runs through and there is a path that connects here. You see the chain link there, because, as I said, these buildings are presently in the process of building out, so

there is construction fencing all around it. This is an application for a conditional use permit to allow a 2,200 square foot brewery. These are -- this is defined in our UDC as minor food and beverage product processing. This will include outdoor seating and potentially live music. The applicant will be leasing a space within this building here, again, about 2,200 square feet. Because there is residential within 300 feet of this property, it's required to do a conditional use. As I said, outdoor music is a possibility. The -- the -- this development has 58 parking spaces that are -- that are -- have been approved as part of the certificate of zoning compliance. Forty parking spaces would have been required, so it's one parking space per 500 with -- with two 10,000 square foot buildings that would be 40 parking spaces. Again, 58 are provided. It's also I think important to mention that different uses share different peak parking demands. Some of these uses are going to be office and like your nail salon type uses, which are between 8:00 and 5:00. Then there is other uses that are the more after hours uses, which would be the restaurant and this brewery, but staff -- it's staff's opinion that 58 parking spaces, given these different types of competing uses, would definitely be sufficient. The only real concern that staff had with this proposal was, first of all, the hours of operation. There are certain hours that are required -- that are allowed for drinking establishments, those are between 11:00 a.m. and 10:00 p.m. Staff recommends as a conditional use it would be limited to those hours. The other concern we have -- and I will go to the site plan. This is the landscape plan that was approved as part of the certificate of zoning compliance. This is Building A. The brewery will be proposed in this area, why I made that mark here. There is this an outdoor plaza here and the applicant wants to share seating. There is -- there is a restaurant over in this building that's coming in and, then, the Loose Screw Brewery would be over here and these two different restaurants have already worked with the owners of this development to work out an arrangement where they can both have outdoor seating. There would be approximately five tables is what Loose Screw has said. Our only concern with this would be the residential that's directly to the south. We wouldn't want this -- the activities that are associated with this brewery to start sort of drifting out into other areas, either in towards the back or towards the front, so our recommendation is that any outdoor activities associated with this brewery would be limited to this plaza and no more than 1,500 square feet and that's the size of this plaza. Other than that staff has no other concerns and we recommend approval of this project. If there is any questions I would be happy to take those now.

Fitzgerald: Thank, Alan. We appreciate it. Are there any questions on this app -- on this application? Hearing none, would the applicant like to be recognized to touch base on this -- on this project? Are they in person or online?

Weatherly: Mr. Chair, the applicant is in person and approaching the podium.

Fitzgerald: Awesome. Thanks, Madam Clerk. Good evening. Would you, please, state your name and your address for the record and the --

Murphy: Good evening. I am Mary Murphy. 3030 Boulder Creek Place, Meridian, Idaho. 83646. And I am the applicant with Grand Peak Development. I am representing TS Development, the owner and the tenant, that would be Loose Screw Beer Co. We just

wanted to say that we agree with staff and their recommendations and other than that if you have any questions for me I would be more than happy to answer.

Fitzgerald: Thank you so much, Ma'am. Are there any questions for the applicant on this?

Seal: Ryan, you are muffled.

Weatherly: Ryan, sorry about that. Go ahead and repeat what you just said. I had you turned down.

Fitzgerald: Okay. Thanks. Are there any questions for the applicant on this project? Thank you, ma'am, very much for being here and if there is any public testimony we will let you come up and close and respond to anything that's said, so --

Murphy: Great. Thank you.

Fitzgerald: Thank you. Is there public testimony? Anyone who would like to testify on this application that signed up, Madam Clerk?

Weatherly: Mr. Chair, we had one person sign in, but not wishing to testify.

Fitzgerald: Okay. If is there anyone in the audience or online that would like to testify on this application, please, raise your hand. We will give it a few seconds. Raise your hand via Zoom or raise your hand in the audience. Either one. Commissioner Seal can always be my eyes. Okay. We appreciate it. Ms. Murphy, do you want to have any -- do have any other comments to make, ma'am?

Murphy: No.

Fitzgerald: She is probably saying no.

Weatherly: Mr. Chair, she indicated no.

Fitzgerald: Okay. Thank you, Madam Clerk. With that can I get a motion to close the public hearing, unless someone has questions for staff.

Seal: Mr. Chair?

Fitzgerald: Commissioner Grove -- or Commissioner Seal.

Seal: I move we close the public hearing on H-2020-0081.

McCarvel: Second.

Grove: Second.



Fitzgerald: I have a motion and a second to close the public hearing on H-2020-0081, Loose Screw Brewery. All those in favor say aye. Any opposed?

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Anyone want to start off? This one is pretty easy for me, but -- I need more restaurants in my neighborhood, so I will just -- I'm looking forward to breweries nearby. So, anyone want to -- go ahead. Commissioner Holland, you unmuted yourself. You want to comment? Go right ahead.

Holland: I was just going to say, I ditto that. I think it looks like a nice concept fit in there. I like the alternating uses, so I don't see any concerns.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Yeah, I agree. I think the staff's addressed, you know, any issues and I think they have been addressed, you know, just to keep the usage there in that little patio and not extend out. So, I think it will be a nice fit.

Fitzgerald: Agreed. I think that the hours of operation make sense. I'm glad there is going to be some interweaving into that neighborhood behind them, too. So, I think it's great.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: I echo what has already been said and I will go ahead and throw a motion out there.

Fitzgerald: Sounds great.

Seal: After considering all applicant and public testimony, I move to -- this is a CUP; correct?

Fitzgerald: Yes.

Seal: So, we are approving. So, after considering all staff, applicant, and public testimony, I move to approve the City Council File No. H-2020-0081 as presented in the staff report for the hearing date of August 20th, 2020.

McCarvel: Second.

Fitzgerald: I have a motion and a second to approve the conditional use permit for Loose Screw Brewery, H-2020-0081. All those in favor say aye. Any opposed? Motion passes. Good luck to you all. I look forward to having a beer at the establishment down the road.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

- 6. Public Hearing for Victory Apartments (H-2020-0065) by Wendy Shrief, J-U-B Engineers, Inc., Located at the Southwest Corner of S. Meridian Rd./SH-69 and W. Victory Rd.**
  - A. Request: Amendment to the Future Land Use Map contained in the Comprehensive Plan to change the designation on 18.45 acres of land from Medium Density Residential (MDR) to Medium High Density Residential (MHDR).**
  - B. Request: Annexation of 18.45 acres of land with an R-15 zoning district.**

Fitzgerald: Moving on to the next item on our agenda is a public hearing for Victory Apartments, File No. H-2020-0065, and we will start with the staff report. Sonya, are you on?

Allen: Thank you, Mr. Chair, Members of the Commission. The next applications before you are a request for a Comprehensive Plan map amendment and annexation and zoning. This site consists of 18.45 acres of land. It's zoned RUT in Ada county and is located at the southwest corner of West Victory Road and South Meridian Road and State Highway 69. Adjacent land uses and zoning. To the north is Victory Road and single family residential and office uses, zoned R-4 and L-O. To the south are single family residential uses, zoned R-8. To the west is rural residential zoned RUT in Ada County. It's designated medium density residential on the future land use map. And to the east is South Meridian Road, State Highway 69, and multi-family residential apartments, zoned R-15 and single family residential homes, zoned R-8. The Comprehensive Plan future land use map designation for this property is medium density residential, which calls for three to eight dwelling units per acre. The applicant is requesting an amendment to the future land use map contained in the Comprehensive Plan to change the land use designation on 18.45 acres of land from medium density residential to medium high density residential and annexation with an R-15 zoning district. The subject property, along with a four acre parcel to the west, are enclaves surrounded by city annexed and developed land. Annexation and development of this property will reduce the enclave situation, leaving only one parcel in the county, which will provide for more efficient delivery of city services in this area. The existing medium density residential designation, as I said before, allows for dwelling units at gross densities of three to eight dwelling units per acre. The proposed medium high density designation allows for a mix of dwelling types, including townhomes, condominiums, and apartments at gross densities of eight to 12 units per acre. Medium high density residential designated areas are relatively compact within the context of larger neighborhoods and are typically located around or

near mixed use commercial or employment areas to provide convenient access to services and jobs for residents. Development should incorporate connectivity with adjacent uses and area pathways, attractive landscaping, and a project identity. The applicant's request for approval of an amendment to the future land use map to change the land use designation for this property to medium high density residential for an increase in density for development on this site is based on recent market studies included in the application to corroborate the demand for housing in Meridian as high and a range and diversity of housing types is needed and the map you are looking at there is the existing future land use map and the proposed change to the future land use map. A conceptual development plan was submitted with the annexation request as shown that depicts a total of 170 multi-family residential units consisting of a mix of two-plex and four-plex structures at a gross density of ten units per acre, consistent with and at the mid range of the desired density in the proposed medium high density designation. Duplex structures are proposed along the southern and western boundaries of the site as a transition to the existing single family residential properties from the proposed four-plexes. The proposed development is located in close proximity to a mix of office and commercial uses. Healthcare services and other office uses exist to the north across Victory Road and along South Meridian Road and Legacy Feed and Fuel with a convenience store and gas station exists kitty corner to the site across Meridian Road. Other commercial uses are currently in the development process in this area that are anticipated to consist of retail, healthcare, office and flex space for small commercial businesses and that is around the Legacy Feeding and Fuel site. Access is proposed via a public street from Victory Road, an existing two lane arterial street, which is proposed to stub to the west for future expansion. An emergency access only is proposed via South Meridian Road. No improvements are planned in the capital improvements plan or the five year work plan for this section of Victory. ACHD is not requiring Victory to be widened adjacent to this site, because there is insufficient area to do so with the proximity of the Ridenbaugh Canal to Victory Road, which runs along the northern boundary of the site. The traffic level of service for this road is better than E, which is an acceptable level of service for a two lane roadway per ACHD's report. Qualified open space and site amenities are required to be provided with development in accord with UDC standards. A minimum of ten percent open space and one amenity are required. The concept plan depicts a central common area with a clubhouse, swimming pool, and tot lot. A dog park is proposed at the northeast corner of the site across the Ridenbaugh Canal with a pedestrian bridge for access over the canal. Off-street parking is depicted on the plan in excess of UDC standards with 50 extra space. The UDC requires a 25 foot wide street buffer and detached sidewalk to be provided along arterial streets, such as Victory Road. However, because there is not sufficient area between the Ridenbaugh Canal and the -- and Victory for a sidewalk, ACHD is requiring the sidewalk to be constructed on the south side of the canal. If the easement for the canal entirely encompasses the buffer area, a minimum five foot wide area outside of the easement is required for landscaping. A minimum 35 foot wide street buffer, with a detached ten foot wide multi-use pathway, is required along South Meridian Road and State Highway 69, which is designated as an entryway corridor. Noise abatement is required for residential uses along the highway in accordance UDC standards, which requires a berm or berm and wall combination parallel to the highway, the top of which is required to be a minimum of ten feet higher than the elevation at the

centerline of the state highway. Conceptual building elevations were submitted for the four-plex structures that are a pinwheel design similar to those constructed in the Little Creek Development off Locust Grove behind D&B Supply, with the front door of each unit on a different side of the structure. The duplex structures are similar to the four-plexes in design, but the front doors of each unit will be on the same side on the front of the structure. Building materials consist of a mix of vertical and horizontal siding with stone or brick veneer accents. All structures are required to comply with the design standards listed in the Architectural Standards Manual to ensure a high quality of design. Multi-family residential developments require conditional use permit approval in the R-15 district in compliance with the specific use standards for such listed in the UDC. If the subject applications are approved detailed review of the development for consistency with UDC standards will take place with the conditional use permit application. West Ada School District submitted comments on this application that show enrollment for the 2020-2021 school year below capacity in this area for all grades. Although Victory is only slightly below capacity, which will be exceeded with any future development in this area. Written testimony has been submitted on this application as follows: There have been many letters of testimony received on this project that are included in the public record, the majority of which are against the applicant's proposal for reasons pertaining to density, they feel it's too high. Type of development proposed, the apartments. Too much existing traffic and congestion in this area and on Victory Road. And desire for Victory to be widened before anymore development is approved in this area. And concern pertaining to the ability of area schools to handle more students. The applicant did submit a response to the staff report. They are in agreement with the staff recommendation. The staff is recommending approval of the amendment to the future land map in accord with the Comprehensive Plan provisions that encourage higher density residential uses along major transportation corridors, near commercial mixed use and employment areas, with pedestrian connectivity to these uses and approval of the annexation and proposed development plan with the requirement of a development agreement, as it provides a transition in uses and density to existing single family residential properties will contribute to a range of residential land use designations and diversity in housing types and densities in this area and will provide convenient pedestrian access to nearby services and jobs for area residents with construction of a sidewalk along Victory and a multi-use pathway along Meridian Road. Staff will stand for any questions the Commission might have.

Weatherly: Hang on, Ryan.

Fitzgerald: Thank you. I can mute myself, but I'm not loud, but is there any questions for Sonya?

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove.

Grove: Sonya, I had a question. On the site map I didn't see the pathway depicted on the south side of the canal. Is that articulated in any other plans or is that something that will come later?

Allen: Mr. Chair, Commissioner Grove, Commissioners, it is not depicted on the plan, but it will be a requirement of development by ACHD and the city.

Seal: Mr. Chair?

Fitzgerald: Do you have follow up --

Seal: Can't hear you, Ryan.

Weatherly: Sorry, Ryan. We are trying something new tonight and I have to turn you down every time somebody else talks in chambers. So, I apologize for going back and forth on you.

Fitzgerald: You are fine. No worries. Commissioner Grove, did you have a follow-up? We can talk to the applicant about where that's going to go, because I had the same question.

Seal: Mr. Chair?

Fitzgerald: Additional questions for staff?

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: Just on the future land use map with the modifications that were done recently to it did that change on it or did that -- is it the same as it used to be? Or has it changed in recent past?

Allen: Mr. Chair, Commissioners, no, it did not change with the last amendment.

Seal: Thank you.

Fitzgerald: Additional questions for Sonya? Okay. Hearing none at this time, would the applicant like to come forward or raise their hand if they are in attendance. Madam Clerk, can you bring Thad over?

Weatherly: Just a moment. Erik P, if you are part of this as well, will you, please, raise your hand. Oh.

Shrief: Wendy Shrief with JUB Engineers.

Weatherly: Is Erik with you as well?

Shrief: He -- he is calling in through Zoom. Again, Wendy Shrief with JUB Engineers and Erik Pilegaard -- I spoke with the Clerk's office, he is on the Zoom call and he will -- he will speak if needed, if we have any questions for him.

Weatherly: Okay. I'm going to move you over, so that if you do talk you will have the ability. So, one moment. It's going to look like I kicked you out, but one moment. Okay, Wendy, you are good to go. Thank you.

Shrief: Okay. And which microphone is better?

Weatherly: Probably the one you -- yeah.

Shrief: Okay. And if -- Sonya, if you could put up the future land use map I will get started. Good evening. My name is Wendy Shrief. I'm a planner with JUB Engineers. My business address is 250 South Beachwood Avenue in Boise, Idaho. Again, we are here this evening not with -- not with a CUP or a preliminary plat, we are here with the annexation -- a request for an annexation of 18.45 acres with zoning of R-15 and a Comprehensive Plan map amendment. We are requesting medium high density residential, which would allow us to request the R-15 zoning. I think a really key part of -- of our proposal and what -- why we think this project makes sense here is to -- to look at the location of where -- where the site is. We are located on Meridian Road, on a principal arterial where there is an existing 36,000 trips a day. So, we are on a principal roadway, fairly heavily trafficked, which is actually an ideal location for multi-family. If you look at directly -- if you look at the ACHD staff report there also are -- there will be -- in the capital improvements plan in the future, future widening of Victory Road. I know we have a number of neighbors here with concerns about Victory Road. In the ACHD staff report there is mention of that being in their future capital improvements plan where that section will be widened to three lanes between 2026 and 2030. So, that is listed in the ACHD staff report and we will be dedicating additional right of way for those future improvements. When I -- I want to look at where our site is located. We are -- is the pointer the best way to do this? We are located immediately adjacent to the Ridenbaugh Canal. It's the northern border of our site and it separates Victory Road and the Ridenbaugh Canal separate us from some single family residential, which is to the north of us, and out of our surrounding land uses to -- to the south we have some R-8 single family residential. To the -- immediately to the north we have some light office uses and where we have R-4 zoning that is buffered by both the Ridenbaugh Canal and Victory Road. Separates our future land use -- or potential land use from that single family. And I wanted to kind of walk us through the four corners of this area. If we look at the -- the northwest corner of Victory and Meridian Road, immediately to the north of us we have light office uses. You can see that in purple. Oh, I can use this. Thank you. Okay. I'm going to pretend. And, Sonya, there is another site plan. I gave -- I e-mailed to Adrienne and I e-mailed -- I just e-mailed it to you. I don't know if you can pull it up. That -- that has some of our color renditions and some of our landscaping and actually shows that pathway sidewalk that one of the P&Z Commissioners brought up. And, Adrienne, if you can put that up. I sent you a couple of elevations and there is also -- there is a site plan.

Weatherly: It's likely that I put them in the public record, but I didn't put them for presentation. So, I hang on.

Shrief: And I just e-mailed it to Sonya a little bit ago, too. And I have got my board if that won't come up. I think our -- our colored plan does give a nice representation and shows where that -- where that sidewalk is going to be put in. While you look for that I'm going to go ahead and run through the corners. Yeah. It looks like this was sent over -- well, so we are going to go through the -- at the northwest corner of Victory and Meridian Road, immediately to the north of our site, we have light office use and where we have single family residential to the north we are buffered. Actually, a couple of things. We have Ridenbaugh Canal, Victory Road, and on the northern portion of our site to create a future buffer, we are actually proposing townhomes, rather than four-plex units. If you look at the northeast corner of Victory and Meridian Road, we have commercial land uses and this is actually a fairly high intense land use. This is where we have Legacy Feed and Fuel and some future commercial development. So, these are -- these are our neighbors where we are proposing this multi-family. If you would go and you look at the southeast corner directly across the street from our proposed land use, we have R-15 zoning and the Red Tail Apartments. So, this is a high-end, multi-family -- I think a comparable project directly across the street with the Red Tail Apartments. If you look at the southwest corner where we are located at Victory, we have R-8 to the south and, then, immediately to the west we have kind of an out-parcel, which is currently still in the county, with RUT zoning, which -- I know one -- the property seller had gone and spoken with those -- with those neighbors and they staying put with that. That's a property that will eventually be brought into the City of Meridian and probably developed at some point. That's currently in -- thank you. That's the site plan. So, this is our colored site plan that actually shows --

Johnson: You should now be able to use the mouse. Hopefully. There you go.

Shrief: Thank you. This is -- yeah, I think a much better representation of what -- what we are proposing and we have a number of changes from when I held my neighborhood meeting several months ago. I did a virtual neighborhood meeting with the neighbors within 300 feet and they saw a different site plan with all four-plexes. So, I want to kind of tell you we are actually -- from when we initially came in and did a pre-application meeting with the City of Meridian, we have -- we have done a lot of work and really staff has helped us to make sure what we are proposing is compatible with the surrounding land uses. We are on the -- the 13th version of our site plan. So, this is -- I believe site -- actually this may be site 14. This came up just this week. We made many many changes to make sure that our design fits the neighborhood. We started out with 200 plus four-plex community -- a four-plex unit project. We are now down to 170 units and I will go through and point out where we are now proposing townhomes, which is actually, technically, a single family use. We are proposing townhomes where we are bordering the site to the property to the north along the Ridenbaugh Canal. This entire area, which is located in the northwest corner of the site, these are now all townhomes, where we are just -- where we are to the south of Victory Road and that single family neighborhood with R-4 zoning. We are proposing all townhomes and where we are adjacent to single family,

the southern portion of our site, those are also all townhomes. So, we are -- what we are proposing is, essentially, an R-8 use. These are townhomes where we are boarding single family. So, we are not proposing any four-plexes or what are technically multi-family uses adjacent to single family. I wanted to kind of run through some of our amenities. I think once this is constructed there is going to be a really first rate project. This developer recently constructed the enclave on Locust Grove. It's a -- a top notch project. It was rented out. Just to kind of show you demand in the Treasure Valley, all units were rented out within 90 days and you have heard this, that we have a flyover we could show you kind of showing what that project looks like. I know a lot of people in Meridian have -- have seen it and we are proposing similar amenities in this project. We are proposing a clubhouse and swimming pool. We have a large open space recreation area and I think kind of a really neat unique feature for this project on the north side of the Ridenbaugh Canal in that northeast corner we are proposing a dog park -- a dog park with landscaping, art features, and we are going to have a pedestrian access point across the Ridenbaugh Canal for residents to -- to take dogs in this recreation area. We are planning a dog park. So, we are -- we will have over ten percent open space. We are putting in along Meridian Road a pathway section and, then, we will be -- we will meet ACHD's recommendations on -- it's, essentially, kind of the southern sidewalk for West Victory Road will be located -- it's not technically a pathway, it's a sidewalk -- will be located on -- on the south side of the Ridenbaugh Canal and we will put that into our -- into our concept plan -- our future plans. So you can see -- excuse me -- on the north side of the Ridenbaugh Canal. You can see this on our site plan and I want to talk a little bit about the Comprehensive Plan amendment that we are proposing. We -- the Comprehensive Plan designation currently is medium density residential, which would allow R-8 zoning as an outright use. So, our townhomes that we are proposing are an outright use with our current Comprehensive Plan. In order to request R-15 zoning and to do four-plexes, we -- we are -- we do need to make a request for medium high density residential. We worked a lot with city staff on what they needed to see to feel comfortable and to be supportive of this Comprehensive Plan change. We do -- we have a positive recommendation from staff, which we earned. We made a lot of changes to our site plan. We dropped our density down quite a bit and, really, I think negotiated that for what's going to be the best deal for the city. The Comprehensive Plan policies that do -- that are supportive of what we are -- our Comprehensive Plan change are -- your Comprehensive Plan asks for higher density to be located along transportation corridors, which is what we are located in here along Meridian Road. Again, this is a principal arterial with 36,000 trips a day. So, this is where you do want to see your multi-family housing is in this type of transportation corridor. Your Comprehensive Plan also calls for diversity of housing types. I know in this area directly -- just across the street I worked on the Cavanaugh Ridge project, which were some single family projects with R-8 zoning. So, this is helping to bring some diversity of housing types and needed housing types for Meridian. There is extremely low vacancy rates for multi-family and I think actually multi-family has changed maybe from what we lived in when we first got to college. Most of the multi-family in -- in Meridian, the -- the rental for one or two bedroom units is more than my house payment in Boise. So, it is -- has gotten quite a bit more expensive, but it does provide people a diversity of housing types where you have young couples who are new to the area, gives them a place to -- for seniors, it gives them housing where they don't



have maintenance. So, there are a lot of different people where their positions in their life where it makes sense to be in multi-family and this helps to create a diversity of housing types within the City of Meridian. And, again, we -- we have really gone in and with our site plan revisions made a lot of changes to make this -- make sure that we are compatible with -- with the surrounding land uses. We had originally come in with the pre-application meeting with -- with all four-plexes. We have -- where we are adjacent to single family, we are now only proposing townhomes. So, it's -- it's an R-8 zoning use, the townhomes we are proposing, and we really made a lot of concessions to make sure that we are compatible with the surrounding neighbors. So, I'm here for any other questions. I also wanted to run through some of the elevations, just to show you the quality of the project that we are proposing, if you could put those up. So, these -- these are some of the townhome units where you can see they are definitely with a variety of building materials. It's an higher end project with -- with the two -- the two doors on the front and we have got two different sets of elevations for the townhomes, but these are definitely very compatible with -- they have garages included, they will have driveways, very compatible with -- with the surrounding single family uses and, again, we will not have any four-plexes immediately adjacent to -- to any of the single family land uses and our -- our neighbors to the north, again, we -- we have -- we are bordered by the Ridenbaugh Canal and Victory Road and a row -- and a row of townhomes. We do not have any four-plexes adjacent to single family uses. So, I think this is going to be -- really going to bring a diversity of housing types, but I think it will be a nice addition to -- to this part of Meridian. We have -- we have had one neighborhood meeting with the neighbors and it was early on. Unfortunately, we have -- we have done a lot of changes since they last saw the site plan and I don't know if they have seen the changes that we have made with -- with the townhomes, but I think we have really answered a lot of their concerns and I think ACHD's staff report where they talk about the changes that will be made to Victory Road in the future I think address some of those other concerns for the neighbors in regards to traffic and we will be -- when we submit a conditional use permit we will be submitting a TIS at that point and a full site plan for review. So, this -- at this point we are just asking for, again, annexation to the City of Meridian for 18.45 acres in the R-15 zoning and we will be held in compliance with -- with the site plan that we presented this evening. So, I'm here for any other questions.

Seal: Mr. Chair?

Weatherly: Sorry, Ryan. One moment. We can't hear you. Okay. Try again.

Fitzgerald: Wendy, a quick question. I -- reading in the staff -- or reading through the ACHD report on the plan, did they give you any dates, because my understanding is it's not on a CIP where there is a date yet.

Shrief: Yeah. Chair, Commissioners, I'm going to go ahead and get out my -- my ACHD staff report. It was just finalized -- I believe it was on Tuesday and --

Fitzgerald: I might have missed the date, but I thought it wasn't on there.

Shrief; Page -- page two, item eight, and I'm going to go ahead and quote it. Victory Road is listed in the CIP to be widened to three lanes from Meridian Road to Locust Grove between 2026 and 2030.

Fitzgerald: Thank you for pointing that out, because I thought it --

Shrief: That is from -- that is from the ACHD staff report.

Fitzgerald: Commissioner Seal, go right ahead, sir.

Shrief: And, again, we would be submitting a full transportation study with -- with our conditional use permit. Anytime you are proposing one hundred homes or units that is a part of review and you are required to mitigate for your -- for your impacts at that point. But because we are just applying for annexation at that -- at this point, we don't have a TIS this evening -- or at this point.

Seal: The question I have is -- and the reason I asked staff about the -- if there had been a change to this in the -- the 13 or 14 plans that you have went through were any of them R-8 or did this -- or was it just -- you planned for R-15 from the beginning and hoping for the change --

Shrief: Well, Chairman -- Chairman, Commissioners, we have -- due to the site constraints we have a really unusually shaped parcel where we are -- we are bound by the Ridenbaugh Canal and Meridian Road and current market prices for property, it would not be feasible to develop this as single family. For this to go in -- for someone to come in and look at an R-8 zoning it -- it doesn't pencil out. I mean to go in and develop a project is a business. At the end you need to be able to, you know, make a profit and it would be financially infeasible to go into this site with -- with the crossing that's proposed, with the improvements, with the utilities that are extended, with the road improvements in this area, it would be unfeasible to develop it as a single family site. So, most likely this -- the site would -- would sit, if not developed for a higher intensity use.

Seal: Okay.

Fitzgerald: Commissioner McCarvel, go right ahead,

McCarvel: Thank you. When are you anticipating occupancy on this project?

Shrief: Chairman, Commissioners, if -- if we are able to achieve annexation we would -- I think it's most likely that's two years down the road. We would, at that point, go in, do engineering design, do a traffic study, come and do another round of hearings through Planning and Zoning and City Council with -- with our conditional use permit, have review of our engineering drawings. We would start construction I think -- most likely at least one and a half to two years from that and, of course, it depends on market --

Fitzgerald: In regards to the Comprehensive Plan process we just finished, why didn't you guys bring this to that plan process. Because I -- if you didn't own it, that's one thing, but how long this process has been going on when it wasn't involved in the process, when we just changed the Comprehensive Plan.

Shrief: Chairman, Commissioners, yeah, that's a good point and I -- my -- my client, the developer who -- who constructed Little Creek, the enclave, he -- he does not own this property. He has an option -- the property owner is in Idaho Falls and I think that they did not get a comprehensive -- they were not part of the comprehensive planning process. I think -- I think that is what happened. My client was not part of -- did not have an interest in the property at the time it went through the process.

Fitzgerald: Thank you. Commissioner Holland, go right ahead.

Holland: Thank you, Mr. Chair. Hi, Wendy. So, one question I have -- there is a lot of public testimony. I know -- I read 70 some responses that were there this afternoon. One of the biggest challenges a lot of people were talking about was the access to Victory and how people would come in there. It is a really funny road the way that it curves and I have driven it many times. Would it be a right-in, right-out kind of concept or would there still be people crossing traffic there on that curve? Can you talk a little bit to the safety of that intersection of entering the complex, because that was one of the biggest concerns I heard.

Shrief: Chairman, Commissioners, I don't know if we can get our site plan back up here, but let's talk about that. And, again, this would be addressed when we -- when we submit engineering and when we submit a transportation study. But I think at this point it would be -- it would be a right-in, right-out at -- at Victory. We -- we will not have a direct access point on Meridian Road. So, our access point will be -- will be on -- on Victory. And if we can get our site plan up. But we will -- we will work with engineering and that would be a part of our transportation study would be what -- how that access would work. But at this point it would be -- it would be a right-in, right-out. Any other questions on that? I think you could probably condition that as, you know, we will meet ACHD and Public Works requirements regarding access on Victory Road. So, we -- we will be -- we will be adjoining -- or we will be aligning with a road to the north that continues through -- through the subdivision to the north of our property and we are -- we are proposing to construct a public road section, so when there is future development in the area we will be creating a road -- a public stub to the property that's immediately to the west of our property. So, that will allow for that roadway to continue. That was -- that was the recommendation of staff, that we provide that public road stub.

Fitzgerald: Mr. Grove, go right ahead, sir.

Grove: Yeah, Mr. Chair. Wendy, I have a couple of questions for you. On the ACHD report it says that the Victory Road improvements would take place between Meridian and Locust Grove. Is that -- my understanding that is on the east side of Meridian Road, so this -- that has no impact on this project; is that correct in how I'm reading that?

Shrief: Commissioner, we -- that is -- that is the portion that is in -- that is in the CIP. We are also -- we are dedicating the additional right of way for the -- for future improvements for Victory Road. That is a part of our ACHD recommendation. And I will look for that --

Grove: I guess what I'm getting at is -- I guess I didn't see anything that indicated what would be possible with Victory Road, because the comments were about a section of Victory Road that is not adjacent to your project. So, have you been in discussions with them on what those improvements will be in terms of how it impacts this project?

Shrief: Chairman, Council Members, Victory Road is currently at an acceptable level of service. When we submit our transportation study -- and that's -- and that's in our staff report. When we submit our transportation study we will at that point be providing projected traffic counts based on the land uses proposed and if there are additional mitigations at that point we would either construct additional improvements or we would be charged impact fees for those improvements. So, that -- but that is something that doesn't go along with the annexation, that will come along with our conditional use permit. We have not done the TIS at this point, we are just requesting annexation. That would be a -- that would be a condition of the conditional use permit. We would not be allowed to -- to construct, obviously, until we -- we met ACHD's recommendations for access, for traffic and City of Meridian. But that's something to be determined with a conditional use permit.

Grove: Mr. Chair, I have a second question if I could.

Fitzgerald: Go right ahead.

Grove: Another road question. It looks like you are stubbing to the west potentially -- with a potential future roadway extension, but there is nothing that is connecting to the south. I'm assuming that because the property that would connect to the Peoria Way is not a part of your project. But is -- I guess my question is how do you feed this time into the subdivision that's directly south of your project.

Shrief: Chairman, Commissioners, if you -- if you take a look at the -- a look at the site plan we have, the -- the property that is immediately to -- at the southeast of our project where we have that existing single family, we -- that's a constructed subdivision. We -- we are not stubbing, those are existing homes. The property that is not a part of our project that's immediately to the west, that square, we are proposing to stub the public road. They also -- if that property were to develop, they -- they are adjacent to an existing built out area. So, I would not anticipate that they would stub or that there be a need for them to stub. So, no. And typically -- I mean as a planner you -- you provide a stub to each -- each of your surrounding areas. When you are -- when you are proposing a project next to a constructed subdivision you are essentially in-fill. You don't provide that stub. And I -- I don't imagine the neighbors would -- would want us to. The road that we are -- Chairman, Commissioners, I do want to point out that we are -- where we are going to have our access point onto Victory Road, we are -- we are aligning with an existing stub for the residential neighborhood that's to the north and that's kind of the

recommendation of staff, recommendation of ACHD, that we -- that we align our access point with -- with that other existing access point.

Fitzgerald: And, Wendy -- and you haven't done your TIS yet, but do you have a traffic count estimation with the current numbers right now, just for informational on the record?

Shrief: Chairman, Commissioners, without -- without having done the TIS I wouldn't be comfortable having that on the record.

Fitzgerald: Okay.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Yeah. I guess let me ask it another way. I mean given the conditions of that roadway and I have -- I, myself, have driven it many times. It's a 25 mile an hour zone through there because of the way that road is. How do you anticipate this being functional without having the third lane in there? I mean, obviously, people are going to turn in from Meridian Road and want to take a left there. How do you anticipate that being functional without a third lane?

Shrief: So -- and Chairman -- Chairman, Commissioners -- and I think if you look at the scale of what we are proposing, it's not -- we are not proposing a commercial use that generates a lot of trips, this is a residential use with 170 units and currently there is -- there is an acceptable level of service on Victory Road. As a part of our TIS we will -- we will be projecting our future trips and -- and if there are improvements that need to be made or impact fees to be paid, that -- that will be a part of the conditional use process. But right now there is an acceptable level of service, you know, according to ACHD on Victory Road and we -- we are proposing 170 units. It's not a huge project or -- or heavy intensity commercial use with a lot of traffic. It is a change for this area. This property has been vacant, yes, but it's an existing acceptable level of service on Victory.

Fitzgerald: Wendy, I get what you are saying on the acceptable level of service. The challenge I think I have and I think what -- and I don't want to put words in Commissioner McCarvel's mouth, but I think the concern is that we are up zoning -- I mean the comp plan is changing to basically take it to a higher density and if we are bringing 170 units of traffic into that small space without a connection point going south or west, that road is not being changed and potentially not until 2030, that's I think our concern is we are -- we are taking a comp plan that just got completed and dropping a higher level of intensity in that corner with a road that's really challenged I think is -- and so I understand what you are saying, but I think the question we are trying to get at is it's a single point of access with 170 units dumping out onto a road that is probably not the best of shape, at least this -- for traffic flow right now. Can you comment on that? I guess that's the crux of a lot of our questions.

Shrief: Okay. So, Chairman, Commissioners, again, with -- with Victory Road and what we are proposing -- I mean I think at the end of the day it would be -- our client would be proceeding at their own risk. They would be securing annexation, a Comprehensive Plan change and zoning, they are not going to be able to pull a building permit or get a CUP approved until those traffic issues are resolved. So, you -- this is -- this is kind of the first round of entitlements, but I think what you have, you know, in your back pocket or, you know, for your sense of security is this -- unless we have a TIS that shows an acceptable level of service or improvements to be made, this CUP, which would enable them to pull permits and develop this project, would not be approved. So, we are applying just for annexations and zoning at this point with -- with a concept plan, but this -- this project would not reach fruition unless that was adequately dealt with in the future. So, that's -- that's your safeguard you have this evening.

Fitzgerald: Okay. Appreciate that. Additional questions for the applicant? Okay. Wendy, thank you very much. We will definitely have you back up to close and cover anything that comes up in public testimony.

Shrief: Right. And thank you very much and I just want to make sure that you -- you know that we are definitely -- we are -- we are here to talk with you and, then, if you -- if you have ideas on changes or improved, we -- we want to talk, we want to work with -- with the Planning and Zoning Commission and with the neighbors. So, we are definitely -- this is not the only plan we can produce. If we -- if we need to come back and talk with you some more, please, let us. We want to make sure that we -- this project works for -- for the City of Meridian. Thank you.

Fitzgerald: Thanks, ma'am. We appreciate it. Madam Clerk, do you -- do you have an initial list of public testimony that we would like to start from?

Weatherly: Yes, Mr. Chair. I have several people online and several people in the room that have indicated they wish to testify. I'm going to start first with Thad. He is already online and ready to speak. Thad, if you want to unmute your microphone and state your name and address for the record, please. You will have three minutes.

Murata: Hi. My name is Thad Murata. I live at 3857 South Alfani Way, Meridian. 83642. I just had a few questions earlier and I think you guys addressed them. Great. But I have one question and that's regarding home values and the impact to home values. I guess, actually, I have two questions. On that -- that gets taken in consideration. And, then, the other question I have is with the accessible traffic or amount of traffic that is going through Victory Road, is that -- is that the current state or is that taking into consideration a new development that's occurring to the east in the same area?

Fitzgerald: And, Thad, I think we will probably -- we will get the applicant to comment on that as they come back up and we will make sure your question gets answered.

Murata: Thank you for your time. I appreciate it.

Fitzgerald: Thank you for being -- we appreciate you participating. Thank you.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: Do we want to see -- do we want to try and recognize if there is anybody from an HOA or something like that before we --

Fitzgerald: That was actually my next question. Yeah. Good call. Madam Clerk, do we have an HOA president? Was he going to speak tonight to start this thing out?

Weatherly: Mr. Chair, I am unaware. I do have people signed in, but the format we are using currently doesn't have the information regarding whether the person is representing an HOA or not. I do have a gentleman in the front row who is indicating he is with an HOA. Do you want to go ahead and step forward to the podium. Is there anybody that has signed up that is ceding their time to the gentleman who is representing the homeowners association? Okay. And are you representing anybody in the room that has also signed up? Okay. But you are representing a homeowner's association? Oh. Okay. So, he indicated that he just wants -- he just needs his three minutes, so will not be representing that association.

Fitzgerald: Okay.

Weatherly: But you don't need ten minutes. Sorry. I'm a little confused.

Chase: Okay. What do we have here? The front picture. My name -- first of all, I am Larry Chase. I live at 309 West Galvani Drive, which is directly north of this project in a subdivision called Strada Bellissima, which has 89 homes in it. I am the HOA board president. When this project was proposed we first learned of it, the board met. We meet via e-mail these days and the board had much discussion about this project and passed the motion that the board does not approve of this project. We had -- the discussions that we held primarily revolved around the entryway, they revolve around the number of additional children in the schools. Let me go back to the entryway, because I want to talk about that for a minute. On this chart that you are seeing on your screen, that entryway on Alfani Drive -- I don't even know how to pronounce it -- is a two lane with an island in the center. I noticed on their proposal it's a -- it's a two lane with no island in the center, because they have to build a bridge across the canal and so you have a little mismatch to start with in how these two roads come together. Alfani Drive that comes out does -- Strada Bellissima are 89 homes, but it also serves the subdivisions that are north of Strada Bellissima. There is about three or four hundred homes. So, this intersection today is quite busy -- extremely busy. Adding this to this intersection is going to create some issues that I think from your point of view, you who are voting on this, who will, then, pass it to City Council, will become a future issue that you have to be dealing with on an ongoing basis. Adding the children to the schools is also a future issue that you wind up adding to the future and, then, you said about -- you think about property tax. Property

tax has a -- has to do with the value of the homes in the area and if the value of the homes in the area begin -- become influenced by the additional projects that are putting in the area, that is the revenue of the city. So, for those reasons the board of Strada Bellissima say we do not approve of this and I believe there are other folks here that want to say similar things and I will let them do it. And thank you very much.

Fitzgerald: Hey, guys, let's keep the applause to a minimum. We are going to let everybody have their piece and let everybody say what they want to say. Let's keep the applause to yourselves, please. Appreciate that. Madam Clerk, do you want to go to the next person.

Weatherly: Mr. Chair, I will go ahead and admit Annette Alonso. She raised her hand when we talked about HOAs, so, Annette, one moment. Annette, go ahead.

Alonso: Can you hear me now?

Fitzgerald: Yes, ma'am.

Alonso: Okay. Hello, Commission and Commission Chair. This is Annette Alonso and I'm representing the Southern Rim Coalition and I know you guys have heard from me before and I'm sorry to be on here, but I'm helping my community here. So, I'm a little confused, because it's my understanding that FLUM amendments are just supposed to be done twice a year or maybe that's the new change, unless they are a subdivision plan that's coming off at the same time and so I don't understand what's happening here, because they are not applying for the development right now, they are just applying for a FLUM change and this -- this whole thing was -- this whole Comprehensive Plan that was just approved in January of this year, but I think it's a little preemptive for us to be changing things already to a higher density when we just got this thing set. So, I'm a little confused by that to start out with. So, I just would like some -- maybe some thought on that or some -- something from the developer to talk about that. My second point is going to be that according to 3.03.03, annexations of land are only -- only -- it says only when it conforms to city vision. Okay. This is -- obviously, isn't conforming to the city vision, because this is going from medium density residential to medium high density residential and we are having to do an amendment. So, that's probably my main point. Second point is 2.02.01E, it says we are supposed to encourage development of high quality dense residential near -- in and around downtown, employment, large shopping centers, public open space and parks and based on this location there is no shopping center. There is a small -- there is a small area across -- kitty corner across Meridian Road and Victory that's being developed, but it's not going to be a shopping center by any stretch -- stretch of the imagination and across to the north of this development is an orthodontist office and a dentist office. So, that isn't what's there. There is no public open space or parks and it's not your downtown and there is absolutely no public transit here, which is generally essential when we have higher density residential, they generally like to take the public transit. So, then, that moves me on to my third point. Their reasoning for asking for this -- this amendment and generally when we ask for an amendment there has to be some really good reasoning here and the only reason I hear is that they said



some things about housing diversity and how they put some documentation in there that they looked and -- and that the south -- let's see -- that units around here in Meridian need to be more diverse in their -- in their housing types and the other reason was to do anything else was financially infeasible. Well, I don't think the city's job is to make sure that developers make money. I don't -- I don't think that that's the point of this. So, I think that their reasoning is a little short. And, then, my fourth is, of course, Victory. When you come -- if you are coming from the west and you are going towards Meridian Road, coming down that hill, you know, it looks like you are going to run directly into the canal. It's a very very dangerous road, especially if it's an icy road to make that turn right there or you are going to go straight into the canal and I can see why the people around here, the residents, are complaining, because it is a very dangerous road and this will add a lot more cars to it. So, with that that's about all I have to say. Take it for what it's worth. But that's how we feel from the Southern Rim Coalition's point of view. Thank you.

Fitzgerald: Thanks, Mrs. Alonso, we appreciate you being here. Thank you. Madam Clerk, you want to swap back and forth between in person and online?

Weatherly: Yes, Mr. Chair. Next we have in person Tanya Edmondson.

Fitzgerald: Hi. Thank you for being here tonight. Please state your name and your address for the record for us.

Edmondson: Tanya Edmondson. I'm at 3086 South Silvertip Lane, Meridian, Idaho. 83642. Where I live, as you look at this, is right around the corner. I live right up on the corner of Victory and Stoddard. I pretty much try to avoid Victory as much as I can. I'm going to, you know, continue to restate what everybody else has been stating about West Victory Road. It is one of the most dangerous roads out there. There is a lot of young drivers that like to drive there. One of the things I see about this as we get a lot more younger drivers, younger people going through there, there was the talk about right-in and right-out. I don't see how you could do that if people are coming home on South Meridian Road, turning right and, then, lining up to turn left in there, 5:00 o'clock traffic, it does back way up. There is quite a bit of traffic that still comes down West Victory Road going towards Meridian and to me that's one of the biggest issues is just the danger of that whole corner and I look at this and I see that once they start putting those -- those townhouses in, that it takes away all possibilities of West Victory Road ever being straightened out, which is what I really think needs to be on the plan at some point is to straighten that section of Victory Road out. Thank you.

Fitzgerald: Thank you, ma'am. We appreciate it.

Weatherly: Mr. Chair, next on the line we have Jen Loveday. Jen, one moment.

Loveday: Hi, can you hear me?

Fitzgerald: Yes, ma'am. Please state your name and your address for the record and the floor is yours, ma'am.

Loveday: All right. Thank you. My name is Jen Loveday. I live at 1113 East Crest Ridge Drive in Meridian. 83642. I have a lot of concerns, most of which have been raised already. Traffic primarily, with a lot of two lane roads out here and what used to be the country is quickly becoming more and more tied in with denser housing units, like we see here, and a couple of things that I heard, you know, it was an ideal spot, because it's right across from another apartment complex and to me that doesn't really justify having a high density area existing and, then, pop on even more higher density housing on top of that, because at that rate we are just going to keep having more and more higher density transition out here in the south. You have got all the high density in the north already. Most of the people that I know that moved out south here have lived here for a long time, we enjoy the peace and quiet and more spread out, not so dense and packed in next to each other. We -- we love the quiet, we love having fields, we love having, you know, space to go out and drive and see some farms, you know, or nice houses or whatever. We don't have the services out here yet to support even more housing. I know it's coming, but when will that be? It always seems like we are lagging behind new construction. You always throw the houses in and, then, we suffer for four or five years and, then, we finally get improvement. You know, I think what everybody's saying, at least from my perspective, is let's do it smart. Let's -- you know, let's give some people a break coming home from work and put some infrastructure in place and, then, maybe look at some higher density housing. But I know for me south of the freeway I just really like it quiet. You are getting further away from the city and so, yeah, and just echoing what everybody else was saying with housing -- you know, is our housing values -- are our housing values going to go down, you know. So, that's all I have to say. Thank you so much for listening.

Fitzgerald: We appreciate you being here tonight. Thanks for your participation.

Weatherly: Mr. Chair, next in person we have Steven Humphries.

Fitzgerald: Mr. Humphries, please state your name and address for the record and the floor is yours when you are ready, sir.

Humphries: My name is Steven Humphries. We live at 300 West Fortini Street, Meridian, Idaho. 83642. My wife and I have lived in this property for 13 years. We have seen a lot of changes taking place. Not all of them for the better, but we hope to get there someday. Without sounding too repetitive, my concerns are the concerns that are shared by many of the people that submitted public comment. The practical reality is that I took the time to read everything. The Comprehensive Plan, the applicant's application, and I understand what the concerns are and I share the concerns. The traffic issue is exactly as everybody has spoken it would be. Victory Road is a nightmare and it's not going to heal itself. The person that was just speaking had a great idea and that is to put the infrastructure in first before we put the high density housing in and I absolutely agree with that. On the corner of Alfani and Victory Road near the sub it -- on the entrance to the subdivision of Strada Bellissima there is a school bus stop. So, now we have got children entering into this single access point into this proposed development. I fear for their safety. There are continuing bus stops heading to the west towards Stoddard Road and Linder Road. The question was once asked earlier about people coming through Strada

Bellissima Subdivision and if you were coming in the afternoon to evening home from work and you are heading south on Meridian Road and you can't turn left into this proposed subdivision -- proposed townhouse, because you -- it's right-in and right-out, people are going to take the shortest path and they are going to cut through the Strada Bellissima Subdivision where we have a 25 mile an hour speed limit. They are going to drive right past our little park that we have in there where the children play and we just put these children at risk one more time. Speaking of the children, West Ada School District, the three schools that are represented to be the closest to this project are all at or above capacity. I don't know how we can serve this any further without building new schools, without funding this and, again, put the infrastructure before the construction. There is no transit. Somebody brought that up earlier. The closest transit point is on Overland approximately a mile and a half away from this. So, if that's the goal is to have transit for the occupants of these -- of this high density project, that's not going to work and that's going to have to change. How are you going to do that? Are you going to put transit on Victory? No. And they are not going to allow it on Meridian Road. So, again, just one more problem that we have to face. Concern with the effect of property values being affected. The bottom line is that a lot of people that I have come in contact with feel that the City of Meridian leadership doesn't really have any concern over what their opinions are, how they feel, and I would like to bring it to this Council that it's important that you do understand what we are concerned with. You do feel our pain with this and will do the right thing and just, please, deny this application for annexation and for a zone change. We don't need that right now. We are in a good place with that. There is a developer that will come along and develop that property for a use that is more applicable to where we live. Thank you for your time.

Fitzgerald: Thanks for coming. Appreciate it.

Weatherly: Mr. Chairman, joining us on Zoom is Julie Langlois.

Langlois: Good evening.

Fitzgerald: Good evening, Julie. go ahead and state your name or your address for the record, please, ma'am.

Langlois: Thank you. Julie Langlois. 3556 Rustler in Meridian. The Ridenbaugh Canal was begun in 1878 by William Ridenbaugh to irrigate a large ranch owned by his uncle. By 1913 the canal had been expanded from an original length of six miles to nearly 40 miles and it carried water to more than one thousand customers, including over 600 farms. This is one of the most unique water canals in Meridian. Victory Road was built alongside this original canal as it twists and turns from Meridian Road to the west. This beautiful canal needs to be made a feature in southwest Meridian with a wide linear park, gathering spaces, and a multi-user pathway, so that our residents can enjoy this historic water feature. The Comprehensive Plan states: Protect and enhance existing waterways, groundwater wetlands, wildlife habitat, soils and other natural resources and the Idaho Code says to ensure that the important environmental features of the state and localities are protected and also to ensure that the development on land is commensurate with the

physical characteristics of the land. Mr. Hood once stated that leaving the Comprehensive Plan open to some change allows for Meridian to grow or adapt to the request of the market and residents. Residents clearly do not want higher density and whether the market calls for more apartments or not is a moot point. This is clearly not an area suited for medium high density. If anything we would ask that there be a Comprehensive Plan amendment lowering the density of this property. In October -- in October of 2019 the then developer of this property tried to make a case to have the property designated commercial or mixed use community. Now the new developer is trying to make the case for medium high density. This corner, located on a busy corridor, is most certainly a place for multi-use commercial, residential, or office, similar to Strada Bellissima developed to the north, which has done a -- which has a well done transition from the busy Meridian corridor to the low density neighborhood behind it. This is what many stakeholders would like to see on this corner, along with -- and this is important -- a proper transition from the properties to -- with the properties to the south and west. We also agree with the former developer that the Red Tail Apartments across the street are underserved by the lack of significant commercial retail, transit, and employment nearby in violation of the Comprehensive Plan. The addition of the recent South Ridge Apartments with 476 units on Overland, west of Ten Mile, is more suited to the higher density, although when built they will also lack a large shopping center and any public open space or park. We in southwest Meridian would prefer to play, work, and recreate in our own neighborhood, yet there is a lack of services and gathering places to keep us here. Most of us would like to avoid Eagle Road as much as possible. We in southwest Meridian need family friendly areas to gather, shop, and work, not higher density housing. Thank you.

Weatherly: Mr. Chair, next in person we have Gary Wenzel. Thank you, Mr. Wenzel. He is ceding his time to his other neighbors. He says that they have echoed his concerns already. We will move on to Pam Leaton. No. I'm sorry, Pam. You did not indicate a wish to speak. How about Jeff Leaton.

Fitzgerald: We greatly appreciate you guys consolidating your comments, because that helps us get through and make sure everybody gets heard. We have heard from your comments that helps us get all the big issues out there. Thank you for that.

Leaton: Thank you. My name is Jeff Leaton. I live at 3010 South Jiovanni Way in Meridian, Idaho. 83642. I have already submitted my statement online with my wife. I would just like to talk about a couple issues. We have talked about the intersection at Alfani. It's important to know that's the only southern -- let me think directly. Southern exit for that for -- for Strada Bellissima or Bear Creek, unless you go over to Stoddard. So, all that -- those two subdivisions will come -- if they are going onto Victory they are going to come out on Alfani. It's also important to know that from Victory that's the only stoplight we have where we can turn left, get on the street to go towards Meridian all the way down to Meridian Road. So, those two spots are log jams if we are not careful about it. The road -- Victory Road has been talked about as being an S road. When they started building the additions to Kentucky Ridge there was a time for the ACHD to fix that canal. They are going to have to cover that canal. On the -- the north side of the canal there is

property, a part of Bear Creek, that drops down probably 30 feet. To straighten out that road you are going to have to bring in dirt to fill that road -- to straighten that road. They should have done that while they had the room to do that. It's too late now. And, then, there is a new subdivision on the other side, but in the time we have lived in our -- we have lived in Kentucky Way for about eight years and, then, we moved over to Strada Bellissima. So, we have been in the area for 20 years. In those 20 years I would like to point out that Strada Bellissima was built, we are currently going through Timberline Estates, Kentucky Ridge expansion, Oakwood, Edge Hill, an unnamed development that's on Linder and Victory that is taking up half of that whole area, which used to be fields, South Ridge, Fall Creek, Observation Point and Red Tail and all of those subdivisions feed into that intersection at Victory and Meridian Road. The streetlight -- if we have a streetlight when we come out of our subdivision there on Alfani, I have seen traffic already backed up to where you couldn't turn left to get on now without any of the additions. Right now if you go there and look it's pretty desolate with the pandemic, but in high traffic areas there is traffic jams already without anything else. So, I would just like to ask you to consider those when you are making your decision. Thank you.

Fitzgerald: Appreciate it.

Weatherly: Mr. Chair, next online we have Saul Hernandez.

Hernandez: Good evening and thank you for the time. I'm going to be respectful, but I will --

Fitzgerald: Can you state your name and your address for the record, sir. Sorry to interrupt you. State your name and your address.

Hernandez: No, I apologize. I apologize. Saul Hernandez. 2811 South Alfani Way, Meridian, Idaho. So, I was saying, I will be respectful, but I also want to be bold in my statement. I heard mention of this as beneficial because of -- to -- for people to get to jobs. I don't know what jobs we are talking about in our area. There was also mention that currently it's acceptable enough service according to ACHD, meaning traffic patterns, and I have also heard we have not done a study yet. We will keep -- I keep hearing we haven't done a study, yet we are trying to propose a project that it sounds like it will start a year and a half to two years down the road, but when I hear currently there is enough -- enough service according to ACHD that's currently a year and a half to two years from now it's going to be a different story. If you guys approve the annexation of this project a year and a half to two years down the road it may not happen. The last thing I will say is this only makes sense for investors. It was mentioned that we didn't develop this property to housing, because it doesn't pencil. It's not profitable. The only reason why this project makes sense is because an investor will market this property that we are a mile off of the freeway, therefore, they can charge more for rent. They make it sound like they are doing these families a favor -- our community a favor by having this property -- this project in this area. What makes sense for families is to lower their monthly rent. If you are that concerned about families and how much money they are spending, there is plenty of land that you can build this project. The issue is that it won't pencil for an investor. It won't

pencil, because they can't market it as one mile off the freeway. The best thing for families would be to put this in another place where they can charge less. Of course, if that's the real intent, which we all know that that's not their real intent. The only benefactor of this project will be the investor. The last thing I will say -- somebody mentioned how -- how are these people going to get to that -- to the property from South Meridian and, then, west on Victory? I will tell you how these other people will -- and my neighbors said already -- they are going to go through Alfani. They are going to go right in front of my house where my children play. As it is there is the late times of the day that I tell my children don't go out there. This will further increase the risk to my children and the last thing that no one -- we haven't really discussed -- it's been mentioned, but we haven't really discussed is education. What are we -- what are we going to do with education and provide schooling for our children? We are at over capacity already. Thank you.

Fitzgerald: Thanks, Mr. Hernandez, we appreciate you being a part tonight.

Weatherly: Mr. Chair, next we have Joanne Phillips joining us in chambers.

Fitzgerald: Mrs. Phillips, thank you for being with us tonight. Please state your name and your address for the record, please, ma'am.

Phillips: Okay. Which one do I use? This one. Okay. My name is Joanne Phillips. I live at 291 West -- Meridian. 83642. I'm in the Strada Bellissima Subdivision. My husband and I have been there about seven years and most of the stuff that I was going to talk about has already been brought up, so I'm not going to repeat it, but I do agree with most of the speakers that live in the subdivision in the nearby areas. I do have a couple of questions on record. The owner I noticed is SW Victory, LLC, out of Twin Falls. And -- okay. Okay. And I understand that the entity that -- I'm not going to mention his name, but he's got probably 350 LLCs in the Twin Fall areas, so -- but it never was mentioned who the client was that is building this complex. Is there any way that we could get that on record that's purchasing the property from SW Victory, LLC? Is that something that we -- should be on public record? Okay. And, then, one small thing is they mentioned they were going to put the sidewalk on the opposite side of the canal, which is really strange, because that's not really going to help anybody that's walking down Victory. They are not going to go all the way into an apartment complex and use their sidewalk on the other side. I'm not really sure what kind of fencing, but I thought I read something that there was just going to be chain link fencing on that side where Strada Bellissima is to protect people from the canal. Then I read -- some of the notes it says Victory Road is listed in the CIP to be widened to three lanes from Meridian Road to Locust Grove Road between 2026 and 2030 and I think that's been mentioned that doesn't really help our situation right now and it really doesn't affect that area where the apartment complex is and, then, there was a -- I just lost it on my phone. I think my phone is losing battery. But, anyway, it said that under normal situations a complex -- a complex like this would require the developer to improve the adjacent road, which would be Victory, 17 feet from the center of the road as far as pavement, but that in reviewing it, since the canal did not allow this, that you didn't feel it would be necessary for those road improvements. Okay. So that I was questioning. And, then, my biggest concern is a lot of people that rent

apartments are younger and they don't have the driving experience and they get frustrated and so I just can see what's going to happen in the subdivisions, they are going to be jetting through the subdivisions at well over 25 miles an hour and there is children in the subdivision -- I have a granddaughter that's nine and I just fear for the safety of the citizens in our subdivision and Beer Creek and that's about all I want to add. Thank you very much.

Fitzgerald: Thank you, ma'am. We appreciate it.

Weatherly: Mr. Chair, at this point we just have in-person testimony, so we are taking a cleansing break for just a second and Chris Wentzel will be up next.

Fitzgerald: And if you are online on Zoom raise your hand -- using the Zoom raise your hand, motion if you would like to testify and we haven't gotten to you yet.

Weatherly: And, Mr. Chair, Chris has said that they will pass on their turn, so Peter Parpart. Sorry if I misspoke.

Fitzgerald: Madam Clerk, you are breaking up a little bit. Just FYI.

Weatherly: Thank you. I turned it on. Sorry. I had to turn it off while Chris cleaned it.

Parpart: Got you. Okay. Peter H. Parpart. 3090 South Alfani Way in Meridian. Strada Bellissima. If you look at the site access site map that they were giving us, I'm the guy that lives right across the street from that bridge. Anyways -- so, yeah, I came here to talk a lot about the traffic and whatnot. If I tend to drift, I'm a night shift person. I just woke up. So, I haven't had a lot of coffee yet. Came straight here. But we heard a lot of points regarding different issues tonight and the school over overcapacity, Victory Road congestion, poor planning regarding the access point and I have been to that Locust Grove development that was mentioned over by like the Fred Meyer near Fairview and Locust Grove there and that, too, has one access point and it's right by the lights at Locust Grove and Fairview, so as you are trying to get to like the Fred Meyer you are always stopping, because there is five people wanting to get out and, then, you miss the light and it takes forever. It's very poorly planned. Bottom line on this project, though, is that it will violate the Meridian Comprehensive Plan policy by not, quote, preventing or mitigating against incompatible and detrimental neighborhood uses. If you approve this project you will be violating Meridian Comprehensive Plan policy. Your own policy. It makes no sense to build 170 high density apartments and condos or townhomes across the street from these half million dollar homes and I'm not sure the square footage of these townhomes that will be put, quote, adjacent to the Strada homes. But I can bet you their square footage is not compatible with my square footage. They are townhomes. Anyways, it makes as much sense as permitting a strip club and a liquor store across the street from the school. It just makes no sense. And did anyone tell the folks at Timberline Estates -- they are building there now and I'm sure a lot of people have prepaid for these lots and has anyone told them that there is going to be these -- this contraption built there, this -- this monstrosity with the traffic -- oh, it's going to be great. Yeah. I can't wait --

can't wait for that. There was a couple of things I wanted to -- I had so much math I did, but, then, they changed the plan and so all my math is wrong, but the in and out thing -- the in and out access, completely undoable. They are just going to come ripping past my house and since I sleep days I will thoroughly enjoy that. But the plan proposal also shows -- and now the new one shows an extension -- a road extension -- a proposed road extension that would drain yet another subdivision out through their proposed project here right into my front yard and the one thing I wanted to really really mention -- and I will close with this -- and nobody I guess has noticed this, but I have lived at that corner for -- oh, gosh, since 2010 and for the last eight years I have been really excited to watch this every year. There is a nesting pair of peregrine falcons that live right on the other side of the canal where they are proposing a dog park. Now, the dog park would provide prey for them for the -- for the falcons, but I'm sure -- yeah, I'm sure there could be -- but by building this you are going to put out of -- you are going to make homeless a pair of protected raptors and maybe we need to just make it a raptor park or something. I don't know. It's fun to watch these things and I invite you all to come out and park somewhere -- not in front of my house, but they -- they sit and they roost on the -- the phone lines and the trees right there and they hunt all the little critters in the -- and they hunt the field mice in my backyard, thank goodness, but they are fascinating to watch. They have been there for years. They raise their young every year and with this all those locust trees will be gone. There will be a dog park. There will be apartments. And both -- those falcons are going to be gone and, you know, it's a protected thing. We should -- we should cherish this kind of stuff. That's all I got. Yield any time that I have left. Thank you.

Fitzgerald: Thanks, sir. We appreciate it.

Weatherly: Mr. Chair, next we have Karen Schmidt.

Schmidt: My name is Karen Schmidt. 355 West Victory Road, Meridian. So, me and my husband live on the five acres to the west of the land that we are talking about. We have been there for 22 years and through those years we have had multiple developers come and talk to us about our property -- purchase our property, you know, to add to the 18 acres, purchase part of it for access, or to include us in the development and our impression was always -- and I think Annette was the one that brought this up -- our impression was always that this would be zoned light commercial with transition to R-4 like Strada Bellissima and Observation Point. So, this is a really unique piece of property and Meridian has the opportunity here to do something special with it and it was Julie that mentioned the Ridenbaugh Canal and I just want to add something to that. So, I have documented this year probably about two dozen birds that have passed through or they are living there and out of those birds the majority are on the migratory bird protected list and all that's on the public record. I put the links and stuff there for you. I just want to say that. The other policies that I wanted to mention have already been covered, you know, one about the property values and the one about transition. So, when I look at the plan -- when I look at the new plan there is a couple things I want to point out. The sidewalk that they talked about, that's going to have to dead end into our property, as it runs -- as it runs along the canal there. It will dead end into our property. The other thing I think Wendy mentioned -- I couldn't really hear her. I thought she said that she had



talked to us -- or the developer had talked to us and I see that you have the road running through our property for future development. It's stubbed off, so that it will end -- yeah. It's stubbed off at our property and, you know, the future development you see it running through our property and nobody's talked to us about that. So, the other thing I wanted to ask about was staff mentioned that the school system had capacity and when I read the agency reports from West Ada County had said that those three schools affected were under capacity or at capacity. So, I would like clarification of that. And so that's it. Thanks.

Fitzgerald: Thanks, ma'am. We appreciate it.

Weatherly: Mr. Chair, next we have Kateri Bilay. Sorry.

Bilay: My name -- my name is Kateri Bilay and I live at 3315 South Peoria Way. 83642. And I have lived there since 1999 and when we moved in everything around our subdivision, the Willow Creek, was fields and now everything surrounding us, except for this one field in front on this corner, is all subdivisions or planning to be subdivisions and so what has happened is that all of the surrounding wildlife has been kind of compressed into this one field. I'm a biology student at Boise State. I'm also an intern with the Peregrine Fund and with the Intermountain Bird Observatory and Ruth Melichar Bird Center and I also studied in Spain with migration as well. So, I have spent a lot of time watching the birds and watching the falcons and the raptors and the kestrels use this area, as well as the fox that got my cat and the raccoon that comes and eats the cat food and also the skunks and the voles and the moles, the ground squirrels and all the animals that my cats would bring home, as well as songbirds. There is Swainsons hawks, kestrels, American kestrels, two nesting pairs of red tails. There is -- I believe they are sharp-shinned hawks who nest in one of the trees in our neighborhood. They all use that field daily all the time and, you know, obviously, people have talked about what's wrong, you know, that -- there is a lot of things wrong with the development of this property, but no one's really talked about other options. You know, the lady talked about the Ridenbaugh Canal and that it should be a feature that is accentuated. We had the other gentlemen talk about a raptor park and also the fact that that little corner area where they are suggesting a dog park is very small and there are Canadian geese and mallards who nest and raise their young there every year as well and so it could be more feasible, if I could make a suggestion, to make it into a nature center. I grew up there, so I went to Mary McPherson, I went to Mountain View. I graduated 2013. Mountain View was overcapacity then. Highest population school in the state of Idaho when I graduated seven years ago and there is not any other high school that is around the area and I can only imagine how much worse it is now for those kids. I feel bad, because we were already overpopulated then and you have the -- I believe it's Victory Middle, Mary McPherson. If we make that into a nature center that would be an area for outdoor learning, that would be an area for people who live in the area to enjoy nature, they could learn about the native habitats. The MK Nature Center in Boise that's along the river there, it is interactive, but it has native plant life that you would normally find in that area. Do the same thing with this area, make it into an area that has sagebrush, the native ecosystem that we used to have in this area and that would support the wildlife that

already exists there. So, that would be a suggestion possibly that would be cheaper and make the quality of life much better for everyone that lives there. Thank you.

Weatherly: Mr. Chair, next signed up is Chris -- or Chris and Amanda Mahler -- Mahler.

Fitzgerald: Again I appreciate the attendees kind of keeping your -- your issues -- if we have heard them already, kind of keeping them to specific points that are new would be appreciated. Thank you.

Mahler: Yeah. I guess I -- first of all, my name is Chris Mahler. Live at 3022 Giovanni Avenue. In addition to the points that were brought up about the potential for people going through the neighborhood, Strada Bellissima, to access this new development, what I can say is it's already happening frequently. In fact, my kids are the kids that we are talking about. I got an almost two year old and an almost five year old that, yeah, we would like to have them play in the front yard, because we got a nice big driveway. Cars coming down the street, obviously, not from our neighborhood, because they come in one entrance and leave -- leave out the other, my house is one of the houses they have to drive by just before they leave the neighborhood. They are going 25 miles an hour with one house to go. So, it's a -- it's already happening, it's just not like a potential. So, I want to make that point. One of the points about the light commercial or light office just to the north of this development, that was brought up as one of the -- I guess adjacent employers per se, you know, for this community, but if it's a right-in, right-out, I don't understand how they are even going to get to work. For one, you got to turn out onto Meridian. You can take a left, but you can't take another left back into the light office area. So, you are expecting people to drive, what, four or five miles to get across the street to work? That doesn't make any sense. So, that -- that's a nonstarter for these people. You know, you are relying on their best intentions to follow the traffic rules, right-in, right-out, but, you know, that's -- if you're relying on people's best intentions, you are -- you are probably going to be disappointed a lot of the time, so -- and I guess the other thing I wanted to find out, there was mention about, you know, if -- you know, if they couldn't meet the traffic requirements that -- or further down the road they would either meet the requirements or there is some sort of a -- it almost sounded like a fine -- you know, almost like a penalty against the developer that would be in place of actually making the requirement -- meeting the requirements and I guess I was curious is that -- is there a public place where we can understand what those fines are? I mean I guess I just don't want to be one of these things where they say, well, go ahead and charge us, because that's -- that's a lesser penalty than actually making the improvements required to -- to meet the requirements for the development. You know, almost like, you know, paying the fee rather than, you know, providing insurance for your employees if you are under the Obamacare plan. You know, it's just one of those things where, you know, if it's less expensive to just pay the fee and walk away, you know, that's probably going to happen, but, you know, we should probably understand what that -- what that is and I'm making one last pass through here. And I think that was everything I had to say. So, I appreciate your time.

Fitzgerald: Mr. Mahler, we will have the applicant address the traffic issue and when they can actually pull the trigger on developing. It's not necessarily fine, but we will have the applicant address that when they come back to close.

Mahler: Okay. Thank you.

Fitzgerald: Thank you.

Weatherly: Mr. Chair, that's all we had that signed up to testify, both online and in the room.

Fitzgerald: Is there anyone in the audience or online that would like to testify that hasn't yet? Commissioner Seal -- oh, I see a gentleman in the orange and black. If you want to come forward.

Weatherly: We also do have one online, Mr. Chair, that has raised their hand, so we will go ahead and go to them next, if that's okay with you.

Fitzgerald: Okay. Sir, please, state your name and your address for the record and the floor is yours.

Keith: Hi, I'm Chris Keith. I live at 181 West Winnipeg and it just aggravates me a whole lot. We got the new subdivision -- I live directly south of this planned thing. We got the new monstrosity complex of apartments. Our crime rate has gone up ridiculous. People are spray painting BLM on brand new fences. Somebody's car got tagged with BLM and somebody else tagged another fence. F COVID-19. Granted, these are probably kids, but that's all we are getting. It really aggravates me. I'm a native Idahoan. It's just so aggravating. Nobody ever touches down on pumping more people in. We don't have the infrastructure. I'm not just talking traffic, the water -- we are going to end up like California with no water all the time. It's just so aggravating. That's all I have got to say. Thank you.

Fitzgerald: Thank you, sir. We appreciate it. Madam Clerk, do you want to head to the person online.

Weatherly: I'm getting them in the speaking mode right now. Catherine, go ahead.

Fitzgerald: Catherine, can you hear us? Go right ahead, ma'am.

Cantley: Can you hear me?

Fitzgerald: Yes, we can hear you.

Cantley: Hi. My name is Catherine Cantley. I'm at 3007 South Alfani Way, much like many of my neighbors here that have talked. I think a lot of the great points that were brought here I respectfully agree with and I hope that you take those into consideration.

My only comment really is just that I hope that before you make a decision you really fact check all of the data that our developer has brought to the table when they say things like I'm under the -- we are under capacity for schools and so forth, I hope you look at those trends going forward. I hope you look at how much under capacity they are. There is a lot of development in this area as you know south of the highway and I just hope that you really look at those trends before you make a decision. We may be at or under capacity barely by one or two kids right now, but I guess I would just encourage this group to really look -- look at the trends to see whether or not in two years, in five years, in ten years we really truly will be under capacity for a lot of those developments and that's the only comment I really want to make. I respect your decisions. I just -- I really would really hope that you look at the data going forward, not just at the present time.

Fitzgerald: Thanks, Catherine. We appreciate you being -- participating tonight and giving us your opinion.

Cantley: Thank you. I appreciate it.

Fitzgerald: So, last call for anyone in the audience or online who would like to testify, please raise your hand.

Weatherly: Mr. Chair, we have two people raising their hands. Sir, you raised your hand first, so if you want to come up, please.

Howard: So, one thing kind of struck me as odd --

Fitzgerald: Sir, can you state your name and your address for the record, please.

Howard: 359 West Oroso. Steven Howard. So, we are living on the main street going through. There is already a lot of traffic. Kids -- don't even let them go out there. But -- so, she said that, basically, there is an acceptable level of traffic, but yet they are going to expand it to three lanes. That struck me as odd, because it's just -- it's not in the part of Victory Road where they are expanding. So, is it suitable for the traffic or is it not? I just -- that's just what I noticed. Thank you.

Fitzgerald: Thank you, sir.

Weatherly: We have one more in the audience that wishes to speak. He will come up in just a second when we are done getting cleaned up.

Fitzgerald: And I think you have one more online now.

Weatherly: Thank you, Mr. Chair.

Weimer: Hello. My name is Kurt Weimer at 3322 South Cobble Place. I'm in the Preakness Subdivision and primarily when I came here I was concerned about the traffic and also about the home values and thanks to my neighbors they brought up a lot of extra

valid points on why this should not be approved. My question -- how many projects have already been approved -- other than Preakness, CBH is building dozens of homes right next to me and, you know, it's all single family homes and, then, you get -- you have Timberline, you have L-3, and you are talking hundreds possibly homes -- how many more area is being built out as just single family homes and the effect that that's going to have on the traffic there, too. And that's my primary question. Thanks.

Fitzgerald: Thank you, sir.

Weatherly: Okay. Go ahead.

Schneidau: Hello. Peter-Mark Schneidau. 321 West Galvani Drive, Meridian, Idaho. 83642. Our backyard butts up against Galvani Drive and we have lived here for six years. I'm sorry. Against Victory. We have lived here six years. In six years we have awoke in the middle of the night to three accidents -- crashes on Victory Road. I just want to make sure that that's included in the record. Two cars going into the canal and one going westbound into a -- off the road there at the curve. It's -- it's a dangerous curve. It's -- that should be documented that the S curve there on Victory Road is not to be underestimated for its effect on traffic and I second everything else regarding the schools, regarding the exit from Strada Bellissima. I'm not -- I don't recall it being mentioned, but we should mention that if somebody was to try to turn left into the Victory Apartments on Victory Road, there is not a lot of distance between that proposed entrance and Meridian Road, so if it got backed up you could conceivably be -- have a green light on Victory Road on the other side of Meridian Road and not be able to proceed across the intersection on your green light, because traffic is backed up. Or, of course, you could also not be able to turn right from southbound Meridian onto Victory Road. There is just not a lot of distance there and we are trusting that people would not try to turn left into the apartment complex if that was the rule and that's all I have. Thank you for your time.

Fitzgerald: Thank you, sir. We appreciate you stating those points. Thank you. Is that -- do we have any additional raised hands or -- Commissioner Seal, you don't see anyone?

Weatherly: Mr. Chair, we have one more that would like to speak who is in person with us.

Fitzgerald: Perfect. Sir, welcome. Please state your name and your address for the record.

Edmondson: Yes. My name is Leif Edmondson and my address is 3086 South Silvertip Lane. I'm a little concerned, because the applicant -- they kept stressing in their presentation that there was -- the property planned is on Meridian Road. It's not even on Victory Road, that's where it's all going to happen. It's already bad now. It's going to get worse if they do this. Also I have another question for staff. Please do a little more research on the fire code. Yeah. A hundred and seventy units in a place that's got one entrance and an exit and if fire goes through there it's bad. I just -- you know, I can't

believe that the fire people would say, yes, to the plan. That's my biggest concern. Thank you.

Fitzgerald: Thank you, sir. We appreciate it. With that would the applicant like to come back -- Wendy, would you like to come back in and close. Oh, Chris is on sprint mode. Thanks, Chris.

Weatherly: Mr. Chair, Chris wants you to know he's got his step counter on, too.

Fitzgerald: I love it. He's running fast.

Shrief: Chairman, Commissioners, I wanted to wrap up a few points and also I have the -- the actual developer has been on Zoom and online and he -- Erik Pilegaard wanted to have a chance to testify and address a couple -- a couple of questions that came up and I -- I wanted to clarify the ownership issue. The -- the property is currently owned by an entity in Idaho Falls. My client, who my contract is with, is -- is actually the developer who is intending to purchase the property. He does not own the property now. It's owned by an entity in Idaho Falls. My client is -- has an option on the property and would like to purchase the property. But with that I want to let Erik Pilegaard, who is the developer of Little Creek, the enclave, I wanted to let him -- he wanted to have a chance to answer a couple questions. And, then, I would have an opportunity to wrap up after that. So, if we can get Erik online, he should be on there.

Weatherly: He's ready to go. He just needs to unmute himself.

Pilegaard: Thank you. Can you hear me?

Fitzgerald: Yeah. Erik, go ahead and state your name and your address for the record, please, and you are good to go.

Pilegaard: Perfect. Eric Pilegaard. 10981 Olana Drive, Truckee. Zip code 96161. I want to thank the Commissioners and actually everybody that's testified as part of the record, but I want to illustrate a few key points that when we designed this and we also design the other project, what is important to know is that we are designing this for family members, so we have no studio units, we have no one bedroom units. The entire project is made up of both two bedroom and three bedroom units for families. We create our own park off site with the swimming pool, the clubhouse, barbecue features and that's where they get to enjoy their community. The reason we selected this site from the previous owner is due to its location, its proximity to the intersection and main arterial. Single family homes are somewhat less desirable when you have a large intersection like that of 36 homes for homeownerships, so we are giving the community an option for -- if they don't want to purchase a home, but they can definitely rent and lease a home, they are up to -- you know, a year or two years are standard for some of our contracts. As we all know that the Ridenbaugh Canal is a dry feature come October until springtime. We agree that we should enhance that, because it is a nice feature, so we will talk about fencing and so forth. We would probably do some type of wrought iron fencing to protect

the -- you know, that quality of a feature. Our intersection across from the project, we are happy to match the island design for the crossing. We were told to locate it there, because we are roughly one thousand feet from the Meridian intersection. So, a lot of the concerns about, you know, a left turn in and a right turn, they are pretty fairly mitigated due to that distance from that intersection and that was the approximate distance that Wendy had provided. That's almost a quarter mile from Meridian Road. We are kind of bound by ACHD and the traffic for what they tell us to do. We don't try to dream these things up. We try to build good quality development that will represent the community for years going forward. As far as, you know, home values and pricing, these units for rental -- or actually I should say lease -- lease to family members in the range of about 1,500 a month. That's not cheap for the kind of quality developments that we try to do for the community and we have been very very successful on the enclave project and just for the record as well, the enclave project has two entrances, one on Wilson and one on Locust Grove, just -- just for the record. As it relates to the -- the access and ingress, all these units are -- have fire sprinklers, which is a new building code in the City of Meridian for these types of projects. So, every home -- every unit has a fire sprinkler in it and the Fire Department did require that emergency access if ever needed. So, that's -- wanted to clarify that response. We are located on a -- on a major arterial and we feel that it's a very very good location for some new community members to enjoy Meridian. I want to just thank Wendy for all of her time and effort and I want to thank staff for doing the research on the schools, on the traffic, that we fall within the guidelines for that. We don't -- we wouldn't consider going forward with a project if we didn't have staff's approval and we -- they have worked diligently and we worked diligently with them and Wendy has as well to build a -- a very good community. I just wanted to kind of close and say thank you for your patience and we hope you support the Victory project going forward. Thank you.

Fitzgerald: Thanks, Erik. We appreciate it.

Shrief: Mr. Chair? And if I -- if I can get a couple more minutes I just wanted to address some of the audience comments and do a little bit of a wrap up. I know we had a lot of discussion on traffic this evening. I wanted to read a section of the ACHD staff report and kind of emphasize where -- where we are at in the planning process. So, these are from the ACHD site specific conditions of approval and prior to listing their conditions, which are general, make this statement: This application is for annexation only. Site specific conditions of approval will be established as part of the future development application. So, I'm reading that, because I want to emphasize that -- that that's where we are at in the process. Right now we are planning for annexation. We have a concept plan and we are applying for our zoning, but ACHD, which is our agency which dictates our traffic and how we are going to pay for our traffic impacts, how we are going to start this project and deal with traffic in the neighborhood, that's -- that's their recommendation that this application is annexation only and that the site specific conditions will be established as part of a future development application. So, I just wanted to clarify that. I know we have a lot of discussion on traffic this evening. Again, what -- what we are applying for is our Comprehensive Plan designation. Previously, prior to your comp plan change, in Meridian you could actually request a step up. If you had medium density residential you could go in and as part of your zoning request to step up through the Comprehensive

Plan for R-15. That provision has gone away. I don't think it's a bad thing, but that's gone away in Meridian and what we are -- so what we are requesting is, essentially, what had been a step up on your previous comprehensive plan, the -- the -- the current property owner who is based in Idaho Falls, basically was -- was left out of the Comprehensive Plan update, they weren't aware that the process was undergoing. They had a number of properties all over the country and they missed out on the comp plan update. So, that's -- that was not my client, but that the current property owner missed out. I know I have several property owners I wrote letters for when you were under -- when they were undergoing the comp plan update and they missed out on that part of the process. But I think when we -- when we look at this area and whether it makes sense to have this Comprehensive Plan designation, again, we are on a principal arterial, Meridian Road, we are across the street from R-15 multi-family. We have light office to the north. Across the street on the corner we have a commercial land use and we are providing a buffer, essentially an R-15 -- and R-8 buffer where we adjoin single family. So, I think what we are proposing this evening absolutely makes sense and we will work through -- through the details in regards to traffic planning with -- with that conditional use permit and once we have our TIS in hand and ACHD can assess what our -- what our impacts are in the neighborhood. So, I know we had a couple questions about fire, which we -- we did address. We -- we will have sprinklers in all units and we will have a secondary access point for emergency access only. We had a number of neighbors who brought up questions regarding where the data on the schools had come from or from the traffic. This -- this data is all reported from agencies. That school data came from the West Ada School District and the assessment on the current level of service of Victory Road came from Ada County Highway District. So, this is not reported by the developer, this is -- these are from agencies as a part of our -- as part of the application process and -- and the links to that were provided through -- through the staff report. So, we -- we definitely are here to this evening looking for approval. I'm here for any additional questions and -- and in regards to the impact fees and kind of how that works, with a TIS with that submitted to -- to ACHD and that's required to be submitted to the highway district prior to even making an application for a conditional use permit or a plat to the City of Meridian, that document will be used to assess what our traffic impacts are and what fees we are going to pay for those impacts. So, that's -- it's not a fine, they have an equation for it, and it's a cost of doing business and that's -- it's assessed through Ada County Highway District. There are additional impact fees case to the city of Meridian also. But I'm here for any additional questions and, again, we are hoping for a favorable recommendation this evening.

Fitzgerald: Any questions for the applicant?

Shrief: Okay.

Fitzgerald: I appreciate your clarification on the highway -- or the ACHD report. I want to make sure we get that clear. Any questions for Wendy at this time? Thank you, Wendy. We appreciate it greatly.



Shrief: Okay. And, Chairman, Commissioners, again when -- during your discussion if you have any questions I'm happy to come up and discuss things.

Fitzgerald: Just to clarify, when we close the public hearing that's kind of the end of it. So, we will make sure nobody has questions before we close the public hearing.

Shrief: Okay.

Fitzgerald: Any questions for staff or for the applicant before we close the public hearing?

Schneidau: P.M. Schneidau. I am online and I have a question. I just want to make something clear --

Fitzgerald: Sorry, Mr. Schneidau, we -- the time for public testimony is over.

Schneidau: Okay. Sorry.

Fitzgerald: Team, anything we need to talk about with staff? If not, I would entertain a motion to close the public hearing, either way you guys want to move forward.

Holland: Mr. Chair, I move we close the public hearing and move to deliberation.

McCarvel: Second.

Seal: Second.

Fitzgerald: I have a motion and a second to close the public hearing for file number H-2020-0065. All those in favor say aye. Aye. Any opposed? Motion passes.

**MOTION CARRIED: FIVE AYES. ONE ABSENT.**

Fitzgerald: Commissioner Holland, does that mean you want to lead off or --

Holland: I guess I can.

Fitzgerald: I'm -- I'm happy to lead off if you want to, because I have some initial thoughts if you guys want me to go first.

Holland: Why don't -- why don't you go ahead, Mr. Chair. I will go second.

Fitzgerald: Okay. So, my -- and I kind of laid this out for Wendy a little bit. I -- I have concerns about that area and the road and I know we have to make sure we -- we stick to the Comprehensive Plan and code and those kinds of things, but these are one of those things where I think we may be getting into a hornet's nest of traffic problems that is a safety issue, which is part of our -- part of our Comprehensive Plan issue. One of the biggest things I have is we just finished the Comprehensive Plan and the future land use

map process and we literally just did it. I think the Council approved it and it was less than a couple months ago. It was -- it's -- it's recent and when we are asking the public to give us feedback and it goes through that long a process and spend taxpayer dollars to do it and, then, immediately we respond with a Comprehensive Plan and future land use map change, I have a challenge with that. That's my biggest concern is we just went through this process and I'm sorry they missed the date or they weren't -- the person involved in the process was not part of it, but I think that's -- it's a challenge when we set this process forward and we give everybody certainty about what we are trying to build there and two seconds later we immediately try to amend it and so that's my biggest heartburn with it. In addition to the snarled area that area seems to already be -- be surrounding. I think the two neighborhoods emptying out onto that spot and, then, having no -- like direction for the CIP to actually have traffic or that -- that road to be widened or an answer for that road until after 2030, that's not an okay situation, at least in my opinion. So, I would love to hear others and, again, I'm always up for being swayed other ways. I'm just -- this is a concern for me.

Holland: Mr. Chair? I had the opportunity to sit on the committee that reviewed the Comprehensive Plan and I know it's -- it's an involved process. They were working on it for a long time and I -- I would echo your same comments, it's really tough to come back with a newly adopted plan and -- and make changes to it. Certainly understand the applicant's desire there and I know that it's a really tough piece of property. For me when I look at planning and from my experience, yes, I agree that multi-family works really well along high traffic corridors, but it's also got to have a combination of several other things that go with that. One being that there is walkability to neighboring services, that there is safety of pedestrian pathways, those kind of things. So, you know, what we have done with Ten Mile makes sense for a lot of that, but in this specific area, if it was on a different intersection that was tied to Meridian Road it could be a possibility to work there, but I have a lot of concerns about access roads coming into the neighborhood. Same reasons you just stated as well. It's one thing to say it's right-in, right-out, but there are going to be people -- what would probably happen if they actually put a median in the road is that people are all going to go up and turn right on Stoddard and do an illegal U-turn and come back. So, I think that we will be creating some strain on some of our other neighboring properties that are around it. I appreciate the concept of them -- the conceptual plan of the multi-family developments that they presented to us. I think it looks like a great concept for somewhere in Meridian, but that specific piece of property to me is a challenge.

Fitzgerald: Comments? Commissioner McCarvel.

McCarvel: Yeah. I would agree with what's been going on. I mean that was -- you know, my question to the application right -- there is just -- that road just does not work. I -- and I understand -- I mean any other place I'm -- I would probably be okay with it -- of doing just a little bit of an upset, because being a medium density already -- I mean they could go in there and put a whole bunch of skinny, you know, R-8 housing in there with some pocket parks and, you know, that wouldn't fall in it, but --- and that's not always desirable either. So, the concept in general, you know, I like, it's just that corner and that access

there, we are just asking for trouble to have people lining up there to take a left, because -- I know. I avoid that -- I avoid that intersection if I have got to go west. I will go Overland or Amity every time. And I agree. I mean we did just do this Comprehensive Plan and I'm sorry that the owner lives somewhere else, but it was not a short process, this was two years in the making. There was plenty of time if they were interested. That's my thought. I just -- I think that whole section of road is a no go that -- I mean the only way I would be remotely in support of it is if it was conditioned that it had to go to three lanes upon occupancy. I mean it -- I think that's part of why we are here. You know, there is the dotting the I's and crossing the T's of a project, but, then, there is the common sense to it as well and we know how that -- I mean that road is just -- it's already dangerous.

Holland: Mr. Chair?

Fitzgerald: Commissioner Holland.

Holland: One more comment I forgot to make. So, I know that one of the last applications we looked that was close to this curve, I think we just reviewed it in our last meeting or the one before, they had a challenge with having enough frontage in front of the Ridenbaugh Canal to even do sidewalks off of Victory and so having connectivity for pedestrian access, it scares me on that corner for sure, especially when you have got a lot of residential and you are having a dog park and, you know, trying to encourage people to walk and bike and I just don't think it's the right spot for a dense project.

Fitzgerald: And I'm with you on that. I mean I think there is -- and you know me, I like density on hard corners, especially on major highways. I think that it makes sense there. I think there is just pieces of this that -- that don't add up and that -- that property to the -- to the west seems like it needs to be brought into this discussion before we get into our master plan, so the route going forward and where it ends up in on Victory Road there are all taken care of and so that's my -- my challenge with this and I think they did a great job of laying it out. I know it was a lot of work from staff and a lot of work from the applicant and so it's not that I don't like the project itself, I don't like the piece of property that we are trying to fit it into. So, additional comment?

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove.

Grove: I will echo a lot of what people have said. I, too, am in favor of density and diversification of housing in all the neighborhoods that give neighborhood a balance and also having the density, you know, close to major arterials. The -- the lack of like projection on where this road is -- with Victory is going to be with ACHD and what really concerns me in trying to put this in. I also like -- you know, the layout for the most part, but I feel like the project ends up being an island and doesn't improve connectivity in any way and that concerns me moving forward just with -- in terms of how -- how integrated it becomes with the rest of the -- the neighbors and, then, also just anytime we have, you know, larger developments in south Meridian schools are a major concern for me and,

you know, maybe with COVID changing how schools, you know, end up being enrolled and whatnot might make some changes, but for now, you know, I have some major concerns with how -- how that starts to impact the schools and not having a -- necessarily a roadmap on how to get out of that in the short term is also concerning, but I -- I have a lot of concerns with -- with the project, where it is and when it is.

Fitzgerald: Thank you, Commissioner Grove. Commissioner Seal, do you have some thoughts?

Seal: Yes, I do. I'm -- a lot of --

Fitzgerald: Go ahead.

Seal: I will echo a lot of what, you know, other Commissioners and the public have -- have already stated. I mean one thing that I will say -- because we are trying to speak to some of the positive in here and, you know, I do -- I like the layout that they came out with. I like that they are trying to, you know, essentially, blend in with R-8 style housing features that are there within, you know, adjacent properties and things like that. I -- I do agree that with as much of this property on the canal that -- I just don't see that they made the canal a feature. It's -- I mean it has a walking path next to it, but I think the -- a lot more could have been done with that. You know, again, the traffic concerns and all that are -- are very valid. I mean I -- it's almost worthy of, you know, more communication with ACHD, in my opinion. I mean I think if ACHD is going to continue to hand down that it's adequate and we are going to come back that it's not adequate, then, that leaves this piece of property landlocked, you know, at an impasse. So, I don't think that's fair to, you know, a person that's going to try and develop it or a landowner that is, you know, basically incapable -- or, you know, can't sell their land to be developed, because, you know, like we all know, there is -- there is a large demand out there for this. So, I was a little disappointed that -- I asked the question of R-8, that the answer was no. That's -- that's unfortunate, because I mean at this point without -- without the ability to, you know, come back and kind of reduce the density and trying to work on some things like that, then, I'm -- I'm at a point of denial on it and so -- I was going to say, Wendy's got her hand up, but the public hearing is closed, so --

Weatherly: Mr. Chair, Wendy is asking if she can request to be recognized.

Fitzgerald: Commission, I have a problem if we are -- but I'm not going to get into a back and forth, Wendy, in regards to how we are going to move forward. I -- if you want to do something that's going to be significant, that's fine, but we are -- we are not here to debate the project in the middle. So, if it's okay with the Commission we will open it back up to let everybody have some comments, if that's okay with you all. Any concern?

Holland: Mr. Chair, I think we would have to vote to reopen the public hearing if we were going to hear from the applicant.

Fitzgerald: Yeah. Agreed. That's my -- and that's up to the Commission. I can't reopen it, so I got to have a motion and a second and a vote. So, with that, Wendy, I'm sorry, I think we have already closed public hearing, so we appreciate it and let us keep deliberating and we will see where we go. And I can't hear her, so -- additional comments or thoughts? Commission Seal, I really appreciated your -- I do agree with you on R-8. I think, again, there is some -- some issues with regards to how they are going to exit that place without having a secondary access still for me, because I know that's not an easy fix right now and they are not going to get access to Meridian Road. So, I think without secondary access or a master planning with the neighborhood -- or the neighbor next door or that road being widened, it's very difficult to move forward. At least with the current plan. But always up for additional comment.

Holland: Mr. Chair?

Simison: Commissioner Holland.

Holland: My last comment is I know we -- right now we are not looking at the concept plan, we are not looking at the multi-family, they would have to come back to us with whatever that request is later. We are solely looking at the request for a comp plan change into the annexation and, in my opinion, from what we have heard tonight, all of the things that we have deliberated, those two things, regardless of how the site plan would lay out, would cause the same chances regardless of what layout they come back to us with for an R-15 zone, so I don't know if we are ready for motions and that, but I certainly could try to throw something out there and I want to say I think that the team has done a great job and I know the firm did a nice job putting together a great layout that we think is, you know, could be an exemplary concept for multi-family projects. I think it's just a tough piece of land in -- in the area and I hope that they can find another piece to do this concept better and in a different spot.

Grove: Mr. Chair, could I --

Holland: And they can put -- and they still try to take this forward to Council. Yeah.

Fitzgerald: Yeah. Absolutely.

Holland: Go ahead.

Fitzgerald: It's a recommendation only, so they have an opportunity to go present to Council and maybe there is -- the people who get paid the big bucks -- and I give them a bad time, but the ones that have the names on a ballot and are not appointed volunteers get to make the judgment calls. We are here to make sure that it meets code and -- and Comprehensive Plan and -- and those kinds of things and we just went through a comp plan and that's kind of where I come from, but Commissioner Grove.

Grove: Mr. Chair. I was just going to say one last thing in terms of -- I -- I -- if they could answer some of the things moving forward in terms of connectivity, it would make the

project a lot easier to discuss. So, I think they have to address that in some way, shape, or form at some point.

Seal: Mr. Chair?

Fitzgerald: Appreciate that, Commissioner Grove. Commissioner Seal.

Seal: Yeah. And -- and on that I mean we are -- you know, again, I hate -- well, I don't hate to beat up on ACHD, I do it all the time, but I mean we are -- that's the impasse that we are at is, basically -- I think without the track -- the traffic improvements, then, this piece of property is going to be a no for almost anything that would want to try and develop there because of the safety issues involved. Like Commissioner Holland -- I believe it was -- no, it was Commissioner McCarvel brought up that -- I mean in the last application that we looked at, I mean they couldn't even build a sidewalk along the road, because of where the canal is and how closely the road is to it. So, trying to have, you know, adequate turn lanes in there for this is something that's just -- I mean it -- there is almost no way they can possibly do it with the amount of land that's around it with a canal placed where it is, so, you know, again, what -- whatever we send to -- to City Council -- hopefully, we can phrase it in such a way that encourages them to, you know, have staff work with ACHD in order to provide some kind of solution, so that we can, hopefully, move forward with this spot of land in the future.

Fitzgerald: Appreciate that. And I think -- yeah, no, I think that's a very -- very good counsel. Commissioner Holland, did you have a motion or a thought that you wanted to move forward with?

Holland: I could certainly throw it out there and I would just make the comment to you that, you know, if they wanted to work with that landowner that has the five acres and see if there is some way to connect in with that other neighborhood and do a more mixed use concept there that would fit better, I think it would be an easier concept to look at, but even still I think the R-15 is going to be a stretch for them on the site in the comp plan change, so with that, after considering all staff, applicant, and public testimony, I move to recommend denial to City Council of file number H-2020-0065 as presented during the hearing of August 20th, 2020, for the following reasons: That the city just adopted a new Comprehensive Plan and we feel it's too soon to make significant changes. That there are some roadway challenges that don't seem to be in the immediate future for reconciliation with ACHD and Victory Road and that we believe that the density might be too high for the surrounding uses.

Seal: Second.

McCarvel: Second.

Fitzgerald: Motion and a second to recommend denial of File No. H-2020-0065, Victory Apartments. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Appreciate the work of the team on this and we will move on to the next item on the agenda. And thank you to the public for your participation this evening. We really appreciate it. Next item on the agenda is a public hearing for Pearson Subdivision, H-2020-0075, and we will start with Joe in the staff report.

Seal: Mr. Chair? Could we do a --

Fitzgerald: Go ahead.

Seal: Could we do a quick break while they are --

Fitzgerald: Yes. That sounds great. We will take a five minute bio break and we will be back in five and be prepped for the next --

Seal: Thank you.

Fitzgerald: -- discussion. Thank you.

(Recess: 8:40 p.m. to 8:45 p.m.)

**7. Public Hearing for Pearson Subdivision (H-2020-0075) by Melanie Pearson, Located at 175 W. Paint Horse Ln.**

**A. Request: A Combined Preliminary and Final Plat consisting of 2 building lots on 3.98 acres of land in the R-4 zoning district.**

Fitzgerald: Mr. Seal, thank you for the break idea. That was great. So, we will open the public hearing on 2020-0075, Pearson Subdivision and, Joe, I will turn it over to you.

Dodson: Thank you, Mr. Chair. Can everybody hear me all right? Okay. No objection, so let's move forward. This project before you consists of 3.98 acres of land currently zoned R-4 and specifically located at 175 West Paint Horse Lane. To the west and south is City of Kuna area of impact, as just discussed, and directly to the east and north is existing R-4 City of Meridian zoning. Uses appear to be county residential in all directions and/or some agricultural land. The subject application is proposing to subdivide one four acre lot into two lots for the purposes of allowing the current owner of the parcel to deed the new lot over to her daughter, so that her and her family are close by and this does include helping raise Mrs. -- Melanie, Mrs. Pearson's newborn child, or soon to be. The subject property was annexed in 2015 as part of a larger annexation in south Meridian. There is an existing development agreement associated with the original annexation and this property and this application constitutes development under city code. In reviewing the existing DA the applicant needs to apply for a development agreement modification prior to the City Council hearing for this combined preliminary/final plat. For the existing DA, the first modification is at no cost to the applicant. The reason why they did not apply

with one with this was, frankly, a staff oversight. I originally told them that they did not need to and after reviewing the DA in more detail, the existing DA, I had found that they do, in fact, need to apply for one. The subject application has also received city engineer and Public Works director approval for a utilities waiver to not connect to city services at this time due to services being more than a half mile away. Staff finds that making a singular property owner pay for extending city services for a two lot subdivision is neither fair, nor necessary at this time. Central District Health has also approved for an additional temporary well site and septic system. This fact further diminishes any concern staff has with the applicant's application regarding water and sewer services. As noted, there is an existing single family home on the subject property that is not connected to city services. This property, along with nearby properties, again, was annexed in 2015 and they were not required to connect to city services at that time, because services were not available. This situation has not changed for this area of south Meridian. However, when services do become available in Meridian Road, the applicant will be required to connect to them as conditioned in this application and in the existing DA. Access to this development is proposed via an existing private lane, West Paint Horse Lane. ACHD is not requiring any public road dedication due to the access not being changed. The subject application does not warrant a public road or road improvements at this time, according to ACHD. In accord with the existing access, UDC 11-3H-4 requires that an existing state highway access as -- if an existing state highway access has an increase in intensity that is to be removed upon development or dedicated to ACHD and be constructed as noted on the master street map. Paint Horse Lane is shown as a future collector roadway on the master street map, but the addition of one single family home does not warrant the construction of a collector roadway at this time and with the DA modification the applicant needs to apply for prior to City Council new DA provisions will address this and ensure any future development meets the required development standards. Staff and ACHD find that the existing private access is sufficient for one additional single family home. Because other properties -- other abutting properties are not redeveloping at this time, there is no feasible way for the applicant-owner to comply with those requirements in 11-3H and take access from anywhere else. In addition, adding one home does not create sufficient traffic to warrant construction of the collector roadway. However, staff understands that should anymore intensive redevelopment occur on site or on those surrounding properties, the access will -- will need to be evaluated for compliance with these requirements. Staff is recommending DA provisions be added with the modification application that requires a future collector street consistent with the master street map if or when this or adjacent properties redevelop with more intense uses consistent with the mixed use regional future land use designation that exists in this area as noted. And I didn't put that on there. But the whole area around here is mixed use regional future land use. To summarize, the subject application is proposing to subdivide a four lot acre -- a four acre lot, I apologize, into two lots for the purposes of allowing the current owner of the parcel to deed the new lot over to her daughter. Staff does not find that the city loses anything by approving this application and understands that this area may not redevelop for quite some time. Staff recommends approval of the subject preliminary final plat per the conditions of approval in the staff report and I will stand for questions.



Seal: Mr. Chair?

Fitzgerald: Commissioner Seal. Commissioner Seal, go right ahead.

Seal: A couple questions for -- where they are really questions just for the -- is there a time frame -- an approximate time frame when services will be available to the area? If so, what would their proximity be and what's the cost attached to city services?

Dodson: Commissioner Seal, Members of the Commission, the closest services are about a mile away up Meridian Road right now. I do not know the costs for that, unfortunately. That was not part of the discussion. Public Works has not told me that or the applicant. Developmentwise, it is coming, but it -- it's not coming very quickly in this specific area. As you have probably seen with other development and you can see on our plan development map here, there is -- this is approximately half a mile square, half a mile, and there is nothing within that right now. So, I would assume that it's going to be years before services are close by.

Seal: Okay. Thank you.

Dodson: You are welcome.

Fitzgerald: Thanks, Commissioner Seal.

Holland: Mr. Chair?

Fitzgerald: Any additional -- Commissioner Holland.

Holland: If it's helpful for Commissioner Seal's question, I know we estimate in other cities that it takes about a million dollars per mile for extending services, so it would be a significant chunk, especially at a major corridor. If that helps.

Fitzgerald: Any additional questions for staff? Commissioner Seal, did you have any follow up?

Seal: Just -- the question was more based around the property owner. I mean they are -- they are -- it looked like they are going to sink a significant investment into the second property to put a well in there and if -- even in the next five years city services get to that and they are required to establish connectivity to that at a cost, then, you know, just want to make sure that the property owner is well aware that that is actually something that could happen sooner rather than later and that there is a, you know, probably a pretty big cost associated with it.

Fitzgerald: Appreciate the input and I think that's a great call. Eyes wide open is always better. Any additional questions for Joe? Would the applicant like to join us, either online or in person.

Weatherly: Mr. Chair, the applicant is online and, Melanie, if you want to unmute yourself you can have the floor after stating your name and address.

Pearson: Hi. I'm Melanie Pearson. 1717 North 7th Street, Boise. 83702. I don't have any additional comments.

Fitzgerald: Ms. Pearson, just -- everything that kind of -- Mr. Seal put forward, you guys are aware as you are drilling a well or putting in a secondary well and there could be sewer and water at your door down the road not very long, you guys are aware of that; right?

Pearson: We are aware. Yes.

Fitzgerald: Any questions for the applicant? And, Ms. Pearson, you guys are all in agreement with the staff report; correct? There was no concerns you had?

Pearson: Correct. We are in agreement.

Fitzgerald: Okay. Perfect. No questions for the applicant? Perfect. With that, Ms. Pearson, thank you for being a part of tonight and we will probably close the public hearing and, hopefully, get this wrapped up quickly. Is there a motion out there for a -- to close the public hearing?

Weatherly: Mr. Chair?

Fitzgerald: Oh, yeah, we do need to see if there is public. Sorry.

Weatherly: I just wanted to note there is no public testimony for this.

Fitzgerald: Thank you.

Weatherly: You are welcome. I didn't -- I didn't see anyone in the audience. I think Commissioner Seal and you guys are alone now. I didn't see anybody in the attendance side. So, thank you for clarifying. I was trying to go too fast. With that, there being no public testimony and there is nobody online that wants to raise their hand, could I get a motion to close public hearing.

Seal: So moved.

Grove: Second.

Fitzgerald: I have a motion and a second to close the public hearing on H-2020-0075, Pearson Subdivision. All those in favor say aye. Any opposed? Motion passes.

**MOTION CARRIED: FIVE AYES. ONE ABSENT.**

Fitzgerald: Any comments, concerns, thoughts?

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: I would be in support of this. I don't see any issues with it. We are not adding much of anything, you know, except the one house, so I -- I just don't see a problem with it. They are going in eyes open, so -- when utilities might be there, so --

Fitzgerald: I'm with you. I think if we were in other cities around the valley this would be a lot line -- a one -- one time split and not a development, so -- we don't have that function in Meridian, but I know Boise and Eagle do that, and Kuna may as well, but this is just some family carving up their land for their -- for their family. So, I have no problem with this and with them being aware that they are to hook up when the sewer gets there and water gets there, then, I think we are good to go. Additional comments or motion? Commissioner Seal.

Seal: I will take a stab at a -- at a motion here. So, after considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of file number H-2020-0075 as presented in the staff report for the hearing date of August 20th, 2020.

McCarvel: Second.

Fitzgerald: I have a motion and a second to recommend approval of File No. H-2020-0075, Pearson Subdivision. All those in favor say aye. Any opposed? Motion passes. Thank you all very much. And, Ms. Pearson, good luck. We hope your process goes well.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

- 8. Public Hearing for Modern Craftsman at Black Cat (H-2020-0022) by Baron Black Cat, LLC, Located in the Northeast Corner of N. Black Cat Rd. and W. Chinden Blvd. (SH 20/26)**
  - A. Rezone a total of 23.63 acres of land for the purpose of reducing the C-C zone from approximately 8 acres to 4.42 acres and increase the R-15 zone from approximately 15.1 acres to approximately 19.2 acres.**
  - B. Short Plat consisting of 2 building lots and 2 common lots on 21.59 acres of land in the C-C and R-15 zoning districts.**
  - C. Conditional Use Permit for a multi-family development consisting of 196 residential units on 20.13 acres in the R-15 zone.**

**D. Modification to the existing development agreements (Inst. #'s: 106151218; 107025555; 110059432; and 114054272) for the purpose of removing the subject property from the boundaries and terms of previous agreements and enter into a new one, consistent with the proposed development plan.**

Fitzgerald: Opening up the final item on our docket tonight is -- is Modern Craftsman at Black Cat, File No. H-2020-0022. You all may recall -- and I think most of us, if not all of us, were here when this came before us before. What we requested at that time was that any testimony that is brought -- we focused in on the commercial side and on the request that we made, the changes in the requests that we brought earlier. We requested that -- a continuance for it, so will hopefully keep that narrow this evening, if there is any public testimony, we would like to keep it narrow and to the -- the changes that were made to the project. So, with that let's start with the staff report and I will turn it back to Joe.

Dodson: Thank you, Mr. Chair. So, as Mr. Chair had said, this is continued from the July 9th hearing and it was for the purpose of the applicant to review amount -- the amount of proposed commercial on their site. So, I -- I don't want to rehash everything, but I will do just a brief overview of the project again and, then, I will go into what they did change. So, the applications that are being applied for are a rezone, short plat, a DA mod, conditional use permit and, then, for staff's side of it, private streets and administrative design review. The site consists of approximately 23 and a half acres with existing C-C and R-15 zoning located at the northeast corner Black Cat and Chinden Boulevard. Adjacent land uses are R-4 and R-8 to the north, C-N zoning and future church site to the east. Chinden Boulevard abuts the site to the south with residential and a small portion of L-O on the south side of Chinden. North Black Cat abuts the site to the west with C-C zoning and future commercial planned on the west side of Black Cat north of Chinden. The future land use designation out here is mixed use community. So, they are -- the changes that were made since the Commission hearing on July 9th were concerning the limited amount of commercial development that was proposed as part of the project. In response, the applicant has submitted revised plans to Planning staff, which has resulted in a number of recommended changes to the conditions of approval and development agreement. Some of the main points are as follows: The C-C zoning increased from 2.2 acres to 4.2 acres and now includes that area containing the clubhouse. The clubhouse incorporates offices that residents may run out and use for their home businesses or meetings, adding approximately a thousand square feet of leasable space. The applicant added 5,070 square feet of vertically integrated commercial square footage for the building here, which is along Black Cat. The corner commercial building on the southwest corner here is proposed as a two story structure in this site plan, with parking below the first level of one half of the building. The two story variation allows the building to have up to 19,450 square feet of commercial space, which staff fully supports, versus a one story concept. The total commercial square footage proposed for the site is now approximately 27,000 square feet. With the increase in commercial square footage staff finds the site can accommodate smaller scale, more neighborhood serving commercial uses to serve area residents as discussed by the -- by the -- as discussed and envisioned by the comp plan and discussed with public testimony at the previous hearing. The

applicant did respond to my staff memo with a request to remove one of the recommended conditions of approval regarding the corner commercial lot being two stories only, not the one story concept. Staff does recommend approval of the requested applications still, with the DA provisions and the updated conditions of approval in my staff memo and I will stand for questions.

Fitzgerald: Joe, thank you very much. Are there any questions for staff?

Seal: Mr. Chair?

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove, go ahead, sir.

Grove: Joe, so let me just -- that last point that you made, they want to have it removed from the condition, but still build two stories. Is that what they are asking? I guess I was confused on that last piece.

Dodson: Commissioner Grove, I apologize. So, one of my requested -- or recommended new conditions is to require that the -- this corner building be built as two stories and the applicant would request that that condition be removed, so that they can choose whether one story or two stories is appropriate.

Fitzgerald: Thank you for that information, Joe. Commissioner Seal -- or, Commissioner Grove, did you get everything you needed? Yeah. Commissioner Seal, go ahead.

Seal: I had the same exact question. Thank you.

Dodson: Mr. Chair?

Fitzgerald: Joe, go ahead.

Dodson: Just to -- something that I did forget to mention. With the increase in the C-C zoning there is an automatic 25 foot buffer between uses and so between the C-C zoning and the residential R-15 zone that may create an issue between the clubhouse and this area here. That is something that I did not note in my review. It is likely something that the applicant can request a reduction in from City Council, but I did want to put that on the record that that is something that they will have to do moving forward going to City Council.

Fitzgerald: Thank you for that clarification as well. If there are -- I don't see any questions -- additional questions for Joe. Is the applicant ready for us? Hello. Welcome back and, please, state your name and your address for the record for, please, and the floor is yours.

Johnson: Mr. Chair, I think they are just loading a presentation.

Fitzgerald: Perfect. Thank you.

Nelson: Adrienne, it's not letting me control it. Okay. Okay. Thank you. Good evening, Commissioners. My name is Deborah Nelson. My address is 601 West Bannock Street in Boise. I'm here tonight on behalf of the applicant. Tonight with me Matt Riggs, Jeff Riggs, and Greg Hector of Baron Properties, as well as our planner Kent Brown. I'm going to make a very brief presentation and, then, we are all available to answer any questions you may have. Starting with our updated site plan, in response to the Commissioners' comments that we heard at the last hearing, we have provided these updated plans to expand the C-C zone and add new commercial and mixed uses. Just in the briefest of overview, since Joe just covered this, we extended the C-C zoning north along Black Cat. We removed the townhomes that had been there along Black Cat and replaced them with a new vertically integrated product. We kept the commercial pop up and we redesigned the commercial corner lot. The resulting C-C zone size is 4.23 acres, up from 2.26 acres. We received a comment letter just today into the record from a neighbor questioning about the uses that are within or outside of the C-C zone, specifically asking about the dog park and the clubhouse, and so wanted to address that. The dog park is actually outside of the C-C zone that we have proposed. The clubhouse is inside of that zone. Both of those uses could be in. The C-C zone allows and encourages a variety of uses, including allowing with a conditional use permit multi-family residential. As a result, all of the uses that we are proposing with this development could occur without a rezone application. The reason we have a rezone application is really an outgrowth of early discussions with staff before we filed the application or city staff had a preference to reduce the C-C zone to circumscribe the principally nonresidential uses and we were fine with that. With this change and the request to add more opportunity for commercial uses, we have kept that same theme where we have drawn the C-C line around the principally nonresidential uses. The location of the clubhouse was also an outgrowth of our discussions with staff. Through iterations of the site plan staff requested that we move the clubhouse to this location, so that it created better integration with our commercial uses. It's really oriented around the plaza that they also encouraged and we really like the result of that layout as well. The comment letter that was received today also questioned the size of this C-C zone. At the last hearing there was a fair amount of commentary about this and, Commissioner Holland, you suggested that four to five acres would allow multiple users to site on one location, creating positive synergy between them. We have created exactly that space for not only multiple uses, but a variety of uses. We have space for six live-work units, four pop-up units, plus the corner commercial lot with a building that can accommodate multiple commercial uses as well. So, this isn't just more commercial space now, it's also innovative space that can incorporate a number of different types of uses. We have provided renderings for each of these spaces and I just want to walk through and show some of them. Starting with the main entry in the clubhouse, as you enter the main entry you come right upon the clubhouse. This provides extensive amenities for our residents. Specific to the discussion tonight those amenities include over a thousand square feet of office space, including three enclosed offices that can be reserved for a fee and used for meeting space by our residents. So, an architect or an attorney or anyone who decides that they want to work at home also has space where they can go and meet a client. In addition, in this clubhouse, but not included in

our thousand foot office space that we described, are the offices for our employees. We added a new vertically integrated residential product along Black Cat with six units and over 5,000 square feet of usable ground floor commercial space below the second story residential. It has an attractive facade to both Black Cat and to the internal site as well. We anticipate longer term leases here than in the pop-up commercial that we will discuss next. It could even accommodate larger users if they want more than one bay here. Across the landscaped plaza from both the clubhouse and that vertically integrated building we have our commercial pop-up building that has four units and 2,500 square feet of commercial space. We call this a pop-up commercial, because it allows a variety of smaller commercial uses, but don't mistake this for a temporary structure, this is a permanent building, not a booth at a Saturday market. It's the uses that are pop up. We envision short-term leasing with something perhaps as short as a weekend event or a month long exhibition or seasonal uses or perhaps startups, such as for a restaurant that wants to try out new concepts or, Commissioner Seal, you suggested something along the lines of BSU's think tank or a business generator. These are the types of exciting uses that we think could site here in this building and, then, we have our commercial corner. We redesigned this corner based on feedback at the last hearing raised by staff and the Commissioners about parking. We also proposed building concepts to illustrate how this site can create a striking commercial presence on this signalized corner, while also opening up and integrating internally to the site. We propose two concepts, a single story and a two story. The amount of usable commercial space between those two concepts doesn't actually vary very much and the reason is because the additional second story requires additional parking that, then, in turn, eats up some of the space. We have designed this nicely to incorporate some of that parking underneath, so that you don't end up with a sea of surface parking. The resulting range between the two options is 13,000 to 19,500 square feet. Here you can see the single story concept as well. And now I would like to ask the clerk -- we will pause here and -- and if we could play a video that we have got proposed. At our last hearing you saw a fly through the whole project and now we have got a fly through just of this C-C zone area and as updated with this submittal.

Weatherly: Mr. Chair, Chris is pulling that up at his office desk, so he's going to share it as soon as he's able to pull it up which will take very momentarily.

Fitzgerald: Thank you.

Nelson: Is it possible to play the sound?

Weatherly: Chris, we can't hear the sound.

Nelson: Not a problem. It's just music.

Weatherly: Zoom challenges.

Nelson: That's okay. Envision your favorite song playing now, Commissioners. With that, Commissioners, we appreciated the comments that -- that you made at the last

hearing that were supportive of the overall layout here. We believe this expanded C-C zone and the new features, such as the vertically integrated residential product and the redesigned commercial corner lot, have been responsive to your comments. We appreciate staff's continued support and work on this. It's been a long process and we appreciate everything they have done with us. We are in agreement with all of their recommended conditions, except the one that Joe mentioned, the 1-I, where we are just asking for flexibility to use either the one story or the two story concept on that corner just so that we can respond to market conditions and demands. The Baron team is super excited to bring this unique community to Meridian. We ask for your approval tonight and we would stand for any questions you may have.

Fitzgerald: Thanks, ma'am. A quick question I have is -- there are two, actually, to start off. One is I really like the two story and -- and is there a reason for the latitude? I understand the market conditions, but I think we were asking for as much commercial space there as we could make work and so including the clubhouse piece, I know you said there is offices in there, so I got a couple questions around that. Is that kind of like a we workspace, short term leases? How do you make that work?

Nelson: Chairman, great questions. So, the space inside the clubhouse could be very flexible. We anticipate that that could be by the day, by the week, by the month, just as the demand warrants and so if somebody just has a quick meeting they need to do with a client, they could accomplish that without reserving the space for an entire month. They may have a project that requires more time and so they could reserve that and pay for it for longer.

Fitzgerald: Okay. That helps me there. And how many offices are in that space? It's two, is that right?

Nelson: Chairman, the space that we described in that thousand square feet -- it's over a thousand square feet is three enclosed offices. In addition to that we didn't even count the offices for our employees, which, of course, is appropriate within the C-C zone as well, because it's just an employment base.

Fitzgerald: Okay. That helps me. And, then, the last question is -- was there any thought of taking that live-work space -- live above commercial space all the way down Black Cat? Was that ever a consideration?

Nelson: Chairman, I will -- I will do my best to answer that and these guys can tell me if there is more to it. I think that we fit really as much as was reasonable to fit there from a site plan standpoint with the roads and the utilities and the open space requirements. I think that that was what made sense there. I think it also was an attractive facade feature trying to respond to comments about the neighbors, about two story along Black Cat, but also to provide a building that oriented well to the inside and so I think there was a lot of balancing going on there.



Fitzgerald: Okay. And, then, any comment about -- if we wanted to limit it to two story, would that be a concern to you guys, because I think we -- I really like that look, but I was -- any thoughts on limiting it to only true story and keeping that requirement in there? Is it -- besides market conditions only?

Nelson: Yeah. Chairman, thanks for the opportunity to comment on that. Certainly what we are here to ask for tonight is for your approval and so if the Commission is, you know, set on approving it only with that condition, then, we would take that and like to proceed on to the Council and we understand. If you would consider removing that condition, we are asking for that for -- yes, for market flexibility. There -- it really is -- we want to make sure this is viable commercial that gets filled quickly and is actually used. We don't want to have a vacant lot. We want this to be useful and activated and have a real presence and if the market is dictating a single story to accomplish that, then, we want to be able to respond to that. Both buildings -- we tried to design both buildings to create the same features we heard from you. There was discussion at the last hearing about asking for that corner presence that was visible from Chinden and so we tried to create that dynamic with a signalized light there. We think that corner shaped building provides a lot of opportunities. And, then, oriented to the site, either way it looks really nice from the inside and can accommodate multiple uses. So, with the range being from 13,000 to 19,500, you know, we are not talking about a significant change in the available square footage total for the site, but it gives us a whole lot of flexibility. So, that's why we have asked, so I appreciate the opportunity to comment on it.

Fitzgerald: Thank you very much. Andrea, I have one quick legal thing I forgot to disclose. I live in Spurwing and I want to make sure my counterparts on the Commission are aware and if they would like -- I feel like I'm being impartial. I proposed this at the last hearing, but I wanted to make sure I was -- I did that on this hearing, too. So, is there any concerns of me continuing to be a part of this process. Sorry, I should have said that earlier. Apologize for that.

Pogue: No concern.

Fitzgerald: Okay. Any Commissioner concerns? Okay. Thank you. I had forgot to disclose that and I apologize to the applicant I didn't disclose that earlier. Additional questions for the applicant?

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: Just a couple of questions on the -- the leasable space that's within the clubhouse, is that open to the public to lease or is that only tenants?

Nelson: Mr. Chairman, Commissioner Seal, those spaces within the clubhouse will be open to residents only.

Seal: Okay.

Nelson: Just like in the live-work building, there will be residential units that are just private spaces. There is a mix here.

Seal: And, then, the 25 foot buffer between the clubhouse and the residential space, how are you looking to address that?

Nelson: I think we will just have to work with our engineer and see how -- how we can accommodate that and, if not, as Joe pointed out, I guess we will be asking the Council to address that. That was news we just learned this evening.

Seal: Okay. And, then, would that be -- if they couldn't address it completely, would that be an alternative compliance?

Dodson: Commissioner Seal, Members of the Commission, my understanding is that it is a waiver by City Council to reduce the required buffer. My opinion, if that matters in this instance, is that they would likely have a good case for that considering it still mixes well and it's not a -- the vertically integrated building isn't butting up against the residential, it's -- it's the existing clubhouse and the plaza that would have been there anyways, so -- but that would be a waiver from City Council.

Seal: And a follow up to kind of tie the whole thing together. So, the clubhouse still qualifies as open space or does it not qualify as open space, because it's in the commercial portion of it.

Dodson: Commissioner Seal, regardless of the zoning of the use -- you have a good question. I believe it should still be open space. I did notice on the revised open space I did count the commercial, the -- what they are calling the pop up, which is not qualifying, because it's just commercial, but that's a small area compared to the clubhouse, but all that plaza and the clubhouse area would -- should still count for open space.

Seal: Okay. Thank you.

Nelson: Mr. Chairman, may I address that as well?

Fitzgerald: Go right ahead, ma'am.

Nelson: Thank you. Commissioner Seal, that's right. It does still count as qualified open space and an amenity and as I mentioned earlier we didn't even need to rezone. That could have fallen within the C-C zone earlier, that -- that use would be appropriate there and it still would qualify the same way.

Seal: Okay. Thank you.

Fitzgerald: Thank you, ma'am. Commissioner Seal, did you have any additional follow up or are you good?

Seal: I'm good. Thank you.

Fitzgerald: Commissioner Holland, go right ahead.

Holland: I don't really have any questions per se, but I do want to thank -- thank you for your consideration of our comments last time and it looks like you have done some great work in increasing it. I'm much happier with the four to five acre commercial than I was with the two acres, so appreciate that. The only other thing I remember we talked about a little bit was the frontage off of Chinden backing up to some of the residential units and I know we are not really here to discuss the residential as much, but where there would be a break in -- in fencing or berming to kind of open back up to that commercial, can you talk about that transition a little bit?

Nelson: Mr. Chair, Commissioner Holland, we did preserve the community garden in that location to create that spacing between the commercial corner and the residential uses and as far as the break I may have to get some input on that. Is our berming consistent across? Okay. So, it is consistent across, but we can place our trees carefully to make sure you have got visibility there, but also creating some buffers.

Holland: Thank you. I appreciate it.

Dodson: Mr. Chair?

Fitzgerald: Go right ahead.

Dodson: I just wanted to -- this is Joe. Staff. Just want to clarify that as well. The berm would stop at roughly where that C-C zoning begins and the residential stops. It wouldn't -- the berm will not continue in front of the commercial buildings, just to be clear on that, and that is, one, because of the zoning there does not require a berm along Chinden, but the residential does and also that would defeat the purpose of the visibility that we would want for a commercial use on the corner as well.

Nelson: Thank you, Joe. And Kent is nodding as well, so I just relayed that improperly.

Fitzgerald: Thank you for the clarification both of you. That helps. Is there any additional questions for the applicant? Ma'am, thank you very much.

Nelson: Thank you. Appreciate it.

Fitzgerald: And if there is opportunity -- if there is public testimony we will have you come back up and close. We will let you close either way, but -- is there public testimony, Madam Clerk?

Weatherly: Mr. Chair, two people signed in online. One indicating a wish to testify, but I don't see them attending online, nor do I see them in the room.

Fitzgerald: Okay. If there is someone who would like to testify online, please, raise your hand and I don't see any attendees currently. Is there anyone in the room who would like to testify? And give the high sign to Andy -- or Commissioner Seal.

Seal: Nobody else in the room.

Fitzgerald: Okay. Mr. Brown, anything you would like to -- okay. Well, is there -- did you have any closing remarks you would like to make before we deliberate as a group?

Nelson: Chairman, Commissioners, if I could, just a couple of very quick comments at -- we appreciate your consideration of these plans and we -- as we said before, we feel like we have tried to be very responsive to the specific comments we heard. We also just want to remind you that the original support we had from -- from staff was really looking at not just this site, but all of the surrounding commercial uses and we think that they still are complimentary of what we are providing here. So, while we are bringing in all these opportunities for neighborhood uses, neighborhood commercial and office uses, we still have, of course, the Fairbourne across the street, the Central Valley Plaza down the street, we have got Costco nearby, we have got areas that are zoned and designated in your comp plan to have commercial and mixed use -- even mixed use regional on the southwest corner of this site. So, we have got the church, of course, we have got significant nonresidential and commercial uses around you. So, we have tried to find that balance again of trying to listen to what you wanted here, but also appropriately looking off site as is -- as is called for in your Comprehensive Plan as well. So, just those additional comments and would stand for any other questions that you have.

Fitzgerald: Appreciate that. Are there any additional questions? Are there any addition questions? Seeing none.

Nelson: Thank you.

Fitzgerald: Appreciate the input. Thank you so much. Can I get a motion to close public hearing?

Seal: So moved.

McCarvel: Second.

Fitzgerald: I have a motion and a second to close public hearing on H-2020-0022, Modern Craftsman at Black Cat. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Okay, team, anybody want to lead off?

Grove: Mr. Chair, I will jump in real quick.

Fitzgerald: Go ahead, Commissioner Grove.

Grove: I appreciate what they have done to make adjustments to this and they have listened to our feedback and it -- it looks a lot better, even from just a -- like a simple landscaping piece on that hard corner for Chinden and Black Cat it looks better. I definitely would be in favor of keeping it two stories, just to really give more character, especially as people are driving down the highway in that section of town and I think -- I mean as far as the two stories, it's -- to me it's almost as much esthetics as it is function to a certain extent. I think, you know, having more commercial space is great, but I think it makes it look a little bit more enticing for an overall project. But I appreciate them also doing the mixed use on Black Cat there. It's a good addition to their already interesting product, so --

Fitzgerald: Commissioner Grove, I -- I agree with your two story comments as well. I think it -- it sets off that corner and makes it look -- it kind of -- it appeals to me that that hard corner has that two story building with parking underneath and I -- that's how I -- I love parking underneath. I think it's useful use of space. But, Commissioner Seal, did you have a comment or did I hear that incorrectly?

Seal: I can -- I can go ahead and go.

Fitzgerald: Okay. Sorry, I just -- I thought I heard your voice.

Seal: That's okay. I mean the -- the project as a whole I really like it. I like the concept that they came up with for the multi-family units that are there and, you know, I know we have hashed that out, but I want to make sure that we, you know -- I mean to me that's the -- the really exciting part of it. You know, the commercial piece of it, I definitely -- you know, your remarks about the parking that's underneath and as far as that being commercial space, I think somebody's going to gobble that up pretty quick with that parking being available there. You know, parking is always an issue and if you take care of that right out of the gate, then, somebody's going to come in there and want to grab that up for sure. So, I do like the -- the buffer that they have there with the community garden space and, you know, the rest of it, as far as the -- the two story, you know, with -- with the ability to live above, I think that's -- that just as a product is probably going to be something that, you know, again, I think that's probably going to be picked up pretty quick. There is a lot of -- you know, a lot of growth in the valley, a lot of entrepreneurs that are starting out and they need space to grow and so having the -- the pop-up space that it can allow people to come in short term with the capability of having the two story spaces right across the parking lot from that, you know, I think that's going to create a lot of opportunity and, hopefully, you know, Meridian takes full advantage of that and, you know, I would like to see the city kind of reach in and really bolster that for -- for the communities, because it's -- it's going to help all of our numbers. So, as far as, you know, providing a place to work for the people that live here, but overall really -- really nice project. I'm -- I'm pretty impressed with the whole thing. So, it's -- it's very out of the box

overall and -- and what they have come back with and it's right -- right along that path as well.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Yeah. I would agree, I would want to see the two stories stay is -- I know it doesn't add a ton of square footage commercialwise there, but it does add parking, which was one of the big issues on having the commercial on the corner on the last plan and I do like the mix of what the -- what they are providing there is the pop up and that kind of thing is an interesting option and one I think we are going to see used a lot in the future.

Holland: Mr. Chair?

Fitzgerald: Commissioner Holland, go right ahead.

Holland: And I would echo a lot of the comments and I don't need to deliberate much more on anything else. I appreciate that they listened to our comments last time and that they added some commercial space and are willing to try some innovative things. I think it's a product type and a mixed use type we don't have in Meridian, so it's -- it's nice that it's not just a bunch of four-plexes or a bunch of high towering structures that are all next to each other. I just appreciate that there is a little bit of breathing room in there and it looks like a nice place for people to live and work and have amenities close by, so I think they have done a nice job. The only comment I would make is the -- whatever the frontage looks like on Chinden I just want to make sure that they do a good job of what that transition and buffer looks like, so that it's not just your driving and there is a berm and wall and, then, a small little pocket where you see a building. But I think for that reason I like the two story building there, too, because I think it would help with the -- the break there.

Fitzgerald: I echo exactly what you said. I think Commissioner Seal -- well, everybody's comments I think are well taken. I think this is something that's outside the box. If I could, you know, have a perfect world I would have taken that live-work all the way down Black Cat, but that's just me. So, I like those things. I think we don't have enough of them. They have done them in Boise a couple -- in a couple of spaces, but not enough in Meridian and much like Commissioner Seal said, I -- I hope we grab on to some of these concepts that they brought and take it to other places. I'm really tired of seeing pinwheel four-plexes. It makes me want to throw something. But the use of space, the modern look and feel, and really thinking of it being a sense of place, bringing people together, having thought through how they might live, how they might work and, then, giving a place for entrepreneurs to work just like Commissioner Seal said, I think is -- is rare in our community and I think it needs to be utilized more. So, kudos on that. I love the -- the architecture and the plan for the layout and it's not a -- and it's a different kind of product that we needed in this valley, too. So, huge kudos there. I really appreciate the work that

went into it and for taking into account our thoughts. I'm just -- I'm partial to the live-work stuff, but that doesn't mean I am opposed anything, so --

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: After considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of File No. H-2020-0022 as presented in the staff report for the hearing date of August 20th, 2020.

Fitzgerald: Can I make clarification before you do that?

Seal: Yes, sir.

Fitzgerald: Are you putting any stipulations on this one story or two story of that commercial space?

Seal: I would rather keep it in there as -- as it's written by the staff.

Fitzgerald: Yeah. Just wanted to make sure. In their staff report it said -- just want to make we are all clear on that.

Seal: Yes.

Holland: Mr. Chair?

Fitzgerald: Commissioner Holland.

Holland: In the memo from staff about some of the things they wanted to make sure we mentioned in a -- in motions, do we actually need to include that in the motion or is that sufficient in the staff memo that we got about the updates?

Seal: I can amend the -- the motion, so --

Fitzgerald: Joe, do we have to put anything in additional than recommending -- anything additional than you have in the staff memo?

Dodson: Mr. Chair, to be honest, I do not know if we need to specifically state those or if you can just say as presented in the staff report and staff memo might be sufficient.

Seal: Along with the update conditions of approval in the staff memo.

McCarvel: Second.

Fitzgerald: I have a motion and a second to recommend approval of File No. H-2020-0022, Modern Craftsman at Black Cat. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Thank you all very much. That was a lot smoother than I actually expected it to be, so Baron Land -- or Baron Properties, good luck with that project. I look forward to seeing it when it's done. I might could get a lemonade stand over there. I'm joking. Okay. I need a -- I need a last motion from our team here.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Before Commissioner Holland goes into labor, I move we adjourn.

Fitzgerald: Oh, wait. No -- yeah, we might not see her.

Holland: Yeah. I might not be here for the next one. We will see.

Fitzgerald: I was going to say, I may need backup, Commissioner McCarvel, for -- if we losing our vice-chair. I mean the old previous chair is -- the previous chair that I took direction from for a long time and stepped in their role at the beginning of September. I may have a conflict on the 3rd and I may be out of town. So, if Commissioner Holland goes into labor --

McCarvel: Then we definitely have a quorum issue, because I'm out on the 3rd and Commissioner Pitzer is no longer with us, so --

Seal: Yeah. The 3rd is going to be an issue --

Pogue: We don't have to worry about the vacancy counting towards quorum.

McCarvel: Okay. So, what is quorum then?

Pogue: Is this better?

Fitzgerald: We have to have four; right?

Pogue: Yes. Why is it doing that? So, can you hear me now?

Fitzgerald: Have to have four for the vote.

Pogue: I did do the off thing like I did when you sign on with the audio.



Grove: We can still hear you.

Fitzgerald: Let's talk through that, because I -- Commissioner Holland maybe in a situation where she's not here and I am not here either, so --

Holland: I might be here, but it's going to be hard to predict.

Pogue: Okay, guys, can you hear me?

Fitzgerald: Who also is going to be here? Are you guys all going to be able to be available if --

McCarvel: I am not on the 3rd.

Pogue: I don't think they can hear me.

Fitzgerald: You are not. Okay.

McCarvel: I can hear you, Andrea.

Pogue: You can hear me? All I was going to say is we don't count the vacant seat for quorum. So, it was seven, now it's six, so we need four, Ryan. Agreed.

Seal: And I won't be here. This is Commissioner Seal.

Fitzgerald: So, we definitely don't have a quorum.

Pogue: Then we don't.

McCarvel: We have two people.

Grove: Be here by myself.

Pogue: Okay.

Weatherly: Just to clarify, that was no quorum on September 3rd; is that correct?

Pogue: Correct.

Fitzgerald: Yes, ma'am. I think you have got three -- three and a half still in -- maybe Commissioner Holland might not be here, but I don't think you can plan on her. Commissioner McCarvel is out. Commissioner Seal is out. And I'm 92 percent sure I'm out. So, we may have to shift gears to a different date in September.

McCarvel: Okay.

Fitzgerald: Are you guys back the week after?

McCarvel: Maybe.

Seal: Yes.

Holland: I'm more likely to be out the week after than I am on the 3rd.

Fitzgerald: Yeah. You're definitely out for September, ma'am.

McCarvel: I don't think we are going to count you for the next month.

Fitzgerald: Yeah. Madam Clerk, how do you want to handle this, ma'am?

Weatherly: Mr. Chair, with Andrea's direction, my opinion would be that since we have established there is not going to be a quorum on the 3rd, you can agree on a future date. I would recommend sooner rather than later after that date to meet and have a meeting. Now, if the next -- so, the next Thursday would be September 10th, but keep in mind if you are having a special meeting it doesn't necessarily have to fall on the same day, it's just convenient, because we have planned for Planning and Zoning on Thursdays. But if it's not convenient for a quorum with the Commission, then, you can choose a different day that's more favorable for all your schedules.

Fitzgerald: Okay. Do you want to send out an e-mail and see when everybody's available on those dates -- around those dates? I'm definitely available on the 17th.

Weatherly: Okay. I can take -- I think Bill --

Pogue: We will circulate an e-mail and, you know, let the planners talk, see which date they might be able to work with and, then, they will circulate it to you guys to see -- you know, float an option or two for you. I think Bill usually handles that.

Weatherly: Yeah. And I thought -- Bill was on the call earlier. I'm not sure if he heard this conversation. He's not there anymore. But I'm happy to send an e-mail to reach out to him and let him know that we definitely won't have a quorum on the 3rd, so we need to look at another date.

Fitzgerald: I know -- I know Vice-Chair Holland is a rock star and is going to try and -- being in labor and be a P&Z Commissioner. I was going to let her like have a month off or so, so --

Weatherly: Absolutely.

Pogue: I'm not going to let her do that.

Holland: If I'm in the hospital I'm not getting on the phone.

Weatherly: Sorry. Just so you know, there will be four public hearings that will have to be reconsidered or continued from that date.

Pogue: How many?

Weatherly: Four.

Pogue: Okay.

Fitzgerald: Well, if you will touch base with Mr. Parsons and let us know what they think will work and -- or circulate a poll or something like that where we can all be available, except Lisa, then, we will make a plan and get us -- get us squared away for next month.

Weatherly: I will be in touch.

Grove: I would just like to say, Mondays and Tuesdays are hard for me, so if we do change days it -- I need to have it further out if we are going to make it on a Monday or a Tuesday.

Fitzgerald: Yeah. Thanks, Commissioner Grove.

McCarvel: I think Thursdays we can --

Fitzgerald: Yeah. Thursdays work better for me, so -- okay.

McCarvel: My motion stands. I move to adjourn.

Seal: Second.

Fitzgerald: Motion and a second to adjourn. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

MEETING ADJOURNED AT 9:46 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS.)

APPROVED

\_\_\_\_\_  
RYAN FITZGERALD - CHAIRMAN  
ATTEST:

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

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