

Seal: Second.

McCarvel: Do we have a second?

Seal: Second.

Holland: Madam Chair?

McCarvel: Commissioner Holland.

Holland: Commissioner Grove, I don't know if you want to add any comments in there with recommendations to the applicant to reconsider their concept plan when they bring it back for a couple of the items we discussed or -- I don't know that we need to necessarily, since it's just a concept plan, but I don't know if you want to note that to Council, so that way make sure it gets across.

Grove: I can do that.

McCarvel: You thought you were getting an easy one.

Grove: I know. I got one. Madam Chair, I would like to amend my motion to include Commission feedback on open space and shared -- or common drive recommendations as presented in this meeting. Is there another one? Commissioner Holland?

Holland: I think you could just reframe it to say that we would prefer the applicant go back to the drawing board on their conceptual site plan before it comes back for the pre-plan request. Maybe that's a good way to put it. And I will second that.

McCarvel: If you are okay with those words.

Grove: I like Commissioner Holland's wording.

McCarvel: It has been moved and seconded to recommend approval on H-2020-0111, Aviator Subdivision. All those in favor say aye. Opposed. Motion carries.

MOTION CARRIED: ALL AYES.

McCarvel: Thank you, Kristen.

McNeill: Thank you.

5. Public Hearing for Chewie Subdivision (H-2020-0120) by Kent Brown Planning, Located at 2490 W. Franklin Road and the Lot Directly North

- A. Request: Preliminary Plat for six (6) industrial lots on 43.87 acres of land in the I-L zoning district.

McCarvel: At this time we will open the public hearing for Item No. H-2020-0120, Chewie Subdivision, and we will begin with the staff report.

Dodson: Thank you, Madam Chair. Yes. The application before you is only for a preliminary plat. It is for six industrial lots being requested to be platted for ownership purposes. The site consists of 43.87 acres of land that is already zoned I-L, which is Light Industrial, generally located at 2490 West Franklin, but as you can see in the maps it's a quarter mile or so east of -- no, that's about a half a mile I guess east of Ten Mile and just off of Franklin Road. To the north is railroad property, just like the last one. North of that is R-8 and R-15 city residential. To the east is the West Ada School District bus barn and Republic Services transfer station and existing I-L zoning. To the south is Franklin Road and, then, south of that is undeveloped C-C zoning and west is also I-L zoning and that contains the new FedEx distribution center. The property actually has two future land use designations on it, mixed employment and -- what was the other one? High density residential. It's about 20 acres of the mixed employment and about 23 and a half of the high density residential -- high future land use designations for reference can be floated across parcels -- that it is not parcel specific. The subject site is located within the Ten Mile interchange specific area plan and, like I said, has two future land use designations on it. However, the property has had I-L zoning for decades. It was annexed sometime in the mid '70s and this zoning entitlement actually predates the Ten Mile plan. In addition, Lot 1 of the subdivision, which is approximately 30 acres, has already received administrative approval of a large e-commerce delivery station that will be operated by Amazon. This is a good point to note that that project and its site design is not up for review at this public hearing, only the submitted preliminary plat. Because of the existing zoning and entitlements, strict adherence to the Comprehensive Plan is not feasible -- in that sense strict adherence to the Ten Mile interchange specific area plan. The existing industrial zoning and approved delivery station align with the mixed employment future land use designation that exists on site. Also because of the existing entitlements and zoning staff believes placing a high density residential project on the site would not be in the best interest of the city, as it is shown on the future land use map. The city should be getting this high density residential further to the west as part of the Gateway At Ten Mile project that we received approval from -- or we gave approval for last year. Despite not being able to strictly adhere to the Ten Mile plan, staff believes the proposed project generally complies with the Comprehensive Plan and those specific policies were outlined within the staff report. All proposed lots meet the dimensional standards for the I-L zoning district and access is proposed -- proposed via a new collector street extension from Franklin Road shown as north of New Market Avenue here, which will align with the New Market Avenue on the south side as part of the Ten Mile Crossing Ten Mile Center with 17 DAs to the south. The New Market is proposed to continue into the site and, then, head east and west as an extension of West Fred Smith Street, which already exists on the FedEx site to the west. As discussed, the applicant has already received CZC and design review approval for the new delivery station, which is 141,000 square foot warehouse. Yet that administrative application triggered the TIS and, therefore, this plat does not include the TIS. However, because the road extension and overall road layout circulation element of this area are the main issues of this project, I have included the main points of the TIS and ACHD comments, as well as analysis on the existing access

points. The new collector street that is required to be constructed with a delivery station will have access to Franklin in two places in the future. The noted New Market Avenue here and further to the west Wayfinder Avenue. This offsite connection, the Wayfinder Avenue one, is not yet constructed and the timetable for when it will be is currently unknown, as the adjacent projects, FedEx and Gateway At Ten Mile as discussed -- so, FedEx is here on this parcel. This parcel here is the Gateway At Ten Mile. They do not include parcels that directly abut Franklin and, therefore, they cannot construct the required right of way. So, that would be these parcels -- I lost my cursor. There we go. These parcels here. So, these are still county parcels and, therefore, they cannot construct this collector street segment and connect to Franklin. The TRS did not include estimated traffic from -- oh, I guess, first of all, because the Wayfinder Avenue access is not constructed, all traffic from this site will go through the New Market Avenue connection to Franklin. TRS that was submitted with the CZC for the Amazon delivery station did not include estimated traffic from the additional industrial lots along Franklin, because no end users are currently known. Future developments should be monitored to ensure that the allowed trip count on one access for a collector street, which is 3,000 daily trips, is not exceeded without constructing the additional access point and right of way to Franklin further to the west. This may limit future development until such time the second access is constructed and the applicant is aware of this. In addition to the traffic volumes produced by the delivery station, the applicant's TIS did include traffic from the West Ada School District bus barn and the Republic Services transfer station. Because they should also access the new east-west collector street and the new signal at New Market and Franklin. The existing private road for West Ada School District and Republic Services is an exit only access to Franklin and cannot be closed with this application because it is not a part of this property or application. In addition, the city cannot force them to use this new collector roadway once it is constructed, because they already have their entitlements and zoning. However, this applicant and representatives from both West Ada and Republic Services are working on a binding agreement to close this exit only private drive and utilize the new collector street. So, this is the new private -- or the existing private as noted and they are working together to have access here and share the access. Not only share it, but also enter into a cross-access and maintenance agreement to maintain that collectively and not put it fully on this applicant. Staff is very appreciative of this work being done by the applicant and the other outside agencies, as, again, I noted that we cannot require that, because they are not part of this application. To help ensure that this access can occur for all parties involved, ACHD recommends constructing this segment of West Fred Smith Street as a private street east of the intersection of East -- East -- or West Fred Smith Street and New Market Avenue, constructed as a private street instead of a public road. This recommendation is being made because this segment of the collector roadway is over 150 feet in length and would require it to be terminated in a temporary cul-de-sac near the eastern property line, which would take up a lot of usable industrial space. Staff agrees with ACHD's recommendation to construct a short segment as a private street, instead of a public road. For that reason and also because this collector roadway did not expect to continue further east as a public road due to the existing industrial development already discussed and chances are this is not going to be developed anytime soon, so the chances of this continuing as a public road and, then, having a temporary turnaround would more than likely end up being a

permanent turnaround. As noted, the applicant, West Ada, and Republic Services should also enter into a cross-access and maintenance agreement for this segment of the private street to ensure that there is shared costs with the maintenance and use of this access. Other than the road extension and access points discussed within the GIS, the submitted plat and landscape plan show existing accesses to West Franklin still existing. They are roughly around here. This does not align with code and they will have a lesser classified streets to take access off of. So, these accesses should be closed. In addition, this lot here is not part of the project as noted here and this plat surrounds it. They have -- it contains an existing home that is legal nonconforming in the I-L zoning district and this home currently utilizes Franklin as their access. Again, because it's not part of his application we cannot require them to close that, but this applicant is required to provide a curb cut for this property along the new collector street, so that when this outparcel does redevelop it will have access to the collector, instead of Franklin. The submitted plans do not show access being provided to this parcel and this should be corrected prior to final plat submittal. I do recommend approval of the subject preliminary plat with the conditions listed in the staff report. As of this afternoon there was no written testimony. So, I will stand for any questions.

McCarvel: Okay. Thank you. Do we have any questions for staff? Okay. Seeing none, would the applicant like to begin? Okay. Can't -- you are on our side, but you need to unmute.

Brown: How about that?

McCarvel: There we go.

Brown: Does that work?

McCarvel: Yes, we can hear you.

Brown: Okay.

McCarvel: And see you. Thank you.

Brown: This is pretty simple. It's just a straightforward subdivision with existing industrial. Joe's covered how the accesses and the collector road work. Our New Market, when it comes out, it's a signalized intersection, which makes it better for everybody to enter and leave out of the -- out of the site. Our intent is just subdividing and trying to get this done as quickly as possible to help the construction of the existing building or the proposed building that's underway on the site. I can stand for any questions.

McCarvel: Any questions for the applicant? Okay. Hearing none, we will move -- Adrienne, do we have anybody signed up to testify on this application?

Weatherly: Madam Chair, we do not.

McCarvel: And is there anybody on Zoom currently or in Chambers that would like to testify? Okay. Hearing none -- and, Mr. Brown, I'm assuming you are not wanting to make any other comments?

Brown: That's correct. We are in agreement with the conditions and --

McCarvel: Okay.

Brown: -- that's all I have.

McCarvel: I will ask the Commission one more time if they have any other questions for you or if somebody would like to make a motion to close the public hearing.

Holland: So moved to close the public hearing.

Grove: Second.

McCarvel: It has been moved and seconded to close public hearing on H-2020-0120, Chewie Subdivision. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: ALL AYES.

McCarvel: Any first comments or do we want --

Holland: Madam Chair?

McCarvel: Commissioner Holland.

Holland: I will just jump in. I think it seems like a fitting use and a -- I'm approved for -- I said I wasn't going to have words for it, so I can't come up with words. I think that this looks like a good proposal and I would agree with staff's recommendation that putting high density housing between the FedEx shipping center and what's in there would be kind of a clunky use. So, I would much rather see this stay industrial and I think it's a -- a good layout. There is definitely a need for more industrial land in Meridian and this will create some better shovel ready properties that they can help market to get some good users in there. So, I'm in favor of it and I think they have done a lot of work with staff on the roadway. So, I appreciate how much they have presented to us on that.

McCarvel: Any other comments? And I appreciate -- oh, go ahead.

Grove: I'm sorry. I just echo everything that Commissioner Holland said. I think anytime we can increase the industrial footprint in our city is -- where it makes sense it's good to do it. We don't have a lot of it and this seems like it makes sense to keep up with what's surrounding that area already.

McCarvel: Yeah. I appreciate all the property owners around and working together to do those easements on the road -- the east-west collector roadway. They are shown in green. I think that makes a lot of sense to not use up that space on a turnaround that's not going to be needed. Yeah. Any other comments or motions?

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: About the only concern I have is the 3,000 vehicle trips per day and that's -- I mean it's going to be FedEx and Amazon and stuff like that, but, hopefully, that's -- it doesn't turn into an issue. You know, with Amazon right next to FedEx that is going to cut down somebody's trips for sure, so --

McCarvel: Yeah. Correct me if I'm wrong, but did they say it -- with what's going in there now they weren't concerned about it, it would be when those front parcels get developed they thought that would be the tipping point --

Dodson: Madam Chair?

McCarvel: -- on the -- yeah. Go ahead, Joe.

Dodson: Thank you. There is a couple things there. So, the TIS estimated 2,400 and that included West Ada School District, Republic Services, and, then, the Amazon facility. It did not include the FedEx numbers, because FedEx has their temporary driveway as shown here and, then, when the Wayfinder access gets constructed, you know, it would be -- it would waste their time to go all the way down further east, rather than they could use the access here. So, FedEx should not be using this New Market Avenue and this is the intersection that the 2,400 trips counts is being generated from within the TIS, so -- but to your other point, yes, as more industrial users come up along Franklin those may be limited depending on what those uses are.

McCarvel: Okay. Thank you.

Dodson: You are welcome.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I will just make a motion here. After all applicant and public testimony I move to recommend approval to the City Council of file number H-2020-0120 as presented in the staff report for the hearing date of February 4th, 2021.

Holland: I will second.

McCarvel: It has been moved and seconded to recommend approval on H-2020-0120. All those in favor say aye. Opposed. Motion carries.

MOTION CARRIED: ALL AYES.

6. Public Hearing for Human Bean (H-2020-0125) by A&C Ventures, LLC, Located at 3285 W. Nelis Dr.

- A. Request: Conditional Use Permit to allow expanded business hours for a drive-through coffee shop.

McCarvel: Next we will open the public hearing for item H-2020-0125, Human Bean. We will begin with the staff report.

Tiefenbach: Can you hear me and see my screen, Planning Commission?

McCarvel: We can hear you, Alan, and we can see your screen.

Tiefenbach: Terrific. Thank you very much, Madam Chair. Good evening, Madam Chair, Members of the Planning Commission. This is a conditional use to allow a drive-through coffee shop to operate between the hours of 5:00 a.m. to 10:00 p.m. The size of the property is roughly a little bit bigger than a half an acre. It is zoned C-G. You can see the little blue box here. I'm sorry, but it's kind of blurry.

Seal: Alan?

Tiefenbach: Zoned C-G. It's located at 3285 West Nelis, which is northwest of the West Ustick, North Ten Mile intersection.

Seal: Hey, Alan?

Tiefenbach: To the north is zoned R-8, although that's a little misleading. That's actually an Idaho Power substation. To the south down here is zoned C-G, which --

McCarvel: Alan?

Seal: Madam Chair, yeah, we need to fix Alan's -- we can't -- can't quite understand. It's not coming through.

McCarvel: Alan, it's a little warbly --

Tiefenbach: Are you not seeing or not hearing?

McCarvel: No. It's a little warbly on your sound, but I'm not sure -- to me -- I'm not sure if it's your sound or -- it looks like city clerk might be trying to connect to audio again and I'm wondering if that's causing interference.