

**Public Hearing for Storm Crest (H-2026-0024) by Bailey Engineering,
generally located at the southeast corner of W. Ustick Rd. and N.
McDermott Bypass**

- A. Request: Annexation of 11.44 acres of land with R-15 zoning district.
- B. Request: Preliminary Plat consisting of 71 buildable lots and 14 common lots.

Lorcher: The next item on the agenda is H-2026-0024, Storm Crest requests annexation and a preliminary plat on Ustick near McDermott bypass. I would just like to let my commissioners and everybody else know I live in this area. I'm about a half mile away. I did ask with the city attorney and the other property that is adjacent, Day Spring, I also testified on that property. I have no financial interest in this other than being a neighbor down the street, so I feel comfortable in participating in this discussion tonight. And we will go with that with Nick.

Napoli: Good evening, Madam Chair, Members of the Commission. So, yeah, the next item on the agenda is the annexation and preliminary plat for Storm Crest. The applicant is requesting annexation of 11.438 acres of land with the R-15 zoning district and a preliminary plat consisting of 71 buildable lots and 14 common lots. The site is generally located near the southeast corner of West Ustick Road and North McDermott bypass. The future land use designation is mixed use community and the current zoning is RUT in Ada county. So, the applicant's narrative states that with the inclusion of this development the broader mixed use community area will consist of 44 percent residential uses, which is within the intended residential ratio of 20 to 50 percent within the mixed-use community designation. Staff did confirm that those percentages are correct. In addition, the proposed density at 6.21 dwelling units per acre, which is also within the allowable density of six to 15 units per acre in the mixed-use community designation. The residential -- the residential lots in the subdivision also provide a variety of housing types in the form of townhomes and single-family detached dwellings. As a result staff finds the development did comply with the Comprehensive Plan. The applicant is proposing 22.29 percent of qualified open space, which exceeds the UDC standards. In addition, they are proposing five amenity points in the form of a picnic shelter, three workout stations and a ten foot multi-use pathway along the Sky Pilot Drain, which also exceeds the UGC standards. I would like to note the applicant is requesting a city council waiver to keep the Sky Pilot Drain open and they will enhance the waterway as a natural amenity. Obviously it will be up to city council waiver, but if you guys do have any comments on that tonight you can also comment on that. It is also important to note that this development relies on the neighboring subdivision to the west Day Spring Subdivision, which was approved last year, for both access and utilities. This is just an overlay. So, Day Spring will be this in the white directly to the west. This is the subject development right here. The developer of Day Spring Subdivision entered into an agreement with the city for existing -- for the extension of sewer down McDermott Road to service this -- their subdivision Day Spring, as well as other subdivisions in the area, which would also include

Durango, Spring Day and Storm Crest, as well as the future church site across Sky Pilot Drain. As a result -- so, as a result of the timing being contingent on another development, staff is recommending that the -- that the subject development not be able to submit their first final plat until the first phase of Day Spring has been recorded and utilities are available to the site. So access is going to actually be off a collector roadway and it will come in off that collector right here and there also is a secondary local access on the southern portion of the site that will connect with a future phase of Day Spring. The applicant has also provided stub streets to the property to the east, which has a concept plan on it for a future development, including commercial, residential and a church property. So, that would require bridges over the Sky Pilot Drain. With their original submittal they proposed two bridges or stubs over the Sky Pilot Drain and in ACHD's staff report they did require the applicant to put a road trust in the form of 101,000 dollars for those future bridges. However, I did talk with the applicant this week and they would like to only propose a single access over the Sky Pilot Drain. I did have a conversation with ACHD as well and staff is also open to having a single access point on the northern portion instead of on both the northern and the southern. We would ask you guys to weigh in on that tonight and see if you would prefer to have both or just a single access point. And depending on what you guys decide will depend on if ACHD amends their staff report or not. So, as previously mentioned the applicant is proposing two stub streets across the Sky Pilot Drain and the amount -- you know, the total amount for the road trust is 101,530 dollars as it currently sits and if it does go down to one bridge it would be cut in half at that point. There is a couple provisions that we would ask you guys to amend. One to add tonight, which is the one on the bottom, to extend that multi-use pathway along the Sky Pilot Drain. I actually did receive some comments from Day Spring today that they will be stubbing it and we want to make sure that that ten foot multi-use pathway will continue and the applicant is in agreement with that. I did talk with them today about that. And, then, if you are in favor of reducing the bridges over Sky Pilot from one to two we would ask you to take the amended DA provision E as on the top bullet point. So, we have not received any written testimony with this application and staff is recommending approval and I will stand for any questions that you have.

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

Moosman: For the record my name is Kindi Moosman.

Lomeli: Can I have you talk into the microphone? Thank you.

Moosman: Is this better? Okay. For the record my name is Kindy Moosman and the address is 868 East Riverside Drive. That's Eagle, Idaho. 83616

Lorcher: Thank you.

Moosman: Thank you. Good evening, Commission and welcome new Commissioner Shappee. I hope that you enjoy your first meeting. I'm here tonight to present Storm Crest Subdivision and our request includes annexation and zoning to R-15, a preliminary plat for 71 buildable lots and an open ditch waiver. The 11 and a half acre site sits at

Morgan Grove Lane south of Ustick between Black Cat and McDermott in northwest Meridian. As you can see the property is in-fill. The adjoining properties include Ustick commercial, Durango and Spring Day Subdivisions to the north, Day Spring Subdivision to the south and to the west the Linder Church of Christ site and Jaden Village Subdivision to the east. The commercial requirement for the MUC designation is already here around the site. It's just sited on parcels that it's better suited for, with Storm Crest providing the residential complement the plan calls for. Here you can see the site plan, which shows, again, the 71 residential lots and 14 common lots with the Sky Pilot Drain and pathway corridor along the east edge. The pathway corridor along Sky Pilot Drain extends the network already planned through Day Spring and the lot mix steps down in density to match the neighborhoods it borders. So, Storm Crest reads as a continuation of what's already going on around it, not a departure from it. In section four of your staff report Condition 1-E, as Nick mentioned, we have been required to stub both Storm Creek Road and North Barnstead Place to create those two crossings and I bring it up now while the site plan is up, so you can kind of see where those roads are located. As mentioned it's our understanding that only one crossing is needed now. Tonight we are asking the commission to modify that condition so that the -- so that only the North Barnstead Place crossing is required and that's the north crossing. ACHD and city staff have confirmed that they will continue coordination on a single stub on the street after this hearing with things to be finalized before the city council hearing. Storm Crest provides two and a half acres of qualified open space or the 22 percent. This is well above the 15 percent minimum for R-15. Two fencing types are used. We have got six foot vinyl privacy fencing through most of the site and five foot open vision iron fencing near the Sky Pilot Drain and exercise stations. The staff report has some recommendations and revisions to our fencing plan and we will adjust the design accordingly. One of those -- one of those comments is to add open vision fencing along Sky Pilot Drain. We have no problems with that and that will be added in the design as well. Amenities include a picnic shelter, three workout stations and, then, the ten foot pathway system. Storm Crest consists of 48 townhomes, 13 single-family alley-loaded cottage homes and ten single-family homes. Here you can see the elevations for each product type. You may have noticed that in the staff report it mentions elevations for the cottage product have not yet been submitted. We include them here in the presentation. It's the middle rendering and those will be sent to city staff right away. Definitely before the city council hearing. So, just to touch on that fencing, it would go behind those trees there. The open ditch waiver we are requesting keeps the Sky Pilot corridor as a visible community amenity, one that residents can use and enjoy. As mentioned there are three action fit outdoor fitness stations that sit along the corridor kind of gives you an idea of the equipment that you can find there. A shade structure with picnic table that anchors the central common lawn and this entry monument rendering shows the character intended for the neighborhood entry and will welcome all residents home and before I close I just want the commission to know that they have a very talented planning and zoning staff. Just planning staff, they have been phenomenal to work with and I personally appreciate the patience and the kindness that they show and for someone who gets nervous that means a lot. Every agency condition on this project is accepted as written with the exception of the modification request regarding the single crossing condition. We respectfully request that the commission recommend

approval of the Storm Crest application. Thank you for your time and I stand for questions.

Lorcher: We agree with you. Our city planners are very easy to work with.

Moosman: They are great.

Lorcher: I do have a question for the Sky Pilot Drain. So, what did the irrigation district say about building a bridge over there?

Moosman: They have no objections. They didn't submit any comments.

Lorcher: And did they have a preference between one or two or they didn't have a preference either?

Moosman: I don't believe that the irrigation district had a preference, but conversations with ACHD have included that north crossing.

Lorcher: So, they are amiable to one.

Moosman: Yes.

Lorcher: Okay. Very good.

Moosman: That's my understanding. Right. Yeah.

Napoli: Madam Chair, Members of the Commission, yes. So, I had conversation with ACHD and their preference -- they are okay with one crossing preferably, because it's less maintenance for them. The irrigation district has a similar sentiment when it does come to bridges, the less crossings the better, because it has less interference with their ditches. But, ultimately, you guys can decide if you guys would like to amend it to a single crossing or if you would like to keep both. I -- I can see pros and cons to both, but I did talk with ACHD and from past history with the irrigation district one is probably their preferred just for maintenance purposes is correct.

Lorcher: Okay. Any other questions for the applicant?

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Applicant or staff. I just want to make sure I'm understanding correctly. Reading the Provision E it's requiring them that they stub the road -- not actually for the bridge not constructed. Who is actually constructing the bridge? Is it the applicant or is it some --

Moosman: Yeah. The applicant will be constructing the north crossing.

Smith: But that is the -- that is the --

Moosman: Well, I'm -- I'm sorry.

Smith: Okay.

Moosman: That's not accurate.

Smith: It's not accurate.

Napoli: Madam Chair, Members of the Commission, so they will be putting up a road trust with ACHD. Typically road trusts are good for five years. I had a conversation with ACHD about this. It really I think depends on the church parcel to the west, which I know there has been some conversations with them -- or to the east I should say. Apologize. The church parcel to the east. I know that they have been waiting for sewer since 2012 when they got annexed. So, there has been some conversations with them -- not from me, but from the development side and they would be constructed at the time that the church parcel developed, because they would have the road trust, then, they could construct the whole bridge and the church would also pay for their portion of the bridge. That's correct.

Smith: So, all language regarding construction of a single bridge is included within Provision E within the amendment is written?

Napoli: Correct.

Smith: Okay. Thank you.

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: So, going back to the -- the two bridges versus one, how did the two bridges idea come about? Was that something that the applicant proposed and, then, went through the other entities and they said it wasn't necessary?

Moosman: It's my understanding that it was included in the ACHD report that was provided to city staff and I think through further conversation it was determined that one would be acceptable.

Lorcher: All right. Thank you very much

Moosman: Thank you. See, that's why he is so great.

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

Lomeli: Thank you, Madam Chair. Yes. We have Kindi Moosman. Oh, sorry. Aaron Sperry. Okay. And Lee Mills.

Lorcher: Okay. And, then, there is nobody -- nobody's on Zoom and anybody else in Chambers wants to testify on this application? Kindi, did you have any other final comments before we close the public hearing? Okay. May I get a motion to close the public hearing, please?

Gelsomino: Move to close the public hearing.

Smith: Second.

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

MOTION CARRIED: SIX AYES. ONE ABSENT.

Lorcher: I like Sky Pilot open. It's actually a fairly active body of water. It's a drain, as opposed to a canal -- irrigation canal. I live behind a portion of Sky Pilot Drain and I -- I enjoy when the -- the red winged blackbirds come back every year. There is, you know, duck migration and geese migration all through that and having that tiled would take some of that nature away from this farmland that's turning back into -- or not turning back into, but turning into homes. So, having that as an open space, especially for those single-family homes, I think would be a nice amenity and continuing the Ten Mile pathway along Ustick and as it meanders in and out of these subdivisions working its way over to The Fields. So, I'm in support of this. It sounds like they have had a conversation with Dayspring and arrangements have been made for that. The single bridge is fine. It sounds like ACHD is in support of that, as well as the irrigation district, which are the two most important and the mixture of -- of housing will be a complement to the area.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I agree with your -- your thoughts. I think for this specific property I think allowing it to remain open seems fine by me. There is just kind of one thought in the back of my head regarding kind of the desire for whether a canal be tiled or open and it's a lot of kind of, you know, evaporation and water management, things like that. I'm sure, you know, whether it's the irrigation district's or someone has kind of an understanding of the impacts of tiling versus not across the city, I just -- I do know this comes up a lot and so maybe I'm just kind of putting it out into the ether of it would be interesting and maybe valuable to this commission for future applications to understand kind of what is expected to be tiled. What impact should that have. We know it's probably not going to be getting cooler in the summers anytime soon, so our -- our water is really important, so that's just something that, again, not opposed to it here, but it's something that in the back of my

mind I'm kind of thinking about as we are seeing more of kind of -- as we see these requests to allow, you know, drains to -- drains and canals to remain open, so --

Lorcher: Probably should get some definitions, the difference between canals and -- and drains, because the drain is six or seven feet down. I mean it's -- it -- it can fill up quite a bit, because everything drains into it. So, to tile it it would be a huge undertaking. Not only to put the -- the tubes in, but, then, to actually have the excavation dirt to be able to bring it up to -- to level. I know that the Sky Pilot drain beyond our property is probably six to eight, maybe ten feet down. So, it's quite a drop. But they are also proposing fencing along the way with landscaping and, you know, making sure that it's safe for people to be able to walk around.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Yeah. I think that's -- I think that's fair. I think I'm also reminiscing of, you know, the Los Angeles River growing up and seeing all the black balls dumped into it to reduce evaporation and something that I think is just water conservations I think is becoming a little bit more important these days and it's just something that I want to -- and maybe -- again, maybe there is a resource out there, I just need to do my reading, need to do my homework, but just want to get that out there.

Lorcher: Okay. Thank you. Anybody else? A motion?

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: After considering all staff, applicant and public testimony, I move to recommend approval of File No. H-2026-20 -- sorry. H-2026-0024 as presented in the staff report with amendments to DA Provision E to allow the applicant to only stub at North Barnstead Place and to add a condition of approval to the plat to extend the multi-use pathway along the Sky Pilot Drain through Lot 3, Block 1, to connect with the stub in Day Spring development to the west.

Stoll: Second.

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

MOTION CARRIED: SIX AYES. ONE ABSENT.