

for the hearing date of August 21st, 2021, with the following condition: To strike condition 4.E.

Grove: Question. Is this --

Yearsley: Actually, that's -- it's -- my apologies. This is a condition -- it is to approve, not to recommend approval.

Parsons: Correct. Staff had put the wrong verb -- my -- my hearing outline is correct. Yours isn't, so I apologize.

Yearsley: Sorry. So, basically, recommend to approve this conditional use permit with the following -- with those modifications.

Parsons: Madam Chair, clarification. Are you wanting to strike the condition in its entirety or just the verbiage by the applicant?

Yearsley: Yes. What -- what the applicant had requested.

Parsons: Perfect. Thank you.

Seal: Second.

McCarvel: It has been moved and seconded to approve file number H-2021-0043 with modifications. All those in favor say aye. Opposed? Madam Clerk, would you like to do roll call?

Roll call: Wheeler, nay; Grove, nay; Seal, yea; Lorcher, yea; Yearsley, yea; McCarvel, yea; Cassinelli, absent.

McCarvel: Motion carries.

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

4. Public Hearing for Centerville Subdivision (H-2021-0046) by Engineering Solutions, LLP, Located at 4111 E. Amity Rd. (Including the Outparcel to the South) and 5200 S. Hillsdale Ave., at the Southeast Corner of S. Hillsdale and E. Amity Rd.

- A. Request: Annexation and Zoning of 40.49 acres of land from RUT to the R-8 (13.35 acres) and R-15 (27.14) zoning districts.
- B. Request: A Preliminary Plat consisting of 190 total lots (124 single-family residential lots, 35 townhome lots, 2 multi-family lots, 1 commercial lot, 1 clubhouse house, and 27 common lots) on 38.95 acres of land.

McCarvel: Next item on our agenda is H-2021-0046, Centerville Subdivision, and we will begin with the staff report.

Dodson: Thank you, Madam Chair, Members of the Commission and members of the public. Thanks for being here. Try to make this quick. I got a honeymoon to get to, so --

McCarvel: Couldn't get anybody to cover?

Dodson: The boss man, you know. It's all good. As noted, this next item on the agenda is for Centerville Subdivision, H-2021 -- thankfully past 2020 -- 0046. It is for annexation and zoning and a preliminary plat. The site consists of 40.49 acres of land currently zoned RUT, spread across three parcels, located at 4111 East Amity and 5200 South Hillsdale and also the out parcel in the very southeast corner. As you can see -- it's probably best in this one. Generally at the southeast corner of Hillsdale Avenue and East Amity. There is no history of zoning or improvements or approvals with the City of Meridian. We have two Comprehensive Plan future land use designations on the site, medium density residential and mixed use neighborhood. As noted it is for annexation and zoning and preliminary plat. It is a request for rezoning from RUT to the R-8 zoning district for about 13.3 acres and the R-15 zoning district, which is 27.14 acres and it includes a concept plan that shows 159 single family units and 168 multi-family units, with a preliminary plat consisting of 190 total lots, 124 single family lots, 35 townhome lots, two multi-family lots, a commercial lot, which is not commercial zoning, because it's for a daycare, which is allowed within the R-15 zoning district and, then, 27 common lots on 38.9 acres. Again, this is only for annexation and zoning and preliminary plat, no conditional use permit for the multi-family is a part of this -- this application set. That would be required to come at a later date. The project is proposed in four phases. Just go to that -- a majority of the detached single family is proposed in the first and second phases. The access to Hillsdale and Amity as seen here is proposed with phase one, as well as the large central open space. The existing stubs that are to be extended from the east and the south are proposed within phase two. The majority of the multi-family is proposed within phase three and the clubhouse, pool, remaining multi-family and the front loaded townhomes, which is the southwest corner of the site, is proposed in the final phase four. The project is proposed with 5.64 acres of qualifying open space, which is approximately 14 and a half percent. Future CUP for the multi-family would confirm the required minimum amount for multi-family, which would be determined by the number of units, which I will get into a little bit more detail later. The qualified open space consists of the required street buffers along Hillsdale and Amity, the large centralized open space and other small open space areas throughout the site and that those do include pedestrian connections throughout the site as well. To note, the proposed open space does exceed minimum code requirements as currently proposed with the assumption of 168 multi-family units. Access to this site is proposed via South Hillsdale and East Amity. The applicant is extending two local stub streets into the site as noted, one from the south and one from the east, which is actually a city of Boise subdivision. Sorry. There was a TIS required for this, because they proposed more than one hundred units, which is a traffic impact study. The traffic impact study estimated that the project would generate 2,600 additional vehicle

trips per day and 266 additional trips per hour in the p.m. peak hour, which, again, would -- if it's over one hundred in the p.m. hour that would also trigger a traffic impact study. The TIS and ACHD did recommend the following improvement. For Hillsdale Avenue and the Amity Road intersection at the very northwest corner -- we will go to this one. I apologize. The corner here -- they are proposing and requiring an interim signal there to help with ingress and egress for this entire area. The reason why it's an interim signal is because it's actually slated to be proposed -- or constructed as a single lane roundabout in the future, which would be here. Sorry. Here. My understanding was that is not in the CIP currently, but it is proposed, which is why they are saying it's an interim signal at this time. Secondly, on Amity Road and the Amorita, which would be the entrance here, they are proposing the applicant construct an eastbound right turn lane, which would be going this direction. Right turn lane into the site and a westbound left turn lane to be constructed on Amity for access into the site. Safe access to Hillsdale Elementary School, which is to the southwest of the site, and directly across Hillsdale Avenue, is, obviously, very important. ACHD recommended and the applicant agreed to -- to install a rapid rectangular flashing beacon, an RFB beacon, at the Hillsdale and Hill Park Street intersection for an additional safe crossing for current and future residents. This is something that -- it was recommended and not required, but the applicant took it upon themselves to propose that and take care of that access, which we do appreciate. As noted, the project area does have two future land use designations on it. Mixed use -- or same designation as the subdivision to the south. Medium density residential allows density for -- gross density at three to eight dwelling units per acre and a mixed use neighborhood allows density at six to 12 units per acre. The project area that has a mixed use neighborhood is actually a part of a larger mixed use area, as seen in this picture on the left. That entire area encompasses approximately 70 acres and half of it is already approved for residential development with the Hill Century Farms North Subdivision. The remaining area is comprised of commercial zoning, as noted in the central picture, with mostly C-N and some C-G -- or some C-C. I apologize. It includes self storage and urgent care, medical and dental offices, assisted living facility and some vacant commercial lots. The applicant is proposing a mixed use residential project that is more in line with the medium density residential designation than the mixed use neighborhood. The applicant is including a lot along South Hillsdale Avenue, which would be this lot here, for a future daycare within the R-15 zoning district and that is consistent with the mixed use neighborhood designation. Staff is unaware of future uses in the undeveloped commercial lots along Amity that are part of the adjacent project, but those would also be incorporated and analyzed as part of the mixed use neighborhood designation. Staff does have concerns with the lack of neighborhood serving uses in this area. Staff believes that replacing two of the multi-family units directly south of the daycare -- should be these. Staff does believe that replacing those two units at the southeast corner there with a multi-tenant commercial building that may include additional commercial uses, like a restaurant, convenience store, or other retail, would be of benefit to the site and it would also help the project comply more with the Comprehensive Plan. As noted it does meet the Comprehensive Plan currently. That doesn't mean it can't be better. That is why staff did not make a specific recommendation to change that, but has noted carefully that the Commission and Council should take that into consideration. The applicant is proposing a gross density of 8.4 dwelling units that can be rounded down to eight units per acre per

the Comprehensive Plan allowances, which makes that a proposal for the maximum allowed density in the medium density residential. But, again, they do have the mixed use neighborhood, which can allow up to 12, and they are not parcel specific, so it can be not -- I don't like the word floated, but densities are a little harder to calculate when you have more than one. However, this density does include the proposed 168 multi-family units that are not part of the current application and that would require a future CUP. They have proposed just transitional lot sizes and density within this project. Along the perimeter they have lot sizes that match the existing development to the east and the south. Specifically on the south side they are lot line to lot line. On the east it's not quite one to one. As you move more interior to the site, as you can see, the next ring are lots that are slightly smaller and are within the R-15 zoning district. It culminates in the multi-family lots on the west side of the development, with the majority of them being located in the northwest corner. Staff finds that the proposed project is compatible with surrounding development because of this transitional density proposed. Because of this transitional density staff is taking the overall gross density calculation within the mixed -- or sorry -- within the medium density residential and not the mixed use neighborhood. So, looking at it as a maximum of eight units to the acre, which is the more restrictive density range. As noted there is 8.4 as proposed, which staff finds is a little high. So, staff has recommended a reduction in the maximum number of multi-family units allowed with a future CUP, to bring the overall density below eight units per acre, without the need to round. Staff does recommend this for the following reasons. The low jobs-to-housing ratio in the vicinity as noted in the COMPASS report. The traffic level of service. Emergency service response times and school capacities. All things that are well known in this area of the city. Staff has recommended limiting the majority of the future multi-family structures to two stories, instead of three. Specifically all of the 12-plex units be limited to two stories, with the two larger being allowed to three stories, so that there is both a transitional height and density from the arterials to the interior of the site. This equals a reduction of 40 units and brings the overall gross density to 7.37, which is below the eight allowed. Should Commission or Council find that additional neighborhood serving commercial uses as previously discussed should be added, this would further reduce the units and further reduce the density and provide better transition from Hillsdale Avenue and, again, would help the project be more consistent with the Comprehensive Plan, but I did not specifically recommend this. There were 88 pieces of testimony as of 2:30. I'm sure there are more now. The majority of them are in opposition of the project. There were a few that were in support. The issues that were presented were the project being too dense, the traffic concern, school overcrowding, and not matching the existing character of the neighborhood. There was also some notes about changing the plan according to what it was previously and I didn't quite understand that, only because this is RUT and as it's shown on the future land use map is not meant to be the same as those subdivisions to the south and the east. It's meant to have a little higher density because of its proximity to the commercial and the mixed use. Staff does recommend approval of the subject applications per the analysis in my staff report and with the DA provisions and conditions of approval noted as well. After that I will stand for any questions.

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

McKay: Thank you, Madam Chair, Members of the Commission. I'm Becky McKay with Engineering Solutions. Business address 1029 North Rosario in Meridian. I'm representing the applicant Challenger Development on this particular project that's before you. So, as Joe indicated, the request before the Commission this evening is annexation and rezone of 40.49 acres. That includes public right of way. The actual size of the property is 38.95 acres. We are asking for a combination zoning of R-8 and R-15, 13.35 acres of R-8 and 27.14 acres of R-15. In this particular project we have a mixture of uses and one of the things that was the -- the driving force as far as the design on this -- we have worked on this for over a year. It hasn't been something that we have thrown together in a short period of time. It's kind of evolved as we had a couple of different neighborhood meetings and met with staff on multiple occasions and worked with the highway district and the school district. As you can see this particular parcel here is -- is an enclave. It's developed all the way around. To the -- to the east is Rockhampton Subdivision, which was developed in Ada county in Boise's area of city impact. The area of impact boundary is right here at our eastern boundary. To the south is what's called Howry Lane Subdivision No. 2. I believe they market it as Hillsdale Creek. And, then, the Century Hill Farms development, which consists of mixed use single family. They have got mixed use neighborhood development, office components, multi -- or I think they have mini storage components and, then, directly north across from us is Shelburne South, which is currently under construction. So -- so, this particular parcel when -- when looking at the development that's underway and that's taken place -- is -- definitely qualifies as in-fill development. In looking -- looking at the parcel, these -- these very rectangular parcels with the stub streets are always probably the most difficult for me from a land use perspective. I have been doing this 30 years and it's -- these are always the hardest ones to work with. You have existing stub streets. We have a stub street that goes to Rockhampton. We have a stub street that goes to Howry Lane. We have existing collector roadway Hillsdale Avenue that runs down our west boundary. We have the Shelburne South development, who -- their collector roadway is directly across from us on Amity Road. So, we are bounded by a minor arterial, which is Amity Road and, then, Hillsdale Avenue, which is a collector. We have the Hillsdale Elementary School just to the west of us. We have the YMCA South that is to the west of us and, then, we have neighborhood commercial zoning also to the west of us here. This kind of shows you -- we had to break the plat into kind of two pieces to kind of show you what -- what we looked at and -- and one of the things that I considered in this design was, obviously, transportation, providing two points of ingress and egress. We had to match this collector that goes -- this commercial collector that goes to the west. We had to, like I said, align with the collector going into Shelburne South and, then, I had to make these stub streets work without sending my traffic as cut through traffic into these adjoining developments. So, we -- we met with the neighbors. We had two neighborhood meetings. Our first neighborhood meeting that we had was in June of 2020. Initially we proposed 355 dwelling units, which had 125 single family, 26 townhomes, and 204 multi-family units, plus a daycare, and that overall density proposed with that draft was 9.11 dwelling units per acre. The primary concerns that we heard from the neighbors was the number of dwelling units, if we could reduce those. If we could redesign our interconnectivity with those adjacent stub streets to minimize any cut-through traffic. What we could do to, obviously, mitigate our traffic and improve the transportation impact of our development

in this area -- and three was what could be done to make a safer route to schools and alleviate school capacity issues. So, we came back to them with a revised plan back in June of 2021. So, we took -- we took a full year working on it, working with our traffic engineers, like I said, the city, the highway district, the school district. We wanted to make sure that all of the agencies were involved in this project, because it -- like I said, it's an in-fill and it -- that leads to complexity. So, what we did after that meeting -- that first neighborhood meeting is we reduced our single family dwellings from 125 to 124 lots. We reduced our multi-family units from 204 to 168. So, we basically removed 36 multi-family units and one of the comments that we received from the -- the neighborhood to the south was we had -- we had two multi-family buildings here and they have a collector roadway called Rockhampton that comes in and comes into their site and they said, you know, we would like some type of a transition, you know, whether it be some townhomes or something, but we don't want multi-family. So, we eliminated the two buildings that we had and replaced these with pods of just three townhomes that would front load. One of the things that the staff asked us to do is they said, you know, the fact that you have two different designations on your property, the -- the mixed use neighborhood, the medium density residential, we want to see a diversity in this project. We know it's only 38.95 acres, but we would like you to do your best to provide some variety of housing and different styles and also providing transition from those existing residential lots. So, that -- that was the task that was set forth to us and -- and they said, you know, we -- we would like to have a higher density along the collector roadway, Hillsdale Avenue, along the arterial. Fire Department said we want a -- a separate access to Amity and, then, a collector roadway coming in and, then, interconnection to these two stub streets. So, one of the things that I did is -- we had a street that came straight down. We eliminated that. We went and did a full 90 degree turn and we did a pedestrian path and, then, we did a 90 degree turn here. One thing we wanted to make sure is that it was more convenient for our residents to come out to Hillsdale Avenue or to come out to Amity Road versus cutting through any of these neighborhoods. So, we made it very circuitous in its -- in its road alignment. One of the other things that -- that the staff encouraged us was, you know, we want detached sidewalks. We want it to feel soft when you come in. So, we have a 20 foot landscaping with detached walks on our entry collector and, then, that collector comes in and this is 1.93 acres, so this is our central open space and that's what you see when you come off of the collector roadway and, then, when you come in off of Amity Road we have a pocket park here, that .28 acres. We have a plaza here with public art and we have pathways that come through and so we wanted the curb appeal to be the best that it can be. Amity Road is designated as an entryway corridor. So, the landscape buffer required is 35 feet. We have provided 35 feet. One of the -- the pathway coordinator said, you know, we don't show a multi-use pathway along Amity, but because of the YMCA, because of the Hillsdale Elementary, could you do a ten foot sidewalk along Amity? We said sure. Absolutely. So, we are proposing a detached ten foot land -- or a ten foot sidewalk all along that Amity corridor and, then, detached five foot sidewalk all along the Hillsdale Avenue. This is kind of a blow up of -- of the landscape plan. As you can see we have -- we have medians as you come into the development. Significant landscaping along -- along that Amity corridor. Like I said, we have the plaza with public art. Pathways. We want to make this a very walkable subdivision, since we have adjoining amenities. So, within our central open space here, as I indicated, which is 1.93

acres, we have playground, we have a plaza, we have picnic shelters, we got -- we have pathways, micro paths that lead and drop down into -- into the subdivision and the staff had a good -- good recommendation that -- that we took to heart and they said, you know, we want you to integrate the multi-family with the townhomes and we said, well, you know, we didn't -- we didn't think about that, because we initially had these as front load. So, what we ended up doing is -- we have a 26 foot drive aisle that runs all along the back of the townhomes and we said, yeah, we will go ahead and we will rear load those townhomes. That allows us to, then, do detached sidewalks all along Odell Street and we have detached sidewalks all along the -- the east side of the street, which will have a softer look. The Cunningham lateral runs through the property right here. We do have approval from the New York Irrigation District. This is our primary irrigation source and our pressurized irrigation system will source from that. We have approval to pipe that facility right here and, then, connect to the existing pipe that runs across Hillsdale Avenue. Bureau of Reclamation has also approved that relocation. The only stipulation that they have is that we can either put gravel or grass or a combination of both. So, one of the things that -- that we talked to the staff about was we do alternative compliance and we have like a compacted pea gravel with grass for the kids, so that they could come over and, then, link up to the sidewalk here. Or people from the -- the Rockhampton -- or not Rockhampton. I'm sorry. Howry Lane Subdivision could also interact, because they have open space located there. So, as far as our amenities, obviously, the -- the code requires only ten percent. I have been -- I was on the committee for the open space update to your UDC, so I wanted to make sure that -- that this one had more than the minimum. So, we have 5.64 acres of qualified open space. So, we are roughly 14.48 percent and that's for the subdivision as a whole, not including the requirement for the multi-family open space. We have a 1.93 acre central common area, with playground, pathways, and a plaza area. We have micro paths. Template sidewalks. We have our pocket parks. Public art. Plazas at our Amity entrance. And within the multi-family area we have two tot lots, one to the north, one to the south. We did that because we have a collector that basically bisects the multi-family. We also have provided a picnic shelter and in the multi-family development there is a clubhouse, pool facility, and parking lot. This shows you the Centerville townhomes. These are the -- these are the rear load, so they load within the interior of the multi-family project. There will be two car garages with a 20-by-20 pad, so they will be able to park two in the garage, two in the driveway, as required by the UDC. This is what we call our farmhouse kind of elevation. It's kind of a new look that my client's working on and their -- and their architect. We have provided the front elevation, the rear and the sides. You can see that there is significant modulation in the roofline. Different patterns, architectural features that, obviously, provide articulation and interest. This is the three unit one. The one I just showed you as a four. So, I wanted to show you what the three units look like. As you can see it's -- it's very similar, just smaller. And, then, on the southeast -- or southwest corner next to the Howry Lane collector, we will have what we call front load townhomes. So, we have rear load and front load. This is -- these are the front load townhomes. They are more of a contemporary design. You can see the varying roof lines, varying materials, combinations. Wrap it up. Centerville. These are the sample elevations of the lots are 74, 80 and 90 foot lots. You can see the homes. Single story. Two story. A combination of both. Sixty-four foot wide lots and, then, we have some 36 foot wide lots to provide diversity within the project and these are

the elevations of those. As far as the apartment building, they are going to be a contemporary style. That's a 12 unit complex and that's a 24 unit complex. There is our clubhouse. And -- and I will use those in rebuttal. I will zip to that. Oops. Oh-oh. What happened to me? Yeah. I got excited. We think we have a really great project and -- and we would like the Commission to, obviously, look at the diversity and the -- and the rooftops that we need, obviously, to supply the mixed use community designation to the north where the Albertson center is going and the mixed use neighborhood. Until we get rooftops we don't get that commercial component. We included a daycare in here, because we think that will, obviously, be a benefit to not only us, but the neighborhood in general. Do you have any questions? Sorry, ma'am.

McCarvel: Any questions for staff or the applicant?

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: Becky, do you have any thoughts on staff's recommendation for adding the commercial retail piece to the southwest -- I guess it was phase four portion of the multi-family area?

McKay: Madam Chair, Commissioner Grove, yes, I do. If you look at the Century Hill Farms mixed use neighborhood -- if Joseph could go back to my PowerPoint. They have -- there is the St. Luke's facility. There is a veterinary clinic. There is a dentist. So, they are starting to get that -- that -- those essential neighborhood uses. One of the things that I didn't want to do was to compete with Brighton. Obviously I think Joe indicated in his staff report there is approximately 70 acres over there that is mixed use neighborhood that has been approved with that -- the intent that it have a retail component, a neighborhood commercial component. So, I, obviously, can't compete with Brighton, nor do we want to, so the way we looked at it is we wanted to, obviously, come up with uses that would support their commercial and would complement it and the daycare we thought was a good use. You know, right now, if you put like some -- some offices here or something, you know, right now they -- they call those like toadstool offices, because they are smaller. Trying to integrate those into the multi-family. One of the things that we look at is a self-sufficient multi-family and in my consulting with the multi-family experts they said, you know, 200 units with a clubhouse, a pool, playgrounds, open space, pathways, all of that is typically preferred. So, I had to convince them to let me go down to 168 and say, you know, this is why we are doing that, you know, because we need to integrate some more townhomes, we need to do some better transitioning, we need to add some more open space, but I just don't see that it's going to be really viable. You know, we have got the Y, we have got the elementary due west of us, and I don't want to compete with Brighton and -- and so, you know, we have to look at the big picture and what we can provide and bring to the -- to the community and the neighborhood here.

McCarvel: Becky, how do you feel, then, about staff recommendation for two stories instead of three story?

McKay: I wanted to cry. No. I talked to Joe about that. Sent some e-mails back and forth and -- and -- and this -- you know, this -- from my planning perspective are my thoughts. You know, we -- we articulated these buildings -- we are on an arterial here. These buildings, as far as their separation from the edge of right of way here is 50 feet. So, I'm trying to figure out -- you know, we want to put the density next to the arterials, next to the collectors. That's always been one of the -- you know, the proverbial planning tactics and so I -- these being three story, I do not find that they are going to negatively impact anyone and they also generate less traffic --

McCarvel: Quiet, Please.

McKay: Now, along the collector roadway I oriented the buildings so all you see is the end and these -- these buildings are 12 unit. So, you are seeing the end and I have -- I have traveled to other states and looked at similar projects and -- and if you -- you just see the end of a building you don't see the bulk and here we kind of modulated the buildings and -- and as far as -- these are two story. I have talked to my clients, you know, I kind of said, you know, what -- what's your thoughts, you know, on these -- you know, could we make these two stories, so we have, you know, a transition, two story, two story and transition to three story. These are within the interior, the three story here. These are the larger buildings. And, you know, obviously, no developer wants to lose units, but I think, you know, I would like the Commission to -- to look at -- instead of just chopping off 40 units and say, you know, nothing can be over three stories, I -- I really think that that's not the correct way to go. The multi-family units only create 1/7th of the number of students -- and I got that directly from the school district -- .1 student per unit versus single family which is .7. The number of vehicle trips per day for each single family dwelling is 9.5 typically. For the multi-family it's I believe four -- let me look. Let me verify. Hold on. 5.4. So, you -- you have roughly about half the traffic generated. The other thing to keep in mind is we have to install a signal. So, you know, we have an intersection that needs a signal and meets the threshold now. We are willing to install that signal. We are willing to create safe route to schools. We are going to put in that flashing light here at Hill Park. We took to heart the messages that were given to us, but if I can't get enough units to, obviously, pay for the mitigation that creates a significant problem. So, I guess I would like the Commission to keep an open mind and -- and look at maybe some middle ground. Thank you.

McCarvel: Okay.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: Bill, I thought when we -- we approved Hillsdale Subdivision at that intersection that they came back and said we couldn't put a signal there because of the high power tension lines. How do we mitigate against that? And I thought we couldn't do a roundabout there because of the power pole that's right there. Do you remember that? I remember that was the reason why they did the signal then.

Parsons: Madam Chair, Members of the Commission, yeah, I'm not recalling that recollection, but certainly Joe's looked at the staff report. It seems like it's all a go for them to do those improvements.

Yearsley: Okay.

McKay: Madam Chair, if I could answer Commissioner Yearsley's question. It's intended in the -- in the master street map that this be a single lane roundabout. Ada County Highway District indicated they have been unable to obtain right of way on the parcel to the west to get that other piece of the roundabout, so the interim signal is a viable option and they are calling it interim, because until such time as that other parcel were to develop, then, they would be able to obtain that right of way. They are requiring that my client dedicate right of way for our portion of the roundabout, which is the long term plan and in compliance with the master street map. But right now this particular intersection warrants either a signal or a roundabout and interim signal is our only option.

Yearsley: Okay.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: Staff -- I had a question regarding the school report that was in here and I didn't see the school report from Miranda for the like long term breakdown, but is there anything additional that you could add with the capacity within this general area and how this impacts that moving forward?

Dodson: Commissioner Grove, great question. Yeah. Miranda did put it in here and her numbers do vary a little bit than what the West Ada School District has, because she looks at things a little more holistically I guess you could say. But the Hillsdale Elementary, as was known, did have a cap for a while. They changed the boundary of that area to accommodate more of this localized area. There is an anticipation, after speaking with West Ada, that these additional students that this project would be accommodated there for at least the elementary school age. In addition, what we don't look at in our data are the charter schools. We just -- I asked Miranda why do we not do that? Are we going to, et cetera. And it's just hard to track that kind of data, because they are not required to report it to us. Obviously, there is quite a bit here as compared to other states and how they function pretty well compared to other places I have been. There is Gem Prep South that I have noticed coming online probably in the next couple of years, if not the next year. There you go. Fall of next year. That's a K through 12 school, which will help tremendously in this area. I know I approved Compass Charter expansion and I believe they will be coming online for K through 12 this year and that's not in this area, but it is another charter school in the city. There -- there are avenues to help relieve some of these. Owyhee High School is also coming online. I don't know when. I'm not going to get into that TCO debate, but it's -- it's coming and that will help relieve some of the high school issues that we have had, because, obviously, the -- you

know, you have the most elementary schools and middle schools and, then, you have the least amount of high schools, because they are the largest. So, there is some relief on the horizon. I can't speak to any of the things that might require a bond and an education policy that I am frustrated with here in Idaho, but it's outside of our control. Hopefully some of those things occur and we get another high school down in the south Meridian area, but, again, that would be years down the line, but Miranda did supply her thing and assuming this gets approved with the submitted capacities, it does show each of the schools being over their current capacity with what is the approved plats, but that's pretty much every single development in the city at this point.

McCarvel: Any other questions for staff or the applicant?

Wheeler: Madam Chair?

McCarvel: Commissioner Wheeler.

Wheeler: I have a question for the applicant here. I'm noticing that there is a St. Al -- was it a St. Luke's Medical Center that's just right there on the corner of Hillsdale and Amity Road and I know there has been talk about limiting some of the density. Would there -- has your developer thought about taking any of those multi-family units on that hard corner there of Hillsdale and Amity and turning those into some sort of light office or office use or something like that to complement what's across the street from Hillsdale?

McKay: Madam Chair, Commissioner Wheeler, one of the things that -- that restricts this site is, obviously, there is no access. You know, in the old days when we could get say a right-in, right-out or get an access closer to the intersection, that made like a commercial or an office component more viable. As ACHD has -- has modified their policy manual, you know, they -- they have pushed all of our approaches back beyond that 660 foot mark and even further if a proposed roundabout is -- is proposed. So, if you get an office here they would have to, obviously, come down the collect -- you know, come down the Hillsdale Avenue collector, come in here and, then, come through a multi-family development to get to a corner parcel. So, convenient access is, obviously, critical to viability of office or retail and so, you know, that was -- that was one of the -- the things and -- and at the time when we pre-app'd with the staff, you know, the staff said, you know, we can see your struggle based on where your access -- your collector has to be located here and here and how to, you know, make this more mixed use. The daycare use -- I did one of these along the collector at Crossfield Subdivision off of Ustick Road. We had a variety of single family. We had a similar multi-family component and we had a daycare and it has been a very very nice viable development that is well balanced and I think that's one of the things that we have to look at with the pricing that we are seeing, what's viable with the costs escalating and -- and trying to make these -- these communities balance, so that, you know, what did I see, the price in Meridian jumped again, you know, what is it, 555,000 median price. So, you know, we are -- we are struggling to provide housing for different lifestyles, different incomes, and -- and we are -- we are doing our best to -- to balance our projects and I think we are doing a lot better job than just single product projects that are pricing so many people out of the market

and right now those kind of toadstool offices that are, you know, 4,500, 5,500 square feet, there is a lot of vacant lots like that. My office is in Meridian. The lots around me off of Pine and Rosario have been vacant for years. You know, it's -- you know, right now office is not prime on the list. Residential is. A lot of people work from home. I think we are kind of seeing a little bit of a transition in -- in this marketplace as far as office is concerned.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: Just looking at the layout and everything here and kind of looking for that middle ground in here is -- and something that we have had go in and has kind of been a hit in some of the other areas has been kind of a business incubator where it has a residential piece to it, but it allows them to do business, you know. What did we call it? The mullet house or something like that where it was a, you know, business down below and, you know, residential up above. Is -- is that something you would entertain, you know, again, trying to find a middle ground. I'm kind of in agreement with you where three stories on some of this would -- I don't think would be harmful, but, at the same time I think the commercial element in some way, shape, or form needs to be present in here. I think a business incubator might be a way to do it, because there is just a lot of traffic that's going to go down there because of the YMCA, because of the school, you know, where it's not going to be something that's abandoned down there or something that's not going to get any -- any traffic coming by and just to have people even know that it's there.

McKay: Madam Chair, Commissioner Seal, we -- when I did the Gramercy development just south of Overland Road we incorporated what we called a Brownstone, which was a live -- I think live-work. They were three story type units, exactly what you are talking about, where we had -- somebody could have an office on the first floor and, then, live on the second and third floor. They were alley load and we -- we designed that into the project. We had the architects design it and when it -- when it was bid out the price of those live-work units was so excessive that the developer abandoned it and here we were left with improvements in the ground as far as infrastructure and they never materialized to this day and I did Gramercy years and years ago. Now, if you were talking about say some type of an office building versus putting it here at the corner at the intersection where one has to, you know, wade their way through, you know, an office component say across from the daycare would make more sense. You know, this is -- we will have a landscaped median here. It will be right-in, right-out, but, then, this is a full access here, because we are restricted by the highway district, because this is a collector and Hillsdale is a collector, so my first approach is a right-in, right-out only. My second approach here is full access. So, you know, access is everything when you are talking some type of a commercial component. So, I would have to have something that, one, people could get to, see, but as far as this -- you know, this being a drive in or, you know, live-work -- I -- the live-work is just cost prohibitive right now. I mean you are -- when we got our prices in those units were I think 355 to 375 thousand per unit and that's when you could buy a single family dwelling significantly larger for 250,000. Now you are probably talking 550. So, you just can't compete in the marketplace with that live-work. It's just -- I just don't

see it as viable. We have -- we have tried it and -- and have failed.

McCarvel: Okay.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: Follow up, sorry to drag us along. So, show me some middle ground. You are talking about it and we are not -- we are not getting there. I think there is a recurring theme here that we need to see a little bit of some kind of commercial element in here. So, what is that middle ground? You want three stories. We want commercial. Where can we meet in the middle?

McKay: Madam Chair, Commissioner Seal, I guess, you know, if we are -- if we are -- if we want to try to find a compromise, we have the daycare here. If you wanted like an office building, you know, located here, that would make sense, across from -- from the daycare. As far as the -- the three stories, my -- my professional opinion is, you know, we are -- from the nearest home -- this is a collector. From the nearest rear lot line I am I believe 275 feet to this dwell -- this three story unit and I am 290 feet to this dwell -- this multi-family unit, but if you wanted to do say a two story transition, I would do them here and, then, I would do some type of an office component here and, then, maintaining the three story within the interior along the collector and along the arterial. I mean that -- that -- that's just good planning. You know, we -- we do need to provide diversity. It's more important now than I have ever seen it in the 30 years that I have been doing this. Variety is -- is the name of the game and our community is going to depend on it. I had a letter in my opposition packet from someone who lives within the three -- 500 feet, 300 feet, indicating I'm an employer in this area -- in -- in this Treasure Valley and I'm -- I am interviewing employees from out of area and I can't hire them, because they can't find any housing or affordable housing or transitional housing. So, I mean we have got to do what we can to, obviously, make our community balanced and I guess that's the message I would like to send. We are willing to work with the Commission. I'm not drawing a hard line here. I'm just -- I'm trying.

Dodson: Madam Chair?

Seal: Appreciate that. Thank you.

Dodson: Madam Chair?

McCarvel: Oh. Joe.

Dodson: Sorry. My voice echoes I guess. I don't know. I did -- I understand what Becky is saying. The applicant. And I'm not saying she's wrong. I think what she's proposing is a transition from the south to the north works. I think that's a fair compromise from a planning perspective. I am concerned about this office component and by that I mean

because of the office across the street and that is what keeps coming up. Those are not limited to any specific use, but because of the St. Luke's -- because of those lot sizes they -- I have seen them just come up as offices, offices, offices, offices and mixed use neighborhood doesn't call just for offices and there is already vacant lots over there that I assume will likely become more offices and ancillary to the medical use. That's why I mentioned in my staff report some type of retail or food or something that these residents, both existing and future, can walk to to get a cup of coffee or something. I mean, yes, I come from San Diego, granted, I'm not a communist like NextDoor keeps calling me, but I -- it just -- when I was in college there it was very nice to literally walk around the corner and be able to grab some food. You can't do that in a lot of places here in Meridian. So, being able to offer a commercial component that has that capacity I think would be a better benefit and a better fit than another office building.

McKay: Okay. So, yeah, Madam -- Madam Chair, I mean, you know, a coffee shop, a sandwich shop -- I did take pictures of the commercial that's out there. We have dentists. We have the St. Luke's. We have a veterinary hospital. That St. Luke's. So, you know, like I said, I don't want to compete with -- with Brighton and Dave Turnbull. I don't want to rain on his parade. You know, maybe he's got a Starbucks going in. I'm not sure.

McCarvel: We got some sort of little -- I mean local sandwich shop or something -- yeah, might be --

McKay: Okay.

McCarvel: -- a better fit. Okay. Any other questions for staff or the applicant? Okay. Thank you. Madam Clerk?

Weatherly: Madam Chair.

McCarvel: Do we have a list --

Weatherly: Yes, indeed, we do.

McCarvel: -- of people to -- and before we get started, I know there is probably a lot of people who want to testify, so if we -- as we are going through this if you are hearing that your opinion has already been stated I think, you know, we have spent a lot of time here with the applicant in the staff report listening to the issues and I think we know that, of course, traffic and schools and that kind of thing is always top on people's mind and we do want to hear your opinions, but if you are hearing the same things over and over we can kind of get to a point where we can have a show of hands and if that's your concern we can glean from the show of hands that that's where we are at and so with that we will begin with number one on the list. Who do we have?

Weatherly: Madam Chair, first on the list we have Alex Brown.

McCarvel: Okay. Alex.

Brown: Name is Alex Brown. I live at 4060 East Amity Road, Meridian, Idaho. I'm right across the street from the intersection. I have 5.9 acres of ground. Just to the west of me is 40 acres that belongs to the school district, which she is saying that they are going to take my property and the school district property and put in lights and roundtables. I have talked with the school district, they do not want a road on the west -- or the east side of that property. Whenever they put in a school they want it closed off to a single exit in the front, so they do not have people driving past there to get to the subdivisions that they are building to the north of us. I have lived at this property for 50 years. I have no obstructions or directions of -- I don't oppose the people who are moving into these houses. I do oppose putting multi-family units in this area. They just built hundreds of multi-unit areas to the west of Meridian off of Franklin, off of Overland, off of Ustick. We do not need them out here. We have one at the corner of Lake Hazel and Maple Grove that is a disaster. It is a slum. It has been there a very short time. When you build multi-unit areas out in the country where they do not have access to utilities -- or stores and things that are close -- most of those people are put in there and they are given rent assistants, so they don't have cars to drive, they need to walk to where ever they go or get a bus. We don't have buses in this area. They keep talking that they are going to do buses and, then, they talk trains. Well, this part of the country has done away with trains and done away with buses years ago. It's not going to happen. They might get a bus in downtown Boise, but they are not going to have it out here in the country. We do not want multi-unit -- multi people in the area to construct -- to interfere with what is being built in the whole area around it. It is residential housing for single families and they say, well, we don't want to get into the stuff that's going on to the south. Well, there is not very much going in there. He is putting in a few little things like they are putting in just to the east of this proposed subdivision. The nearest thing that is going to be used by people who live in there will be the Albertsons. That is three-quarters of a mile away. When they get it built. They are still building roads over there. They haven't started on that. Albertsons is not the prime grocery store in this area. People are not happy with Albertsons. That's why whenever they ran out Smiths and when they ran out Buttery's, Winco and Fred Meyers and Ridley are still here, because people want something besides what Albertsons offered, which was mostly high prices and products that are not up to par. That's about all I have to say about this.

McCarvel: Thank you.

Weatherly: Madam Chair --

McCarvel: All right. And in order to get through I would like to remind you that this is not a pep rally, this is a public hearing.

Weatherly: Madam Chair, next we have Dale Miracle, identifying as the Rockhampton -- Rockhampton One HOA president.

McCarvel: Okay.

Miracle: Yes. My name is Dale Miracle and I live at 12439 West Highlander Street in

Boise and I'm currently the HOA president of Rockhampton One Subdivision. It's to the east of this development and we do have some concerns about that. Our HOA people did a canvassing of the area to see what concerns they had about this development that's coming in. Probably the top of the list was schools. Crowding. And I won't go into that much. The next was congestion of Amity and Cloverdale Roads and the last one was local congestion in our subdivision. As far as overcrowding, I will just touch on that. It is a big concern. We go -- we are in Boise -- the Boise side of things and our main grade schools are Amity and Lake Hazel and most of the grade schools are bused from there. As I understand it, the -- the Hillsdale school cannot accept anymore people at this time, but I haven't heard anything positive about that. Somebody else will talk about that in more detail. The next thing is congestion of Amity and Cloverdale Roads. I did talk to a senior transportation planner for Ada county about what they had planned for Amity and Cloverdale Roads. At present time they told me that there was a roundabout at Amity and Cloverdale planned for 2026 and that was about all that they had for that area. They do have an open discussion, they want input on what would be needed in that area and I had hoped some -- that we collectively would put some of those projects earlier to combat what I think will be a lot of congestion on Amity and Cloverdale. The third thing is congestion in our subdivisions. I do appreciate the developer limiting cut-through traffic through our subdivision, but I think there will still be some cut through on Macumbo Street, because it goes straight through to Cloverdale through Rockhampton and I believe that with the congestion that I foresee happening on Amity there will be a lot of people that will try and cut through over to Cloverdale Road. At this time along our subdivision Rockhampton One there are no lights or -- there is one walkway for pedestrians and that's about it. So, that it -- it's going to be a big concern. The other concern is we have another Lachlan Street, but it goes into -- it turns off and goes into another subdivision, but it can turn back and go back into Cloverdale. It's probably not as big a concern as our Macumbo Street being a straight through street, but it is a consideration for some of the multi-level three story apartments that might want to try and find shortcuts. The last thing is I believe traffic will be so busy along that area that it is going to cause a lot of congestion. Cloverdale is already a very busy street, a lot busier than it was, and without any sort of improvements I believe there is going to be quite a bit more congestion. Another concern is -- especially with apartment complexes, parking might be at a premium there around the apartments and as with other apartment complexes that I have seen around town here, they choose to park on the roads and where ever else they can for their second and third vehicle or trailers or RVs and I'm seeing this as a problem and it might come into our subdivision to be parking along our park that -- that is very conveniently placed there. Other than that I think some other people are going to talk on more of these items.

McCarvel: Okay. Thank you.

Miracle: Anyway, thank you very much.

McCarvel: Thank you. Who do we have next, Madam Clerk?

Weatherly: Madam Chair, next is Jerrod Galm.

McCarvel: Thank you.

Galm: Madam Chair, Members of the Commission, my name is Jarrod Galm and I live at 3868 East Woodville Drive in Meridian. I represent my family and other neighbors to oppose the proposed Centerville community. I'm going to speak to you how this project is going to affect area schools -- schools now and in the future. The West Ada School District is facing significant challenges as it grapples with the explosive population growth our area has experienced in the past several years. In these proceedings Engineering Solutions, representing Challenger Development, paints a romantic picture of how more schools are being planned to accommodate area students. Sadly those schools are planned, but there is no funding to pay for their construction without relying on ballot initiatives for levees. Home values have skyrocketed in recent months and as a result the property taxes have risen as well. While we would all like to say that we are going to do it for the children and be noble and vote to accept property tax increases to pay for new schools, reality is most residents probably won't. Hillsdale Elementary is across the street from the proposed development and last year it was beyond capacity to adequately serve students and had an enrollment cap in place. In February that cap was lifted due to redistricting, but the school is faced with overcrowding again with another cap imminent, forcing children who live within the walk zone to be bused to other area schools. This is not good for traffic, the environment, or the kids. It's important to know that Hillsdale Elementary, unlike other schools, does not have the physical space to add modular units or portable classrooms to accommodate more students. So, once it reaches its cap there is no room for growth. The district will have no choice but to bus kids elsewhere as they have done in the past. If you look at the school impact table, Lake Hazel Middle School and Mountain View High School are already over capacity for the upcoming school year and will be beyond their capacities for years to come. Using West Ada School District's formula to estimate the number of new students the district would have to accommodate this development would bring 123 new students, putting Hillsdale at 116 percent of capacity, Lake Hazel Middle at 108 percent of capacity, and Mountain View High at 121 percent. These numbers do not include the current construction occurring in Sky Mesa, Lavender Heights, The keep, East Ridge, Orchard Creek, Shelburne, Calistoga and Century Farm. Based on these developments and using West Ada's formula, another 200 or so students will be residing within the boundaries of Hillsdale and the other schools. As is evident, Hillsdale on its own will not be able to support these students. As area schools eclipse capacity the quality of education our kids receive will diminish. I want to finish by saying that I understand that the state drives education funding and that local leadership believes it's powerless to help. I'm here to tell you that's not true. It's incumbent on the local government to manage growth to relieve the pressure on our education system until the state can deliver educational resources to accommodate growth. The buck stops with you. I'm not against development or progress, but I am against the developer trying to alter a plan that was thoughtfully established by the city to manage growth. The Centerville Subdivision as presented doesn't fit with the existing south Meridian neighborhoods or the spirit of the city with its master plan. I implore you not to recommend the application to rezone as submitted and request that the developer revise the community design to fit within the city's existing plan. Do it for the children.

McCarvel: Thank you.

Weatherly: Madam Chair, next is James Phillips.

Phillips: I will be representing Meridian Southern Rim Coalition, so we will be the ten minutes request. My name is James Phillips. I live at 4140 East Rockhampton Street, Meridian. I'm here representing Meridian Southern Rim Coalition and today we are calling on P&Z Commission to demonstrate good stewardship of public trust by recommending denial of Centerville Subdivision. Throughout my presentation I will be making references to the City of Meridian comp plan. Why? Because it is a source document that the general public, developers, city partners and decision makers reference and use to ensure Meridian is a premier place to live, work, and raise a family. The phrase being good stewards of public trust is used by the City of Meridian's comp plan and is based on fundamental values of which P&Z Commissioners and staff are entrusted to protect. A common theme today will be around P&Z, how P&Z can be good stewards of public trust by guiding strategic growth and ensuring sustainable neighborhoods. The current Centerville Subdivision breaks public trust in three fundamental ways. One, does not meet public expectations set by the future land use map. FLUM. Does not meet public expectations set by Meridian's comp plan. Exacerbates public concerns, seen as red flags as found in the agency comments. So, how do we, as a general public, set our expectations? It's the same way that agencies responsible for ensuring Meridian is a premier living place do that, that is by using the FLUM and comp plan. The red line outlines the area of Centerville Subdivision. The blue line outlines mixed use neighborhood, MUN, designated areas found in the proposed subdivision. The MUN designation measures approximately 8.69 acres. Using MUN designation densities we calculate the expected number of units to be between 48 and 108 units. On average 78 units. Of note a surprisingly large spread and one that provides developers with a lot of latitude when designing a preliminary plat. Again, this is what the general public and other coordinating agencies and partners do to determine possible area impact before land is developed. It is used to make real world decisions, like whether or not to buy a home adjacent to an undeveloped parcel of land or create five year plans based on projected FLUM density ranges or determine how best to adjust school boundaries to accommodate projected growth. It's important. However, the general public received the following. A quick back of the napkin calculation using the same MUN designated area specified by the FLUM immediately raises red flags. One hundred and thirty-eight -- 120 apartment units, 38 townhomes in an 8.69 acre area results in approximately 16 units per acre density. This density is higher than mixed use neighborhood densities, maxes at 12, mixed use community densities maxes out at 15. But, finally, falls in acceptance densities ranges within mixed use regional densities. As an aside, redoing the calculation using the P&Z staff report recommendation to two stories, instead of three, helps, but the density is still above the -- the mixed use MUN accepted max. It's not until you make apartment buildings one story that densities fall within acceptable ranges of MUN at 8.5 units per acre. Now, given that, density is calculated in gross of entire area being developed and developers can have P&Z consider -- floating adjacent dense -- designations into less dense designation areas, there -- thereby effectively averaging down dwelling densities. Why does this matter? Why does this matter? Here is my point.

Had the developer only purchased the parcel that sits in the MUN designated -- designated area and proposed the above mixed use plan, this is the analysis that P&Z staff would do and the answer to the question is this in line with the FLUM and comp plan would be a simple and clear no. Where would such a mixed use plan work? Becky did present some things that make -- that makes this plan a good plan, but where would it work? Per comp plan it would best be suited for areas like those circled in red and why? Because it matches dwelling densities. It's within walking distance to existing or planned public transportation routes less than half mile away. Near major centers of commercial hubs and places of employments where job housing ratios are expected to be high. Found off major key transportation corridors for which Hillsdale Avenue and Amity Road are not. In other words, the proposed mixed use plan fits best where it can interface with urban designated areas. It's development 101 on how to create a sustained neighborhood. Like I mentioned before, P&Z is allowed to float designations when calculating whether density is in compliance. This is a provision made in the comp plan. It states future land use designations are not parcel specific, meaning it's not expected the FLUM designation to align with parcels purchased by developers. Hence the need for flexibility. However, this flexibility comes with constraints. Designation may not apply to more than 50 percent of the land being developed. My question for P&Z and staff is how far is the MUN designation being floated in order to average down density to be below the 12 units per acre max? Is it in compliance with the comp plan or vice-versa? How far is the medium density residence -- MDR designation being floated in order to consider Centerville Subdivision density below max MDR acceptable density. Even if it's found to be technically compliant, are we approving of a practice that comes at the expense of promoting uncertainty and unpredictability? If we are to zoom out and include the additional Centerville Subdivision parcels by using the floating technique to calculate whether or not densities are within acceptable ranges, we are simply covering up the dwelling density problem by allowing a mixed use area with urban density and needs to interface with medium suburban density. It does not address the fundamental issue the proposed mixed use area has, namely, it does not interface with appropriate size urban amenities, infrastructures, and services. These urban services are needed to create sustainable neighborhood. It's like using a band-aid to stop arterial bleeding. It's not going to work and it doesn't bode well for the patient. City of Meridian strategic plan state's in growth goal two, preserve and protect land use and zoning plans to promote certainty and predictability for future development. Using floating and gross destination density calculations to conclude that a preliminary plat is generally consistent with the letter of the law is only the initial check. The P&Z should do -- that should do. Arguably even more important is the check that the preliminary plan is consistent with the spirit of the law as outlined in the comp plan. Not doing so breaks public trust. P&Z and staff have the opportunity to -- here to guide strategic growth and by recommending denial of Centerville's mixed use proposal, the Commission will demonstrate that they are good stewards of public trust and understand that it takes -- and understand -- show that they understand what it takes to create a sustainable -- sustainable neighborhood. And in the interest of time I will go ahead and cut this slide here. But, as you know, just pointing out again, that the mixed use neighborhood that's proposed is not in line in multiple ways with the comp plan. Changing gears, then, looking at the medium density residential, MDR component of Centerville Subdivision, there are a number of policies -- policy direction

and comp plan guidance we want to point out that the public expects to be followed. Roadways -- roadways should be used to transition between residential densities and housing types, not back fences. The new development should foster walkable and bikeable community. The new development are to be compatible with surrounding uses through buffering. Most importantly, location and balance of land use and density should be sustainable. Land use decisions have a direct effect of sustainability of how roadways function. Density also affects public facility services like schools and parks. Highlighted with different colors, items in the line -- that are not in line with the previous Comp Plan. Density transition issues in red. Walking spaces, which tend to be called parket pocks -- pockets I believe -- are in green. Sustainable MDR density in orange. Missing buffering in yellow. It's kind of hard to see there. What does the following -- what does following these comp plan policy direction get our community? It provides school capacity breathing room. Much needed. Reduces traffic congestion. Reduces conflict over shared public facilities. Creates better quality of life. Lastly, Centerville Subdivision exacerbates public concerns as seen here as red flags. Per COMPASS a good job housing ratio is between one and 1.5. This is critical for supporting future high density urban housing. References rooftops being important. Centerville Subdivision's job housing ratio is .06. It's only going to exacerbate. Again, in the interest of time I will go ahead and kind of run through here a little bit. One thing to point out in the traffic impact study again, according to the study -- it was done in 2018-19 and they use a forecasting of two percent increase on Hillsdale Avenue. There has been more than two percent increase in occupied houses just from the neighborhood. How can this projection possibly be accurate? Again, the entranceway on the west ten percent of the distribution. When -- it was asked where the daycare is. That's where the apartment is. That's where they put the rear face townhomes. They are going to go through there. How can that only be ten percent, resulting in bad assumptions.

McCarvel: Okay.

Phillips: And just in closing, it's a matter of comp plan's policy direction to ensure that all planning, zoning and land use decision balances the interest of the community. We ask the P&Z Commission to demonstrate good stewardship of public trust by recommending denial of Centerville Subdivision. Thank you.

Weatherly: Madam Chair, next is Crystal Altieri.

McCarvel: Thanks.

Altieri: Good evening. My name is Crystal Altieri. I reside at 4044 East Tenant Drive, Meridian, in the Hillsdale Creek Subdivision. I would like to address today a fire safety concern. In Chapter 6 on page 81 of the City of Meridian's Comprehensive Plan it states: The Meridian Fire Department will continue to be an important asset in the development and land use decisions as they ensure there is adequate fire flow, access, and compliance with the fire code. On July 12th, 2021, Deputy Fire Chief of Prevention Joseph Bongiono sent a concerned citizen a letter about the Centerville Subdivision in which I will highlight a few of his key points. The Centerville Subdivision is closest to Fire Station No. 4. The

current reliability for Fire Station No. 4 to the Centerville Subdivision is 78 percent and does not meet the target goal of 80 percent or greater. The Centerville Subdivision falls outside of the five minute area response time. Station 7, if approved and funded, will be able to help with the Centerville Subdivision, but, again, that has not even been built. Due to the three story apartments that are being planned, a ladder truck will be required for aerial attack. The minimum response time for a fire truck with a ladder for aerial prevention is 13 minutes, which falls outside of the ten minute time frame the City of Meridian Fire Department requires. Excuse me. On May 20th, 2021, there was a house fire in Century Farms at 3635 East Mardia Street. The alarm sounded at Station 4 at 4:21 p.m. The Fire Department did not -- I'm sorry -- arrive on scene until 4:29 p.m. Eight minutes. The response time expected by the Meridian Fire Department is a goal of five minutes. They missed that five minute goal by 60 percent. The house has now been declared 350,000 dollars in damages. In closing I would like to quote what Mayor Simison said in his 2021 State of the City address. We need to bring down our response times to meet our current goals and that means doing the right thing to deliver the services our current residents expect and demand. Thank you.

McCarvel: Thank you. Madam Clerk.

Weatherly: Madam Chair, next is Dee Skinner.

Skinner: Good evening. My name is Dee Skinner. I live at 12425 West Highlander Street, Boise, Idaho. 83709. My residence is in the subdivision of Rockhampton One, which is directly east of the proposed Centerville Subdivision. We have 226 houses in Rockhampton One in a space of about 67 acres or approximately 3.4 houses per acre. We are a mature subdivision, having been built in 2001. Most of our residents are adults who own their own home, enjoy taking their dog to the park and walk along the many pathways around the houses. We in Rockhampton One will be greatly affected with this Centerville Subdivision as it is proposed. The quality of life will be affected by extra traffic, overcrowded schools, packed roads, particularly Cloverdale, although that's not a direct connection. Other people can and will give more details on those topics. My concern and the concern of many Rockhampton residents is the overwhelming density of the proposed subdivision and the impact of quality of life on the new and current residents. Consider the impacts on the safety of children, fire and police protection, one exit to Amity, one exit to Hillsdale Avenue and two exits onto residential streets of Rockhampton One. Macumbo and Lachlan are direct paths to Cloverdale, which will have increased traffic in car numbers and car pollution. Remember that's residential streets. There are no pathways to enjoy walking around Centerville's neighborhood. The east and south border houses have nothing but street and sidewalk. I suppose it is left to the residents to provide landscaping. I hope the new residents enjoy the pavement jungle. Minimum space or open space is an embarrassment to that many housing units. I invite you and expect you to come and walk through the neighborhoods surrounding this acreage, lower the density and make this proposed subdivision compatible with Meridian's Comprehensive Plan. This subdivision proposal is about how many houses or units can be jammed into this acreage and the impact on busy roads and schools and public services. It should be about homes, homes that provide a quality of living where children play safely and go to

school, where fire and police services are available quickly, where there is quality of life for new residents and residents of surrounding communities. Finally, please, be in favor of reducing the density and stand for the quality of life that residents of Meridian deserve.

McCarvel: Okay.

Skinner: Thank you.

McCarvel: Madam Clerk.

Weatherly: Madam Chair, next is Melissa Phillips.

M.Phillips: My name is Melissa Phillips and I'm at 4140 East Rockhampton Street in Meridian. I live in Hillsdale Creek and my home is on the first lot that backs up to the proposed Centerville Subdivision. We knew one day the property behind us would develop and would be mostly medium density residential with eight acres of mixed use neighborhood, as indicated on the future land use map. But when we viewed the original preliminary plat plan we saw many red flags. Since June of 2020 when the plan was first brought forth at the neighborhood meeting, I have spent hours researching in meetings with our newly established committee and I have spent a lot of time listening to Planning and Zoning and City Council meetings trying to understand what the vision of Meridian is. I have concluded that the proposed plan is largely not in line with Meridian's vision. On page 1-6 of the Comprehensive Plan it states: The plan establishes a future vision and course of action based on the values and feedback of the community. The overall My Meridian vision statement developed by the people of Meridian represents their voice about what they value in the community, an equally strong mandate for what they want of the future. The community has voiced what they want to see in their city and if Meridian staff continues to value the community's input, then, we ask that this developer be required to follow the Comprehensive Plan by promoting responsible land use by not maxing out dwelling densities. Our committee created a change.org petition to oppose the development as it was not in line with Meridian's vision. As of tonight there is over 1,600 signatures. This demonstrates to us how much of a surprise this is to the community and is not what we expected for this undeveloped land. The Comprehensive Plan also states on page 1-1: Thoughtful and deliberate planning is imperative to preserve and improve upon the current quality of life. I want this future neighborhood to be thoughtfully planned, so my family, friends, neighbors' quality of life isn't jeopardized and the future residents have a quality of life that they are proud of, too. I'm not opposed to high density or apartments. They have a purpose. This is just not the place to pack in 168 apartment units, 35 townhomes, and 124 single family dwellings. When I drive past three story apartments in Meridian they are along major transportation roads and in safe -- keywords safe walking distance to stores and public transportation. We ask the developer to do what is right for our community. Centerville can be changed to better create a neighborhood that is in line with Meridian's vision and serve our community better. I asked that the Commission recommend denial of the Centerville preliminary plat as presented and I just wanted to make one more bullet point comment from Becky's original presentation, that ACHD had said okay to those lights on Hillsdale Avenue, but

when we called ACHD there was no typography taken of that street and while a walking light would be great to get to the YMCA, there is no safe access for children to go down to the school, so -- so, it is a hill and you can't see at the bottom of the hill that there is a walking light there, so -- anyway, thank you.

McCarvel: Thank you.

Weatherly: Madam Chair, next is Eric Schuermann.

McCarvel: Thank you. Is Eric online or in the room? Okay.

Weatherly: Madam Chair, next is Amy Johnson.

Johnson: My name is Amy Johnson and I reside at 4069 East Tenant Drive in Meridian. It's the Hillsdale Creek Subdivision as well. I'm actually very opposed to this development as currently written and I concur with most of the public concerns about school overcrowding, traffic safety, and that this proposal is just not in keeping with the surrounding neighborhoods. But in addition to the sentiments, I would like to mostly focus on parking and traffic impacts. I sat on the traffic commission for the city of Beaverton, Oregon, for eight years. For reference Beaverton is a suburban city in very similar size to Meridian and borders Portland, Oregon. It, too, experienced rapid growth during the past 20 years and I feel like Meridian can learn from the mistakes it made to keep our city within the My Meridian vision plans. The majority of the complaints from the residents in Beaverton stemmed from parking and traffic. We played whack a mole with the parking restrictions around many neighborhoods that all began with multi-unit apartments and townhome communities, which often dedicated only one parking space per dwelling, when there was generally a need for three or more cars per dwelling. Three to four business -- or excuse me. Three to four visitor parking spaces were there for the whole complex. The building developments were all made within the city's minimum standards, but as we all know reality often differs from design. However, Beaverton was different from Meridian in the sense it has a robust public transportation system obviating the need for as many vehicles and parking spaces. When residents of one community ran out of parking spaces they parked in surrounding neighborhoods. They made the adjacent streets crowded and unsafe for motorists, pedestrians, residents of neighboring communities. Those affected neighborhood residents would, then, come to the traffic commission requesting parking restrictions as a means of preventing the problem, therefore, kicking the can down to the next neighborhood. With Centerville the obvious places for overflow -- overflow parking are going to be the YMCA, which will conflict with their patrons use of the lot, and Rockhampton Lane, which is in the Hillsdale Creek Subdivision. Rockhampton Lane has a very steep elevation climb with a blind corner. Parking along this road is extremely dangerous and we see that when Hillsdale Elementary hosts events. The Centerville plan before us does not provide enough buffer zones between the neighborhoods and spaces between lots to allow for adequate street parking and when both sides of the roads are used for parking, whether it's allowed or not, it will not be safe. In addition, the staff report from the Meridian Fire Department dated 7/12 of 2021 found in the agency comments on page one, states that the north

apartment complex is underparked and does not have visitor parking areas. This proves the point that this development does not provide enough parking for its own residents and overflow will seep out of the development. I suggest that the Planning and Zoning committee do away with the multi-family dwellings altogether and have Centerville mimic surrounding neighborhoods, such as Hillsdale Creek, Shelburne, Century Farm, Rockhampton, et cetera. Keep the zoning to R-8, medium density only. It would mostly eliminate those parking issues that would be created with these multi-family proposed dwellings and it would keep -- be in keeping with Meridian's Comprehensive Plan. I just have a little bit more. Can I finish? Cramming in these multi-family dwellings is not responsible. On page 2-2 of Meridian's Comprehensive Plan you do outline that neighborhood should also enhance and retain livability and value through innovatively designed amenities, pathways, public spaces, gathering spaces and elements that prevent social interaction and provide the city with a sustainable tax base. High density housing must be strategically located to public transportation, community services and employment areas. This is not a strategic location for high density housing. There are very few amenities, community services, and pathways designed. It's not located near public transportation as mentioned above or employment areas. There are multiple fundamental elements to this proposal that endorsed -- or are in direct opposition to Meridian's vision. Parking is only one of them, but from my experience with working with the traffic commission parking is a huge issue to consider when high -- high density developments are proposed. Please deny this proposal.

McCarvel: Okay. Thank you.

Weatherly: Madam Chair, next is Alan Harris.

Harris: Hi. My name is Alan Harris. I live at 4066 East Tenant Drive. I came up to talk about recreation area. I don't think there is enough in the space, so I will breeze through that real quick. We have a problem even up with the Centerville Subdivision itself. The area that we have is Discovery Park -- is the largest park up there for -- to play in and whatnot. That's going to be taken care of with all the housing that's going up there. That -- that won't even exist for this area down here. I just like to talk with -- or address the gentleman that spoke first. I spoke with the -- or saw -- read something from a woman saying that the apartments will be a suitable and access expensive wise for people. It will cover expenses and help veterans, seniors, and those that have a need, because it will be less pricey. I am a veteran. I am a senior. And I have also lived in those type of projects -- those apartments when I was growing up for many years. This is not the area for it. It just is not the right area for it. I moved here with expectations. Surround me with single family homes. Fine. But to put an apartment complex -- I believe it says two plots, 168 units. It's already been said -- I don't need to reiterate the parking and stuff. That's what -- but just -- it is not affordable. People cannot get bused into town. The veterans -- it's not for veterans. It's not for seniors. They are not going to be able to get around. That's just crazy. It's not going to happen. We don't have the transportation here. Again, it was already addressed with the Fire Department. There is a sign up for the fire department that is going to go in. When? Again, let's keep this to the density that's already in the city records. I would appreciate that and really address that issue. I am

not in favor of this. Thank you.

McCarvel: Thank you.

Weatherly: Madam Chair, next is Matthew Thiel.

McCarvel: I think while we are getting that presentation loaded, the Commissioners have requested a three minute break.

(Recess: 8:07 p.m. to 8:12 p.m.)

McCarvel: If everybody could take their seats again. We are ready to resume. Okay.

Thiel: Hello, Madam Chair. My name is Matthew Thiel. My address is 3515 East Woodville Drive. I was asked to speak on behalf of a committee of Century Farm Subdivision residents. The subdivision is still under the -- the HOA still under the declarant control, so I was hoping that I would have more than three minutes --

McCarvel: Okay.

Thiel: -- with your permission.

McCarvel: How many more ten minute people do we think we have in here? I mean it seems like we have had a lot of those tonight. And who all are -- then that -- that's usually under the guise that, then, other people won't speak. So, who else do we have left in the room that would like to speak tonight? Okay. Yeah. We are used to it. It happens. Go ahead.

Thiel: Thank you. So, Century Farm Subdivision, Brighton Development, there is 685 lots over to -- about 205 acres. There is two -- that does not include two future phases, including also a Cadence, which I'm not clear as part of that subdivision. There is a mixture of Brighton homes and other builders. Like I said, the HOA still under the declarant control. It's a pretty diverse community. Two pools. Great amenities. Quality development and a good community with a lot of good neighbors and it's a great place to live. This is just kind of an overview of what -- where it's located in proximity to the proposed Centerville Subdivision. I wanted to talk a little bit about the policy directions, again, with the Comprehensive Plan. There is a couple, you know, highlighted phrases and points to be made. My -- you heard more about the -- the -- the data -- the density dwellings. I'm more about a -- kind of a more subjective approach to this, more of an appearance. How does this affect livability? Economics. How does it affect the transition between the neighborhoods. What other -- kind of other problems that may not be mentioned tonight? Again, I wanted to point out this and as I'm sitting here thinking about this -- all the perfect storm of problems, whether it's schools or the roads -- I'm thinking personally that maybe the Comprehensive Plan that we are sticking to does need to be revised. Maybe the high density is not the best thing, given the challenges and how -- maybe how difficult that would be to build a new school or to construct new roads. But

the question I -- we are asking is is this an appropriate use; right? Is this the best thing that we can do for the community; right? Is there -- is there a solid buffer a transition -- not just for the residents in the surrounding neighborhoods, but what about the single family homes on the border there in yellow, where is their transition? I started to put together a map of local -- where -- where are people going to work and I saw a COMPASS piece that said there is 670 jobs within a mile of the proposed subdivision. I'm trying to think of where -- where are these -- where are these jobs and I could only come to the conclusion that the bulk of them were the schools that are -- that are there. You see the -- the pink -- the pink area is the current subdivision that's being proposed. I tried to outline areas that -- where there might be some jobs and commercial space, but the bulk of it is several miles away from that main corridor in Overland and on the freeway and up north, Franklin and those areas, where you do find apartment complexes and multi-use, where you do find high -- higher density dwellings and there is not a lot of walkable space or public transportation south of I-84, especially in this area. This is just -- this is already pointed out by the Planning and Zoning employee, that there is a limited use of what makes up mixed use areas and I will say that as I'm sitting here listening to your comments about toadstool offices, I'm thinking my wife is looking for an office, how great would it have been. She works from home. She would probably have -- want to go walk to -- take the kids to school and, then, go right to the office, but she's already found office space and she was texting me as I'm sitting here saying, you know, we need -- we need restaurants, we need, you know, salons and spas, we need groceries and other retail areas. Even things like the clubhouse that's there, it's really -- my guess is it's limited to the residents in that neighborhood, not to the public, and the daycare is somewhat limited in size for the area. So, talking about livability, high quality of life; right? Protecting the identity of existing residential neighborhoods, which I think is one of the -- and I have to -- I do have to appreciate Becky, though, because she did -- you know, for those neighborhood meetings she was very calm and collected and they were -- it was like feeding to the wolves. There is a lot of angry people about this and she remained -- remained professional the whole time and I think that's something to point out and be appreciative for and so the things about the existing neighborhoods; right? We don't really have alleyways. There is no apartments around in this area. As far as Century Farm Subdivision is concerned you can't park on the streets in the CC&Rs and I realize that you guys aren't in charge of CC&Rs, but it's something to point out, because it is part of the identity of the neighborhood; right? Right? Something as simple as rentals. You are not allowed to rent your house out. I say townhomes -- it's really those -- on the southwest corner of the whole block there are some smaller lot, higher density dwellings within Century Farm Subdivision, so they are there; right? There is a diverse design of dwellings throughout the entire subdivision and there is definitely flowing open spaces and I will show you some pictures in a bit and also the -- the Verges and I think that's really what -- it's that -- it's that grassy area between the -- the sidewalk and the houses that exists that I think really gives it a more open, higher end feel for the neighborhood. I actually started out on one Saturday wanting to go drive around. My hypothesis was that the -- most apartment complexes result in people parking on the streets and I did drive around to several places, some of which were actually -- did just that and, really, in -- in a bad fashion. Others were actually well contained. But I heard that the Planning and Zoning Commission changed the rules for how many units are attributable to apartments,

so I left those slides off of this. But this gives you kind of a visual of what -- what you are driving through and I'm not sure how many people drive through this area and how familiar you are with it, but here is just kind of a picture of right up front of Hillsdale Elementary; right? And you can talk -- this is one that's over in Hillsdale Subdivision. Open. Why -- and you see that it's clean. Here is where you are leaving Hillsdale for Rockhampton. It's a little bit more older neighborhood, but it's still nice and it's not -- people aren't parking all over the streets and people aren't -- you know, it doesn't feel crowded and bunched up, because, really, what this concern is is that we are packing people in like sardines in this area. Yes, in the name of -- of affordable housing, but are we really doing the right decision by doing that? Is this the right move to make. Right? And these are more pictures of Rockhampton. This is one from Century Farm. This is another from Century Farm as well. You can see the open space right here looking down the road and it's -- it's clean. Now you start getting into higher density area within Century Farm. You will notice that people -- I don't know about you, but they don't park in their garage. Their garage is too tiny in these lots for two cars. So, they are going to be parking out in the driveways and, then, houses with more than two vehicles they are going to end up parking on the street. You can see how things kind of change. Century Farm and higher density area and I went to one of the existing subdivisions and this is what we are trying -- this is a CBH one that's off of Black Cat Road between Chinden and McMillan and you can start seeing how the same thing happened. We are trying to avoid this look right here. This look and feel where they are just all lined up down the road, people are parking in their driveway, some of them are sticking out on the street; right? This is not -- this is not Century Farm. This is not Hillsdale. This is not Rockhampton. Okay. Pools. I want to talk about preserving -- so, the YMCA they built multi-million dollar pools and you can't even -- you have to book a reservation to use those, because of the fire code there is too many people in the area; right? Even the Century Farms Subdivision, the residents want a third pool. They have been participating -- they have been petitioning Brighton for that. These are some kind of planning and zoning things that I came up with. There is 200 feet of sidewalk missing right here. You can see where the development is. There is also -- and it's -- it's a curve -- it curves downhill and around the corner. You also need to make sure we are connecting the existing sidewalk to the proposed subdivision, but this is a safety concern right here. Right? This is a tree. It's kind of petty to put it in here, but I think a lot of people -- if you cut that big oak tree down you are going to have a lot of angry people and I think that oak tree sits on the actual lot lines or parcel lines. I'm not positive. Depending on what you look at. I was looking at some of the stormwater runoff. It's all done underground. There is some geo tests that says this is great. I just want to make sure that -- that you guys are scrutinizing that, making sure that we have the right and sufficient qualities, because once you bury it underground it's going to be difficult to -- to amend it if it's not designed properly. Then traffic. And this is an interesting -- I don't want to talk too much about traffic, but I think the whole point that I'm trying to make is that -- is that are we exacerbating future problems and Ryan -- this is from an article that KTVB wrote and here you have -- Ryan has a -- you can't build your way out of congestion. At some point you have to manage it and are we managing correctly by continuing to pack more people into these lots and do these parcels, without consideration for all the other development that's going on and you guys -- in closing you have quite a bit of local concerns and things you guys need to consider and I did put affordable living in here,

because I don't think people are necessarily opposed to it, I think they just want it to be managed correctly and to be balanced and within reason and common sense and with regard for the surrounding communities and amenities and right now I don't think as this plat is proposed that it does -- it does very little of that and I think there is a lot of grave concerns and I don't think people want to be -- we told you so. We don't want that to happen. Once it's built you can't go back and undo it.

McCarvel: Thank you.

Thiel: Thank you for your time. Appreciate it.

Weatherly: Madam Chair, next is Jon Naseath.

Naseath: Madam Chairman and -- thank you for the time. By way of introduction, my name is Jon Naseath. I'm a property developer. I develop multi-family properties in Utah and have a few underway right now. So, I understand the context, I understand the strategy. I'm also a CFO and financial advisor of companies. Also want to introduce -- I grew up in -- in San Diego and when I grew up there it was a wonderful community to grow up in and there is reasons why I haven't lived there for a long time and moved away and moved here and I -- I moved into -- sorry. I live at 5275 Hillsdale and it's a wonderful place to live and I bought the house because of the community and because it's a forever home where I saw my kids could run around and be safe and what -- as we walked away from the last team community meeting that they had there, I listened to all the facts, but at the end of the day I just felt like what was my forever home is now -- this whole community is going to be turned into a beginner home setup and it's not a place where it will retain where I can keep on time for a long time, so that I could be being pushed out for various reasons. I wanted to point out a few of those. 5275 South Acheron is my home. Sorry. I'm a little bit nervous on that. And it's a great home. So, the comment was made earlier that -- that Joe wasn't sure -- by the way, good luck on the honeymoon. Hope you will get it in here soon. Wasn't sure what the changes to the zoning was meant by -- I think it's all the things that were described today. It really is this expectation of what -- what are we buying into, what is the investment that we made as homeowners for where we want to raise our families compared to the investment that this developer is making and what they want to make as profit and, then, move on. We invested in this property, in this community, and this is where we want to stay. Also just -- I will skip that one. This is our -- my point is this is our home. This isn't just a site where we live or where we built. These -- these are our homes. Three main points I wanted to make. There is a food desert where we live. A lot of bigger multi-family things -- let's talk about where you can't get food in the area. This is literally a food desert. My kids -- it's not safe to walk to anywhere currently to get food. I can ride my bike, but those are dangerous streets and there is also going to be from a water desert. People who have wells in our neighborhood, there is problems there, and as we are seeing what is not -- right now a nice path to walk down, to walk to the YMCA, is going to be gone and they are going to move the stuff underground. The concern is is there going to be enough water for our communities as you add more people taking it, which even just as the property has been built out my shower pressure has gotten a lot less powerful than it was as it's been built. So, from an

investment perspective I think it just boils down to -- I'm a CFO, CPA. I think it boils down to -- there is a strategy to pack as many units into this property as possible and -- and I understand that. I thought it was interesting when the question was asked what do they think about having three units -- three level stories. I think it would be absolutely wrong to have three levels in the unit. I think as you enter our street and into the broader community there that is the face of the community seeing these big big things and people who don't know the area will think that's what's all is in there. I thought the interesting answer was that -- I think her name is Becky -- said she would cry when she -- what was her response and she said it would make her want to cry. I think that her developer has made plenty of profit in the last number of years by these property values going up and he is going to make crazy profit as it is, even without the multi-family. So, let him take some of that profit, pay her a little bit more, so she doesn't have to cry. And, then, let's move on. Thank you very much.

Johnson: Madam Chair, next is Russell Anderson.

Anderson: Russell Anderson. I live at 4414 South Seabiscuit Avenue, which is right on the corner of Amity and Cloverdale. Give you a little background. I have been in Idaho for 60 years. Moved here to Boise from Mountain Home. I was on the City Council for eight years. Fifteen years on the volunteer fire department. Thirty-one years highway district. They have pretty much covered everything, I can tell you that. Response time on the Fire Department, that does affect everyone living in Meridian. That will affect your insurance, your businesses and that. If that goes up your insurance rates are going to go up. As far as water, going to be a concern. If irrigation districts run out of water, what are the subdivisions going to do to irrigate all their greenscape, which you want. They are going to use city water. And I know from a town that used wells for all their irrigation primarily, that's a challenge, because if one or two go down and you have trouble. So, I just think I hear proposed, proposed, proposed. This plat is not ready to move forward. I think it needs to go back to the city staff, you need to rehash, bring it back and look at it again. This is not ready. There is so many lots out there right now that have not come online that are approved and they are done. They just got to build. It's slow a little bit right now because of material, labor, all that. I think we are in for the slowdown. I think this high density is not for this area and everybody else has done a great job and I thank them and that's all I have say. Thank you.

McCarvel: Thank you.

Weatherly: Madam Chair, next is George Hoxsey.

Hoxsey: Do you have the slides -- oh, thank you. George Hoxsey. I live at 4184 East Rockhampton Street. That's in the Hillsdale neighborhood immediately south of the proposed development. Some of my comments here have already been addressed. I will do my best to skip over those in the interest of everybody's time, but I do want to maybe add some additional color or flavor on a few of them. Fundamentally, I do not believe that multi-family fits in this location. I think that point has been made very well, that we are not near major roadways, we are not near public transportation. There are

no major retail centers and as was pointed out in the COMPASS report, we are very short on jobs in the area. I do want to talk a little bit about Hillsdale Avenue specifically. I was unable -- and I haven't found anybody else that is able to find any traffic study or any traffic counts that have ever been done on that road. So, I'm very curious how a decision was made in terms of no left-hand turn lane needed into this development. You know, there is no dedicated turn lane, yet there was never a study done, because I cannot find traffic counts for Hillsdale Avenue, nor for Howry Lane back, you know, before it was developed and so I think that's an oversight certainly and I think it should be looked at. Also just to touch on public transportation. I think right now the nearest bus stop is about two and a half miles away. The nearest planned bus stop is still over a half a mile away and you would have to walk down Amity and up Eagle to get there and looking at the staff report I noticed that they made a comment that they don't consider Amity to be walkable. So, you know, we really shouldn't look at the Albertsons as a -- as a walkable shopping center for this development and I would definitely agree with that. I would -- I would not walk on Amity. I would not ride a bike on Amity. You know, very unsafe. The shopping center -- just a bit to touch on that. It was approved in 2017. It hasn't broken ground. The last delay I believe they asked for was last year. The reason stated was a lack of labor. I do not think we are in a better labor situation today than we were a year ago. I think we are in a worse labor situation today and so I would have serious concern about, you know, when is that shopping center really going to happen; right? I will talk a little bit about parking concerns and safe route to school. Again, some of this has been touched on, but I will move quickly. I want to focus on the southwest corner again here, which is the entrance -- the main entrance to Hillsdale. So, this is the zoom in here of the southwest corner. Rockhampton Street is the main entrance -- the only entrance in and out of Hillsdale Creek that goes to a collector. The other ways to get out of -- in and out of Hillsdale Creek would lead us through either Century Farm or the Rockhampton development. So, this is really the prime way for us to get in and out. It is also very close to -- you will notice Hillsdale Elementary is right over here; right? And so my concern is about overflow parking and what that does from a safe route to school perspective. I believe this is the nearest public street that allows parking and so it will be the first one that will be filled up with cars as they overflow from the multi-family development. There is a pathway that has been put in here from the Centerville Subdivision that will lead right to the Cunningham Lateral. We cannot close this off. So, this is open fencing. There is nothing here preventing students from walking this direction and coming across an uncontrolled crossing -- there is no crosswalk there. There is no crossing guard in order to get to school. So, while I believe the proposed crosswalk at Hill Park will help the northern half of the subdivision, the southern half of this subdivision will be -- you know, this is the -- the fast way to school and it will be very dangerous. So, in conclusion, quickly, I oppose the development as proposed. I am not opposed to development. I would like to see a plan that is more in line with the FLUM where there is nine acres of MUN, I would love to see some residential restaurants, you know, local grocer, things like that would be fantastic. That's what's needed in the area. Thank you for your time.

McCarvel: Thank you.

Weatherly: Madam Chair, next is Elizabeth McDowell.

McDowell: Hello. I'm Elizabeth McDowell and I live at 3839 East Fratello Street in the Shelburne Subdivision. I'm here to speak in opposition to the planned Centerville Subdivision. I'm a 19 year resident of the Treasure Valley, so I have seen the explosive growth that's taken place in our area in that time and there is no doubt that affordable housing is needed. The demand for rental properties is huge and we do need more multi-family dwellings. However, south Meridian is not the appropriate location. The issue I'm most concerned with is that there are hundreds of homes in south Ada county solely relying on well water for their households and these are not necessarily large farms, they are often homes on quarter acre lots built before city water lines were run to the area. Many of them have recently been affected by the incredible surge of new development causing their wells to suddenly run dry. In May of this year Channel 2 News reported on one local resident who was without any water to his home for months. Drilling companies had wait lists that were months long and the cost to the homeowner to drill the well deeper would be 30,000 dollars. He would have no running water to his home during this wait time. A neighbor even ran a garden hose to the property, so this resident would have some water while he worked to resolve this problem and he is not the only one. Channel 2 reported that this resident received over 600 phone calls from other area residents who were being affected similarly or were concerned that they could be next, because their homes were also on well water. Our community is in a crisis for groundwater. I was fascinated to recently learn that our groundwater is an aquifer, which is replenished by natural precipitation and farm irrigation. My rudimentary understanding is that when all of our land is no longer used for agricultural purposes and gets paved over with parking lots and roads, our water table drops, our wells run dry and, then, must be drilled deeper. This irresponsible overdevelopment cannot be allowed to continue. It is required by Idaho law that this Commission ensure necessary resources will be available to all residents before any development is approved. When my husband and I purchased our home in Meridian last year we had no idea how truly inadequate these resources were. We, along with many neighbors I have spoken to, naively assumed that responsible development was taking place. It is now clear to me that this is not the case. In south Meridian our schools are overcapacity. Our roads are dangerously inadequate. We lack close by emergency services and many homes are losing access to their household water. This is unacceptable and against the law. In my opinion our city needs to institute a moratorium on building, as some other local area municipalities have done, until our infrastructure can catch up and responsible growth can take place. Developers need to be required by law to fund necessary infrastructure before development is permitted. We are all here because we care about our community. We don't need high density residences with parking lots and concrete, we need houses with yards, schools with fields, parks, walking paths and nature. Bottom line this plan is simply not compatible with surrounding neighborhoods and will serve to severely negatively impact the ability of current residents to enjoy our neighborhoods. I would ask that this Commission deny this proposal. I would also like to add dog groomers to the list of businesses that would be great in that little area. Thank you.

Weatherly: Madam Chair, next on the list is Paul Prestwich.

Prestwich: Hello. I would like to talk a little bit about the TIS report and the data -- the

numbers that have been provided to the staff.

McCarvel: Would you give your name and address for the record.

Prestwich: Paul Prestwich. 5249 South Bleachfield.

McCarvel: Thank you.

Prestwich: Got you. And I would like to talk about the numbers there. As -- as was said earlier, the number of trips, according to the proposed development, is going to be 2,599 approximately. And I'm going to use 2,600 as my number that are going to be occurring each and every day as a result of this proposed development. Now, of that the distribution that the TIS indicates is that 70 percent are supposed to go out onto Amity Road. That's 1,819 trips turning onto that two lane road with maybe a little turn lane that they can get into. The other 30 percent, surprisingly enough, were equally distributed between the other areas. Hillsdale Boulevard, the collector road, is supposed to take ten percent of the traffic. But Rockhampton is also supposed to take ten percent of the traffic, as is Hillsdale Creek. So, 260 trips per day they schedule to go through the surrounding neighborhoods. Now, according to the staff report that the staff had earlier, they said the traffic -- the site traffic is not expected to travel south and to reach Amity Road or Cloverdale, since direct access is available through Amarita. It's not practical for the traffic and the site to go to the south or the north. But, yet, the plan specifically says that's what's going to happen, 260 trips into those residential neighborhoods at least. Now, I would also like to talk about one of the other things that was brought up earlier, which is the baseline. They said the TIS -- no new traffic counts were collected. Old counts from 2018 and '19 were used. A lot of development occurred in this area between 2018 and 2020. A lot of build outs occurred, a lot more traffic, but, yet, they didn't use those counts. Why is this important? It's important because it establishes for the developer a lower baseline by which to extrapolate future numbers from, meaning our traffic counts are probably way low in this TIS, because they are not using current data and numbers. When you look at the TIS virtually every option that they propose here -- here is one that says the segment between Amity and Eagle and Cloverdale, they are expected to exceed ACHD level of service planning thresholds with the existing lane configuration for the peak hours. It's going to fail. What's the remedy? Well, build a five lane road. That's not in anybody's plan. Put in a three lane road. Yeah, that's coming 15 to 20 years. Put in a little stub median -- well, remember, coming off of Amity into this development 1,800 cars are supposed to be turning into there every day. So, that's going to create a lot of traffic nightmare. If you look at the TIS virtually every single option they have here says it's going to fail by 2025. Now, I would hope that each and every one of us here -- each of you in the planning area would plan to succeed, not plan to fail. Deny this development, because it's got some bad numbers to it.

McCarvel: Thank you.

Weatherly: Madam Chair, next is Rebecca Prestwich.

R.Prestwich: Madam Chair and Members of the Commission, can you hear me? All right. Madam Chair and members of the committee, I'm Rebecca Prestwich, and I live at 5249 South Bleachfield Road in the Hill -- or street or avenue. I don't know what it's called -- in the Hillsdale Creek Subdivision. That particular street starts at Rockhampton at the -- and it goes and it just weaves around and it actually has four different names as you go down the same street into the community. It's a small community in that street. Families play in the street. Children are out riding their bicycles. People are sitting in their front lawns visiting with one another and it's a really pleasant community to live in and I think that that embodies the vision that Meridian has as a premier community and a place to live and work. I'm not going to repeat all the things that have been said tonight, because I think they have been eloquently spoken, but I do want to speak about some of the definitions and some of the codes and the Idaho statutes. So, that will be what I address. The city's AOCI is negotiated with Ada county pursuant to the Local Land Use Planning Act. Within that there are unincorporated -- unincorporated areas of Ada county have the day-to-day administration of the city, as you will know. Now, the county uses the city's adopted Comprehensive Plan, which has been spoken about many times. This Comprehensive Plan counts the area of this development as rural transition. The -- it's rural urban -- excuse me -- transition zoning. Now, the definition of rural transitioning zoning was a surprise to me. The zone allows five acre lots, single family residential development, as well as agricultural-related uses and a range of some conditional uses. Now, that doesn't describe anything about that community to me that's being proposed. The subject property currently contains two future land use designations, as you have heard, 9.8 -- and I got these numbers from the county assessor. I have put this into the file, so you can refer back to it if you want to. The mixed use neighborhood designation is 9.97 acres. The medium density residential consisting of 28.9 acres. Idaho Code 67-6511 requires the zoning district shall be in accordance with the adopted plan. Shall. I looked up what the meaning in the plan -- what shall meant and it says meant to be. It will happen. That's in accordance with the plan. The Comprehensive Plan. As I was listening at the beginning of this meeting and I was listening to the members of the committee, it seemed to me the questions that were being asked to the developer, the committee had already made a decision that they were going to approve this development. That seemed surprising to me and I don't know if that's really your intention, but it seemed to me that that's exactly what you were doing and you have to ask yourself with so many people attending this meeting and so many objections and questions that have been raised, is this really the appropriate development for the parcel in question? I want to also say --

McCarvel: Ma'am, if you could wrap up your thoughts. Your time --

R.Prestwich: I'm sorry, I thought I had ten minutes. I'm representing the Hillsdale Creek HOA and I apologize for not saying that.

McCarvel: Okay. And who -- who here are you -- who is really speaking on behalf of?

R.Prestwich: The Hillsdale Creek Homeowners Association. I apologize for not saying that. As -- in the staff analysis it was stated the applicant has not proposed to incorporate

additional neighborhood servicing uses and meet all the Comprehensive Plan policies for this designation. So, he hasn't -- it hasn't done that. It's not complying with all of the promises -- the designations and it's not complying with the requirement. The applicant is proposing a mixed use neighborhood. That's different -- I mean mixed use residential. That's different than the mixed use neighborhood. The mixed use residential in the city plan is intended for city centers, where there is more need for high density housing for people to get to work quickly and you have heard that people can't get to work, you have heard that that's -- there is no transportation. The roads that they would have to travel on and walk on are extremely dangerous and imagine if someone were to get hurt or an accident were to occur or even a life was lost how this would be affected in the neighborhood and how people would feel. As stated in the analysis notes of the staff, the overall gross density proposed lies near the absolute maximum allowed. It can be rounded down for future land purposes, but for this simple fact staff recommends a reduction in the maximum number of units throughout the site. Why is it that developers are allowed to go to the maximum and, then, they get to round down and manipulate their numbers to fit into a plan. That doesn't set well with most of the community members. The Community Planning Association of Southwest Idaho, COMPASS, provided data regarding -- regarding this project. COMPASS' recommendation says Amity Road is not recognized in community motions plan 2042.0 as one of the key -- and it is one of the key unfunded -- unfunded corridors. The Valley Connect, the 2.0, has -- has identified future transit service, but no anticipation of completed route. Nearest bus stop is 2.6 miles. Now imagine if you're a mom and you have got a child with a burning fever and you need to get to your doctor and you have to walk 2.6 miles and, heaven forbid, it would be in the snow, how would you feel about -- excuse me -- your child. The nearest grocery store is 2.4 miles -- and everyone talks about Albertsons, but the fact is that if you are in an economic position to -- to live in a community that would help support your rent, you can't afford to shop at Albertsons. It's one of the most expensive grocery stores there is. And that is a disservice to the members of that community to put them in a place where they can't get the groceries they can afford and there are plenty of other grocery stores in town where you can. Fire protection needs to be spoken to. Fire protection, according to Title 8 of the ordinance code of the -- what is it -- ACHD -- fire protection shall be provided to all areas within the planned community with a response time of five minutes. You have heard that that is a failed test. The Fire Department cannot meet that time and I have their letter and it's in your file motion and, Item E, the Fire Department cannot meet the response time of five minutes and it cannot meet the response time goal of 12 minutes for the ladder truck. So, that means that if a fire were to occur in that community those residents would be facing imminent danger. I'm certain that you don't want to put anybody in that position. I don't want anyone to be in that position. I think it's really sad that we put in developments before we have the infrastructure. I know that our statutes require that all of the infrastructure be in place before we -- we approve these developments and, please, take that into consideration when you are making this plan. I just want to add to what's been said about the schools and I know you are probably tired of it, but this was from the West Ada School District and I quote: To meet the need for additional school -- school capacity West Ada will gladly accept the donation of land appropriation for a school site. Passage of a bond will be required prior to the commencement of new school construction. So, schools are not going to be -- meet their needs in a very near future.

The last bond was voted down. People don't understand how the government here -- the new people coming in don't understand the procedures of government and who funds what and who does what and that is creating a lot of unrest and dissatisfaction in the community. Engineering Solutions said in their report: The intersection at -- where we are talking about the -- the -- isn't it Hillsdale and Amity -- that it is anticipated to exceed maximum operational thresholds and trigger mitigation by 2023 with additional background traffic increase of approximately 380 vehicles during the peak hour and -- and beyond 2020 existing traffic volumes will grow. That's all I want to say. There is just too much happening in our community. Growth is happening too fast. It's time for us to take a pause and the members of the community would respectfully request that you consider pausing and sending this proposal back to the development and -- and keeping it in -- within the FLUM and we thank you very much.

Weatherly: Madam Chair, next is Michael Bauer.

Seal: Madam Chair? Madam Chair?

McCarvel: Yes, Commissioner Seal.

Seal: Just in the interest of time, if anybody else is going to speak on someone else's behalf, can we see who they are speaking on behalf of --

McCarvel: Yeah.

Seal: -- because more than half of our speakers so far have been speaking for a larger group, although I'm unaware of anybody that they have spoken for.

McCarvel: Yeah. If -- If we can keep it to comments that are new issues that we haven't already heard. Madam Clerk, who do we have next.

Weatherly: Madam Chair, that's Michael Bauer.

McCarvel: Michael Bauer. Okay.

Weatherly: Madam Chair, next is Lorelie Sturkey. Madam Chair, that's the last I have on the list.

McCarvel: Is there anyone else in the room that has something new to add? Okay. In the front here.

Snow: My name is Brian Snow. 4206 East Rockhampton. My property's adjacent to the proposed development. I purchased the home in 2019 while I was stationed overseas in Bagram Air Force Base. It was a tumultuous time with a lot of bad memories that I will summarize in saying it was bad. The thing that I enjoy about this community is it's peaceful and quiet and my backyard I see the sunset every night and I really don't want to see a three story apartment building. So, I would like to say thank you for the proposed

change going from three stories down to two. We don't need vertical growth. We need to see the sunset. Thank you.

McCarvel: There in the back.

Schuermann: Hi. My name is Eric Schuermann. I live at 12871 West Auckland Street, which is inside the Hillsdale Creek Subdivision. I just wanted to talk about one specific issue. I kind of got here late, so I'm not sure if I saw anybody talk about this. I didn't see it while I was here, so I'm going to talk about it. But Hillsdale -- where Hillsdale comes into Rockhampton, right there kind of like in front of the school, we have a lot of cars that pile there when Hillsdale Elementary has an event. So, the reason why I want to talk about this is because they actually back up all the way on both sides of the street. There are no parking restrictions on that street and so they kind of curl around that street. I don't know if there is like a map somewhere I -- sorry, I didn't come prepared. But it curls around and, then, kind of -- kind of comes into Hillsdale's -- like an amenities area and so there is cars that are all backed up throughout there whenever they have an event. So, we can't even get in our homes then. The cars are on both sides of the street. You cannot put two cars in the street at the same time. So, I'm surprised that there hasn't been anything that's already occurred there with a -- like somebody just opening a door, as simple as that, and somebody getting taken out already. So, how -- my question is how does anyone propose that having a subdivision with thousands of people in it -- that that street would be clear at any point, let alone when Hillsdale Elementary has an event. What would happen if Hillsdale Elementary would already have an event that would crash the streets and, then, you are talking about adding thousands of more people in a subdivision next door. So, thank you.

McCarvel: Thank you. Sir.

Jackson: My name is Troy Jackson, president of the board of directors for Hillsdale Creek. Just a quick addition to what I'm also hearing tonight in regards to the -- the traffic and the school. We -- my wife and I and my three children moved two blocks closer to Hillsdale Creek, so that our daughter could continue going to school there and now we have got the next two coming up through the ranks this year, it will be two of our children. We can't go there. There is three houses between my house and that school and my children cannot go to that school. So, I hear talk about -- you know, we talked to the school district and there is room and we can ship and bus and all this stuff -- we changed our lives around and moved into a house that, of course, costs more than double what we were living in to get our kids into a school that we were already going to that they gave us special permission. They can't go there. So, when I hear this I want to laugh and, then, I want to be upset. The reality of it is is that I don't care who is talking to who that school is full and the YMCA is full, too. So -- so, good for that, you know, because our kids can go and enjoy that and now as you just heard my neighbor before me -- we are talking about adding hundreds of people to something that we cannot imagine and I don't care -- I, obviously, like anyone that's living where I live and where some of these folks live, we don't want to see a bunch of apartments there, but most of them -- it comes from a good place. I mean it just doesn't make sense. It really doesn't. And I'm just asking

that, you know, these constituents can be heard tonight when it comes to this development. That's not going to work and we got to do something to do the stop gap on this -- and my daughter here almost got killed by a car right on that street, it's so dangerous right there. I mean there is five people in this room that stood there and watched, we were just trying to cross. My neighbors are trying to go through people's backyards to safely dodge. It's like a war zone and it shouldn't be like that and it is and I'm telling you no matter who is -- who is talking to who as to who, that's a reality that we got going on in our little subdivision right next door to what's going on -- or proposed to be going on there. And thank you. Appreciate it.

McCarvel: Sir.

Foreman: Hi. I'm Benjamin Foreman. I live on 12319 West Billabong Street in Rockhampton neighborhood. So, I thought it was interesting that we heard at the beginning that these 12-plex apartments won't affect anyone and that was spoken by somebody that doesn't live in the area and so I think these people's voices have been heard quite clearly. It's going to affect fire, school, water, traffic congestion, parking, character of the neighborhood and everybody has tons of facts and figures they can throw out and like this gentleman just said, I -- I live within walking distance to Hillsdale Elementary School. I can't send my kids there either. I had to temporarily -- temporarily move out of the neighborhood and came back because of school -- COVID and school situations. We wanted to put our kids in Hillsdale Elementary School. My wife called the school and they said we can't even talk to you. The conversation was literally 30 seconds and they said you are going to have to bus your kids somewhere else. So, does it seem fair to open up a whole new section with 138 different units for, you know, that many more kids where the people that live there they already can't send their children to the schools that are in their neighborhoods. One other -- one other comment is usually the counter response to the traffic, you know, congestion that's going to be made is they say, well, there is 9.5 trips per single family home, but there is 5.4 trips per multi-use homes. Well, that sounds good. It sounds like, oh, now we are actually reducing the congestion. But the point is, no, with multi-family units we are adding 5.4 trips to the roads in addition to what's already there. So, let's not get confused by the math. It's not that, oh, by building multi-plexes now we have less traffic, we have more, it's just perhaps that there is a little bit less as compared to single family units. What we want as a community is we don't want any tall buildings; right? I like the idea of reducing it down to two levels. I would love to have, you know, single family units. I don't know if that's going to happen, but I think the common theme that we are all saying here is 12 12-plex apartment buildings doesn't fit the area. There is none of those anywhere else in -- you know, within several miles of the area. Let's do away with this plan. Let's start back at the drawing board and not just get carried away with, you know, building, building, building and building something that doesn't fit the area. Thanks.

McCarvel: Anybody else?

Wiley: My name is Jim Wiley. I live at 12553 Dalrymple Court in Rockhampton One in Boise and I hadn't originally expected to speak, but there were a couple things -- and I --

maybe you guys really have -- there is only three items that I wanted to discuss. First of all, nobody has really brought this up yet, but I want to thank the developer and the architects for coming up with a beautiful plan. I love it. I think it looks beautiful. I think it's great. I can't wait until they break ground and I hope they tell me where the new location is going to be when they break ground, because I want to be there to see it. It should not be here. The three things that I come on -- one thing that she had mentioned was -- you have these beautiful townhomes with two car garages and, then, two cars can park in the driveway. I don't know anybody that parks four cars in a house. Just down the street on the corner of Amity and Eagle is a beautiful new storage facility going in, because people have too much stuff. You are not going to park two cars in the garage and two cars in the driveway, they are going to be parked on the street. Another one is they talked about concerns about plans for traffic changes. I keep hearing the word proposed and proposed always scares me half to death, because proposed is that fairytale land out there and you guys talked earlier about the conditional use permit for Cole school for four units to go -- temporary buildings to go down there and, then, you even -- one of the commissioners even brought up the idea, you know, what do we do four years from now when -- can they extend this? Can they extend it and extended and extend it? So, anytime you talk about something being proposed, whether it's street improvements -- they talk about a temporary light. They talk about all these different things that they want to propose. I don't think any of them should be considered until they are in writing and they have been approved and we know that they are going to happen, because proposals get changed all the time. We have seen it with this and, then, the last one that she had mentioned was the impact of the three story apartments on the homes that were -- she says the nearest home is 500 feet away. She's wrong and don't listen to her when she says that, because she is wrong, because there are townhomes going right across the street from those and there are new homes that are going to be built closer than 500 feet and we have to think about the impact of what these new residents are going to have and you can say, well, they -- if they don't like looking at the apartments they shouldn't live there. Well, that's not the proper way to be thinking and I don't think that's the way any of us want to address that problem. There are going to be people that are going to be closer than 500 feet or whatever the number that she gave. They are not going to like it and they are going to have problems with it later on. Let's address the problem now and let's get it taken care of and I thank you for taking the time to listen to all of us and I hope your honeymoon gets reinstated very quickly. Thank you very much.

McCarvel: Is that everybody? Okay. Would the applicant like to come back. You have ten minutes, Becky.

McKay: I know. And I got a lot. It's going to be tough, but I will be quick. I will try to -- Madam Chairman, Members of the Commission, try to address some of the -- some of the questions, some of the concerns. One of the things was brought up about was the apartments at Lake Hazel and Maple Grove. That is not even similar to what we are proposing. Those were done in the county. The county ordinance only required like 1.5 spaces per dwelling unit or less and that has been a disaster. Concerning the Albertsons, I was told that Albertsons could not go vertical until Eagle Road was upgraded and the dual lane roundabout was installed and so that's one of the things that has delayed the

Albertsons going vertical there at the northwest corner of Eagle and Amity. School overcrowding. Congestion. I have been working with the school district -- Marcy Horner. Marcy indicated that they have 700 capacity at Hillsdale Elementary. Enroll -- current enrollment she said is in the upper six hundreds. She said the district has reduced the boundary and typically the elementaries -- I have done probably five or six elementaries within projects that I have done, they are supposed to serve that particular section. The boundaries of Hillsdale went beyond that section and they are slowly shrinking them. What she said is going to alleviate some of the problem is the Gem Prep Charter School. It will serve the same area as Hillsdale Elementary. It has a fall 2022 opening. She said the first year they will have 312 student capacity and, then, they will expand to 500 after that. Blue Valley Elementary. It's already planned, designed, ready to go at South Ridge Subdivision. That is their priority school to take some of the heat off of south Meridian. It will require a bond. She said that the school board has not decided when they are going to run that bond due to COVID. So, they have no time table. As far as Lake Hazel Middle School, it has a thousand student capacity. It is slightly over capacity. The school district owns property just on the north side of Amity across from the Centerville development. Mountain View High School. That high school I did in my project called Millennium years ago. We brought the sewer across the interstate to serve that high school. It is -- has 2,175 student capacity. Its enrollment is 2,428. Owyhee High School will open this fall. According to the school district, hell or high water, it will be opening. They are having some glitches on getting materials to wrap up some of the things, but it will open. She said that will alleviate the overcrowding at Mountain View High School and -- and help with the -- the students. I'm trying. Hold on. Go back to my list. As far as the existing comp plan, this is a priority area. The Mayor, the Council, has said that southeast Meridian is a priority growth area. You have your new regional park. You have this YMCA South. They just put in a new pool facility. If you look at your Comprehensive Plan and it states in there under the definition of mixed use neighborhood it talks about it being near parks, being near schools, being located at an arterial, on a collector. This property checks all the boxes as far as that mixed use neighborhood and -- and fitting in with the overall plan. Your comprehensive land use map is a guiding document. It is not set in stone. It is -- it is something that -- it grows, it changes, and you guys look at it, your staff looks at it. Your staff recommended approval of this particular project. This project fits within the confines of the definition of mixed use neighborhood. It said it should be primarily residential and diverse residential. Townhomes. Apartments. Single family. With commercial component. Something that serves the particular neighborhood. As far as a walkable neighborhood, we have pathways throughout this whole project. We have a 14 and a half percent open space with ten foot wide pathways, five foot wide pathways, interconnecting micro paths. We have three playgrounds. We have a clubhouse. A pool facility. We have public art. Gazebos. We are trying to make this a community that people can be proud to live in, not just another subdivision plopped down in the middle of the City of Meridian. I have been doing work in Meridian for 28 years. Used to be a sign at the Planning Department: Population City of Meridian 9,400 people. And now look at -- look at what has happened. This particular project -- there is central water in Amity. Twelve inch water main. There is a 12 inch water main in Hillsdale Avenue. There is a sewer main. Sewer and water are available. I'm not putting down a well. The article that one woman indicated, those people's wells are 50 to 75 feet deep. That worked out great

when we had -- were covered by farmland and we got a lot of recharge into the shallow aquifer. But as the farmland does develop that shallow aquifer changes and so 50 to 75 foot deep well just -- they are drying up and that's -- it's happening all over the Treasure Valley. It's not indicative of -- of south Meridian, that's south Boise. As far as the fire station. Your Fire Station No. 7 is going to open in the spring of 2023. It will be coming online. The Mayor said in his State of the Union address the fire station in our priority growth area in southeast Meridian and northwest Meridian -- I want to build two fire stations. The fire station will be 2023. We won't even have hardly any houses going out of the ground by spring of 2023. It takes that long to design these subdivisions. Everyone thinks that instantly you have all of these homes online. This is a four phase project. It takes four years to build this particular project out. As far as reasonable development, 70 percent of the trips are going to go northbound. People are saying, oh, this is just out in the -- like it's out in the -- in the far burbs. No, this is a priority area. We are less -- we are less than two and a half miles from the Eagle interchange. The number one employer for the state of Idaho is St. Luke's. Where is St. Luke's? Due north. You have Scentsy. You have Silverstone. You have El Dorado. You have a bunch of major employers. A lot of new medical facilities going up. A lot of offices going up. This is -- this has -- there is a park and ride on the south side of Overland. I see them park there and get in the van. So, as far as trying to create -- take some of those vehicle trips off the roadways with ride sharing and -- and mass transit -- mass transit is slow in Meridian. I mean Boise has it, but it's always been a struggle and mass transit will not go out to areas if you have three and a half dwelling units per acre. They won't. It's not cost effective and it's been said multiple times. The target is eight dwelling units per acre to make it cost effective to take community buses out into an area and create a public transportation network. This particular project -- there has been a lot of thought, a lot of effort, a lot of work. I can't make everybody happy and I can't create a project that's not going to generate trips. It's going to generate trips. But what I can do is I can mitigate for my impact. We don't go in, who is going to put the signal in at Hillsdale Avenue? They talk about, oh, people are going to park on Rockhampton, people are going to park on Hillsdale Avenue. No, those are collectors. There is no parking on collector roadways. Ada County Highway District policy manual states that. There will be no parking on our collector entrance roadway. The parking that we show within our multi-family area exceeds the minimum parking as stated in the UDC. It also has to come back as a conditional use permit. What I'm asking you is to look at the big picture and look at balancing Meridian. We can't just develop at three and a half dwelling units per acre. We have got to have some diversity and I ask the Commission to consider the facts and not just emotions, because this is a priority area and if this isn't appropriate in a priority area I don't know where it is appropriate. Thank you.

McCarvel: Okay. Any questions for the applicant? Sorry. It was questions from the Commission. Sorry. Okay. Thank you. If there is no more questions for staff or the applicant, could I get a motion to close the public hearing for H-2021-0046.

Seal: So moved.

Lorcher: Second.

McCarvel: It has been moved and seconded to close public hearing for H-2021-0046. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

McCarvel: Who would like to kick off the --

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I will go first here. So, yeah, I mean as I -- it's interesting, because we kind of go through all -- every single time we have a multi-family that goes in somewhere. Everybody thinks they are needed, but they just don't want them next to them. So, find that disappointing that we can all share in it. I mean I live in an area where they are doing some development that I don't particularly care for. That said I understand the development's needed and it's part of what's going to support our infrastructure long term, not just as long as I live in my house. So, there is -- there is just some things that are very disappointing to me. So, as far as what West Ada has in their report, that is their form letter. We get basically the same exact information from them every time. Not that we don't look at it, not that we are not discouraged by it, not that we don't want our children to succeed and we want them to have lower student class ratios or student-to-teacher ratios, it's simply that that's -- the funding has to come from the heads that are in that school district. So, there has to be too many heads and, then, they build. That's the way that it works. As far as the fire stations, same thing, same form letter. I have all of -- every single application that has come through -- I don't know that the fire station has ever met that 80 percent. In fact, we have called them in on it and had long discussions about it, because it's been very difficult to swallow that they are putting into a report that they are not meeting their goals. Their goals don't necessarily mean that they aren't going to be able to be there to save lives, it simply means that they are going for a goal that is somewhat unattainable in the current growth pattern that we have. Not that they are going to abandon it, it simply means it's incredibly difficult to hit and with the explosive growth -- growth like we have it's difficult for them to -- to attain that. Yeah. I mean -- and, you know, I mean there is some people that brought that up living in the Hillsdale Subdivision that it -- they couldn't meet that. I'm rest assured that when your subdivision went in they submitted the same report with the same data. So, you know, I guess as a person living in Meridian occasionally I'm willing to look at myself as the problem. So, I kind of wish more people would help to do that. So, it's a problem that we have. We need more diversified housing that comes in there. So, I would like very much for my children to be able to live here. They can't afford it, so -- and they are responsible homeowners and they would love to live in a multi-family and they would park in the garage. So, outside of that I think that the subdivision itself as its presented I think it's very thoughtful. I think that they tried to diversify as much as they could with the amount of land that they had. I do think that -- I don't know that the multi-family concept piece of it necessarily fits, but I do think that a higher density in there is relevant, simply because of where it is in location to the YMCA, to the park, to Eagle Road, to everything that's

going on in there. I think that the density itself -- I agree with lowering it to keeping the multi-family to two story. I do think that there needs to be an element in there that would eliminate even a little bit more of that, bring things to the front as far as being able to run some kind of business operation out of there. Not necessarily offices or something, but something like people said, a coffee house or things like that. I know that the developer is kind of at the mercy of, you know, who would be able to come in there with something like that. They can't guarantee that that's what would go in there, even if they try and plan it. I, myself, I'm a -- you know, obviously, a fan of the -- of the small businesses that can go in there. The business incubator type stuff. So, it sounds like that that's not something that's going to be approached here, but I would like to see more stuff like that happen, especially on a frontage road like that that is going to get a lot of traffic, people coming down through the YMCA, you know, and other things that are going to be in that area. So, overall I think it's a decent plan. I just don't know that it's ready to move forward at this point. I think there is more that could be done in order to help transition the -- the multi-family a little bit better to bring in a little bit more of a business emphasis to it and that's kind of where I'm at. I just don't think it's quite ready.

McCarvel: Okay.

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: I wanted to let everybody know that I hear what you are saying and it sounds -- it sounds like the community is not opposed to growth or housing, but just the multi-dimensional -- or multi-family and it also sounds like you would like a little bit more commercial as well. There is parts of the plan that seemed to work and some of it that needs to be possibly reconsidered. I would support a continuance to go -- have the developer go back and possibly redesign a balanced multi-family housing plan to fit in the neighborhood and to offer some more commercial.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: So, living in south Meridian I am like every one of you, I have contributed to the growth of south Meridian. I have contributed to the traffic and the overcrowding of the schools. I have been in Tuscany for the last 16 years and I contributed to the overcrowding of Lake Hazel Elementary School. I'm sure Rockhampton contributed to the overcrowding of Lake Hazel Elementary School, the same way as Hillsdale has contributed to the overcrowding of the Hillsdale Elementary School. We have all contributed. We all contribute to the traffic congestion. Why does this subdivision all of a sudden break that threshold that we can't handle anymore? Growth is always a hard pill to swallow. When do you stop growth? Do you stop it now? Should you have stopped it before Hillsdale? Should we have stopped before Rockhampton? Our goal I guess is to manage that growth and how do we -- we best make it fit. Basically the -- the objection

that I heard today is we don't like the multi-family, which I totally understand. I understand that there is a place for multi-family. I understand that there is better places for multi-family. That being said, I think that this -- this plan is a little dense. I -- I do agree that the -- I think that the town -- the part multi-family housing should be limited to two story for all of the complexes. I would prefer to see the multi-family go away and deal more with townhomes. I think that would be a better fit for the area. But, you know, again, I still also believe in property rights as well. So, that being said, that's -- that's my -- my opinion. I also like the idea of some additional potential retail as well. I agree there is a -- there is no place to eat out where we live, so -- in fact, I am really excited for Albertsons to come just for that reason, so -- so that's my opinion.

McCarvel: I will jump on your bandwagon. I'm part of the problem in south Meridian. Built in Sportsmans Point when that was coming up and my son was the first freshman class at Mountain View and they opened their doors I think 400 kids over capacity. So, it's -- it's been an issue forever and it just is when you are growing like we are. I -- and as I read through the staff report in preparation for this meeting I as well thought this is a lot of transition and a lot of variety in a short area. I think it could be spread out to where the density of phase one and maybe some townhomes was the highest end of the density there and some more commercial to support the uses that are needed there. I just -- I think trying to fit all of those levels of density in that area is pushing it. So, that's where I'm at as well.

Wheeler: Madam Chair?

McCarvel: Commissioner Wheeler.

Wheeler: I live close to Commissioner Yearsley out there at southeast Meridian and, then, I grew up in southwest Boise, two miles away from my childhood home and so that whole area I have been able to see grow, whether I like it or not, and, then, been a lot of fun over there. I, too, am looking for Albertson's, because, then, I can take a quick little bike ride, get over there, get some groceries and get back before I know I was gone and can get dinner on the table pretty fast. I also know that -- that to meet the density of this is a little bit too much for what's needed and I think that the mixed use neighborhood has more of a blended aspect that it should be with retail and commercial and housing and things of that nature and I also on the retail side I think one thing is you said is to get a retailer to come to a mid block location -- in other words, not on a hard corner is just difficult, because it's just traffic counts that drive their profits and what they want to see. So, that -- that will -- that will be a little bit of a stretch to try to do that, but it would still be, you know, to me it's -- it's -- it's a little bit not as diverse as what I would like to see with the -- with the kinds of uses that are for the mixed use neighborhood.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: First off, Joe, apologize to Miranda for me, because I did see where her report

was, I just looked over that one. I know that was like four hours ago. But one of the things that I think I will start off with is just looking at the -- the designation on -- on the future land use map and having sat through the entire strategic plan thing that was, I don't know, 18 months or something -- two years. I don't know. It's been a long time. A lot of meetings. Making sure that when we have these go forward that we do get some of that diversity of housing types and housing opportunities, so that as the city grows and ages that we don't have all of the exact same thing for the next generation who comes in behind us and being able to think beyond where we are right now. One of the things that came up with -- I don't know, one of the first ten people that talked tonight, was that you were afraid that we had already made up our mind and that you were not being heard. We wouldn't be sitting here for, I don't know, three plus hours on this if we weren't listening to what you are saying. So, we are hearing what you are saying and we are taking to heart the feelings that you have shared with us tonight. Similar to what Commissioner Seal mentioned initially here was a sentiment that we -- we hear a lot and that is I really like this, just not in my backyard, and this is not unique to you and the development that we are talking about right now, it happens in every corner of our city when we get these developments, especially when multi-family comes in, people are very in favor of it as long as it's nowhere near them and that is something that we have to balance out when we are listening to this, because that is a need within our city now and as we grow we have to have some balance to what had traditionally been built in Meridian and being, you know, just single family homes. It's something that we have to make sure that we keep in balance as we grow and don't rely on it solely being in one locale. You don't want to have just a section of your city 50 years from now that is only multi-family, because you didn't put -- nobody wanted it next to their house when it was being built. So, something to keep in mind as we talk about this. I, too, have some major concerns about the schools and the roads that are out there. Unfortunately, there is limited pieces of that that we can control. We can make suggestions. We can, you know, condition developments as they go in, but we have to rely on our community partners to -- to help with -- with those pieces and properly prioritize those needs. One of the people talked about the -- the step up and -- or transition from larger lots to smaller lots. This is something that we see in most developments that are going in next to developments that are already built out and this is, essentially, what we are looking for is those bigger lots going into smaller lots. So, with that I would like to say that it looks mostly normal to me. I agree that we could really use some of that retail aspect out there. I think there is a missed opportunity if the retail component is not addressed, especially in regards to the other businesses that are out there or going to be out there. I think that having some of that community retail restaurant space next to the YMCA, next to parks, next to lots of homes, next to medical facilities -- it makes sense and would definitely be a good fit in that area. A couple other things. Sorry. I know it's long, but we are already here this long, so go a little bit longer. One of the -- the biggest problems for me is something that you said, Becky, that this is just not another subdivision plopped down in Meridian. I would respectfully somewhat disagree. It looks very similar to a lot of the other things. I don't see anything that is remarkably unique about the layout or the product. I -- I like various components of this and I could get behind it, but I would like to see this project continued and come back with a lot of the community's input taken into consideration. I think that the multi-family being that two story -- rethinking how some of that is configured and -- and -- and worked in. I think

there are opportunities to enhance the overall buy in of the community to make it feel as if this entire -- let's take a square mile and say that it's kind of being tied together. This project doesn't have to do this by itself, but it does need to work to find a way to not have these new neighbors that are going to be coming in from all of the people that are here, so that they can come in and be welcomed as new members of the community and not despised for something that they had nothing to do with and I hope that when you do have these new neighbors that you take that into consideration, that they were not part of any of these conversations and you are welcoming them -- them to our community when they do move on.

McCarvel: I'm going to ask a question based on what I have heard from everybody. Are we really at a point of continuing? Do we think that the -- that that's going to do anything or move it forward with recommendations or move it forward with a flat out recommending denial?

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: If we deny, does the applicant have an opportunity -- do they have to start all over?

McCarvel: No. They go to Council with our recommendation and, then, it's up to Council.

Grove: Madam Chair?

McCarvel: I believe. Yeah. Commissioner Grove.

Grove: I would say continuance for the simple fact that one of the -- the sticking points on some of this is Fire Station 7 -- like this development has time before it has to be in ground versus some of the other developments that we see. So, I would be okay with saying continuance and see if we can get some of these components worked in. I'm seeing a nod from the applicant that they would be in favor of -- of doing that.

McCarvel: Okay. So, then, question for -- I will keep it to staff, so we don't have to open the public hearing. What recommendation based on workload and reasonability do we have to get something reworked? What date are you looking at?

Dodson: Madam Chair, I'm assuming a month would be sufficient to kind of work through some of this, because we don't have a quorum on the 2nd -- for the first hearing I should say in September, so it would be the second hearing in September. I already have two CUPs for that night, so it doesn't bother me.

Weatherly: Madam Chair, there are currently -- so, your next meeting would be --

McCarvel: The 16th.

Weatherly: -- the 16th of September and there are currently five hearing scheduled for that evening.

McCarvel: October 7th it is.

Weatherly: And, Madam Chair, just for the record, there are two hearings already scheduled for October 7th.

McCarvel: Okay.

Dodson: Would a further delay be acceptable? The second hearing in October?

McCarvel: Okay. 21st? Okay. Would anybody like to make a motion?

Wheeler: I would like to make a motion then.

McCarvel: Commissioner Wheeler.

Wheeler: Nick -- or excuse me. Commissioner Grover, were you going to make a motion? Okay. All right. All right. I move the continuance of file number H-2021-0046 to the hearing date of October 21st, 2021, for the following reasons: To work with the input from the public testimony in matters of density and mixed use.

Yearsley: I will second that.

Parsons: Madam Chair?

McCarvel: Yes.

Parsons: Before -- before we second anything, just want to make it really clear for everyone that's testifying tonight that we really want to just focus on the items you want to discuss at that next hearing, meaning a revised concept with more commercial and less density I think is what you are getting at. So, if we can just keep the public comments to those couple items at the next hearing that would be appreciated. We don't want to open up everything else again. So, whatever you have in your motion just make it clear. We are only discussing specific items.

McCarvel: Yeah. I'm hoping that everyone has realized that we do listen and we -- we do have some common sense and -- or we have heard it and -- so, it has -- do we need more on your -- on the motion, then, Bill, or --

Wheeler: You are correct, it is in the area of mixed use components and density is what I had.

McCarvel: Okay.

Wheeler: I think that's what it was stated. Is that what we had down?

McCarvel: Yeah.

Lorcher: And adding more commercial.

McCarvel: More commercial. Yeah. More commercial. Less density. Yeah. Okay.

Dodson: I would say we are good then.

McCarvel: All right. It has been moved and seconded to continue Item No. H-2021-0046 to the hearing date of October 21st. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

McCarvel: We will see you all on the 21st. Okay. And we do have another application tonight if you are wanting to stay, otherwise, if you would, please, quickly exit, so we can get on with our next application. Okay. Does anybody need a quick minute to stretch? Okay. Three minutes we will be back.

(Recess: 9:42 p.m. to 9:48 p.m.)

5. Public Hearing for Briar Ridge Subdivision (H-2021-0036) by Gem State Planning, Located on the West Side of Meridian Road Between W. Lake Hazel Road and W. Amity Road, Directly South of the Mid-Mile Point

- A. Request: Rezone a total of 40.99 acres of land from the R-4 zoning district to the TN-R zoning district (Traditional Neighborhood Residential).
- B. Request: A Preliminary Plat consisting of 227 residential building lots and 47 common lots on 38.86 acres of land.
- C. Request: A Modification to the Existing Development Agreement (Inst. #2016-007070), as required by the existing development agreement provisions, for the purpose of updating the development plan and to redevelop the subject property to incorporate the proposed preliminary plat.

McCarvel: All right. We would like to resume the meeting. For the record we will now open H-2021-0036, Briar Ridge Subdivision, and we will begin with the staff report.

Dodson: Thank you, Madam Chair. I guess informally do you want me to go through this or do you want to just ask questions. We can -- we can handle it however you would like. I presume you all have reviewed the majority of the staff report and done everything you