



MINUTES OF REGULAR MEETING HELD TUESDAY, JUNE 15, 2021

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Video recordings of the full proceedings may be accessed following the meeting at <https://livestream.com/cityofnampa>.

COMMISSIONERS PRESENT:

Peggy Sellman, Chair (Chambers)
Steve Kehoe, Vice-Chair (Chambers)
Michaela Franklin (via Teams)
Jeff Kirkman (Chambers)
Matthew Garner (Chambers)
Bret Miller (Chambers)
Tom Turner (Chambers)
Ron Van Auker, Jr. (Chambers)

COMMISSIONERS ABSENT:

Adam Hutchings

CITY STAFF PRESENT:

Rodney Ashby, Planning Director (Chambers)
Daniel Badger, City Engineer (Chambers)
Parker Bodily, Associate Planner (Chambers)
Kristi Watkins, Principal Planner (Chambers)

CALL TO ORDER AND ANNOUNCE A QUORUM IS PRESENT:

With a quorum of Commissioners present, Madam Chair Sellman called the meeting to order at 7:00 pm.

APPROVAL OF MINUTES:

Kirkman motioned and Miller seconded to approve the minutes of the May 25, 2021 Planning & Zoning Commission Meeting. Motion carried.

REPORT ON COUNCIL ACTIONS: No Council member available to report on Council actions. Director Ashby provided an overview of Council decisions on Planning & Zoning related public hearings from June 7th and June 14th.

No business items on the agenda. Madam Chair Sellman proceeded to public hearing items on the agenda at 7:00 pm.

Public Hearing 1: Conditional Use Permit for multi-family housing in a RP (Residential Professional) zoning district for an 1.14 acre parcel (county #R20948000000) in the Cortland Place Subdivision and addressed as 16548 N Franklin Blvd (NW 1/4 of Section 11, T3N, R2W, BM, Nampa) for 2 story apartment building with 16 one-bedroom units in the Franklin 16-Plex Apartments, for a gross dwelling unit of 14.03, for neUdesign Architecture /Julie Miller representing Blake Wolf/Wolf Building Co. (CUP-219-21) – ACTION ITEM.

Madam Chair Sellman proceeded to public hearing.

Blake Wolf, 843 W Horizon Way, requested approval of the conditional use permit for multi-family housing (one building, 16-plex, one bedroom, standard two-story) in a RP zoning district at 16548 N Franklin Blvd. Wolf stated RP zoning allows for duplexes, triplexes and fourplexes; currently a CUP is required for a structure bigger than a fourplex.

The dental office will remain as such for the foreseeable future. If the CUP is not approved, Wolf stated he would do something similar in a duplex, triplex or fourplex for a similar number of units.

Director Ashby provided a staff analysis, reviewing the property details, zoning and history of the project, available services, applicable regulations and agency comments (including engineering and emergency services) located in the staff report. Existing use is dental office structure originally used as a single family home.

Multiple-family dwellings require a conditional use permit to be allowed in the RP (Residential Professional) zoning district. This property lies on the edge of multiple types of development including lower density county residential, medium density residential (RS6 lots), the potential high end of the allowed densities for Medium Density Residential designation (RS4 lots), commercial uses - included in the RP and BN zones, higher density apartments approximately 365 feet to the south of Birch Ln, and light industrial zoning for the Plexus facility on the southwest corner of Birch Ln and N Franklin Blvd.

Suggested Conditions of Approval:

1. Applicant/Owner shall comply with all City Codes, Policies, and Standards in place at the time of individual property development/redevelopment from all concerned agencies and City Departments.
2. N Franklin Blvd is classified a "Principal Arterial" with a 35-mph speed limit. The City will request an additional 10' right of way dedication with development of this lot, to bring total right of way to 50' from section line.
3. Emergency turnaround shall be located wholly on the subject property. Location and orientation of the turnaround may need further evaluation.
4. Utilities shall be constructed to and through the site at the time of property development/redevelopment at the sole expense of the Developer.
5. Developer shall comply with all City Codes, Policies, and Standards in place at the time of property development, including compliance with the Nampa Access Management Policy.
6. Developer shall eliminate the existing access and create a shared access on the northern end of the property.

Kirkman inquired about greenspace (20' setback on 3 sides of project, the back of dental office will be landscaped). Sellman noted there is a park across the street. Applicant stated these are one bedroom units intended to be occupied by 1-2 people rather than families and agrees with the conditions of approval. The trees near the dental office will be removed and landscaping added.

Madam Chair Sellman proceeded to public testimony.

Joann Bow, 16626 N Franklin Blvd., undecided and did not wish to speak.

Beth (last name inaudible and undecipherable), 16584 N Franklin Blvd.: Concerns are continued use of irrigation ditch and fencing. Sellman stated that maintaining the irrigation is a requirement.

Van Auker, Jr. stated this well thought out project would provide needed workforce housing within the community.

Kehoe motioned and Kirkman seconded to close public hearing. Motion carried.

The Commission reviewed applicable regulations and concluded the project met the conclusions of law criteria for a CUP in an RP zone, and that the proposed apartment development would be compatible with and not adversely affect the livability and appropriate development of the surrounding neighborhood.

Van Auker, Jr. motioned and Kirkman seconded to approve Conditional Use Permit for multi-family housing in a RP (Residential Professional) zoning district for an 1.14 acre parcel (county #R20948000000) in the Cortland Place Subdivision and addressed as 16548 N Franklin Blvd (NW 1/4 of Section 11, T3N, R2W, BM, Nampa) for 2 story apartment building with 16 one-bedroom units in the Franklin 16-Plex Apartments, for a gross dwelling unit of 14.03, for neUdesign Architecture /Julie Miller representing Blake Wolf/Wolf Building Co. (CUP-219-21) with all conditions of staff and conclusions of law, including the addition of condition number

6 regarding shared access which was not listed as a condition in the published staff report and is listed herein. Motion carried.

Public Hearing 2: Conditional Use Permit for a daycare for up to 12 children in a RS6 (Single-Family Residential 6,000 sq. ft) zoning district for an 0.14 acre parcel (county #R2909120300); lot 3 block 5 in the Clearsprings Subdivision and addressed as 2830 S Bluegrass Dr (NW 1/4 of Section 01, T2N, R2W, BM, Nampa) for Hillary Carlson (CUP-221-21) *WITHDRAWN BY APPLICANT.*

Public Hearing 3: Conditional Use Permit for a duplex in an RS6 (single-family residential 6,000 sq. ft) zoning district at 0 7th Ave N. (Parcel #R14713508A0) for Luke Stephens representing Sherry & Bruce Stephens (CUP-229-21) – ACTION ITEM.

Madam Chair Sellman proceeded to public hearing.

Luke Stephens, 9290 W Halstead Dr, Boise, applicant, requested approval of the application for a conditional use permit for construction of a new duplex.

Director Ashby provided a staff analysis, reviewing the property details, surrounding zoning, applicable regulations, and land uses located in the staff report. This is undeveloped property serving as yard for a single family home on another property to the northwest 624 7th Ave N. This is an appropriate fit for medium density residential and fits the comprehensive plan.

Suggested Conditions of Approval:

1. Applicant/Owner shall comply with all City Codes, Policies, and Standards in place at the time of individual property development/redevelopment from all concerned agencies and City Departments.
2. Any future development of this site is subject to City of Nampa building permit plan review process. Any applicable conditions or required inspections for the project will be generated via that process. Applicable utility connection and engineering inspection fees are to be paid upon approval of and prior to receiving any building permits.
3. Utility services have yet to be extended to these properties. City water, sewer, and pressure irrigation mains are located in Hubbard Ave and are available for connection.
4. Required frontage improvements along 7th Ave N frontage will be per Nampa City Code 9-3-1 and will include sidewalk at 5' width directly behind existing roll curb/gutter.
5. Property shall be maintained and vegetation cut to city standards before a CUP is issued for the duplex.

Kirkman asked when development would begin in order to address the code compliance issue. Applicant responded as soon as possible; the weeds have been removed and property maintenance will be scheduled.

Madam Chair Sellman proceeded to public testimony. No public comment forthcoming.

Garner motioned and Kehoe seconded to close public hearing. Motion carried.

The Commission reviewed applicable regulations found in the staff report and concluded the project met the conclusions of law criteria.

Kirkman motioned and Garner seconded to approve the Conditional Use Permit for a duplex in an RS6 (single-family residential 6,000 sq. ft) zoning district at 0 7th Ave N. for Luke Stephens representing Sherry & Bruce Stephens (CUP-229-21) with all conditions of staff and conclusions of law. Motion carried.

Public Hearing 6 (Moved to 3rd Public Hearing): Conditional Use Permit for a Machine Shop in a BC (Community Business) zoning district at 530 N Broadmore Way (a 1.17 acre portion of Parcel #R1303401300, also described as Lot 10 in the recently approved Broadmore Business Park Preliminary Plat), located in the NE 1/4 of Section 16, T3N, R2W, BM, for Altanova - Daniel Fiorello representing AG Equity, LLC (CUP-218-21) – ACTION ITEM.

Madam Chair Sellman proceeded to public hearing.

Daniel Fiorello, 97 S Iceberg Lake Ave, Meridian, requested approval of a conditional use permit to allow for a tenant improvement of a machine shop manufacturing business in a commercial zone. The existing shell building will be built out with a machine shop, support offices and compressor shed. This is a CNC machine business providing parts to semiconductor, aerospace, etc. (mostly smaller parts); no machine noise would be heard from outside of the building. Additional insulation is also being added. Applicant stated eventually he would like to relocate the entire operation to Nampa.

Principal Planner Watkins provided staff analysis, reviewing zoning, parking requirements, surrounding land uses, history of project, and agency correspondence located in the staff report.

Suggested Conditions of Approval:

1. Owner/operator/Applicant(s) shall comply with all applicable requirements [including obtaining proper permits] as may be imposed by City agencies appropriately involved in the review of this request (e.g., Nampa Fire, Building, Planning and Zoning and Engineering Departments, etc.) as the CUP approval does not and shall not have the effect of abrogating requirements from those agencies.
2. Any additional conditions that the Commission wishes to impose reasonable to meet conclusions of law in Nampa City Code § 10-25-4.

Madam Chair Sellman proceeded to public testimony. No public comment forthcoming.

Van Auker, Jr. motioned and Garner seconded to close public hearing. Motion carried.

The Commission reviewed applicable regulations NCC § 10-25 (CUP's and land uses) and the Nampa Comprehensive Plan. Commission found the proposed use would bring a desired service to the area as there is currently a shortage of industrial properties within Nampa.

Garner motioned and Van Auker, Jr. seconded to approve the Conditional Use Permit for a Machine Shop in a BC (Community Business) zoning district at 530 N Broadmore Way for Altanova - Daniel Fiorello representing AG Equity, LLC (CUP-218-21) with all conditions of staff and conclusions of law. Motion carried.

Public Hearing 4: Zoning Map Amendment from BC (Community Business) to BC (Community Business) and RD (Two-Family Duplex Residential) zoning districts, and Preliminary Plat approval for Steven's Place Subdivision at 0 Iowa Ave (Parcel #R32065012A0) for thirty-six (36) single-family zero-lot line attached (townhome) lots on 3.6 acres, two (2) commercial lots on .82 acres, and five (5) common lots on .60 acres; for a gross density of 5.76 and a net density of 10; (a 6.25 acre portion of the SE ¼ of the SE ¼ of Section 31, T3N, R2W, BM), for Dana Kauffman (Insight Architects) representing Blackhawk Investments Idaho LLC (ZMA-144-21 & SPP-076-21) – ACTION ITEM.

Madam Chair Sellman proceeded to public hearing.

Dana Kauffman, Insight Architects, 2238 Broadway Ave, Boise, requested consideration of this rezone application and preliminary plat on behalf of Blackhawk Investments of Idaho LLC.

- The original site plan was modified as a result of a neighborhood meeting (elimination of two units).
- Homes will be individually owned with a private street. The HOA will conduct all maintenance of property; a walking path to Middleton was added. There is a commercial opportunity on the corner of the project. Reviewed pathways and open space with a gazebo.
- Estimate of homes to be in the \$400,000 range.
- The development has several open spaces throughout the development along with allowing for the continuation of an existing pedestrian walking path, beginning at the existing path along the west side of the development and ending along the S Middleton Road ROW.
- The project will have a single access point along S Iowa Ave.
- Patrick Colwell, T-O Engineers, 332 N Broadmore Way, is available for questions.

Garner asked if floor plans are available for review and what would be the building height along the western boundary. Applicant stated he is envisioning somewhere between 1800-1900 sf, there will be a two-story component; the vision is to have a single story component along the backside and the two story units will be on the street above the garage, so the rear of the units will be single story. The current layout does not have any windows on the two story unit bedrooms because of the roof lines; there would be no direct vision from a second floor to look into the back yards of the neighbors, they are all facing other directions.

Kirkman requested clarification on parking/garages (every unit has a two car garage and there are two driveway car spaces for a total of 4 parking spaces. A number of parking spaces are designated throughout the development as visitor parking, 28-29 spaces, locations identified and shown).

Principal Planner Watkins provided the staff analysis, reviewing the history of project, site specific information, surrounding land uses, COMPASS analysis, surrounding zoning, availability of services, lot analysis, access/layout and applicable regulations located in the staff report. Reviewed agency, city and public comments. Summary of public comments include concerns about growth, high property taxes, no local stores, few open space areas, traffic, overcrowding, etc. The future land use designation is commercial; this development intends to stretch the medium density residential designation adjacent to the portion proposed to become RD. Watkins provided a description of townhouse; townhomes are single family dwelling units.

The development is surrounded by residential uses on the north and south sides by the Carriage Hill and Carriage Hill North Subdivisions and the east and southeast by BC zoned properties. This project proposes to rezone 5.335 acres from BC to RD leaving .91 acres as BC. Ordinance 3357 with a development agreement pertains to a separate portioned zoned RS8.5 (now Carriage Hill North), Development Agreement does not apply to BC portion other than to outline allowed uses.

Preliminary plat analysis:

Overall Site Area-6.25 acres

Total, Proposed RD Lot Count-43

Total Common Lot Count-5

Total Commercial Lot Count-2

Total Residential Lot Count-36 (single-family zero lot line townhome lots)

Regarding RD Building Lots:

Density – FLUM Designation (Medium Density Residential)

Recommended density in Comp Plan Designation, 2.51 – 8 dwelling units per gross acre

Density Proposed: Gross density of 5.76 and a net density of 10

Min. Allowed RD Bldg. (or “Master”) Lot Size-7,000 sq. ft.

Min. Proposed RD Bldg. Lot Size-7,395 sq. ft. divided by 2 for a townhome product

Min. Allowed RD (or “Master”) Bldg. Lot Widths-50’

Suggested Conditions of Approval:

1. Subdivisions with over 30 lots require a secondary access. Provide a revised site plan showing a secondary access.
2. Provide a revised landscape plan, per the City Forester’s comments to provide an alternate species of tree for the Fraxinus ‘americana’ (Autumn Purple Ash) due to known insect devastation.
3. Dedicate the following public right-of-way prior to finalizing rezone:
 - a. W Iowa Ave – 40’ from the Section Line.
4. Developer shall include an emergency access and ingress/egress easement through commercial lots 28 and 29 and common lot 27 on the Final Plat.
5. Developer shall provide CC&R’s or other maintenance agreement documents to the Nampa Engineering Division for review with the Final Plat reflecting ownership and maintenance responsibility and funding mechanism for the private roads, irrigation system, and drainage facilities.
6. Frontage road improvements along Birch Lane shall be constructed in accordance with Nampa City Code Section 9-3-1.
7. Any onsite wells or septic systems shall be abandoned and/or removed in accordance with Local and State regulations at the time of individual property development/redevelopment and prior to connection to City services.
8. Property shall be annexed in the Nampa Municipal Irrigation District at the time of property development and prior to being served by the City’s pressure irrigation system. Applicant/Owner shall provide documentation to

the Nampa Engineering Division verifying water rights for the full parcel and head gate report for any surface water delivery prior to Final Plat submittal to support annexation into the District.

9. Utilities shall be constructed to and through the site at the time of property development/redevelopment, and at the sole expense of the Developer, including the following Master Planned utilities:
 - a. 12” irrigation main extension along Middleton Rd frontage.
 - b. 12” irrigation main extension along Iowa Ave frontage.
 - c. Vault and isolation valves to support future Pressure Reducing Valve installation in accordance with Irrigation Master Plan CIP 2.2.
10. Applicant/Owner shall comply with all City Codes, Policies, and Standards in place at the time of individual property development/redevelopment.
11. Applicant shall address all street name comments identified in the letter from Nampa GIS Division dated May 11, 2021 prior to Final Plat submittal. Applicant shall submit a revised Preliminary Plat reflecting the corrected names.
12. Any additional conditions that the Commission would impose.

Kehoe asked if a park is located across Iowa to the south across Middleton (no). Kehoe noted a staff report letter from the Nampa School District stating there were no concerns about capacity at Owyhee Elementary, Lone Star Middle School, and Nampa High School; public concerns about school overcrowding should be addressed with the School District.

Madam Chair Sellman proceeded to public testimony.

In support:

(Via email) Hannah Samuelson, 11452 W Rosette Dr.

“I live in the Carriage Hill North neighborhood and I support this development. I believe it would not negatively impact the neighborhood. I wouldn’t mind the additional traffic and think concerns about traffic in the area are overstated. I fully support this development and all higher density/mixed used development proposed in the area.”

(Via email) Michael Samuelson, 11452 W Rosette Dr.

“I’m in support of the re-zoning from Public Hearing #4. Providing higher density housing and housing options for Idahoans of all income levels is an important, responsible, sustainable and humane practice that protects against urban sprawl and homelessness.”

Opposed, no comment:

Dennis & Nancy Harmon, 12332 Whitechapel Way
Marlene Huerta, 12696 S Transport Way
Gail Register, 12297 S Brunswick Way
Fred & Aileen Lazari, 12418 S Brunswick Way
Doug & Dawn Adams, 12379 S Essex Way
Mark Bleier, 12625 S Transport Way
Nancy Taft, 12474 Sunrise Mist Loop
Bob & Marlene Montgomery, 11715 W Buteo
Jeremy Hastie, 12931 S Orenco Way
Robin Squires, 12318 S Carriage Hill Way
Amy Bonner, 11275 W Shay Park Way
Lanai & John Moore, 11924 W Buteo Dr.
Brook Schiller-Atkinson, 12499 S Sunrise Mist Loop
Raynee Holly, 11162 S Troyer Dr.
Davis Harris, 1612 S Miller Way
Jenifer & Michael Aldons, 11234 S Abbott Downing Way
Sally (last name illegible), 11159 W Victoria Dr.
Janet Henderson, 11141 W Red Hawk Dr.
Tricia Davis, 11384 W Radcliff
Chuck Vauk, 11159 W Shay

James Jensen, 11216 W Shay Park Dr.
James Jeanes, 11743 W Buteo Dr.
Gerald Butler, 11728 W Buteo Dr.
Steven Childers, 12843 S Cabriolet Way
Lee Bradley, 11433 Meadowbrook Dr.
Pat Parker, 12717 S Carriage Hill Way
Carol James, 11348 W Cere Ct.
Trina & Curtis Nilsson, 12462 S Abbott Downing Way
Gary & Linda Bonner, 11259 W Royal Ridge Ct.
Gail & Greg Newcomb, 12550 S Carriage Hill Way
Inger & Steve Bishop, 11325 W Timken Way
Steve Sartain, 3801 Buteo Dr.
Pamela Cunningham, 11119 West Sarvan Dr.
Jose Rios, 2106 S Miller Way
Sandy Wright, 1819 S Herron Dr.
Aubra Dees, 2030 S Miller Way
Judy & William Farmer, 11966 W Buteo Dr.
Pat Morris, 12597 S Carriage Hill Way
Christina Whitworth, 12765 S Carriage Hill Way
Carol Friedli, 11518 W Buteo
Marianne Ramsey, 12375 S Carriage Hill Way
Bob Higley, 12441 S Abbott Downing Way
Brook Taylor, 12771 S Cabriolet Way
Ryan Grondahl, 12771 S Cabriolet Way
Dana Miller, 12899 S Carriage Hill Way
Marilyn Salci, 11175 W Troyer
Albina Parker, 12289 S Brunswick Way

Opposed with comments:

Leslie & John Harrier, 12678 S. Stanhope Way (written comment-**verbatim**):

“This is to have on record that we are opposed to the Steven’s Place Subdivision item listed on the Agenda for Tuesday, June 15 as item #3.

Part of this will sound like a repeat of my other letter regarding Sterling Commons as this is a similar scenario in exactly the same area, however, on opposite corners.

We currently live in Carriage Hill North and as part of the immediate surrounding area, with all higher end homes including many Carriage Hill subdivisions, Red Hawk Ridge, Hunters Point, Stella Point & Copper River Basin just to name a few, putting high density townhomes in this area will decrease our home values. In an area comprised of all single-family residence, townhomes just don’t fit with the esthetics.

There are so many other areas being developed where a set of townhomes would not stick out like a sore thumb and would not negatively affect our property values. For many of us, including ourselves, this is to be our forever home. It was selected for this area of openness, larger spaced our lots, near the lake and golfing, but not to be next to high density housing.

This proposed development directly impacts our property as it overlooks the proposed location at the NW corner of Middleton and Iowa. When we were choosing our lot, Coleman specifically told us that property was zoned for storage. If we had even thought townhomes/duplexes would ever go in there, we would never have purchased this particular lot to build our forever home. Knowing an area is zoned for business with certain hours and less traffic/cars than high density housing will bring is a huge difference.

I was one of several, that went to an informal meeting from the developers about this property, a few weeks ago. However good their intentions might be in trying to blend the outside design with the surrounding area, townhomes are still townhomes. In general, townhomes tend to be starter homes for many and do not have the controls in place to prevent them from being turned into rentals at future dates. Lack of greenspace is another concern as this corner backs up directly with a Carriage Hill North greenspace that our HOA dues pay for to upkeep. The developer mentioned something about the City of Nampa requesting that a pathway be extended from the main road to meet with our CHN greenspace pathways. From our neighborhood perspective this does not make any sense since CHN

homeowners are the ones who pay to maintain this greenspace that is ours. In no way should there be access from outside parties.

We are having enough trouble right now with vandalism to our pool area and car break-ins to which high density housing and increased traffic will definitely not help. Police and Fire Department shortages need to be addressed BEFORE any further population increases happen.

Traffic, here we go again. We already have a ton more cars coming in from the growth of Carriage Hill West and Copper River Basin. Plus, there is another development starting at Middleton and Greenhurst with an unknown number of houses. Like it our not, we are the ones that live here and deal with the traffic at the Lake Lowell/Middleton intersection and Middleton/Iowa intersection on a daily basis. At the Middleton/Iowa intersection is the only gas station around that also feeds all the boat traffic to Lake Lowell all summer. We already addressed so many of the traffic issues around this area at the meeting on May 25, regarding Spyglass Ridge on Iowa. There are no safe crossing points for kids to walk to the Owyhee Elementary school, so kids and parents don't walk. That school is only about a half mile or so, which is sad.

Reasonable growth is one thing, however, wanting to develop every corner, piece of land and empty space is not the reason many people move out to Nampa. Pretty soon it will lose the feel of why people want to live here. Increasing current homeowners property taxes because of said growth is also a deterrent and may lead to additional issues in the future.

For these reasons and many others, I could go on and on about, we are opposed to the Steven's Place rezoning."

Krista McLaughlin, 12574 S. Carriage Hill Way (written comment-**verbatim**):

"I am writing in response to the proposed zoning change, from BC to BC and RD, for the Steven's Place Subdivision, located on Iowa and Middleton (right behind my backyard.) I **strongly disagree** with this zoning change! I believe that it will not benefit the surrounding area, but will harm it irreparably. I attended the meeting, held by the developers regarding these changes. They informed us, that the city was pushing them to build these townhomes, is this true, or are they throwing you under the bus? They told us how beautiful the area is, a what a wonderful place to live, that they wanted to improve the area by bringing in these townhomes. Tell me, how would 36 townhomes, crammed together on 3.6 acres, with very little common space, going to improve the area surrounding it? This area is a beautiful and nice place to live, because of the types of homes, and businesses, that reside here. We have a severe lack of small businesses in this area, and would benefit for something of that nature. Townhomes do not benefit anyone but the land owner and developer, and their greed will destroy the nice, beautiful, safe place my family, and my neighbors enjoy.

The roads in the area, especially Iowa, from which the townhomes would enter and exit, is very busy, as is. The entrance/exit is located near the stop sign, and will cause major congestion in all directions. The safety of the road will be compromised, as drivers will be having to cross traffic to head east on Iowa. They will also stop shortly after the stop sign, as they are headed west on Iowa, near their entrance, to enter their subdivision. Has any road studies been done on the area? During the summer, the congestion is even worse, as it is a main thoroughfare for boaters, and water recreationists, heading to Lake Lowell. I also fear, that the lack of space for parking will send them into my neighborhood, to park their extra cars.

Since there is a lack of adequate green space and amenities for Steven's Place residents, I fear they will utilize my subdivision for those things. There is a proposed pathway entrance that connects with one of our walkways, that would make it easy access for them to walk their dogs, use our green spaces, and enter our community. I have to pay HOA fees for these areas, and they should only be used by our residents. We already have problems with people sneaking into our pool, we don't need others adding to the problem.

As townhomes have a high turnover rate, and are usually used as rentals, there will be low desire to maintain the homes, and deteriorating conditions will appear, further damaging the appeal, and decrease the value of homes in the area. Road conditions will deteriorate. Crime will increase. City utilities will be taxed, on a system that is already strained in this area. Schools will not be able to keep up with the influx of children, if all the proposed townhomes in the area are approved.

The burden of all these things, will be placed upon us(90%), the homeowners, who do not agree at all with these changes, which I don't think is right.

Please do not approve of the zoning change, and it will have detrimental effects, that will last generations."

Sandra Dashiell, 718 S Bonneville Dr, (written comment-**verbatim**):

"This is going to be a complete eye sore. You cannot keep putting buildings in such small places. Putting in apartments in the area will bring down property value. The area is not prepared for this kind of high traffic. I

honestly cannot believe the city is considering putting apartment buildings in such tiny spaces and not have a supported infrastructure. Also, for that part of town, it's just awful.”

Tami & Edward Mack, 12506 S Carriage Hill Way (public testimony):

- Traffic on Iowa, headlights into their home.
- In agreement with moving the sidewalk.
- Loss of view/property value.
- Increase in taxes.
- Boat traffic and motorcycles, emergency services, lake traffic.

Edward & Tammie Mack, 12506 S Carriage Hill Way (written comment-**verbatim**):

“We feel the entry way should be right behind North Carriage Hill.

The walk way that established half way behind the Carriage Hill Subdivision should continue to Iowa with a road or entry way beside it. Would give distance between duplexes and backyards of home owners. Our biggest concern is the duplexes being butted up against our fence. We feel there needs to be an entry off of Middleton road just one entrance is going to cause problems specifically being on Iowa. Way busy with the subs and lake traffic. During school your going to be adding students walking to school.

We want to know if they are selling duplexes like condos or use them for rentals.

There needs to be a HOA for Steven's Place,

To keep it for looking ran down with in a couple years.

We dont want a 2 story right against my fence. The back of my home is windows. I dont want to see the duplex tenant's bedrooms while they can see my whole house.

I dont want them watching me in my backyard either. Make duplexes single levels so we don't have our privacy taken away.

I doubt 36 duplexes are going to fit on this tiny chunk of land. But I guess its all about the money.

Traffic issue road needs widened, your wanting the developers to widen roads for the city. Just drive down Middleton and you will see the roads have 4 lanes between new subs and then goes back to 2 lanes.

We shouldn't loose our property value so the city of Nampa doesn't want to spend the funds to widen the roads. Dont sell out your current home owners to take the easy way out.”

Public Testimony-Opposed:

Robin Grant, 11279 S Transport Way:

- Traffic
- Density
- Resale value of homes.
- Appreciate changes developer made after neighborhood meeting.
- Consider leaving property commercial.
- City walking path shown through the center of this project opens up into Carriage Hill amenities, take the walking path down behind the development (in between the two developments) and come out onto Iowa continuing the path.
- Doesn't want people walking into Carriage Hill from this development bringing their dogs into their neighborhood.
- Amenities, doesn't want this development using their amenities, use their own playground.
- 4 “condo” projects proposed nearby, traffic is a huge concern; developer impact fees should go towards improving infrastructure now.

Creighton Lowe, 11301 W Timken Way

- Impact to infrastructure and emergency services should be figured cumulatively to determine overall impact.
- Area is short of business usage, need closer access to services.

Watkins noted the city's capital improvement plan which outlines the level of service; there is a current potential shortfall of emergency services, and also the Public Works Master Plan for infrastructure and for transportation and water, all of which have been reviewed for this project. Van Auken, Jr. noted each development does pay impact fees to pay for city services towards the capital improvement plan.

Ken Jenks, 11175 W Carriage Hill Ct.

- On units 1-6, increase setbacks 30-40' to allow for their path to connect to Iowa and not go into their development.
- Traffic study (Watkins stated this project did not meet the threshold to warrant a traffic study).
- Safety concerns, children crossing the street to get to school.
- Keep development single family.

David Hayden, 12880 S Orenco Way

- Agrees with previous comments.
- Likes the fact that additional green space was added.
- Agrees with moving the setback line back.
- Should have their own play space.
- Too many new projects coming in adding too much density.
- Traffic, roads and intersections.
- Developers not paying enough in impact fees, why are we still short of services, what is being done with the money from the developers, where is the tax revenue going?
- Taxes should be paid without a break for that first year.

Allison & Tom BeLello, 11349 W Timken Way

- Traffic, entrance from Iowa will be disaster for residents going in and out with existing traffic on Iowa.
- Crosswalks needed.
- Backing up to Carriage Hill North, green space and common space fees going up doesn't want others using their green space.
- Fence should be built to prevent people from going into their development.
- Doesn't want walking paths connecting to their development.
- More greenspace needed.
- Not enough guest parking.
- No rentals.
- Doesn't want townhomes.

Rose (last name illegible and inaudible), 12425 Landau Way

- Agrees with previous comments.
- Not enough parking.
- Should be a square footage requirement for these units. (Sellman responded nearby subdivision square footage requirements are determined by their HOA.)
- Nearby homes should be comparable in appearance and amenities.

Sally Mercer, 11159 W Victoria Dr.

- Does not want their quiet neighborhood ruined.
- Does not want pathway leading into their park.
- Damage to their pool.

Colleen Baker, 172 N Benewah Pl.

- Can't get in and out of her neighborhood/traffic.
- Concerned about traffic/children getting to school.
- Schools already overcrowded.
- Need grocery store, commercial development, more amenities.

Neal Squires, 12318 Carriage Hill Way

- Too many 4 way stops nearby-substantial traffic and wait times.
- Recited 2040 Comprehensive Plan; stated this project does not reduce drive times to commercial services and conserve open space.
- There are no nearby amenities.

- Doesn't blend into the fabric of surrounding community per Comprehensive Plan.
- Access points are too close to intersections.

Paul McLaughlin, 12574 S Carriage Hill Way

- Agrees with previous comments.
- Shortfall of emergency services.
- The entire middle section of project should be used as open space.
- Parking on nearby Victoria St. may become parking spot.
- Iowa and Middleton need more lanes, City should widen street.
- Crime/pool area.
- Owyhee does not have enough staffing to assist special needs children.

Maria Lyman, 12967 S Orenco Way

- Traffic/speeding.
- Crime/pool area.
- Need shopping, not more residential.
- Emergency services shortfall.

Daniel Holly, 11162 W Troyer Dr.

- Shortfall of emergency services.
- Break ins at pool.
- Development doesn't have enough entrances/exits.
- Doesn't ensure public safety per Comprehensive Plan.
- Running through stop sign/accidents.
- Wants single family/single level homes.
- City needs new fire station rather than new development.

Sharon Harris, 1612 S Miller Way

- Not the right location for this density.
- Lack of emergency services.
- Noise level from increased density.
- Existing homeowners should be protected.
- Lack of recreational areas/convenient shopping.
- Commercial/neighborhood business zoning areas should stay as is.

Slobodan Stevanovic, 1450 Foxglove Dr.

- Agrees with previous comments.
- Wants commercial rather than more residential development.
- Doesn't want this development using their amenities.
- No renting.
- Parking spilling out onto street.
- Traffic, especially along Iowa towards Lake Lowell.
- Criminal activity.
- Additional development will make traffic worse.

Cheryl & Bob Higley, 12441 S Abbot Downing Way

- Traffic on Middleton, stop converting commercial lots to high density housing.
- Development compromising public safety.
- Lack of services.
- Density is too high.

Debi DeBord, 12184 S Hunters Point Dr., Red Hawk Subdivision

- Investors may purchase and rent property.

- Price of townhomes will be too low.
- Property values.
- Their amenities shouldn't be used by this development.
- Should be 55+ community with clubhouse and amenities.

Belinda McBurney, 11914 Iowa Ave.

- Dust/dirt-chalky powder from construction.
- Construction from Carriage West.
- Traffic, running stop signs.

Judy & William Farmer, 11966 W Buteo Dr.

- Lack of emergency services.
- Lack of timely emergency response.
- Not enough resources to control growth.

Clarence Mercer 1159 W Victoria Dr.

- Traffic, access.

Bill Farmer, 11966 W Buteo Dr.

- Parking is inadequate.

Aimee Hayes, 12309 S Brunswick Way

- Agrees with previous comments.
- Traffic
- Children getting to school on their bikes as there is no sidewalk on their side of Iowa.
- Crosswalks needed

Paul Haskew, 12325 Landau Way

- Lack of preservation of commercially zoned land.
- Not enough area for children to play, will spill out into nearby subdivisions.
- Does not want this pathway attached to the pathway in their subdivision.
- Traffic Iowa/Middleton exit.
- Turning into rentals.
- Frontage improvements needed (Iowa and Middleton).
- Sidewalk on Middleton needed.
- Access road to corner commercial lot, where do business owners, customers and employees park.
- What is the cost per square foot of these units?
- Development is incompatible and will adversely affect livability of surrounding homes.
- What is the access road on Middleton Rd for? It appears to go into a business lot.

Applicant Rebuttal:

Colwell: A sidewalk is being added along Iowa and Middleton with a walkway on both sides. No curb and gutter expansion due to future expansion of both those roads.

Kauffman:

- Greenspace: Center area is roughly 30,000 sq. ft., there are 4-5 lots of greenspace already.
- Amenities still in tentative phase, a playground would be acceptable in that area if that is a requirement.
- Anticipate fencing around perimeter of property except the pathway. If pathway is an issue, they will move it or extend it around perimeter of neighborhood or run along lots 1-6; however, that would increase traffic along certain backyards. No fences around individual lots, HOA will be maintaining the yards, landscaping, etc.
- Price point estimated at \$400,000+/unit.
- They are preserving one area for commercial use.
- They will attempt to make these homes compatible with surrounding homes, a few contractors will be selected and the developer will have architectural control.
- Designs will mimic and coordinate with surrounding homes.

- Fire Department will have access per code.

Kirkman asked if another neighborhood meeting took place after changes were made after the first neighborhood meeting (no). Kirkman asked if removing additional center units for open space would be entertainable (two units were already removed as a result of the first neighborhood meeting).

Garner asked about a crosswalk over to Owyhee Elementary, would any improvements happen at that corner (developer was not asked or required to improve that intersection).

Van Auker, Jr. inquired about fence location (currently there is a fence along Victoria Dr. and a vinyl type fence mostly along the adjoining property where the path is, the fencing along the west side would be similar to the existing fencing, as well as fencing along Middleton and Iowa).

City Engineer Badger:

- There is a list of designated impact fee projects in the capital improvement plan; Middleton and Iowa and Middleton and Lake Lowell are not currently on that list though they are on the city's longer term plans.
- Emergency services impact fees go towards capital needs (fire trucks, construction of fire stations, police stations, police cars, etc.). It is incumbent upon City Council to allocate funds for additional police staff. With the change in the Fire District, Fire Department staffing decisions would be made by the Fire District rather than City Council.
- Engineering has reviewed access points and proximity to intersections which are compliant with city standards. Emergency access complies with Fire Code access requirements. Watkins requested clarification of emergency access out onto Middleton (bollards with a chain would be used). That access on Middleton Rd. would serve as commercial site access for whatever is developed there in the future with a drive isle to allow for emergency access for police and fire if, for any reason, the primary access was blocked. Iowa will be the only access in non-emergency situations. Kirkman asked why access could not be from Victoria as well (there is a common area lot owned by the Carriage Hill HOA between the public right of way and potential access from Victoria, if that were desirable, the developer would have to negotiate. There is no direct connection to that public right of way to allow that to happen without property changing hands).
- A two lane road handles a significant amount of traffic as long as the intersections can move it through. Traffic volumes do not warrant widening at this point, the city is currently focused on mainly intersection projects. When the city initially put into effect traffic impact fees, they did not fully adopt the recommended amount because impact fees for state code are not allowed to correct existing conditions. Impact fees are allowed to pay for growth related items and cannot "fix" problems that were there before the growth happened, the city would need to allocate roadway funds and make up the difference between what the impact fee pays and what the total project costs are. A couple of years ago City Council dedicated more funding to the streets side to increase that impact fee and collect the full amount previously recommended by Engineering and impact fees went up on the street side 600%. The developer of this project, if approved, would pay that impact fee to go towards improving those intersections identified in the capital improvement plan that are due to growth. At some point in the future when Middleton and Iowa and Lake Lowell and Middleton are raised to the top of the impact fee list, other developments that are coming at that time will be paying those fees to improve those intersections.
- With the Middleton Rd. widening project last year, a crosswalk was installed on the north leg of that intersection, so there is an existing crosswalk at that location.
- It is generally city practice that if someone has stubbed a street or walking path to the edge of their property that it be connected; this would not be a requirement for a private pathway. Kirkman asked if Nampa has ever considered above road crosswalks (Badger stated these projects are, generally speaking, millions of dollars, the maintenance is costly and this would not be financially feasible).

Kehoe stated there have been many comments about commercial lots being taken up by subdivision projects; there are nearby commercial areas (Lake Lowell and Middleton, for example) that currently remain virtually empty. There is plenty of unused commercial space. Watkins stated, based on her experience with Design Review projects, there does not seem to be a rush for tenants to occupy these commercial tenant spaces, and there have been no building permits for a recently developed strip center with multiple tenant spaces available. To the south, multiple flex buildings have available space for a variety of tenants and there does not seem to be any tenant demand; however, this may be an assumption based on what she has personally seen.

Kirkman asked about a 55+ community (there are a number of restrictive rules and regulations. A certain portion of the development may be allocated to that age group, not the entire development).

Garner motioned and Miller seconded to close public hearing. Motion carried.

Kirkman stated his inclination was to deny the application, because of the amount of existing residential development already. There is space for commercial but not a lot of commercial interest. This is in the Comprehensive Plan, sometime in the future there will be a need for commercial properties and it should be preserved. The Carriage Hill developments contributed to the traffic problems addressed during public testimony. The public safety and lack of response time is a huge concern, as is the rise in crime in Nampa. The townhome itself is not an issue, nor is renting as Carriage Hill residents would be able to rent their homes if the CC&R's allowed. Public testimony is taken into consideration and public input is appreciated. Turner agreed that the commercial property should be preserved, although townhomes and different options for home ownership are needed. Townhomes next to the large lots in Carriage Hill are not compatible. Kehoe agreed.

Van Auker, Jr. stated he appreciated public input as well; however, the property has remained unused for quite some time and existing commercial space hasn't "moved" which indicates that the market is not there for BC use. The developer has done a good job laying out the project. This is a good transition project and is less dense than it could be. The project would provide impact fees to support public safety and roads in the capital improvement plan.

Garner stated one of the things he considers is the urban transect model which transitions from dense to less dense. There is a commercial component and there has got to be a transition between commercial and low density residential. The developer is talking about a \$400,000 per unit price, albeit a little denser. Garner agreed with Van Auker, Jr., it is a good transition from the commercial corner to the lower density residential.

Kirkman cited smart growth principles and referred to the Fall River commercial strip which abuts single family homes. There is no transition between that development and commercial and it is a beautiful area, very well done. If you don't have some commercial out there, whenever that might come, you are going to continue to have all the Carriage Hill residents driving to other parts of the city to access services. That is not smart growth.

Van Auker, Jr. motioned and Miller seconded to recommend to City Council approval of Zoning Map Amendment from BC (Community Business) to BC (Community Business) and RD (Two-Family Duplex Residential) zoning districts, Steven's Place Subdivision at 0 Iowa Ave for thirty-six (36) single-family zero-lot line attached (townhome) lots on 3.6 acres, two (2) commercial lots on .82 acres, and five (5) common lots on .60 acres, representing Blackhawk Investments Idaho LLC (ZMA-144-21) with all conditions of staff and conclusions of law. Aye: Garner, Miller, Van Auker, Jr., Franklin. Nay: Turner, Kehoe, Kirkman. Motion carried.

Van Auker, Jr. motioned and Miller seconded to approve the Preliminary Plat for Steven's Place Subdivision at 0 Iowa for thirty-six (36) single-family zero-lot line attached (townhome) lots on 3.6 acres, two (2) commercial lots on .82 acres, and five (5) common lots on .60 acres, for Dana Kauffman (Insight Architects) representing Blackhawk Investments Idaho LLC (SPP-076-21) with all conditions of staff and conclusions of law. Aye: Garner, Miller, Van Auker, Jr., Franklin. Nay: Turner, Kehoe, Kirkman. Motion carried.

Public Hearing 5: Conditional Use Permit for multi-family housing in a BC (Community Business) zoning district for an additional 6 acre portion of a parcel currently addressed as 0 Cherry Ln (Parcel #R30971012B0) for Farmstead Apartments Phase 2, for 100 apartment units located in the NE 1/4 of Section 8, T3N, R2W, BM, for a gross and net density of 16 units/acre, for Jason Ramsey representing Derek Pardoe (CUP-222-21) – ACTION ITEM.

Jason Ramsey, 10483 Purple Sage, Middleton, requested approval of a conditional use permit for multi-family housing in a BC zoning district at 0 Cherry Ln.

Associate Planner Bodily provided staff analysis, reviewing zoning, parking requirements, surrounding land uses, history of project, applicable regulations and agency correspondence located in the staff report. This development is located approximately 2.8 miles from Nampa Fire Station 3 with an approximate response time of 6 minutes, with an increased personnel demand of .3 firefighter positions. There is a current staffing shortfall of police officers. Projected

population increase for this development is 294. The closest police department is 4.02 miles away, developments in this reporting district have a call volume of 1,582 annually. Reviewed a letter submitted by Nampa PD regarding a recent incident involving a firearm. Reviewed Compass analysis, the Cherry Lane and Fairview Avenue corridor, from Middleton Road to Black Cat Road, is the #9 local priority in the Communities in Motion 2040 2.0 plan. This project would widen this corridor to five lanes and include curb, gutter, sidewalks, and bike lanes but is currently unfunded. No-parking signs have been placed on the street.

Aside from the single-family residential subdivision to the North, the surrounding land uses would all support multi-family housing. Treasure Valley Marketplace is adjacent to the development to the South and other retail/work centers are nearby. Additional residential and commercial development has been approved for the NWC of Cherry Ln and Midland Blvd.

Additional traffic will be produced with this development. A traffic impact study will be required for the development and will include the traffic generated from the existing Farmstead Apartments development. Parking for the existing Farmstead Apartments meet the requirements in Nampa City Code which was indicated as 603 spaces. The proposed development includes 152 surface parking spaces, 60 garages and 60 visitor spaces.

This location is an employment-centric area, with thousands of jobs within a mile of the site. Additionally, it is within a walkable or bikeable distance to Major Activity Centers. This location may reduce trip length and encourage bicycle and pedestrian use. ValleyConnect 2.0 proposes bus service from downtown Caldwell to downtown Boise along Cherry Lane and from Caldwell to Nampa along Midland Boulevard. These bus stops would be positioned near the intersection of Cherry Lane and Midland Boulevard, approximately ¼ mile from this proposal. The higher density is supportive of future service.

Suggested Conditions of Approval:

1. Owner/operator/Applicant(s) shall comply with all applicable requirements [including obtaining proper permits] as may be imposed by City agencies appropriately involved in the review of this request (e.g., Nampa Fire, Building, Planning and Zoning and Engineering Departments, etc.) as the CUP approval does not and shall not have the effect of abrogating requirements from those agencies.
2. Developer shall be subject to the conditions of the development agreement for the property.
3. Utilities shall be constructed to and through the site at the time of property development/redevelopment at the sole expense of the Developer.
4. Required frontage improvements along Cherry Ln frontage will be per Nampa City Code 9-3-1.
5. Developer shall comply with all City Codes, Policies, and Standards in place at the time of property development, including compliance with the Nampa Access Management Policy.
6. A full traffic impact study will be required for this development. The study will include/consider traffic contributions from the prior phase of the apartment development.
7. Any additional conditions that the Commission wishes to impose.

Kehoe noted the high traffic patterns and excess speeds in the area. Badger stated there have been discussions with the Nampa Highway District about a speed study to potentially reduce the speed limit (NHD was not amenable to this without speed counts which were not available until the Middleton overpass opened again). Engineering can follow up on having a speed study done to determine whether the speed limit warrants changing. Nampa is currently working with a consultant to look at that corridor, specifically the intersection of Marketplace and Midland Blvd, which is where the majority of the congestion currently exists. Design alternatives to improve the level of service of that intersection are being considered. The developer will be required to update his existing traffic study to determine whether, with the addition of these units, any additional improvements would be required (which would occur during building permit review for the site). The project/development may trigger other improvements.

Madam Chair Sellman proceeded to public testimony.

Opposed, no comment:

Marianne Jensen, 17193 McCauley Way
Becki Lee Timson, 10469 Dunlap Dr.
Kristen Cheney, 17130 Stiehl Creek Dr.

Paul Langton, 10334 Cherry Ln.
Steve Sarbain, 3809 W Buteo Dr.

Opposed, public testimony:

Mike Timson, 10469 Dunlap Dr.

- Traffic
- Safety/Accidents
- Would like clarification on number of parking spaces.
- Parking on Cherry Lane on west side of entrance as well as other places.
- Needs more frontage improvements (curbs, etc.)

Mike Wieltschnig, 17398 Stiehl Cr. Dr.

- Existing pool will not accommodate additional tenants.
- Inadequate parking in Marketplace parking lot to accommodate 24 hour parking.
- Landscaping inconsistent.
- More greenspace, walking paths.
- Need professional buildings rather than additional multi-family.
- Construction workers need places to park.

Robert Silva, 17287 Stiehl Creek Dr.

- Traffic study inadequate, a turn lane should have been put in.
- Cannot determine how development will have access to Cherry Ln.
- Safety

Applicant:

- This development initially filled up at an unprecedented rate; new tenants and construction staff had difficulty parking. A new system was implemented through the property management company; the applicant drives by the property daily. The parking is much improved, occasionally there is one car that does park on the west side of the entrance on Cherry Lane; however, parking is permitted at that location.
- There are 300 parking spaces for this proposed development; the development is on 6 acres with additional space and parking to accommodate any parking concerns. There is garage parking, tandem parking, open space parking and covered carport parking.
- Public testimony regarding on-street parking; most likely these are visitors. This is permitted parking; we are trying to control where people park which has alleviated the problem significantly. There were problems during the construction phase, especially near the end when capacity was already at 90% and carports were being built. The contractor did build a large gravel strip against Marketplace which was used for construction staging and parking. Construction lasted 18 months, so it was logistically difficult at times.
- Professional buildings are slated on the corner of Cherry and Midland as part of the Astaire subdivision. The hard corner is slated for medical office at some future point. An assisted living facility project began; however, due to Covid the project did not move forward. Retail was planned in front of these apartments; hopefully when that time comes there will be tenants who will want to occupy those spaces. The land has been for sale for many years, no offers were received other than a Maverick which was not deemed a good use of that space. The developer is looking for tenants and medical support staff for that area.
- There is no curb and gutter along Cherry Lane (there is landscaping), that is a future widening project and right of way will be required. Close to \$1,000,000 in impact fees were paid for the initial apartments, the city assigns the work to be done with those fees.
- Additional greenspace: Dog park on the north side, common space with playground equipment, pergola and picnic area. The units have yard behind it with the parking on the east side which allows for additional green space. Density is 16 per acre vs. 20 for the initial development so there is more open space.
- Clarified there is no access point off of Midland, access off Marketplace and Cherry Ln.

Kirkman motioned and Kehoe seconded to close public hearing. Motion carried.

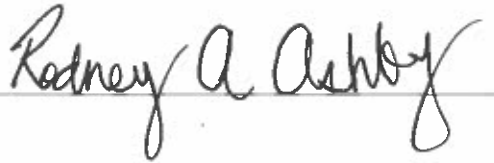
Garner stated the jobs/housing ratio for this location is very good.

The Commission reviewed applicable regulations and concluded the project met the conclusions of law criteria, this type of use is permitted conditionally in the BC zone and the proposed use would bring a desired service to the area.

Kirkman motioned and Garner seconded to approve the Conditional Use Permit for multi-family housing in a BC (Community Business) zoning district for an additional 6 acre portion of a parcel currently addressed as 0 Cherry Ln (Parcel #R30971012B0) for Farmstead Apartments Phase 2, for 100 apartment units located in the NE 1/4 of Section 8, T3N, R2W, BM, for a gross and net density of 16 units/acre, for Jason Ramsey representing Derek Pardoe (CUP-222-21) with all conditions of staff and conclusions of law. Aye: Garner, Miller, Turner, Kirkman, Franklin, Van Auker, Jr., Nay: Kehoe. Motion carried.

Meeting adjourned at 10:21 pm.

Rodney A. Ashby, Planning Director
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A handwritten signature in black ink that reads "Rodney A. Ashby". The signature is written in a cursive style and is positioned above a horizontal line.

