

said, I mean when I'm highly in doubt or conflicted on something I generally tend to back staff. I mean they do this -- you know, this is their job, this is what they are paid to do, and I think they do a pretty good job of it. It would be nice if we could control the roads, we could control the infrastructure, things would probably be a lot different, but we don't. So, with that, after considering all staff, applicant, and public testimony, I move to recommend denial to City Council a file number H-2021-0064 as presented during the hearing on November 18th, 2021, for the following reasons: That mixed employment is a better use than the light industrial that the applicant is asking for. The jobs -- the amount of jobs that this will generate will likely not meet what COMPASS is looking for. The COMPASS study is looking for. The Black Cat Road is likely not going to be able to support the uses that are defined in here and we won't know that, because there is no traffic -- traffic study at this point.

Grove: Second.

McCarvel: It has been moved and seconded to recommend denial of H-2021-0064. All those in favor of denial say aye. Opposed?

Yearsley: Nay.

McCarvel: Recommendation of denial passes.

MOTION CARRIED: FOUR AYES. ONE NAY. TWO ABSENT.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: Before we start the next one can we do a little bathroom break?

McCarvel: Absolutely.

Yearsley: Thank you.

(Recess: 7:30 p.m. to 7:37 p.m.)

5. Public Hearing for Jamestown Ranch Subdivision (H-2021-0074) by Walsh Group, LLC, Located Near the Southeast Corner of the N. Black Cat and W. McMillan Rd. Intersection at 4023 W. McMillan Rd. and parcels S0434223150, S0434212970, S0434212965, and S0434212920.

- A. Request: Annexation and Zoning of 80 acres of land with a R-8 zoning district.
- B. Request: A Preliminary Plat consisting of 294 building lots and 25 common lots.

McCarvel: Okay. All right. Next item on the agenda is H-2021-0074, Jamestown Ranch Subdivision and we will begin with the staff report.

Tiefenbach: Alan Tiefenbach, associate planner with City of Meridian. I'm rifling through my work here. Be right with you. Okay. This is a proposal to annex approximately eight acres with the R-8 zoning district and this would include a preliminary plat for 294 building lots. So, the property, again, is 80 acres. It's zoned RUT presently in the county. It's located at the southeast corner of North Black cat and West McMillan. So, the Comprehensive Plan recommends medium density residential for this property, which is eight to 12 dwelling units per acre. This would, again, allow 295 building lots, which would be -- this was just a tweak more than three dwelling units per acre. So, on the low side of this. There are presently two single family residences on the property. Both of those are going to go. The proposed project density, like I said, has about three and a half dwelling units per acre, which would meet the requirements. Minimum lot size -- the smallest ones would be 4,900 square feet. These are comparable sizes to the adjacent subdivisions. This development proposes five points of access. So, there would be one on McMillan here. There would be one here off a Black Cat. There is two stubs here to the south and, then, there is one stub there to the east. The primary access would be a collector off of West McMillan, which is what you can see here. It's got this strange little S curve here. This is about midway and, like I said, there is an S curve here, which I will talk about just in a second. The other three accesses would be local streets. So, this would be a local -- all of these would be local streets. This would be the collector running through the property. One thing to note -- and this has really been the only issue, if you want to call it, that we have worked through with this one, would be North Grand Lakes Way and that, again, is this main collector. The -- the ACHD master street map actually shows this collector aligning with Joy Street, which is here. It's actually over here. The -- the applicant proposes to shift this whole access about 900 feet to the west, so it doesn't actually align with Joy Street. According to the applicant -- they can probably go into more detail about this -- this is because there is existing utility poles obstructing the -- the alignment. We talked to ACHD -- we haven't gotten a traffic study from them yet, but we have had a lot of correspondence with ACHD sort of informally in e-mail and they have already told me what the -- what the issue is, if any, are going to be, so there aren't any surprises, but ACHD does support the shifting of this alignment. There was some discussion from Brighton, who is the one that's developing the property to the south. Originally they weren't sure if they were in favor of this. After talking to the applicant and ACHD they are now in favor of this. The only other comment I have heard is the property owners that live directly here to the north, they will have that access directly in front of their house, so they are not in favor of that, they would have preferred it to shift to the east. This proposes ten foot wide pathways along the north, which would be along here. Sorry. Along the top here. And along this collector. This would actually be a five foot wide sidewalk and that's because all the rest of the subdivisions to the south also have five foot sidewalks, so they would tie into the same size. This came in before our new regulatory changes and based on that they were still required to only provide ten percent open space. In this particular case they are proposing 14.5. It's actually a little more than that. This is the open space exhibit that they provided to us. One thing to note is what you see in yellow there, the collect -- or, excuse me, are the arterioles and based on our

regulations they can actually credit one half of the arterial buffers for qualified open space. They did not do that in their calculations here. So, based on the calculations that they gave us, which, again, come out slightly less, they are at about 14 and a half percent. There are required for this development are four amenities and what the applicant proposes are two large parks -- so, park number one and park number two, and each park has a clubhouse and a pool. These parks exceed the additional 20,000 square foot that is required for -- to be called an amenity. So, these parks and those club houses, those would count as four and, then, the additional land would actually count as two more amenities. So, that's six. In addition to that they have got a pickleball court that is shown here, which is what you see here. There are additional pocket parks shown here. There is a pocket park here. There is another one, but not -- I can't do it on the fly. There is also additional pathways that were not required and the way that the code reads you can count a pathway as an amenity if it is not a required pathway. So, in this particular case they are showing additional pathways. So, there is significantly more amenities than are required and they are providing quite a bit more open space than they would be required. Again, the only thing I have had comments about was about that alignment of the collector. With that staff recommends approval and would stand for any questions or comments.

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

Jantz: Good evening, Madam Chair, Commissioners. My name is Josh Jantz with KM Engineering 5725 North Discovery Way, Boise. I'm here on behalf of the Walsh Group. We are pleased to present the Jamestown Ranch Subdivision, a single family residential community, with an age restricted component at the southeast corner of Black Cat and McMillan. The approximately 80 acre site is near existing and planned single family residential subdivisions and commercial uses. Consistent with the City of Meridian's Comprehensive Plan, Jameson Ranch proposes single family residential housing styles, including traditional detached and alley loaded homes and an age restricted component. Jamestown Ranch features enhance walkability and pedestrian connectivity throughout and the surrounding subdivisions and services in the area and desired amenities for residential residents, including two clubhouses, pickleball court, and a pond. Applications for this project include annexation and rezoning -- or zoning to the R-8 zoning district with a preliminary plat. We have held one neighborhood meeting, participants in various discussions with city staff -- participated in various discussions with city staff and ACHD and have researched adjacent properties and recent approvals. Approximately five neighbors attended the neighborhood meeting and discussion centered on the number and the density of homes, proposed amenities and open space, proposed access points, McMillan and Black Cat, and other subdivisions being constructed in the area and the rate of growth and the area in general. The property is approximately 80 acres. It is located at the southeast corner of McMillan and Black Cat Roads and it's currently zoned RUT, rural -- rural urban transition in Ada county. Jamestown Ranch is compatible with existing and planned land uses surrounding the property. The property is bounded by north -- to the north by McMillan Road, an arterial roadway, and Daphne Square Subdivision, zoned R-15 and single family homes in the county zoned RUT to the west, by Black Cat Road, an arterial roadway, and Oak Creek Subdivision, zoned R-8, and to

the east by Volterra Heights Subdivision, aka also known as Bridgewater or Bridgetower, zoned R-8, and to the south by the Quartet Subdivision, zoned R-8. Jameson Ranch will connect with several stub streets provided by adjacent subdivisions to the east and south and will complete vehicular and pedestrian connectivity planned in the area. Jamestown Ranch aligns with the intent of the Meridian Comprehensive Plan future land use designation of medium density residential by providing a premier community at a gross density at the low end of the three to eight target density range. As this community proposes to provide age restricted component, as well as traditional market rate residential lots for various kinds of families, objective 2.01.01 is fulfilled by offering housing options suitable for different household sizes and lifestyle preferences. Goal 2.02.00 supported through the community with the provision of various open space areas and amenities that will support varied lifestyle choices. We propose to annex and zone the approximately 80 acre property to the R-8 medium density residential district to accommodate a mixed -- a mix of single family detached homes, including an alley loaded product within the west part of the site, and an age restricted component within the east part of the site. Although R-8 zoning district is requested for the entire project, the differing housing products proposed will support goals 2.01.00 in the Comprehensive Plan, while avoiding the concentration of one housing type in the area. This community will provide the opportunity for residents to age in place as they transition from standard single family residential lots to smaller footprints with less ground to maintain in the age restricted portions. The preliminary plat encompasses approximately 3.3 acres and consists of 294 single family detached residential lots, 25 common open space lots and 15 common access lots, totaling 334 lots overall. The age restricted component of the project will consist of 65 buildable lots, where -- whereas the market driven standard single family lots will consist of 229 buildable lots. An existing home adjacent to McMillan Road at the northeast part of this site is proposed to remain. The home's existing access point to McMillan will be eliminated and access to the home will be provided via an internal connection within the subdivision. The property has been included within the preliminary plat and will connect to city services, along with the Jamestown Ranch Subdivision, upon annexation. Residential lot sizes range from approximately 4,952 square feet to about 10,500 square feet to provide a variety of housing types within the development consistent with the Comprehensive Plan. The average lot size, excluding the existing home, was approximately 7,064 square feet. The existing home will remain on approximately 76,888 square feet or 1.77 acres. In alignment with the Comprehensive Plan future land use map designation, the gross density of James -- Jamestown Ranch is 3.66 units the acre. The Creason Lateral is located along the northwest frontage of the property adjacent to McMillan and bisects the site. Traveling to the southeast and through the Quartet Subdivision. The Lemp Canal adjoins with the Creason Lateral along the property's frontage adjacent to McMillan and continues to travel south along Black Cat Road. We would like to request an exemption of Section 4 of the staff staff analysis, Item O of the staff report, from tiling the Lemp Canal along McMillan Road due to the size of the facility. The Lemp Canal would require at least a six -- excuse me -- a 60 inch pipe to contain it. City Council has regularly -- regularly granted -- granted waivers of this requirement to tile the Lemp Canal, which is consistent with the neighboring Bridgetower West Subdivision. In addition, ACHD has confirmed that we will not be required to relocate the Lemp Lateral from within their right of way and the Lemp Canal will remain

in its current position. We have coordinated with city staff and they are okay with this request. For these reasons we are requesting that the Lemp Canal remain open along McMillan Road. In accord with city code, Jamestown Ranch will utilize city services upon annexation. Water and sewer will be extended from McMillan Road south via the proposed main entrance of the development. We will coordinate with the Public Works Department to ensure that adequate public facilities are available to accommodate future development of the property. The property is within walking distance to the area's commercial center, including a Walmart, various restaurants, a hair salon -- hair and nail salon, a future convenience store, a preschool, bank, and professional offices, among other uses. The future Owyhee High School is located a little over a mile and a half to the west and Ponderosa Elementary School is about a mile to the south and Sawtooth Middle School is under two miles to the east. Recently the City of Meridian City Council adopted a 2022 fiscal year proposed budget, which included funds for the construction of Fire Station No. 8 to serve the northwest Meridian. The fire station will be built near a Owyhee high School and will provide another point in which emergency services will be sourced for the area. Exact timing of the design and construction of the fire station is to be determined, but should coincide with the proposed construction timeline of Jamestown Ranch. Currently Fire Station No. 2 is approximately one and a half miles to the southeast off Ten Mile between Ustick and Cherry Lane. With two potential fire stations available to serve the area, Jamestown Ranch Subdivision will appropriately -- will be appropriately situated should emergency services be required. The primary entrance road for the subdivision will be Grand Lakes Way, a collector roadway that will connect with the Quartet Subdivision to the south. The alignment and design of Grand Lakes Way has been coordinated and approved by ACHD in its current location. A second access point to Black Cat Road will align with an access point to Oak Creek Subdivision to the west. Three stub streets will be connected from adjacent subdivisions, two to the south and one to the east. Grand Lakes will connect with the collector proposed through the Quartet Subdivision, while Sunnyside will connect through the center of the subdivision. This street will be connected from the east to connect to Wheel Horse Street. We are proposing permeable pavers on the interior streets, except for the two collectors, West Grand Lakes and Quintel Street. Pavers will not only help to alleviate some of the challenges associated with the high ground groundwater present in the area, but will foster an exclusive high quality charm for the future residents. Local streets are proposed throughout the subdivision and will be improved to City of Meridian and ACHD standards. We would like -- we would also like to note that Item G under section four of the staff analysis, which states: ACHD is still -- is still discussing whether they will support this alternative. Since this application has been filed we have been coordinating with and are expecting approval on this proposal from ACHD shortly and we actually got that approval this afternoon. Jamestown Ranch will connect existing neighborhoods with planned transit corridors and will aid in increasing and safety and efficiency of pedestrian and vehicular traffic in the area. The project includes multiple pedestrian connectivity connections and pathways with the community and enhanced walkability residents. The city's ten foot wide multi-use path will be constructed along the project's frontage on McMillan Road and will continue to the subdivision adjacent to Grand Lakes Way. Jamestown Ranch offers an opportunity to connect adjacent existing neighborhoods to the east-west and pedestrian walkways and will connect north and south to planned and

currently developed subdivisions. Pedestrian connections will enhance walkability in the entire area and will contribute -- contribute toward fulfilling Meridian Comprehensive Plan Objective 2.02.01 by enhancing the quality of the connectivity by -- of residential planning in the area by linking subdivisions together and promoting -- promoting neighborhood connectivity. A traffic study -- or a traffic impact study has been submitted to Ada County Highway District and is currently under their review. Jamestown Ranch will be constructed in two phases as depicted on this exhibit here. The first phase will include the construction of a portion -- of a portion of the market rate standard residential lots and the entirety of the age restricted lots. An open space lot with age restricted portion, including clubhouse -- excuse me -- pool and pickleball court, a market rate open space lot, including clubhouse, pool, and a play area, access points to McMillan and Black Cat Road and a portion of Grand Lakes Way. The second phase will connect Grand Lakes Way and another stub street to Quartet Subdivision to the south, will connect a stub street to Bridgetower Subdivision to the east and will include the remaining market rate standard residential lots. development will be market driven. However, we anticipate construction to commence in 2022 and be completed in 2024. As mentioned, Jamestown Ranch will include an age restricted housing style community in the northeast part of the site and market rate standard residential lots for the remainder of the community. The age restricted portion of the community has been designed to cater a smaller house footprint with communal open space and a loop road to facilitate -- facilitate walkability and pedestrian scale. This part of the community includes five -- or, excuse me, ten alley loaded homes that will front on green space and we have opted to develop an age restricted portion of the community without a gate to integrate this area with the -- with the Jamestown Ranch community to ensure easy access for residents and visitors. The market rate standard residential lots vary in size and style throughout the remainder of the development. The majority of the standard residential lots are located on the west or south side of Grand Lakes Way, which creates a natural buffer between the age restricted community and the standard lots without any physical barriers. This will allow both sections to interact with one another, while maintaining an individual sense of place. Lots within Jamestown Ranch have been designed to complement the transition well to abutting homes and adjacent neighborhoods to ensure a cohesive community overall. As mentioned, connectivity will be continued through the subdivision with the completion of transportation networks as pedestrian pathways -- and pedestrian pathways. Jamestown Ranch will be an asset to the northwest Meridian by completing this undeveloped section with a consistent product type and neighborhood that will meld well with existing homes. Overall Jamestown Ranch contains 11.63 acres or 14 and a half percent of qualified open space as shown here. Each of the proposed areas within the development are detailed in our open space exhibit and demonstrate compliance with the city code. Two central parks have been included as focal points, gathering places for residents within the age restricted parts of the community and the standard residential lots. Both open space lots will include pools, clubhouse, seating areas and age restricted space will include pickleball courts. Pedestrian walkways are included within the central open space and throughout the development to allow for interconnectivity and easy access to amenities. Several pocket parks are included throughout the development in different phases to provide a variety of places for residents to re -- excuse me -- recreate or gather. All common space will be owned and maintained by the homeowners association. These

next few slides here are just typical elevations for your single family residential traditional type homes. There is a couple of the contemporary style, some farmhouse. The market rate standard residence lots within Jamestown Ranch will incorporate a variety of building materials and architectural styles. Homes will be complementary to the age restricted homes proposed in the northeast portion of the site and those can be shown here. the Walsh Group has -- excuse me. The Walsh Group -- I'm almost there. The Walsh Group will be designing and building homes in age restricted portion of Jamestown Ranch. The Walsh Group's flagship 55 plus active adult subdivision, the Village at Bungalows is located in Meridian with 74 single family homes on 12 acres. Luxury homes are mostly single level craftsman style homes with front porches, extra wide hallways, nine to ten foot ceilings, roll in showers, fireplaces, and a butler's pantry. The community features a clubhouse with a full kitchen, fitness center, and a yoga room. A central park and walkway path. The Walsh Group designed this neighborhood with community connections in mind and had a focus on maintenance free lifestyle with all yard, snow removal, sprinkler maintenance covered by the HOA. So, in conclusion we believe that the proposed zoning, preliminary plat -- annexation, preliminary plat, and zoning as conditioned with the exceptions previously -- previously mentioned, Items G and O under Section 4 of the staff analysis, will complement surrounding uses, fulfill the intent of the Comprehensive -- Comprehensive Plan and provide a unique combination of housing opportunities in northwest Meridian. We appreciate the time Alan and staff members have spent with us to help understand the steps needed to accomplish this project. Thank you for your time. I will stand for any questions. We also have members from the Walsh Group here that may help answer any that I'm not able to.

McCarvel: Okay. Thank you. Do we have any questions for the staff or applicant?

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: So, I may have missed it and I apologize if I did. How many homes are in the age restricted area do you know off the top of your head?

Jantz: Not off the top of my head.

Yearsley: Sixty-five? Okay. So, will the nonrestricted people -- homes be allowed to play in the pickleball and the pool area of the age restricted homes?

Jantz: That I'm not sure, but, like I said, I have the Walsh Group here that can probably help out with that question.

Yearsley: Okay. I would be interested to find that out.

Jantz: Yeah.

McCarvel: Do you have somebody here that --

Jantz: Yes.

Walsh: Madam Chair, Members of the Commission, my name is Ron Walsh. I live at 1485 North Eagle Creek Way in Eagle, Idaho. My son Nick and I comprise the Walsh Group. We will have a clubhouse and possibly a pool in the non-age restricted area, but our clubhouse, pool, and pickleball court will be limited just to the age restricted residents.

Yearsley: Okay. Thank you.

Walsh: As long as I'm up here, if you don't mind, I will give you a little pitch. We appreciate all the work that staff and all the city agencies have done in the -- certainly appreciate their approval of our plat. This is our second age restricted project and we will -- my son and I will do that, build those and market those and I wanted to tell you that through working through our -- our Village Bungalows on Ustick Road near Eagle we learned a lot of lessons with the help of Bill and staff and the city building department and we made a lot of changes in this -- this plat to accommodate those things. We learned side yard setbacks are wider. Lot widths are wider. Lot depths are deeper. Street widths are wider. We limited our alley load lots down and we built in the pickleball court. One thing Josh mentioned that I just wanted to clear up was the open ditch where Josh asked for a waiver, but we -- at the time that the staff report was done -- since, then, we have got word from ACHD that the ditches do not need to be moved and, then, we got a memo from -- staff city staff that they were in support of us not being required to tile those, because there is -- no one's tiled them all the way along here, we would be the first, and, then, the other one is the staff would recommend after the -- the report that we participate in micro paths throughout the plat and we have no problem with that. It was a great idea. We kind of had it implemented into our plat, but not to the degree staff would like to see. And the final thing is that roadway arterial with the S curve, that was a -- kind of a concept that we wanted to stick with, because coming out of Quartet is a much larger subdivision than ours, but coming out of there and going straight through us to -- up to McMillan we felt like it would just be a race track and probably not be healthy for our residents in there. So, I just want to thank you guys and appreciate staff's support. Any questions?

McCarvel: Any other questions for staff or the applicant?

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: The groundwater issues were one of the things that were mentioned in there and it looks like there is a pretty large collection area in the middle. Is that something that -- is that something that's going to be full year around or -- my concern here is if there is groundwater issues that's going to be stagnant water and we are going to have --

Walsh: Yeah. That's actually a -- there will be some overflow in that, but that's predominantly to fill out for pressurized irrigation, the pond, and all the groundwater is stored in -- under the pavers in the streets. So, it's just similar to Bridgetower to our east

and ACHD supported that and I think we actually have more capacity for groundwater than -- or for surface retention than we needed, because we went back and took the arterial out at the request of ACHD.

Seal: Okay. Thank you.

McCarvel: Any other questions for staff or the applicant? Okay.

Walsh: Thanks.

McCarvel: Madam Clerk, do we have anyone signed up to testify on this application?

Weatherly: We do not, Madam Chair.

McCarvel: That being said, is there anyone in the room or online who wishes to testify in this, but did not sign up? Come forward.

Watts: Yes. My name is Rachelle Watts and address is 4676 West McMillan Road and we are directly across the street from this development. I don't have problems with the zoning. What we have problems with is where the collector road is coming out. There have been several comments made about why that is. One of them said that the -- the resident preferred -- which is -- if you will notice up in the right-hand corner, the yellow there, that preferred to keep that property, if that connected through it would come very close to the shop that is located there, but it would connect. Another thing that was said was that they were conferring and asked the Ada County Highway District to ask for a variance, so that the collector road could be moved down further, because of multiple power and utility lines. There is one large power pole that is located there and I did submit -- I don't know if you guys can see it, but I submitted a written letter, along with some pictures. I don't know if you loaded that or -- no? But those pictures I took were from Google and it clearly shows the one power pole that is there. It does come very close to the edge of what the road would be to connect. The other thing they mentioned was the calming of the traffic. There are other ways I think that that could be done to curve through there, as far as the calming, and I know when the Quartet Subdivision was looked at it was specific that that Joy Street would go through and connect up with the collector on North Joy Street, which would be directly -- I wish I had a picture of it. But it would run very close behind that shop that's right there in the yellow. Okay? And it would connect through. And when I look at it, that does not totally obstruct Joy Street. It would be -- that one power pole would be on the edge of that road, but all the way down McMillan, when they put in those power poles, which we were living there when they put that in. We have been there 30 years. They have maneuvered around those. There are ways to do that to connect. Now as that growth continues, which if you look at, there is Daphne, there is Brody Square, there is now Pera Place -- those are all the ones that are surrounding us. Bridgetower West. I think It's Sunset connected in with that. That now flows on to the corner of Daphne and Joy Street and runs out to there. That traffic has increased. At some point that traffic will probably increase dramatically, particularly when you are talking about that many homes coming out onto the road. That is directly across the street

from our house and I have some real safety concerns with even getting out of our driveway where that subdivision is the only -- that -- that was the one entrance onto McMillan where they could go. They are not going to go down -- they could go up Black Cat, but they are not going to go down -- all the way down to connect into Bridgetower West, because that's the far distance. The majority of these are going to funnel out directly in front of our house onto that road. Now, also, I noticed in the information that was on the the public -- on your -- on the website for this hearing that there are things that are missing. I didn't see a traffic study. I didn't see the report from Ada County Highway District, stating that there was multiple, in their words, at least as far as the e-mails, that were between Alan and Bill that I saw in regards to the gal at the Ada County Highway District. I know I'm running out of time. So, that's why I knew it would take some more to do that. But those pictures to me convey that there -- that that connect collector street can be extended to Joy into the correct -- into the Joy that exists now on North Joy and eventually there is probably going to have to be a light there, you know. There is directly across from that home -- I think the reason that they want to keep this is they want to keep that home, they want -- that the main reason for this is they do not want that collector street running directly behind that property. Now, that property was owned by the James family and he passed away. It is unoccupied. It was stated that he wanted to -- Mr. James wanted to keep the son, who inherited, wanted to keep that as his residence. He does not live there. Nobody has occupied that since August of 2020 when Mr. James passed away. Now, he may intend to live there or one of his kids, which is probably why they want to keep that. I understand that. But, again, when we look at the growth all around us and what is happening, I didn't -- I think that that collector street where it comes out is not appropriate and I know that they are talking -- there is going to be a roundabout at the corner of Black Cat and McMillan, that that will -- and I will also tell you -- I know if traffic studies have been done, but as soon as Owyhee school opens -- massive increase in traffic. And Cole Valley Christian School is supposed to be going in down on the north side of McMillan also on the other side of McDermott. So, there will be increased traffic there. I just would like you to take into consideration what the Ada County Highway master plan states in regards to -- and not deviate from that. That I believe that that collector road for Joy Street can be maintained to connect with the other North Joy Street on the north side of McMillan. Okay?

Watts: Thank you.

McCarvel: Thank you. Anyone else in the room or online that wishes to testify?

Pachner: My name is Joe Pachner. I'm an engineer with KM Engineering. Sorry, I was a little bit late to the meeting. Highway 55 just got closed down. My address is 5725 North Discovery Way. I might be able to shed a little bit more light on the -- this road alignment. The first initial one was -- we have -- we have met with ACHD on numerous occasions to discuss their master plan, which shows a dashed line going up to Joy. One of the things that we are looking at with that is what's Joy's future development, because it kind of veers off. One of the biggest things that they came back with is when -- it's not a power pole, it is one of the power towers. It's one of the monster towers going up through there. Then we started looking at the separation between Black Cat, this

proposed collector, San Vito and the separations and what we are looking to do is get a more even distribution through there, so that we didn't -- if we moved it over to Joy the separation between San Vito and Joy is not that significant and it's -- you know, you get more -- you are -- what ACHD came back with is, you know, we are looking at about a thousand feet in between each one of these collectors, so it better fits the traffic movements and the traffic study proves that up. I just wanted to bring that to your attention and -- anything else?

McCarvel: Okay. Thank you. Anyone else in the room or online that wishes to testify? Okay. Would the applicant like to come back? No comments on anything? In that case can I get a motion to close the public hearing on H-2021-0074.

Lorcher: So moved.

Seal: Second.

McCarvel: It's been moved and seconded to close the public testimony on H-2021-0074. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

McCarvel: Thoughts? Concerns?

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: I think McMillan has some challenges because of those large power towers and being able to work around them. I understand the homeowner's concern for things kind of connecting perfectly aligned, but I mean without -- we don't have a picture of -- we just had a picture of the Jamestown Subdivision, so it's hard to see what's going on across the street. Like she had said, we just approved Pera Subdivision. I think Brody is going in there. It's going to be just more of the same. ACHD is going to have to do something in regard to traffic, because McMillan is still only, what, two lanes each way and you are introducing 294 new homes on top of for other subdivisions that are all going in at the same time.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: While I'm looking at the two areas and knowing that the age -- age restriction area has basically exclusive rights to the -- to that area and they there was a clubhouse and pool that's good -- that makes more sense as to why there is two of them. One of the things the applicant might want to consider is putting in a water park or a water feature, instead of a pool. I know there is mixed feelings on pools out there. So, they tend to be

good for some things, bad for others, and I think long term, you know, something of a water park, water feature, is going to last a lot better than a pool. One of the things I will say about the application is I think you have won the contest if you were trying to have one for common driveways. I think there is 12 of them in here. So, just for your information it's something that most people up here don't like to see in there and -- or to have it minimized. So, I would love to see this, if you go forward into City Council, it would be nice to see if you could get a little more creative and eliminate some of those, especially in that age restricted area. That's a smaller street, you got quite a few of them hanging off the end of that thing and, you know, we see the service trucks and anything that's going through those -- or trying to navigate those common driveways, it becomes a big hassle and kind of a pain to deal with for anybody trying to navigate those, much less with a service vehicle. On the canal, hopefully, with the -- I mean it sounds like the staff is in agreement with not tiling the canal. Hopefully you will take care to make sure that that -- since you didn't have to tile it maybe spend a little bit of that money that would have went towards that to beautify it, make it more of a walking path, more of something, you know, that people are going to be happy to be living out and, you know, that little bit of nature that's left out there. Other than that I mean it looks like a whole lot of houses in a little tiny area on some of the maps, but looking at the density and how it's just barely above the three per acre, I mean it is what it is, so -- but I think it's pretty well planned out. I wish the infrastructure was more built out to handle it, but, again, we don't control that. As far as the -- the intersection right there being moved on McMillan Road, you know, looked at some of the -- the frontage property there for the -- the residence that's to the -- to the south of this where the road will be coming out and I guess if the house was right on the road or something like that or there wasn't a lot of vegetation in there to mitigate, my main thing would be noise and lights especially. You wouldn't want light shining in your living room all day and night from coming in and out of here and it looks like there is a lot of vegetation in there that's going to mitigate that on its own.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: I'm pretty in favor of this project. I think the -- the issue with the collector actually might -- might help a little bit just in terms of offsetting where those congestion points are along McMillan, especially with it not being, you know, all the way built out perhaps. One of the things looking at -- from a usability standpoint for residents on the far east side is looking at possibly putting in a pathway -- micro pathway to be able to get to the amenities a little bit easier than having to walk to the south piece of -- you know, if you are in that cul-de-sac up by the yellow area and you have to walk all the way down and around, especially since the age restricted as its own, you are going quite a ways away to get to the amenity. So, if you can find a better cut path through there that would probably be something to look at doing. I think overall, you know, having as many amenities as you have and lining things up with the -- the other subdivisions that are going in and being able to work through that with them versus against them, it sounds like you all have worked through whatever issues needed to be done. So, I appreciate that and I would be okay with moving this forward.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: All I can say is I'm sure glad I don't live in that area and I -- it's not -- not you guys. I think ACHD kind of really messed up with that area. You have got four collector -- or are going to end up with four collector streets hitting McMillan and none of them are in the right location for a roundabout or some sort of a signal, so it's going to be a disaster through there, especially with the canal right next against the road. I just -- yeah. I would prefer to see Joy -- the collector tie into Joy and make that an area for a roundabout. I think that's -- you know, yes, you have to add in probably two extra towers to make that fit, but I think long term I think that would be a better fit. You are starting to see development hit Daphne Street, which is the one just above it and so you are going to have people wanting to dump out there to get to McMillan. So, I see Joy getting busier, because we just approved a subdivision just to the north of there that's dumping traffic out onto Daphne, so -- and, then, the other concern that I have is -- I actually feel that the nonrestricted age area is being underserved with open space. Yes, you are showing one subdivision, but you have got -- are you one pool -- but you have got one pool and a pickleball court for 65 homes, but yet you have got one pool and an open area for 229 homes. I think that's -- you are favoring the age restricted homes for -- over the others and so I think we should -- I think we should -- there should be more open space or more amenities on the 229 home spots. So, as Commissioner Seal mentioned, it's a lot of homes and a little space and so I would be in favor of adding a little bit more open space to the non-age restricted area.

McCarvel: I guess my -- that was the first thing I noticed about it, Commissioners, was the amount of common driveways and I know it takes out a lot, but I mean charge more for -- it makes a couple of nice big corner lots in there somewhere. I mean it -- that's a lot of backing up for the service vehicles and trash day, it's just on every corner -- it's just -- common driveways I thought were originally allowed to be more the exception than the rule. It just I just don't see how it creates for good neighbors. So, I just -- I -- I think that would be my biggest suggestion and I do agree, I mean with as many amenities that are here it is underserved a little in the nonrestricted and I'm not a traffic expert, but I will yield to those on the panel that are and I guess it would make more sense and more connectivity later on to be able to have that intersection line up with Joy. I'm not sure where that really leaves us for --

Lorcher: I know. Madam Chair. So, if truly a roundabout is going to be planned for Black Cat and McMillan -- I'm assuming ACHD approved your -- your collector streets off of McMillan already, knowing that that was going to happen, so they have -- they have to know that there is enough room to be able to make it there; right? Unless they think that's just a problem for another day.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: Kind of to answer some of that question, so, you know, right now I think McMillan and Black Cat is supposed to be a roundabout, but if you go just a half a mile to the west of there at the midblock they actually have a roundabout there already built and I think what they are trying to do is do roundabouts at the main, but also have a mid -- midblock round about and I think with moving the collector road over and not tying it into Joy, which one of those four collector roads that tie into McMillan do you put a roundabout and, you know, I just -- because I think -- I think Joy is going to end up being a collector street, as all that land gets pressured to redevelop. I mean you have got a lot of five acre parcels there that are going to redevelop because the development pressure is going to be big enough they would be stupid not to sell, you know. So, that's my only concern is -- is which one of those do you put a -- does ACHD put a roundabout on. So, that's why I like having to tie into Joy Street and -- and having that be a roundabout, so you actually have some decent access out on the McMillan.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I hadn't considered the roundabout aspect and the -- the way the traffic patterns are tied in there and Commissioner Yearsley brings up some good points, because we did just approve, you know, subdivisions that we will be using that as they spill out on onto there and I live very close to this myself, so I don't -- I don't kid myself in any way to think that Black Cat or McMillan are ready to handle anything along these lines of -- of the amount of traffic that's coming their way before they are even slated to be improved. I think probably taking into consideration anything we can do to improve that when they get developed is something that we should probably take serious consideration of. So, I would be more inclined to either continue it or deny it based on trying to get that Joy to line up the way that it, you know, honestly should, as well as some of the age restricted area. Like I said, the common driveway and there is just -- the instant I saw that it just looks like trouble. I mean there could be some creative ways to provide the micro path through -- like Commissioner Grove had brought up by eliminating that common drive -- the lot at the end of that driveway or eliminating that all together, shifting the whole thing over, whatever you would want to do in order to provide for Joy Street to line up with that subdivision. So, with that I'm -- I'm at a point of either supporting a denial or a continuance.

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: Well, one of the reasons why we denied one of the first ones we did today was because of the lack of infrastructure before, you know, more goes in. I think I would be interested in hearing more what ACHD has -- I mean if the street of McMillan and Black Cat aren't going to be approved for, you know, five or ten years, then, putting 294 houses, even with age restrictions in, and along with the four or five other subdivisions at Brighton already is working on in that same area, it's just -- I mean McMillan is going to be a parking

lot, whether you go to a school or or any other businesses going on there. I don't know anything about -- what did you call them? Common driveways? I don't think I have ever seen one, so maybe I need to get out a little bit more, but --

Grove: Madam Chair?

Lorcher: -- I have no comment on that.

McCarvel: Commissioner Grove.

Grove: I understand what Commissioner Lorcher is saying. I think the infrastructure piece for me is kind of apples and oranges on this one compared to the other one, just in terms of how much has already been approved in what's being planned and how it's being planned and what -- you know, where it's at in its lifecycle with -- in terms of development. I think we are -- we are completely different places. I would be probably in favor of doing a continuance and -- and having it conditioned around the redevelopment of being able to connect to Joy and I think as a few of you have pointed out, the amenities are great overall, but when we are looking at them for who they are intended for and where they are at, I think there is some room for improvement and I think if we are talking about realignment of the street that it's going to have to be addressed anyway, so kind of making sure that it is understood what we are looking for, so that we -- we give some direction on that.

McCarvel: And I guess I would add fewer -- way fewer common driveways.

Grove: Yes. Always.

Seal: Madam Chair, quick -- quick question for -- quick question --

McCarvel: I -- it sounded like your voice, but it sounds like it's coming from --

Seal: It's my ventriloquist act. Question for staff on the ACHD report that we are waiting on, is that a two-way communication that we can have with them as far as the concerns that we have as a the city, you know, looking at that intersection and how it aligns with Joy, so that they can take that into consideration into their report?

Tiefenbach: I can certainly e-mail Paige, who is the one that's working on this, and tell them what your concerns are?

Seal: Okay. I think that would be -- I mean if we do a continuation here I think that would be probably relevant to the report, because, again, I think Commissioner Yearsley brings up a really good point, so if they can speak to that in their report that's going to make, you know, a continuance worthwhile I think.

Parsons: Yeah. Madam Chair, Members of the Commission, more than likely won't get a roundabout. There is not one showing on the master street map that I have in front of

me. But alignment is always the preferred route for -- for staff and ACHD when it makes sense. So, certainly whatever you do this evening, Alan and I just request that whatever changes you want made to the -- to the plat make sure the applicant knows what those are and, then, brings back what you want to see.

McCarvel: You seem to have a line on --

Yearsley: So, I guess the big question is when do we want to have this date continued to I think is going to be the big question, because what we are asking is has all significant change and -- you know, I don't want to push it to next week or two weeks and not have enough time to at least address the issues in a perfect manner. Will we need to open it back up?

McCarvel: Alan?

Tiefenbach: Alan Tiefenbach, associate planner. Yeah. I agree. I mean we are talking about having to get a -- some pretty big design changes and having achd weigh in on them, so, you know, the next Planning Commission meeting isn't going to work. We are talking month or six weeks. I can't control -- and I can't control how quickly ACHD turns around the traffic part, especially based on some changes. So, it won't be -- it won't be quick.

McCarvel: I would say January 6th or 20th then.

Tiefenbach: January 20 would definitely give us enough time.

Yearsley: With the holidays in the middle of all that I -- I would almost recommend January 20th.

Tiefenbach: Yeah. We are going to lose -- we are going to lose a lot of time because of people being out and everything else, including staff, so --

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I move to continue file number 2021-0074 to the hearing date of January 20th, 2022, for the following reasons: So, that we can get a final ACHD report and that the city has time to communicate our concerns to ACHD and that we -- and that the alignment of the collector to Joy Street be something that can -- that they look out for -- yeah -- future growth and that we want to see a reduction or even possibly an elimination of the common driveways.

Yearsley: Madam Chair? Point of order. Can we -- do we need to reopen the public hearing first?

Seal: Oh, you're right.

McCarvel: Oh, yeah.

Yearsley: I apologize. It was a great motion, by the way.

Seal: Thank you. I will just rewind. Good point.

McCarvel: Do you want the motion to open as well or do we want --

Yearsley: I will motion to open the public hearing on this application.

Grove: Second.

McCarvel: It has been moved and seconded to reopen the public hearing on H-2021-0074. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

McCarvel: Commissioner Seal.

Seal: Okay. I move to continue file number H-2021-0074 to the hearing date of January 20th, 2022, for the following reasons: So, that they can get the final ACHD report and they have a chance to hear our input from the city planning staff. The alignment of the collector to Joy be strongly considered for the reasons presented in the Commission hearing this evening and that we see a reduction or possible elimination of the common driveways.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: Could we add in a condition for the open space and amenities to be better distributed through the non-age restricted areas?

Seal: And what Commissioner Grove said.

Yearsley: I will second that.

McCarvel: It has been moved and seconded to continue H-2021-0074 to the hearing date of January 20th. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

6. Public Hearing for UDC Text Amendment - Collector Street Setbacks in Residential Districts and Landscape Buffers Along Streets (ZOA-