

Meridian Planning and Zoning Meeting

June 18, 2026.

Meeting of the Meridian Planning and Zoning Commission of June 18, 2026, was called to order at 6:00 p.m. by Chairman Maria Lorcher.

Members Present: Commissioner Maria Lorcher, Commissioner Jared Smith, Commissioner Dom Gelsomino and Commissioner Matthew Stoll.

Members Absent: Commissioner Matthew Sandoval, Commissioner Jessica Perreault.

Others Present: Tina Lomeli, Kurt Starman, Bill Parson, Sonya Allen, Linda Ritter and Dean Willis.

ROLL-CALL ATTENDANCE

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

Lorcher: All right. Good evening. Welcome to the Planning and Zoning Commission meeting for June 18th, 2026. At this time I would like to call the meeting to order. The Commissioners who are -- who are present for this evening's meeting are here at City Hall. We also have staff from the City Attorney's and the City Clerk's office, as well as the city's Planning Department. If you are joining us on Zoom this evening we can see that you are here. You may observe the meeting, however, your ability to be seen on screen and talk will be muted. During the public testimony portion of the meeting you will be unmuted and, then, be able to comment. Please note that we cannot take questions until the public testimony portion of the meeting. If you have got a question during the meeting, please, e-mail cityclerk@meridiancity.org and they will reply as quickly as possible. If you simply want to watch the meeting we encourage you to watch the streaming on the city's YouTube channel. You can access it at meridiancity.org/live. With that we will start with roll call, Madam Clerk.

ADOPTION OF AGENDA

Lorcher: The first item on the agenda is the adoption of the agenda. There are no changes to tonight's agenda. Could I get a motion to adopt tonight's agenda as presented?

Smith: Move to adopt as presented.

Stoll: Second.

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

MOTION CARRIED: FOUR AYES. TWO ABSENT.

CONSENT AGENDA [Action Item]

1. Approve Minutes of the May 28th, 2026 Planning and Zoning Special Commission Meeting

Lorcher: The next item on the agenda is the Consent Agenda, which is to approve the meeting minutes of the Planning and Zoning Commission from May 28th. Could I get a motion to accept the Consent Agenda as presented?

Smith: So moved.

Stoll: Second.

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

MOTION CARRIED: FOUR AYES. TWO ABSENT.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

Lorcher: At this time I would briefly like to explain the public hearing process. We will open each item individually and begin with the staff report. Staff will report their findings on how the item adheres to our Comprehensive Plan and our Unified Development Code. After staff has made their presentation the applicant will come forward and present their case and respond to staff's comments. They will have 15 minutes to do so. After the applicant has finished we will open the floor to public testimony. Each person will be called only once during public testimony. The clerk will call the names individually of those who signed up on our website in advance to testify. You may come to the microphones in Chambers or you will be unmuted on Zoom. Please state your name and address for the record and you will have three minutes to address the Commission. If you have previously sent pictures or a presentation for the meeting they will be displayed on the screen and our city clerk will help you run the presentation. If you have established you are speaking on the behalf of a larger group, like an HOA, where others from that group will allow you to speak on their behalf you will have up to ten minutes. After all those who have signed up in advance have spoken we will invite any -- anyone else in Chambers or on Zoom to testify. If you wish to speak on a topic you may come forward in Chambers or if on Zoom press the raise hand button or if you are only listening on the telephone please press star nine and your name will be called. If you are listening on multiple devices, such as a computer and a phone, please, be sure to mute those extra devices so we do not experience feedback and we can hear you clearly. When you are finished if the Commission does not have questions for you you will return to your seat in Chambers or be muted on Zoom and no longer have the ability to speak. And please remember we will not call on you a second time. After all testimony has been heard the applicant will be given another ten minutes to come back

and respond. When the applicant is finished responding to questions and concerns we will close the public hearing and the Commissioners will have the opportunity to discuss and hopefully make final recommendations to City Council or decisions as needed.

ACTION ITEMS

2. Public Hearing for Livewell (H-2026-0004) by Jeff Likes, ALC Architecture, located at 3175 N. Ten Mile Rd.

- A. Request: Modified Development Agreement to the existing development agreement (Inst. #111024535) to include Animal Care Facility as an allowed use and Conditional Use Permit for the Animal Care Facility if approved on approximately 1.164 acres of land currently zoned L-O.

Lorcher: With that we will start with Item No. 2, H-2026-0004, Livewell at 3175 North Ten Mile Road for a modified development agreement and conditional use permit for an animal care facility and, Commissioners, we are the recommending body for this, because there is a modified development agreement. So, this will go to Council. Okay? We will start with the staff report.

Ritter: Good evening, Commissioners. So, this is -- again this is an application for a conditional use permit and development agreement modification. This site consists of 1.164 acres of land, zoned L-O and is located at 3175 North Ten Mile. In 2021 a request to rezone the property from R-4 to L-O -- to the L-O district was approved. The request was made per the provisions within the Meridian Comprehensive Plan for the purpose of constructing a 10,000 square foot office building in lieu of residential development and a development agreement modification to replace the existing agreement and enter into a new agreement to develop the site consistent with the proposed development plan. Council granted the office use slash zoning per the provisions outlined in the Comprehensive Plan. Again, this application is a modification to the existing development agreement to include an animal care facility as an allowed use, as the current development agreement limits the uses to professional services, personal services and healthcare and social services. As for the animal care facility, a conditional use permit is required for this -- is required to be approved for this use. Access to the property is from Ustick Road, which shall be an entrance only and appropriate signage and striping to -- to inform patrons that this is not an exit for the site. Excuse me. The applicant will need to work with ACHD on any allowed curbing within the right of way to help ensure this access is for ingress only and on Ten Mile this shall be a right-in and right-out only. The applicant has stated that the business hours for this will be 9:00 a.m. to 6:00 p.m., Monday through Friday, and Saturday 12:00 to 6:00 p.m. In this district -- in the L-O and C-N districts business hours are restricted from 6:00 a.m. to 10:00 p.m. unless provided for in the conditional use permit. We will be requiring the applicant to operate within the hours that they provided. So, the -- the existing DA require the applicant to provide a 30 foot landscape buffer along these parcels as part of the provisions of the DA, so the applicant provided -- as you can see

on the landscape plan this is what they provided. As far as specific use standards for animal care facility, all animals shall be indoors at all times, except for when being exercised and at such times animals shall be under the supervision and direct control of the caretaker. The applicant has an outdoor area that shows the location where dogs will be able to go and relieve themselves and they will have a caretaker with them at all times and if they don't have a caretaker that is available to go with them they have an area inside where the dogs can relieve themselves. So, they have to comply with all the specific use standards for this. And they will need to work with Republic when they go in for their certificate of zoning compliance to determine the exact location for their garbage containers. This is a floor plan for their office. So, they did provide conceptual elevations and again, a certificate of zoning compliance and design review will be required for this application and they will have to meet the design standards of -- required by the city and, again, I don't know if you got -- this is the same type of facility that is located off of Eagle Road behind Take Five next to Raising Cane's. This appears to be the exact replica of that building if you haven't seen it. For the square footage that they are proposing they are required to have eight parking spaces, but they provided 43, so they exceed their parking requirements. There were no written testimonies for this application. So, staff is recommending approval of the proposed CUP as we find it in -- in compliance with the Comprehensive Plan and the UDC's with -- the conditions that are included in our staff report and we recommend approval of the modification to the development agreement to include animal care facility as an allowed use and at this time I will be happy to take any questions you have.

Lorcher: Would the applicant like to come forward?

Jones: Thank you. Chad Jones. My address is 1119 East State Street, Suite 120, Eagle, Idaho.

Lorcher: Okay.

Jones: Representing ALC Architecture. We concur in its entirety with the staff recommendation, any of the conditions or requirements that they presented within their staff report. That's really all I have. I will stand for any other questions if you have any.

Lorcher: The other location on Eagle Road, how long has that been in operation?

Jones: Oh, shoot. I have no idea. Will you help me with that?

Lorcher: A year? Six months? Two months? I mean is it --

Jones: It's fairly new. I'm going to introduce --

N.Smith: Neil E. Smith. I'm with Mission Pet Health, which is the -- the owner of the facility here, so -- 417 Devin Drive, Birmingham, Alabama. The location on Eagle Road is not yet open. We have passed certificate of occupancy, so we will be occupying that space in the next 30 days or so. But that -- that building is -- is complete from the

exterior and to your point, yes, it will be a -- a pretty much replica of that building and was there this afternoon and it is out really well and very attractive for the neighbors.

Lorcher: Are these the only two locations you have in the Treasure Valley?

N.Smith: We own -- so, Mission Pet Health owns a number of locations across the country and so I think in the greater Boise area we own about ten different animal hospitals. So, we -- we operate those under independent names. The Livewell Animal Hospital is our new animal hospital brand that we are opening under a singular brand and so we have got across the country 35 to 40 of those and continue to scale those across the country.

Lorcher: Okay. Any other questions for the applicant? All right. Thank you very much. Madam Clerk, do we have anyone signed up to testify?

Lomeli: Thank you, Madam Chair. No one has signed up and no one online has their hand raised.

Lorcher: Did you have any other comments before we close the public hearing? Are you good? All right. May I get a motion to close the public hearing, please?

Smith: So moved.

Stoll: Second.

Lorcher: It's been moved and second to close the public hearing for application 2026-0004, Livewell. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: This is a -- this is a challenging corner, because of the roadway -- you know, the way the roadways have just kind of evolved over the years. If the applicant is fine with the right-in, right-out, you know, and the neighbors are good, I think that 30 foot buffer will definitely mitigate any kind of noises. I know when this -- the animal hospital, as opposed to boarding, so I know my dog always ended up in what they called the choir room, because he was always a barker, but -- but, you know, it's a nice small space that could definitely have a niche product there that, you know, would definitely add to our community. So, I'm in support of this. Any other --

Smith: I agree. I think it's also a good, a relatively low volume use --

Lorcher: Right.

Smith: -- that also can give a complimentary service for the local residents. So, I think this is great.

Stoll: I'm supportive of the application. I think as you pointed out the -- the corner is challenging from a transportation standpoint, but it's probably also why it's attractive, so --

Lorcher: Right.

Gelsomino: As anybody on the Parks Commission will say and testify, I have always been a huge dog person and I'm always interested to see the growth in that sector. Also in favor of the application. Will echo your -- your comments as well, Madam Chair. As a -- just a point of clarification -- I don't want to assume, but being that you brought up the -- the topic, so with the hours of operation being what they have established we are assuming that there is no overnight boarding in this particular -- will not be overnight boarding in this particular facility? Okay. Thank you.

Lorcher: Yeah. Just a hospital.

Gelsomino: Perfect.

Lorcher: All right. After considering all staff, applicant and public testimony I move to recommend File No. H-2026-0004 as presented in the staff report for the hearing date of June 18th, 2026, with no modifications to go on to City Council.

Stoll: Second.

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

MOTION CARRIED: FOUR AYES. TWO ABSENT.

3. Public Hearing for 7Brew Coffee (H-2026-0017) by Core States Group, located at 3570 E. Fairview Ave.

- A. Request: Conditional Use Permit for a Tier two (2) drive-through establishment on 0.64 acres of land in the C-G zoning district.

Lorcher: The next item up is File No. H-2026-0017, requests a conditional use permit for 7Brew Coffee at 3570 East Fairview. We are the deciding body for this conditional use permit and it is a tier two. We will start with the staff report.

Ritter: Good evening again. So, this site consists of .64 acres of land. It's zoned C-G and it is located at 3570 East Fairview Avenue. The site was annexed in 2007 and subdivided in 2011 as part of the Central Cal Subdivision. With the annexation application a development agreement was approved and the concept plan consistent with the building location as proposed. The subject site is among a wide range of commercial uses in the Central Cal Subdivision, which is The Village at Meridian and surrounding area near the intersection of Fairview Avenue and Eagle Road. The

proposed use as a restaurant with a drive-through aligns with the desired uses specified in the mixed use regional designation in the Comprehensive Plan in conjunction with the already approved retail, restaurants, recreation, facilities, et cetera in the broader area. The proposed uses -- use satisfies the general mixed use regional future land use designation for this area. So, again, this is considered a tier two drive through and it requires the conditional use permit. So, the applicant is proposing a 910 square foot drive-through restaurant designed to accommodate seven vehicles in the stacking lane. They have indicated the intended hours of operation are from 5:00 a.m. to 11:00 p.m., seven days a week, with the possibility of going 24/7 if the demand is there for extended hours of operation. In addition, the applicant has indicated that 7Brew typically has ten to 15 employees per shift, with an average of 400 customers per day. The applicant's narrative states that their business model of using runners instead of a traditional menu board for ordering will speed up the process and prevent queuing from backing up into the drive aisles and roads. They have provided three parking stalls, but are part of a shared parking agreement for The Village at Meridian. So, staff and the Meridian Police Department expressed concerns about the overflow stacking. As a result the applicant provided a transportation study from a 7Brew location in Santa Rosa, California. This provided data showing approximately 77 vehicles per -- vehicles per -- vehicle trips per hour. In addition they included a queuing data for 12 similar 7Brew locations, which show the average maximum queue of 7.4 vehicles per lane with wait times varying based on employee count at each location. The applicant also indicated in the event of an emergency that they would have customers go into the escape lane. However, they do not anticipate needing this regularly. If this becomes a regular occurrence the applicant will need to apply for a tier three drive-through establishment, which means that they will have to go before City Council. So, the applicant submitted conceptual building elevations for the proposed structure, but building materials consist of stucco, stone veneer, aluminum panels and glazing. The conceptual building elevations appear to meet the guidelines set forth in the Architectural Standard Manual. The final building design will be subject to commercial design guidelines and will be reviewed with design review application. There were no written testimonies for this and staff is recommending approval of the proposed CIP application and find it in conformance with the Comp Plan, UDC and conditions included in Section 4 and 5 and findings in Section 5. And at this time I will stand for any questions you have.

Lorcher: Would the applicant like to come forward, please?

Lomeli: Madam Chair, we have Sandra Fox on line.

Lorcher: Hi, Ms. Fox. If you can state your name and address for the record, please.

Fox: Yes, ma'am. My name is Sandra Fox. I am with Core States Group and the address is 409 Pine Street, Klamath Falls, Oregon. 97601. My name is Sandra as I stated and we are working with 7Brew. We are the consultants for 7Brew on this project and we understand that the queuing is a concern as -- as was stated by staff. We have provided information that at one of our busier locations we are able to accommodate the amount of traffic at that time.

The store is -- sorry. Staff is willing to -- to take traffic and put it into the queuing lane. Apologies. My computer was glitching. So, we are willing to use the -- that bypass lane as a queuing lane if need be. We do not anticipate the need to do so. We also have the ability to stack additional cars within the parking lot should those parking stalls be vacant. So, we are not proposing to block any of the -- the parking stalls that are used and we will have staff outside if -- if we have too many vehicles to accommodate in the queue. I'm happy to answer any questions. We are very much looking forward to being in the city and opening up the store.

Lorcher: Currently do you have any stores that are 24 hours?

Fox: We do not on the west coast.

Lorcher: Okay. And, then, there is no place to go inside for customers; right? It's drive-through only?

Fox: Correct. It is an extremely small store. It is drive-up only and there are no -- there is no public space.

Lorcher: Okay. Commissioner Smith, did you have some questions for the applicant?

Smith: Yeah. So, quick question. For that busier location that you cited how many -- how many cars does that -- do those stacking lanes accommodate?

Fox: Yes. That is a very good question. Let me see off the top of my -- 12.

Smith: Twelve. Okay. Question for staff. So, we are talking about -- this is tier two. If it becomes a regular issue of having to use that second lane they would have to apply for a tier three, what if that tier three gets denied? Do they have -- do they lose their license to do business in the city or what is the -- what is the mechanism by which you enforce that?

Parsons: Madam Chair, Members of the Commission, a couple -- couple distinctions here. So, one, when we changed the code the applicant could -- if they go from a tier two to a tier three that is a new conditional use permit, which would come to you as a recommending body and, then, go on to City Council for review for their decision. The other part of the code -- the change is if they do use that second lane, then, they lose their escape lane and no longer meet the standards of the code as well, which would also trigger a conditional use permit modification. So, they could get denied and, then, they would have the right to operate under tier two and they couldn't use that extra drive through lane, except for an escape lane only. So, the mechanism would be a condition that says you can't do that or we will revoke their condition of approval until they correct the violation. That's usually how it works.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Is there anything around that -- let me -- so, it sounds like if they use a solution to a problem too much we prevent them from being able to use the solution. That doesn't get rid of the problem. So, if they do have overflow into the rest of the lot is there any penalty for that?

Parsons: Madam Chair, Members of the Commission, not necessarily. The -- really the intent behind drive throughs is that you are not impeding traffic through -- circulation through the -- the development. So, even if they were to stack a little bit in drive aisles there is many ways to get through that commercial development. It wouldn't halt -- it wouldn't -- it wouldn't have vehicles backing up or stacking up on Fairview. That's really the -- the major roadway there. That's -- what we are trying to prevent is vehicles from stacking on the main drive aisle as you turn off of Fairview into the site. So, if they can contain it on site they can move customers to designated parking spaces or they intermittently use that other lane to kind of help move along at peak hours. Probably going to be fine. Keep in mind the code only requires that they accommodate up to six vehicles. That's the minimum standard and they are saying they are allowing -- they can accommodate up to seven. So, they already exceed what the minimum code required is for a stacking lane.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Question for the applicant. Do you have an idea of -- I guess what you are -- you know, the -- the curve of your daily volume looks like, what -- what -- what are your peak hours? You know, I guess do you have an idea of what percentage of your traffic comes through say after 6:00 p.m., after 8:00 p.m., you know, anything like that?

Fox: Our peak hours are in the morning. So, it is the coffee crowd. And, then, in the evening. So, we would not be competing necessarily with the hours of operation of those visiting the -- the retail stores or the -- the In-N-Out Burger. We also have -- I believe approximately 75 percent of bypass traffic. So, traffic that is already traveling either to these businesses or along Fairview, as -- is how we are accommodating our customers. So, it's not that we are creating a hundred percent new traffic for the area and our hours are usually opposite or -- or conducive to other businesses in the -- in the shopping center.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Just -- just to follow up on that. I asked because there is discussion of potentially if there is enough demand of becoming 24 hours. So, it seems to me that there is some data somewhere showing that you have enough sales in the p.m. hours to

potentially justify having staff. I'm curious if you could just elaborate a little bit more on -- and I don't need specific numbers, but a ballpark or an idea of what percentage or what -- you know, what amount of -- I know it's not the majority, but what amount of your traffic comes in maybe the afternoon or evening hours?

Fox: Because this is a new West Coast brand and we -- we are -- I don't want to say we are testing the market, but, essentially, we are. So, to answer that question the anticipation is that the evening hours -- the later evening hours are going to be weekend oriented or during events. I do not have -- and I apologize, I do not have the percentage, but if I were to guess -- and I might get fired for this, but I'm going to guess -- I would say probably 70 percent is going to be morning and evening combined. So, that there is -- there are extreme highs and, then, the -- the mid day is much lower. Does that answer your question?

Smith: Yeah. Thank you.

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: A quick question for the applicant. Sandra, so when a vehicle -- going to the discussion of the escape lane, when a vehicle uses the escape lane can -- can full through traffic still circulate around that -- around the building simultaneously or does that vehicle block the private drive aisle?

Fox: That vehicle would block that private drive aisle. So, as -- as was stated by staff, we do have the opportunity to stack in the -- the shopping center drive aisles, as well as request those customers to park in a parking stall, so that if we have a large order and to not block that queuing lane, we may ask them to park and we will bring their drinks and their order out to them. The -- the intent is not to use that bypass lane for stacking. It is almost an emergency situation that -- it very well may be used on opening day during the, quote, honeymoon period of a new store coming to town, but it is not the intent to use it on a daily basis.

Gelsomino: Thank you.

Lorcher: Question for staff. For this conditional use permit how -- is it two years? How long is the permit valid?

Parsons: So, Madam Chair, Members of the Commission, it's -- they have -- have up to two years to commence the use, but the CUP runs with the land, unless they cease the use for a year and, then, they -- they have to start over.

Lorcher: Thanks. I didn't hear all that. So, they have two years to act on the conditional use permit and then what?

Parsons: And, then, it runs with the land. So, it's -- it remains in place in perpetuity unless another use goes in there or it ceases for a year -- up to 12 months.

Lorcher: Okay. I guess I'm just trying to understand -- like what's the mechanism from the city to say it goes from tier two to tier three? Is that from code enforcement to say, hey, this is a little bit more crazy than we thought it would be and they need to be able to go back in front of Council or -- because once it leaves the planning process, right, and they build and they are open, what mechanisms do the city have to put that condition on saying we are going to move you from two -- tier two to tier three?

Parsons: Yeah. Madam Chair, Members of the Commission, it would be a complaint driven action by either code enforcement or somebody at the -- a citizen per se and, then, they would go out and investigate it and if cars were actually stacking and orders were being taken from the -- the second -- the escape lane, then, they would be notified that they are in violation and they need a CUP.

Lorcher: Okay.

Parsons: And they would -- if it -- if they want to do that -- so, the way they could remedy -- remedy the violation is either not use it and go back to the original conditions of approval or apply for that tier three conditional use permit and ask you and the Council if it's appropriate to allow a second drive through lane.

Lorcher: So, Sandra, the reason why we say this -- have you been to the site personally?

Fox: I have not. So, I have only been Google Earth and some photos.

Lorcher: So, The Village of Meridian is a relatively newish shopping destination and it continues to grow and I understand exactly why you want to be there as long -- as well as the other outside businesses of this, but the interior of the parking -- what you are going to be competing with is -- in the evenings you will be competing with In-N-Out, but during the day you will be also competing with a health club, you know, that -- and it gets -- it gets pretty gnarly in there at times and there are occasions where there is just not enough parking for the people who go visit this destination of -- of shopping, dining, eating and playing and all that kind of thing and that could really impede your circulation for your -- for your -- your business and I think that is the concern of this commission is that, you know, we look at connectivity, we look at safety, we look at making sure that, you know, we are not getting people agitated because they just want a cup of coffee and so that's one of the reasons why we are asking all these questions is because you are in a high traffic area, which is great visibility for this new brand and I'm sure that coffee lovers will, you know, flock to this, but you are also going into a high volume In-N-Out and The Village all stacked on top of each other. So, those are our concerns. Is it your long term intention to possibly do this 24 hours or are you really on the west coast looking at that 11:00 p.m., you know, closing time?

Fox: Thank you for -- for making those statements and -- and clarifying that for me. Right now we are just looking at the 11:00 p.m. and the -- the market will dictate that 24 hours. So, the request would be that if market dictates that we would like to -- to be able to do 24 hours. That being said -- sorry.

Lorcher: Go ahead.

Fox: The -- the difference between a 7Brew and an In-N-Out -- and I know you did not compare them -- is the -- the level of service and the quickness of service. Because we are not cooking food, we are not preparing food, it is a quick drink order that is immediately transferred to the kitchen, our service times are extremely quick and so we move traffic through very rapidly. Completely understand and you are correct that is why we would like to be there is because the majority of our traffic is bypass traffic and if you are going to the gym or from the gym we would love to have you as a customer. So, there is a synergy, but I also understand the Commission's concern about a conflict. I don't know if I answered your question.

Lorcher: You did. Your early morning hours are fine, because In-N-Out doesn't even open until 10:00 or 11:00 in the morning, so you will be able to do fine. You will be competing with the health club more than anything else and even the stores in The Village don't really even open until 11:00 a.m. So, there is that window of opportunity. But it is a very very busy parking lot and, you know, if everybody is going every which way direction, there may be days where they might not even be able to get to the queue until a few people move out of the way. That's how busy this particular parking lot can get. I can't confirm or deny that that actually happens early in the morning when you would be open, but that is going to be one of the challenges that you will face. All right. Commissioners, do we have any other questions for Sandra?

Stoll: Sandra, what -- for the east coast cities or metro areas where you have 24 hour service, what's the population size generally of those metro areas?

Fox: I am going to look that up, but I did want to let you know that -- that 7Brew does have some other potential sites coming and we are -- so, essentially, we would cannibalize off of this store to locate another store within the city. I would say 25 percent of our sites are 24 hour and population wise -- I'm still looking. Apologies. I want to say -- and I -- I have somebody else online trying to help me out. I want to say about 75,000.

Stoll: Okay.

Lorcher: All right. Any other comments before we take public testimony, Sandra?

Fox: No, I'm -- I am hoping that I answered all of your questions and, like I said, your concerns are valid. We -- we deal with traffic at our other sites and we want to be a good neighbor and so we will -- we will work with whomever is on site or with city to -- to ensure that we don't cause issues for -- for the other tenants.

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

Lomeli: Thank you, Madam Chair. No one has signed up and no one online is raising their hand.

Lorcher: Any other final thoughts, Sandra, before we close the public hearing?

Fox: No. Thank you very much. Staff has been wonderful to work with. We know that it's difficult to have a new tenant that can bring traffic, but the conversations have been very helpful.

Lorcher: Okay. Thank you very much.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I do have one question before you close the public hearing. Sandra, you mentioned cannibalization from other stores. I'm trying to -- I'm trying to square the circle between bypass traffic being the main driver and other stores cannibalizing traffic from here. There is a little bit of -- are the stores a drawing point? How -- how much of a drawing point versus how much bypass traffic? I know we said the majority is bypass -- bypass traffic that you are expecting. Is that 51 percent? Is that 90 percent? Again, I don't need exact specifics, but those two statements seem kind of contradictory to me. I'm trying to understand.

Fox: They do. Approximately between 75 and 90 percent at some of our stores, depending on the -- the access. So, if it's a full signalized intersection we usually will have more bypass traffic. This is right-in, right-out immediately adjacent, but there are other avenues to access the -- access the site. So, we are estimating approximately 75 percent bypass traffic at this site. That being said, that honeymoon period is when it is a complete draw. It is something new and if we are to locate another store elsewhere we are not necessarily creating new customers, but some of those customers will bypass. So, these stores can be located fairly close together and so some of those customers that were bypass traffic at our original store, will be bypass traffic at our second store and so that's where that cannibalization comes in of which store are they going to go to.

Smith: Thank you.

Lorcher: Can I get a motion to close the public hearing, please?

Gelsomino: So moved.

Stoll: Second.

Lorcher: It's been moved and seconded to close this public hearing for 7Brew Coffee. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I will start off by saying I agree, I actually go to the gym in question that's right here and I -- I agree I'm not concerned about morning hours per se and I agree -- personally I would love -- I'm a big coffee guy. I would love to be a customer, but I just really am struggling to make the math work out here. I understand this is a tier two and this meets tier two standards. However, I don't know that it fits the spirit of what a tier two is. To use an analogy, if Chick-fil-A came in and put in one drive lane and -- and all the tier two kind of accommodations and substance, I don't think that would magically render it, you know, tier two levels of traffic. I also don't know that a business is -- plans to put that much capital down for new stores if they don't anticipate creating new customers and creating some sort of draw and so I just -- I understand that this is a new brand, I understand it's new to the west coast. It's an interesting competitor in the space, but, you know, you look at some of the businesses that it's competing with and they have 16, 20 lanes and so I don't know that you get to a tier two justification just because you are resourcing the establishment less and I think especially my concern is -- is around midday and after. It's not a substitute product for -- versus In-N-Out, so it's not competing directly, but it is competing with traffic, especially in the evenings. You go In-N-Out -- even if In-N-Out directly is not -- even if the drive through line at In-N-Out is not busy, especially in the summertime, especially during spring break, that is a -- it has become a third space for -- for young people in Meridian, which I'm all for third spaces, but that can be a very dangerous corner. That is a dangerous part of the parking lot. So, you know, I would love to see 7Brew in Meridian. I -- I'm not even inherently opposed to it at this location, but right now I don't know that the concept has been proved out -- or proven out that this can sustain with just seven -- seven spots -- or seven stacking slots for cars and I really just am made uncomfortable by the lack of enforcement that the city has. It seems like our only recourse is to take away a potential solution to traffic overflow and -- and not actually enforce, you know, better -- better traffic flow. So, I don't think I can -- I can support it at this -- at this time. I think I will have to oppose. I think there are too many questions that a continuance couldn't answer. But I would encourage the applicant to keep looking at place -- at locations in Meridian. Again, we love having new business. I just don't know that this -- this application at this time at this location is the right fit.

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: I share a lot of my fellow Commissioners -- Commissioner Smith's sentiments. I also use the -- the gym facility at The Village. The Villa Sport. particularly in the evening. I can't speak for the morning times either. I agree it does meet the standards of a tier two application. My concerns are also all transportation related. The applicant's comments of the business providing quick service, that -- that is great. I'm -- I'm glad that in -- in their business models and in their stores throughout the -- you know, the geographical mapping of where their other stores are located they have seen quick service. My concern is that my -- and I'm going to assume because we are -- I want to imagine Dutch Bros style. It's going to be staffed mostly by younger adults and there are days if their friends pass by in the drive through they will want to chat and talk and -- and, then, service isn't going to be as quick. That parking lot, especially as Commissioner Smith stated with In-N-Out, also a younger crowd, it's going to be even more crowded as our valley and our city continues to grow and population grows with the consistent growth in people moving here. I just -- you know, it's the one -- it's the one consistent concern of not only this Commission -- or not only the citizens of this city, but, you know, all -- many others who -- who do business and work here -- and live here is the traffic and -- and the -- and the congestion. So, you know, as pro-business as I am and welcoming as I am to new businesses -- bringing their business here to the City of Meridian, I do also have those concerns and will oppose this application for now.

Lorcher: Okay.

Starman: Madam Chair, can I interject just for a moment?

Lorcher: Sure.

Starman: So, to give two thoughts to the Commission on this and that's certainly your prerogative, too. I think we are kind of looking at this as sort of one of two choices, approve or deny. But I just want to raise two thoughts with you. One is you also have the ability to add or modify conditions to address concerns you might have. So, I would encourage the Commission to look at the -- at the conditions being proposed by staff. That's in section six -- pardon me -- section four of your staff report. So, if there is a way -- that's -- that's a third option is rather to say yea or nay, it is to either modify conditions or add conditions that might address your concerns. And, then, related that -- period. The next thought is related to that. However, I just want to remind you under state law that if -- if the Commission does ultimately deny the CUP, which is your prerogative to do so, you also have a legal obligation to tell the applicant here is what you could do to bring back a project that would be approvable. So -- so, I would encourage you to think about conditions in both those contexts. One is that might be a third option available tonight, but even if you deny the application we need to be able to articulate what could the applicant do to bring back an application that would be acceptable and comply with the city's code. Thank you.

Lorcher: Good thoughts. Would you like to weigh in on this?

Parsons: Sorry, Madam Chair, if I could just maybe piggyback on some of legal's comments. Certainly appreciate the conversation. Understand the traffic impacts. We know that Fairview and Eagle Road is, what, the second or first busiest intersection in the state now. It's getting close anyways. It's -- it's up there. We understand those transportation challenges. Would just want to just re-emphasize for the Commission that the project as proposed or presented is -- does meet code. So, I just want to be clear on that. It does meet a tier -- tier one -- or, excuse me, a tier two drive -- tier two drive through standards. Looking at the staff report and kind of piggybacking on some of legal's comments, there is a condition of approval where staff has requested that the applicant provide us a stacking exhibit. You know, they need to demonstrate if they do have more than seven vehicles how are they going to make -- address that? How are they going to make that up on the site? So, that's something that staff has already conditioned as part of the CUP. However, we have conditioned it to -- at CZC level and not your level. So, certainly if that's something -- you want to continue this application to say, hey, we have concerns with your stacking, how are you going to impact site circulation? We can continue you -- your application and, then, you can demonstrate us how this is going to work if you do go over that seven and still not violate city code or end up putting people in that -- that exit lane. I know staff has been part of a lot of these high capacity drive throughs and I know -- I understand there is going to be a buzz around this and there is going to be traffic when it first opens and we know over time it kind of diminishes, because there is either more openings or people will just get used to it and it just kind of works itself out. But there has been cases where we have had applicants work with the police department and figure out ways that we can control traffic and have force -- push traffic through areas and that's what happened with the Raising Cane's site. So, that -- we have some abilities to add conditions and maybe mitigate some of your concerns, but certainly happy to -- at least I want to give you some of that information as you deliberate on this application, because, again, we are happy to sit down with the applicant again and maybe bring back something that gives you some assurances that it could potentially work or address some of the concerns that I have heard with -- with site circulation, access, traffic and maybe even competing hours of operation. Currently I would mention there are no restrictions on hours of operation for this store. So, that is something that you could also require as part of your purview is add a condition of approval that they operate between certain hours of the day as well to minimize some of those concerns.

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: Before I go into my -- not rant, but, anyway, my -- stating my opinion -- can I ask a clarification question from Bill? So, Bill, you said that staff has requested a diagram or a traffic flow, whatever -- however you want to phrase it -- as part of the application or just that you said that we would like to review it if this is approved?

Parsons: So, Madam Chair, Members of the Commission, so the condition reads: Applicant shall submit an overflow stacking exhibit to show where additional cars will be

placed if stacking exceeds the seven cars proposed. So, under the ordinance you have the ability to say if your stacking lane can accommodate the vehicles, then, you have to dedicate certain spots for overflow traffic to pull into parking stalls and they can walk those out to the customers. So, we don't have those details for you tonight, but the code does -- one of the provisions we wrote into the drive-through standards did state that we could require that and I think that's where staff landed. We have the -- we have the police department having concerns. Staff is kind of on the fence with the seven, although it does meet the tier two -- it meets the requirements of six or more. But, again, if there is parking and they are able to dedicate -- have some dedicated spots on site for overflow of the drive-through, then, maybe that helps you guys understand how it can work in those high traffic periods. I don't know if that addresses your concerns, but it may if you can see there is three or four spots where customers can pull forward and they can deliver the goods and move forward, but --

Starman: Madam Chair, just for -- echo all that one hundred percent. Just -- just for clarity, Bill talked about this earlier. He didn't reemphasize it, this -- this last comment, but right now the way that condition is worded is you would be approving the CUP if you went down that path and, then, staff would ask for that prior to the certificate of zoning compliance. As Bill mentioned a few minutes back, a different way to do that is you may want to -- you may want to see that before you make your decision and so perhaps that's an alternative to continue the hearing, get that information and, then, you want to be the decision maker instead of having that come later after you have already approved a conditional use permit. So, I just want to reemphasize that as another alternative or thought.

Lorcher: Thank you.

Stoll: So, Madam Chair, I appreciate Bill providing that information. My initial reaction was it meets code. I have concerns because of my background regarding the transportation and also my personal frustration with trying to drive through parking lots. But the -- the only thing that primarily raises a red flag for me on this is the 24 hour operation, that based upon the metro area populations or city populations that Ms. Fox shared with us, they are going to -- we have that population in our area and so if that serves as a template more than likely they are going to go 24 hours. But I'm not sure them operating 24 hours is actually going to be a problem overall in the parking lot and with the stacking in that area and especially based upon my own personal driving, leaving the airport -- coming back from the airport there is not that many people there at that time --

Lorcher: Well, the 24 hours they have to come back. They have to come back to count -- they don't have to come back, they can just change it?

Stoll: Yeah.

Lorcher: Oh. Okay.

Stoll: So, the main thing I had is -- I have concerns about is the stacking and so personally I would like to see the traffic overflow plan before we take a position or before I vote yea or nay on this particular project. So, I'm for a continuance and asking them to provide that traffic overflow plan to us at a later date for our consideration.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: To that end -- and I kind of also want to just get this on record. Because I'm open to continuance, I -- I'm -- I'm -- my opinion is never set in stone, but if this is continued -- I also -- I also candidly -- I didn't look too much into, you know, the Santa Rosa location being vaguely -- I'm not an expert. I don't live in Santa Rosa, obviously. But having been -- and having some familiarity with the area I don't know that there is a corridor where this could be in Santa Rosa that has similar daily traffic to Eagle and so I would like to see -- I guess some more clarity in -- and maybe perhaps more comparable traffic studies and I would like to see those include, you know, vehicles per day or average daily trips, whatever the metric is, of those locations relative to -- to this Eagle corridor. This is the busiest corridor in the state. I just -- that is a major issue that I have is that -- and I also would -- beyond just a simple stacking if -- if there is additional mitigation regarding the parking spots, kind of if you go to a McDonald's or the Culver's on Ustick, there is the extra parking spots you can pull into an actual -- a dedicated parking spot if that is an option how they would enforce that given kind of the -- the nature of -- of the evening -- traffic evening crowd there. I think also my concern -- yeah. If 24/7 my concern is not to 2:00 a.m. to 4:00 a.m., my concern is -- I don't know. I can't give you a specific hour, but call it, you know, 6:00 p.m. to midnight; right? That's the -- that's the -- the time where I'm significantly concerned and I would like to see better mitigation specifically addressed to those hours. So, I can't say that a continuance is -- is going to significantly impact whether I think this is appropriate, but I'm open to hearing the applicant come back if that's something that -- the rest of the Commission wants.

Lorcher: Question for staff. Did you say there were designated parking spots for this location? Did they have three specifically? And, then, they would use the shared parking lot if they needed more?

Ritter: Correct.

Lorcher: Okay. Kurt, do -- is it appropriate for us to open the public hearing to address the applicant again to see if a continuance is something that they would consider or should we just go ahead and vote?

Starman: Madam Chair, I think you can do it either way. So, if you would like input from the applicant on how -- you may want to know how much time it would take to -- to gather that information and what a convenient date would be. So, if you would like to reopen the public hearing for that purpose that would be fine. You don't -- if the

Commission independently decides you need additional information before you can make a decision you can just do that unilaterally. That's your prerogative. You need all the information that is required before you can make an intelligent decision. So, I would say if you want some input from the applicant as to, you know, clarity on what's being asked of them, how much time would it take to prepare it, what's a good date to have a second discussion, that would be appropriate to reopen the public hearing, but if you don't need answers to those things you could just unilaterally continue it until a date certain and be specific about what you are -- what additional information you need to -- between now and the -- the date of the next hearing.

Stoll: Madam Chair?

Lorcher: Commissioner Stoll.

Stoll: Question for Kurt. So, regardless of whether we ask the applicant the question as far as can they do that or are they open to a continuance, don't -- process wise don't we have to reopen the public hearing anyway to do a continuance?

Starman: Yes. Madam Chair, Commissioner Stoll, that's correct. So, you are correct we would have to open it for the continuance itself. I agree.

Stoll: Yeah. Just want to make sure I understand the process. So, Madam Chair, if I may.

Lorcher: Catching my breath here for a second. Commissioner Stoll.

Stoll: Unless you wanted to --

Lorcher: No. Go ahead.

Stoll: -- share anything. I move that we reopen the public hearing for this application.

Gelsomino: Seconded.

Lorcher: It's been moved and seconded to reopen the public hearing for 7Brew. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: So, Sandra, the public hearing is open again. So, we can -- you have been able to hear our conversation back and forth of some of the concerns for the Commissioners and, Commissioner Smith, what was it that you really wanted to see again? Can you reiterate that, please?

Smith: Sure, Madam Chair. So, I think specifically mitigation plans for traffic in the p.m. hours. Specific comparison data for traffic in comparable markets with comparable

transportation grids and including average daily trip numbers and things like that. And, additionally, I mean I would also like to -- to know if there are any other stores that have limited hours -- specifically limited evening operating hours, if that is something that 7Brew is open to what those boundaries are.

Lorcher: Sandra, would you like to respond?

Fox: Yes. Thank you, Madam Chair. We are willing to modify the hours of operation and take that off of the table, so that we -- we will not request that 24 hour operation and abide by the -- the typical drive-through hours. We -- we did submit a -- an exhibit showing how many cars we could stack in that escape lane -- or the bypass lane, as well as where cars could stack within that parking lot. We did not however -- we are willing to identify those parking stalls where we can park cars and bring orders out to. So, what you are asking for we have essentially prepared minus the request for the average daily trips, but those -- those are -- we knew what the draft conditions of approval were and so we were preparing that and I believe we provided that to -- to our planner, who is not here this evening, but --

Stoll: Madam Chair, just -- just to clarify something on Bill -- the question -- so, my understanding from what you said is if they use the overflow -- the emergency lane, whatever, the overflow, whatever it is called, that that's a violation of the CUP; right? And that would trigger an enforcement action or review of the CUP; is that correct?

Parsons: Madam Chair, Members of the Commission, that is -- that is correct. That -- that -- as currently reviewed we are saying that's the required escape lane per the specific use standards, but realizing that the applicant is opening a new -- new franchise, it could be popular for the first few months. I mean, obviously, we understand that we have to move traffic through there and we want -- we don't want to create an undue -- or any issues entering or exiting the site and stacking on Fairview. So, if that were to happen on an interim basis probably not that big of a deal. Not saying it's not a violation, but it makes sense to do something in the interim to make sure that they can get through that opening period -- that grand opening. But long term that's not the solution. So, long term if that was to happen on a continuous basis from a year from now or after the buzz wore off, no pun intended, that would be a violation and we would probably say you need to come in and probably modify this to be a tier three if you are -- if you want to use that as two stacking lanes. Or they could amend their application now and do that now and just get it approved and we can continue them, allow them to their hearing. We can go backwards re-notice it for a tier three or we can go on to City Council. There is many ways we can get there, it's just whatever you and the applicant want to do.

Stoll: That's what I'm saying, just want to make sure that the applicant understood that -- that the use of the overflow lane is not a long term solution as part of a mitigation plan and -- I see she has got her hand raised.

Lorcher: Yeah. She did say that they didn't anticipate to use it for long term, just for the honeymoon period. Sandra, did you want to make a comment?

Fox: Yes. Thank you. Exactly what I was going to say is that we completely understand and we do use that escape lane to move vehicles through. So, if someone were to receive their order and they are third in line, they are able to use that escape lane, leave the line and we are able to move additional cars in. So, the escape lane actually helps us move vehicles through and, again, it would be in kind of that emergency situation where we know that we could be causing problems and we would like to avoid that. But, again, parking those cars, delivering -- delivering drinks to them, that's -- that's our main -- our main goal.

Parsons: So, Madam Chair, Members of the Commission, I -- I apologize, I -- I appreciate the applicant saying that they -- they provided that exhibit. Linda and I have not seen that and she is right, Nick is the planner that was assigned, but, Sandra, you have the ability to share your screen and share that with the Commission. So, if that's something you are willing to produce tonight you can share that and they can take a look at it and see if they agree with you or not.

Fox: The magic of computers. Let me pull this up.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: While she is pulling that up, I do have a question for staff. If this were continued would it be possible for staff to do a survey of drive-through coffee shops in Meridian and get an idea of what tier those would be classified as? And -- all things are possible, but is that -- would that be an undue burden or is that something that seems like it would be achievable?

Parsons: Madam Chair, Members of the Commission, it's -- it's achievable. It just takes work. But I can tell you most of the Dutch Bros that we worked on are tier three, just because they have dual drive throughs and dual windows. So, they automatically classify the -- fall into that -- that -- that classification or definition. So, it's -- I know Human Bean has some of those dual drive throughs. So, it really comes down to again the premise behind a tier three was that they were going to be the high volume -- high capacity drive-throughs, so we were trying to -- council wants -- wanted to act on those and so that's why we had very specific standards on criteria for what classified a tier one, tier two, tier three. So, any tier two is basically one window, one stacking lane, one ordering point. A tier three is two windows, two stacking lanes, two ordering points or a combination of that. So, it could be still two ordering points, one stacking lane and two windows, like a McDonald's. So, that could still be classified as a tier three. So, really, it's -- it's really meant to address some of those concerns. So, that's why when we met with the applicant we pre-app'd them, they were very clear that they always intended to be a tier two. So, that's why they have drawn the plan the way they have drawn it.

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: Just a quick question. A light bulb -- light bulb kind of came up into my head when you were mentioning the Dutch Bros. A similar location that I was considering that has a very tight area of parking and drive through, what -- off the top of your head, Bill, do you know what classification the BlackRock on Fairview is considered? Tier two? Tier three? The BlackRock -- I believe it's --

Lorcher: The one near Locust Grove?

Gelsomino: Yes. Yes.

Parsons: Madam Chair, Members of the Commission, I think the important thing to remember here is at the time that these were approved there was no tiered. It was -- it was a different ordinance. So, it's -- that's the difference is is that code has drastically changed from when those were approved to what we are talking about tonight, so -- because we wanted to have more express standards to make sure that we can minimize these -- these conflicts. So, that's why we have beefed up the -- the standards to make sure that we could address all of -- all of these different drive-throughs and that's why I kind of informed you that they do meet code. I mean they are doing exactly what the code has asked them to do and so that's why I want -- as Kurt mentioned, again, a conditional use permit allows you to add additional conditions to mitigate the concern and so I would encourage you to go that route. It's a little bit more difficult to deny a conditional use permit. It's really -- it's meant to mitigate a concern and so you do that through conditions or getting more information so that you can make an informed decision on it.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I know the applicant has this open, so I just -- I want to just close the loop on this to -- in the event of continuance, just to give guidance to staff. My goal isn't to necessarily get a -- a raw tally and compare and see -- you know, compare past developments to current developments, I -- just the thing that I'm struggling with is the idea that tier two versus tier three has no capacity measurement and there is no way to judge if something ought to be tier two or tier three, rather than, you know, it is based on the characteristics of the building and so I'm trying to get a better -- I don't know, maybe it's something other than what I -- what I actually asked for, but I'm trying to get an idea of the other comparable locations in Meridian. It seems like this is a new concept from the applicant's perspective and so there might not be as much comparable information from that side, but getting an idea of the impacts of traffic -- the impacts on traffic of these coffee shops in these locations, based on the tiers, based on, you know, it doesn't

-- doesn't matter, but I'm just trying to get a better feel for that and I don't think we have that right now.

Parsons: Madam Chair, Members of the Commission, certainly -- there is -- so, a tier three does have a minimum capacity. So, you have to remember it's six vehicles per stacking lane. So, if they have two stacking lanes they have to have a minimum -- accommodate a minimum 12 vehicles. So, that's the difference. A tier two is six vehicles. Tier three is 12 vehicles and an escape lane. So, there is a minimum standard there that we have -- we have built into the code.

Smith: And Madam Chair?

Lorcher: Commissioner Smith.

Smith: To be clear, yeah, my goal is not design accommodation, but expected impact and none of us are soothsayers, you know, we can't predict the future, but some -- you know, that's the question I'm really after is not -- what is it designed for? Because, again, like I mentioned, Chick-fil-A could come in and design a tier two and I don't think that would be responsible. That's the -- the main question I had. So, I -- I don't want to overload your plate with a bunch of research, you know, I guess that's just giving clarification around my ask, if -- if there is anything that could help speak to that, if this does continue, that's -- that's just what I wanted to mention. But I don't want to -- I know the applicant has been waiting patiently.

Lorcher: Well -- and I think the challenge is is that because the concept of the three tiers is relatively new to our city and if you use a Human Bean or BlackRock or Dutch Brothers, they were all approved under a different standard and so you are really kind of comparing apples and oranges at that point in time. I'm not sure if a continuance would be in anybody's best interest, but, like Bill said, maybe we put more conditions on there. The applicant was definitely open not to doing the 24 hours, but they would have the limited hours and, you know, that kind of thing. Sandra, can you hear -- can you hear me? I don't think she's online.

Fox: I can. Oh, I am here. Yes.

Lorcher: Oh, you are there. Okay. So, tell us what we are looking at.

Fox: Okay. So, what you were looking at is one -- one proposal and as you know the -- the park -- you know, the parking lot better than I do. But there are many drive aisles and so the intent is to have traffic circulate a certain way through -- whether we have signage, whether we have employees that are directing traffic, to a route that is the least impactful to the parking. So, what you are seeing is our seven cars that are in the -- the queue closest to the structure. There are the eight cars, which we know is not a permanent solution in the bypass lane and, then, I believe we have another 12 cars at least stacked in the drive through lane. Knowing that these cars are not parked, but they are moving extremely quickly through the -- the queue, the potential for -- for

impact or for incident is low. We also as -- as we stated are looking or are willing to designate specific stalls for people to order and either use the bypass lane and park or they have the ability to stay in the queue. So, there are accessible parking stalls to the east, as well as to the south and so that is what we are looking at. And, again, this was just one proposal of a possible layout of how additional cars can stack.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Question for the applicant. Do you have any ability to -- or do you have any -- any rights to any of these parking spots to block them off as dedicated, you know, again, I think like McDonald's has spots in a parking -- in their parking lot sometimes where you drive through and it's -- you know, you go to -- they say, hey, you know, go to lane one or spot one and we will run it out to you. Do you have the dedicated right, not like cross-access agreement or anything like that, but the ability to isolate and dedicate any of these -- any of these spots and how many and which specific ones for overflow parking?

Fox: Sure. So, the -- the dedicated -- as staff stated before we have three dedicated parking stalls, one being ADA accessible. We do have the ability to state that these two parking stalls are specific for -- for ordering or for -- for waiting for orders. The remainder are through the cross-access and cross-parking agreement.

Stoll: Madam Chair?

Lorcher: Commissioner Stoll.

Stoll: Yeah. Just follow up on that, Sandra. So, it's going to be stenciled saying just for 7Brew parking?

Fox: Not -- we are not proposing that by any means. So, this would be only in those cases where we are -- are exceeding the -- the queue.

Stoll: Okay. And am I looking at this table correct -- maybe Linda can answer this question for me. There is no access to Fairview Avenue at all. It's only through this lane or road going between In-N-Out and 7Brew; is that correct? So, there is no -- I'm not seeing a likelihood of the stack going out onto Fairview or blocking -- it's highly unlikely it's going to be blocking Fairview. It's just an internal circulation for the parking lot itself that we are concerned about.

Smith: Okay. Madam Chair?

Lorcher: Commissioner Smith.

Smith: Question for the applicant. I know you mentioned being willing to -- to get rid of the 24/7 parking. Knowing that like, again, the 2:00 a.m. to 4:00 a.m., for example, wasn't the main concern, I'm curious about your locations and kind of their average close times how early do some of your locations close? Is there a -- you know, a 25th percentile, 75th percentile? You know, do any of your locations close as early as 6:00 p.m., you know. For example, is that -- that -- that's a core question of mine. I'm curious if you have any info on that.

Fox: No. None of our stores are closing that early. I shouldn't say none. I shouldn't say none. A very -- if any, very limited. So maybe a handful.

Lorcher: It's typically 10:00 or 11:00 p.m. your -- your closing time?

Fox: Absolutely. 5:00 a.m. to 11:00 --

Lorcher: 11:00 p.m.

Fox: Correct.

Lorcher: Okay.

Fox: And what -- why we do that, we -- we have a lot of shift workers, so whether it be first responders, hospital workers, those types of -- of folks that usually come in prior to their evening shift or right after they get off in the morning.

Lorcher: Right. Any other final thoughts, Sandra, before we close the public hearing again?

Fox: No. I appreciate the -- there was a statement that we were being patient, but, no we appreciate the conversation and the back and forth. We are happy to answer any questions. We would rather avoid a continuance if possible, just because we are on a -- a quick build timeline. So, we would be looking to -- to obtain permits as soon as possible and -- and hit the ground running. So, thank you for your time.

Lorcher: May I get a motion to close the public hearing?

Smith: Madam Chair?

Lorcher: Oh, excuse me. Commissioner Smith.

Smith: I think we should probably discuss if we would want to continue first or what the Commission's position is, because if we -- if there still was a desire to continue I guess by any of the Commission, not to deliberate before we vote, but, then, we'd have to open the public hearing again I guess.

Lorcher: I don't see how she could really provide any new information. I mean she provided the exhibit, which is what you asked for. You know, the hard -- the hard thing for me is that you are -- we are trying to put a crystal ball on something that we just don't know if it's going to work or not; right? We already know the challenges of the area and she does, too, otherwise -- I mean they want to be in a high visual, high impact area and that's their choice and the market will decide whether or not it's successful or not. I mean if the queue is always going to be backed up and people get frustrated they are not going to go and that's going to be the end of that and -- but if they -- if the market is driven and people think that this is the best thing since sliced bread and they want to wait, then, that's people's decision, it's not necessarily ours, so -- is there any new information that can be provided for you to make a decision, gentlemen?

Stoll: Not from my standpoint. I have the information I need.

Lorcher: Okay. Commissioner Smith, are you okay with that?

Smith: Yeah. I think I'm able to make -- thank you. Yeah. I think I'm able to make a decision tonight.

Lorcher: Okay. So, with that being said may I get a motion to close the public hearing?

Stoll: So moved.

Gelsomino: Second.

Lorcher: It's been moved and seconded to close the public hearing for 7Brew. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: I'm going to take a little different view. I don't have a problem with this thing being here at all. I mean having the -- the runners coming through, they are going to hustle, they are going to move that coffee through. I think the first three to six months during that honeymoon period that kind of Bill mentioned, that the stacking lanes, both the emergency and the regular, are probably going to be full and as they continue to open new locations, then, you can get your 7Brew someplace else and you don't necessarily have to go to The Village, you know, for this point in time. I think their business model says that there is 400 customers average a day and their queue is usually 7.4 and their regular stacking lane can handle that and, then, if you are number three out of seven and you get your drink first, then, you pop through and you get out of there. So, I think it complements the area, because thinking off the top of my head I can't think of another coffee place within at least a half a mile to this, whether you are down on Eagle or on Fairview and, like she said, you know, they want the visibility. They want it -- they want to be there and the market will decide whether or not people get too frustrated with this queue and if they do they will stop going. Period. And let the market decide whether or not that this is the right space for this. I don't think there is

really a lot of things that go 24 hours in the City of Meridian. We just really haven't been that community up until this point in time. Maybe as we continue to grow as a city there may be more needs for 24 hour services, but, you know, pulling up the carpet and shutting off the lights is not necessarily a bad thing either. So, you know, I'm in favor of this application. I think -- I don't drink coffee, so I'm not your customer and so I really couldn't say that, you know, I would be waiting, but even if the kids were coming through, they don't want to wait either. So, they are going to want to get their drinks, they are going to move through, there is no place to go, you can't even go to the restroom in there and their business model looks like, based on their application, is they take a drink, you get it and you get out. So, I know that both you and Commissioner Gelsomino and Commissioner Smith, you -- you use the space more as a consumer for other things there and so I understand your -- your hesitation based on just the geographics and the challenge of The Village itself. But they have a right to be in that space. It's not necessarily our decision on what should go there and you got to be careful what you wish for, because it could be -- if you deny this, then, the next application could be something worse, so -- but I think it's a good fit for the -- for the area. Commissioner Stoll, did you have some additional comments?

Stoll: So, Madam Chair, the -- the applicant -- after we reopen public -- the public testimony answered my question as far as the mitigation plan and in looking at the -- the layout of the parcel, my other concern as far as having any impact upon traffic on Fairview, that's been eliminated. They have met the requirements of city code. The only addition that I would have is that the staff -- as far as a condition, would just be that the staff approve the mitigation plan prior to it -- the certificate of occupancy. Yeah. So, I'm in favor of it, so --

Smith: Madam Chair? Yeah, I just -- I'm not in a position where I can support this tonight. I think -- and in terms of naming specific things I think the -- I think the mitigation plan is inadequate for the type of business in this type of location when the average of this business, you know, stacking lanes is about 12, even accounting for those extra slots, you get nine -- seven stacking in the lane and you get these nine two parking spots, that's still 25 percent less than average. Again, not -- not to -- to beat a dead horse, but if In-N-Out and Chick-fil-A, if so many -- if the Raising Cane's came in and designed for seven cars in a stacking lane with one -- one drive aisle, I think a lot of the Commission would understand that's that's an irresponsible choice for that location and -- and I'm not comparing this to -- directly to those, but there is a line somewhere. I think from what limited knowledge we have based on the applicant's numbers themselves show that they tend to plan for higher numbers. They tend to plan for higher traffic. The fact that they are looking at expanding in the area shows that they are anticipating enough traffic to justify what's ostensibly likely a large capital expenditure; right? I think -- and I don't want to in any way insinuate that I think the -- the applicant is being disingenuous, but I think there is a lot of -- there is -- there is your stated preference and there is your revealed preference; right? There is your stated what -- what you claim to believe in or what you do believe and, then what your -- you know, your -- your actual behavior as an individual or as a company goes toward and I think there is a disconnect there and I don't think that's intentional, I'm not saying the

applicant is -- is doing anything subversive or anything like that, I just think that the concept -- the numbers haven't proven themselves out to where this is justified to be designed as a tier two. I -- I don't know that -- that -- that is the case. When a lot of these comparable locations are tier threes, they designed for tier threes, they plan for tier three traffic and a lot of those places aren't even on our busiest arterial in the state. So, I think there is a lot of -- there are a lot of significant issues there. I think also regarding our role, it's -- yeah, it is not our place to tell this applicant whether they deserve to be this here. Our role is to mitigate externalities; right? Mitigate the impact on the community, whether that's on Fairview or whether that's to local business owners, we have just as much of a duty to those local business owners, the same way that we have the duty to residents to ensure that, you know, residential development is planned reasonably to -- to not have an undue burden on the -- on the area. That's part of the staff analysis. And so I think I just can't get to a spot -- potentially there is some stuff in a continuance that may be -- it could change my mind. I don't know that the applicant would be amenable to it. I just -- I don't know that I can support without having seen prior track record of this type of -- of this concept, which is new to this -- to -- to the west coast -- or new to the western U.S. in comparable locations with comparable, you know, average daily trips, you know, and comparable hours. I wouldn't be comfortable doing that without significantly limiting p.m. hour operations. So, I can't support it. I understand the rest of the Commission's position. I just -- I -- and I have -- again, with the inability to claw back any of that approval and only eliminate solution opportunities if they are using the emergency access too much. We can only hinder them more. We can't force them to alleviate the traffic better and so that gives me significant pause for anything that is -- is operative in perpetuity, so for those reasons I'm opposed.

Lorcher: Commissioner Gelsomino, no pressure or anything.

Gelsomino: Madam Chair, I --

Lorcher: You don't have to make -- you don't -- I mean I just need to know like where you are -- where you are thinking.

Gelsomino: I'm -- I'm evenly torn, unfortunately. The policy side of me says it checks the boxes. The citizen side of me, when I saw the applicant's diagram that she pulled up, my -- you know, the hair on the back of my neck stood up, because I immediately started seeing all the cars lined up and my thought was, okay, I get to the gym by 4:30, 5:00 o'clock, I spin around and around and around and around trying to find an open spot to park and by the time I find a parking spot it's time for me to go home and make dinner, so -- and I didn't even get to go to the gym and work out. So, it just -- as much as I would love to see that dirt plot filled, because especially during rainy terrible weather kids like to drive through it and spray mud everywhere, it just becomes a muddy sinkhole. The -- the -- the congestion is just something I -- I cringe at, but, again, the policy side of me says it checks the boxes the citizen side of me starts to think it's going to impact the clientele of, you know, Villa Sport and others who are using that -- or whose clients -- other businesses whose clients use that particular parking spot.

Lorcher: Okay.

Gelsomino: Yeah.

Lorcher: So, Kurt, there is a high probability that we are going to be split. We can vote and -- and achieve that or do we continue it to have another commissioner present so that we can have a -- a meaningful vote?

Starman: Madam Chair, I think -- I think both options are possible. You can call for a vote this evening, but if you feel like, you know, the Commission's not there, that, you know, based upon your deliberations so far that that's not going to be productive, I think you also have the option to continue and have a fifth and/or sixth commissioner here as well. So, I think you can do it either way. Traditionally I would say we typically call for a vote and confirm there is a tie before we, you know, continue it and wait for a fifth vote, but I think you could do it either way.

Lorcher: Okay.

Stoll: Madam Chair?

Lorcher: Commissioner Stoll.

Stoll: So, after considering -- just making sure the mic's on.

Lorcher: Yes. I know. Got a lot of little gremlins tonight, so --

Stoll: After considering all staff, applicant and public testimony, I move to approve File No. H-2026-0017 as presented in the staff report for the hearing date of June 18th, 2026, with the following modification: That the mitigation -- Traffic Mitigation Report be reviewed by staff and approved prior to a Certificate of Occupancy being issued.

Lorcher: I second that. It's been moved and second to approve the conditional use permit for 7Brew Coffee. All those in favor say aye.

Stoll: Aye.

Lorcher: Aye. Any denies?

Gelsomino: No.

Smith: Nay.

Lorcher: So, we are officially tied.

Starman: So, Madam Chair, maybe a question for -- for you as chair, but your -- your colleagues -- fellow Commissioners may have an opinion as well. So, I think you have

two choices now. We have confirmed there is a two-two tie and so you do need a fifth Commissioner to break that tie. So, you have -- my question of you is if you want to allow additional information into the record when your fifth Commissioner is present, then, you would likely want to open the public hearing again, continue it, so that you have an opportunity for your fifth Commissioner to -- to ask questions and bring new information into the record. That's choice number one. I would lean slightly in that direction, but also you could just continue with -- we -- we are just going to -- we are just going to delay the vote until you have your fifth Commissioner present and not take any more information into the record. That's a possibility as well. I would lean -- I'm going to ask my colleague Mr. Parsons if he has an opinion about that. I kind of lean toward a lot -- if you can have a brand new Commissioner present it would probably be fair for that individual to be able to ask some additional information if they needed to, in which case you would want the opportunity for the -- for the public hearing to be opened. Bill, do you have any opinions about that?

Parsons: Madam Chair, Members of the Commission, I concur with you -- with legal. I think it's fair to the process, ask for a continuance. Obviously, you need to get more information and we need to get another Commissioner here to vote on it, so I agree with that.

Stoll: Okay. And I'm not sure if I can ask this question of -- just generally of the Commission -- are there other conditions that would sway their vote that they want to offer right now?

Lorcher: To make it -- I mean we are open to make a new motion as well.

Smith: Yeah. Madam -- Madam Chair?

Lorcher: Commissioner Smith.

Smith: I have them written down. I'm happy to make that motion for continuance or, Commissioner Stoll, if you have -- if you would like me to offer -- give you information so you can make it --

Stoll: Not to continue. I'm just asking if anybody has any conditions that they --

Smith: I have three that could potentially change my mind -- or -- yes. Three that could potentially change my mind.

Stoll: For a continuance.

Smith: For a continuance.

Lorcher: I think at this point I would like some input from the applicant and, then, when we open the public hearing you -- Commissioner Smith, you can reiterate that to Sandra, so that way -- that way when we do have another commissioner here they can

tailor their presentation to those bullet points that you would like clarification on. Is that fair?

Smith: Yeah. I -- can I get a motion to open the public hearing for File No. H-2026-0017.

Stoll: So moved.

Smith: Second.

Lorcher: It's been moved and seconded to open the public hearing for 7Brew. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: Sandra, Commissioner Smith is going to list a few concerns that he has and we would like to continue this application, so that we may have more Commissioners here, so that we can make a thoughtful decision for this conditional use permit. Do you -- Madam Clerk, what dates might be available for this application to be heard again?

Lomeli: Thank you, Madam Chair. We have July 2nd or July 16th. Those are the dates for July. Do you want me to look at August as well?

Lorcher: Let's ask Sandra if either of those dates can work for her.

Fox: Yes. July 2nd would be fine.

Lorcher: Okay. So, that date's available. And, Commissioner Smith, would you like to share with her some of the things that you would like to hear in the next presentation?

Smith: Sure. I mean I could also just make a motion to continue. I guess I can provide them to you and if none of them are feasible you can let me know, but I have written here the -- the average number of cars that are designed to stack in the 25th median and 75th percentile of your locations. So, the average stacking -- the 25th, 50th, 75th. The daily trips -- average daily trips of the roadways on which your -- your comparable locations are located at the 25th median and 75th percentile. A number and/or percent of stores closing at or before 6:00 p.m. and 8:00 p.m. And, then, the other -- the only other one is an ask from staff. Are any of those unfeasible?

Fox: No, I would ask -- no, they are not unfeasible. I would ask are there specific numbers that you are looking for so that we may make conditions of an approval, so that if the average daily trips on the roadway are X and the 25th, 50th, 75th percentile meet a specific number, can staff, then, approve it?

Smith: Yes. I guess for your information if -- if, for example, your stacking numbers are significantly higher than this, I would -- for me to support I would need to see a design

than -- even though tier two is six plus, I would need to add -- I would want to add more conditions to have non-emergency stacking that is more of a commensurate level. So, that probably need to redesign. So, that's what I'm looking for and if -- if your numbers are significantly lower and I'm off base I'm happy to approve. So, that's -- that's why I'm asking is I just need the math to math out.

Fox: And I -- what I am asking is are you -- do you have specific numbers in mind that we can give to staff, so that the -- the -- the project can be conditionally approved if we meet these specific criteria and that way --

Smith: Yeah. I think it's the totality of -- of information and so we would decide that at the continued hearing.

Fox: So, your answer is, no, you are not willing to put those numbers down, so that if we can show staff that we meet them before that July 2nd date --

Smith: No. I would just like to see those maybe as -- as additions to the staff report or as appendices or something like that would help me in my decision.

Lorcher: And, Sandra, he is just one Commissioner. So, everybody has their own -- are their -- their own threshold of what is acceptable for your -- for your stacking lanes. So, that is something that he would like to see, but there is no magic number saying if it's --

Smith: Exactly.

Lorcher: -- 7.4, then, you are for sure in, whatever the average is that he would like to see and, then, based on that information we can make a better decision.

Fox: Understood, Madam Chair. Thank you.

Lorcher: Kurt, do we -- do we motion a continuance in the public hearing or do we close it at this point?

Starman: So, Madam Chair, the recommendation both from Mr. Parsons and myself would be to continue the public hearing until July 2nd to -- to continue it. That will give you the opportunity on July 2nd to receive more information into the record, including from the applicant, but also give your fifth commissioner and/or sixth commissioner an opportunity to ask questions and get that material into the record as well. So, I would recommend that you continue the hearing tonight until July 2nd.

Lorcher: May I get a motion to continue the public hearing for 7Brew Coffee to July 2nd?

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: After -- or I move to continue -- sorry. This is not the right file number. I move to continue File No. H-2026-0017 to the date of July 2nd for the following reasons: To allow -- I will start with this one. To allow staff to gather information regarding comparable -- comparable locations or comparable developments in -- within the City of Meridian, including stacking and/or traffic numbers, whatever is -- is reasonable under staff's purview. And, then, to allow the applicant to provide data, including the average number of cars that are designed to stack in non-emergency lanes across their locations to the 25th, 50th and 75th percentile. The number and -- and/or percent of stores closing at or before 6:00 p.m. and 8:00 p.m. Data showing the average daily trips on transit corridors where the stores are located to the 25th, 50th and 75th percentile stores. Or -- and 75th percentile.

Lorcher: Do I have a second?

Gelsomino: Seconded.

Lorcher: It's been moved and second to continue 7Brew Coffee with the aforementioned -- aforementioned reasons for July 2nd. All those in favor say aye. Any opposed? Motion carries. Thank you for your patience, Sandra.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

4. Public Hearing for Blueberry Hills Subdivision (H-2025-0048) by SD Land Consulting, located at 4315 N. Ten Mile Rd.

- A. Request: Annexation of 9.36 acres of land with R-4 (7.22 acres) and L-O (2.14 acres).
- B. Request: Preliminary Plat consisting of 24 building lots (20 residential and 4 commercial) and 12 common lots on 8.9 acres of land in the R-4 and L-O zoning districts.

Lorcher: Does anybody need to take a quick break or are we ready to carry on? We are -- all right. We are going to move on. Item No. 4 on the agenda is Item No. H-2025-0048 for Blueberry Hills Subdivision. Requests annexation and a preliminary plat at 4315 North Ten Mile Road and we will begin with the staff report.

Allen: Thank you, Madam Chair, Members of the Commission. The next application before you is a request for annexation and zoning and a preliminary plat. This site consists of 8.87 acres of land. It's zoned RUT, Rural Urban Transition, in Ada county. It's located at 4315 North Ten Mile Road on the west side of Ten Mile midway between Ustick and McMillan Roads. A little history on this property. In 2008 an amendment to the Future Land Use map and the Comprehensive Plan was approved that changed the designation of the subject property from mixed use wastewater treatment plant to office

and low density residential. The current comp plan future land use designation is office, 1.65 acres of the site along Ten Mile Road, and low density residential, which is 7.25 acres on the western portion of the site. That -- that designation allows three or fewer dwelling units per acre. The applicant is requesting annexation of 9.36 acres of land with R-4 zoning, which is 7.22 acres of the site and L-O zoning, which is 2.14 acres of the site for the development of 20 new single family residential homes with four office buildings along the frontage of Ten Mile as shown on the concept plan. The proposed uses and residential density of 2.77 units per acre is consistent with that anticipated in the Comprehensive Plan for this property. A preliminary plat is concurrently proposed to subdivide the property into 24 building lots. That's 20 residential and four commercial lots and 12 common or other lots on 8.87 acres of land. The plat is proposed to develop in two final plat phases due to the city's inability to provide sewer service at this time to the five western lots in phase two and that is -- if you can see these purple ones right down here, those are the ones we are talking about. I lost my place. Just one moment. The project lies within two different sewer sheds. The white train -- White Drain trunk shed will provide service for phase one and phase two will be served by the Black Cat trunk shed once sewer infrastructure becomes available. There is an existing home and accessory structures on this property that will be removed with development. There is also an existing access easement and driveway from Ten Mile Road across proposed Lots 1 through 6, Block 1, that currently serves the home that will be removed and two other properties. So, the home that will be removed is located in this area right here and that home -- the home on this property and the home up here to the northwest all have access from that access easement here from Ten Mile Road. The easement will be vacated with the proposed plat and the driveway will be removed with development. Access will be provided for the two remaining properties via an access easement and common driveway on Lot 6, Block 1, and that is this lot right here. When those properties redevelop in the future the access easement should be vacated and driveway removed and the area landscaped. One local street access is proposed via North Ten Mile Road for the development in alignment with West Bell Tower Drive, a collector street on the east side of Ten Mile. Stub streets are proposed to adjacent properties to the north, south and west for future access and interconnectivity upon redevelopment of those parcels. A drive aisle stub is proposed to the south from the office development on the east end of the site, which will serve as a backage road along North Ten Mile Road and connect to the drive aisle being constructed to the south with Ten Mile Storage and that will be in this location right here. Cross-access ingress-egress easements should be provided between all commercial lots in the subdivision and to the property to the south. A conceptual redevelopment plan was submitted as shown as requested by staff for the two parcels adjacent to this site that shows how they could possibly redevelop in the future with access from proposed local streets in the subdivision. A 25 foot wide landscape street buffer is required along Ten Mile Road and a ten foot wide buffer is required along Bell Tower Drive on the L-O zoned lots as shown on the landscape plan. Landscaping is required in accord with UDC standards along internal pedestrian pathways and within common open space areas. A minimum of 12 percent or .87 acres qualified open space is required to be provided in the R-4 district. Fifteen percent or 1.08 acres is proposed exceeding the minimum standard, which includes 50 percent of the street buffer along Ten Mile Road and open space areas

within the development, including a large pond and linear open space areas as shown on the exhibit before you. Based on the area of the development site amenities totaling a minimum of one point are required. Walking paths and a picnic area on a site greater than 5,000 square feet in size are proposed totaling two points exceeding UDC standards. Conceptual building elevations were submitted for the proposed single family residential detached dwellings as shown that represent the quality of development proposed. Conceptual building elevations were not submitted for the future office buildings these buildings should be designed to comply with the design standards in the Architectural Standards Manual. No letters of testimony were received from the public on this application. The applicant did submit a response to the staff report that they are in agreement with staff's recommended conditions of approval. Staff is recommending approval with the requirement of a development agreement with the provisions noted in the staff report. Staff will stand for any questions. The applicant is here to present tonight.

Lorcher: Would the applicant like to come forward?

Durtschi: Okay. We are all right. Thank you. Madam Chair, Members of the Commission, hello and good evening. For the record my name is Sabrina Durtschi. I am here on behalf of the applicant and my business address is 5179 South Bovine Avenue, Boise, Idaho. 83716. And this evening I have the honor and privilege to present to you our applications for Blueberry Hills Subdivision. So, first I would like to welcome you to Blueberry Hills. Blueberry Hills is envisioned as a thoughtfully designed, upscale in-fill community that brings together attractive single family residential lots with complementary light office uses within a tree lined setting. The two uses have been intentionally planned to complement one another with the office component fronting Ten Mile Road and providing a natural transition into the quieter residential portion of our community. This rendering that you are seeing shows the primary entrance into our light office portion of the development from Ten Mile. You can see the entry monument, layered landscaping and natural materials that all have been intentionally designed to create a strong sense of arrival, but also are super welcoming. So, as you enter the community from West Bell Tower Drive you will pass through the light office portion of the development. Parking is located behind the office buildings, keeping it largely screened from the main entrance and creating a more attractive streetscape along Ten Mile Road. The rear parking area also provides additional separation between the office buildings and the residential portion of the community. Beyond the parking lot generous landscape buffer provides another layer of screening and helps create a comfortable, but gradual transition to the adjoining single family homes. As you -- as we move along -- beyond the light office buildings and the parking area you arrive at our residential portion of Blueberry Hills. The -- the monument shown here clearly signals the transition and creates a distinct entrance into the neighborhood. Its materials, colors and design elements were intentionally coordinated with the light office monumentation so the two entrances really complement one another. Together the signs create a cohesive identity for Blueberry Hills, reinforces the sense that the office and residential components were planned as harmonious -- as one harmonious thoughtfully designed community. Here is an overall view of the entire site, really

showing our main entrance to the light office tucked along Ten Mile and, then, the transition into our residential portion of the site. From this perspective you can see that the office and residential components are distinct, but they are also intentionally planned as one cohesive development. So, getting to the nuts and bolts of our project Blueberry Hills, we are requesting an annexation, zoning of L-O and R-4 and a preliminary plat. We are asking for four light office lots, 20 single family lots and 11 common lots. Our gross density will be 2.77 units per acre and our diverse residential lot sizes will range from 8,000 square feet up to 12,270 square feet. As Sonya has mentioned, the current complement -- our current Comprehensive Plan designates the site as low density and light office and as you can see our layout perfectly matches up to the comp plan designation for this area. So, I always like for us to take a -- take a step back and to better understand how this site really fits within the area. It's really important to take a closer look at the surrounding context in detail. So, immediately north of the site we have Drawbridge Subdivision, a nine lot, low density residential neighborhood, along with two unincorporated Ada county parcels that are directly adjacent to our application. Further north is Volterra development, which includes a mix of residential and commercial uses. To the east we have Bridgetower Crossing Subdivision. This is a medium density development featuring a mix of single family homes and complementary commercial uses along Ten Mile Road. The southern boundary of the site is adjacent to -- which is currently being constructed Ten Mile Storage Development. As well as the City of Meridian's Wastewater Resource Recovery Facility. And, then, to the west we have parcels that are currently owned by the City of Meridian. So, the surrounding context illustrates that Blueberry Hills is well suited for this -- for this location. The proposed office uses along Ten Mile respond to the more active demand of the corridor, while the residential portion of the development provides a compatible transition toward the established neighborhoods to the north and to the east. Together the proposed uses create a thoughtful connection between residential, commercial and municipal and storage uses that are already present in this area. As we have discussed we are requesting two zones, our guiding -- so, based on the Comprehensive Plan, which is really our guiding document, we are requesting L-O highlighted in purple and, then, R-4, low density, which is in yellow. And Sonya touched on this, but we -- this is an in-fill site and we would typically do this in one phase, but, unfortunately, the site is kind of like bisected by two -- two trunk shed boundaries. So, 15 lots will be within phase one, that will be served by the White Drain trunk shed and the remaining five lots will be served by the Black Cat trunk shed once sewer is available. Now I would like to walk you through the homes within Blueberry Hills. The elevations here illustrate the architectural character envisioned for the residential portion of this community. The community will include a mix of single story and two story homes with varied roof lines garage configurations and front entry features that create a visual interest throughout the neighborhood. Although the individual homes will offer a range of styles and floor plans, they will all share kind of a cohesive design language. Elements such as board and batten, siding, masonry accents, metal awnings, decorative gables and warm wood details really establish the upscale timeless character envisioned for our community. Usable open space is a top priority forming the foundation for our community's amenities, pathways and overall connectivity. Blueberry Hills provides 1.7 acres of open space and, then, we have for our pathways -- the

connectivity and walkability is also a priority within our little in-fill development. Blue depicts our existing sidewalk along Ten Mile Road. Purple depicts our five foot community sidewalks and orange depicts our five foot micro pathways for a total of 660 linear feet. This slide really illustrates the overall amenity and landscape framework envisioned for Blueberry Hills and highlights the amenities and overall theme and design for our community. Our primary amenity area is located in the northwest portion of the community and is really designed to serve as a welcoming gathering space for residents. The concept plan includes a pond style water feature with benches, a covered picnic pavilion and open lawn area that can support both active and passive recreation. The pond here becomes a centerpiece for our little in-fill development and allows for a beautiful view and open space for the lots that back onto it and this slide shows a great perspective at the very edge of the open space and shows the beautiful flow of the pathways and amenities that surround the pond and I do want to note that these amenities will be built within phase one. And, then, within this slide you can see our covered picnic shelter. We have also incorporated a Blueberry Patch into the amenity area, because why not to -- to offer a unique feature and reinforces the identity and character of our community. And the amenity areas connected with surrounding homes by sidewalks and pathways allowing residents to comfortably walk throughout the neighborhood and access the open space and just to quickly summarize, we feel that Blueberry Hills is a really a thoughtfully planned, high quality in-fill community and it's designed to provide a balanced blend of attractive housing options, functional and inviting open space and intentionally designed gathering areas that encourage connection and create a strong sense of place. This project all together is complimentary residential and light office uses within a cohesive, well landscaped setting with its distinctive architecture, generous landscaping, connected pathways and amenities and coordinated entry features, we feel that Blueberry Hills will create attractive, welcoming and enduring additions to the -- for the City of Meridian. And, again, we want to thank staff for their help and coordination for this application. We are in full agreement with the staff report and I would like to thank you all for the pleasure of your time, your thoughtful consideration and respectfully request a recommendation of approval to City Council this evening. Thank you so much.

Lorcher: Thank you very much. Commissioners, do we have any questions for Sabrina before she sits down?

Gelsomino: Madam Chair?

Lorcher: Commissioner Gelsomino.

Gelsomino: Sabrina, thank you for your presentation this evening. I -- you know, they are very elegant homes and as a former parks commissioner I always enjoy amenities that are interactive, such as the -- the Blueberry Patches that you will be implementing in this design. Just as a quick and only question I have for you. Have the owners of the Elk Bugle Lane properties been formally notified that there -- that the current easement access will be vacated at final plat recordation and have they consented to the new common driveway arrangement?

Durtschi: Yes. Madam Chair, Commissioner, that's a great question. So, I did not handle the neighborhood meeting, but it was discussed then and when I came on to project manage to be a planner for this project I was adamant that we need to reach out to the neighbors. I set up a meeting with Kevin, me, one of the neighbors. Unfortunately the other neighbor was having surgery. We went to the house, brought down the plans, they seemed very amenable to it and, of course, during construction there will be a lot of coordination with the neighbors to make sure everything goes as smoothly as possible. So, we have reached out to them. I have not heard from any of the neighbors. The one person, Mr. Darren, I told Kevin, you know, after surgery if he wants to reach out to me I would be happy to come down again and meet with them. I haven't heard anything. So, that's as far as the communication has gone, so yes -- so, yes.

Gelsomino: Thank you. I appreciate it.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I know you just said that you didn't actually handle the neighborhood meetings.

Durtschi: No.

Smith: Were there any other concerns brought up by any residents at the neighborhood meeting, any discussion of any --

Durtschi: Yeah. Madam Chair, Commissioner, as far as I'm aware, no, I think that they were really pleasantly happy that we are asking for a low density. They are going to be larger lots and, again, we have a lot of storage by us, a lot of commercial, it's already developed. So, I don't think that they received a lot of opposition. I think I would have heard or staff would have heard if there was, but, again, I wasn't there, so I can't really -- I can't give you exact information.

Smith: Thank you.

Durtschi: All right. Thank you very much.

Lorcher: Yes. Thank you. Madam Clerk, do we have anybody signed up to testify?

Lomeli: Thank you, Madam -- excuse me. Thank you, Madam Chair. We have Lynne Carrillo.

Lorcher: Okay. All right. Anybody else on Zoom?

Lomeli: I have Larry Bowman.

Lorcher: You are good? Okay.

Lomeli: And, Madam Chair, no one online is raising their -- I'm sorry. Excuse me. I do have Ted Burke that did sign up online and he is present.

Lorcher: Okay.

Lomeli: Ted, did you wish to say anything?

Bowman: Yeah. I'm just here as the civil engineer for the project, so I was standing by if -- if anybody had any questions.

Lorcher: Okay. Thank you very much. Sabrina, did you want to add anything else before we close the public hearing or are you good?

Durtschi: No. I think we are good.

Lorcher: May I get a motion to close the public hearing, please?

Smith: So moved.

Stoll: Second.

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

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I don't -- I don't know if you quite classify this as in-fill or, you know, maybe on the border of in-fill, but it's not normal that you see it's -- you know, a project in this kind of proximity to existing neighborhood -- neighbors be so, you know, well received. So, I'm in support. I don't see any issues. I think this is really thoughtfully designed and it's a good transition space from the main road into lower density areas.

Lorcher: I agree.

Stoll: Seems pretty reasonable. In support.

Gelsomino: Agreed.

Lorcher: All right. I will take a motion.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: After considering all staff, applicant and public testimony, I move to recommend approval to the City Council of File No. H-2026-0048 as presented in the staff report.

Stoll: Seconded.

Lorcher: It's been moved and seconded to recommend approval to City Council for Blueberry Hill Subdivision. All those in favor say aye. Any opposed? Motion carries. Thank you very much.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

5. Public Hearing (Continued from 5-21-26) for Storyrock (H-2025-0025) by Bailey Engineering, generally located on the south side of W. Amity Rd., midway between S. Meridian Rd. /State Highway 69 and S. Linder Rd.

- A. Request: Modified Development Agreement for South Meridian – Kent and Donna Mills Development (#2016-007090) to include an additional 26 +/- acres of land and a conceptual development plan for the overall development
- B. Request: Annexation of 27.11 acres of land with the R-15 (22.74 acres) and L-O (4.37 acres) zoning districts.
- C. Request: Rezone of 10.60 acres of land from the R-4 to the R-8 zoning district.
- D. Request: Preliminary Plat consisting of 321 residential building lots, 2 commercial building lots and 44 common lots on 75.13 acres of land in the R-4, R-8, R-15 and L-O zoning districts.

Lorcher: Our next item on the agenda is H-2025-0025, Storyrock at Amity, near Meridian Road, request a modified development agreement, annexation, rezone and preliminary plat and we will start with the staff report.

Allen: Thank you, Madam Chair, Members of the Commission. The next applications before you tonight are a request for a development agreement modification, annexation, rezone and a preliminary plat. The site consists of 75 acres of land. It's currently zoned R-4 in the city and RUT in Ada county. It's generally located on the south side of West Amity Road, midway between South Meridian Road, State Highway 69, and South Linder Road. A little history on this property. The western 50 acres of the site was annexed into the city as part of the South Meridian annexation in 2016 with R-4 zoning

and a development agreement. Any future development of the site requires an amendment to the development agreement to approve a proposed development plan. A preliminary plat was previously approved for Stonehill Crossing on the western annexed portion of this property. The Stonehill Church property and the Mill property where the existing home is located at 799 West Amity Road, were included in a final plat application, but the plat has not yet been recorded. The remainder of the area included in the previous preliminary plat is now part of the new preliminary plat included in this application. A conditional use permit was approved in 1979 by Ada county on the property located at 455 West Amity Road for a 6,000 square foot, two story structure for a radio station with offices in the R-R zone. Four communication towers were also approved with the radio station, which have recently been removed. The office building and associated improvements remain on the property. The Comprehensive Plan Future Land Use Map designation is low density residential on the western 50 acres and medium density residential on the eastern 26 acres. The low density designation allows for the development of single family residential homes on large and estate lots at gross densities of three units or less per acre. The medium density residential designation allows for residential dwellings at gross densities of three to eight units per acre. The applicant is proposing a new development agreement for the proposed development, which includes an additional 26 acres of land to the east and a new development plan for the overall development. This property will no longer be subject to the original Mills Development Agreement. The proposed development plan is for 321 single family residential homes and office uses on 75 acres of land. Annexation of 27.11 acres of land is proposed with R-15 zoning, which consists of 22.74 acres and L-O zoning, which is 4.37 acres, which is east of the area that is already annexed. This is the additional area proposed to be included in the amended development agreement. And that is -- you can see right here all of this blue and purple area here. Because the property located at 455 West Amity Road where the existing office is located is designated medium density residential on the future land use map, staff is recommending zoning the property R-15, rather than the requested L-O zoning, consistent with the surrounding area and to facilitate future residential redevelopment consistent with the Comprehensive Plan and the existing office is located in this purple area right here. The existing use may continue as a legal non-conforming use in the R-15 district, subject to the standards of the non-conforming uses. A rezone of 10.6 acres of land is proposed from the R-4 to the R-8 zoning district. This will provide a transition between the existing R-4 zoning on the western portion of the development and the proposed R-15 zoning on the eastern portion of the development. There is 38.85 acres of R-4 zoning remaining. A preliminary plat is proposed consisting of 321 residential building lots for single family residential detached homes, 241 of those are proposed and townhouse dwelling units, 80 units are proposed. Two commercial office building lots. Again one of those is where the existing office is and 44 common lots on 75.13 acres of land in the R-4, R-8, R-15 and L-O zoning districts. The minimum lot size proposed is 2,600 square feet, with an average lot size of 5,392 square feet and a maximum lot size of 12,581 square feet. The plat is proposed to develop in five final plat phases, starting on the west side of the development as shown on the phasing plan there on the lower right. Because sewer service is being extended from the southeast to serve the eastern portion of this development from South Meridian Road, State Highway 69, through the

proposed Syringa Crossing development to the east, staff is recommending the phasing plan is revised to reflect the first phases of development on the east side of the development rather than the west. The applicant is in agreement with that. Access is proposed via South Oak Briar Way, a designated collector street on the master street map, planned to be constructed at the mid mile with Stone Hill Church and that is this -- this road right here. Actually, excuse me. Right here. South Pullman Avenue is also proposed for access right here from Amity Road. It may be designated as a collector street in the future along the east boundary of the site. Stub streets are proposed to the south and west to the church and the Mills property for future interconnectivity and access. Staff recommends either public right of way or a cross-access ingress-egress easement is depicted through Lot 1, Block E-1, for future connectivity to the mixed use designated development to the east to reduce access points to the arterial street Amity Road and that is in this location right here. A conceptual redevelopment plan was submitted as shown and requested by staff that shows how the Mills property could redevelop in the future with their proposed development plan. This is the boundary here of the Mills property. Again that was included and approved in a previous final plat for Stonehill Crossing and is just yet to be recorded. The Calkins Lateral runs along the western portion of this development within a 56 foot wide easement. The lateral is proposed to be relocated and piped in common lots along the west side of South Oak Briar Way, the collector street. The Bell Sub Lateral, Carson lateral runs across the eastern part of the development within a 50 foot wide easement and is proposed to be piped. It's mostly located in common lots, but does cross several buildable lots. The UDC requires irrigation easements wider than ten feet to be included in a common lot that is a minimum of 20 feet wide and outside of a fenced area, unless otherwise waived by Council. The plat should be revised to comply with this standard prior to City Council hearing or obtain a waiver from Council for the easement to be located on adjacent building lots. A landscape plan was submitted as shown. Landscape street buffers are required in accord with UDC standards along arterial and collector streets in all zones and along local streets in the L-O district. Qualified open space is required to be provided with development. A minimum of 9.66 acres is required. A total of 15.71 acres is proposed, exceeding UDC standards and consists of common open space areas, parkways, linear open space, 50 percent of the arterial street buffer and one hundred percent of the collector street buffer. Site amenities are required to be provided with development. Based on the area of the development a minimum of 15 amenity points are required. Amenities totaling 23 points are proposed consisting of a tot lot, two pickleball courts, a half basketball court from the recreation activity area category. Three picnic areas with covered seating on sites greater than 5,000 square feet from the quality of life category. Five foot wide internal pathways from the pedestrian or bicycle circulation system category and two bicycle repair stations from the multi-modal category, exceeding UDC standards. The pathways master plan depicts a ten foot wide multi-use pathway along the east side of the Calkins Lateral. Because the lateral is being relocated and piped, the Parks Department is amenable for a ten foot wide detached pathway being provided along both sides of the north-south mid mile Collector Street Oak Briar as an alternative. A ten foot wide detached multi-use pathway is also required along West Amity Road and if Pullman Avenue will be classified as a collector street, a ten foot wide detached sidewalk should also be

provided along both sides of that street in lieu of five foot sidewalk. The pedestrian pathway proposed for this development shows -- this plan shows all the pedestrian connectivity through the development, as well as along adjacent streets. Conceptual building elevations were submitted as shown for the single family residential detached and townhomes that demonstrate the quality of development proposed. Conceptual elevations were not submitted for the proposed office development. Final design of the townhome structures and the offices are required to comply with the design standards in the Architectural Standards Manual. No letters of public testimony were received on this application. The applicant did submit a response to the staff report that they are in agreement with all of staff's recommended conditions of approval. Staff is recommending approval with the new development agreement and the conditions in the staff report. The applicant is here to present tonight. Thank you.

Lorcher: Would the applicant like to come forward, please? Good evening.

Black: Thank you. Good evening, Madam Chair, Commissioners and staff. My name is Kelli Black with Bailey Engineering located at 868 East Riverside Drive in Eagle, Idaho. 83616. And tonight we are presenting Storyrock, a 75 acre community in south Meridian. Our project includes a development agreement modification, annexation, rezone and preliminary plat. This 75 acre community is located south of Amity Road between Meridian Road and Linder Road. It's positioned near several developments, schools and transportation corridors. The area is experiencing steady growth as you can see on this slide. Storyrock is surrounded by existing and planned neighborhoods. The project is intended to complement surrounding development while providing connections that support the broader south Meridian area. The Future Land Use Map has this site designated as low density residential on the west and medium density residential on the east and as you will see when we review the preliminary plat our overall project density is 4.27 dwelling units per acre. Storywalk -- Storyrock will have four zoning districts across the site. So, we have R-4 on the west, followed by R-8 going east and, then, R-15 on the east. We also are proposing a limited office area at the northeast corner. Together these districts create a gradual transition from lower density development -- development to more compact housing opportunities. So, I want to talk a little bit more about that limited office. So, at the northeast corner of the project we had reserved space for a limited office uses and our intent for this proposed zoning was to accommodate the existing office building and as staff mentioned staff has recommended that this be zoned R-15, rather than the proposed L-O and that the existing office use may continue as a legal non-conforming use within the R-15 zone and we are in agreement with this recommendation and we will revise materials prior to Council. So, looking at the preliminary plat we are proposing 210 single family detached lots, 31 cottage lots. Those are also detached. Eighty townhome lots and, then, those two commercial lots. In total the project includes 321 residential units. The mix of housing types responds directly to the comp plan policies encouraging a variety of housing options, while maintaining an overall density that is consistent with the future land use map. So, this community is served by two primary access points, both off of Amity. That first one being Oak Briar Way on the west and, then, the second Pullman Avenue on the east. The plan also includes stub street connections to the adjacent

properties on the west and on the south. So, one of the defining characteristics of Storyrock is its commitment to open space. The project provides approximately 15.7 acres of qualified open space. This represents nearly 21 percent of the site. This significantly exceeds the city's minimum requirement. Rather than concentrating the open space in one single area, residents will have access to recreational opportunities and amenities throughout the site. So, the amenity package was designed to serve residents of all ages. We have two pickleball courts, a half basketball court, three covered picnic and gathering areas, bike repair stations. We have two of those. And we have a playground. The project exceeds the city's required amenity point system and provides a balanced mix of active and passive recreational opportunities. So, in terms of phasing this project is proposed to be built out in five phases and as mentioned staff has recommended that we revise our phasing plan and begin with phase one on the east to bring sewer from the east and connect to the church and we agree with this recommendation and we will revise our phasing plan accordingly. So, in terms of walkability and pathways, we have continuous pathway networks linking open spaces, amenities and future connections beyond the project boundary. The design again supports the comp plan goals related to walkability, neighborhood connectivity and alternative transportation options. So, now I really wanted to get into the vision of this site. So, when we talk about the vision, you know, we set it with the entry monument and the Storyrock entry monument establishes a strong sense of identity for the community and it will create a welcoming gateway, while reflecting the character of the Treasure Valley. And diving more into the vision, we look at the community and this slide illustrates the overall vision for Storyrock. The goal is to create a neighborhood that feels connected, attractive and livable. The community is designed not simply as a collection of lots, but as a complete neighborhood that encourages interaction, recreation and long-term neighborhood value. So, as we look a little bit more at some of the amenities and what this community feels like, this is where neighbors meet. You know, this is the basketball court, you know, where you can have a spontaneous pick-up game and that the covered seating area beside that turns passer-byers into spectators and, then, these spectators become friends. And, then, we have the playgrounds and, you know, the playground is where the youngest residents come to play and the families can come to connect, also with seating areas nearby and, then, of course, we have pickleball. Pickleball is the fastest growing way for neighbors to become friends. It's easy to learn, it's social by nature and it's fun to watch. We have two courts and covered seating areas to create a daily gathering opportunity that brings every age together over a friendly game. So, now I wanted to talk about the product mix on this preliminary plat and I wanted to talk first about the cottages. So, with this product we are introducing -- project we are introducing cottage homes and these homes are unique. They are at 900 square feet. These homes are smaller footprint, but they come with big advantages. An opportunity to enter the housing market, as well as an opportunity to downsize. So, it's meeting the needs of two different home buying groups. And as you can see here we have shown some exterior shots, as well as some interiors and here I wanted to look at some of the single family homes that will be featured at Storyrock. So, again, we have the single family detached and, then, we have this single family attached products on the lower right of the screen and we have also featured some of the materials that we have used and some of the colors that we

have used in other subdivisions and, then, of course, I wanted to look at the interiors. As you can see these homes -- they are just really beautiful and buyers really love them and so these are some of the more recent ones that have been done by this builder. So, in terms of next steps, we do agree with the staff recommendations and we will do the following prior to Council. We will revise that L-O zoning district to R-15. We will revise that phasing plan and, then, we will revise the preliminary plat and the common lots as recommended throughout the staff report. So, in closing I just want to say that Storyrock delivers a community consistent with the comp plan, a variety of housing opportunities, significant open space and amenities, strong pedestrian and transportation connectivity and orderly growth. We respectfully request approval of the applications and appreciate the time and consideration of the Commission. Thank you and I would be happy to answer any questions.

Lorcher: Thank you. Commissioners, do we have any questions for Kelli right now? I think we are good. Thank you very much. Madam Clerk, do we have anyone signed up to testify?

Lomeli: Madam Chair, no one has signed up.

Lorcher: And no one on Zoom either -- there is nobody on Zoom. Kelli, did you want to have any final words before we close the public hearing or are you good? Okay. May I get a motion to close the public hearing?

Smith: So moved.

Stoll: Second.

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

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I generally think this is a good development. I think -- I do have one point of feedback and I hope this doesn't come across as a nitpick. It really is regarding the presentation itself. I did notice that the open space exhibits -- they appeared to be AI generated, which I'm far from a Luddite, I know, I'm not against AI necessarily. I would just caution -- I feel like the -- the point of elevations and exhibits and things like that is to show your intention and your vision and I think in creating that there was a little bit of inconsistency with how the open space interacted with the surrounding development that -- I was trying to visualize, but, you know, you are trying to imagine, okay, well, those -- imagine those houses are different and more fitting to the design plan. So, again, not a reason for me to oppose it obviously, just something I guess I would like to

-- to maybe see a little bit more of the actual designer's vision shown in those elevations in the future. But I understand it's a -- it's a valuable tool.

Lorcher: Yeah. I mean they can adjust that for Council.

Smith: Yeah. And that's I guess maybe a point of feedback or maybe -- maybe a slight recommendation, but everyone has personal preferences, so --

Lorcher: There you go. I thought it was well designed. I like that, you know, everybody's on a proper street and there is not a lot of private streets. They exceeded their amenities -- or their open space, so -- and that area continues to grow and I like the transition between the R-4 to R-8 and they are amenable to changing L-O to R-15. So, that's good.

Stoll: I like the proposal. It's well designed.

Lorcher: Yeah.

Gelsomino: I agree the proposal is -- looks great. I'm looking forward to seeing it continue to grow. My only hope is that as you continue to build and grow this plan that -- my hope is that you are also communicating with any of the educational institutions and the Western Ada School District to make sure that, you know, as it grows the impact of the student increase ratio is, you know, kind of kept at a steady pace as well.

Lorcher: It looks like they are doing five phases, so there will be a few years before all this builds out, so -- all right. After all -- considering all staff, applicant and public testimony, I move to recommend approval to City Council for File No. H-2025-0025 as presented in the staff report for the hearing date of June 18th with no modifications.

Smith: Second.

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

MOTION CARRIED: FOUR AYES. TWO ABSENT.

Lorcher: Before I ask for one more motion I would like to thank Kurt Starman from our city attorney's office for five years of service. Thank you very much. We appreciate you being here. He is retiring, so -- to lead the good life and with that I will take one more motion.

Stoll: Move to adjourn.

Gelsomino: Seconded.

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

MOTION CARRIED: FOUR AYES. TWO ABSENT.

MEETING ADJOURNED AT 8:24 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS.)

APPROVED

MARIA LORCHER - CHAIRMAN

_____|_____|_____
DATE APPROVED

ATTEST:

CHRIS JOHNSON - CITY CLERK