

**Public Hearing for Springday Subdivision (H-2024-0069) by
Engineering Solutions, LLP., located on the North side of W. Ustick
Rd., 1/4 mile West of N. Black Cat Rd.**

- A. Request: Annexation of 40.84 acres of land with an R-8 zoning district.
- B. Request: Preliminary Plat consisting of 172 buildable lots and 20 common lots on 38.56 acres of land in the R-8 zoning district.

Lorcher: Commissioners, are we still good to keep going? Okay. Give me a second here to get my notes back together, because I went out of order. Okay. Item No. 8 is Spring Day Subdivision, Item No. 2024-0069 for annexation and preliminary plat located on the north side of West Ustick Road, a quarter mile west of Black Cat and we will begin with the staff report.

Allen: Thank you, Madam Chair, Members of the Commission. As you mentioned, the next applications before you tonight are a request for annexation and zoning and a preliminary plat. This site consists of 40.84 acres of land. It's zoned RUT in Ada county and it's located approximately a quarter mile west of North Black Cat Road on the north side of West Ustick Road. The Comprehensive Plan future land use map designation is mostly medium density residential, which calls for three to eight dwelling units per acre and that consists of 36.6 acres of the site and another 1.8 acres is designated for office uses. The applicant is requesting -- oh, excuse me. I'm not sharing my presentation. Give me just a moment here. Alrighty. There we go. Sorry about that. The applicant is requesting annexation of 40.84 acres of land with an R-8 zoning district for the development of 172 single family residential homes at a gross density of 4.43 units per acre, which is consistent with the net -- excuse me -- with the density desired of three to eight units per acre in the medium density residential designation. Although a portion of this property is designated for office uses, no office uses are proposed due to the location of the collector street through the property, which after right-of-way dedication only leaves about .65 of an acre, which the applicant states isn't large enough to develop as such. There are mixed-use designated properties directly to the south that could accommodate some of the office uses planned for this area. The Wardle outparcel at the southwest corner of the site will likely be converted to -- or redevelop with an office use in the future. For these reasons and because future land use map designations are not parcel specific, the applicant requests the adjacent abutting medium density residential designation apply to the office designated portion of the site. At the request of staff the annexation boundary includes the adjacent 2.26 acre property to the east owned by the Bureau of Reclamation where the Eight Mile Lateral lies. The preliminary plat does not include that property. A preliminary plat is proposed as shown consisting of 172 buildable lots and 20 common lots on 38.56 acres of land in the R-8 zoning district. The average residential lot size for the proposed development is 5,546 square feet, with a minimum lot size of 4,600 square feet and a maximum lot size of 9,317 square feet. A phasing plan was submitted as shown there on the plat that depicts six phases of development. Access is proposed via one collector street connection to Ustick Road at the southwest corner of the site, which

stubs to the northern property line for future extension in accord with the master street map. A stub street is proposed to the west for future extension and interconnectivity. An emergency only access is proposed on the eastern portion of the site via Ustick Road. A 35 foot wide street buffer is required along Ustick Road, designated as an entryway corridor. A 20 foot wide street buffer is required along the collector street, landscaped in accord with UDC standards. Open space and site amenities are proposed in excess of the minimum requirements. A minimum of 5.78 acres or 15 percent is required. 8.5 acres or 22.04 percent is proposed. A minimum of eight site amenity points are required. A total of 29 points are provided as follows from each of the required categories. The quality of life, the applicant is proposing a picnic area on a site of 5,000 square feet or greater in size. A dog park and two dog waste stations. From the recreation activity area category two paved sports courts are proposed, a swimming pool, and swimming pool changing facilities and restrooms. From the pedestrian or bicycle circulation category multi-use pathways are proposed. And that is along the east and northern boundaries of the site adjacent to the Eight Mile Lateral and, lastly, multi-modal category, the applicant is proposing enclosed bicycle storage. A variety of conceptual building elevations were submitted and there is quite a few of them, so I will just kind of scroll through them here. And they represent the quality of future homes planned in this development. The final design of single family attached units are required to comply with the design standards listed in the Architectural Standards Manual. Single family detached units are exempt from design standards. Water service is available to this site. Sewer service is not available and will need to be extended from its current location north of West Ustick Road and North McDermott Road approximately 1.1 miles to the site. Approval of the subdivision sewer system is contingent upon the submittal and approval of plans to serve the proposed development. While the extension of sewer infrastructure in this area is included in a city project scheduled for 2028, the developer is seeking to partner with the city to accelerate the timeline contingent upon securing entitlements for the property. Because the city does not support annexing and titling property for development without a timely plan to extend municipal services, staff recommends that approval of the project be contingent upon both the city's and the developer's mutual intent to enter into a cooperative agreement to extend sewer service to the property ahead of the city's scheduled infrastructure project. This agreement should be executed within six months of the approval of the findings for this application and prior to the adoption of the annexation ordinance, which would formally incorporate the property into the city. In the absence of such an agreement the property would not be annexed. Several letters of testimony have been received on this application from the public and they are included in the public record. Staff is recommending approval with the requirement of a development agreement, including a provision as previously noted that the applicant enter into a cooperative agreement with the city within six months to extend sewer service to the property or the property will not be annexed. Staff will stand for any questions.

Lorcher: Would the applicant like to come forward?

McKay: Thank you, Madam Chair. I'm Becky McKay with Engineering Solution -- Solutions. Business address 1029 North Rosario, Meridian. I'm representing Toll Southwest, LLC, and MFRE River Jordan Mink Ranch North, SLCC, on the application.

I'm just trying a tongue twister. We have applications before you this evening for annexation and rezone, preliminary plat and a development agreement for Spring Day Subdivision. The property is located, as Sonya indicated, north of Ustick and just east of McDermott Road. The property consists of two parcels. The primary parcel is approximately 36.67 acres and, then, there is a second parcel that's 1.89 acres that is currently owned by Morris and Dixie Rambo Trust. Pull over here. So, as you can see this is an aerial overview of the property. Go to find my cursor. There I am. So, the property boundary comes down like this. This is an outparcel here that's owned by the Wardle family and, then, the boundary for the subdivision, the annexation comes around like this. To give you a little bit of history of the property, the parent parcel was 40 acres and in Ada County under the D-1 zone they allowed for a one time split of the property. So, this parcel was legally split off under Ada county and, then, subsequently in 1979 or -- no. Later than 1979, sorry, this parcel was split off. This particular division was an illegal division of the property. So, in meeting with the staff on our pre-application conference they indicated to us that this parcel needed to be included in our annexation and part of our preliminary plat to legalize this parcel, which is owned by the Rambo Trust. The Eight Mile Lateral comes across Ustick and, then, it goes up our east boundary and, then, along our north boundary. What's before you this evening is, obviously, an annexation and rezone from rural urban transition to R-8, which is medium density residential. We -- we propose 172 residential lots and 20 common lots. To the east of us is Birchstone Creek Subdivision located here and, then, this vacant parcel that you see here is owned by West Ada School District for a future elementary school site. South of us is Trisha's Way -- or Trisha's Subdivision, sorry, and Jayden Village. So, obviously, this -- you know, this property is a continuation of the existing growth that is in this area. Just south of us is the Linder Road church. They own this parcel and that is zoned C-C and, then, this parcel here to the south is owned by Endurance Holdings and is anticipated and designated for multi-family. Switch over. Your Comprehensive Plan has this designated as primarily medium density residential, the density of three to eight dwelling units per acre and encourages a variety of attached, detached single family dwellings and, then, there is a small sliver of office in your Comprehensive Plan that comes across -- it's basically coming across to the proposed Durango Subdivision that's located on our western boundary and, then, it comes across the -- the parcel owned by the Wardles and just a little bit of it comes in and encroaches into our development. So, what we are asking for this evening is that the property be considered under the medium density residential designation, because what -- what designation of offices on this parcel is minimal and it's just really not viable for us to try to incorporate something that small. We have been coordinating with the Durango Subdivision over here on our west boundary -- and let me scroll here. So, in the ACHD master street plan, Ustick Road, obviously, is designated as a principal arterial. It is intended as a five lane arterial. They will be rebuilding it to the five lane as designated in the master street plan in 2027 and, then, we are at the mid mile. There is a mid-mile collector designated on the master street plan. It comes up from Ustick and, then, goes up to our northern boundary. Then there is Apple Valley Subdivision that is located just north of us and they have unopened right of way along their eastern boundary and, then, when I did Oak South we brought -- and we brought a collector from McMillan and we brought that collector across Five Mile Creek and, then, it comes in through Aegean Estates and it will link into what is called the

Quenzer property, which there are no development plans at this time that is due north of this project. It's not wanting to scroll, Sonya. Frozen. As you can see this is the parcel owned by the Wardles. We are required to provide them access from our collector roadway Avelino and, then, we have an open space here to the north to the Durango Subdivision. We have coordinated with them. So, they will connect to our collector roadway and have an extension here. We do have an emergency vehicle access that would be temporary out to Ustick, but depending on, obviously, the schedule of the subdivision to the west, then, we may not need that -- that emergency vehicle access. We have two common drives within the development. There is one located here in the northwest corner and one located in the southeast corner. Staff has indicated in their staff report that we have four lots on one side of this common drive, which the ordinance only allows you to have a maximum of three on one side. However, the staff wants us to extend our roadway to the east and connect to a stub street that is in the adjoining subdivision. So, we did have a pedestrian pathway, a common lot, then, our common drive, so it is our intent to extend this roadway across and over and connect to that stub street to the east. With the Eight Mile Lateral I have worked with Greg Curtis at Nampa-Meridian Irrigation District. He has jurisdiction over that, even though on the assessor map it says Bureau of Reclamation. It's been turned over to Nampa-Meridian. Greg has asked us to enter into a license agreement with the district that we will provide 36 inch RCP pipe and, then, the Eight Mile Lateral all along our east boundary and north boundary will be piped during the non-irrigation season and Nampa-Meridian will install the pipe and build the boxes if we supply the materials. According to Greg he thinks it -- for safety purposes he does not want an open lateral next to a future elementary and they have a lot of issues when we have a lateral backing up to our lots. So, Sonya indicated the property is 38.56 acres. We have 172 residential lots, 132 detached single family. Those lot sizes range from 4,950 to 9,126. We do have an average lot size of 5,475. To provide some diversity within the project we have 40 duet lots, 20 are alley load, 20 are front load. They range in size from 4,400 square feet to 7,653, with an average lot size of 4,846. Our overall gross density is 4.46 and as indicated with the medium density designation on the Comprehensive Plan land use map, it recommends three to eight. So, we are not pushing that envelope like the project that was before us. We have 20 lots -- or 20 common lots. Of those 20 common lots we have 8.16 acres of open space, which is basically 21.16 percent, which far exceeds that requirement within the code. That does include the local street buffers, which are eight feet in width. We will be having a swimming pool facility with parking, two sports courts, two pickleball courts, picnic shelter. We will have a 14 foot multi-use pathway along the piped Eight Mile Lateral on the north and the east boundaries, along with extensive internal pedestrian pathways that link the project from north to south and east to west. This kind of shows you the -- the landscape plan. You can see here is a corridor where that pathway is going north to south and, then, connecting to the 14 foot multi-use pathway that's along the Eight Mile Lateral. That will be a multi-use pathway, because it will be used for maintenance of the Eight Mile Lateral for Nampa-Meridian Irrigation District, but will also be available for pedestrians and bicycle traffic. Along Avelino, the collector, we are required to do ten foot sidewalks detached both sides. So, it is -- will be what they call an MUP under Ada County Highway District with a 26 foot travel way. This kind of shows you the southern area. We do have some alley load lots. So, with our -- with our attached product we have a combination of

20 alley load and we have a combination of 20 front load. Those are right here along that Ustick corridor. And as you can see we have pathways -- micro paths that are coming to the south linking up to the central amenity that is located there. Oh, I thought it was me echoing. This kind of gives you an idea of the duets. We do not have any townhomes in here. We have detached single family dwellings and, then, the alley load and front load duets. Here you see the -- the alley load duets. Here you see an example of the front load duets. These are examples. Obviously, when the project gets rolling, you know, new styles come forward and so forth, so these, obviously, are subject to change, but as far as the quality of the homes they will be consistent with the elevations that I'm providing you. Here is -- is alley load and, then, front load product. The single family dwellings we have like the Briar collection. Kind of shows you on the smaller lots they are -- they are single story with two car garages. Then we do have some two-story with two car garages, bonus rooms and, then, on some of the wider lots we may have like a three car garage. This gives you a little better perspective. Obviously, we are incorporating the modulation that's required under the architectural standards. Different types of masonry and siding to give it some diversity and articulation, so that the curb appeal of the homes meets the expectations of the architectural standards of Meridian. Here is the Juniper collection. They have the farmhouse style. They have more modern styles. So, we are looking to have a variety of homes in here that -- that obviously will complement this area. The lots in here -- we have 45 to 55 foot wide lots. Our depths range from 110 to 115, so that kind of gives a little bit of diversity. The duet lots they are on the alleys. The alleys will be 20 feet in width. They will be ACHD alleys. We have 40 foot wide lots in the duets and, then, 110 to 117 feet. So, we do compensate for the narrow width with a little bit more depth. Let me wrap quick. So, water -- a 12 inch water main is available on Ustick Road -- are you beeping me? I'm kidding. So, we -- a 12 inch water main is in Ustick Road. The sewer is north of us in McDermott. It will require an extension of a 30 inch sewer trunk for approximately one mile. We have been working with the Public Works Department on, obviously, making that happen and entering into a cooperative agreement. We have read the staff report. We are in agreement with all conditions of approval and I will stand for questions.

Lorcher: I do have a couple of questions. So, you mentioned directly to the east of this project is West Ada School District.

McKay: Yes, ma'am.

Lorcher: And so your private street at the -- at the southern -- the southern -- southeast corner right now is a private drive, but you are going to turn that into a collector.

McKay: We will turn that into a public street.

Lorcher: A public street.

McKay: So, it will be a local public street.

Lorcher: Okay. And, then, how far -- will it go all the way to the end? And the only reason I asked is because I remember when Owyhee Storm was being built and there is a developer who has property on the other side, there was a big contention of who was responsible for creating the street to the school district. The school district argued that, you know, we want the money for the school, we don't -- you know, we want the developers to help provide some of the infrastructure. So, the road that you are going to put in is -- is going to go up to the outside of the school boundary area; correct?

McKay: Correct. So, right now if you look at this aerial map there is an existing local street that comes through that Birch Stone Subdivision and, then, they have a temporary cul-de-sac. Then the school boundary is right here. So, what staff has asked us is to eliminate the common drive, eliminate the ped path and the common lot and take a local street, come across that Nampa-Meridian lot where they are going to pipe the Eight Mile Lateral and make a connection here. Then that would provide for a secondary access for that school, so they are not limited to one sole access to Ustick Road and it would not be at the expense of West Ada School District.

Lorcher: Okay. For full disclosure, I live to the west of this about a half mile down. I have no financial interest in this property. I will tell you that the Armfield family was the homesteaders. They were a pretty scrappy bunch, so it doesn't surprise me that they illegally divided their property to have them all live at the same place. So, you know, I have some affinity for those old houses, because they are historic houses. They have been there since probably the early 1900s. But I understand they are just going to be removed completely.

McKay: Madam Chairman, there are two homes on this Rambo Trust property. One home was built in 1900. You are correct. Two-story home. The other home was built -- I don't know -- 1950. It is their intent to retain this parcel and those homes and that is the very last phase.

Lorcher: Okay. So, right now the two homes that are on that parcel remain.

McKay: They will remain until such time as the Rambo Trust agrees to be platted as our last phase. So, everything is kind of -- you know, we have our own independent phasing and, then, we have -- obviously, they -- they have to be platted at some point in time.

Lorcher: Right.

McKay: If they choose -- right now we have multiple lots showing how it would redevelop, but, obviously, they could choose to just be platted as two lots with a road on their north boundary. If they end up deciding let's just keep it the way it is and retain the home.

Lorcher: Okay. Thank you. One final question and I will let the Commissioners talk, since I'm being kind of stingy here. Why now, when there is no sewer infrastructure until 2028?

McKay: So, that's -- that's a good question. So, in the city's sewer master plan they have that in to be budgeted for in 2028. However, the problem is with ACHD rebuilding Ustick from Black Cat to the McDermott bypass in 2027, then, that's going to shut out the ability to extend it down Ustick.

Johnson: Becky, will you pull the microphone to you? Thanks.

McKay: So, in our conversations with the city engineer Warren Stewart, the city typically does not participate in the extensions of these trunks. They are at the developer's expense and the city may have them in their master plan where they are going to build them at a specific time. The city is determined that it is in the city's best interest for a cooperative agreement between the developer and the City of Meridian to get it extended prior to 2028 and get it pulled down McDermott and, then, east in Ustick before Ustick is built as five lanes, because, obviously, there is nothing worse than a brand new five lane principal arterial being torn up a year later and this sewer is deep. It's a 30 inch. It's a large sewer coming down McDermott. It's a ten inch coming down Ustick. So, by approving this project, obviously, it's a continuation of existing growth. We are not jumping out into no man's land. We are willing to accept the fact that we will participate in this sewer, which is very expensive. My clients have already had JUB Engineers, who is -- who do the Meridian master plan -- design this sewer. So, the sewer is already designed from where it is south of Five Mile Creek and, then, all the way to the subject property.

Lorcher: All right. One more. I need a visual. Okay. So, you got Ustick. You got the bypass -- McDermott bypass. And just west of the bypass ITD is doing Highway 16. So, is your sewer going to come down McDermott bypass? Because, otherwise, you are going to be tearing up everything that ITD is putting in right now for the entry of Highway 16. Madam Chairman, the -- the sewer in the master plan is not planned to come down the bypass. It is planned to come down McDermott.

Lorcher: Old McDermott Road?

McKay: Yes. Old McDermott Road.

Lorcher: Okay. So, with that in mind I -- again, ITD right to the west of your property, as of today they are putting a road in -- concrete -- I don't know if it's asphalt or concrete. They just -- all I hear is machines back and forth -- as the entryway to Highway 16. So, what you are telling me is that you are going to rip all that up to be able to put the sewer back in?

McKay: So, Madam Chairman, what -- Warren Stewart contacted the ITD project engineer asking if we could go in -- because they will be doing work at the intersection of Ustick --

Lorcher: Right.

McKay: -- and McDermott and asked the ITD if the city or us could put in a manhole and get the sewer in there before they pave over it and ITD said no.

Lorcher: Yeah. Because they are going to do it in the next --

McKay: They are not -- they are not being cooperative.

Lorcher: Okay.

McKay: They are not being cooperative, even though the city engineer asked them can -- can we get this in now, we -- we have -- we have construction plans. These construction plans were approved years ago and, then, they were -- they were redone based on new conditions and they were told no. So, we are working with -- obviously it is our intent to try to get utilities in prior to improvements, but in some instances it's impossible.

Lorcher: But you are willing to take on those expenses?

McKay: And that would be -- that would be a burden we would have to bear. Yes, ma'am.

Lorcher: Commissioners, do you have any other questions for Becky at this point before we take public testimony? All right. Thank you very much. Mr. Clerk, do we have anybody signed up to testify?

Johnson: Madam Chair, we do. Shawn Wardle.

Lorcher: Hi, Shawn. If you can state your name and address for the record that would be great.

Wardle: Thank you. Shawn Wardle. 2239 East Griner Street, Meridian, Idaho. Here representing John and Cheryl Wardle that live at 5600 West Ustick Road. Thank you, Madam Chair, Members of the Commission. Appreciate your time tonight. I'm here to talk about a couple things, the first of which is the mid-block node. So, in Meridian's Comprehensive Plan we have got office on the north and we have got intended commercial on the south up and down Ustick Road where we see a couple examples of that and so one of the -- one of the reasons for that is there was always planned within ACHD's plan a -- a light at the mid-block to make those uses viable and I saw in the staff report that there was a -- that if a light would come here at the mid-block collector that it would somehow conflict with the light at McDermott Road. So, if -- if you wouldn't mind having staff address that particular issue, whether there would be a light here or not. The -- the applicant talks about access to -- to the Wardle parcel. We -- we would like to know what kind of mechanism that would be, whether it's a cross-access agreement. Obviously the parcel will redevelop and we understand that, but would like to understand a little bit more of that. Does that come with the city's to and through utility policy or how -- what is the mechanism there? So, if they could address that. And, then, if you -- if you look at the -- the aerial here I would like to point out that there are two actual accesses to use Ustick Road from the Wardle parcel. There is an access directly which -- which would

border the new proposed collector road. Then there is a driveway access and, then, to the west there is a neighboring access and so there will be -- if -- if -- if approved there will be four -- four accesses to Ustick Road and so one of the -- one of the questions there is currently Ustick is 50 miles an hour at that -- at that particular area and so one of my questions would be, you know, could -- could there be a recommendation to the Traffic Safety Commission to reduce that as -- as things come along. We understand also that -- that that will serve as a -- essentially an on ramp to Highway 16. So, I didn't see a traffic impact study within the staff report. So, I don't know if I missed that, but that's a question for us as well. And, then, finally, the -- the -- the last kind of issue is with the office designation and the removal of that from this particular application, are the rest of the parcels viable as an office use? I can tell you that as a commercial real estate broker that's one of the questions that I ask is do we have enough area to put -- to put good uses that could serve really the neighborhood. That's what it's -- that's what it's intended to do is serve the neighborhood and -- and potentially professional office that services the elementary school, dentists, orthodontists, optometrists, things like that. So, I appreciate your time and I would stand for any questions.

Lorcher: Okay. I think we will answer your questions when the applicant comes back forward.

Wardle: Thank you.

Lorcher: All right. Thank you.

Johnson: Madam Chair, a Tom Robinson.

Lorcher: What was the name?

Johnson: Tom Robinson.

Lorcher: Tom Robinson? No? You are good? Oh, the next one. Okay. All right. We will -- we will put your name on the list.

Johnson: That's everyone on this hearing.

Lorcher: Anybody else in Chambers would like to comment on this application? Becky, would you like to come back and maybe answer some of Mr. Wardle's questions?

McKay: Madam Chair, Members of the Commission. So, what Ada County Highway District had us do is as you can see in this preliminary plat we have a minimum 20 foot buffer along this western edge. That's required by the Meridian Ordinance. The UDC. ACHD has said you will get a license agreement from us. You landscape it, you maintain it, but the right of way will go clear to the Wardle parcel. So, they will have the ability to access the collector based on whatever configuration they have for redevelopment of that residential parcel. The Durango property to the east, they have commercial along here, but they do have residential right on the western boundary of the Wardles. My recommendation to the Meridian staff was that they have some interconnectivity to the

Wardle parcel to basically create a continuation of that neighborhood commercial office corridor along Ustick giving them options and, then, it just makes sense if somebody stops at the dentist office, then, they may go over to the sandwich shop that may be on the Wardle property. So, that would be my recommendation. That application has just been submitted to the City of Meridian. I do have a copy of it. So, obviously, they will comment on that. Yes. Yes. So, Ada County Highway District made it very clear that the traffic signal will be at the McDermott-Ustick bypass. It's already been installed --

Lorcher: Right.

McKay: -- and is operational. That will be the signal. So, they did not want another signal at this location and that's why they asked me to offset my north and my south collector, so that we didn't exceed the threshold requiring a signal.

Lorcher: Okay. And having conversations with ACHD on Ustick, he told me -- and you will have to verify this, but they were going to change Ustick Road's miles per hour to 35 throughout Ada county. All of it. So, the 50 mile an hour speed is going to go away and he said -- he can't predict what Canyon county's going to do, but Ada county -- ACHD is going to make Ustick Road throughout the entire valley 35 miles an hour.

McKay: Correct. So, as they -- as they reach -- so, they are going from Ten Mile to Black Cat in 2026, then, they are going from Black Cat to McDermott in 2027 and, then, the city of Nampa is going to go five lanes on Ustick from Owyhee Storm all the way to the Phyllis Canal. So, that's going to be a principal arterial with residential development. So, I would anticipate when it transitions to that urban designation the speed limit will be dropped significantly. Yes.

Lorcher: Okay. Commissioners, do we have any other questions for Becky?

Stoll: I'm not sure if this question for Becky, Madam Chair, but can you tell -- talk to me about the timing of the cooperative agreements being tied to a recommendation for annexation, as opposed to just entering into a cooperative agreement for sewer services beforehand. Is that -- is that a requirement, something I should ask the city or is that something you wanted?

McKay: Madam Chairman, Commissioner Stoll, that was a requirement of the city --
Stoll: Yeah.

McKay: -- that based on adoption of the findings by the City Council for annexation and rezone we have six months to enter into that cooperative agreement to extend the sewer. So, they are basically putting in a -- a little fail safe. If -- if my clients decide, gee whiz, we don't want to extend that sewer for a mile, then, the property will not be annexed and zoned. So, it is in contingent that my clients enter into that cooperative agreement that they will extend that sewer main within a specific timeline.

Stoll: But is there a reason why you wouldn't enter into the agreement before for this request today?

McKay: The agreement's already been drafted. The city attorney has already reviewed it and the draft has been given to my clients and they are reviewing it now. So, they are trying to get that executed at this time. Yes, sir.

Lorcher: Okay. So, let's say it's a -- a -- a perfect scenario where you go to Planning and Zoning, you go to City Council, you -- you gain your entitlements, what is your -- and you get your agreement to construct your sewer, what is your timeline to have construction happening, knowing that ACHD plans on doing their road work in 2027, ITD is doing their road work now, where do you kind of fit in, because it will be a disruption for Ustick Road again or more, you know, and I -- and I know that it has to -- the lateral stuff has to work around the irrigation season, but the sewer does not.

McKay: Right. So, Madam Chair, Ada County Highway District indicated that they did not want us to make any improvements to Ustick, with the exception of the ten foot detached sidewalk. Instead they want us to road trust for 200,000 -- 200,300 dollars and that would be what we would be required if we were to widen 17 feet from center line and, then, build a shoulder along our entire frontage. So, we will be participating, obviously, financially, in that improvement. In my conversations with my client as far as timing, we did not -- you know, the -- the way things are now by the time you get through entitlements -- here we are 2025 and, then, you get your construction plans approved, they would not allow us to get our on-site construction plans approved until the off-site construction plans are approved and, obviously, that work is underway. I don't believe -- and my clients do not believe that we would have any homes going up until after that Ustick -- those Ustick improvements were completed.

Lorcher: I understand. Okay.

McKay: It's just -- it just takes us usually a couple years, especially if we have off sites.

Lorcher: Right. Commissioners, do we have any other questions for Becky? Okay. Thank you very much. Can 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 Springday Subdivision. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

Lorcher: Well, I'm very familiar, because I'm living this, so -- and I chose to stay and so, you know, I accept the beeping on a consistent basis. ACHD has approached us to put

a storm drain in. So, I have been talking with them as well and, you know, everything she said is what they have told me that the improvements are in 2027. I'm -- I'm kind of -- I'm still very surprised that you -- you want to move the -- you know -- and get engaged with moving the infrastructure for the sewer system, but after you explained that you want to do it before all the roadway work is done, as opposed to doing it again and again that makes more sense to me. But 1.1 mile, that's a long way, so -- but you are accepting financial responsibility to do that, so it's not for me to say. I'm glad the historic homes are staying for at least for now. I did not know AC -- or West Ada School District was -- had a space there. Whether they choose to build there or not is yet to be seen. But new schools are always welcome in our community and overall I think the design, you know, will fit the medium density for that north site of Ustick.

Smith: Madam Chair, I -- I agree, this traffic flow -- or this internal flow of the -- of the development I -- I -- I can't -- I couldn't quite explain if you asked me to, but I -- I really like the design. It feels kind of, you know, natural cohesive and it's good and I think the sewer concerns -- I think there is -- there is still some -- some hint of a -- you know, a question mark there, but I think given that it's -- it's a contingent -- it's -- you know, the annexation is contingent on that, I -- I think I'm kind of operating under the assumption, you know, treating this as if it is being built and if it's not, well, that's -- that's on the developer and so I'm comfortable with this and -- and I think I'm good to go on it.

Lorcher: Okay. You want me to hog all the motions tonight or do you --

Smith: Madam Chair -- Madam Chair, I can make a motion.

Lorcher: Commissioner Smith.

Smith: Want to make sure this is the correct one. This is Springday. Madam Chair, after considering all staff, applicant and public testimony, I move to recommend approval to the City Council File No. H-2024-0069 as presented in the staff report.

Perreault: Second.

Lorcher: It's been moved and seconded to approve Springday Subdivision as -- as presented in the staff report. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

Lorcher: And, Mr. Wardle, if you have any more questions please see Becky and she will be able to answer those questions for you. All right. We are going to take a ten minute break, just to kind of wet our whistle and take a bathroom break. So, we will start again a little bit after 8:00 p.m. and we will do Dayspring. So, thank you very much.