

**Public Hearing for Dayspring Subdivision (H-2024-0070) by
Engineering Solutions, LLP., located at South side of W. Ustick Rd.,
1/4 mile East of N. McDermott Rd.**

- A. Request: Annexation of 143.09 acres of land with R-4 (32.64 acres), R-8 (77.76 acres), TN-R (25.29 acres) and C-N (7.40 acres) zoning districts.
- B. Request: Preliminary Plat consisting of 531 buildable lots (517 residential and 14 commercial) and 78 common lots on 143.09 acres of land in the R-4, R-8, TN-R and C-N zoning districts.

Lorcher: Okay. If we can start getting ready to continue our meeting, please. Thank you for your patience. We have been talking for the last two hours, so it was nice to take a little bit of break. We have one more item on the agenda, which is Dayspring Subdivision, Item No. 2024-0070, for annexation, preliminary plat on the south side of Ustick, a quarter mile east of McDermott Bypass Road. And, Sonya, we will start with the staff report when you are ready.

Allen: Thank you, Madam Chair. The next application before you is a request for annexation and zoning and a preliminary plat. This site consists of one point -- excuse me -- 143.09 acres of land. It's zoned RUT in Ada county and it's located on the south side of West Ustick Road, quarter mile east of North McDermott Road and this is just kind of kitty cornered to the previous project, which is right here. So, the Comprehensive Plan future land use map designation is mixed-use community on two point -- excuse me -- 22.27 acres of land on the northeastern portion of the property. As you can see here on the center map the brown area is the mixed-use community designated area and medium density residential, 120.82 acres on the southern -- southwestern portion of the site, the yellow area. A future school site is also designated along their eastern boundary of the site. The applicant is requesting annexation of 143.09 acres of land with R-4 zoning, which consists of 32.64 acres, R-8 zoning, which consists of 77.76 acres, TN-R zoning, which consists of 25.29 acres and C-N zoning, which consists of 7.4 acres for the development of 571 dwelling units consisting of a mix of single family residential detached homes and townhomes and commercial uses. The proposed mix of uses and densities are consistent with that desired in the underlying future land use map designations for the site. West Ada of School District did submit comments stating a school is not needed in the area designated for such on the future land use map. A preliminary plat is proposed as shown consisting of 531 building lots, which consist of 517 residential and 14 commercial lots and 78 common lots on 143.09 acres of land in the R-4, R-8, TN-R and C-N zoning districts. The average residential lot size for the proposed development is 6,544 square feet, with a minimum lot size of 1,800 square feet and a maximum lot size of 20,064 square feet. The proposed commercial lots have an average size of 14,375 square feet. A phasing plan was submitted that shows 13 phases of development as shown on the preliminary plat before you. Staff is recommending a change to the phasing plan to include the extension of West McHurtrey Street to the west boundary of the site with phase one for connection to the McDermott Road bypass and that is this road right

up here that backs the commercial property. An updated phasing plan should be submitted prior to the City Council hearing. Access is proposed via one collector street at the northeast corner of the site from West Ustick Road, which extends to the south and west boundaries of the site in accord with the master street map. Four existing stub streets at the eastern boundary of the property will also provide access and be extended with development. Stub streets are proposed to adjacent parcels to the east, west and south for future extension and interconnectivity as shown on the plat. Ada County Highway District has required an additional stub street to the south, which staff agrees is necessary for future interconnectivity. A backage road is proposed along West Ustick Road, which will provide a connection between the entry road and the McDermott Road bypass and provide access to the commercial lots. The McDermott Road bypass has been constructed adjacent to this site to the west and is currently under the jurisdiction of Idaho Transportation Department, but is anticipated to be transferred to Ada County Highway District in the future. Staff recommends West McHurtrey Street as extended off site to the west and connects to the McDermott Road bypass with approval from ITD. If approval cannot be obtained from ITD, the street should be extended once under the jurisdiction of ACHD. A 35 foot wide street buffer is required along Ustick Road, designated as an entryway corridor. Twenty foot wide street buffers are required along collector streets, landscaped in accord with UDC standards. Qualified open space and site amenities are proposed in excess of the minimum standards. A minimum of 19.38 acres is required. 31.72 acres or 22.9 percent of the site is proposed. A minimum of 29 site amenity points are required. A total of 55 points are provided as follows: From the quality of life category a picnic area on a site 5,000 square feet or greater in size is proposed, along with a dog park and six dog waste stations. From the recreation activity area category two paved sports courts for pickleball are proposed, along with two swimming pools and changing facilities and restrooms at the swimming pool facilities. From the pedestrian or bicycle circulation system category are multi-use pathways and from the multi-modal is two enclosed bicycle storage areas at the pool house. A variety of conceptual building elevations are proposed and similar to the last application there are quite a few of them, so I will just scroll through them while I'm talking. They do represent the quality of future homes planned in this development. Conceptual elevations and/or design standards should be submitted for the townhome and commercial structures prior to the City Council hearing that demonstrate a cohesive design theme for the entire development consistent with the Comprehensive Plan for mixed-use designated areas. Water service is available at the site. Sewer service is not available, similar to the last project, and will need to be extended from its current location north of West Ustick Road in North McDermott Road approximately .8 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 entitling property for development without a timely plan to extend municipal services, staff recommends that approval of the project be contingent upon both the cities' and developers' 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 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 will not be annexed. Several letters of public testimony have been received on this application 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, Members of the Commission. Becky McKay, Engineering Solutions. Business address 1029 North Rosario in Meridian. You are getting a double dose of me tonight. I'm sorry. I'm here representing Toll Southwest, LLC, and MFRE River Jordan Mink Ranch North, SLCC. We are applying for annexation, rezone, preliminary plat and a development agreement for the Dayspring development. This property is located, obviously, east of North McDermott, south of Ustick. Consists of approximately 143 acres. So, you can see -- you can see the property located right here. So, on our western boundary is the McDermott bypass, which, then, kind of drifts away. Our property line comes down here and, then, comes across and down to the south over and, then, adjoins these existing subdivisions that are located here. The Sky Pilot Drain under Nampa-Meridian Irrigation District runs through here right at our northeast corner. So, in our site planning one of the things that we had to be cognizant of was making sure that our public street was not over the top of the Sky Pilot Drain, which Nampa-Meridian Irrigation District said they would not allow. The distance between our collector roadway, which is a mid-mile collector as shown on the master ACHD master street map, we are about 913 feet to the east of that. That was the location that ACHD asked us to -- to place that -- that collector roadway. The Safford Lateral comes in the property right here, runs up this boundary over and goes due west. That is also under Nampa-Meridian Irrigation District. Greg Curtis asked the -- the same -- the same type of treatment of that facility that we provide the 30 inch RCP pipe and, then, the irrigation district would install it during the non-irrigation season. We are asking for multiple zoning designations on this property. Obviously due to the size and the different Comprehensive Plan designations. We are asking for R-4 medium dense -- medium low density residential, R-8, medium density residential, TN-R, which is traditional neighborhood residential and, then, C-N, which is neighborhood commercial. We have 517 proposed residential lots, 14 commercial lots, six common lots and 72 -- or six common drives and 72 common lots. On the subject property there are six different parcels. We have four different homes. Two are up at Ustick. One is toward the midsection and one is toward the south. All dwellings and accessory structures will be eliminated and removed with development of this property. As far as the existing developments that adjoin us we have -- to the east we have Trisha's Crossing, which is R-4. We have Turnberry No. 2, which is R-8 and R-4 and, then, kitty corner to us here on our southeast corner that is Burlingame Subdivision, which is R-8. This triangular parcel here is owned by Endurance Holdings. It's anticipated that that will be a multi-family development. I have been coordinating with Endurance Holdings on our stub street locations and as far as our park

and ride and dog park, it would adjoin them. There is a total of six parcels within this particular development and under your Comprehensive Plan a majority of the property is medium density residential. The three to eight dwelling units per acre, but it also has -- it also has mixed-use community, so this is right out of your future land use map. You can kind of see the -- the first exhibit, kind of half-moon shape and, then, you can see what our proposed land uses are there on the right-hand side. So, we had multiple meetings with the staff, provided them different concepts, took their recommendations on -- on what they wanted to see and so they -- they basically said, you know, it would be nice if, you know, you had some integration of that neighborhood commercial into your development. So, we have Dayspring Way, which is our mid-mile collector that comes down here. We are providing access to the east to the future apartments. We have a park and ride. We have a pathway and a dog park and since that is kind of a triangular parcel we anticipated that they have -- would have like open space area that would adjoin us and so it could be kind of integrated into ours and they would have pathways that would go over to our transit area. Along the Ustick corridor, since that's a principal arterial, the city staff wanted to see some type of neighborhood commercial. We do not have any direct lot access for the commercial uses to Ustick Road. We have this backage road here, which is called McHurtrey and it will run from our collector over to the McDermott bypass. So, we -- it will, obviously, have access and visibility from the bypass and access to a signalized intersection at this location. Then we kind of -- on the south side we have a couple of office or neighborhood commercial. We have a plaza area with -- with a picnic area. We also have a plaza area up on Ustick with a ten foot detached walk and, then, we have pedestrian access that interconnects both these plazas and goes right through the center of our commercial node. Then we transition as far as our -- our intensity of our residential we have townhomes and we have detached single family. They are alley load, front load and we do have some that are located on the MEW. This kind of shows you the -- the overall project that we have here. So, to the south of us we have a nursery. Sonya indicated ACHD wants another stub street to the south, so we would extend this roadway to here, so there would be a local stub street, as collector road, under the master street map will run from our south boundary, no front-on housing, all the way up to here. We T'd it into Dayspring Way to slow the traffic and, then, it goes on up to Ustick. I have trouble with this. And, then, the collector also goes to the west. So, this will be the primary collector that will take traffic from the interior of this section and, then, that collector, when the property south of us develops, it will extend all the way to Cherry Lane. Under that mixed-use community it talks about six to 15 dwelling units per acre. It talks about having three different types of land uses. So, we were -- we were cognizant of that fact and so we did incorporate, you know, the -- the townhomes, the -- the alley load, the detached single family dwellings. We have approximately about 22.27 acres in that mixed-use community and the 120 acres or 84.44 percent of the project is medium density residential. One of the criteria under that MUC was to incorporate some type of public space. We have 2.55 acres of public space. That's our public plaza, our open space, our dog park, pathways and our park and ride lot. Then we have about 14 acres of residential. The alley load townhomes, alley load single family and, then, we have about seven and a half acres of commercial, which is about 30 percent. So, we did meet that criteria as outlined in your Comprehensive Plan. All commercial buildings will be compat -- and neighborhood compatible. We -- we do not have elevations for you this evening.

Obviously we will be subject to the architectural guidelines within the -- the ordinance that requires articulation and certain types of differing materials on the buildings and especially along the buildings that will back up to -- to Ustick Road. So, those buildings will be up against Ustick Road. We do have a 35 foot buffer. We will have a ten foot landscape. Along our collector roadway we will have ten foot land -- or a ten foot sidewalk that runs all along both sides. We will also have a multi-use pathway after the Safford Lateral is piped that will link all the way to the east and to the south. As indicated, we are 143 acres. This kind of gives you the breakdown. Our gross density of the project that excludes the commercial, so it's not skewed. We are at 3.73. So, obviously, we are on the lower density scale based on the three to eight dwelling units per acre. We have 31.72 acres of qualified open space. That's 22.91 percent. And we will have two swimming pool facilities. One in the north area, one in the south area. They both have parking. Little picnic ball -- pickleball courts. Picnic shelters. We have some tot lots. Playground equipment. And some different pocket parks. We will have our Valley Transit park and ride, our dog park and our extensive pathway network throughout the development. This kind of shows you the -- the landscape plan and kind of the buildings along -- the commercial buildings there at Ustick and, then, McHurtrey Street. I always have a hard time saying that. So, this kind of shows you our central amenity, what it will look like. Obviously, it will have restroom changing facilities. We will have an extensive pool. Based on the size of the development we will have two large pool facilities to accommodate the residents, along with significant parking. Now, I'm stuck. Sonya, I'm stuck. Oh, there it goes. This kind of gives you more of an aerial view. You can see the play equipment, the parking and the -- the pool facilities. That kind of gives you an idea of -- of the quality of the pool and the amenities around it. There are the pickleball courts. This is the entrance into the southern portion of the project as we go south our density decreases and our lots get larger and larger and so we made a significant effort to try to have transitional lot sizes adjacent to the existing homes that are surrounding us. This kind of gives you an aerial overview where you see the project at Ustick with the neighborhood commercial and what it would look like as it's -- as it's constructed. You can see that there is solid development all along our eastern boundary, with the exception of that triangular piece. There is also a proposed -- I think Meridian Park that's going to be to the southwest of us and that's going to be a regional park. It has not been constructed. So, we will, obviously, have the ability to -- with our pathways to interconnect as other parcels develop, adjoining us to that -- to the southwest to that park. This kind of gives you an elevation of what the townhomes would look like. These are -- these are the alley load type townhomes. You can see a lot of modulation, differ materials. Then we have our single family alley load product. Kind of shows you what that would look like. The Juniper collection -- these will be kind of on the smaller lots that are more up in the northern portion of the project. They are front load, single family, bonus rooms, two -- two car garages, two -- some two-story. A variety of types of homes. You know, your Craftsman style, your modern style, your farmhouse style. Then you kind of see the -- what they call the Riverbend collection. This would be on our larger lots and they have three car garages, obviously, significantly wider home. Then we have the Willows. Include that -- we have lots that will provide homes for different types of families, different lifestyles. They range from 33 feet 55, 65, 75, 85 to 90, 94 to 120 in width and the depths -- we don't have anything that's less than 110 and some of our lots are as deep as 143.

We are almost twice what your amenity points require us and I think this is a great project. We are excited and, obviously, the size of this project will help build that sewer. The project to the north --

Johnson: I think you are off of the microphone again. No. You are off the microphone I was saying.

McKay: Sorry. Thought you were teasing me again.

Lorcher: Okay. Thank you.

McKay: Any questions that I can answer?

Lorcher: I think we will go with public testimony first and we will have you come back up. Mr. Clerk, who do we have?

Johnson: Madam Chair, we have Ryan Howell.

Howell: Madam, my name is Ryan Howell. My address is 2203 North Montgomery Avenue here in Meridian. I appreciate the opportunity to talk to you about this. I was hoping that there would be El Pollo Loco for all of us today, but there -- the question -- a couple of the concerns that I have. I spent a couple of hours on your website looking at the different plat maps of this prior to the meeting and as I looked at this -- and is this the -- the picture that's up on the screen right now --

Lorcher: Uh-huh.

Howell: -- the Dayspring Subdivision plan? As I was looking at this there are the -- the collectors that go out to Ustick, which is fantastic. However, the other -- the other access areas -- one is down to the right about halfway through and it comes right out at Seasons Park. All the traffic from there is going to have to go around Seasons Park. The next one that comes out, just down from there, also comes out right at Season's Park and they are going to have to go around Seasons Park to get out of there. Now, that comes out and it dumps out into the -- the -- the subdivision I live in. Turnberry. That's it.

Lorcher: Okay.

Howell: And there are -- there are also two more access points down low that also dump into Turnberry. Now, all of that in Turnberry comes to one street and that's Charles. Right now at -- at the -- at rush hour time you can't get on to Black Cat from Charles without -- with about 120 homes in the Turnberry Crossing Subdivision. We are going to add another 500 there. Now, granted, they can go up to Ustick, but if they want to go shopping the closest place to go shopping is Albertson's. They have got to get to either Black Cat or Cherry. If they want to go to either the junior high, which is what that area, as I understand is, still -- that's where those -- those kids would go to, they have got to go to Black Cat or Cherry. If they want to go to -- to the closest churches are three of them

right there on Black Cat also. So, all of that has got to be funneled down to one street, to Charles, and there isn't any other access through Turnberry. There is -- they can go up and go into Autumn Faire as well, but the most direct access if you are getting to the corner of Cherry and Black Cat is down Charles and that's one street for all of that to be incorporated through and guess what's right there at that street? The bus stop. That's where all those kids get on this bus. Is my time up?

Lorcher: It is. Thank you for your testimony.

Howell: Thank you very much.

Johnson: Madam Chair, next is Don Lafever.

Lafever: My name is Don Lafever. 2523 North Patricia Way in Meridian. I sent a -- did a little analysis of the impact statement -- the transportation impact statement and I'm not sure if anybody ever looked at that. I sent it on Monday.

Lorcher: We have -- I looked at -- we all looked at your public testimony.

Lafever: Okay. Great.

Lorcher: We did see it.

Lafever: Okay.

Lorcher: Don't have it in front of me, but we did read it earlier.

Lafever: So, that sort of goes along with what he had to say. It's sort of a way to mitigate all that traffic that's going to be going through there, because they have one lane going up through -- I guess it's Dayspring Way with only one turn to the left, one turn to the right. We have got 500 or -- 172 houses going to be up north, which are going to be coming down, which is going to crowd that. There is going to be an apartment apparently. I didn't even know about that unit proposed -- down -- not proposed yet -- next to Dayspring. That's going to be another 500 units at least and so all you have going north -- and most of the homes in this subdivision are to the north. All you have is a one lane going up and, then, one over to McDermott. So, I just -- and the one going north has no light. So, the one on McDermott has a light, but it only has one lane turning to the left. So, to me with all those homes it looks like it's going to be very crowded, backed up traffic and if that light goes bad and doesn't turn, it's going to be a disaster and people are going to start going down towards our -- through our subdivision trying to find an easy way out. So, I was sort of shocked to see how much -- many homes are proposed for this area. I didn't realize that. So, anyway, that was my whole thing about this is if you read that, then, that's great.

Lorcher: Okay. Thank you very much.

Johnson: Madam Chair, next is Richard Munn.

Munn: I am Rick Munn. Live at 5130 West Ridgeside Court. They have all touched on pretty much everything I was thinking about. It's the same thing. It's -- we got the park. There is kids dodging in and out. People don't read the signs right now and no parking. They are parked in between there on corners that are blind. There is -- I mean I could see we have got two -- two -- they have got one entrance coming off of Ustick. I don't know about the Cherry one where that's going to be. I don't see it on there myself. But, you know, maybe we can put crash bollards so they can't drive through. They can walk to our park or so. I'm glad to see they are going to have their own swimming pools and things like that, but there is 32 parking spots in our little park, two or three -- three, four of them are handicapped. That's it. They are parking on both sides of the street right now. It's really difficult to get emergency vehicles through there. I don't know what's going to happen with our irrigation. Does our pressure go down? Last time somebody tapped into it we -- we struggled for over a year trying to get our pressure back. I don't know about water pressure. Internet connection. All that stuff is relevant now, you know. So, it's -- you just okayed to over 600 houses within a mile of us. This one here is another six or seven hundred I can throw a rock to from my house. They said they don't need a school. How does that make any sense, you know? It -- it just goes on and on. A lot of these are going -- we just had a bunch of subdivisions built around us. They have gone to rentals and I mean we have got houses with footprints bigger than their lots, you know. So, it's - - we had a nice little community, 25 houses, the park right in the middle. It was our park. The city decided to take it. That's wonderful. We are also on a lift station. Hopefully they will be able to solve that problem with their sewer down Ustick, which is going to be completely overrun for the next umpteen years. So, they will be coming through our subdivisions, armies of trucks. Are they going to rebuild the roads after they rut them all up and everything? You know, it goes on and on. I have been in construction my whole life. I know how it works. So, it's -- it's just -- it's too much density, you know. I mean it came up earlier. Density. Density. Density. Comparable lots. We have got 18, 15 thousand foot lots in ours, you know, and, yeah, they are going to back it up with some decent size lots along the canal, but, then, real quickly it gets crowded real fast and if they go rentals, which around us they have, they turn into flop houses. You get four or five, six cars per house.

Lorcher: All right. Thank you for your testimony.

Munn: Thank you.

Johnson: Next is Mark Graham.

Graham: My name is Mark Graham. I live at 5088 West Tournament Drive in Meridian. I'm also in the Turnberry Crossing Subdivision. My -- I -- I understand that Meridian is growing and people need places to live, so conceptually I'm not opposed to building subdivisions so that people have a place to live. My -- my only question, which all these other people have raised, is all of the traffic that's going to -- oops. Sorry. That's going to be funneling through the subdivisions and it seems to me that -- and -- and I don't

understand the mechanics and what the city is allowed to do and not allowed to do, so leaving all that aside, the collector street comes down and stops at the southern end of the subdivision and can the city or Planning and Zoning make approval dependent upon extending that collector all the way down to Cherry? I don't know whether it would require condemnation of some -- a do right or -- you know, what whatever the mechanism is, but that way people could easily get down to Cherry, because, as they said, all the shopping's on Cherry and so that would allow people to -- to leave the subdivision easily and not flood the -- the subdivisions to the east and I think that would make it much more palatable to everyone if -- if that could be part of the approval and building of the subdivision if that little piece of land, just to get down the Cherry, would be required to get that street built before they built houses.

Lorcher: We will have the applicant answer that question when she comes back up.

Graham: Okay. Thank you for your time. I appreciate it.

Lorcher: Thank you for your testimony.

Johnson: Madam Chair, Tom Robinson.

Robinson: I live at the southeast corner of Seasons Park.

Lorcher: Can you give your name and address on the record, please.

Robinson: Tom Robinson. 5198 West Ridgeside Court.

Lorcher: Thank you.

Robinson: My issues are -- one of them is safety. There is almost a hairpin turn as you come in on -- and turn on Bayside, then, on to Ridgeside Court and if you come in there and you are not really hugging that outside corner and somebody's coming this way, there is going to be an accident there and -- and even those of us who -- the 25 homes that live there, if you are not really focusing, you are apt to get over a little too far and if there is all kinds of other people going through there that aren't used to that, there is going to be an accident and this city should be sued if there is, for -- for allowing this. That little road around that park is not suitable for handling hundreds and hundreds of cars and it's going -- there is going to be problems. It's -- it makes no sense. If this -- this -- a lot of this could be solved if you would finish first that connection with Cherry, so the people could get out to Cherry on that -- on their -- on their -- their own track over there and if you would close off any opening from that subdivision to cars into Seasons Park. Leave it open for kids to ride their bicycles in, for people to walk in, but keep the traffic off the -- around the park. It's dangerous. People are going to get hurt and killed. Kids running back and forth. They don't -- they don't pay attention to cars parked, cars parked not only around the park, there is only room for 31 cars in that whole area. If -- I looked up -- you need to have 24 to 26 feet for a car. There is 31 on the outside and ten or -- ten or 11, including two handicapped in the -- in the basketball court there. It just isn't safe to do it

this way. If you would open up the very first thing into Cherry, that would alleviate a lot of this traffic around that park, which was never designed to have heavy traffic, so -- and another thing. If you are coming home at night from the east and that sun is right there, you cannot see unless you are over there rubbing the curb and, then, of course, people park where you are not -- there is a sign there no parking, but there is a game there, there is people there, activity there and you can't see and even if you are watching you are not going to -- it -- it just is not safe. It is not tenable. You could have some kind of opening at that northwest corner so an emergency truck could get through it, only that and people could walk in, they could ride their bike in, they could do that, but don't overload that park to the point where there is going to be an accident. Thank you for your time.

Lorcher: Thank you very much.

Johnson: Madam Chair, that was everyone who had marked they wanted to speak.

Lorcher: Is there anybody else in chambers that would like to speak? Sir.

Thacker: My name is Corey Thacker. I live at 5900 West Ustick. A little triangle piece just outside the Ustick exit. I grew up in a small town. I -- when I first moved there in 2013 it was heaven. Farm ground for as far as I could see. Obviously, I'm being drastically impacted. McDermott put down my west border. This neighborhood, which eventually will probably go in across my road. Durango, which is coming up next Planning and Zoning going behind me. The only thing I ask -- I don't want to stay. I want to get out. The only way that's possible for me -- and I do have a contract at the moment, but it requires access for the purchaser; right? They have been in contact with Durango. They have talked to Durango about making sure to do a stem road over to their access, et cetera, et cetera. I don't know how that fits into their access, because you got 500 houses coming this way, you got Durango coming this way, so I mean I would ask that they talk together to make sure that that works, meeting ACHD, ITD, whatever, whichever, whoever, because that's part of the major stipulation of being able to sell that property is having a commercial access to that property. The other thing is I have water rights. The lateral that comes in going east to west right through the middle of the subdivision, how do they plan to make sure that I get my water rights? I got three-quarters of a -- of an acre of water that's supposed to be piped in all the way down. I don't know how that's planned; right? So, I guess the only thing that I would just sit here and say is -- I mean you are going to see me next month, because I'm going to talk during Durango as well, but the other half of it is it's just kind of like the idea where it's like -- there is plenty of properties in Meridian where you can see, because of lack of foresight, access, whatever they sit empty. On the corner of Ten Mile and Ustick there is a lot sitting there that you are like, well, why isn't a business there? It's just plain empty nothing; right? So, if we plan in advance the retail you are asking for all of the rooftops, well, I have got somebody that wants to put a retail there, so if we can do whatever is needed to make sure that happens that would be great, so --

Lorcher: And before you leave what triangle is yours? Are you on the south side or the north side of the street?

Thacker: I'm on the north side of this. So, it's 5900. Right across the road from their commercial lot.

Lorcher: Oh. Okay.

Thacker: It's not necessarily a triangle, it's like a trapezoid I guess you would call it or --

Lorcher: Okay.

Thacker: -- it is.

Lorcher: And how many acres do you have?

Thacker: I have four. It would take a little longer than I have time to explain.

Lorcher: Right.

Thacker: But four of that is mine. Two of it belongs to Marqueth. But he has apparently agreed to sell it to the people who are wanting to buy mine --

Lorcher: Okay.

Thacker: -- to put in that road.

Lorcher: Okay.

Thacker: So --

Lorcher: Okay. All right. Thank you. Yes, ma'am. Hi.

S.Robinson: Hi. Thank you for the opportunity. I'm Shantel Robinson. 5198 West Ridgeside Court, Meridian, Idaho. What I'm hearing about all this -- I don't think even we need to hear about this if the city had planned ahead of time. All the roads first, city plan it, what goes where, then, allow developer to develop it according to whatever. Instead it's like going -- developer goes first, what's coming? Seems like backwards. City needs to plan it ahead of time, whatever the retailer, school. Road first. Sewage first. It's more economical. Makes more sense. As it is of the developer runs the show and city just saying, okay, okay, not enough opposition is like -- seems like strange to me and -- I mean we called the city needs to plan it, not some village, you know, individual property developing, whatever. So, I think I would like to request the city to kind of -- okay, from now on five year plan, ten year plans, what -- kind of plan it ahead of time. So, plan more traffics, budgeting, sewer line, all this and I think it make more sense to me. City needs to plan and run the show and leave the planning not to developer. That's my opinion.

Lorcher: Thank you.

S.Robinson: Thank you.

Lorcher: Anybody else in Chambers? Chris, do we have anybody online?

Johnson: Madam Chair, we do not.

Lorcher: Would the applicant like to come forward to answer some of the questions.

McKay: Thank you, Madam Chair, Members of Commission. Becky McKay. Engineering Solutions. So, one of the questions, obviously, is the collector roadway and the long range planning. The collectors that we show within this development match that long range transportation plan for this area based on the master street map adopted by ACHD and within the Comprehensive Plan of the City of Meridian showing the mid mile collectors. Everyone always -- is always concerned -- you know, the -- the size of these larger projects that all these homes are going to be built immediately. Well, I -- I want to remind the Commission that this particular project is a 13 phase project and we typically will develop, maybe one to two phases per year and on these larger projects it takes time. It takes time to get them off the ground and it takes time to build them out. For example, Bridgetower Subdivision that I did, it took 15 years just to develop what was on the east side of Ten Mile. The west side of Ten Mile is still ongoing and it had commercial components and it had, you know, residential components, but these don't happen overnight, so -- so it -- it -- it's not like we are going to be generating the maximum trips immediately. There is concern about the connection to Trish's Way. Now, there is an existing stub street there. It's kind of at an angle and my recommendation when I met with the neighbors I -- I did have multiple neighborhood meetings -- was that we install an island there, which would -- it's naturally kind of just chokes that traffic and if traffic does go that direction that it slows it down. Right now -- right now there are I believe 354 trips on that roadway. That's it. Three fifty-four. The volume for a low -- existing local street is 2,000 trips a day under the Ada County policy manual and they have 354. We have done everything we can to connect to Classic Drive, Tournament Drive on the east boundary, so that it's a very circuitous connection. So our traffic does not have the inclination of feeding through them. That is going to be an easier way to go out Dayspring to the collector and, then, out to Ustick and so that was one of the key planning things that we worked on to make sure that we did not promote cut-through traffic. Yes, they do have roadways that end up going over to Black Cat, but, you know, you are going to have to cut through and -- and so, like I said, if we make it so that it's difficult -- people will take the path of least resistance and that's how we have planned this whole project. I can't put a barricade up and make it a pedestrian connection under the Ada County Policy Manual, under the Meridian UDC, it says you shall connect to any existing public stub street. So, therefore, I don't have a choice. We didn't have a choice. But we worked with the district, we worked with the city to try to minimize that impact on these neighborhoods. One person indicated that they are concerned about their pressure irrigation. So, their pressure irrigation's in the adjoining developments, Jayden Village, Trisha's Crossing, their own operated by Nampa-Meridian Irrigation District. Nampa-Meridian Irrigation District has asked us to put in a massive pump station down on the Safford Lateral where our water rights are and they want to own and maintain it. Their plan is to interconnect to

the existing systems that they currently maintain in the adjoining developments, then, to create a backup and anytime we can loop those systems that creates better pressure. If a pump goes down in one station you have got a backup with another pump station. So, that is only going to improve their pressure irrigation. As far as our lot sizes, I have -- I have a bunch of lot sizes especially adjoining those developments. They range from 8,200 to 9,300. I have some that range from 10,000 to 11,800. I have lots that are 11,000 to 17,000 square feet. So, I'm not putting little bitty lots next to their larger lots. We worked to transition. That's why that whole south and that east quadrant is all R-4. If we look at our density, you know, our density is, what, 3.43 I think -- 4-3 or whatever. Sorry. I -- been a long night. It's been a long week. So, you know, we are in that lower -- we are not up there pushing that envelope. You know, that project that was before us, you know, they are coming in at, what, 8.06 in a three to eight dwelling unit, asking for an R-15. I'm not doing that. We are under four. We are staying on that lower end. We are looking at compatibility. We are looking at transition. We are looking at what kind of traffic we are generating. We know there are thresholds. This whole area from a transportation perspective is going to change when State Highway 16 is completed. The traffic patterns are going to be completely different and -- and it's going to be an expressway. They are going to be -- have access to I-84. We are going to have interchanges. We are going to have five lane Ustick, not a two lane Ustick with intermittent sections of sidewalk. It's going to have continuous sidewalk and five lanes. So, as far as the comments that, you know, hey, the transportation system should be built first before you come in, the transportation system is being built and it's very rare that I come before this Commission where we are seeing such public investment from the state, from Ada County Highway District, to improve the transportation ahead of me impacting these -- this roadway network. As far as safety around the park, there is a neighborhood park, Seasons Park, within the development to the east. You know, they have playgrounds, they have shelters, they have open fields. We are going to have our own playgrounds. We are going to have our own shelters. We are going to have our own open fields. We are going to have multiple swimming pools. We are going to have our own pathway network. We may have kids that go over there, but we are trying to, obviously, make sure that we have amenities to serve these residents, so that we don't overburden that neighborhood park and that is the intent of the UDC requiring the 15 percent open -- qualified open space and a certain number of amenity points and we have, what, 30 some acres of open space within this development. I mean that's -- that's significant in my opinion. Then we are going to have the regional park to the southwest of us when that gets built and funded. The other thing is there is an existing lift station at Trisha's Way right here -- right there. That lift station was not intended to be there. When that project was approved that engineer indicated it could sewer -- gravity sewer to Meridian. After approval, then, the engineer said, well, I made a mistake, it can't. Then they went to the city Public Works Department and said we need a temporary lift station. The city was not happy about that. Not happy about it. As a condition of approval with my first phase the first thing we have to do is decommission that lift station that serves these residents and connect them to the gravity sewer. That lift station is costing the City of Meridian money every year for maintenance, operation, power, et cetera. So, that is -- that is -- that burden is upon us and so not only are we making improvements that are going to benefit this development, it will benefit the community as a whole. These -- these

projects are in a priority growth area and I want you to keep that in mind. I'm not jumping clear out into the sticks and, like I said, it will take us a couple years to get this going and -- and I would ask that the Commission consider that, look at the quality, look at the variety of lots I'm providing and my low density and approve this. Thank you.

Lorcher: Quick question. One of the questions came -- Dayspring comes off of Ustick. Does it connect all the way through to Cherry Lane?

McKay: Madam Chair, the collector roadway does not -- within our project does not connect to Cherry Lane. So, it will be extended when these properties to the south of us develop, this collector -- they will have to extend it and connect it to Cherry Lane. So, it's only a matter of time.

Lorcher: Okay. So, when I'm looking at this picture, the bottom white part, that's just a stub street then?

McKay: Yes, ma'am.

Lorcher: And so in order to get out I would have to go to Black Cat to the east?

McKay: You would -- you would either go to Ustick or you would go out to the bypass, get on Highway 16 --

Lorcher: Okay. I see. Yeah.

McKay: You know, they will be making right-hand turns on Ustick. So, existing services are not to the west, existing services are to the east.

Lorcher: Okay.

McKay: So, we want to make sure that all of these -- we have different what I call pods and they all connect to that Dayspring Way and, then, we want to make it convenient, easy, go to Dayspring Way, make a right turn on Ustick and, then, go down Ustick.

Lorcher: Okay. And where are you going to start north or south? North, because of the sewer?

McKay: We would have to -- we would have to start at the north, because that's where the sewer and the water will be. We will have to build a good portion of that collector and, then, we also have to -- with our first phase bring in this street and take that -- and take that lift station offline.

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

Smith: Madam Chair, I have a question. Might be -- might end up being a question for staff. I just want to make sure I kind of -- we have some sort of answer on this, but the gentleman that was concerned about access with this Durango, it looks like I'm seeing

some stubs into his property, some stubs into Durango from this project and I'm just curious do we have any visibility -- talking with those developers, just trying to help answer that question of what connection might look like from your property through Durango into that property via stubs.

Parsons: Yeah. Madam Chairman, yeah, they are on the north -- his property is on the north side.

Smith: On this -- sorry. For the -- the southern triangle. Sorry. I'm not asking -- that was what we were talking about, but it looks like there are stubs going in from this application to that southern chunk and, then, you know, he takes access out to Ustick and also access via the -- the eastern kind of stub there. I'm just curious do we have visibility on what kind of that interconnectivity between those parcels might look like? Am I making sense?

McKay: Madam Chair. So -- so, you are -- you are talking the triangular area?

Smith: Yes.

McKay: Yes. I do have their site plan. So, I have a stub street that goes into it here. I have a stub street that goes into their project here. We have pathway connections and our park and ride and interconnectivity here in their triangular area and, then, if they wanted access here they would align with this street. So, they have three different options. But it all -- they will all feed to Dayspring Way.

Smith: Thank you.

McKay: And, then, the commercial portion owned by the church, they have a proposed access to Ustick.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I have one unrelated question also regarding the pump on that -- that sub lateral. Just curious in regards to the phasing when that is intended to go in the -- the pump that MID asked for.

McKay: Madam Chairman, Commissioner Smith, the pump station will have to go in with phase one --

Smith: Okay.

McKay: -- because we have to have pressurized irrigation for our first phase and the pump station -- I think we had it located right in this location.

Lorcher: Commissioners, any other questions of the applicant?

Stoll: Madam Chair. Becky, what's the distance from the southern part of your development of Dayspring down to Cherry?

McKay: It appears to be less than a quarter mile.

Stoll: Quarter mile. Bill, is that -- is that about right?

Stoll: And what's the phasing of time frames that you think for the southern part of that -- your development that's going to be occurring. Roughly. You have 14 phases. What -- what year are we talking about?

McKay: Well, typically, my clients like to have diversity of product, so the phasing is kind of going to bounce around a little bit, so that maybe we have the -- some alley load homes and, then, we will want estate lots in the south portion. They always like to get their central amenity in with their first phase, so I would anticipate that we would build that collector down and, then, have some of those larger estate lots pretty -- you know, within, I don't know, probably four years would be my guess. It will take us two years to get the first phase online. The off-site. And, then, within four years be down there. So, they like to have -- you know, we have different lot sizes and different size homes. So, we like to diversity is the key to success in the marketplace. So, you appeal to different people. If the market slows down, you know, you are -- you don't have just a whole bunch of high end, large estate lots, nor do you want to have a whole bunch of, you know, duet or townhome lots, you know, you want -- you want variety and -- and that was the success with -- with BridgeTower that even during the great recession we were still doing more phases, because it wasn't just another subdivision, it was a community and that's what this is. The projects that are just another subdivision, those were the ones that tanked, back to the banks. The larger projects that had diversity and product that were still, you know, might have been a slow crawl, but they were still moving forward. Those were the projects that we saw success with.

Stoll: Madam Chair, one more question.

Lorcher: Sure.

Stoll: Have you been in conversations with the property owner to the south of your development since you are talking about quarter mile to connect to Cherry?

McKay: Madam -- Madam Chair, Councilman Stoll, yes, I did. He -- there was a gentleman that -- he owns a nursery. He indicated to me that he was not opposed to the project, that he assumed, you know, with all the activity with the State Highway 16 extension, that eventually that project would develop and so I think he was kind of looking at, you know, as we bring this collector down and we bring water down and that's, obviously, going to set his parcel up for prime development.

Lorcher: Commissioners, anymore questions for Becky? Thank you very much. Can I get a motion to close the public hearing?

Smith: So moved.

Stoll: Second.

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

MOTION CARRIED: FOUR AYES. THREE ABSENT.

Lorcher: I think the challenge is that it's just -- it's just so big. It's overwhelming. But we are also looking at 15 years to build it all out. There was a comment about how come there is no school, but West Ada has acreage on the north side of Ustick, as opposed to the south side of Ustick. So, there is a school, it's just not on the north side of the street, it will be on the south side of -- excuse me -- it will be on the north side of the street, not the south side of the street. The questions about infrastructure I feel like were answered and overall the design of the subdivision is vast. It's -- I like the diversity of it. It's a shame that we haven't been able to connect to Cherry Lane right now, but that's -- every owner has a right to sell their property when they wish to. It's not up to the city to force anybody to do that and the stub streets are already there and ACHD has already said even before any of you moved into your community when you saw those red stripes that said future roadway or whatever it says, that it was always planned to be there. I like the fact that the commercial is on Ustick and I think initially the phasing is going to go slow enough that it will trickle in and other parcels will continue to develop and -- and creating infrastructure. When I first saw this I was overwhelmed, but now that Becky has kind of explained and -- and how it's going to work, it's going to connect to the bypass, five lanes on Ustick, Highway 16, it is all going to change and our little country living off of Ustick Road is -- is going to change and they are preparing themselves, so that in 2027 when ACHD widens Ustick Road that they can be part of that change. So, I am actually in supporting of this and, of course, it all predicates on whether or not the city and the developer can come to an agreement -- the development agreement to do the sewer. If that's not going to happen, then, none of this happens. So, between now and -- and the hearing with the City Council, that's going to happen. I think the only criticism I have on this one is that a few years after The Oaks was built that the community complained that there is -- there is a property on the -- the -- the north and the south side of McMillan for The Oaks and that their amenities were, you know, kind of crossing over and they there weren't enough. Even though you have that open space and it was specifically on the pools and so I envisioned, you know, a few years from now that people say they are in my pool, but, you know, that's a detail to work out later. Commissioners, what do you think?

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: Thank you. So, I have lived near Black Cat and Cherry since 2009, so I have been out in this area before the Ten Mile interchange existed. I have been out here before a good majority of all the subdivisions existed. So, I can relate with concerns about growth out here and -- and, you know, how fast it feels like it's happening. I live in an area that is near Fuller Park. It belonged to the West Ada Recreation District, now owned and run by the city, and that park has hundreds of houses and subdivisions around that park and in regard to concerns with Seasons Park, hardly anybody uses it and there is walking access, there is driving access, it's a fabulous place to be and it's underused and I -- I -- so, I don't -- and the reason it's underused is because the neighborhoods around it have their own parks, have their own places to play, and I anticipate this is going to be a similar situation. But if you ever get a chance Fuller Park is amazing. So, having seen this many subdivisions built and the interconnectivity that's purposely done between the subdivisions, the more connectivity you have, the more streets you have, the more you take individual cars off of each street, which means that -- that the cars are -- have multiple options, so they are not all funneling down one street and out to another arterial and we know that's true, because we have built so many subdivisions in this manner that ACHD knows how traffic flows and the way in which folks tend to go. They are going to take the easiest route they can and that is not to go through multiple short streets and stop at stop signs and stop at stop signs, they are going to go where there is not -- where there is a smooth sailing option. So, I just want to say that. I don't know if that gives the neighbors any encouragement or not, but I have been seeing this going on for a very, very long time and this neighborhood has more connected streets than almost anyone I have seen in the recent past. I have been making decisions with the city since 2017 and I don't know that I have seen a subdivision that has like seven or eight connections. So, that's -- that's a good thing, even though it might seem like it's not. Otherwise, I also have the same sentiments as the chairwoman that this feels overwhelming and big, but it's not necessarily a poorly designed community.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: I -- earlier tonight I think we -- we saw a good example of a project for -- for example, that while in the best interests of the city to move forward with, maybe had some significant concerns around access and design and -- and variety and things that kind of weighed against it that, honestly, for me made a little bit of heartburn. I don't have that feeling with the way that this -- this development is designed. I -- I know it wasn't intended with malice, it always rubs me a little the wrong way when -- when I hear that us as a commission or the city kind of seen as a rubber stamp on developers. I think a lot of people don't see the incredible work that staff does behind the scenes to ensure that projects and applications are up to a really high standard by the time they get to us and so it's easy when you see a lot of approvals, you know, you -- you can kind of miss those details. I think this is a great product of the developer and staff working together on something that is -- that -- that really is a good fit. I -- I see the transition space. I'm looking -- I was counting at one point on the map almost kind of one-to-one ratios of

backyards of -- on -- on those borders. I understand that -- that change can be hard and especially a change at the scale all at once you can hear 500 houses. It's -- it's easy to - to bristle at that and it's understandable. But over -- over this large of a space and looking at the density, I think the density is really appropriate given kind of the surrounding density of those neighboring developments. I think this is an area that's just growing quickly and I -- I always -- I -- I feel for people who are seeing a significant change from what they are used -- from what they are used to, but that -- this -- that's the reality and - and to echo your -- your comment, Madam Chair, those stub streets are -- are there for a reason. They are -- they are there to indicate that something is going to go there in the future and so I would just encourage -- I -- I -- I genuinely mean this, this is -- I think this is a really good development. I -- I think this is thought out very well and a lot of the heartburn that I might see for other developments I don't feel about this and so, you know, I'm just a stranger at a -- at a -- at a dais, but, hopefully, that -- I mean provides some comfort that I genuinely think this is a really good project with really diverse offerings and -- and a lot of the density that does exist is north closer to Ustick, funneling people out that way to hopefully lessen the impact on the -- the -- the eastern kind of neighboring communities., So I'm fully in support of this. I understand some of the -- some of the concerns, but I think this is genuinely a really great project.

Lorcher: Well, hopefully, we were able to answer some questions today, too. Commissioner Stoll, do you want to add anything?

Stoll: Yeah. Madam Chair, appreciate that. Overall the project -- large projects are breathtaking, both as far as the size and what it's going to mean for the community. I look back fondly upon and prefer when I moved to this area in 1993 and I wish it had stayed what it was back then. But many of the opportunities and amenities that were not there in 1993 are here now because of growth that has occurred and new friends that I have made over that time period. Large developments, although breathtaking, can be and are very beneficial as far as helping to put into effect a transportation system that we know is going to be impacted by this development. It's the small ones that choke us and cause problems in the long term and I would recommend that folks take a look at the good work that the city has done with the Comprehensive Plan, because they have laid out what they want the city to grow as. The county has done the same thing. Look at the work that the Community Planning Association of Southwest Idaho has done for its long range transportation plan for the two counties and, then, also what ACHD has done with its master streets plan. The challenge isn't that planning hasn't been done, it's the lack of financial resources that we have within the state on how we set up and we would all love to put in the transportation infrastructure now, because it would save us a lot of money in buying the right of way, but that's not how it's set up and we as voters often turn down opportunities or contact our legislators that say, no, don't increase our property tax or, sorry, don't increase our gas tax. We contact ACHD and say we don't want impact fees to go up or our property tax to go up and the same thing with the city. Until that changes we are going to be reactive on trying to put in the transportation system and it's going to be developments coming in first and, then, we will be doing the improvements later on. This particular development there is really only two things that give me pause and one I

just answered is the connection on the southern part to Ustick. I wish that was being done now, as opposed to later, but we have the development application in front of us now. We don't have one at a later date. The cooperative agreement I still struggle with why we are having this conversation before the cooperative agreement has been executed, but I understand why and as long as we have the condition that the cooperative agreement has to be executed within six months I'm comfortable with going forward with this development.

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: Just one more quick statement. At the corner of Black Cat and McMillan this same developer, Toll Brothers, built a 700 plus home subdivision and they built it on McMillan, which is a two lane road with no intention of it being expanded. This is -- I'm not advocating for this per se, but just -- just to have a comparison. This is going to be built on a five lane road and so there -- I think that that traffic is going to move better than what you see on McMillan with that 700 plus home subdivision that's there at Black and McMillan. I also am curious if Toll Brothers has applied for their own zip code now or is that coming?

Lorcher: All right.

Stoll: Madam Chair, if I may --

Lorcher: Yes.

Stoll: -- I have been the only one that's been not doing this.

Lorcher: Give it a go.

Stoll: I'd like to make a motion. After considering all staff, applicant and public testimony I move to recommend approval to the City Council of File No. H-2024-0070 as presented in the staff report for the hearing date of June 5th, 2025.

Smith: Second that.

Lorcher: It's been moved and seconded to approve Dayspring Subdivision. All those in favor say aye. Any opposed? Did I say Dayspring? Is this one Springday? Which one is it? Dayspring? Okay. Dayspring Subdivision.

Johnson: Madam Chair, can you clarify it's recommended approval.

Lorcher: A recommended approval and I say aye.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

Lorcher: All right. Before we adjourn, two housekeeping things. Number one we do not have Planning and Zoning on June 19th, since it's a federal holiday. We will be on June 26th. I understand we have five or six applications, so it will be a full day. And just a reminder when Tina sends out e-mails, if we can all respond to all quickly, so that she can get a quorum. I think with people being on vacation this summer it will be a little bit challenging. And with that I will take one more motion.

Parsons: Madam Chair, just one -- one other clarification --

Lorcher: Oh, one more housekeeping.

Parsons: It's going to start at 6:30 --

Lorcher: Oh, 6:30 on the 26th.

Parsons: Yes.

Lorcher: Okay. Very good. I will take one more motion.

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: Move to adjourn.