



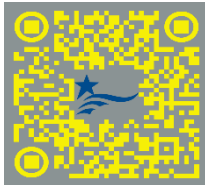
PLANNING AND ZONING COMMISSION

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho
Thursday, September 17, 2020 at 6:00 PM

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Amended Agenda

Scan the QR Code to sign up in advance to provide testimony.



Public Hearing process: Land use development applications begin with presentation of the project and analysis of the application by Planning Staff. The applicant is then allowed up to 15 minutes to present the project. Then, members of the public are allowed up to 3 minutes each to address Commissioners regarding the application. Any citizen acting as a representative of a Homeowner's Association may be allowed up to 10 minutes to speak on behalf of represented homeowners consenting to yield their time to speak. After all public testimony, the applicant is allowed up to 10 minutes to respond to questions and comments. Commissioners may ask questions throughout the public hearing process. The public hearing is then closed, and no further public comment is heard.

VIRTUAL MEETING INSTRUCTIONS

Limited seating is available at City Hall. Consider joining the meeting virtually:

<https://us02web.zoom.us/j/87274334562>

Or join by phone: 1-669-900-6833

Webinar ID: 872 7433 4562

ROLL-CALL ATTENDANCE

- Lisa Holland Steven Yearsley Andrew Seal
- Nick Grove Rhonda McCarvel Bill Cassinelli
- Ryan Fitzgerald, Chairperson

ADOPTION OF AGENDA

CONSENT AGENDA [Action Item]

1. [Approve Minutes of the August 20, 2020 Planning and Zoning Commission Meeting](#)
2. [Findings of Fact, Conclusions of Law for Loose Screw Brewery \(H-2020-0081\) by Mary Murphy, Grand Peak, LLC, Located at 1511 W. McMillan Rd., Ste. 100](#)

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

ACTION ITEMS

- 3. **Public Hearing for TM Center (H-2020-0074) by SCS Brighton, et al., Located East of S. Ten Mile Rd. and South of W. Franklin Rd.**

Applicant is Requesting Continuance

A. Request: A Preliminary Plat consisting of 83 buildable lots and 2 common lots on 132.42 acres of land in the R-40, TN-C, C-C and C-G zoning districts.

- 4. **Public Hearing for Compass Pointe (H-2020-0062) by A-Team Land Consultants, Located at the Southwest Corner of E. Victory Rd. and S. Locust Grove Rd.**

Application to be Vacated

A. Request: Annexation and Zoning of 7.69 acres of land with the R-15 zoning district.

B. Request: A Preliminary Plat consisting of 50 single-family attached building lots and 8 common lots on approximately 7.6 acres of land in the R-15 zoning district.

C. A Planned Unit Development for the purpose of reducing the rear setback of the R-15 zoning district.

- 5. **Public Hearing Rescheduled from September 3, 2020 for Tara's Landing (H-2020-0048) by Mike Homan, Located at 5025 W. Larry Ln.**

A. Request: Annexation of 6.34 acres of land with an R-8 zoning district; and,

B. Request: A Preliminary Plat consisting of 29 buildable lots and 2 common lots on 6.14 acres of land in the R-8 zoning district.

- 6. **Public Hearing Rescheduled from September 3, 2020 for Gateway at 10 Mile (H-2020-0046) by GFI - Meridian Investments III, LLC, Located at the Northeast Corner of N. Ten Mile Rd. and W. Franklin Rd.**

A. Request: Annexation and Zoning of approximately 41.28 acres of land from RUT in Ada County to the C-G (26.54 acres) and R-40 (14.74) zoning districts to accommodate the future construction of a mixed-use commercial and high-density residential development.

- 7. **Public Hearing Continued from August 20, 2020 for Horse Meadows Subdivision (H-2020-0060) by Riley Planning Services, Located at 710 N. Black Cat Rd.**

A. Request: Rezone of 4.71 acres of land from the R-4 zoning district (Medium-Low Density Residential) to the R-8 zoning district (Medium-Density Residential).

B. Request: Preliminary Plat consisting of 27 single-family residential lots and 3 common lots on 4.71 acres of land in the R-4 zoning district.

8. **Public Hearing for Ada County Coroner (H-2020-0085) by Lombard Conrad Architects, Located at 173 N. Touchmark Way**

Application Requires Continuance

A. Request: Rezone of 1.77 acres of land from the I-L to the C-G zoning district.

9. **Public Hearing Rescheduled from September 3, 2020 for Pura Vida Ridge Ranch (H-2020-0064) by Jay Gibbons, South Beck & Baird, Located 3727 E. Lake Hazel Rd.**

A. Request: Annexation of 26.34 acres of land with R-8 (6.64 acres) and R-15 (19.69 acres) zoning districts.

B. Request: A Preliminary Plat consisting of 157 buildable lots and 35 common lots on 26.34 acres of land in the R-8 and R-15 zoning districts.

C. Request: A Planned Unit Development with a request for a deviation from the dimensional standards listed in UDC Table 11-2A-7 to allow reduced building setbacks in the R-15 zoning district.

10. **Public Hearing Continued from August 20, 2020 for Prescott Ridge (H-2020-0047) by Providence Properties, LLC, Located on the South Side of W. Chinden Blvd. and on the East Side of N. McDermott Rd.**

A. Request: Annexation of 126.53 acres of land with R-8 (99.53 acres), R-15 (8.82 acres) and C-G (18.17 acres), zoning districts.

B. Request: A Preliminary Plat consisting of 395 buildable lots [316 single-family residential (94 attached & 222 detached), 63 townhomes, 14 multi-family residential, 1 commercial and 1 school], 32 common lots and 6 other (shared driveway) lots on 123.26 acres of land in the R-8, R-15 and C-G zoning districts.

ADJOURNMENT



AGENDA ITEM

ITEM TOPIC: Approve Minutes of the August 20, 2020 Planning and Zoning Commission Meeting

Meridian Planning and Zoning Meeting

August 20, 2020.

Meeting of the Meridian Planning and Zoning Commission of August 20, 2020, was called to order at 6:00 p.m. by Chairman Ryan Fitzgerald.

Members Present: Chairman Ryan Fitzgerald, Commissioner Lisa Holland, Commissioner Andrew Seal, Commissioner Rhonda McCarvel and Commissioner Nick Grove.

Members Absent: Commissioner Bill Cassinelli.

Others Present: Chris Johnson, Adrienne Weatherly, Andrea Pogue, Sonya Allen, Joe Dodson, Alan Tiefenbach and Dean Willis.

Roll-call Attendance

- | | |
|--|---|
| <input checked="" type="checkbox"/> Lisa Holland | <input checked="" type="checkbox"/> Rhonda McCarvel |
| <input checked="" type="checkbox"/> Andrew Seal | <input checked="" type="checkbox"/> Nick Grove |
| <input checked="" type="checkbox"/> (Vacant) | <input type="checkbox"/> Bill Cassinelli |
| <input checked="" type="checkbox"/> Ryan Fitzgerald - Chairman | |

Fitzgerald: So, at this time I would like to call to order the regularly scheduled meeting of the Meridian Planning and Zoning Commission meeting for the date of August 20th and let's start with a roll call, please.

ADOPTION OF AGENDA

Fitzgerald: Thank you, ma'am. Appreciate that. The first item on our agenda is the adoption of the agenda. We have two items at the beginning of the -- that we will open only for continuance and those are Horse Meadow Subdivision and Prescott Ridge Subdivision. We will open those in order to continue them to a date certain. With that notification, can I get a -- I'm sorry. Can I get a motion to adopt the agenda as presented.

Seal: So moved.

McCarvel: Second.

Fitzgerald: Thank you all. I have a motion and a second to adopt the agenda as presented. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

CONSENT AGENDA [Action Item]

1. **Approve Minutes of the August 6, 2020 Planning and Zoning Commission Regular Meeting**
2. **Findings of Fact, Conclusions of Law for Rock & Armor Fitness (H-2020-0076) by Matt Garner with Architecture Northwest, Located at 1649 and 1703 E. Pine Ave.**

Fitzgerald: The next item on the agenda is the Consent Agenda. There are two items on the Consent Agenda tonight. The approval of -- approval of minutes for the August 6th, 2020, P&Z Commission regular meeting and, then, Findings of Fact, Conclusions of Law for Rock & Armor Fitness. Is there anything that needs to be taken out of the Consent Agenda or are we good to go? I think we are good to go. Okay. Can I get a motion -- Commissioner McCarvel.

McCarvel: Yeah. Mr. Chair, I move we accept the Consent Agenda.

Seal: Second.

Holland: Second.

Fitzgerald: I have a motion and a second to accept the Consent Agenda. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

Fitzgerald: Okay. Thank you all for your -- for being here in virtual space and in real space and appreciate your guys allowing us to be in that same situation. Commissioner Seal, thank you for being the person at the dais tonight. We appreciate you doing that again. As we start tonight's hearing process let me kind of explain how we are going to do things tonight. We will open each item individually and allow the staff to report on how each -- or application meets our Comprehensive Plan and Uniform Development Code with their recommendations. After staff's made their presentation the applicant will come forward to present their case for the approval of the application and, then, we can respond to any -- and they will respond to any staff comments. The applicant will have about 15 minutes to do so. After the applicant has finished we will open the floor for public testimony. There is a sign -- there is an option to sign up if you are in person. In the back there is an iPad you can sign up back there. And, then, if you are online via Zoom the Clerk is -- will keep a list of folks to bring in to provide their testimony and we will kind of run the meeting with the clerk giving us guidance on who is next to speak. If there is any individual that is in the audience or online is there to speak on behalf of an HOA, we will give you ten minutes to speak. We are hoping that the people that you are speaking on behalf will not also follow through with additional comments that are similar to yours. So, if you are representing an HOA we will give you that additional time to represent your -- your constituency, but we want to make sure that we don't hear multiple comments of the

same thing. So, we -- we know there is a couple items on the agenda tonight that might have some definite public testimony. We really appreciate it for timewise and everybody wants -- we want to make sure you get your thoughts and points across, but we want to keep that -- if we heard a bunch of things about a certain issue, we would like to focus on issues that the Commission hasn't really heard of -- or heard about. So, if there is an HOA person they will have ten minutes to speak. The public in general will have three minutes to speak. And after all testimony has been heard the applicant will be given an opportunity -- a ten minute opportunity to come back up and close -- close their remarks and respond to anything that was provided by the public testimony. At that time we will close the public hearing. The Commissioners will have a chance to deliberate and, hopefully, be able to make recommendations to the Council or a decision on the application. As we move forward I think -- we have kind of gone through the process. If you are on Zoom, we would -- please make sure you -- that you mute yourself. The clerk will help you kind of get squared away. But if you have a question raise your hand on Zoom. There is only one opportunity to testify, so use your three minutes wisely. We have had issues where people want to testify again after their first time and that -- we only allow that one opportunity. So, please, make sure you get your point across in that first iteration.

ACTION ITEMS

- 3. Public Hearing Continued from July 16, 2020 for Horse Meadows Subdivision (H-2020-0060) by Riley Planning Services, Located at 710 N. Black Cat Rd. Applicant Requests Continuance to September 17, 2020**
 - A. Request: Rezone of 4.71 acres of land from the R-4 zoning district (Medium Low Density Residential) to the R-8 zoning district (Medium-Density Residential).**
 - B. Request: Preliminary Plat consisting of 27 single-family residential lots and 3 common lots on 4.71 acres of land in the R-4 zoning district.**

Fitzgerald: So, as we move down and start our public hearing process tonight, we will open the public hearing on Horse Meadows Subdivision and I know that they -- are they in the building or online, Madam Clerk, to talk about why they are requesting a continuance or maybe the staff can provide us that?

Weatherly: Mr. Chair, Penelope is in house. Penelope, you want to approach the podium.

Constantikes: Thank you, Mr. Chairman. Penelope Constantikes. Post Office Box 405, Boise, Idaho. 83701. We are asking continuance tonight because we had some fine tuning that we needed to do to the plat and I think we have resolved all the ACHD and staff issues. It's a somewhat complicated site and we needed a little extra time. I would be happy to answer any questions.

Fitzgerald: Thanks, Penelope. Is there any other -- or questions for the applicant? Okay.

Constantikes: Thank you.

Fitzgerald: Thanks, Penelope. We appreciate it. With that we have a date for the continuance on September 17th of 2020. If there is not any other comments, can I get a motion to continue that public hearing.

Seal: Mr. Chair?

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Are we sure there is room on September 17th? I thought we -- it was full last time we tried to start putting on that meeting.

Weatherly: Mr. Chair, Commissioner McCarvel, apparently we have two hearings on that date, one is for a rezone for Ada County Coroner and the other one is annexation and zoning for Compass Point.

McCarvel: Okay. So, two -- okay. Perfect.

Fitzgerald: I think both of these are headed there, so --

McCarvel: Yeah. Okay.

Fitzgerald: Anyone want to follow up with a motion?

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: I move to continue file H-2020-0060, Horse Meadows, to the date of September 17th, 2020, to give the applicant more time to finalize the application.

Holland: Second.

Fitzgerald: I have a motion and a second to continue application 2020-0060, Horse Meadows Subdivision. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

- 4. Public Hearing Continued from July 16, 2020 for Prescott Ridge (H-2020-0047) by Providence Properties, LLC, Located on the South Side of W. Chinden Blvd. and on the East Side of N. McDermott Rd.**

Application Requires Continuance to Requested Date of September 17, 2020

- A. Request: Annexation of 126.53 acres of land with R-8 (99.53 acres), R-15 (8.82 acres) and C-G (18.17 acres), zoning districts.**
- B. Request: A Preliminary Plat consisting of 384 buildable lots, 35 common lots and 5 other lots on 126.53 acres of land in the R-8, R-15 and C-G zoning districts.**

Fitzgerald: Moving on to the next item on the agenda, which is a public hearing for Prescott Ridge, File No. H-2020-00474. Madam Clerk, is the applicant in house that they can provide input?

Weatherly: Mr. Chair, I don't believe that the applicant is here, but I do have a raised hand. One moment, please.

Fitzgerald: Thank you.

Weatherly: Stephanie, one moment. Stephanie Leonard will be joining us in just a second. Okay, Stephanie, you should be --

Fitzgerald: Stephanie, do you want to unmute yourself or --

Leonard: Can you hear me?

Fitzgerald: Yes. Go right ahead, Stephanie.

Leonard: All right. Good evening, Commissioners. We are requesting a continuance because we determined that we would like to add a couple of plats to the multi-family portion of the site. In discussing that with staff we -- it was determined that we would have to renote the site to be able to do that. We discussed with her -- with Sonya about that and also thought that it would be good to give staff and other agencies enough time to be able to review the changes that we have made per ACHD's staff comments and that was, essentially, the reason that we are requesting a continuance -- I believe to September 17th as well.

Fitzgerald: Perfect. Any questions for the applicant? Thanks, Stephanie. We appreciate it.

Leonard: Thank you.

Fitzgerald: Any other comments or questions? If not, if I can get a motion that would be wonderful.

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove.

Grove: I move to continue File No. -- I just lost it there. H-2020-0047 to the hearing date of September 17th.

Fitzgerald: Did I get a second there?

McCarvel: Second.

Fitzgerald: I have a motion and a second to continue the -- File No. H-2020-0047, Prescott Ridge Subdivision, to the hearing date of September 17th, 2020. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

- 5. Public Hearing for Loose Screw Brewery (H-2020-0081) by Mary Murphy, Grand Peak, LLC, Located at 1511 W. McMillan Rd., Ste. 100**
 - A. Request: A Conditional Use Permit for a 2,200 square foot brewery with a tasting area and retail showroom (i.e. minor food and beverage products processing) within 300 feet of a residential district/use on 0.95 of an acre of land in the C-N zoning district.**

Fitzgerald: Okay. Moving on to the next item on the agenda -- on the agenda. We have a public hearing for Loose Screw Brewery, H-2020-0081, and let's kick it off with the staff report. Alan, are you available?

Tiefenbach: Good evening, Mr. Chair, Members of the Commission. Alan Tiefenbach, Associate Planner with the City of Meridian. Good evening. This is a conditional use for a drinking establishment. The -- the site is approximately two acres in size. It's zoned neighborhood business district and it's located at 1511 West McMillan, which is basically the southeast quadrant of West McMillan and North Linder Drive. The future land use map recommends a mixed use neighborhood. As I said, it's already zoned neighborhood business district and you can see here on the aerial where it's located. Real quickly -- so, this property was part of a larger annexation in 2013. At that time part of that annexation included what is now known as the Sawtooth Village, a retail center. This is about a two acre piece of land. It's right on the corner. It's comprised of two buildings of 10,000 square feet each. The -- the property is presently in the -- in the process of building out. If you look at the photographs here on the top left that is looking from West McMillan -- McMillan. That is the Sawtooth Retail Center. So, Building A is on the right, Building B is on the left and in the middle there between those two towers, what you see here, this is a plaza and this is going to be important here in a minute. On the bottom here this is a picture from the back at the south and this is looking into a four-plex complex. There is a path that runs through and there is a path that connects here. You see the chain link there, because, as I said, these buildings are presently in the process of building out, so

there is construction fencing all around it. This is an application for a conditional use permit to allow a 2,200 square foot brewery. These are -- this is defined in our UDC as minor food and beverage product processing. This will include outdoor seating and potentially live music. The applicant will be leasing a space within this building here, again, about 2,200 square feet. Because there is residential within 300 feet of this property, it's required to do a conditional use. As I said, outdoor music is a possibility. The -- the -- this development has 58 parking spaces that are -- that are -- have been approved as part of the certificate of zoning compliance. Forty parking spaces would have been required, so it's one parking space per 500 with -- with two 10,000 square foot buildings that would be 40 parking spaces. Again, 58 are provided. It's also I think important to mention that different uses share different peak parking demands. Some of these uses are going to be office and like your nail salon type uses, which are between 8:00 and 5:00. Then there is other uses that are the more after hours uses, which would be the restaurant and this brewery, but staff -- it's staff's opinion that 58 parking spaces, given these different types of competing uses, would definitely be sufficient. The only real concern that staff had with this proposal was, first of all, the hours of operation. There are certain hours that are required -- that are allowed for drinking establishments, those are between 11:00 a.m. and 10:00 p.m. Staff recommends as a conditional use it would be limited to those hours. The other concern we have -- and I will go to the site plan. This is the landscape plan that was approved as part of the certificate of zoning compliance. This is Building A. The brewery will be proposed in this area, why I made that mark here. There is this an outdoor plaza here and the applicant wants to share seating. There is -- there is a restaurant over in this building that's coming in and, then, the Loose Screw Brewery would be over here and these two different restaurants have already worked with the owners of this development to work out an arrangement where they can both have outdoor seating. There would be approximately five tables is what Loose Screw has said. Our only concern with this would be the residential that's directly to the south. We wouldn't want this -- the activities that are associated with this brewery to start sort of drifting out into other areas, either in towards the back or towards the front, so our recommendation is that any outdoor activities associated with this brewery would be limited to this plaza and no more than 1,500 square feet and that's the size of this plaza. Other than that staff has no other concerns and we recommend approval of this project. If there is any questions I would be happy to take those now.

Fitzgerald: Thank, Alan. We appreciate it. Are there any questions on this app -- on this application? Hearing none, would the applicant like to be recognized to touch base on this -- on this project? Are they in person or online?

Weatherly: Mr. Chair, the applicant is in person and approaching the podium.

Fitzgerald: Awesome. Thanks, Madam Clerk. Good evening. Would you, please, state your name and your address for the record and the --

Murphy: Good evening. I am Mary Murphy. 3030 Boulder Creek Place, Meridian, Idaho. 83646. And I am the applicant with Grand Peak Development. I am representing TS Development, the owner and the tenant, that would be Loose Screw Beer Co. We just

wanted to say that we agree with staff and their recommendations and other than that if you have any questions for me I would be more than happy to answer.

Fitzgerald: Thank you so much, Ma'am. Are there any questions for the applicant on this?

Seal: Ryan, you are muffled.

Weatherly: Ryan, sorry about that. Go ahead and repeat what you just said. I had you turned down.

Fitzgerald: Okay. Thanks. Are there any questions for the applicant on this project? Thank you, ma'am, very much for being here and if there is any public testimony we will let you come up and close and respond to anything that's said, so --

Murphy: Great. Thank you.

Fitzgerald: Thank you. Is there public testimony? Anyone who would like to testify on this application that signed up, Madam Clerk?

Weatherly: Mr. Chair, we had one person sign in, but not wishing to testify.

Fitzgerald: Okay. If is there anyone in the audience or online that would like to testify on this application, please, raise your hand. We will give it a few seconds. Raise your hand via Zoom or raise your hand in the audience. Either one. Commissioner Seal can always be my eyes. Okay. We appreciate it. Ms. Murphy, do you want to have any -- do have any other comments to make, ma'am?

Murphy: No.

Fitzgerald: She is probably saying no.

Weatherly: Mr. Chair, she indicated no.

Fitzgerald: Okay. Thank you, Madam Clerk. With that can I get a motion to close the public hearing, unless someone has questions for staff.

Seal: Mr. Chair?

Fitzgerald: Commissioner Grove -- or Commissioner Seal.

Seal: I move we close the public hearing on H-2020-0081.

McCarvel: Second.

Grove: Second.

Fitzgerald: I have a motion and a second to close the public hearing on H-2020-0081, Loose Screw Brewery. All those in favor say aye. Any opposed?

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Anyone want to start off? This one is pretty easy for me, but -- I need more restaurants in my neighborhood, so I will just -- I'm looking forward to breweries nearby. So, anyone want to -- go ahead. Commissioner Holland, you unmuted yourself. You want to comment? Go right ahead.

Holland: I was just going to say, I ditto that. I think it looks like a nice concept fit in there. I like the alternating uses, so I don't see any concerns.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Yeah, I agree. I think the staff's addressed, you know, any issues and I think they have been addressed, you know, just to keep the usage there in that little patio and not extend out. So, I think it will be a nice fit.

Fitzgerald: Agreed. I think that the hours of operation make sense. I'm glad there is going to be some interweaving into that neighborhood behind them, too. So, I think it's great.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: I echo what has already been said and I will go ahead and throw a motion out there.

Fitzgerald: Sounds great.

Seal: After considering all applicant and public testimony, I move to -- this is a CUP; correct?

Fitzgerald: Yes.

Seal: So, we are approving. So, after considering all staff, applicant, and public testimony, I move to approve the City Council File No. H-2020-0081 as presented in the staff report for the hearing date of August 20th, 2020.

McCarvel: Second.

Fitzgerald: I have a motion and a second to approve the conditional use permit for Loose Screw Brewery, H-2020-0081. All those in favor say aye. Any opposed? Motion passes. Good luck to you all. I look forward to having a beer at the establishment down the road.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

- 6. Public Hearing for Victory Apartments (H-2020-0065) by Wendy Shrief, J-U-B Engineers, Inc., Located at the Southwest Corner of S. Meridian Rd./SH-69 and W. Victory Rd.**
 - A. Request: Amendment to the Future Land Use Map contained in the Comprehensive Plan to change the designation on 18.45 acres of land from Medium Density Residential (MDR) to Medium High Density Residential (MHDR).**
 - B. Request: Annexation of 18.45 acres of land with an R-15 zoning district.**

Fitzgerald: Moving on to the next item on our agenda is a public hearing for Victory Apartments, File No. H-2020-0065, and we will start with the staff report. Sonya, are you on?

Allen: Thank you, Mr. Chair, Members of the Commission. The next applications before you are a request for a Comprehensive Plan map amendment and annexation and zoning. This site consists of 18.45 acres of land. It's zoned RUT in Ada county and is located at the southwest corner of West Victory Road and South Meridian Road and State Highway 69. Adjacent land uses and zoning. To the north is Victory Road and single family residential and office uses, zoned R-4 and L-O. To the south are single family residential uses, zoned R-8. To the west is rural residential zoned RUT in Ada County. It's designated medium density residential on the future land use map. And to the east is South Meridian Road, State Highway 69, and multi-family residential apartments, zoned R-15 and single family residential homes, zoned R-8. The Comprehensive Plan future land use map designation for this property is medium density residential, which calls for three to eight dwelling units per acre. The applicant is requesting an amendment to the future land use map contained in the Comprehensive Plan to change the land use designation on 18.45 acres of land from medium density residential to medium high density residential and annexation with an R-15 zoning district. The subject property, along with a four acre parcel to the west, are enclaves surrounded by city annexed and developed land. Annexation and development of this property will reduce the enclave situation, leaving only one parcel in the county, which will provide for more efficient delivery of city services in this area. The existing medium density residential designation, as I said before, allows for dwelling units at gross densities of three to eight dwelling units per acre. The proposed medium high density designation allows for a mix of dwelling types, including townhomes, condominiums, and apartments at gross densities of eight to 12 units per acre. Medium high density residential designated areas are relatively compact within the context of larger neighborhoods and are typically located around or

near mixed use commercial or employment areas to provide convenient access to services and jobs for residents. Development should incorporate connectivity with adjacent uses and area pathways, attractive landscaping, and a project identity. The applicant's request for approval of an amendment to the future land use map to change the land use designation for this property to medium high density residential for an increase in density for development on this site is based on recent market studies included in the application to corroborate the demand for housing in Meridian as high and a range and diversity of housing types is needed and the map you are looking at there is the existing future land use map and the proposed change to the future land use map. A conceptual development plan was submitted with the annexation request as shown that depicts a total of 170 multi-family residential units consisting of a mix of two-plex and four-plex structures at a gross density of ten units per acre, consistent with and at the mid range of the desired density in the proposed medium high density designation. Duplex structures are proposed along the southern and western boundaries of the site as a transition to the existing single family residential properties from the proposed four-plexes. The proposed development is located in close proximity to a mix of office and commercial uses. Healthcare services and other office uses exist to the north across Victory Road and along South Meridian Road and Legacy Feed and Fuel with a convenience store and gas station exists kitty corner to the site across Meridian Road. Other commercial uses are currently in the development process in this area that are anticipated to consist of retail, healthcare, office and flex space for small commercial businesses and that is around the Legacy Feeding and Fuel site. Access is proposed via a public street from Victory Road, an existing two lane arterial street, which is proposed to stub to the west for future expansion. An emergency access only is proposed via South Meridian Road. No improvements are planned in the capital improvements plan or the five year work plan for this section of Victory. ACHD is not requiring Victory to be widened adjacent to this site, because there is insufficient area to do so with the proximity of the Ridenbaugh Canal to Victory Road, which runs along the northern boundary of the site. The traffic level of service for this road is better than E, which is an acceptable level of service for a two lane roadway per ACHD's report. Qualified open space and site amenities are required to be provided with development in accord with UDC standards. A minimum of ten percent open space and one amenity are required. The concept plan depicts a central common area with a clubhouse, swimming pool, and tot lot. A dog park is proposed at the northeast corner of the site across the Ridenbaugh Canal with a pedestrian bridge for access over the canal. Off-street parking is depicted on the plan in excess of UDC standards with 50 extra space. The UDC requires a 25 foot wide street buffer and detached sidewalk to be provided along arterial streets, such as Victory Road. However, because there is not sufficient area between the Ridenbaugh Canal and the -- and Victory for a sidewalk, ACHD is requiring the sidewalk to be constructed on the south side of the canal. If the easement for the canal entirely encompasses the buffer area, a minimum five foot wide area outside of the easement is required for landscaping. A minimum 35 foot wide street buffer, with a detached ten foot wide multi-use pathway, is required along South Meridian Road and State Highway 69, which is designated as an entryway corridor. Noise abatement is required for residential uses along the highway in accordance UDC standards, which requires a berm or berm and wall combination parallel to the highway, the top of which is required to be a minimum of ten feet higher than the elevation at the

centerline of the state highway. Conceptual building elevations were submitted for the four-plex structures that are a pinwheel design similar to those constructed in the Little Creek Development off Locust Grove behind D&B Supply, with the front door of each unit on a different side of the structure. The duplex structures are similar to the four-plexes in design, but the front doors of each unit will be on the same side on the front of the structure. Building materials consist of a mix of vertical and horizontal siding with stone or brick veneer accents. All structures are required to comply with the design standards listed in the Architectural Standards Manual to ensure a high quality of design. Multi-family residential developments require conditional use permit approval in the R-15 district in compliance with the specific use standards for such listed in the UDC. If the subject applications are approved detailed review of the development for consistency with UDC standards will take place with the conditional use permit application. West Ada School District submitted comments on this application that show enrollment for the 2020-2021 school year below capacity in this area for all grades. Although Victory is only slightly below capacity, which will be exceeded with any future development in this area. Written testimony has been submitted on this application as follows: There have been many letters of testimony received on this project that are included in the public record, the majority of which are against the applicant's proposal for reasons pertaining to density, they feel it's too high. Type of development proposed, the apartments. Too much existing traffic and congestion in this area and on Victory Road. And desire for Victory to be widened before anymore development is approved in this area. And concern pertaining to the ability of area schools to handle more students. The applicant did submit a response to the staff report. They are in agreement with the staff recommendation. The staff is recommending approval of the amendment to the future land map in accord with the Comprehensive Plan provisions that encourage higher density residential uses along major transportation corridors, near commercial mixed use and employment areas, with pedestrian connectivity to these uses and approval of the annexation and proposed development plan with the requirement of a development agreement, as it provides a transition in uses and density to existing single family residential properties will contribute to a range of residential land use designations and diversity in housing types and densities in this area and will provide convenient pedestrian access to nearby services and jobs for area residents with construction of a sidewalk along Victory and a multi-use pathway along Meridian Road. Staff will stand for any questions the Commission might have.

Weatherly: Hang on, Ryan.

Fitzgerald: Thank you. I can mute myself, but I'm not loud, but is there any questions for Sonya?

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove.

Grove: Sonya, I had a question. On the site map I didn't see the pathway depicted on the south side of the canal. Is that articulated in any other plans or is that something that will come later?

Allen: Mr. Chair, Commissioner Grove, Commissioners, it is not depicted on the plan, but it will be a requirement of development by ACHD and the city.

Seal: Mr. Chair?

Fitzgerald: Do you have follow up --

Seal: Can't hear you, Ryan.

Weatherly: Sorry, Ryan. We are trying something new tonight and I have to turn you down every time somebody else talks in chambers. So, I apologize for going back and forth on you.

Fitzgerald: You are fine. No worries. Commissioner Grove, did you have a follow-up? We can talk to the applicant about where that's going to go, because I had the same question.

Seal: Mr. Chair?

Fitzgerald: Additional questions for staff?

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: Just on the future land use map with the modifications that were done recently to it did that change on it or did that -- is it the same as it used to be? Or has it changed in recent past?

Allen: Mr. Chair, Commissioners, no, it did not change with the last amendment.

Seal: Thank you.

Fitzgerald: Additional questions for Sonya? Okay. Hearing none at this time, would the applicant like to come forward or raise their hand if they are in attendance. Madam Clerk, can you bring Thad over?

Weatherly: Just a moment. Erik P, if you are part of this as well, will you, please, raise your hand. Oh.

Shrief: Wendy Shrief with JUB Engineers.

Weatherly: Is Erik with you as well?

Shrief: He -- he is calling in through Zoom. Again, Wendy Shrief with JUB Engineers and Erik Pilegaard -- I spoke with the Clerk's office, he is on the Zoom call and he will -- he will speak if needed, if we have any questions for him.

Weatherly: Okay. I'm going to move you over, so that if you do talk you will have the ability. So, one moment. It's going to look like I kicked you out, but one moment. Okay, Wendy, you are good to go. Thank you.

Shrief: Okay. And which microphone is better?

Weatherly: Probably the one you -- yeah.

Shrief: Okay. And if -- Sonya, if you could put up the future land use map I will get started. Good evening. My name is Wendy Shrief. I'm a planner with JUB Engineers. My business address is 250 South Beachwood Avenue in Boise, Idaho. Again, we are here this evening not with -- not with a CUP or a preliminary plat, we are here with the annexation -- a request for an annexation of 18.45 acres with zoning of R-15 and a Comprehensive Plan map amendment. We are requesting medium high density residential, which would allow us to request the R-15 zoning. I think a really key part of -- of our proposal and what -- why we think this project makes sense here is to -- to look at the location of where -- where the site is. We are located on Meridian Road, on a principal arterial where there is an existing 36,000 trips a day. So, we are on a principal roadway, fairly heavily trafficked, which is actually an ideal location for multi-family. If you look at directly -- if you look at the ACHD staff report there also are -- there will be -- in the capital improvements plan in the future, future widening of Victory Road. I know we have a number of neighbors here with concerns about Victory Road. In the ACHD staff report there is mention of that being in their future capital improvements plan where that section will be widened to three lanes between 2026 and 2030. So, that is listed in the ACHD staff report and we will be dedicating additional right of way for those future improvements. When I -- I want to look at where our site is located. We are -- is the pointer the best way to do this? We are located immediately adjacent to the Ridenbaugh Canal. It's the northern border of our site and it separates Victory Road and the Ridenbaugh Canal separate us from some single family residential, which is to the north of us, and out of our surrounding land uses to -- to the south we have some R-8 single family residential. To the -- immediately to the north we have some light office uses and where we have R-4 zoning that is buffered by both the Ridenbaugh Canal and Victory Road. Separates our future land use -- or potential land use from that single family. And I wanted to kind of walk us through the four corners of this area. If we look at the -- the northwest corner of Victory and Meridian Road, immediately to the north of us we have light office uses. You can see that in purple. Oh, I can use this. Thank you. Okay. I'm going to pretend. And, Sonya, there is another site plan. I gave -- I e-mailed to Adrienne and I e-mailed -- I just e-mailed it to you. I don't know if you can pull it up. That -- that has some of our color renditions and some of our landscaping and actually shows that pathway sidewalk that one of the P&Z Commissioners brought up. And, Adrienne, if you can put that up. I sent you a couple of elevations and there is also -- there is a site plan.

Weatherly: It's likely that I put them in the public record, but I didn't put them for presentation. So, I hang on.

Shrief: And I just e-mailed it to Sonya a little bit ago, too. And I have got my board if that won't come up. I think our -- our colored plan does give a nice representation and shows where that -- where that sidewalk is going to be put in. While you look for that I'm going to go ahead and run through the corners. Yeah. It looks like this was sent over -- well, so we are going to go through the -- at the northwest corner of Victory and Meridian Road, immediately to the north of our site, we have light office use and where we have single family residential to the north we are buffered. Actually, a couple of things. We have Ridenbaugh Canal, Victory Road, and on the northern portion of our site to create a future buffer, we are actually proposing townhomes, rather than four-plex units. If you look at the northeast corner of Victory and Meridian Road, we have commercial land uses and this is actually a fairly high intense land use. This is where we have Legacy Feed and Fuel and some future commercial development. So, these are -- these are our neighbors where we are proposing this multi-family. If you would go and you look at the southeast corner directly across the street from our proposed land use, we have R-15 zoning and the Red Tail Apartments. So, this is a high-end, multi-family -- I think a comparable project directly across the street with the Red Tail Apartments. If you look at the southwest corner where we are located at Victory, we have R-8 to the south and, then, immediately to the west we have kind of an out-parcel, which is currently still in the county, with RUT zoning, which -- I know one -- the property seller had gone and spoken with those -- with those neighbors and they staying put with that. That's a property that will eventually be brought into the City of Meridian and probably developed at some point. That's currently in -- thank you. That's the site plan. So, this is our colored site plan that actually shows --

Johnson: You should now be able to use the mouse. Hopefully. There you go.

Shrief: Thank you. This is -- yeah, I think a much better representation of what -- what we are proposing and we have a number of changes from when I held my neighborhood meeting several months ago. I did a virtual neighborhood meeting with the neighbors within 300 feet and they saw a different site plan with all four-plexes. So, I want to kind of tell you we are actually -- from when we initially came in and did a pre-application meeting with the City of Meridian, we have -- we have done a lot of work and really staff has helped us to make sure what we are proposing is compatible with the surrounding land uses. We are on the -- the 13th version of our site plan. So, this is -- I believe site -- actually this may be site 14. This came up just this week. We made many many changes to make sure that our design fits the neighborhood. We started out with 200 plus four-plex community -- a four-plex unit project. We are now down to 170 units and I will go through and point out where we are now proposing townhomes, which is actually, technically, a single family use. We are proposing townhomes where we are bordering the site to the property to the north along the Ridenbaugh Canal. This entire area, which is located in the northwest corner of the site, these are now all townhomes, where we are just -- where we are to the south of Victory Road and that single family neighborhood with R-4 zoning. We are proposing all townhomes and where we are adjacent to single family,

the southern portion of our site, those are also all townhomes. So, we are -- what we are proposing is, essentially, an R-8 use. These are townhomes where we are boarding single family. So, we are not proposing any four-plexes or what are technically multi-family uses adjacent to single family. I wanted to kind of run through some of our amenities. I think once this is constructed there is going to be a really first rate project. This developer recently constructed the enclave on Locust Grove. It's a -- a top notch project. It was rented out. Just to kind of show you demand in the Treasure Valley, all units were rented out within 90 days and you have heard this, that we have a flyover we could show you kind of showing what that project looks like. I know a lot of people in Meridian have -- have seen it and we are proposing similar amenities in this project. We are proposing a clubhouse and swimming pool. We have a large open space recreation area and I think kind of a really neat unique feature for this project on the north side of the Ridenbaugh Canal in that northeast corner we are proposing a dog park -- a dog park with landscaping, art features, and we are going to have a pedestrian access point across the Ridenbaugh Canal for residents to -- to take dogs in this recreation area. We are planning a dog park. So, we are -- we will have over ten percent open space. We are putting in along Meridian Road a pathway section and, then, we will be -- we will meet ACHD's recommendations on -- it's, essentially, kind of the southern sidewalk for West Victory Road will be located -- it's not technically a pathway, it's a sidewalk -- will be located on -- on the south side of the Ridenbaugh Canal and we will put that into our -- into our concept plan -- our future plans. So you can see -- excuse me -- on the north side of the Ridenbaugh Canal. You can see this on our site plan and I want to talk a little bit about the Comprehensive Plan amendment that we are proposing. We -- the Comprehensive Plan designation currently is medium density residential, which would allow R-8 zoning as an outright use. So, our townhomes that we are proposing are an outright use with our current Comprehensive Plan. In order to request R-15 zoning and to do four-plexes, we -- we are -- we do need to make a request for medium high density residential. We worked a lot with city staff on what they needed to see to feel comfortable and to be supportive of this Comprehensive Plan change. We do -- we have a positive recommendation from staff, which we earned. We made a lot of changes to our site plan. We dropped our density down quite a bit and, really, I think negotiated that for what's going to be the best deal for the city. The Comprehensive Plan policies that do -- that are supportive of what we are -- our Comprehensive Plan change are -- your Comprehensive Plan asks for higher density to be located along transportation corridors, which is what we are located in here along Meridian Road. Again, this is a principal arterial with 36,000 trips a day. So, this is where you do want to see your multi-family housing is in this type of transportation corridor. Your Comprehensive Plan also calls for diversity of housing types. I know in this area directly -- just across the street I worked on the Cavanaugh Ridge project, which were some single family projects with R-8 zoning. So, this is helping to bring some diversity of housing types and needed housing types for Meridian. There is extremely low vacancy rates for multi-family and I think actually multi-family has changed maybe from what we lived in when we first got to college. Most of the multi-family in -- in Meridian, the -- the rental for one or two bedroom units is more than my house payment in Boise. So, it is -- has gotten quite a bit more expensive, but it does provide people a diversity of housing types where you have young couples who are new to the area, gives them a place to -- for seniors, it gives them housing where they don't

have maintenance. So, there are a lot of different people where their positions in their life where it makes sense to be in multi-family and this helps to create a diversity of housing types within the City of Meridian. And, again, we -- we have really gone in and with our site plan revisions made a lot of changes to make this -- make sure that we are compatible with -- with the surrounding land uses. We had originally come in with the pre-application meeting with -- with all four-plexes. We have -- where we are adjacent to single family, we are now only proposing townhomes. So, it's -- it's an R-8 zoning use, the townhomes we are proposing, and we really made a lot of concessions to make sure that we are compatible with the surrounding neighbors. So, I'm here for any other questions. I also wanted to run through some of the elevations, just to show you the quality of the project that we are proposing, if you could put those up. So, these -- these are some of the townhome units where you can see they are definitely with a variety of building materials. It's an higher end project with -- with the two -- the two doors on the front and we have got two different sets of elevations for the townhomes, but these are definitely very compatible with -- they have garages included, they will have driveways, very compatible with -- with the surrounding single family uses and, again, we will not have any four-plexes immediately adjacent to -- to any of the single family land uses and our -- our neighbors to the north, again, we -- we have -- we are bordered by the Ridenbaugh Canal and Victory Road and a row -- and a row of townhomes. We do not have any four-plexes adjacent to single family uses. So, I think this is going to be -- really going to bring a diversity of housing types, but I think it will be a nice addition to -- to this part of Meridian. We have -- we have had one neighborhood meeting with the neighbors and it was early on. Unfortunately, we have -- we have done a lot of changes since they last saw the site plan and I don't know if they have seen the changes that we have made with -- with the townhomes, but I think we have really answered a lot of their concerns and I think ACHD's staff report where they talk about the changes that will be made to Victory Road in the future I think address some of those other concerns for the neighbors in regards to traffic and we will be -- when we submit a conditional use permit we will be submitting a TIS at that point and a full site plan for review. So, this -- at this point we are just asking for, again, annexation to the City of Meridian for 18.45 acres in the R-15 zoning and we will be held in compliance with -- with the site plan that we presented this evening. So, I'm here for any other questions.

Seal: Mr. Chair?

Weatherly: Sorry, Ryan. One moment. We can't hear you. Okay. Try again.

Fitzgerald: Wendy, a quick question. I -- reading in the staff -- or reading through the ACHD report on the plan, did they give you any dates, because my understanding is it's not on a CIP where there is a date yet.

Shrief: Yeah. Chair, Commissioners, I'm going to go ahead and get out my -- my ACHD staff report. It was just finalized -- I believe it was on Tuesday and --

Fitzgerald: I might have missed the date, but I thought it wasn't on there.

Shrief; Page -- page two, item eight, and I'm going to go ahead and quote it. Victory Road is listed in the CIP to be widened to three lanes from Meridian Road to Locust Grove between 2026 and 2030.

Fitzgerald: Thank you for pointing that out, because I thought it --

Shrief: That is from -- that is from the ACHD staff report.

Fitzgerald: Commissioner Seal, go right ahead, sir.

Shrief: And, again, we would be submitting a full transportation study with -- with our conditional use permit. Anytime you are proposing one hundred homes or units that is a part of review and you are required to mitigate for your -- for your impacts at that point. But because we are just applying for annexation at that -- at this point, we don't have a TIS this evening -- or at this point.

Seal: The question I have is -- and the reason I asked staff about the -- if there had been a change to this in the -- the 13 or 14 plans that you have went through were any of them R-8 or did this -- or was it just -- you planned for R-15 from the beginning and hoping for the change --

Shrief: Well, Chairman -- Chairman, Commissioners, we have -- due to the site constraints we have a really unusually shaped parcel where we are -- we are bound by the Ridenbaugh Canal and Meridian Road and current market prices for property, it would not be feasible to develop this as single family. For this to go in -- for someone to come in and look at an R-8 zoning it -- it doesn't pencil out. I mean to go in and develop a project is a business. At the end you need to be able to, you know, make a profit and it would be financially infeasible to go into this site with -- with the crossing that's proposed, with the improvements, with the utilities that are extended, with the road improvements in this area, it would be unfeasible to develop it as a single family site. So, most likely this -- the site would -- would sit, if not developed for a higher intensity use.

Seal: Okay.

Fitzgerald: Commissioner McCarvel, go right ahead,

McCarvel: Thank you. When are you anticipating occupancy on this project?

Shrief: Chairman, Commissioners, if -- if we are able to achieve annexation we would -- I think it's most likely that's two years down the road. We would, at that point, go in, do engineering design, do a traffic study, come and do another round of hearings through Planning and Zoning and City Council with -- with our conditional use permit, have review of our engineering drawings. We would start construction I think -- most likely at least one and a half to two years from that and, of course, it depends on market --

Fitzgerald: In regards to the Comprehensive Plan process we just finished, why didn't you guys bring this to that plan process. Because I -- if you didn't own it, that's one thing, but how long this process has been going on when it wasn't involved in the process, when we just changed the Comprehensive Plan.

Shrief: Chairman, Commissioners, yeah, that's a good point and I -- my -- my client, the developer who -- who constructed Little Creek, the enclave, he -- he does not own this property. He has an option -- the property owner is in Idaho Falls and I think that they did not get a comprehensive -- they were not part of the comprehensive planning process. I think -- I think that is what happened. My client was not part of -- did not have an interest in the property at the time it went through the process.

Fitzgerald: Thank you. Commissioner Holland, go right ahead.

Holland: Thank you, Mr. Chair. Hi, Wendy. So, one question I have -- there is a lot of public testimony. I know -- I read 70 some responses that were there this afternoon. One of the biggest challenges a lot of people were talking about was the access to Victory and how people would come in there. It is a really funny road the way that it curves and I have driven it many times. Would it be a right-in, right-out kind of concept or would there still be people crossing traffic there on that curve? Can you talk a little bit to the safety of that intersection of entering the complex, because that was one of the biggest concerns I heard.

Shrief: Chairman, Commissioners, I don't know if we can get our site plan back up here, but let's talk about that. And, again, this would be addressed when we -- when we submit engineering and when we submit a transportation study. But I think at this point it would be -- it would be a right-in, right-out at -- at Victory. We -- we will not have a direct access point on Meridian Road. So, our access point will be -- will be on -- on Victory. And if we can get our site plan up. But we will -- we will work with engineering and that would be a part of our transportation study would be what -- how that access would work. But at this point it would be -- it would be a right-in, right-out. Any other questions on that? I think you could probably condition that as, you know, we will meet ACHD and Public Works requirements regarding access on Victory Road. So, we -- we will be -- we will be adjoining -- or we will be aligning with a road to the north that continues through -- through the subdivision to the north of our property and we are -- we are proposing to construct a public road section, so when there is future development in the area we will be creating a road -- a public stub to the property that's immediately to the west of our property. So, that will allow for that roadway to continue. That was -- that was the recommendation of staff, that we provide that public road stub.

Fitzgerald: Mr. Grove, go right ahead, sir.

Grove: Yeah, Mr. Chair. Wendy, I have a couple of questions for you. On the ACHD report it says that the Victory Road improvements would take place between Meridian and Locust Grove. Is that -- my understanding that is on the east side of Meridian Road, so this -- that has no impact on this project; is that correct in how I'm reading that?

Shrief: Commissioner, we -- that is -- that is the portion that is in -- that is in the CIP. We are also -- we are dedicating the additional right of way for the -- for future improvements for Victory Road. That is a part of our ACHD recommendation. And I will look for that --

Grove: I guess what I'm getting at is -- I guess I didn't see anything that indicated what would be possible with Victory Road, because the comments were about a section of Victory Road that is not adjacent to your project. So, have you been in discussions with them on what those improvements will be in terms of how it impacts this project?

Shrief: Chairman, Council Members, Victory Road is currently at an acceptable level of service. When we submit our transportation study -- and that's -- and that's in our staff report. When we submit our transportation study we will at that point be providing projected traffic counts based on the land uses proposed and if there are additional mitigations at that point we would either construct additional improvements or we would be charged impact fees for those improvements. So, that -- but that is something that doesn't go along with the annexation, that will come along with our conditional use permit. We have not done the TIS at this point, we are just requesting annexation. That would be a -- that would be a condition of the conditional use permit. We would not be allowed to -- to construct, obviously, until we -- we met ACHD's recommendations for access, for traffic and City of Meridian. But that's something to be determined with a conditional use permit.

Grove: Mr. Chair, I have a second question if I could.

Fitzgerald: Go right ahead.

Grove: Another road question. It looks like you are stubbing to the west potentially -- with a potential future roadway extension, but there is nothing that is connecting to the south. I'm assuming that because the property that would connect to the Peoria Way is not a part of your project. But is -- I guess my question is how do you feed this time into the subdivision that's directly south of your project.

Shrief: Chairman, Commissioners, if you -- if you take a look at the -- a look at the site plan we have, the -- the property that is immediately to -- at the southeast of our project where we have that existing single family, we -- that's a constructed subdivision. We -- we are not stubbing, those are existing homes. The property that is not a part of our project that's immediately to the west, that square, we are proposing to stub the public road. They also -- if that property were to develop, they -- they are adjacent to an existing built out area. So, I would not anticipate that they would stub or that there be a need for them to stub. So, no. And typically -- I mean as a planner you -- you provide a stub to each -- each of your surrounding areas. When you are -- when you are proposing a project next to a constructed subdivision you are essentially in-fill. You don't provide that stub. And I -- I don't imagine the neighbors would -- would want us to. The road that we are -- Chairman, Commissioners, I do want to point out that we are -- where we are going to have our access point onto Victory Road, we are -- we are aligning with an existing stub for the residential neighborhood that's to the north and that's kind of the

recommendation of staff, recommendation of ACHD, that we -- that we align our access point with -- with that other existing access point.

Fitzgerald: And, Wendy -- and you haven't done your TIS yet, but do you have a traffic count estimation with the current numbers right now, just for informational on the record?

Shrief: Chairman, Commissioners, without -- without having done the TIS I wouldn't be comfortable having that on the record.

Fitzgerald: Okay.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Yeah. I guess let me ask it another way. I mean given the conditions of that roadway and I have -- I, myself, have driven it many times. It's a 25 mile an hour zone through there because of the way that road is. How do you anticipate this being functional without having the third lane in there? I mean, obviously, people are going to turn in from Meridian Road and want to take a left there. How do you anticipate that being functional without a third lane?

Shrief: So -- and Chairman -- Chairman, Commissioners -- and I think if you look at the scale of what we are proposing, it's not -- we are not proposing a commercial use that generates a lot of trips, this is a residential use with 170 units and currently there is -- there is an acceptable level of service on Victory Road. As a part of our TIS we will -- we will be projecting our future trips and -- and if there are improvements that need to be made or impact fees to be paid, that -- that will be a part of the conditional use process. But right now there is an acceptable level of service, you know, according to ACHD on Victory Road and we -- we are proposing 170 units. It's not a huge project or -- or heavy intensity commercial use with a lot of traffic. It is a change for this area. This property has been vacant, yes, but it's an existing acceptable level of service on Victory.

Fitzgerald: Wendy, I get what you are saying on the acceptable level of service. The challenge I think I have and I think what -- and I don't want to put words in Commissioner McCarvel's mouth, but I think the concern is that we are up zoning -- I mean the comp plan is changing to basically take it to a higher density and if we are bringing 170 units of traffic into that small space without a connection point going south or west, that road is not being changed and potentially not until 2030, that's I think our concern is we are -- we are taking a comp plan that just got completed and dropping a higher level of intensity in that corner with a road that's really challenged I think is -- and so I understand what you are saying, but I think the question we are trying to get at is it's a single point of access with 170 units dumping out onto a road that is probably not the best of shape, at least this -- for traffic flow right now. Can you comment on that? I guess that's the crux of a lot of our questions.

Shrief: Okay. So, Chairman, Commissioners, again, with -- with Victory Road and what we are proposing -- I mean I think at the end of the day it would be -- our client would be proceeding at their own risk. They would be securing annexation, a Comprehensive Plan change and zoning, they are not going to be able to pull a building permit or get a CUP approved until those traffic issues are resolved. So, you -- this is -- this is kind of the first round of entitlements, but I think what you have, you know, in your back pocket or, you know, for your sense of security is this -- unless we have a TIS that shows an acceptable level of service or improvements to be made, this CUP, which would enable them to pull permits and develop this project, would not be approved. So, we are applying just for annexations and zoning at this point with -- with a concept plan, but this -- this project would not reach fruition unless that was adequately dealt with in the future. So, that's -- that's your safeguard you have this evening.

Fitzgerald: Okay. Appreciate that. Additional questions for the applicant? Okay. Wendy, thank you very much. We will definitely have you back up to close and cover anything that comes up in public testimony.

Shrief: Right. And thank you very much and I just want to make sure that you -- you know that we are definitely -- we are -- we are here to talk with you and, then, if you -- if you have ideas on changes or improved, we -- we want to talk, we want to work with -- with the Planning and Zoning Commission and with the neighbors. So, we are definitely -- this is not the only plan we can produce. If we -- if we need to come back and talk with you some more, please, let us. We want to make sure that we -- this project works for -- for the City of Meridian. Thank you.

Fitzgerald: Thanks, ma'am. We appreciate it. Madam Clerk, do you -- do you have an initial list of public testimony that we would like to start from?

Weatherly: Yes, Mr. Chair. I have several people online and several people in the room that have indicated they wish to testify. I'm going to start first with Thad. He is already online and ready to speak. Thad, if you want to unmute your microphone and state your name and address for the record, please. You will have three minutes.

Murata: Hi. My name is Thad Murata. I live at 3857 South Alfani Way, Meridian. 83642. I just had a few questions earlier and I think you guys addressed them. Great. But I have one question and that's regarding home values and the impact to home values. I guess, actually, I have two questions. On that -- that gets taken in consideration. And, then, the other question I have is with the accessible traffic or amount of traffic that is going through Victory Road, is that -- is that the current state or is that taking into consideration a new development that's occurring to the east in the same area?

Fitzgerald: And, Thad, I think we will probably -- we will get the applicant to comment on that as they come back up and we will make sure your question gets answered.

Murata: Thank you for your time. I appreciate it.

Fitzgerald: Thank you for being -- we appreciate you participating. Thank you.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: Do we want to see -- do we want to try and recognize if there is anybody from an HOA or something like that before we --

Fitzgerald: That was actually my next question. Yeah. Good call. Madam Clerk, do we have an HOA president? Was he going to speak tonight to start this thing out?

Weatherly: Mr. Chair, I am unaware. I do have people signed in, but the format we are using currently doesn't have the information regarding whether the person is representing an HOA or not. I do have a gentleman in the front row who is indicating he is with an HOA. Do you want to go ahead and step forward to the podium. Is there anybody that has signed up that is ceding their time to the gentleman who is representing the homeowners association? Okay. And are you representing anybody in the room that has also signed up? Okay. But you are representing a homeowner's association? Oh. Okay. So, he indicated that he just wants -- he just needs his three minutes, so will not be representing that association.

Fitzgerald: Okay.

Weatherly: But you don't need ten minutes. Sorry. I'm a little confused.

Chase: Okay. What do we have here? The front picture. My name -- first of all, I am Larry Chase. I live at 309 West Galvani Drive, which is directly north of this project in a subdivision called Strada Bellissima, which has 89 homes in it. I am the HOA board president. When this project was proposed we first learned of it, the board met. We meet via e-mail these days and the board had much discussion about this project and passed the motion that the board does not approve of this project. We had -- the discussions that we held primarily revolved around the entryway, they revolve around the number of additional children in the schools. Let me go back to the entryway, because I want to talk about that for a minute. On this chart that you are seeing on your screen, that entryway on Alfani Drive -- I don't even know how to pronounce it -- is a two lane with an island in the center. I noticed on their proposal it's a -- it's a two lane with no island in the center, because they have to build a bridge across the canal and so you have a little mismatch to start with in how these two roads come together. Alfani Drive that comes out does -- Strada Bellissima are 89 homes, but it also serves the subdivisions that are north of Strada Bellissima. There is about three or four hundred homes. So, this intersection today is quite busy -- extremely busy. Adding this to this intersection is going to create some issues that I think from your point of view, you who are voting on this, who will, then, pass it to City Council, will become a future issue that you have to be dealing with on an ongoing basis. Adding the children to the schools is also a future issue that you wind up adding to the future and, then, you said about -- you think about property tax. Property

tax has a -- has to do with the value of the homes in the area and if the value of the homes in the area begin -- become influenced by the additional projects that are putting in the area, that is the revenue of the city. So, for those reasons the board of Strada Bellissima say we do not approve of this and I believe there are other folks here that want to say similar things and I will let them do it. And thank you very much.

Fitzgerald: Hey, guys, let's keep the applause to a minimum. We are going to let everybody have their piece and let everybody say what they want to say. Let's keep the applause to yourselves, please. Appreciate that. Madam Clerk, do you want to go to the next person.

Weatherly: Mr. Chair, I will go ahead and admit Annette Alonso. She raised her hand when we talked about HOAs, so, Annette, one moment. Annette, go ahead.

Alonso: Can you hear me now?

Fitzgerald: Yes, ma'am.

Alonso: Okay. Hello, Commission and Commission Chair. This is Annette Alonso and I'm representing the Southern Rim Coalition and I know you guys have heard from me before and I'm sorry to be on here, but I'm helping my community here. So, I'm a little confused, because it's my understanding that FLUM amendments are just supposed to be done twice a year or maybe that's the new change, unless they are a subdivision plan that's coming off at the same time and so I don't understand what's happening here, because they are not applying for the development right now, they are just applying for a FLUM change and this -- this whole thing was -- this whole Comprehensive Plan that was just approved in January of this year, but I think it's a little preemptive for us to be changing things already to a higher density when we just got this thing set. So, I'm a little confused by that to start out with. So, I just would like some -- maybe some thought on that or some -- something from the developer to talk about that. My second point is going to be that according to 3.03.03, annexations of land are only -- only -- it says only when it conforms to city vision. Okay. This is -- obviously, isn't conforming to the city vision, because this is going from medium density residential to medium high density residential and we are having to do an amendment. So, that's probably my main point. Second point is 2.02.01E, it says we are supposed to encourage development of high quality dense residential near -- in and around downtown, employment, large shopping centers, public open space and parks and based on this location there is no shopping center. There is a small -- there is a small area across -- kitty corner across Meridian Road and Victory that's being developed, but it's not going to be a shopping center by any stretch -- stretch of the imagination and across to the north of this development is an orthodontist office and a dentist office. So, that isn't what's there. There is no public open space or parks and it's not your downtown and there is absolutely no public transit here, which is generally essential when we have higher density residential, they generally like to take the public transit. So, then, that moves me on to my third point. Their reasoning for asking for this -- this amendment and generally when we ask for an amendment there has to be some really good reasoning here and the only reason I hear is that they said

some things about housing diversity and how they put some documentation in there that they looked and -- and that the south -- let's see -- that units around here in Meridian need to be more diverse in their -- in their housing types and the other reason was to do anything else was financially infeasible. Well, I don't think the city's job is to make sure that developers make money. I don't -- I don't think that that's the point of this. So, I think that their reasoning is a little short. And, then, my fourth is, of course, Victory. When you come -- if you are coming from the west and you are going towards Meridian Road, coming down that hill, you know, it looks like you are going to run directly into the canal. It's a very very dangerous road, especially if it's an icy road to make that turn right there or you are going to go straight into the canal and I can see why the people around here, the residents, are complaining, because it is a very dangerous road and this will add a lot more cars to it. So, with that that's about all I have to say. Take it for what it's worth. But that's how we feel from the Southern Rim Coalition's point of view. Thank you.

Fitzgerald: Thanks, Mrs. Alonso, we appreciate you being here. Thank you. Madam Clerk, you want to swap back and forth between in person and online?

Weatherly: Yes, Mr. Chair. Next we have in person Tanya Edmondson.

Fitzgerald: Hi. Thank you for being here tonight. Please state your name and your address for the record for us.

Edmondson: Tanya Edmondson. I'm at 3086 South Silvertip Lane, Meridian, Idaho. 83642. Where I live, as you look at this, is right around the corner. I live right up on the corner of Victory and Stoddard. I pretty much try to avoid Victory as much as I can. I'm going to, you know, continue to restate what everybody else has been stating about West Victory Road. It is one of the most dangerous roads out there. There is a lot of young drivers that like to drive there. One of the things I see about this as we get a lot more younger drivers, younger people going through there, there was the talk about right-in and right-out. I don't see how you could do that if people are coming home on South Meridian Road, turning right and, then, lining up to turn left in there, 5:00 o'clock traffic, it does back way up. There is quite a bit of traffic that still comes down West Victory Road going towards Meridian and to me that's one of the biggest issues is just the danger of that whole corner and I look at this and I see that once they start putting those -- those townhouses in, that it takes away all possibilities of West Victory Road ever being straightened out, which is what I really think needs to be on the plan at some point is to straighten that section of Victory Road out. Thank you.

Fitzgerald: Thank you, ma'am. We appreciate it.

Weatherly: Mr. Chair, next on the line we have Jen Loveday. Jen, one moment.

Loveday: Hi, can you hear me?

Fitzgerald: Yes, ma'am. Please state your name and your address for the record and the floor is yours, ma'am.

Loveday: All right. Thank you. My name is Jen Loveday. I live at 1113 East Crest Ridge Drive in Meridian. 83642. I have a lot of concerns, most of which have been raised already. Traffic primarily, with a lot of two lane roads out here and what used to be the country is quickly becoming more and more tied in with denser housing units, like we see here, and a couple of things that I heard, you know, it was an ideal spot, because it's right across from another apartment complex and to me that doesn't really justify having a high density area existing and, then, pop on even more higher density housing on top of that, because at that rate we are just going to keep having more and more higher density transition out here in the south. You have got all the high density in the north already. Most of the people that I know that moved out south here have lived here for a long time, we enjoy the peace and quiet and more spread out, not so dense and packed in next to each other. We -- we love the quiet, we love having fields, we love having, you know, space to go out and drive and see some farms, you know, or nice houses or whatever. We don't have the services out here yet to support even more housing. I know it's coming, but when will that be? It always seems like we are lagging behind new construction. You always throw the houses in and, then, we suffer for four or five years and, then, we finally get improvement. You know, I think what everybody's saying, at least from my perspective, is let's do it smart. Let's -- you know, let's give some people a break coming home from work and put some infrastructure in place and, then, maybe look at some higher density housing. But I know for me south of the freeway I just really like it quiet. You are getting further away from the city and so, yeah, and just echoing what everybody else was saying with housing -- you know, is our housing values -- are our housing values going to go down, you know. So, that's all I have to say. Thank you so much for listening.

Fitzgerald: We appreciate you being here tonight. Thanks for your participation.

Weatherly: Mr. Chair, next in person we have Steven Humphries.

Fitzgerald: Mr. Humphries, please state your name and address for the record and the floor is yours when you are ready, sir.

Humphries: My name is Steven Humphries. We live at 300 West Fortini Street, Meridian, Idaho. 83642. My wife and I have lived in this property for 13 years. We have seen a lot of changes taking place. Not all of them for the better, but we hope to get there someday. Without sounding too repetitive, my concerns are the concerns that are shared by many of the people that submitted public comment. The practical reality is that I took the time to read everything. The Comprehensive Plan, the applicant's application, and I understand what the concerns are and I share the concerns. The traffic issue is exactly as everybody has spoken it would be. Victory Road is a nightmare and it's not going to heal itself. The person that was just speaking had a great idea and that is to put the infrastructure in first before we put the high density housing in and I absolutely agree with that. On the corner of Alfani and Victory Road near the sub it -- on the entrance to the subdivision of Strada Bellissima there is a school bus stop. So, now we have got children entering into this single access point into this proposed development. I fear for their safety. There are continuing bus stops heading to the west towards Stoddard Road and Linder Road. The question was once asked earlier about people coming through Strada

Bellissima Subdivision and if you were coming in the afternoon to evening home from work and you are heading south on Meridian Road and you can't turn left into this proposed subdivision -- proposed townhouse, because you -- it's right-in and right-out, people are going to take the shortest path and they are going to cut through the Strada Bellissima Subdivision where we have a 25 mile an hour speed limit. They are going to drive right past our little park that we have in there where the children play and we just put these children at risk one more time. Speaking of the children, West Ada School District, the three schools that are represented to be the closest to this project are all at or above capacity. I don't know how we can serve this any further without building new schools, without funding this and, again, put the infrastructure before the construction. There is no transit. Somebody brought that up earlier. The closest transit point is on Overland approximately a mile and a half away from this. So, if that's the goal is to have transit for the occupants of these -- of this high density project, that's not going to work and that's going to have to change. How are you going to do that? Are you going to put transit on Victory? No. And they are not going to allow it on Meridian Road. So, again, just one more problem that we have to face. Concern with the effect of property values being affected. The bottom line is that a lot of people that I have come in contact with feel that the City of Meridian leadership doesn't really have any concern over what their opinions are, how they feel, and I would like to bring it to this Council that it's important that you do understand what we are concerned with. You do feel our pain with this and will do the right thing and just, please, deny this application for annexation and for a zone change. We don't need that right now. We are in a good place with that. There is a developer that will come along and develop that property for a use that is more applicable to where we live. Thank you for your time.

Fitzgerald: Thanks for coming. Appreciate it.

Weatherly: Mr. Chairman, joining us on Zoom is Julie Langlois.

Langlois: Good evening.

Fitzgerald: Good evening, Julie. go ahead and state your name or your address for the record, please, ma'am.

Langlois: Thank you. Julie Langlois. 3556 Rustler in Meridian. The Ridenbaugh Canal was begun in 1878 by William Ridenbaugh to irrigate a large ranch owned by his uncle. By 1913 the canal had been expanded from an original length of six miles to nearly 40 miles and it carried water to more than one thousand customers, including over 600 farms. This is one of the most unique water canals in Meridian. Victory Road was built alongside this original canal as it twists and turns from Meridian Road to the west. This beautiful canal needs to be made a feature in southwest Meridian with a wide linear park, gathering spaces, and a multi-user pathway, so that our residents can enjoy this historic water feature. The Comprehensive Plan states: Protect and enhance existing waterways, groundwater wetlands, wildlife habitat, soils and other natural resources and the Idaho Code says to ensure that the important environmental features of the state and localities are protected and also to ensure that the development on land is commensurate with the

physical characteristics of the land. Mr. Hood once stated that leaving the Comprehensive Plan open to some change allows for Meridian to grow or adapt to the request of the market and residents. Residents clearly do not want higher density and whether the market calls for more apartments or not is a moot point. This is clearly not an area suited for medium high density. If anything we would ask that there be a Comprehensive Plan amendment lowering the density of this property. In October -- in October of 2019 the then developer of this property tried to make a case to have the property designated commercial or mixed use community. Now the new developer is trying to make the case for medium high density. This corner, located on a busy corridor, is most certainly a place for multi-use commercial, residential, or office, similar to Strada Bellissima developed to the north, which has done a -- which has a well done transition from the busy Meridian corridor to the low density neighborhood behind it. This is what many stakeholders would like to see on this corner, along with -- and this is important -- a proper transition from the properties to -- with the properties to the south and west. We also agree with the former developer that the Red Tail Apartments across the street are underserved by the lack of significant commercial retail, transit, and employment nearby in violation of the Comprehensive Plan. The addition of the recent South Ridge Apartments with 476 units on Overland, west of Ten Mile, is more suited to the higher density, although when built they will also lack a large shopping center and any public open space or park. We in southwest Meridian would prefer to play, work, and recreate in our own neighborhood, yet there is a lack of services and gathering places to keep us here. Most of us would like to avoid Eagle Road as much as possible. We in southwest Meridian need family friendly areas to gather, shop, and work, not higher density housing. Thank you.

Weatherly: Mr. Chair, next in person we have Gary Wenzel. Thank you, Mr. Wenzel. He is ceding his time to his other neighbors. He says that they have echoed his concerns already. We will move on to Pam Leaton. No. I'm sorry, Pam. You did not indicate a wish to speak. How about Jeff Leaton.

Fitzgerald: We greatly appreciate you guys consolidating your comments, because that helps us get through and make sure everybody gets heard. We have heard from your comments that helps us get all the big issues out there. Thank you for that.

Leaton: Thank you. My name is Jeff Leaton. I live at 3010 South Jiovanni Way in Meridian, Idaho. 83642. I have already submitted my statement online with my wife. I would just like to talk about a couple issues. We have talked about the intersection at Alfani. It's important to know that's the only southern -- let me think directly. Southern exit for that for -- for Strada Bellissima or Bear Creek, unless you go over to Stoddard. So, all that -- those two subdivisions will come -- if they are going onto Victory they are going to come out on Alfani. It's also important to know that from Victory that's the only stoplight we have where we can turn left, get on the street to go towards Meridian all the way down to Meridian Road. So, those two spots are log jams if we are not careful about it. The road -- Victory Road has been talked about as being an S road. When they started building the additions to Kentucky Ridge there was a time for the ACHD to fix that canal. They are going to have to cover that canal. On the -- the north side of the canal there is

property, a part of Bear Creek, that drops down probably 30 feet. To straighten out that road you are going to have to bring in dirt to fill that road -- to straighten that road. They should have done that while they had the room to do that. It's too late now. And, then, there is a new subdivision on the other side, but in the time we have lived in our -- we have lived in Kentucky Way for about eight years and, then, we moved over to Strada Bellissima. So, we have been in the area for 20 years. In those 20 years I would like to point out that Strada Bellissima was built, we are currently going through Timberline Estates, Kentucky Ridge expansion, Oakwood, Edge Hill, an unnamed development that's on Linder and Victory that is taking up half of that whole area, which used to be fields, South Ridge, Fall Creek, Observation Point and Red Tail and all of those subdivisions feed into that intersection at Victory and Meridian Road. The streetlight -- if we have a streetlight when we come out of our subdivision there on Alfani, I have seen traffic already backed up to where you couldn't turn left to get on now without any of the additions. Right now if you go there and look it's pretty desolate with the pandemic, but in high traffic areas there is traffic jams already without anything else. So, I would just like to ask you to consider those when you are making your decision. Thank you.

Fitzgerald: Appreciate it.

Weatherly: Mr. Chair, next online we have Saul Hernandez.

Hernandez: Good evening and thank you for the time. I'm going to be respectful, but I will --

Fitzgerald: Can you state your name and your address for the record, sir. Sorry to interrupt you. State your name and your address.

Hernandez: No, I apologize. I apologize. Saul Hernandez. 2811 South Alfani Way, Meridian, Idaho. So, I was saying, I will be respectful, but I also want to be bold in my statement. I heard mention of this as beneficial because of -- to -- for people to get to jobs. I don't know what jobs we are talking about in our area. There was also mention that currently it's acceptable enough service according to ACHD, meaning traffic patterns, and I have also heard we have not done a study yet. We will keep -- I keep hearing we haven't done a study, yet we are trying to propose a project that it sounds like it will start a year and a half to two years down the road, but when I hear currently there is enough -- enough service according to ACHD that's currently a year and a half to two years from now it's going to be a different story. If you guys approve the annexation of this project a year and a half to two years down the road it may not happen. The last thing I will say is this only makes sense for investors. It was mentioned that we didn't develop this property to housing, because it doesn't pencil. It's not profitable. The only reason why this project makes sense is because an investor will market this property that we are a mile off of the freeway, therefore, they can charge more for rent. They make it sound like they are doing these families a favor -- our community a favor by having this property -- this project in this area. What makes sense for families is to lower their monthly rent. If you are that concerned about families and how much money they are spending, there is plenty of land that you can build this project. The issue is that it won't pencil for an investor. It won't

pencil, because they can't market it as one mile off the freeway. The best thing for families would be to put this in another place where they can charge less. Of course, if that's the real intent, which we all know that that's not their real intent. The only benefactor of this project will be the investor. The last thing I will say -- somebody mentioned how -- how are these people going to get to that -- to the property from South Meridian and, then, west on Victory? I will tell you how these other people will -- and my neighbors said already -- they are going to go through Alfani. They are going to go right in front of my house where my children play. As it is there is the late times of the day that I tell my children don't go out there. This will further increase the risk to my children and the last thing that no one -- we haven't really discussed -- it's been mentioned, but we haven't really discussed is education. What are we -- what are we going to do with education and provide schooling for our children? We are at over capacity already. Thank you.

Fitzgerald: Thanks, Mr. Hernandez, we appreciate you being a part tonight.

Weatherly: Mr. Chair, next we have Joanne Phillips joining us in chambers.

Fitzgerald: Mrs. Phillips, thank you for being with us tonight. Please state your name and your address for the record, please, ma'am.

Phillips: Okay. Which one do I use? This one. Okay. My name is Joanne Phillips. I live at 291 West -- Meridian. 83642. I'm in the Strada Bellissima Subdivision. My husband and I have been there about seven years and most of the stuff that I was going to talk about has already been brought up, so I'm not going to repeat it, but I do agree with most of the speakers that live in the subdivision in the nearby areas. I do have a couple of questions on record. The owner I noticed is SW Victory, LLC, out of Twin Falls. And -- okay. Okay. And I understand that the entity that -- I'm not going to mention his name, but he's got probably 350 LLCs in the Twin Fall areas, so -- but it never was mentioned who the client was that is building this complex. Is there any way that we could get that on record that's purchasing the property from SW Victory, LLC? Is that something that we -- should be on public record? Okay. And, then, one small thing is they mentioned they were going to put the sidewalk on the opposite side of the canal, which is really strange, because that's not really going to help anybody that's walking down Victory. They are not going to go all the way into an apartment complex and use their sidewalk on the other side. I'm not really sure what kind of fencing, but I thought I read something that there was just going to be chain link fencing on that side where Strada Bellissima is to protect people from the canal. Then I read -- some of the notes it says Victory Road is listed in the CIP to be widened to three lanes from Meridian Road to Locust Grove Road between 2026 and 2030 and I think that's been mentioned that doesn't really help our situation right now and it really doesn't affect that area where the apartment complex is and, then, there was a -- I just lost it on my phone. I think my phone is losing battery. But, anyway, it said that under normal situations a complex -- a complex like this would require the developer to improve the adjacent road, which would be Victory, 17 feet from the center of the road as far as pavement, but that in reviewing it, since the canal did not allow this, that you didn't feel it would be necessary for those road improvements. Okay. So that I was questioning. And, then, my biggest concern is a lot of people that rent

apartments are younger and they don't have the driving experience and they get frustrated and so I just can see what's going to happen in the subdivisions, they are going to be jetting through the subdivisions at well over 25 miles an hour and there is children in the subdivision -- I have a granddaughter that's nine and I just fear for the safety of the citizens in our subdivision and Beer Creek and that's about all I want to add. Thank you very much.

Fitzgerald: Thank you, ma'am. We appreciate it.

Weatherly: Mr. Chair, at this point we just have in-person testimony, so we are taking a cleansing break for just a second and Chris Wentzel will be up next.

Fitzgerald: And if you are online on Zoom raise your hand -- using the Zoom raise your hand, motion if you would like to testify and we haven't gotten to you yet.

Weatherly: And, Mr. Chair, Chris has said that they will pass on their turn, so Peter Parpart. Sorry if I misspoke.

Fitzgerald: Madam Clerk, you are breaking up a little bit. Just FYI.

Weatherly: Thank you. I turned it on. Sorry. I had to turn it off while Chris cleaned it.

Parpart: Got you. Okay. Peter H. Parpart. 3090 South Alfani Way in Meridian. Strada Bellissima. If you look at the site access site map that they were giving us, I'm the guy that lives right across the street from that bridge. Anyways -- so, yeah, I came here to talk a lot about the traffic and whatnot. If I tend to drift, I'm a night shift person. I just woke up. So, I haven't had a lot of coffee yet. Came straight here. But we heard a lot of points regarding different issues tonight and the school over overcapacity, Victory Road congestion, poor planning regarding the access point and I have been to that Locust Grove development that was mentioned over by like the Fred Meyer near Fairview and Locust Grove there and that, too, has one access point and it's right by the lights at Locust Grove and Fairview, so as you are trying to get to like the Fred Meyer you are always stopping, because there is five people wanting to get out and, then, you miss the light and it takes forever. It's very poorly planned. Bottom line on this project, though, is that it will violate the Meridian Comprehensive Plan policy by not, quote, preventing or mitigating against incompatible and detrimental neighborhood uses. If you approve this project you will be violating Meridian Comprehensive Plan policy. Your own policy. It makes no sense to build 170 high density apartments and condos or townhomes across the street from these half million dollar homes and I'm not sure the square footage of these townhomes that will be put, quote, adjacent to the Strada homes. But I can bet you their square footage is not compatible with my square footage. They are townhomes. Anyways, it makes as much sense as permitting a strip club and a liquor store across the street from the school. It just makes no sense. And did anyone tell the folks at Timberline Estates -- they are building there now and I'm sure a lot of people have prepaid for these lots and has anyone told them that there is going to be these -- this contraption built there, this -- this monstrosity with the traffic -- oh, it's going to be great. Yeah. I can't wait --

can't wait for that. There was a couple of things I wanted to -- I had so much math I did, but, then, they changed the plan and so all my math is wrong, but the in and out thing -- the in and out access, completely undoable. They are just going to come ripping past my house and since I sleep days I will thoroughly enjoy that. But the plan proposal also shows -- and now the new one shows an extension -- a road extension -- a proposed road extension that would drain yet another subdivision out through their proposed project here right into my front yard and the one thing I wanted to really really mention -- and I will close with this -- and nobody I guess has noticed this, but I have lived at that corner for -- oh, gosh, since 2010 and for the last eight years I have been really excited to watch this every year. There is a nesting pair of peregrine falcons that live right on the other side of the canal where they are proposing a dog park. Now, the dog park would provide prey for them for the -- for the falcons, but I'm sure -- yeah, I'm sure there could be -- but by building this you are going to put out of -- you are going to make homeless a pair of protected raptors and maybe we need to just make it a raptor park or something. I don't know. It's fun to watch these things and I invite you all to come out and park somewhere -- not in front of my house, but they -- they sit and they roost on the -- the phone lines and the trees right there and they hunt all the little critters in the -- and they hunt the field mice in my backyard, thank goodness, but they are fascinating to watch. They have been there for years. They raise their young every year and with this all those locust trees will be gone. There will be a dog park. There will be apartments. And both -- those falcons are going to be gone and, you know, it's a protected thing. We should -- we should cherish this kind of stuff. That's all I got. Yield any time that I have left. Thank you.

Fitzgerald: Thanks, sir. We appreciate it.

Weatherly: Mr. Chair, next we have Karen Schmidt.

Schmidt: My name is Karen Schmidt. 355 West Victory Road, Meridian. So, me and my husband live on the five acres to the west of the land that we are talking about. We have been there for 22 years and through those years we have had multiple developers come and talk to us about our property -- purchase our property, you know, to add to the 18 acres, purchase part of it for access, or to include us in the development and our impression was always -- and I think Annette was the one that brought this up -- our impression was always that this would be zoned light commercial with transition to R-4 like Strada Bellissima and Observation Point. So, this is a really unique piece of property and Meridian has the opportunity here to do something special with it and it was Julie that mentioned the Ridenbaugh Canal and I just want to add something to that. So, I have documented this year probably about two dozen birds that have passed through or they are living there and out of those birds the majority are on the migratory bird protected list and all that's on the public record. I put the links and stuff there for you. I just want to say that. The other policies that I wanted to mention have already been covered, you know, one about the property values and the one about transition. So, when I look at the plan -- when I look at the new plan there is a couple things I want to point out. The sidewalk that they talked about, that's going to have to dead end into our property, as it runs -- as it runs along the canal there. It will dead end into our property. The other thing I think Wendy mentioned -- I couldn't really hear her. I thought she said that she had

talked to us -- or the developer had talked to us and I see that you have the road running through our property for future development. It's stubbed off, so that it will end -- yeah. It's stubbed off at our property and, you know, the future development you see it running through our property and nobody's talked to us about that. So, the other thing I wanted to ask about was staff mentioned that the school system had capacity and when I read the agency reports from West Ada County had said that those three schools affected were under capacity or at capacity. So, I would like clarification of that. And so that's it. Thanks.

Fitzgerald: Thanks, ma'am. We appreciate it.

Weatherly: Mr. Chair, next we have Kateri Bilay. Sorry.

Bilay: My name -- my name is Kateri Bilay and I live at 3315 South Peoria Way. 83642. And I have lived there since 1999 and when we moved in everything around our subdivision, the Willow Creek, was fields and now everything surrounding us, except for this one field in front on this corner, is all subdivisions or planning to be subdivisions and so what has happened is that all of the surrounding wildlife has been kind of compressed into this one field. I'm a biology student at Boise State. I'm also an intern with the Peregrine Fund and with the Intermountain Bird Observatory and Ruth Melichar Bird Center and I also studied in Spain with migration as well. So, I have spent a lot of time watching the birds and watching the falcons and the raptors and the kestrels use this area, as well as the fox that got my cat and the raccoon that comes and eats the cat food and also the skunks and the voles and the moles, the ground squirrels and all the animals that my cats would bring home, as well as songbirds. There is Swainsons hawks, kestrels, American kestrels, two nesting pairs of red tails. There is -- I believe they are sharp-shinned hawks who nest in one of the trees in our neighborhood. They all use that field daily all the time and, you know, obviously, people have talked about what's wrong, you know, that -- there is a lot of things wrong with the development of this property, but no one's really talked about other options. You know, the lady talked about the Ridenbaugh Canal and that it should be a feature that is accentuated. We had the other gentlemen talk about a raptor park and also the fact that that little corner area where they are suggesting a dog park is very small and there are Canadian geese and mallards who nest and raise their young there every year as well and so it could be more feasible, if I could make a suggestion, to make it into a nature center. I grew up there, so I went to Mary McPherson, I went to Mountain View. I graduated 2013. Mountain View was overcapacity then. Highest population school in the state of Idaho when I graduated seven years ago and there is not any other high school that is around the area and I can only imagine how much worse it is now for those kids. I feel bad, because we were already overpopulated then and you have the -- I believe it's Victory Middle, Mary McPherson. If we make that into a nature center that would be an area for outdoor learning, that would be an area for people who live in the area to enjoy nature, they could learn about the native habitats. The MK Nature Center in Boise that's along the river there, it is interactive, but it has native plant life that you would normally find in that area. Do the same thing with this area, make it into an area that has sagebrush, the native ecosystem that we used to have in this area and that would support the wildlife that

already exists there. So, that would be a suggestion possibly that would be cheaper and make the quality of life much better for everyone that lives there. Thank you.

Weatherly: Mr. Chair, next signed up is Chris -- or Chris and Amanda Mahler -- Mahler.

Fitzgerald: Again I appreciate the attendees kind of keeping your -- your issues -- if we have heard them already, kind of keeping them to specific points that are new would be appreciated. Thank you.

Mahler: Yeah. I guess I -- first of all, my name is Chris Mahler. Live at 3022 Giovanni Avenue. In addition to the points that were brought up about the potential for people going through the neighborhood, Strada Bellissima, to access this new development, what I can say is it's already happening frequently. In fact, my kids are the kids that we are talking about. I got an almost two year old and an almost five year old that, yeah, we would like to have them play in the front yard, because we got a nice big driveway. Cars coming down the street, obviously, not from our neighborhood, because they come in one entrance and leave -- leave out the other, my house is one of the houses they have to drive by just before they leave the neighborhood. They are going 25 miles an hour with one house to go. So, it's a -- it's already happening, it's just not like a potential. So, I want to make that point. One of the points about the light commercial or light office just to the north of this development, that was brought up as one of the -- I guess adjacent employers per se, you know, for this community, but if it's a right-in, right-out, I don't understand how they are even going to get to work. For one, you got to turn out onto Meridian. You can take a left, but you can't take another left back into the light office area. So, you are expecting people to drive, what, four or five miles to get across the street to work? That doesn't make any sense. So, that -- that's a nonstarter for these people. You know, you are relying on their best intentions to follow the traffic rules, right-in, right-out, but, you know, that's -- if you're relying on people's best intentions, you are -- you are probably going to be disappointed a lot of the time, so -- and I guess the other thing I wanted to find out, there was mention about, you know, if -- you know, if they couldn't meet the traffic requirements that -- or further down the road they would either meet the requirements or there is some sort of a -- it almost sounded like a fine -- you know, almost like a penalty against the developer that would be in place of actually making the requirement -- meeting the requirements and I guess I was curious is that -- is there a public place where we can understand what those fines are? I mean I guess I just don't want to be one of these things where they say, well, go ahead and charge us, because that's -- that's a lesser penalty than actually making the improvements required to -- to meet the requirements for the development. You know, almost like, you know, paying the fee rather than, you know, providing insurance for your employees if you are under the Obamacare plan. You know, it's just one of those things where, you know, if it's less expensive to just pay the fee and walk away, you know, that's probably going to happen, but, you know, we should probably understand what that -- what that is and I'm making one last pass through here. And I think that was everything I had to say. So, I appreciate your time.

Fitzgerald: Mr. Mahler, we will have the applicant address the traffic issue and when they can actually pull the trigger on developing. It's not necessarily fine, but we will have the applicant address that when they come back to close.

Mahler: Okay. Thank you.

Fitzgerald: Thank you.

Weatherly: Mr. Chair, that's all we had that signed up to testify, both online and in the room.

Fitzgerald: Is there anyone in the audience or online that would like to testify that hasn't yet? Commissioner Seal -- oh, I see a gentleman in the orange and black. If you want to come forward.

Weatherly: We also do have one online, Mr. Chair, that has raised their hand, so we will go ahead and go to them next, if that's okay with you.

Fitzgerald: Okay. Sir, please, state your name and your address for the record and the floor is yours.

Keith: Hi, I'm Chris Keith. I live at 181 West Winnipeg and it just aggravates me a whole lot. We got the new subdivision -- I live directly south of this planned thing. We got the new monstrosity complex of apartments. Our crime rate has gone up ridiculous. People are spray painting BLM on brand new fences. Somebody's car got tagged with BLM and somebody else tagged another fence. F COVID-19. Granted, these are probably kids, but that's all we are getting. It really aggravates me. I'm a native Idahoan. It's just so aggravating. Nobody ever touches down on pumping more people in. We don't have the infrastructure. I'm not just talking traffic, the water -- we are going to end up like California with no water all the time. It's just so aggravating. That's all I have got to say. Thank you.

Fitzgerald: Thank you, sir. We appreciate it. Madam Clerk, do you want to head to the person online.

Weatherly: I'm getting them in the speaking mode right now. Catherine, go ahead.

Fitzgerald: Catherine, can you hear us? Go right ahead, ma'am.

Cantley: Can you hear me?

Fitzgerald: Yes, we can hear you.

Cantley: Hi. My name is Catherine Cantley. I'm at 3007 South Alfani Way, much like many of my neighbors here that have talked. I think a lot of the great points that were brought here I respectfully agree with and I hope that you take those into consideration.

My only comment really is just that I hope that before you make a decision you really fact check all of the data that our developer has brought to the table when they say things like I'm under the -- we are under capacity for schools and so forth, I hope you look at those trends going forward. I hope you look at how much under capacity they are. There is a lot of development in this area as you know south of the highway and I just hope that you really look at those trends before you make a decision. We may be at or under capacity barely by one or two kids right now, but I guess I would just encourage this group to really look -- look at the trends to see whether or not in two years, in five years, in ten years we really truly will be under capacity for a lot of those developments and that's the only comment I really want to make. I respect your decisions. I just -- I really would really hope that you look at the data going forward, not just at the present time.

Fitzgerald: Thanks, Catherine. We appreciate you being -- participating tonight and giving us your opinion.

Cantley: Thank you. I appreciate it.

Fitzgerald: So, last call for anyone in the audience or online who would like to testify, please raise your hand.

Weatherly: Mr. Chair, we have two people raising their hands. Sir, you raised your hand first, so if you want to come up, please.

Howard: So, one thing kind of struck me as odd --

Fitzgerald: Sir, can you state your name and your address for the record, please.

Howard: 359 West Oroso. Steven Howard. So, we are living on the main street going through. There is already a lot of traffic. Kids -- don't even let them go out there. But -- so, she said that, basically, there is an acceptable level of traffic, but yet they are going to expand it to three lanes. That struck me as odd, because it's just -- it's not in the part of Victory Road where they are expanding. So, is it suitable for the traffic or is it not? I just -- that's just what I noticed. Thank you.

Fitzgerald: Thank you, sir.

Weatherly: We have one more in the audience that wishes to speak. He will come up in just a second when we are done getting cleaned up.

Fitzgerald: And I think you have one more online now.

Weatherly: Thank you, Mr. Chair.

Weimer: Hello. My name is Kurt Weimer at 3322 South Cobble Place. I'm in the Preakness Subdivision and primarily when I came here I was concerned about the traffic and also about the home values and thanks to my neighbors they brought up a lot of extra

valid points on why this should not be approved. My question -- how many projects have already been approved -- other than Preakness, CBH is building dozens of homes right next to me and, you know, it's all single family homes and, then, you get -- you have Timberline, you have L-3, and you are talking hundreds possibly homes -- how many more area is being built out as just single family homes and the effect that that's going to have on the traffic there, too. And that's my primary question. Thanks.

Fitzgerald: Thank you, sir.

Weatherly: Okay. Go ahead.

Schneidau: Hello. Peter-Mark Schneidau. 321 West Galvani Drive, Meridian, Idaho. 83642. Our backyard butts up against Galvani Drive and we have lived here for six years. I'm sorry. Against Victory. We have lived here six years. In six years we have awoken in the middle of the night to three accidents -- crashes on Victory Road. I just want to make sure that that's included in the record. Two cars going into the canal and one going westbound into a -- off the road there at the curve. It's -- it's a dangerous curve. It's -- that should be documented that the S curve there on Victory Road is not to be underestimated for its effect on traffic and I second everything else regarding the schools, regarding the exit from Strada Bellissima. I'm not -- I don't recall it being mentioned, but we should mention that if somebody was to try to turn left into the Victory Apartments on Victory Road, there is not a lot of distance between that proposed entrance and Meridian Road, so if it got backed up you could conceivably be -- have a green light on Victory Road on the other side of Meridian Road and not be able to proceed across the intersection on your green light, because traffic is backed up. Or, of course, you could also not be able to turn right from southbound Meridian onto Victory Road. There is just not a lot of distance there and we are trusting that people would not try to turn left into the apartment complex if that was the rule and that's all I have. Thank you for your time.

Fitzgerald: Thank you, sir. We appreciate you stating those points. Thank you. Is that -- do we have any additional raised hands or -- Commissioner Seal, you don't see anyone?

Weatherly: Mr. Chair, we have one more that would like to speak who is in person with us.

Fitzgerald: Perfect. Sir, welcome. Please state your name and your address for the record.

Edmondson: Yes. My name is Leif Edmondson and my address is 3086 South Silvertip Lane. I'm a little concerned, because the applicant -- they kept stressing in their presentation that there was -- the property planned is on Meridian Road. It's not even on Victory Road, that's where it's all going to happen. It's already bad now. It's going to get worse if they do this. Also I have another question for staff. Please do a little more research on the fire code. Yeah. A hundred and seventy units in a place that's got one entrance and an exit and if fire goes through there it's bad. I just -- you know, I can't

believe that the fire people would say, yes, to the plan. That's my biggest concern. Thank you.

Fitzgerald: Thank you, sir. We appreciate it. With that would the applicant like to come back -- Wendy, would you like to come back in and close. Oh, Chris is on sprint mode. Thanks, Chris.

Weatherly: Mr. Chair, Chris wants you to know he's got his step counter on, too.

Fitzgerald: I love it. He's running fast.

Shrief: Chairman, Commissioners, I wanted to wrap up a few points and also I have the -- the actual developer has been on Zoom and online and he -- Erik Pilegaard wanted to have a chance to testify and address a couple -- a couple of questions that came up and I -- I wanted to clarify the ownership issue. The -- the property is currently owned by an entity in Idaho Falls. My client, who my contract is with, is -- is actually the developer who is intending to purchase the property. He does not own the property now. It's owned by an entity in Idaho Falls. My client is -- has an option on the property and would like to purchase the property. But with that I want to let Erik Pilegaard, who is the developer of Little Creek, the enclave, I wanted to let him -- he wanted to have a chance to answer a couple questions. And, then, I would have an opportunity to wrap up after that. So, if we can get Erik online, he should be on there.

Weatherly: He's ready to go. He just needs to unmute himself.

Pilegaard: Thank you. Can you hear me?

Fitzgerald: Yeah. Erik, go ahead and state your name and your address for the record, please, and you are good to go.

Pilegaard: Perfect. Eric Pilegaard. 10981 Olana Drive, Truckee. Zip code 96161. I want to thank the Commissioners and actually everybody that's testified as part of the record, but I want to illustrate a few key points that when we designed this and we also design the other project, what is important to know is that we are designing this for family members, so we have no studio units, we have no one bedroom units. The entire project is made up of both two bedroom and three bedroom units for families. We create our own park off site with the swimming pool, the clubhouse, barbecue features and that's where they get to enjoy their community. The reason we selected this site from the previous owner is due to its location, its proximity to the intersection and main arterial. Single family homes are somewhat less desirable when you have a large intersection like that of 36 homes for homeownerships, so we are giving the community an option for -- if they don't want to purchase a home, but they can definitely rent and lease a home, they are up to -- you know, a year or two years are standard for some of our contracts. As we all know that the Ridenbaugh Canal is a dry feature come October until springtime. We agree that we should enhance that, because it is a nice feature, so we will talk about fencing and so forth. We would probably do some type of wrought iron fencing to protect

the -- you know, that quality of a feature. Our intersection across from the project, we are happy to match the island design for the crossing. We were told to locate it there, because we are roughly one thousand feet from the Meridian intersection. So, a lot of the concerns about, you know, a left turn in and a right turn, they are pretty fairly mitigated due to that distance from that intersection and that was the approximate distance that Wendy had provided. That's almost a quarter mile from Meridian Road. We are kind of bound by ACHD and the traffic for what they tell us to do. We don't try to dream these things up. We try to build good quality development that will represent the community for years going forward. As far as, you know, home values and pricing, these units for rental -- or actually I should say lease -- lease to family members in the range of about 1,500 a month. That's not cheap for the kind of quality developments that we try to do for the community and we have been very very successful on the enclave project and just for the record as well, the enclave project has two entrances, one on Wilson and one on Locust Grove, just -- just for the record. As it relates to the -- the access and ingress, all these units are -- have fire sprinklers, which is a new building code in the City of Meridian for these types of projects. So, every home -- every unit has a fire sprinkler in it and the Fire Department did require that emergency access if ever needed. So, that's -- wanted to clarify that response. We are located on a -- on a major arterial and we feel that it's a very very good location for some new community members to enjoy Meridian. I want to just thank Wendy for all of her time and effort and I want to thank staff for doing the research on the schools, on the traffic, that we fall within the guidelines for that. We don't -- we wouldn't consider going forward with a project if we didn't have staff's approval and we -- they have worked diligently and we worked diligently with them and Wendy has as well to build a -- a very good community. I just wanted to kind of close and say thank you for your patience and we hope you support the Victory project going forward. Thank you.

Fitzgerald: Thanks, Erik. We appreciate it.

Shrief: Mr. Chair? And if I -- if I can get a couple more minutes I just wanted to address some of the audience comments and do a little bit of a wrap up. I know we had a lot of discussion on traffic this evening. I wanted to read a section of the ACHD staff report and kind of emphasize where -- where we are at in the planning process. So, these are from the ACHD site specific conditions of approval and prior to listing their conditions, which are general, make this statement: This application is for annexation only. Site specific conditions of approval will be established as part of the future development application. So, I'm reading that, because I want to emphasize that -- that that's where we are at in the process. Right now we are planning for annexation. We have a concept plan and we are applying for our zoning, but ACHD, which is our agency which dictates our traffic and how we are going to pay for our traffic impacts, how we are going to start this project and deal with traffic in the neighborhood, that's -- that's their recommendation that this application is annexation only and that the site specific conditions will be established as part of a future development application. So, I just wanted to clarify that. I know we have a lot of discussion on traffic this evening. Again, what -- what we are applying for is our Comprehensive Plan designation. Previously, prior to your comp plan change, in Meridian you could actually request a step up. If you had medium density residential you could go in and as part of your zoning request to step up through the Comprehensive

Plan for R-15. That provision has gone away. I don't think it's a bad thing, but that's gone away in Meridian and what we are -- so what we are requesting is, essentially, what had been a step up on your previous comprehensive plan, the -- the -- the current property owner who is based in Idaho Falls, basically was -- was left out of the Comprehensive Plan update, they weren't aware that the process was undergoing. They had a number of properties all over the country and they missed out on the comp plan update. So, that's -- that was not my client, but that the current property owner missed out. I know I have several property owners I wrote letters for when you were under -- when they were undergoing the comp plan update and they missed out on that part of the process. But I think when we -- when we look at this area and whether it makes sense to have this Comprehensive Plan designation, again, we are on a principal arterial, Meridian Road, we are across the street from R-15 multi-family. We have light office to the north. Across the street on the corner we have a commercial land use and we are providing a buffer, essentially an R-15 -- and R-8 buffer where we adjoin single family. So, I think what we are proposing this evening absolutely makes sense and we will work through -- through the details in regards to traffic planning with -- with that conditional use permit and once we have our TIS in hand and ACHD can assess what our -- what our impacts are in the neighborhood. So, I know we had a couple questions about fire, which we -- we did address. We -- we will have sprinklers in all units and we will have a secondary access point for emergency access only. We had a number of neighbors who brought up questions regarding where the data on the schools had come from or from the traffic. This -- this data is all reported from agencies. That school data came from the West Ada School District and the assessment on the current level of service of Victory Road came from Ada County Highway District. So, this is not reported by the developer, this is -- these are from agencies as a part of our -- as part of the application process and -- and the links to that were provided through -- through the staff report. So, we -- we definitely are here to this evening looking for approval. I'm here for any additional questions and -- and in regards to the impact fees and kind of how that works, with a TIS with that submitted to -- to ACHD and that's required to be submitted to the highway district prior to even making an application for a conditional use permit or a plat to the City of Meridian, that document will be used to assess what our traffic impacts are and what fees we are going to pay for those impacts. So, that's -- it's not a fine, they have an equation for it, and it's a cost of doing business and that's -- it's assessed through Ada County Highway District. There are additional impact fees case to the city of Meridian also. But I'm here for any additional questions and, again, we are hoping for a favorable recommendation this evening.

Fitzgerald: Any questions for the applicant?

Shrief: Okay.

Fitzgerald: I appreciate your clarification on the highway -- or the ACHD report. I want to make sure we get that clear. Any questions for Wendy at this time? Thank you, Wendy. We appreciate it greatly.

Shrief: Okay. And, Chairman, Commissioners, again when -- during your discussion if you have any questions I'm happy to come up and discuss things.

Fitzgerald: Just to clarify, when we close the public hearing that's kind of the end of it. So, we will make sure nobody has questions before we close the public hearing.

Shrief: Okay.

Fitzgerald: Any questions for staff or for the applicant before we close the public hearing?

Schneidau: P.M. Schneidau. I am online and I have a question. I just want to make something clear --

Fitzgerald: Sorry, Mr. Schneidau, we -- the time for public testimony is over.

Schneidau: Okay. Sorry.

Fitzgerald: Team, anything we need to talk about with staff? If not, I would entertain a motion to close the public hearing, either way you guys want to move forward.

Holland: Mr. Chair, I move we close the public hearing and move to deliberation.

McCarvel: Second.

Seal: Second.

Fitzgerald: I have a motion and a second to close the public hearing for file number H-2020-0065. All those in favor say aye. Aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Commissioner Holland, does that mean you want to lead off or --

Holland: I guess I can.

Fitzgerald: I'm -- I'm happy to lead off if you want to, because I have some initial thoughts if you guys want me to go first.

Holland: Why don't -- why don't you go ahead, Mr. Chair. I will go second.

Fitzgerald: Okay. So, my -- and I kind of laid this out for Wendy a little bit. I -- I have concerns about that area and the road and I know we have to make sure we -- we stick to the Comprehensive Plan and code and those kinds of things, but these are one of those things where I think we may be getting into a hornet's nest of traffic problems that is a safety issue, which is part of our -- part of our Comprehensive Plan issue. One of the biggest things I have is we just finished the Comprehensive Plan and the future land use

map process and we literally just did it. I think the Council approved it and it was less than a couple months ago. It was -- it's -- it's recent and when we are asking the public to give us feedback and it goes through that long a process and spend taxpayer dollars to do it and, then, immediately we respond with a Comprehensive Plan and future land use map change, I have a challenge with that. That's my biggest concern is we just went through this process and I'm sorry they missed the date or they weren't -- the person involved in the process was not part of it, but I think that's -- it's a challenge when we set this process forward and we give everybody certainty about what we are trying to build there and two seconds later we immediately try to amend it and so that's my biggest heartburn with it. In addition to the snarled area that area seems to already be -- be surrounding. I think the two neighborhoods emptying out onto that spot and, then, having no -- like direction for the CIP to actually have traffic or that -- that road to be widened or an answer for that road until after 2030, that's not an okay situation, at least in my opinion. So, I would love to hear others and, again, I'm always up for being swayed other ways. I'm just -- this is a concern for me.

Holland: Mr. Chair? I had the opportunity to sit on the committee that reviewed the Comprehensive Plan and I know it's -- it's an involved process. They were working on it for a long time and I -- I would echo your same comments, it's really tough to come back with a newly adopted plan and -- and make changes to it. Certainly understand the applicant's desire there and I know that it's a really tough piece of property. For me when I look at planning and from my experience, yes, I agree that multi-family works really well along high traffic corridors, but it's also got to have a combination of several other things that go with that. One being that there is walkability to neighboring services, that there is safety of pedestrian pathways, those kind of things. So, you know, what we have done with Ten Mile makes sense for a lot of that, but in this specific area, if it was on a different intersection that was tied to Meridian Road it could be a possibility to work there, but I have a lot of concerns about access roads coming into the neighborhood. Same reasons you just stated as well. It's one thing to say it's right-in, right-out, but there are going to be people -- what would probably happen if they actually put a median in the road is that people are all going to go up and turn right on Stoddard and do an illegal U-turn and come back. So, I think that we will be creating some strain on some of our other neighboring properties that are around it. I appreciate the concept of them -- the conceptual plan of the multi-family developments that they presented to us. I think it looks like a great concept for somewhere in Meridian, but that specific piece of property to me is a challenge.

Fitzgerald: Comments? Commissioner McCarvel.

McCarvel: Yeah. I would agree with what's been going on. I mean that was -- you know, my question to the application right -- there is just -- that road just does not work. I -- and I understand -- I mean any other place I'm -- I would probably be okay with it -- of doing just a little bit of an upset, because being a medium density already -- I mean they could go in there and put a whole bunch of skinny, you know, R-8 housing in there with some pocket parks and, you know, that wouldn't fall in it, but --- and that's not always desirable either. So, the concept in general, you know, I like, it's just that corner and that access

there, we are just asking for trouble to have people lining up there to take a left, because -- I know. I avoid that -- I avoid that intersection if I have got to go west. I will go Overland or Amity every time. And I agree. I mean we did just do this Comprehensive Plan and I'm sorry that the owner lives somewhere else, but it was not a short process, this was two years in the making. There was plenty of time if they were interested. That's my thought. I just -- I think that whole section of road is a no go that -- I mean the only way I would be remotely in support of it is if it was conditioned that it had to go to three lanes upon occupancy. I mean it -- I think that's part of why we are here. You know, there is the dotting the I's and crossing the T's of a project, but, then, there is the common sense to it as well and we know how that -- I mean that road is just -- it's already dangerous.

Holland: Mr. Chair?

Fitzgerald: Commissioner Holland.

Holland: One more comment I forgot to make. So, I know that one of the last applications we looked that was close to this curve, I think we just reviewed it in our last meeting or the one before, they had a challenge with having enough frontage in front of the Ridenbaugh Canal to even do sidewalks off of Victory and so having connectivity for pedestrian access, it scares me on that corner for sure, especially when you have got a lot of residential and you are having a dog park and, you know, trying to encourage people to walk and bike and I just don't think it's the right spot for a dense project.

Fitzgerald: And I'm with you on that. I mean I think there is -- and you know me, I like density on hard corners, especially on major highways. I think that it makes sense there. I think there is just pieces of this that -- that don't add up and that -- that property to the -- to the west seems like it needs to be brought into this discussion before we get into our master plan, so the route going forward and where it ends up in on Victory Road there are all taken care of and so that's my -- my challenge with this and I think they did a great job of laying it out. I know it was a lot of work from staff and a lot of work from the applicant and so it's not that I don't like the project itself, I don't like the piece of property that we are trying to fit it into. So, additional comment?

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove.

Grove: I will echo a lot of what people have said. I, too, am in favor of density and diversification of housing in all the neighborhoods that give neighborhood a balance and also having the density, you know, close to major arterials. The -- the lack of like projection on where this road is -- with Victory is going to be with ACHD and what really concerns me in trying to put this in. I also like -- you know, the layout for the most part, but I feel like the project ends up being an island and doesn't improve connectivity in any way and that concerns me moving forward just with -- in terms of how -- how integrated it becomes with the rest of the -- the neighbors and, then, also just anytime we have, you know, larger developments in south Meridian schools are a major concern for me and,

you know, maybe with COVID changing how schools, you know, end up being enrolled and whatnot might make some changes, but for now, you know, I have some major concerns with how -- how that starts to impact the schools and not having a -- necessarily a roadmap on how to get out of that in the short term is also concerning, but I -- I have a lot of concerns with -- with the project, where it is and when it is.

Fitzgerald: Thank you, Commissioner Grove. Commissioner Seal, do you have some thoughts?

Seal: Yes, I do. I'm -- a lot of --

Fitzgerald: Go ahead.

Seal: I will echo a lot of what, you know, other Commissioners and the public have -- have already stated. I mean one thing that I will say -- because we are trying to speak to some of the positive in here and, you know, I do -- I like the layout that they came out with. I like that they are trying to, you know, essentially, blend in with R-8 style housing features that are there within, you know, adjacent properties and things like that. I -- I do agree that with as much of this property on the canal that -- I just don't see that they made the canal a feature. It's -- I mean it has a walking path next to it, but I think the -- a lot more could have been done with that. You know, again, the traffic concerns and all that are -- are very valid. I mean I -- it's almost worthy of, you know, more communication with ACHD, in my opinion. I mean I think if ACHD is going to continue to hand down that it's adequate and we are going to come back that it's not adequate, then, that leaves this piece of property landlocked, you know, at an impasse. So, I don't think that's fair to, you know, a person that's going to try and develop it or a landowner that is, you know, basically incapable -- or, you know, can't sell their land to be developed, because, you know, like we all know, there is -- there is a large demand out there for this. So, I was a little disappointed that -- I asked the question of R-8, that the answer was no. That's -- that's unfortunate, because I mean at this point without -- without the ability to, you know, come back and kind of reduce the density and trying to work on some things like that, then, I'm -- I'm at a point of denial on it and so -- I was going to say, Wendy's got her hand up, but the public hearing is closed, so --

Weatherly: Mr. Chair, Wendy is asking if she can request to be recognized.

Fitzgerald: Commission, I have a problem if we are -- but I'm not going to get into a back and forth, Wendy, in regards to how we are going to move forward. I -- if you want to do something that's going to be significant, that's fine, but we are -- we are not here to debate the project in the middle. So, if it's okay with the Commission we will open it back up to let everybody have some comments, if that's okay with you all. Any concern?

Holland: Mr. Chair, I think we would have to vote to reopen the public hearing if we were going to hear from the applicant.

Fitzgerald: Yeah. Agreed. That's my -- and that's up to the Commission. I can't reopen it, so I got to have a motion and a second and a vote. So, with that, Wendy, I'm sorry, I think we have already closed public hearing, so we appreciate it and let us keep deliberating and we will see where we go. And I can't hear her, so -- additional comments or thoughts? Commission Seal, I really appreciated your -- I do agree with you on R-8. I think, again, there is some -- some issues with regards to how they are going to exit that place without having a secondary access still for me, because I know that's not an easy fix right now and they are not going to get access to Meridian Road. So, I think without secondary access or a master planning with the neighborhood -- or the neighbor next door or that road being widened, it's very difficult to move forward. At least with the current plan. But always up for additional comment.

Holland: Mr. Chair?

Simison: Commissioner Holland.

Holland: My last comment is I know we -- right now we are not looking at the concept plan, we are not looking at the multi-family, they would have to come back to us with whatever that request is later. We are solely looking at the request for a comp plan change into the annexation and, in my opinion, from what we have heard tonight, all of the things that we have deliberated, those two things, regardless of how the site plan would lay out, would cause the same chances regardless of what layout they come back to us with for an R-15 zone, so I don't know if we are ready for motions and that, but I certainly could try to throw something out there and I want to say I think that the team has done a great job and I know the firm did a nice job putting together a great layout that we think is, you know, could be an exemplary concept for multi-family projects. I think it's just a tough piece of land in -- in the area and I hope that they can find another piece to do this concept better and in a different spot.

Grove: Mr. Chair, could I --

Holland: And they can put -- and they still try to take this forward to Council. Yeah.

Fitzgerald: Yeah. Absolutely.

Holland: Go ahead.

Fitzgerald: It's a recommendation only, so they have an opportunity to go present to Council and maybe there is -- the people who get paid the big bucks -- and I give them a bad time, but the ones that have the names on a ballot and are not appointed volunteers get to make the judgment calls. We are here to make sure that it meets code and -- and Comprehensive Plan and -- and those kinds of things and we just went through a comp plan and that's kind of where I come from, but Commissioner Grove.

Grove: Mr. Chair. I was just going to say one last thing in terms of -- I -- I -- if they could answer some of the things moving forward in terms of connectivity, it would make the

project a lot easier to discuss. So, I think they have to address that in some way, shape, or form at some point.

Seal: Mr. Chair?

Fitzgerald: Appreciate that, Commissioner Grove. Commissioner Seal.

Seal: Yeah. And -- and on that I mean we are -- you know, again, I hate -- well, I don't hate to beat up on ACHD, I do it all the time, but I mean we are -- that's the impasse that we are at is, basically -- I think without the track -- the traffic improvements, then, this piece of property is going to be a no for almost anything that would want to try and develop there because of the safety issues involved. Like Commissioner Holland -- I believe it was -- no, it was Commissioner McCarvel brought up that -- I mean in the last application that we looked at, I mean they couldn't even build a sidewalk along the road, because of where the canal is and how closely the road is to it. So, trying to have, you know, adequate turn lanes in there for this is something that's just -- I mean it -- there is almost no way they can possibly do it with the amount of land that's around it with a canal placed where it is, so, you know, again, what -- whatever we send to -- to City Council -- hopefully, we can phrase it in such a way that encourages them to, you know, have staff work with ACHD in order to provide some kind of solution, so that we can, hopefully, move forward with this spot of land in the future.

Fitzgerald: Appreciate that. And I think -- yeah, no, I think that's a very -- very good counsel. Commissioner Holland, did you have a motion or a thought that you wanted to move forward with?

Holland: I could certainly throw it out there and I would just make the comment to you that, you know, if they wanted to work with that landowner that has the five acres and see if there is some way to connect in with that other neighborhood and do a more mixed use concept there that would fit better, I think it would be an easier concept to look at, but even still I think the R-15 is going to be a stretch for them on the site in the comp plan change, so with that, after considering all staff, applicant, and public testimony, I move to recommend denial to City Council of file number H-2020-0065 as presented during the hearing of August 20th, 2020, for the following reasons: That the city just adopted a new Comprehensive Plan and we feel it's too soon to make significant changes. That there are some roadway challenges that don't seem to be in the immediate future for reconciliation with ACHD and Victory Road and that we believe that the density might be too high for the surrounding uses.

Seal: Second.

McCarvel: Second.

Fitzgerald: Motion and a second to recommend denial of File No. H-2020-0065, Victory Apartments. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Appreciate the work of the team on this and we will move on to the next item on the agenda. And thank you to the public for your participation this evening. We really appreciate it. Next item on the agenda is a public hearing for Pearson Subdivision, H-2020-0075, and we will start with Joe in the staff report.

Seal: Mr. Chair? Could we do a --

Fitzgerald: Go ahead.

Seal: Could we do a quick break while they are --

Fitzgerald: Yes. That sounds great. We will take a five minute bio break and we will be back in five and be prepped for the next --

Seal: Thank you.

Fitzgerald: -- discussion. Thank you.

(Recess: 8:40 p.m. to 8:45 p.m.)

7. Public Hearing for Pearson Subdivision (H-2020-0075) by Melanie Pearson, Located at 175 W. Paint Horse Ln.

A. Request: A Combined Preliminary and Final Plat consisting of 2 building lots on 3.98 acres of land in the R-4 zoning district.

Fitzgerald: Mr. Seal, thank you for the break idea. That was great. So, we will open the public hearing on 2020-0075, Pearson Subdivision and, Joe, I will turn it over to you.

Dodson: Thank you, Mr. Chair. Can everybody hear me all right? Okay. No objection, so let's move forward. This project before you consists of 3.98 acres of land currently zoned R-4 and specifically located at 175 West Paint Horse Lane. To the west and south is City of Kuna area of impact, as just discussed, and directly to the east and north is existing R-4 City of Meridian zoning. Uses appear to be county residential in all directions and/or some agricultural land. The subject application is proposing to subdivide one four acre lot into two lots for the purposes of allowing the current owner of the parcel to deed the new lot over to her daughter, so that her and her family are close by and this does include helping raise Mrs. -- Melanie, Mrs. Pearson's newborn child, or soon to be. The subject property was annexed in 2015 as part of a larger annexation in south Meridian. There is an existing development agreement associated with the original annexation and this property and this application constitutes development under city code. In reviewing the existing DA the applicant needs to apply for a development agreement modification prior to the City Council hearing for this combined preliminary/final plat. For the existing DA, the first modification is at no cost to the applicant. The reason why they did not apply

with one with this was, frankly, a staff oversight. I originally told them that they did not need to and after reviewing the DA in more detail, the existing DA, I had found that they do, in fact, need to apply for one. The subject application has also received city engineer and Public Works director approval for a utilities waiver to not connect to city services at this time due to services being more than a half mile away. Staff finds that making a singular property owner pay for extending city services for a two lot subdivision is neither fair, nor necessary at this time. Central District Health has also approved for an additional temporary well site and septic system. This fact further diminishes any concern staff has with the applicant's application regarding water and sewer services. As noted, there is an existing single family home on the subject property that is not connected to city services. This property, along with nearby properties, again, was annexed in 2015 and they were not required to connect to city services at that time, because services were not available. This situation has not changed for this area of south Meridian. However, when services do become available in Meridian Road, the applicant will be required to connect to them as conditioned in this application and in the existing DA. Access to this development is proposed via an existing private lane, West Paint Horse Lane. ACHD is not requiring any public road dedication due to the access not being changed. The subject application does not warrant a public road or road improvements at this time, according to ACHD. In accord with the existing access, UDC 11-3H-4 requires that an existing state highway access as -- if an existing state highway access has an increase in intensity that is to be removed upon development or dedicated to ACHD and be constructed as noted on the master street map. Paint Horse Lane is shown as a future collector roadway on the master street map, but the addition of one single family home does not warrant the construction of a collector roadway at this time and with the DA modification the applicant needs to apply for prior to City Council new DA provisions will address this and ensure any future development meets the required development standards. Staff and ACHD find that the existing private access is sufficient for one additional single family home. Because other properties -- other abutting properties are not redeveloping at this time, there is no feasible way for the applicant-owner to comply with those requirements in 11-3H and take access from anywhere else. In addition, adding one home does not create sufficient traffic to warrant construction of the collector roadway. However, staff understands that should anymore intensive redevelopment occur on site or on those surrounding properties, the access will -- will need to be evaluated for compliance with these requirements. Staff is recommending DA provisions be added with the modification application that requires a future collector street consistent with the master street map if or when this or adjacent properties redevelop with more intense uses consistent with the mixed use regional future land use designation that exists in this area as noted. And I didn't put that on there. But the whole area around here is mixed use regional future land use. To summarize, the subject application is proposing to subdivide a four lot acre -- a four acre lot, I apologize, into two lots for the purposes of allowing the current owner of the parcel to deed the new lot over to her daughter. Staff does not find that the city loses anything by approving this application and understands that this area may not redevelop for quite some time. Staff recommends approval of the subject preliminary final plat per the conditions of approval in the staff report and I will stand for questions.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal. Commissioner Seal, go right ahead.

Seal: A couple questions for -- where they are really questions just for the -- is there a time frame -- an approximate time frame when services will be available to the area? If so, what would their proximity be and what's the cost attached to city services?

Dodson: Commissioner Seal, Members of the Commission, the closest services are about a mile away up Meridian Road right now. I do not know the costs for that, unfortunately. That was not part of the discussion. Public Works has not told me that or the applicant. Developmentwise, it is coming, but it -- it's not coming very quickly in this specific area. As you have probably seen with other development and you can see on our plan development map here, there is -- this is approximately half a mile square, half a mile, and there is nothing within that right now. So, I would assume that it's going to be years before services are close by.

Seal: Okay. Thank you.

Dodson: You are welcome.

Fitzgerald: Thanks, Commissioner Seal.

Holland: Mr. Chair?

Fitzgerald: Any additional -- Commissioner Holland.

Holland: If it's helpful for Commissioner Seal's question, I know we estimate in other cities that it takes about a million dollars per mile for extending services, so it would be a significant chunk, especially at a major corridor. If that helps.

Fitzgerald: Any additional questions for staff? Commissioner Seal, did you have any follow up?

Seal: Just -- the question was more based around the property owner. I mean they are -- they are -- it looked like they are going to sink a significant investment into the second property to put a well in there and if -- even in the next five years city services get to that and they are required to establish connectivity to that at a cost, then, you know, just want to make sure that the property owner is well aware that that is actually something that could happen sooner rather than later and that there is a, you know, probably a pretty big cost associated with it.

Fitzgerald: Appreciate the input and I think that's a great call. Eyes wide open is always better. Any additional questions for Joe? Would the applicant like to join us, either online or in person.

Weatherly: Mr. Chair, the applicant is online and, Melanie, if you want to unmute yourself you can have the floor after stating your name and address.

Pearson: Hi. I'm Melanie Pearson. 1717 North 7th Street, Boise. 83702. I don't have any additional comments.

Fitzgerald: Ms. Pearson, just -- everything that kind of -- Mr. Seal put forward, you guys are aware as you are drilling a well or putting in a secondary well and there could be sewer and water at your door down the road not very long, you guys are aware of that; right?

Pearson: We are aware. Yes.

Fitzgerald: Any questions for the applicant? And, Ms. Pearson, you guys are all in agreement with the staff report; correct? There was no concerns you had?

Pearson: Correct. We are in agreement.

Fitzgerald: Okay. Perfect. No questions for the applicant? Perfect. With that, Ms. Pearson, thank you for being a part of tonight and we will probably close the public hearing and, hopefully, get this wrapped up quickly. Is there a motion out there for a -- to close the public hearing?

Weatherly: Mr. Chair?

Fitzgerald: Oh, yeah, we do need to see if there is public. Sorry.

Weatherly: I just wanted to note there is no public testimony for this.

Fitzgerald: Thank you.

Weatherly: You are welcome. I didn't -- I didn't see anyone in the audience. I think Commissioner Seal and you guys are alone now. I didn't see anybody in the attendance side. So, thank you for clarifying. I was trying to go too fast. With that, there being no public testimony and there is nobody online that wants to raise their hand, could I get a motion to close public hearing.

Seal: So moved.

Grove: Second.

Fitzgerald: I have a motion and a second to close the public hearing on H-2020-0075, Pearson Subdivision. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Any comments, concerns, thoughts?

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: I would be in support of this. I don't see any issues with it. We are not adding much of anything, you know, except the one house, so I -- I just don't see a problem with it. They are going in eyes open, so -- when utilities might be there, so --

Fitzgerald: I'm with you. I think if we were in other cities around the valley this would be a lot line -- a one -- one time split and not a development, so -- we don't have that function in Meridian, but I know Boise and Eagle do that, and Kuna may as well, but this is just some family carving up their land for their -- for their family. So, I have no problem with this and with them being aware that they are to hook up when the sewer gets there and water gets there, then, I think we are good to go. Additional comments or motion? Commissioner Seal.

Seal: I will take a stab at a -- at a motion here. So, after considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of file number H-2020-0075 as presented in the staff report for the hearing date of August 20th, 2020.

McCarvel: Second.

Fitzgerald: I have a motion and a second to recommend approval of File No. H-2020-0075, Pearson Subdivision. All those in favor say aye. Any opposed? Motion passes. Thank you all very much. And, Ms. Pearson, good luck. We hope your process goes well.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

- 8. Public Hearing for Modern Craftsman at Black Cat (H-2020-0022) by Baron Black Cat, LLC, Located in the Northeast Corner of N. Black Cat Rd. and W. Chinden Blvd. (SH 20/26)**
 - A. Rezone a total of 23.63 acres of land for the purpose of reducing the C-C zone from approximately 8 acres to 4.42 acres and increase the R-15 zone from approximately 15.1 acres to approximately 19.2 acres.**
 - B. Short Plat consisting of 2 building lots and 2 common lots on 21.59 acres of land in the C-C and R-15 zoning districts.**
 - C. Conditional Use Permit for a multi-family development consisting of 196 residential units on 20.13 acres in the R-15 zone.**

D. Modification to the existing development agreements (Inst. #'s: 106151218; 107025555; 110059432; and 114054272) for the purpose of removing the subject property from the boundaries and terms of previous agreements and enter into a new one, consistent with the proposed development plan.

Fitzgerald: Opening up the final item on our docket tonight is -- is Modern Craftsman at Black Cat, File No. H-2020-0022. You all may recall -- and I think most of us, if not all of us, were here when this came before us before. What we requested at that time was that any testimony that is brought -- we focused in on the commercial side and on the request that we made, the changes in the requests that we brought earlier. We requested that -- a continuance for it, so will hopefully keep that narrow this evening, if there is any public testimony, we would like to keep it narrow and to the -- the changes that were made to the project. So, with that let's start with the staff report and I will turn it back to Joe.

Dodson: Thank you, Mr. Chair. So, as Mr. Chair had said, this is continued from the July 9th hearing and it was for the purpose of the applicant to review amount -- the amount of proposed commercial on their site. So, I -- I don't want to rehash everything, but I will do just a brief overview of the project again and, then, I will go into what they did change. So, the applications that are being applied for are a rezone, short plat, a DA mod, conditional use permit and, then, for staff's side of it, private streets and administrative design review. The site consists of approximately 23 and a half acres with existing C-C and R-15 zoning located at the northeast corner Black Cat and Chinden Boulevard. Adjacent land uses are R-4 and R-8 to the north, C-N zoning and future church site to the east. Chinden Boulevard abuts the site to the south with residential and a small portion of L-O on the south side of Chinden. North Black Cat abuts the site to the west with C-C zoning and future commercial planned on the west side of Black Cat north of Chinden. The future land use designation out here is mixed use community. So, they are -- the changes that were made since the Commission hearing on July 9th were concerning the limited amount of commercial development that was proposed as part of the project. In response, the applicant has submitted revised plans to Planning staff, which has resulted in a number of recommended changes to the conditions of approval and development agreement. Some of the main points are as follows: The C-C zoning increased from 2.2 acres to 4.2 acres and now includes that area containing the clubhouse. The clubhouse incorporates offices that residents may run out and use for their home businesses or meetings, adding approximately a thousand square feet of leasable space. The applicant added 5,070 square feet of vertically integrated commercial square footage for the building here, which is along Black Cat. The corner commercial building on the southwest corner here is proposed as a two story structure in this site plan, with parking below the first level of one half of the building. The two story variation allows the building to have up to 19,450 square feet of commercial space, which staff fully supports, versus a one story concept. The total commercial square footage proposed for the site is now approximately 27,000 square feet. With the increase in commercial square footage staff finds the site can accommodate smaller scale, more neighborhood serving commercial uses to serve area residents as discussed by the -- by the -- as discussed and envisioned by the comp plan and discussed with public testimony at the previous hearing. The

applicant did respond to my staff memo with a request to remove one of the recommended conditions of approval regarding the corner commercial lot being two stories only, not the one story concept. Staff does recommend approval of the requested applications still, with the DA provisions and the updated conditions of approval in my staff memo and I will stand for questions.

Fitzgerald: Joe, thank you very much. Are there any questions for staff?

Seal: Mr. Chair?

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove, go ahead, sir.

Grove: Joe, so let me just -- that last point that you made, they want to have it removed from the condition, but still build two stories. Is that what they are asking? I guess I was confused on that last piece.

Dodson: Commissioner Grove, I apologize. So, one of my requested -- or recommended new conditions is to require that the -- this corner building be built as two stories and the applicant would request that that condition be removed, so that they can choose whether one story or two stories is appropriate.

Fitzgerald: Thank you for that information, Joe. Commissioner Seal -- or, Commissioner Grove, did you get everything you needed? Yeah. Commissioner Seal, go ahead.

Seal: I had the same exact question. Thank you.

Dodson: Mr. Chair?

Fitzgerald: Joe, go ahead.

Dodson: Just to -- something that I did forget to mention. With the increase in the C-C zoning there is an automatic 25 foot buffer between uses and so between the C-C zoning and the residential R-15 zone that may create an issue between the clubhouse and this area here. That is something that I did not note in my review. It is likely something that the applicant can request a reduction in from City Council, but I did want to put that on the record that that is something that they will have to do moving forward going to City Council.

Fitzgerald: Thank you for that clarification as well. If there are -- I don't see any questions -- additional questions for Joe. Is the applicant ready for us? Hello. Welcome back and, please, state your name and your address for the record for, please, and the floor is yours.

Johnson: Mr. Chair, I think they are just loading a presentation.

Fitzgerald: Perfect. Thank you.

Nelson: Adrienne, it's not letting me control it. Okay. Okay. Thank you. Good evening, Commissioners. My name is Deborah Nelson. My address is 601 West Bannock Street in Boise. I'm here tonight on behalf of the applicant. Tonight with me Matt Riggs, Jeff Riggs, and Greg Hector of Baron Properties, as well as our planner Kent Brown. I'm going to make a very brief presentation and, then, we are all available to answer any questions you may have. Starting with our updated site plan, in response to the Commissioners' comments that we heard at the last hearing, we have provided these updated plans to expand the C-C zone and add new commercial and mixed uses. Just in the briefest of overview, since Joe just covered this, we extended the C-C zoning north along Black Cat. We removed the townhomes that had been there along Black Cat and replaced them with a new vertically integrated product. We kept the commercial pop up and we redesigned the commercial corner lot. The resulting C-C zone size is 4.23 acres, up from 2.26 acres. We received a comment letter just today into the record from a neighbor questioning about the uses that are within or outside of the C-C zone, specifically asking about the dog park and the clubhouse, and so wanted to address that. The dog park is actually outside of the C-C zone that we have proposed. The clubhouse is inside of that zone. Both of those uses could be in. The C-C zone allows and encourages a variety of uses, including allowing with a conditional use permit multi-family residential. As a result, all of the uses that we are proposing with this development could occur without a rezone application. The reason we have a rezone application is really an outgrowth of early discussions with staff before we filed the application or city staff had a preference to reduce the C-C zone to circumscribe the principally nonresidential uses and we were fine with that. With this change and the request to add more opportunity for commercial uses, we have kept that same theme where we have drawn the C-C line around the principally nonresidential uses. The location of the clubhouse was also an outgrowth of our discussions with staff. Through iterations of the site plan staff requested that we move the clubhouse to this location, so that it created better integration with our commercial uses. It's really oriented around the plaza that they also encouraged and we really like the result of that layout as well. The comment letter that was received today also questioned the size of this C-C zone. At the last hearing there was a fair amount of commentary about this and, Commissioner Holland, you suggested that four to five acres would allow multiple users to site on one location, creating positive synergy between them. We have created exactly that space for not only multiple uses, but a variety of uses. We have space for six live-work units, four pop-up units, plus the corner commercial lot with a building that can accommodate multiple commercial uses as well. So, this isn't just more commercial space now, it's also innovative space that can incorporate a number of different types of uses. We have provided renderings for each of these spaces and I just want to walk through and show some of them. Starting with the main entry in the clubhouse, as you enter the main entry you come right upon the clubhouse. This provides extensive amenities for our residents. Specific to the discussion tonight those amenities include over a thousand square feet of office space, including three enclosed offices that can be reserved for a fee and used for meeting space by our residents. So, an architect or an attorney or anyone who decides that they want to work at home also has space where they can go and meet a client. In addition, in this clubhouse, but not included in

our thousand foot office space that we described, are the offices for our employees. We added a new vertically integrated residential product along Black Cat with six units and over 5,000 square feet of usable ground floor commercial space below the second story residential. It has an attractive facade to both Black Cat and to the internal site as well. We anticipate longer term leases here than in the pop-up commercial that we will discuss next. It could even accommodate larger users if they want more than one bay here. Across the landscaped plaza from both the clubhouse and that vertically integrated building we have our commercial pop-up building that has four units and 2,500 square feet of commercial space. We call this a pop-up commercial, because it allows a variety of smaller commercial uses, but don't mistake this for a temporary structure, this is a permanent building, not a booth at a Saturday market. It's the uses that are pop up. We envision short-term leasing with something perhaps as short as a weekend event or a month long exhibition or seasonal uses or perhaps startups, such as for a restaurant that wants to try out new concepts or, Commissioner Seal, you suggested something along the lines of BSU's think tank or a business generator. These are the types of exciting uses that we think could site here in this building and, then, we have our commercial corner. We redesigned this corner based on feedback at the last hearing raised by staff and the Commissioners about parking. We also proposed building concepts to illustrate how this site can create a striking commercial presence on this signalized corner, while also opening up and integrating internally to the site. We propose two concepts, a single story and a two story. The amount of usable commercial space between those two concepts doesn't actually vary very much and the reason is because the additional second story requires additional parking that, then, in turn, eats up some of the space. We have designed this nicely to incorporate some of that parking underneath, so that you don't end up with a sea of surface parking. The resulting range between the two options is 13,000 to 19,500 square feet. Here you can see the single story concept as well. And now I would like to ask the clerk -- we will pause here and -- and if we could play a video that we have got proposed. At our last hearing you saw a fly through the whole project and now we have got a fly through just of this C-C zone area and as updated with this submittal.

Weatherly: Mr. Chair, Chris is pulling that up at his office desk, so he's going to share it as soon as he's able to pull it up which will take very momentarily.

Fitzgerald: Thank you.

Nelson: Is it possible to play the sound?

Weatherly: Chris, we can't hear the sound.

Nelson: Not a problem. It's just music.

Weatherly: Zoom challenges.

Nelson: That's okay. Envision your favorite song playing now, Commissioners. With that, Commissioners, we appreciated the comments that -- that you made at the last

hearing that were supportive of the overall layout here. We believe this expanded C-C zone and the new features, such as the vertically integrated residential product and the redesigned commercial corner lot, have been responsive to your comments. We appreciate staff's continued support and work on this. It's been a long process and we appreciate everything they have done with us. We are in agreement with all of their recommended conditions, except the one that Joe mentioned, the 1-I, where we are just asking for flexibility to use either the one story or the two story concept on that corner just so that we can respond to market conditions and demands. The Baron team is super excited to bring this unique community to Meridian. We ask for your approval tonight and we would stand for any questions you may have.

Fitzgerald: Thanks, ma'am. A quick question I have is -- there are two, actually, to start off. One is I really like the two story and -- and is there a reason for the latitude? I understand the market conditions, but I think we were asking for as much commercial space there as we could make work and so including the clubhouse piece, I know you said there is offices in there, so I got a couple questions around that. Is that kind of like a we workspace, short term leases? How do you make that work?

Nelson: Chairman, great questions. So, the space inside the clubhouse could be very flexible. We anticipate that that could be by the day, by the week, by the month, just as the demand warrants and so if somebody just has a quick meeting they need to do with a client, they could accomplish that without reserving the space for an entire month. They may have a project that requires more time and so they could reserve that and pay for it for longer.

Fitzgerald: Okay. That helps me there. And how many offices are in that space? It's two, is that right?

Nelson: Chairman, the space that we described in that thousand square feet -- it's over a thousand square feet is three enclosed offices. In addition to that we didn't even count the offices for our employees, which, of course, is appropriate within the C-C zone as well, because it's just an employment base.

Fitzgerald: Okay. That helps me. And, then, the last question is -- was there any thought of taking that live-work space -- live above commercial space all the way down Black Cat? Was that ever a consideration?

Nelson: Chairman, I will -- I will do my best to answer that and these guys can tell me if there is more to it. I think that we fit really as much as was reasonable to fit there from a site plan standpoint with the roads and the utilities and the open space requirements. I think that that was what made sense there. I think it also was an attractive facade feature trying to respond to comments about the neighbors, about two story along Black Cat, but also to provide a building that oriented well to the inside and so I think there was a lot of balancing going on there.

Fitzgerald: Okay. And, then, any comment about -- if we wanted to limit it to two story, would that be a concern to you guys, because I think we -- I really like that look, but I was -- any thoughts on limiting it to only true story and keeping that requirement in there? Is it -- besides market conditions only?

Nelson: Yeah. Chairman, thanks for the opportunity to comment on that. Certainly what we are here to ask for tonight is for your approval and so if the Commission is, you know, set on approving it only with that condition, then, we would take that and like to proceed on to the Council and we understand. If you would consider removing that condition, we are asking for that for -- yes, for market flexibility. There -- it really is -- we want to make sure this is viable commercial that gets filled quickly and is actually used. We don't want to have a vacant lot. We want this to be useful and activated and have a real presence and if the market is dictating a single story to accomplish that, then, we want to be able to respond to that. Both buildings -- we tried to design both buildings to create the same features we heard from you. There was discussion at the last hearing about asking for that corner presence that was visible from Chinden and so we tried to create that dynamic with a signalized light there. We think that corner shaped building provides a lot of opportunities. And, then, oriented to the site, either way it looks really nice from the inside and can accommodate multiple uses. So, with the range being from 13,000 to 19,500, you know, we are not talking about a significant change in the available square footage total for the site, but it gives us a whole lot of flexibility. So, that's why we have asked, so I appreciate the opportunity to comment on it.

Fitzgerald: Thank you very much. Andrea, I have one quick legal thing I forgot to disclose. I live in Spurwing and I want to make sure my counterparts on the Commission are aware and if they would like -- I feel like I'm being impartial. I proposed this at the last hearing, but I wanted to make sure I was -- I did that on this hearing, too. So, is there any concerns of me continuing to be a part of this process. Sorry, I should have said that earlier. Apologize for that.

Pogue: No concern.

Fitzgerald: Okay. Any Commissioner concerns? Okay. Thank you. I had forgot to disclose that and I apologize to the applicant I didn't disclose that earlier. Additional questions for the applicant?

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: Just a couple of questions on the -- the leasable space that's within the clubhouse, is that open to the public to lease or is that only tenants?

Nelson: Mr. Chairman, Commissioner Seal, those spaces within the clubhouse will be open to residents only.

Seal: Okay.

Nelson: Just like in the live-work building, there will be residential units that are just private spaces. There is a mix here.

Seal: And, then, the 25 foot buffer between the clubhouse and the residential space, how are you looking to address that?

Nelson: I think we will just have to work with our engineer and see how -- how we can accommodate that and, if not, as Joe pointed out, I guess we will be asking the Council to address that. That was news we just learned this evening.

Seal: Okay. And, then, would that be -- if they couldn't address it completely, would that be an alternative compliance?

Dodson: Commissioner Seal, Members of the Commission, my understanding is that it is a waiver by City Council to reduce the required buffer. My opinion, if that matters in this instance, is that they would likely have a good case for that considering it still mixes well and it's not a -- the vertically integrated building isn't butting up against the residential, it's -- it's the existing clubhouse and the plaza that would have been there anyways, so -- but that would be a waiver from City Council.

Seal: And a follow up to kind of tie the whole thing together. So, the clubhouse still qualifies as open space or does it not qualify as open space, because it's in the commercial portion of it.

Dodson: Commissioner Seal, regardless of the zoning of the use -- you have a good question. I believe it should still be open space. I did notice on the revised open space I did count the commercial, the -- what they are calling the pop up, which is not qualifying, because it's just commercial, but that's a small area compared to the clubhouse, but all that plaza and the clubhouse area would -- should still count for open space.

Seal: Okay. Thank you.

Nelson: Mr. Chairman, may I address that as well?

Fitzgerald: Go right ahead, ma'am.

Nelson: Thank you. Commissioner Seal, that's right. It does still count as qualified open space and an amenity and as I mentioned earlier we didn't even need to rezone. That could have fallen within the C-C zone earlier, that -- that use would be appropriate there and it still would qualify the same way.

Seal: Okay. Thank you.

Fitzgerald: Thank you, ma'am. Commissioner Seal, did you have any additional follow up or are you good?

Seal: I'm good. Thank you.

Fitzgerald: Commissioner Holland, go right ahead.

Holland: I don't really have any questions per se, but I do want to thank -- thank you for your consideration of our comments last time and it looks like you have done some great work in increasing it. I'm much happier with the four to five acre commercial than I was with the two acres, so appreciate that. The only other thing I remember we talked about a little bit was the frontage off of Chinden backing up to some of the residential units and I know we are not really here to discuss the residential as much, but where there would be a break in -- in fencing or berming to kind of open back up to that commercial, can you talk about that transition a little bit?

Nelson: Mr. Chair, Commissioner Holland, we did preserve the community garden in that location to create that spacing between the commercial corner and the residential uses and as far as the break I may have to get some input on that. Is our berming consistent across? Okay. So, it is consistent across, but we can place our trees carefully to make sure you have got visibility there, but also creating some buffers.

Holland: Thank you. I appreciate it.

Dodson: Mr. Chair?

Fitzgerald: Go right ahead.

Dodson: I just wanted to -- this is Joe. Staff. Just want to clarify that as well. The berm would stop at roughly where that C-C zoning begins and the residential stops. It wouldn't -- the berm will not continue in front of the commercial buildings, just to be clear on that, and that is, one, because of the zoning there does not require a berm along Chinden, but the residential does and also that would defeat the purpose of the visibility that we would want for a commercial use on the corner as well.

Nelson: Thank you, Joe. And Kent is nodding as well, so I just relayed that improperly.

Fitzgerald: Thank you for the clarification both of you. That helps. Is there any additional questions for the applicant? Ma'am, thank you very much.

Nelson: Thank you. Appreciate it.

Fitzgerald: And if there is opportunity -- if there is public testimony we will have you come back up and close. We will let you close either way, but -- is there public testimony, Madam Clerk?

Weatherly: Mr. Chair, two people signed in online. One indicating a wish to testify, but I don't see them attending online, nor do I see them in the room.

Fitzgerald: Okay. If there is someone who would like to testify online, please, raise your hand and I don't see any attendees currently. Is there anyone in the room who would like to testify? And give the high sign to Andy -- or Commissioner Seal.

Seal: Nobody else in the room.

Fitzgerald: Okay. Mr. Brown, anything you would like to -- okay. Well, is there -- did you have any closing remarks you would like to make before we deliberate as a group?

Nelson: Chairman, Commissioners, if I could, just a couple of very quick comments at -- we appreciate your consideration of these plans and we -- as we said before, we feel like we have tried to be very responsive to the specific comments we heard. We also just want to remind you that the original support we had from -- from staff was really looking at not just this site, but all of the surrounding commercial uses and we think that they still are complimentary of what we are providing here. So, while we are bringing in all these opportunities for neighborhood uses, neighborhood commercial and office uses, we still have, of course, the Fairbourn across the street, the Central Valley Plaza down the street, we have got Costco nearby, we have got areas that are zoned and designated in your comp plan to have commercial and mixed use -- even mixed use regional on the southwest corner of this site. So, we have got the church, of course, we have got significant nonresidential and commercial uses around you. So, we have tried to find that balance again of trying to listen to what you wanted here, but also appropriately looking off site as is -- as is called for in your Comprehensive Plan as well. So, just those additional comments and would stand for any other questions that you have.

Fitzgerald: Appreciate that. Are there any additional questions? Are there any addition questions? Seeing none.

Nelson: Thank you.

Fitzgerald: Appreciate the input. Thank you so much. Can I get a motion to close public hearing?

Seal: So moved.

McCarvel: Second.

Fitzgerald: I have a motion and a second to close public hearing on H-2020-0022, Modern Craftsman at Black Cat. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Okay, team, anybody want to lead off?

Grove: Mr. Chair, I will jump in real quick.

Fitzgerald: Go ahead, Commissioner Grove.

Grove: I appreciate what they have done to make adjustments to this and they have listened to our feedback and it -- it looks a lot better, even from just a -- like a simple landscaping piece on that hard corner for Chinden and Black Cat it looks better. I definitely would be in favor of keeping it two stories, just to really give more character, especially as people are driving down the highway in that section of town and I think -- I mean as far as the two stories, it's -- to me it's almost as much esthetics as it is function to a certain extent. I think, you know, having more commercial space is great, but I think it makes it look a little bit more enticing for an overall project. But I appreciate them also doing the mixed use on Black Cat there. It's a good addition to their already interesting product, so --

Fitzgerald: Commissioner Grove, I -- I agree with your two story comments as well. I think it -- it sets off that corner and makes it look -- it kind of -- it appeals to me that that hard corner has that two story building with parking underneath and I -- that's how I -- I love parking underneath. I think it's useful use of space. But, Commissioner Seal, did you have a comment or did I hear that incorrectly?

Seal: I can -- I can go ahead and go.

Fitzgerald: Okay. Sorry, I just -- I thought I heard your voice.

Seal: That's okay. I mean the -- the project as a whole I really like it. I like the concept that they came up with for the multi-family units that are there and, you know, I know we have hashed that out, but I want to make sure that we, you know -- I mean to me that's the -- the really exciting part of it. You know, the commercial piece of it, I definitely -- you know, your remarks about the parking that's underneath and as far as that being commercial space, I think somebody's going to gobble that up pretty quick with that parking being available there. You know, parking is always an issue and if you take care of that right out of the gate, then, somebody's going to come in there and want to grab that up for sure. So, I do like the -- the buffer that they have there with the community garden space and, you know, the rest of it, as far as the -- the two story, you know, with -- with the ability to live above, I think that's -- that just as a product is probably going to be something that, you know, again, I think that's probably going to be picked up pretty quick. There is a lot of -- you know, a lot of growth in the valley, a lot of entrepreneurs that are starting out and they need space to grow and so having the -- the pop-up space that it can allow people to come in short term with the capability of having the two story spaces right across the parking lot from that, you know, I think that's going to create a lot of opportunity and, hopefully, you know, Meridian takes full advantage of that and, you know, I would like to see the city kind of reach in and really bolster that for -- for the communities, because it's -- it's going to help all of our numbers. So, as far as, you know, providing a place to work for the people that live here, but overall really -- really nice project. I'm -- I'm pretty impressed with the whole thing. So, it's -- it's very out of the box

overall and -- and what they have come back with and it's right -- right along that path as well.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Yeah. I would agree, I would want to see the two stories stay is -- I know it doesn't add a ton of square footage commercialwise there, but it does add parking, which was one of the big issues on having the commercial on the corner on the last plan and I do like the mix of what the -- what they are providing there is the pop up and that kind of thing is an interesting option and one I think we are going to see used a lot in the future.

Holland: Mr. Chair?

Fitzgerald: Commissioner Holland, go right ahead.

Holland: And I would echo a lot of the comments and I don't need to deliberate much more on anything else. I appreciate that they listened to our comments last time and that they added some commercial space and are willing to try some innovative things. I think it's a product type and a mixed use type we don't have in Meridian, so it's -- it's nice that it's not just a bunch of four-plexes or a bunch of high towering structures that are all next to each other. I just appreciate that there is a little bit of breathing room in there and it looks like a nice place for people to live and work and have amenities close by, so I think they have done a nice job. The only comment I would make is the -- whatever the frontage looks like on Chinden I just want to make sure that they do a good job of what that transition and buffer looks like, so that it's not just your driving and there is a berm and wall and, then, a small little pocket where you see a building. But I think for that reason I like the two story building there, too, because I think it would help with the -- the break there.

Fitzgerald: I echo exactly what you said. I think Commissioner Seal -- well, everybody's comments I think are well taken. I think this is something that's outside the box. If I could, you know, have a perfect world I would have taken that live-work all the way down Black Cat, but that's just me. So, I like those things. I think we don't have enough of them. They have done them in Boise a couple -- in a couple of spaces, but not enough in Meridian and much like Commissioner Seal said, I -- I hope we grab on to some of these concepts that they brought and take it to other places. I'm really tired of seeing pinwheel four-plexes. It makes me want to throw something. But the use of space, the modern look and feel, and really thinking of it being a sense of place, bringing people together, having thought through how they might live, how they might work and, then, giving a place for entrepreneurs to work just like Commissioner Seal said, I think is -- is rare in our community and I think it needs to be utilized more. So, kudos on that. I love the -- the architecture and the plan for the layout and it's not a -- and it's a different kind of product that we needed in this valley, too. So, huge kudos there. I really appreciate the work that

went into it and for taking into account our thoughts. I'm just -- I'm partial to the live-work stuff, but that doesn't mean I am opposed anything, so --

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: After considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of File No. H-2020-0022 as presented in the staff report for the hearing date of August 20th, 2020.

Fitzgerald: Can I make clarification before you do that?

Seal: Yes, sir.

Fitzgerald: Are you putting any stipulations on this one story or two story of that commercial space?

Seal: I would rather keep it in there as -- as it's written by the staff.

Fitzgerald: Yeah. Just wanted to make sure. In their staff report it said -- just want to make we are all clear on that.

Seal: Yes.

Holland: Mr. Chair?

Fitzgerald: Commissioner Holland.

Holland: In the memo from staff about some of the things they wanted to make sure we mentioned in a -- in motions, do we actually need to include that in the motion or is that sufficient in the staff memo that we got about the updates?

Seal: I can amend the -- the motion, so --

Fitzgerald: Joe, do we have to put anything in additional than recommending -- anything additional than you have in the staff memo?

Dodson: Mr. Chair, to be honest, I do not know if we need to specifically state those or if you can just say as presented in the staff report and staff memo might be sufficient.

Seal: Along with the update conditions of approval in the staff memo.

McCarvel: Second.

Fitzgerald: I have a motion and a second to recommend approval of File No. H-2020-0022, Modern Craftsman at Black Cat. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Fitzgerald: Thank you all very much. That was a lot smoother than I actually expected it to be, so Baron Land -- or Baron Properties, good luck with that project. I look forward to seeing it when it's done. I might could get a lemonade stand over there. I'm joking. Okay. I need a -- I need a last motion from our team here.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Before Commissioner Holland goes into labor, I move we adjourn.

Fitzgerald: Oh, wait. No -- yeah, we might not see her.

Holland: Yeah. I might not be here for the next one. We will see.

Fitzgerald: I was going to say, I may need backup, Commissioner McCarvel, for -- if we losing our vice-chair. I mean the old previous chair is -- the previous chair that I took direction from for a long time and stepped in their role at the beginning of September. I may have a conflict on the 3rd and I may be out of town. So, if Commissioner Holland goes into labor --

McCarvel: Then we definitely have a quorum issue, because I'm out on the 3rd and Commissioner Pitzer is no longer with us, so --

Seal: Yeah. The 3rd is going to be an issue --

Pogue: We don't have to worry about the vacancy counting towards quorum.

McCarvel: Okay. So, what is quorum then?

Pogue: Is this better?

Fitzgerald: We have to have four; right?

Pogue: Yes. Why is it doing that? So, can you hear me now?

Fitzgerald: Have to have four for the vote.

Pogue: I did do the off thing like I did when you sign on with the audio.

Grove: We can still hear you.

Fitzgerald: Let's talk through that, because I -- Commissioner Holland maybe in a situation where she's not here and I am not here either, so --

Holland: I might be here, but it's going to be hard to predict.

Pogue: Okay, guys, can you hear me?

Fitzgerald: Who also is going to be here? Are you guys all going to be able to be available if --

McCarvel: I am not on the 3rd.

Pogue: I don't think they can hear me.

Fitzgerald: You are not. Okay.

McCarvel: I can hear you, Andrea.

Pogue: You can hear me? All I was going to say is we don't count the vacant seat for quorum. So, it was seven, now it's six, so we need four, Ryan. Agreed.

Seal: And I won't be here. This is Commissioner Seal.

Fitzgerald: So, we definitely don't have a quorum.

Pogue: Then we don't.

McCarvel: We have two people.

Grove: Be here by myself.

Pogue: Okay.

Weatherly: Just to clarify, that was no quorum on September 3rd; is that correct?

Pogue: Correct.

Fitzgerald: Yes, ma'am. I think you have got three -- three and a half still in -- maybe Commissioner Holland might not be here, but I don't think you can plan on her. Commissioner McCarvel is out. Commissioner Seal is out. And I'm 92 percent sure I'm out. So, we may have to shift gears to a different date in September.

McCarvel: Okay.

Fitzgerald: Are you guys back the week after?

McCarvel: Maybe.

Seal: Yes.

Holland: I'm more likely to be out the week after than I am on the 3rd.

Fitzgerald: Yeah. You're definitely out for September, ma'am.

McCarvel: I don't think we are going to count you for the next month.

Fitzgerald: Yeah. Madam Clerk, how do you want to handle this, ma'am?

Weatherly: Mr. Chair, with Andrea's direction, my opinion would be that since we have established there is not going to be a quorum on the 3rd, you can agree on a future date. I would recommend sooner rather than later after that date to meet and have a meeting. Now, if the next -- so, the next Thursday would be September 10th, but keep in mind if you are having a special meeting it doesn't necessarily have to fall on the same day, it's just convenient, because we have planned for Planning and Zoning on Thursdays. But if it's not convenient for a quorum with the Commission, then, you can choose a different day that's more favorable for all your schedules.

Fitzgerald: Okay. Do you want to send out an e-mail and see when everybody's available on those dates -- around those dates? I'm definitely available on the 17th.

Weatherly: Okay. I can take -- I think Bill --

Pogue: We will circulate an e-mail and, you know, let the planners talk, see which date they might be able to work with and, then, they will circulate it to you guys to see -- you know, float an option or two for you. I think Bill usually handles that.

Weatherly: Yeah. And I thought -- Bill was on the call earlier. I'm not sure if he heard this conversation. He's not there anymore. But I'm happy to send an e-mail to reach out to him and let him know that we definitely won't have a quorum on the 3rd, so we need to look at another date.

Fitzgerald: I know -- I know Vice-Chair Holland is a rock star and is going to try and -- being in labor and be a P&Z Commissioner. I was going to let her like have a month off or so, so --

Weatherly: Absolutely.

Pogue: I'm not going to let her do that.

Holland: If I'm in the hospital I'm not getting on the phone.

Weatherly: Sorry. Just so you know, there will be four public hearings that will have to be reconsidered or continued from that date.

Pogue: How many?

Weatherly: Four.

Pogue: Okay.

Fitzgerald: Well, if you will touch base with Mr. Parsons and let us know what they think will work and -- or circulate a poll or something like that where we can all be available, except Lisa, then, we will make a plan and get us -- get us squared away for next month.

Weatherly: I will be in touch.

Grove: I would just like to say, Mondays and Tuesdays are hard for me, so if we do change days it -- I need to have it further out if we are going to make it on a Monday or a Tuesday.

Fitzgerald: Yeah. Thanks, Commissioner Grove.

McCarvel: I think Thursdays we can --

Fitzgerald: Yeah. Thursdays work better for me, so -- okay.

McCarvel: My motion stands. I move to adjourn.

Seal: Second.

Fitzgerald: Motion and a second to adjourn. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

MEETING ADJOURNED AT 9:46 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS.)

APPROVED

RYAN FITZGERALD - CHAIRMAN
ATTEST:

_____|_____|_____
DATE APPROVED

CHRIS JOHNSON - CITY CLERK



AGENDA ITEM

ITEM TOPIC: Findings of Fact, Conclusions of Law for Loose Screw Brewery (H-2020-0081) by Mary Murphy, Grand Peak, LLC, Located at 1511 W. McMillan Rd., Ste. 100

**CITY OF MERIDIAN
FINDINGS OF FACT, CONCLUSIONS OF LAW
AND
DECISION & ORDER**



In the Matter of the Request for conditional use for Loose Screw Beer Company, Located at 1511 W McMillan Road in the C-N Zoning District, by Mary Murphy, Grand Peak LLC.

Case No(s). H-2020-0081

For the Planning & Zoning Commission Hearing Date of: August 20, 2020 (Findings on September 17, 2020)

A. Findings of Fact

1. Hearing Facts (see attached Staff Report for the hearing date of August 20, 2020, incorporated by reference)
2. Process Facts (see attached Staff Report for the hearing date of August 20, 2020, incorporated by reference)
3. Application and Property Facts (see attached Staff Report for the hearing date of August 20, 2020, incorporated by reference)
4. Required Findings per the Unified Development Code (see attached Staff Report for the hearing date of August 20, 2020, incorporated by reference)

B. Conclusions of Law

1. The City of Meridian shall exercise the powers conferred upon it by the "Local Land Use Planning Act of 1975," codified at Chapter 65, Title 67, Idaho Code (I.C. §67-6503).
2. The Meridian Planning & Zoning Commission takes judicial notice of its Unified Development Code codified at Title 11 Meridian City Code, and all current zoning maps thereof. The City of Meridian has, by ordinance, established the Impact Area and the Amended Comprehensive Plan of the City of Meridian, which was adopted April 19, 2011, Resolution No. 11-784 and Maps.
3. The conditions shall be reviewable by the City Council pursuant to Meridian City Code § 11-5A.
4. Due consideration has been given to the comment(s) received from the governmental subdivisions providing services in the City of Meridian planning jurisdiction.
5. It is found public facilities and services required by the proposed development will not impose expense upon the public if the attached conditions of approval are imposed.
6. That the City has granted an order of approval in accordance with this decision, which shall be signed by the Chairman of the Commission and City Clerk and then a copy served by the Clerk upon the applicant, the Planning Department, the Public Works Department and any affected party requesting notice.

7. That this approval is subject to the conditions of approval in the attached staff report for the hearing date of August 20, 2020, incorporated by reference. The conditions are concluded to be reasonable and the applicant shall meet such requirements as a condition of approval of the application.

C. Decision and Order

Pursuant to the Planning & Zoning Commission's authority as provided in Meridian City Code § 11-5A and based upon the above and foregoing Findings of Fact which are herein adopted, it is hereby ordered that:

1. The applicant's request for conditional use is hereby approved in accord with the conditions of approval in the staff report for the hearing date of August 20, 2020, attached as Exhibit A.

D. Notice of Applicable Time Limits

Notice of Two (2) Year Conditional Use Permit Duration

Please take notice that the conditional use permit, when granted, shall be valid for a maximum period of two (2) years unless otherwise approved by the City in accord with UDC 11-5B-6F.1. During this time, the applicant shall commence the use as permitted in accord with the conditions of approval, satisfy the requirements set forth in the conditions of approval, and acquire building permits and commence construction of permanent footings or structures on or in the ground. For conditional use permits that also require platting, the final plat must be signed by the City Engineer within this two (2) year period in accord with UDC 11-5B-6F.2.

Upon written request and filed by the applicant prior to the termination of the period in accord with 11-5B-6F.1, the Director may authorize a single extension of the time to commence the use not to exceed one (1) two (2) year period. Additional time extensions up to two (2) years as determined and approved by the Commission may be granted. With all extensions, the Director or Commission may require the conditional use comply with the current provisions of Meridian City Code Title 11.

E. Notice of Final Action and Right to Regulatory Takings Analysis

1. **Please take notice** that this is a final action of the governing body of the City of Meridian. When applicable and pursuant to Idaho Code § 67-6521, any affected person being a person who has an interest in real property which may be adversely affected by the final action of the governing board may within twenty-eight (28) days after the date of this decision and order seek a judicial review as provided by Chapter 52, Title 67, Idaho Code.

F. Attached: Staff report for the hearing date of August 20, 2020

By action of the Planning & Zoning Commission at its regular meeting held on the _____ day of _____, [year].

COMMISSIONER RYAN FITZGERALD, CHAIRMAN VOTED_____

COMMISSIONER LISA HOLLAND, VICE CHAIRMAN VOTED_____

COMMISSIONER RHONDA MCCARVEL VOTED_____

COMMISSIONER ANDREW SEAL VOTED_____

COMMISSIONER PATRICIA PITZER VOTED_____

COMMISSIONER WILLIAM CASSINELLI VOTED_____

COMMISSIONER NICK GROVE VOTED_____

Ryan Fitzgerald, Chairman

Attest:

Chris Johnson, City Clerk

Copy served upon the Applicant, the Planning and Development Services divisions of the Community Development Department, the Public Works Department and the City Attorney.

By:_____ Dated:_____
City Clerk's Office

EXHIBIT A

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



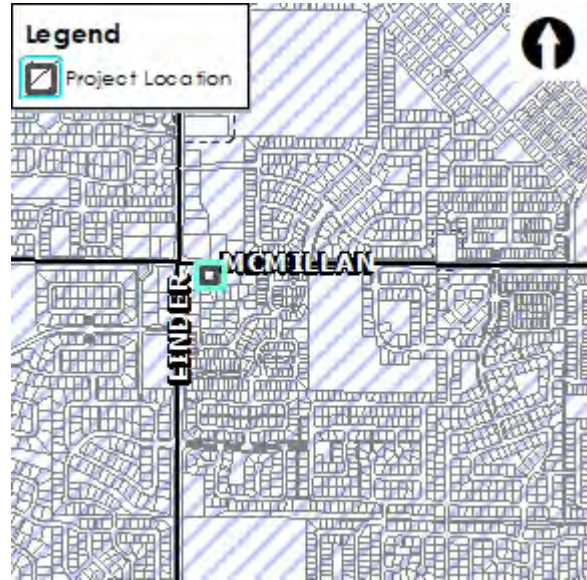
HEARING DATE: 8/20/2020

TO: Planning & Zoning Commission

FROM: Alan Tiefenbach, Associate Planner
208-489-0573

SUBJECT: H-2020-0081
Loose Screw Beer Company - CUP

LOCATION: 1511 W McMillan Road



I. PROJECT DESCRIPTION

The Applicant has submitted an application for a conditional use permit (CUP) to allow a 2,200 sf brewery (defined as minor food and beverage products processing). This includes outdoor seating and potentially live music. The applicant will be leasing space within Building A of the Sawtooth Village Retail Center, which is still under construction. Because this property is within 300 feet of a residential district, a conditional use is required.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	1.98 acres (two lots containing two buildings)	
Future Land Use Designation	Mixed Use Neighborhood	
Existing Land Use(s)	Two commercial buildings under construction	
Proposed Land Use(s)	Minor food and beverage processing	
Lots (# and type; bldg./common)	2,200 sf within one of two 10,000 sf buildings	
Neighborhood meeting date; # of attendees:	June 23, 2020 – 14 signed in, no concerns expressed	

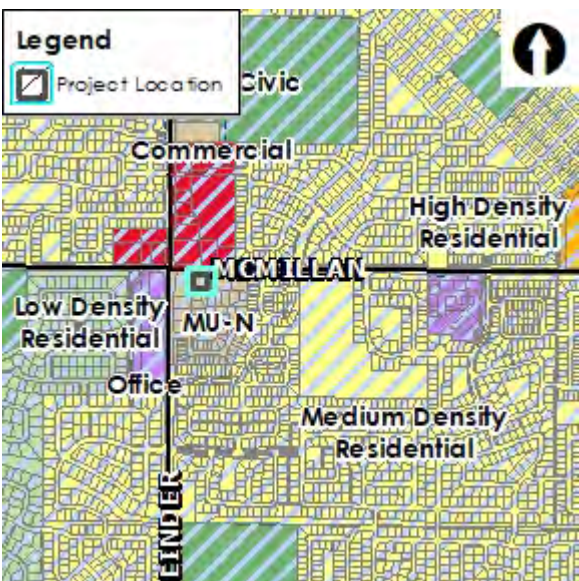
Description	Details	Page
History (previous approvals)	AZ-13-010 (McLinder Subdivision), DA 114020372, PP-13-022; FP-15-001 (Lot 27, Blk 1, McLinder Sub. 2); A-2019-0248 (Sawtooth Village Retail Building A – CZC/DES)	

B. Community Metrics

Description	Details	Page
Ada County Highway District	Traffic impact study not required.	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	Access will occur from N. Linder Rd. and W. McMillan Rd., both arterials.	
Existing Road Network	Yes	
Fire Service	No comments submitted	
Police Service	No comments submitted	
Wastewater		
• Distance to Sewer Services	N/A	
• Sewer Shed	White Drain Trunkshed	
• Estimated Project Sewer ERU's	See application	
• WRRF Declining Balance	13.97	
• Project Consistent with WW Master Plan/Facility Plan	Yes	
• Comments	<ul style="list-style-type: none"> • Flow is committed • No proposed changes to public sewer infrastructure within record. Any changes shall be reviewed and approved by Public Works. 	
Water		
• Distance to Water Services	0	
• Pressure Zone	2	
• Estimated Project Water ERU's	See application	
• Water Quality	No concerns	
• Project Consistent with Water Master Plan	Yes	
• Impacts/Concerns	• No changes to public water infrastructure proposed	

C. Project Area Maps

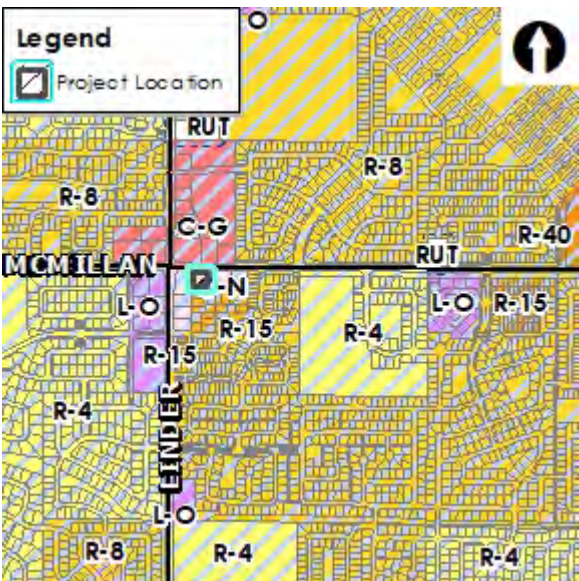
Future Land Use Map



Aerial Map



Zoning Map



Planned Development Map



III. APPLICANT INFORMATION

A. Applicant:

Mary Murphy, Grand Peak LLC – 4202 N. Marcliffe Ave, Meridian ID 83704

B. Owner:

TS Development, LLC – 4202 N. Marcliffe Ave, Meridian ID 83704

C. Representative:

Mary Murphy, Grand Peak LLC – 4202 N. Marcliffe Ave, Meridian ID 83704

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	7/31/2020	
Radius notification mailed to properties within 300 feet	7/31/2020	
Site Posting Date	8/5/2020	
NextDoor posting	7/28/2020	

V. STAFF ANALYSIS

A. Future Land Use Map Designation (<https://www.meridiancity.org/compplan>)

Mixed Use Neighborhood - The purpose of this designation is to assign areas where neighborhood-serving uses and dwellings are seamlessly integrated into the urban fabric. The intent is to avoid predominantly single-use developments by incorporating a variety of uses. Non-residential uses in these areas tend to be smaller scale and provide goods or services that people typically do not travel far for (approximately one mile) and need regularly.

The subject site is already zoned Neighborhood Business District (C-N). The proposed use will be leasing approximately 2,200 sf within a 10,000 sf building which is presently under construction as the Sawtooth Village Retail Center (two 10,000 sf buildings total). This complex will contain several restaurants, a gym, personal service uses such as nail salons, and the proposed brewery. A small brewery with occasional live music within a larger commercial complex adjacent to a multifamily neighborhood is exactly the type of local neighborhood serving use envisioned by the Comprehensive Plan. Also, pathways connect this complex to the adjacent neighborhood for better integration. The proposed brewery is a use determined to be appropriate in this zone district, subject to the specific use standards listed in UDC 11-4-3-46 (discussed in specific use standards below).

B. Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):

Goals, Objectives, & Action Items: Staff finds the following Comprehensive Plan policies to be applicable to this application and apply to the proposed use of this property (staff analysis in italics):

- Encourage infill development. (3.03.01E)

The Comprehensive Plan defines infill as “development on vacant parcels, or redevelopment of existing parcels to a higher and better use that is surrounded by developed property within the City of Meridian.” The brewery is proposed within a tenant space in a commercial center which is presently under construction. During the 2013 annexation and rezoning of this property, staff determined that the Sawtooth Village Retail Complex was infill development.

- Preserve private property rights and values by enforcing regulations that will prevent and mitigate against incompatible and detrimental neighboring uses. (3.05.01C)

The conditional use is a process to ensure any impacts associated with a particular use are mitigated. Based on the applicant's narrative, staff is recommending the hours of the establishment be limited from 11AM to 10PM. To further reduce impacts on adjacent residential properties staff recommends a condition of approval that all outdoor seating and events associated with this use be limited to the 1,500 square feet plaza space between Buildings A and B.

- Minimize noise, lighting, and odor disturbances from commercial developments to residential dwellings by enforcing city code.

As mentioned above, staff is recommended hours be limited from 11AM to 10PM as a condition of approval, and outdoor seating and events be limited. The building and site design has already been approved through Certificate of Zoning Compliance (CZC) A-2019-0248 and no additional outdoor improvements are proposed with this project (other than outdoor seating).

- Require appropriate building design, and landscaping elements to buffer, screen, beautify, and integrate commercial, multifamily, and parking lots into existing neighborhoods. (5.01.02D)

Building design and landscaping was reviewed and approved with the Sawtooth Village Retail Center CZC. A 20' wide landscape buffer has been installed along the south property line adjacent to the multifamily residential.

C. Existing Structures/Site Improvements:

The proposed business will be a tenant within the Sawtooth Village Retail Center and will occupy the eastern end of Building A (the complex is comprised of two buildings). This development was approved in 2019 through CZC A-2019-0248 and is presently building out.

D. Proposed Use Analysis:

The proposed use will be a brewery and tasting area leasing 2,200 sf within a commercial building. Approximately 150 sf of the business will be dedicated to brewing and associated equipment, with the remainder for tasting. A brewery is categorized as minor food and beverage products processing and is use by right unless it is within 300 feet of a residential neighborhood. As the Sawtooth Village Retail Center abuts multifamily to the south (Mclinder Subdivision No 1) and single family residential to the east (Cobblefield Crossing) a conditional use is required.

The applicant has stated they plan on 10 inside tables and 4-5 outside tables within a plaza just outside through several large doors and to the east. They will be sharing the plaza space with a restaurant at the west end of Building B on the other side of the plaza. The brewery will operate from 10AM to 9PM on weekdays and until 10PM on weekends. The proposed use complies with the zoning for the site but is subject to specific use standards as listed in 11-4-3-46.

E. Specific Use Standards (UDC 11-4-3):

UDC 11-4-3-46 allows minor food and beverage products processing with several limitations. The tenant space shall not exceed 5,000 sf, storage of materials, storage and equipment must be within fully enclosed structures, (outdoor) mechanical equipment associated with the manufacturing may be reviewed as integral architectural elements, alcohol serving is limited to

11AM to 10PM, and a conditional use permit shall be required when the use is located within 300 feet of existing residential or a residential district.

The business will operate within a 2,200 sf space, no outdoor equipment or storage is proposed, hours of operation will be limited from 11AM to 10PM, and this project is being reviewed as a conditional use due to the adjacent residential to the south and east. The proposed use complies with the specific use standards.

As mentioned, to reduce impacts on adjacent residential, staff is recommending the hours of the establishment be limited from 10AM to 10PM and all outdoor seating and events associated with this use be limited to the 1,500 square feet plaza space between Buildings A and B.

F. Dimensional Standards (UDC 11-2):

This use will occupy a tenant space within a commercial complex which is presently building out. The development was found to adhere to dimensional standards during the review of Certificate of Zoning Conformance and Design Review which was issued in 2019 (CZC A-2019-0248).

G. Access (UDC 11-3A-3, 11-3H-4):

Access to this development was already approved with the McLinder Subdivision (PP-13-022) and Sawtooth Village Retail Complex CZC. Two points of primary access occur; one from W. McMillan Rd and one from N. Linder Road. There are also two internal points of access (presently stubbed) at the east periphery of the property and to the undeveloped commercial property at 1385 W. McMillan Rd. As was requested with the June 24, 2020 pre-application meeting, the applicant submitted a copy of the recorded CC&R's that allow cross-access/cross-parking between all commercial lots in the center. This proposal was referred to ACHD, who mentioned a traffic impact study for this tenant was not required. There were no additional comments from ACHD.

H. Parking (UDC 11-3C):

UDC 11-3C-5B requires one space for every five hundred (500) square feet of gross floor area. This amounts to 40 parking spaces for the two 10,000 sf buildings. 58 parking spaces have already been approved per the Sawtooth Village Retail Building CZC. The UDC requires 2 bicycle parking spaces for the development; 6 are being provided.

In addition to the additional parking spaces being provided, it is important to note different uses have different peak parking demand times. The Sawtooth Village Retail Center will lease several office spaces, restaurants, a brewery, a gym and a nail and hair salon. Office and salon uses have peak parking demand times between 8AM and 6PM, whereas restaurant and brewery uses have peak demand times after 6PM. As mentioned above, a cross parking agreement was recorded with the CC&Rs for this development. The parking to accommodate this use should be adequate.

I. Sidewalks (UDC 11-3A-17)

Detached sidewalks already exist along W. McMillan Rd. and N. Linder Rd. There is also a pathway that directly connects the plaza (where outdoor eating and music is proposed) to the adjacent multifamily at the south.

Parkways

No parkways are proposed with this project.

J. Landscaping (UDC 11-3B):

Most of the 25' landscape buffers required along W. McMillan Rd. and N. Linder Rd. (arterials) have already been installed as part of the Sawtooth Village Retail Building complex (although there are several sections that have yet to be constructed due to construction activities). The required 20' residential buffer already exists to the south between the retail complex and the adjacent residential. Landscape islands will be constructed in the parking lot and several trees have been approved in the outdoor plaza.

K. Fencing (UDC 11-3A-6, 11-3A-7):

As the Sawtooth Village Retail Center is intended to be a commercial complex integrated into the adjacent residential neighborhood, fences do not exist. Conversely, several pathways lead from the neighborhood into this complex.

L. Utilities

All utilities for the proposed development are already in place. No additional services are needed.

M. Building Elevations

The Loose Screw Beer Company is a proposed tenant within a 2,200 square space at the eastern end of Building A of the Sawtooth Village Retail Center. The architecture for this complex was already reviewed and approved through the certificate of zoning compliance and design review process. This development is presently building out.

VI. DECISION

A. Staff:

Staff recommends approval of the proposed conditional use permit with the conditions in Section VIII per the Findings in Section IX.

B. The Meridian Planning & Zoning Commission heard this item on August 20, 2020. At the public hearing, the Commission moved to approve the subject conditional use request.

1. Summary of the Commission public hearing:

- a. In favor: Mary Murphy, Grand Peak LLC, Applicant
- b. In opposition: None
- c. Commenting: None
- d. Written testimony: None
- e. Staff presenting application: Alan Tiefenbach
- f. Other Staff commenting on application: None

2. Key issue(s) of public testimony:

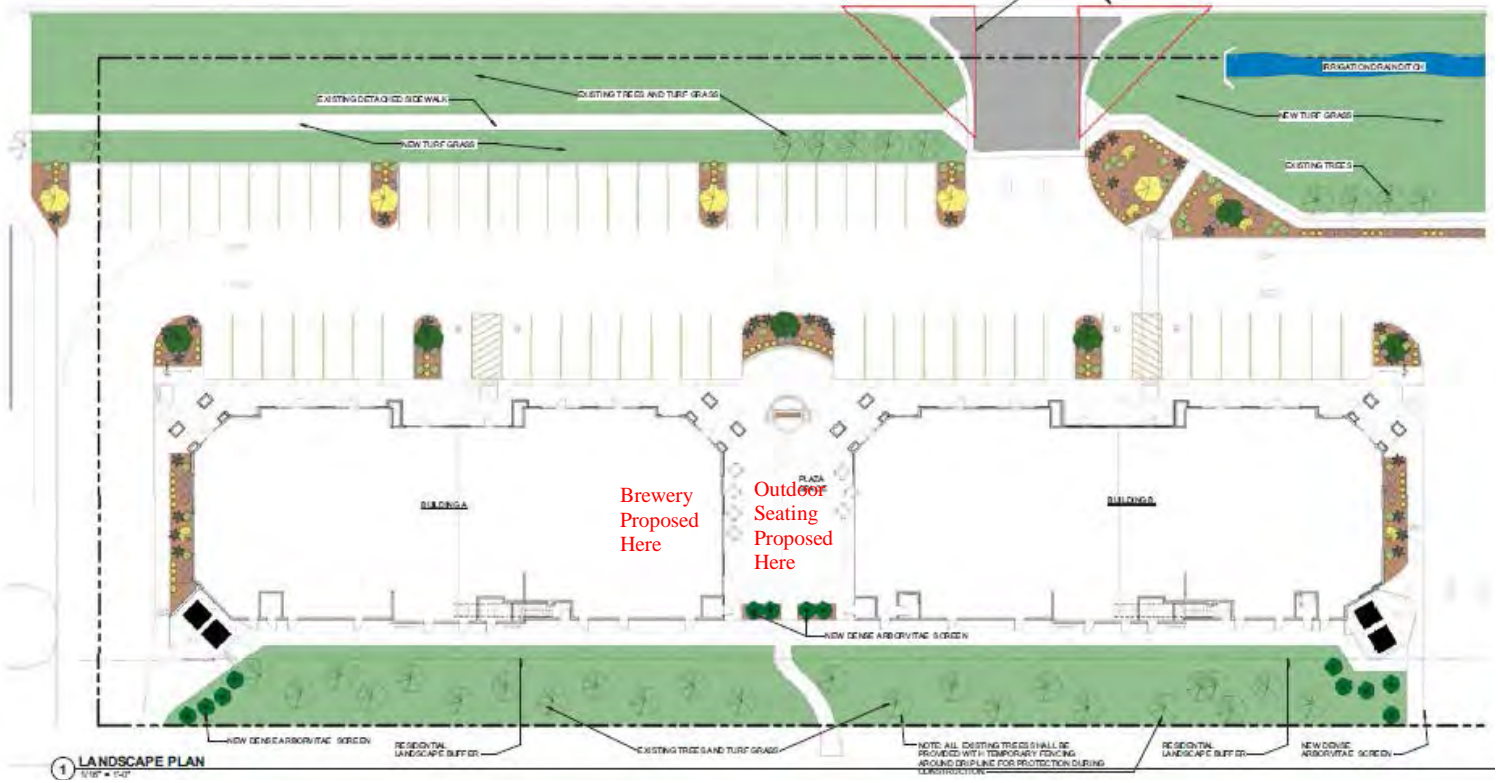
- a. None

3. Key issue(s) of discussion by Commission:

- a. None
- 4. Commission change(s) to Staff recommendation:
 - a. None

VII. EXHIBITS

A. Approved Landscape Plan (CZC 2018-0052, March 7, 2018)



B. Approved Elevations (CZC 2018-0052, March 7, 2018)



C. Site Photos (date: 8/10/2020)



Sawtooth Retail Center viewed from W. McMillan Rd



Outdoor Plaza

Back of Sawtooth Retail Center (south) viewed from adjacent multifamily



Sawtooth Retail Center and outdoor plaza as viewed from W. McMillan Rd

VIII. CITY/AGENCY COMMENTS & CONDITIONS

A. Planning

1. A Certificate of Zoning Compliance for Change in Use application is required to be submitted to the Planning Division and approved prior to certificate of occupancy.
2. The Applicant shall have a maximum of two (2) years to commence the use as permitted in accord with the conditions of approval. If the use has not begun within two (2) years of approval, a new conditional use permit must be obtained prior to operation or a time extension must be requested in accord with UDC 11-5B-6F.
3. Outdoor seating and events associated with the use shall be restricted to no more than 1,500 sf within the outdoor plaza as indicated on the approved landscape plan above.
4. Hours of operation shall be restricted to 11AM to 10PM.
5. Parking requirements associated with the minor food and beverage products processing shall comply with the commercial parking standards; 1 per 500 square feet of gross floor area.
6. The Applicant shall comply with the outdoor service and equipment area standards as set forth in UDC 11-3A-12.
7. The Applicant shall comply with the structure and site design standards as set forth in UDC 11-3A-19 and the Architectural Standards Manual.
8. Applicant shall comply with all previous conditions associated with development of this site including AZ-13-010 (McLinder Subdivision), DA 114020372, PP-13-022, FP-15-001 (Lot 27, Blk 1, McLinder Sub. 2), and A-2019-0248 (Sawtooth Village Retail Building A – CZC/DES).
9. Applicant shall comply with all specific use standards required for Minor Food and Beverage Products Processing, UDC 11-4-3-46.

IX. FINDINGS

A. Conditional Use Permit

The Commission shall base its determination on the conditional use permit request upon the following:

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.

The site meets all dimensional and development regulations in the C-N zoning district. The site is already developing with adequate landscape buffers, setbacks, and parking. The Commission finds the site is large enough to accommodate the proposed use.

2. That the proposed use will be harmonious with the Meridian Comprehensive Plan and in accord with the requirements of this title.

The Comprehensive Plan identifies this area for mixed use neighborhood; neighborhood-serving uses and dwellings are seamlessly integrated into the urban fabric. Non-residential uses in these areas tend to be smaller scale and provide goods or services that people typically do not travel far for (approximately one mile) and need regularly. A neighborhood brewery connected to the adjacent residential including outdoor seating and live music is the type of neighborhood serving use envisioned by the Plan.

3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.

The design of the Sawtooth Retail Center was approved in 2018 by CZC A-2018-0052 and the proposed use is one of the tenants proposing to lease within the center. Hours will be limited to between 10AM and 10PM and all outdoor seating and events associated with this use is recommended to be limited to the 1,500 sf outdoor plaza. This type of neighborhood serving brewery enhances the essential character of the area.

4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.

As mentioned, conditions to reduce impacts include limiting the hours of operation and the amount of area outdoor activities can occur.

5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

The proposed use will be served adequately by all public facilities and services.

6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.

The Commission finds the proposed use should not create any additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.

7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

This proposed minor food and beverage products processing use will share tenant space within a new commercial building, hours will be limited and staff recommends outdoor activities be limited to the plaza area. It will be located in an area recommended for neighborhood mixed use in an area characterized by commercial, multifamily residential at an arterial intersection. The use is appropriate in this location.

8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance. (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

The Commission is unaware of any natural, scenic, or historic features on this site; thus, Commission finds the proposed use should not result in damage of any such features.



AGENDA ITEM

ITEM TOPIC: Public Hearing for TM Center (H-2020-0074) by SCS Brighton, et al.,
Located East of S. Ten Mile Rd. and South of W. Franklin Rd.
Applicant is Requesting Continuance

A. Request: A Preliminary Plat consisting of 83 buildable lots and 2 common lots on 132.42 acres of land in the R-40, TN-C, C-C and C-G zoning districts.



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: August 6, 2020

Topic: **Public Hearing for TM Center (H-2020-0074) by SCS Brighton, et al., Located East of S. Ten Mile Rd. and South of W. Franklin Rd.**

A. Request: A Preliminary Plat consisting of 83 buildable lots and 2 common lots on 132.42 acres of land in the R-40, TN-C, C-C and C-G zoning districts.

Information Resources:

[Click Here for Application Materials](#)



AGENDA ITEM

ITEM TOPIC: Public Hearing for Compass Pointe (H-2020-0062) by A-Team Land Consultants, Located at the Southwest Corner of E. Victory Rd. and S. Locust Grove Rd.

Application to be Vacated

- A. Request: Annexation and Zoning of 7.69 acres of land with the R-15 zoning district.
- B. Request: A Preliminary Plat consisting of 50 single-family attached building lots and 8 common lots on approximately 7.6 acres of land in the R-15 zoning district.
- C. A Planned Unit Development for the purpose of reducing the rear setback of the R-15 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Joseph Dodson

Meeting Date: September 17, 2020

Topic: **Public Hearing for Compass Pointe (H-2020-0062) by A-Team Land Consultants, Located at the Southwest Corner of E. Victory Rd. and S. Locust Grove Rd.**

Application to be Vacated

- A. Request: Annexation and Zoning of 7.69 acres of land with the R-15 zoning district.
 - B. Request: A Preliminary Plat consisting of 50 single-family attached building lots and 8 common lots on approximately 7.6 acres of land in the R-15 zoning district.
 - C. A Planned Unit Development for the purpose of reducing the rear setback of the R-15 zoning district.
-

Information Resources:

[Click Here for Application Materials](#)



AGENDA ITEM

ITEM TOPIC: Public Hearing Rescheduled from September 3, 2020 for Tara's Landing (H-2020-0048) by Mike Homan, Located at 5025 W. Larry Ln.

A. Request: Annexation of 6.34 acres of land with an R-8 zoning district; and,

B. Request: A Preliminary Plat consisting of 29 buildable lots and 2 common lots on 6.14 acres of land in the R-8 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Alan Tiefenbach

Meeting Date: September 17, 2020

Topic: **Public Hearing for Tara's Landing (H-2020-0048) by Mike Homan, Located at 5025 W. Larry Ln.**

- A. Request: Annexation of 6.34 acres of land with an R-8 zoning district; and,
- B. Request: A Preliminary Plat consisting of 29 buildable lots and 2 common lots on 6.14 acres of land in the R-8 zoning district.

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT

COMMUNITY DEVELOPMENT DEPARTMENT



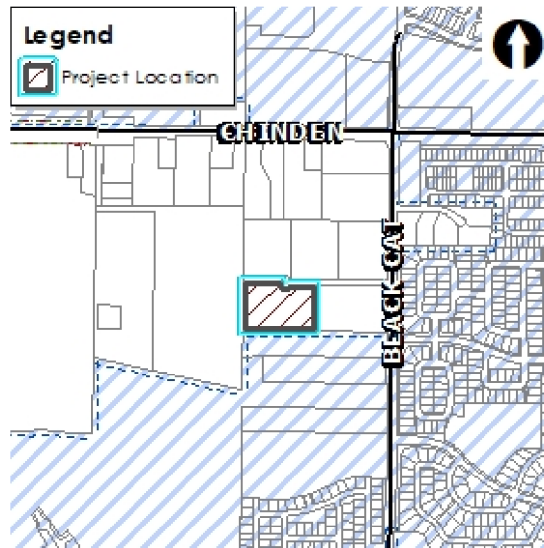
HEARING DATE: 7/9/2020

TO: Planning & Zoning Commission

FROM: Alan Tiefenbach, Associate Planner
208-489-0573

SUBJECT: PP-H-2020-0048
Tara's Landing

LOCATION: The site is located at 5025 W. Larry Lane, in the E 1/2 of the NE 1/4 of Section 28, Township 4 N., Range 1W.



I. PROJECT DESCRIPTION

Annexation, zoning to an R-8 zone, and preliminary plat consisting of 29 buildable lots and 2 common lots on 6.14 acres.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	6.14	
Future Land Use Designation	Medium Density Residential	
Existing Land Use(s)	Single Family / Rural	
Proposed Land Use(s)	Single Family, 29 Lots	
Lots (# and type; bldg./common)	29 Single Family	
Phasing Plan (# of phases)	1 phase	
Number of Residential Units (type of units)	29	
Density	4.6 du / acre	
Open Space (acres, total [%]/buffer/qualified)	.73 acres, 10.5% qualified open space	
Amenities	< 20 acres, one required.	
Physical Features (waterways, hazards, flood plain, hillside)	None	
Neighborhood meeting date; # of attendees:	February 27, 2020 – 3 attendees signed in.	
History (previous approvals)	Comptons Subdivision No 2 (County Subdivision)	
Public Testimony	Adjacent property owners have submitted letters of testimony stating CC&Rs restrict size of lots to no less	

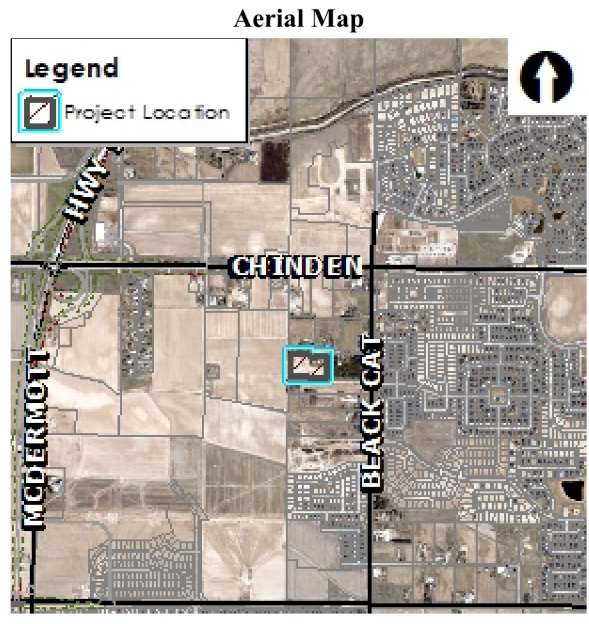
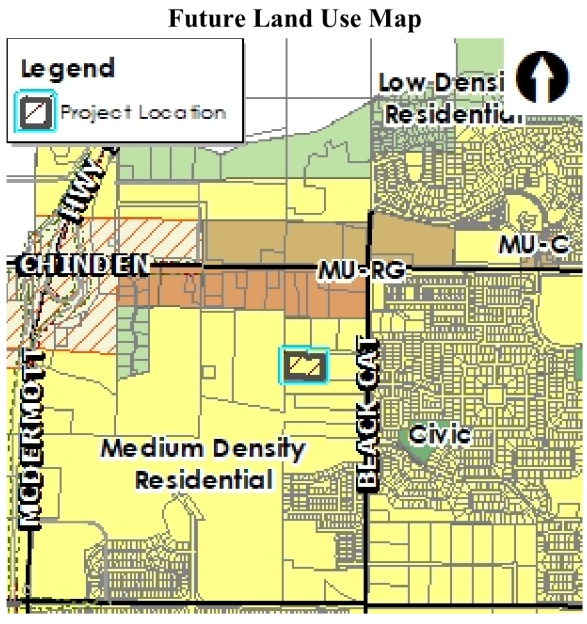
Description	Details	Page
	than one acre. These documents were created outside of City jurisdiction through the County. Staff has taken the position that this is a civil matter.	

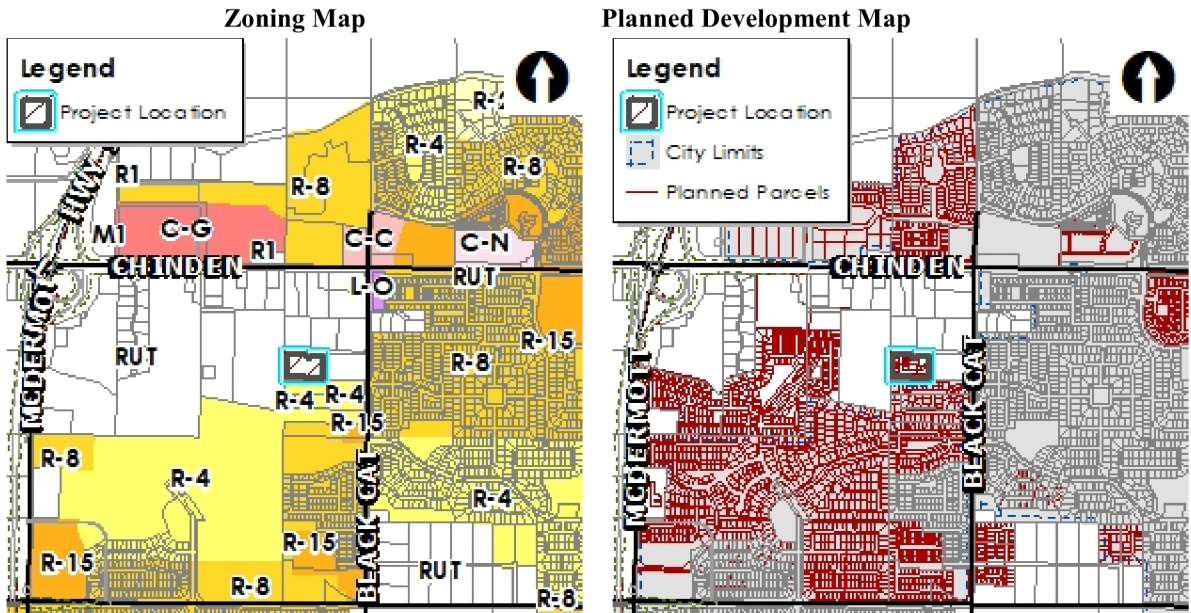
B. Community Metrics

Description	Details	Page																
Ada County Highway District																		
<ul style="list-style-type: none"> Staff report (yes/no) 	Yes																	
<ul style="list-style-type: none"> Requires ACHD Commission Action (yes/no) 	No																	
<ul style="list-style-type: none"> Traffic Impact Study (yes/no) 	No																	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	Access is proposed via W. Larry Lane (existing) from N. Black Cat Road, and N. Willowside Avenue, a north-south local street which will connect to the Westbridge Subdivision to the south and stub to the north.																	
Traffic Level of Service	Greater than LOS "E"																	
Stub Street/Interconnectivity/Cross Access	N. Willowside Avenue will be stubbed to the north.																	
Existing Road Network	W. Larry Lane, a cul-de-sac from N. Black Cat Rd is existing and will be extended.																	
Existing Arterial Sidewalks / Buffers	None																	
Proposed Road Improvements	Extension of W. Larry Lane to N. Willowside Ave, construction of N. Willowside and W. Tara Ct to ACHD standards.																	
Distance to nearest City Park (+ size)	1 +/- mile to Keith Bird Legacy Park, 7.5 acres																	
Fire Service																		
<ul style="list-style-type: none"> Distance to Fire Station 	2.5 miles																	
<ul style="list-style-type: none"> Fire Response Time 	< 5 minutes																	
<ul style="list-style-type: none"> Resource Reliability 	> 80%																	
<ul style="list-style-type: none"> Risk Identification 	1																	
<ul style="list-style-type: none"> Accessibility 	Meets all requirements																	
<ul style="list-style-type: none"> Special/resource needs 	Will not require aerial device																	
<ul style="list-style-type: none"> Water Supply 	1,000 gph																	
<ul style="list-style-type: none"> Other Resources 																		
Police Service																		
<ul style="list-style-type: none"> Distance to Police Station 	8 Miles																	
<ul style="list-style-type: none"> Calls for Service 	56																	
<ul style="list-style-type: none"> % of calls for service split by priority 	48.2% P2 CFS, 39.3% P1 CFS, 12.5% PO CFS																	
<ul style="list-style-type: none"> Specialty/resource needs 	None needed																	
<ul style="list-style-type: none"> Crimes 	5																	
<ul style="list-style-type: none"> Crashes 	4																	
<ul style="list-style-type: none"> Other Reports 																		
West Ada School District																		
<ul style="list-style-type: none"> Distance (elem, ms, hs) 	<table border="1"> <thead> <tr> <th></th> <th><u>Enrollment</u></th> <th><u>Capacity</u></th> <th><u>Miles Dev. to school</u></th> </tr> </thead> <tbody> <tr> <td>Pleasant View Elementary</td> <td>Opening 20/21 School Year</td> <td>675</td> <td>.5</td> </tr> <tr> <td>Star Middle School</td> <td>692</td> <td>1000</td> <td>5.4</td> </tr> <tr> <td>Meridian High School</td> <td>1961</td> <td>2400</td> <td>5.2</td> </tr> </tbody> </table>		<u>Enrollment</u>	<u>Capacity</u>	<u>Miles Dev. to school</u>	Pleasant View Elementary	Opening 20/21 School Year	675	.5	Star Middle School	692	1000	5.4	Meridian High School	1961	2400	5.2	
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Pleasant View Elementary		Opening 20/21 School Year	675	.5														
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Meridian High School	1961	2400	5.2															
<ul style="list-style-type: none"> Capacity of Schools 																		
<ul style="list-style-type: none"> # of Students Enrolled 																		
<ul style="list-style-type: none"> # of Students Predicted from this development 																		

Description	Details	Page
Wastewater		
• Distance to Sewer Services	N/A	
• Sewer Shed	N. Black Cat Trunkshed	
• Estimated Project Sewer ERU's	See application	
• WRRF Declining Balance	13.92	
• Project Consistent with WW Master Plan/Facility Plan	Yes	
• Comments	<ul style="list-style-type: none"> Additional 306 gpd of flow has been committed Do not extend sewer to the north boundary as properties to the north are in a different service area. Provide "to and through" to the east to service the eastern boundary. 	
Water		
• Distance to Water Services	0	
• Pressure Zone	1	
• Estimated Project Water ERU's	See application	
• Water Quality	None	
• Project Consistent with Water Master Plan	Yes	
• Comments	End the water main in W. Tara Court with a hydrant and extend the water easement to the eastern property line	

C. Project Area Maps





III. APPLICANT INFORMATION

A. Owner / Applicant:

Mike Homan – 6820 W. Randolph Drive, Boise, ID 83705

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	6/19/2020	
Radius notification mailed to properties within 300 feet	6/19/2020	
Public hearing notice sign posted on site	6/23/2020	
Nextdoor posting	6/16/2020	

V. STAFF ANALYSIS

A. Future Land Use Map Designation (<https://www.meridiancity.org/compplan>)

This property is designated Medium Density Residential on the City’s Future Land Use Map (FLUM) contained in the Comprehensive Plan. This designation allows for dwelling units at gross densities of three to eight dwelling units per acre. The zoning to R-8 and proposed density of 4.6 du / acre is consistent with the recommendations of the Future Land Use Map.

The proposed density is greater than the 2.5 du/acre of the Westbridge Subdivision directly to the south. However, a large area of land designated for Mixed Use Regional is located just 500 feet north of the subject property (southwest quadrant of N. Black Cat Road and W. Chinden Boulevard). Proposed uses in this area include a hospital, school, retail and

multifamily residential. Higher intensities and densities are expected in MU-R. A transition in density for properties nearer to MU-R is appropriate.

Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):

The following Comprehensive Plan Policies are applicable to this development:

- “Encourage a variety of housing types that meet the needs, preferences, and financial capabilities of Meridian’s present and future residents.” (2.01.02D)

The proposed medium density single-family detached homes will contribute to the variety of residential categories in the City; however, there is no variety in housing types proposed within the development. R-8 zoning and detached single-family homes are abundant in this immediate area. There has also been preliminary discussions regarding the properties directly north of the site for a large development of 258 units, with approximately 180 of these units being multifamily.

The City may require a development agreement (DA) in conjunction with an annexation pursuant to Idaho Code section 67-6511A. In order to ensure the site develops as proposed with this application, staff recommends a DA as a provision of annexation with the provisions included in Section IX.A. The DA is required to be signed by the property owner(s)/developer and returned to the City within 6 months of the Council granting the annexation for approval by City Council and subsequent recordation.

- “Require pedestrian access in all new developments to link subdivisions together and promote neighborhood connectivity”. (2.02.01D)

Attached sidewalks are proposed on both side of all streets within this development, except for W. Larry Lane. On the portion of W. Larry Lane within the property, sidewalks will only be constructed on the south side (any adjacent development to the north will be required to complete the north side sidewalk). Sidewalks will be constructed on both sides of N. Willowside Drive to connect to the south property line where the Westbridge Subdivision is building out, and to the northern stub where future development is anticipated. There is a pathway proposed at the northwest corner of this property (north of Lot 10, Block 1) which will provide a pedestrian route to a future school site at the west of the property.

- “Ensure development provides safe routes and access to schools, parks, and other community gathering places. (2.02.01G)”

As mentioned, attached sidewalks are proposed on both sides of all streets with this subdivision except for W. Larry Lane. This includes N. Willowside Avenue, the local street that is proposed to run north – south through the property. This street will be connected to the Westbridge Subdivision to the south and stubbed to the north.

Directly west of the subject property are 28 acres of property that are planned for a large annexation that includes a new Ada County School (Prescott Ridge, H-2020-004). Staff has been working with the developers of surrounding properties (including the subject property) to ensure there is a connection to this new school parcel. (The school parcel is directly adjacent to the subject property, but the road connection will probably be slightly to the north of the subject property.)

In addition, recently constructed Pleasant View Elementary, at the northeast quadrant of N. Black Cat Road and W. Gondola Drive, is planned for a Fall 2020 opening. There is a future pathway shown along N. Black Cat Road, and several sections of this pathway have already been installed. This pathway will provide a safe route to Pleasant View Elementary from the subject property along W. Larry Lane.

“Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services.” (3.03.03F)

City water and sewer service is available and can be extended by the developer with development in accord with UDC 11-3A-21.

- *“Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.” (3.03.03G)*

Urban sewer and water infrastructure and curb, gutter and sidewalks is required to be provided with development as proposed.

B. Existing Structures/Site Improvements:

There is one existing single family residence on the site. This residence is proposed to be retained and must connect to City utilities upon annexation of the property.

C. Proposed Use Analysis:

Single-family detached dwellings are listed as a principal permitted use in the R-8 zoning districts in UDC Table 11-2A-2.

D. Dimensional Standards (UDC 11-2):

All proposed lots and public streets appear to meet UDC dimensional standards per the submitted preliminary plat. This includes property sizes, required street frontages, and road widths. Development of the subdivision is required to comply with the subdivision design and improvement standards listed in UDC 11-6C-3, including but not limited to streets, common driveways and block face. In addition, all subdivision developments are also required to comply with Subdivision Design and Improvement Standards. No common driveways are proposed with this subdivision. Minimum lot sizes are proposed at 4,000 square feet, which complies with the requirements of the R-8 zone district.

Access (UDC 11-3A-3, 11-3H-4):

There will be three accesses to the property. Primary access will occur from existing W. Larry Lane via N. Black Cat Road. W. Larry Lane is presently a cul-de-sac. ACHD has requested the applicant extend W. Larry Lane to N. Willowside Road, a future local street which will run north – south along the west perimeter of the subject property. As part of the extension, the applicant will be required to improve the existing portion of W. Larry Lane as ½ of a 33-foot street section with curb, gutter and a minimum of 5-foot wide concrete sidewalk abutting the site. There is also a proposed cul-de-sac, W. Tara Court, which will provide access to the southern portion of the property. All streets are required to be constructed to ACHD standards, including curb, gutter and sidewalk. ACHD has stated they support the proposed plat and has not listed any concerns with the project. ACHD has commented that they will not require the applicant to vacate any portion of the existing W. Larry Lane cul-de-sac.

E. Parking (UDC 11-3C):

Off-street parking is required to be provided in accord with the standards listed in UDC Table 11-3C-6 for single-family detached dwellings based on the number of bedrooms per unit. Future development should comply with these standards.

F. Pathways (UDC 11-3A-8):

A pathway is shown between Lots 3 & 5, Block 2 into the common open space (shown as Lot 4, Block 2). Staff does have concerns with the visibility of this pathway and is recommending Lots 5 & 6, Block 2 be rotated ninety-degrees as is discussed in the qualified open space section below. There is also a proposed pathway shown north of Lot 10, Block 1 at the northwest corner of the property. This pathway would provide a connection from the subdivision to the future school site at the west. The plat does not currently show this pathway common area as a separate lot and it is also not shown on the landscape plan. Staff is recommending this be established as a separate lot as a condition of approval and the landscape plan be revised accordingly. Pathways will be required to meet the requirements of section 11-3A-8 of the UDC.

G. Sidewalks (UDC 11-3A-17):

Attached sidewalks are proposed along internal streets in accord with the standards listed in UDC 11-3A-17. There are no existing sidewalks along W. Larry Lane. Staff is recommending they be constructed as a condition of approval.

H. Parkways (UDC 11-3A-17):

No parkways are proposed with this plat.

I. Landscaping (UDC 11-3B):

As all streets within this subdivision will be local, no landscape buffers are required per UDC Table 11-2A-6. The development proposes approximately 12% of open space; 10.5% is qualified open space as defined below.

J. Qualified Open Space (UDC 11-3G):

Requirements of UDC 11-3G-3 for qualifying common open space include an open grassy area of at least fifty feet by one hundred feet (50' x 100'). This proposal includes an open grassy area of approximately 125' x 143' on the south side of W. Larry Lane toward the center of the development, and an additional grassy area of approximately 62' x 132' at the north side of the W. Tara Court cul-de-sac (all of this is shown as Lot 4, Block 2). With a qualified open space of approximately 28,275 square feet, this is 10.5%, meeting the 10% minimum requirements. Common open space is required to be landscaped with one tree per 8,000 square feet of landscaped area in accord with the standards listed in UDC 11-3G-3E. The landscape plan complies with the minimum requirements.

There is an area of 1,974 square feet proposed as qualified open space (Lot 7, Block 2). Although this area does meet the minimum 20' x 50' size requirement, it is only open on one end and therefore cannot count as qualified open space. However, the common area shown as a pathway north of Lot 10, Block 1 and connecting to the west would count as qualified open space. The landscape plan and preliminary plat should be revised to account for this area, and has been recommended as a condition of approval.

The applicant proposes a pathway in the common open space between Lots 3 & 5, Block 2. Staff has concerns with the orientation of the lots on either side of this pathway. Because this pathway would run along the sides of the houses, it would be an area of limited visibility. As Lot 7 cannot be counted as qualified open space anyway, staff recommends eliminating Lot 7 and rotating Lots 5 & 6 ninety-degrees to align with Lots 8-10 in Block 2. This would put the backyards of Lots 5 & 6 adjacent to the pathway area and provide better visibility into the common open space.

K. Qualified Site Amenities (UDC 11-3G):

Based on the area of the proposed plat (6.14 acres), a minimum of one (1) qualified site amenity is required to be provided per the standards listed in UDC 11-3G-3C. Although staff has raised this issue to the applicant several times, an amenity has yet to be proposed. Staff recommends the Planning Commission discuss the proposed open space area, whether it is acceptable, and which amenities should be required.

L. Waterways (UDC 11-3A-6):

There are no significant waterways on the property.

M. Fencing (*UDC 11-3A-6, 11-3A-7*):

No new fencing is reflected on the plat or landscape plan. All fencing is required to comply with the standards listed in UDC 11-3A-6C and 11-3A-7.

Utilities (*UDC 11-3A-21*):

Public services are available to accommodate the proposed Development. All lots within the subdivision will be provided domestic water and sanitary sewer service by the City via extensions from N. Black Cat Road. The existing house at 5025 W. Larry Lane (Lot 11) will be retained and is presently served by well and septic. Staff is recommending as a condition of approval that this residence be connected to water and sewer.

N. Building Elevations (*UDC 11-3A-19 | Architectural Standards Manual*):

The Applicant has submitted sample elevations of the single-family homes for this project (see Section VII.F).

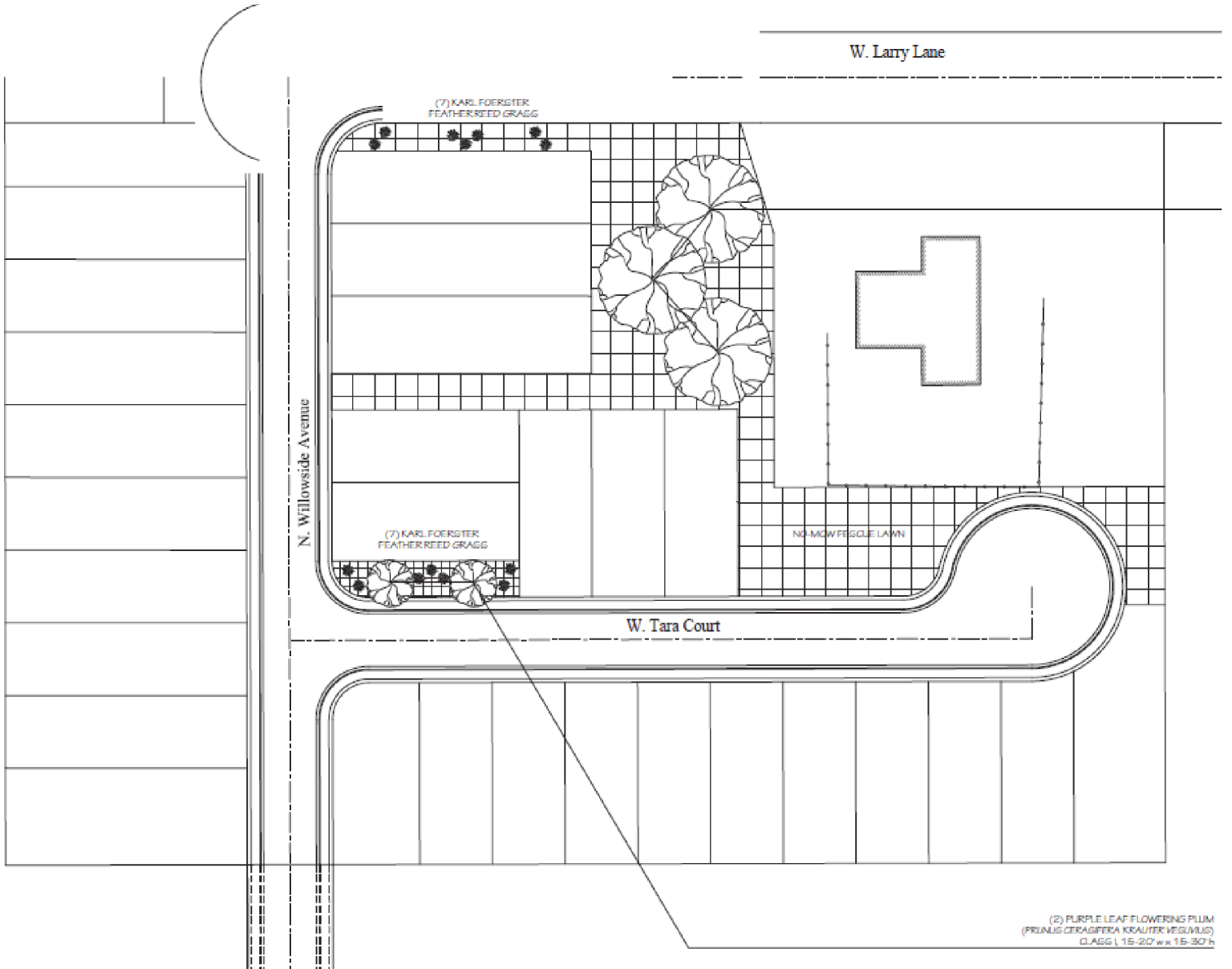
The single-family homes are depicted as two-story structures with two-car garages, and a variety of finish materials with stone and lap-siding combinations. The submitted sample elevations appear to meet design requirements for single-family homes.

DECISION

O. Staff:

Staff recommends approval of the requested annexation, zoning and preliminary plat with the conditions noted in Section IX.A per the Findings in Section IX.

B. Landscape Plan (date: 6/28/2020)



C. Conceptual Building Elevations (date: 5/13/2020)



CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

1. A Development Agreement (DA) is required as a provision of annexation of this property. Prior to approval of the annexation ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of annexation ordinance adoption, and the developer.
2. Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA shall, at minimum, incorporate the following provisions:
 - a. Future development of this site shall be generally consistent with the preliminary plat, landscape plan and conceptual building elevations for the single-family dwellings included in Section VII and the provisions contained herein.
3. The Preliminary Plat included in Section VII, dated 6/29/2020, shall be revised as follows prior to submittal of the final plat application:
 - a. Common Lot 7 Block 2 will be eliminated, and Lots 5 & 6 of Block 2 shall be rotated 90-degrees to align with Lots 8-10, Block 2.
 - b. The micropath north of Lot 10 shall be included as a separate Lot and Block.
4. The Landscape Plan included in Section VII, dated 6/29/2020, shall be revised prior to submittal of the final plat application as follows:
 - a. At least one qualifying site amenity shall be provided as set forth in UDC 11-3G-3C.
 - b. The micropath lot indicated on the plat north of Lot 10, Block 1 shall be shown on the landscape plan.
 - c. All proposed fencing shall be shown on the landscape plan.
5. The existing residence at 5025 West Larry Lane (Lot 11) will be required to abandon the well and septic system and connect to City water and sewer.
6. The applicant shall construct all proposed fencing and/or any fencing required by the UDC, consistent with the standards as set forth in UDC 11-3A-7 and 11-3A-6B, as applicable.
7. The applicant shall comply with all provisions of 11-3A-3 with regard to access to streets.

8. The applicant shall comply with the sidewalk standards as set forth in UDC 11-3A-17. This includes a sidewalk along the south side of W. Larry Lane.
9. The development shall comply with standards and installation for landscaping as set forth in UDC 11-3B-5 and maintenance thereof as set forth in UDC 11-3B-13.
10. The plat shall comply with the provisions for irrigation ditches, laterals, canals and/or drainage courses, as set forth in UDC 11-3A-6.
11. Pathway and adjoining fencings and landscaping shall be constructed consistent with the standards as set forth in UDC 11-3A-7A7, 11-3A-8 and 11-3B-12C.
12. The applicant shall preserve any existing trees on the subject property that are four-inch caliper or greater; or mitigate for the loss of such trees as set forth in UDC 11-3B-10C.
13. The development shall comply with all subdivision design and improvement standards as set forth in UDC 11-6C-3, including but not limited to cul-de-sacs, alleys, driveways, common driveways, easements, blocks, street buffers, and mailbox placement.
14. Off-street parking is required to be provided in accord with the standards listed in UDC Table 11-3C-6 for single-family detached dwellings based on the number of bedrooms per unit.
15. The Applicant shall have a maximum of two (2) years to obtain City Engineer's signature on a final plat in accord with UDC 11-6B-7.
16. The Applicant shall comply with all conditions of ACHD.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 A street light plan will need to be included in the final plat application. Street light plan requirements are listed in section 6-7 of the City's Design Standards.
- 1.2 End the water main in W. Tara Court with a fire-hydrant and extend a water and sewer easement to the eastern property line
- 1.3 Applicant to provide "to and through" sanitary sewer mainline connection to the property to the west.
- 1.4 Do not extend sewer to the north boundary as properties to the north are in a different service area.
- 1.5 Applicant shall submit a geotechnical investigative report for the subject development prior to this project advancing to the Meridian City Council for consideration.

2. General Conditions of Approval

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
- 2.3 The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-feet wide for a single utility, or 30-feet wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. DO NOT RECORD. Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such as landscape

- irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.
- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
 - 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.
 - 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.
 - 2.11 All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
 - 2.12 Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
 - 2.13 It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
 - 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
 - 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
 - 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
 - 2.17 Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
 - 2.18 The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
 - 2.19 The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
 - 2.20 At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must

be received and approved prior to the issuance of a certification of occupancy for any structures within the project.

- 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.
- 2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
- 2.23 The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

D. ACHD

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191225&dbid=0&repo=MeridianCity>

E. MERIDIAN POLICE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=190783&dbid=0&repo=MeridianCity>

F. MERIDIAN FIRE DEPARTMENT (MFD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188366&dbid=0&repo=MeridianCity>

VII. FINDINGS

A. ANNEXATION AND / OR REZONE (UDC 11-5B-3E)

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;

Staff finds annexation of the subject site with an R-8 zoning designation is consistent with the Comprehensive Plan MDR FLUM designation for this property if the Applicant complies with the provisions in Section IX.

2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;

Staff finds the lot sizes proposed combined with the housing types proposed will be consistent with the purpose statement of the residential districts in that a range of housing opportunities will be provided consistent with the Comprehensive Plan.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;

Staff finds that the proposed zoning map amendment should not be detrimental to the public health, safety, or welfare. Staff recommends the Commission and Council consider any oral or written testimony that may be provided when determining this finding.

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and

Staff finds that the proposed zoning amendment will not result in any adverse impact upon the delivery of services by any political subdivision providing services to this site.

5. The annexation (as applicable) is in the best interest of city

Staff finds the proposed annexation is in the best interest of the City if the property is developed in accord with the provisions in Section IX.

B. Preliminary Plat (UDC 11-6B-6)

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision making body shall make the following findings: (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

1. The plat is in conformance with the comprehensive plan and is consistent with this unified development code; (Ord. 08-1372, 7-8-2008, eff. 7-8-2008)

Staff finds the proposed plat is generally in conformance with the UDC if the Applicant complies with the conditions of approval in Section IX.

2. Public services are available or can be made available and are adequate to accommodate the proposed development;

Staff finds public services can be made available to the subject property and will be adequate to accommodate the proposed development.

3. The plat is in conformance with scheduled public improvements in accord with the city's capital improvement program;

Staff finds the proposed plat is in substantial conformance with scheduled public improvements in accord with the City's CIP.

4. There is public financial capability of supporting services for the proposed development;

Staff finds there is public financial capability of supporting services for the proposed development.

5. The development will not be detrimental to the public health, safety or general welfare; and

Staff finds the proposed development will not be detrimental to the public health, safety or general welfare.

6. The development preserves significant natural, scenic or historic features. (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

Staff is unaware of any significant natural, scenic or historic features that need to be preserved with this development.



AGENDA ITEM

ITEM TOPIC: Public Hearing Rescheduled from September 3, 2020 for Gateway at 10 Mile (H-2020-0046) by GFI - Meridian Investments III, LLC, Located at the Northeast Corner of N. Ten Mile Rd. and W. Franklin Rd.

A. Request: Annexation and Zoning of approximately 41.28 acres of land from RUT in Ada County to the C-G (26.54 acres) and R-40 (14.74) zoning districts to accommodate the future construction of a mixed-use commercial and high-density residential development.



PUBLIC HEARING INFORMATION

Staff Contact: Joseph Dodson

Meeting Date: August 6, 2020

Topic: **Public Hearing Continued from June 18, 2020 for Gateway at 10 Mile (H-2020-0046) by GFI - Meridian Investments III, LLC, Located at the Northeast Corner of N. Ten Mile Rd. and W. Franklin Rd.**

- A. Request: Annexation and Zoning of approximately 41.28 acres of land from RUT in Ada County to the C-G (26.54 acres) and R-40 (14.74) zoning districts to accommodate the future construction of a mixed-use commercial and high-density residential development.

Information Resources:

[Click Here for Application Materials](#)

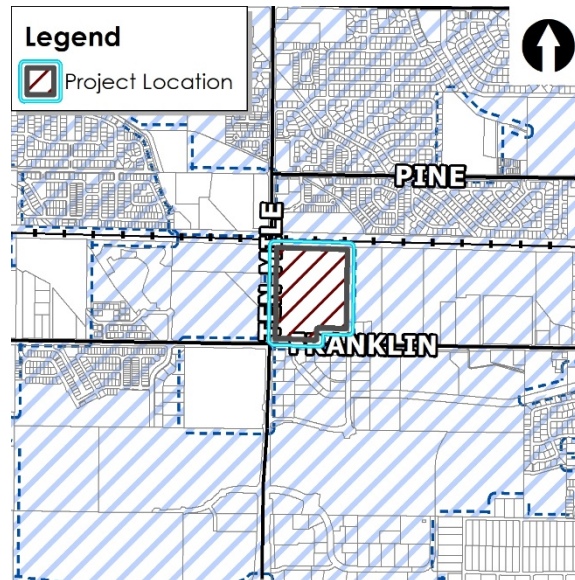
[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



HEARING DATE: 6/18/2020 9/17/2020
 TO: Planning & Zoning Commission
 FROM: Joe Dodson, Associate Planner
 208-884-5533
 SUBJECT: H-2020-0046
 Gateway at Ten Mile

LOCATION: The site is located at the northeast corner of N. Ten Mile Road and W. Franklin Road, in the SW ¼ of the SW ¼ of Section 11, Township 3N., Range 1W.



I. PROJECT DESCRIPTION

Request for annexation and zoning of approximately 41.28 acres of land from RUT in Ada County to the C-G (26.54 acres) and R-40 (14.74) zoning districts to accommodate the future construction of a mixed-use commercial and high-density residential development, by GFI – Meridian Investments III, LLC.

Note: Following the original publication of this staff report, the Applicant requested a continuance to further analyze and address Staff’s concerns and recommended conditions of approval. The Applicant and Staff have worked together in the recent months and a revised concept plan was generated out of these discussions. This revised and more detailed concept plan has been analyzed by Staff and has resulted in strikeout and underline changes throughout the staff report including changes to the Development Agreement provisions and conditions of approval.

II. SUMMARY OF REPORT

A. Project Summary

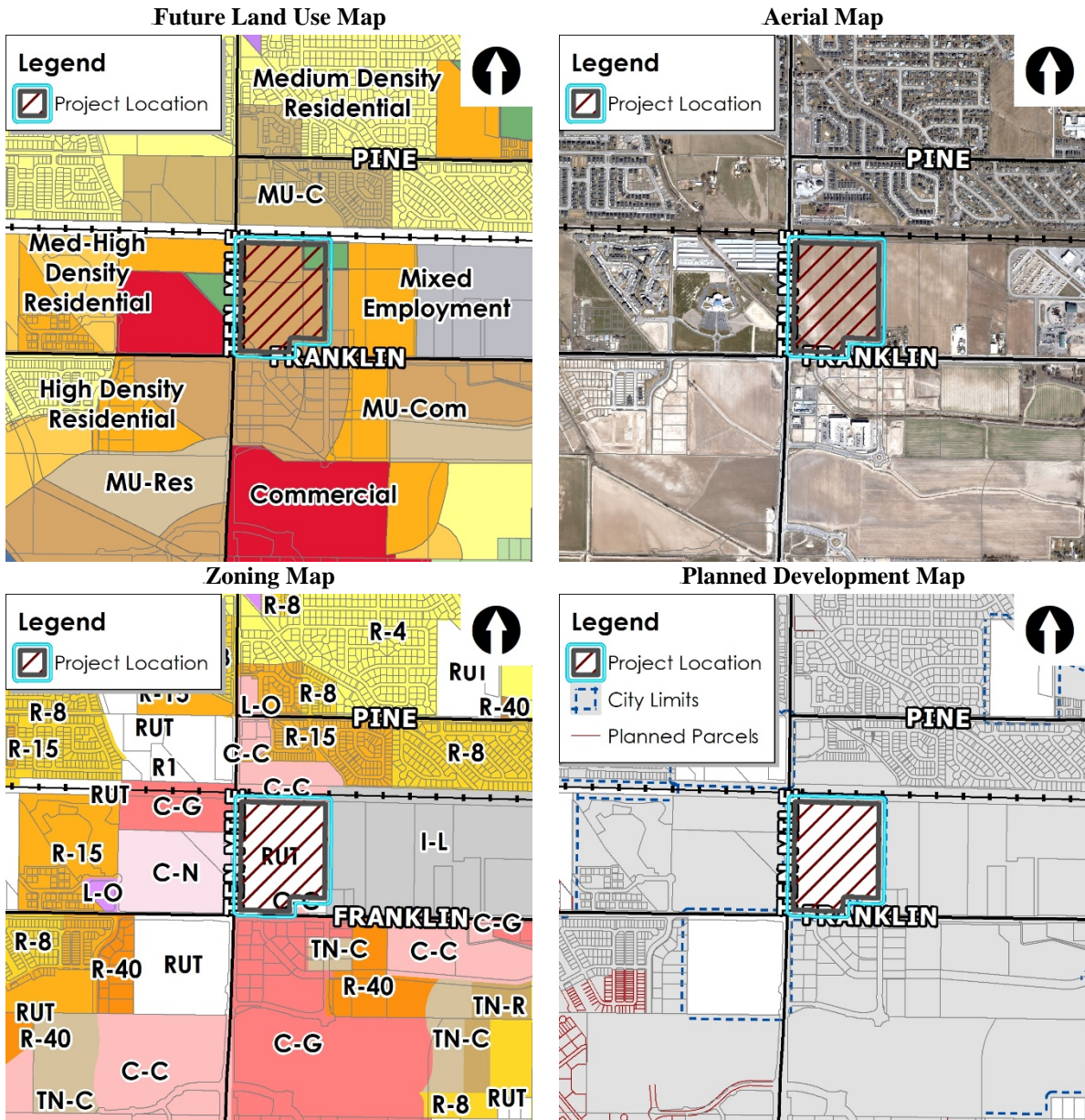
Description	Details	Page
Acres	41.28 acres	
Future Land Use Designation	Mixed Use Commercial (MU-C); Civic; Ten Mile Interchange Specific Area Plan (TMISAP)	
Existing Land Use(s)	Agriculture	
Proposed Land Use(s)	Future Residential, Commercial, Office/Retail, <u>and an area reserved for a future Civic Use</u>	
Lots (# and type; bldg./common)	None proposed at this time	

Description	Details	Page
Number of Residential Units (type of units)	N/A; Proposed future high-density residential	
Physical Features (waterways, hazards, flood plain, hillside)	Ten Mile Creek	
Neighborhood meeting date; # of attendees:	February 5, 2020 – 1 attendee	
History (previous approvals)	N/A	

B. Community Metrics

Description	Details	Page
Ada County Highway District		
• Staff report (yes/no)	Yes	Section VIII.E
• Requires ACHD Commission Action (yes/no)	No	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	See analysis section below for more information (Section V.F)	
Stub Street/Interconnectivity/Cross Access	See analysis section below for more information (Section V.F)	
Existing Road Network	Franklin Road and Ten Mile Road, arterial roadways, are fully improved with at least two travel lanes in both directions abutting the site.	
Existing Arterial Sidewalks / Buffers	There is existing 7-foot attached sidewalks along both arterial streets; there is no existing street buffers due to the property never being developed.	
Proposed Road Improvements	Applicant is not required to improve <u>Overland Road</u> either <u>arterial roadway</u> or dedicate additional right-of-way.	
Fire Service	<u>No comments for bubble plan.</u>	
• Distance to Fire Station	.4 miles from Fire Station #6	
• Fire Response Time	Meridian Fire can meet the 5 minute response time goal.	
• Resource Reliability	Reliability is unknown at this time as the station is new.	
• Risk Identification	Risk Factor 1 – Residential	
• Accessibility	Proposed project meets all required access, road widths, and turnarounds.	
COMPASS		
Job/Housing Ratio	.9 (range of 1-1.5 is ideal; lower number indicates an employment need)	
Nearest Services	Bus Stop – 0.4 miles Public Park – 1.2 miles Grocery Store – 2.6 miles	

C. Project Area Maps



III. APPLICANT INFORMATION

A. Applicant:

GFI – Meridian Investments III, LLC – 74 East 500 South, Ste. 200, Bountiful, UT 84010

B. Owner:

Franklin & Ten Mile LLC – 217 W. Georgia Avenue, Ste. 100, Nampa, ID 83686

C. Representative:

KM Engineering, LLP – 9233 W. State Street, Boise, ID 83714

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	5/29/2020	
Radius notification mailed to properties within 300 feet	5/26/2020	
Site Posting	6/5/2020 8/26/2020	
NextDoor posting	5/27/2020	

V. STAFF ANALYSIS

A. Future Land Use Map Designation (<https://www.meridiancity.org/complan>)

Mixed Use Commercial – The purpose of the Mixed Use Commercial designation is to encourage the development of a mixture of office, retail, recreational, employment, and other miscellaneous uses, with supporting multifamily or single family attached residential uses. While the focus of these areas is on commercial and employment uses, the horizontal and vertical integration of residential uses is essential to securing entitlements.

The subject property also resides within the Ten Mile Interchange Specific Area Plan (TMISAP) which plans for approximately 2,800 acres bordered (roughly) by Linder Road to the east; McDermott Road to the west; the Union Pacific Railroad line to the north and ½ mile south of Overland Road on the south. The specific area plan is an addendum to this Comprehensive Plan.

Traditional neighborhood design concepts with a strong pedestrian-oriented focus are essential within the TMISAP. The goal in these areas is to achieve a floor area ratio (FAR) of 1.00- 1.25 or more. Development within these areas exhibit quality building and site design and an attractive pedestrian environment with a strong street character. The mix of residential uses may be achieved vertically within buildings; however, some horizontal mixes may be allowed. Where existing parcel sizes are small, development plans should be prepared in collaboration with the adjacent property owners in order to establish an integrated mixed use project across several parcels. **This land use designation calls for an overall target density of 8-12 dwelling units per acre, with higher densities allowed on individual projects. No more than 30 percent of the ground level development within the Mixed Use Commercial designation should be used for residences.**

The proposed annexation area is surrounded by existing City of Meridian zoning. The proposed application is only for annexation with the required Development Agreement; no subdivision or Conditional Use application is currently proposed. The Applicant has proposed a ~~bubble~~ concept plan that future development shall be based off; both its general ideas and its specific details are important and will help guide future development. In general, the proposed annexation and zoning is for C-G (general commercial and office/retail) and R-40 (high-density residential) with a goal to adhere to the TMISAP and the Mixed Use Commercial policies. As stated, this site resides in the TMISAP and will be required to meet certain site design and building design standards (see further analysis below) regardless of the zoning districts. Enforcement of these standards will be largely done through the executed Development Agreement required with annexation of this property. Since there are no other concurrent applications associated with this

project, Staff anticipates further refinement of this bubble concept plan as end-users are identified and a traffic impact study is completed in the future.

The Applicant is requesting R-40 zoning for their residential portion of the property. Staff understands the desire is to use this zoning designation for high-density residential in the form of multi-family development. Multi-family residential is a conditional use in the R-40 zoning district and requires additional specific use standards as stated in UDC 11-4-3-27. Multi-family residential is also a conditional use in the C-G zoning district and theoretically the applicant could propose less vertically dense residential across both requested zoning districts. Because of this fact, Staff is recommending that the gross density of any proposed residential uses is based on the entire area of the site and not just within the residential zoning district. This will allow the Applicant to offer taller and denser residential on a smaller footprint furthering compliance with the Mixed Use Commercial goals and policies. Staff is concerned that this zoning does not fully meet the intent of the Mixed Use Commercial future land use designation because it does not offer any additional site design requirements beyond the standard multi family development. Staff is concerned that traditional garden style multi family development will be proposed and this type of development, at least as a majority product type, is not supportive of the future land use designation. One of the main goals of the MU-C designation in the Ten Mile Area is stated above: "No more than 30 percent of the ground-level development within the Mixed Use Commercial designation should be used for residences." Staff is concerned that traditional, walk-up garden style multi-family built in the areas shown on the bubble plan as R-40 would not meet the intent of the Mixed Use Commercial designation to build higher density and integrated housing within developments, likely exceed this 30 percent maximum and the target density desired in the plan. Staff recognizes that meeting this goal is not always 100% feasible, however, the applicant should implement many of the design concepts envisioned by the this future land use designation within the Ten Mile Area plan to ensure general compliance. The Applicant has assured Staff that traditional garden style multi-family apartments will not be proposed and are not envisioned on this site. With the revised concept plan and conversations that have occurred with the Applicant, Staff now has less concerns regarding the type of apartments that may be built on site but will be adding provisions into the DA to help ensure traditional garden style multi-family is not built as part of this project.

Because of these issues, Staff highly recommends that the bubble plan showing current areas labeled as office/retail and R-40 be revised to show a larger area of residential but with a combination of TN-R (Traditional Neighborhood Residential) and TN-C (Traditional Neighborhood Center District) zoning designations and provisions that at least 50% of the residential area be a combination of either Vertically Integrated structures or single family product types. This would provide a good deal of housing choice, opportunities to transition, and the necessary guidance to ensure transit oriented and traditional neighborhood design later, with only a bubble diagram. Vertically integrated and multi-family uses are principally permitted within the traditional neighborhood districts and much of the same commercial/retail/office uses are also principally permitted. Therefore, making these changes should prove less restrictive than the proposed R-40 zoning designation.

Staff previously recommended changing the requested zoning from C-G and R-40 to the Traditional Neighborhood zoning districts. This recommendation was made with the intent to ensure pedestrian oriented design and ensure some multi-story buildings on the subject site in order to comply with the comprehensive plan. Since the original publication of the staff report, the Applicant and Staff have worked to create a more refined concept plan that includes an overall stepping in building height from the arterials towards the interior of the site and street sections that mirror those within the specific area plan. These proposed street sections show on-street parking, bike lanes, parkways with a tree canopy, and detached sidewalks. These

types of street designs are largely what a “complete street” should be and offers walkable and inviting neighborhoods for both the residential and commercial component of projects. An additional change from the original bubble plan is the Applicant’s addition of 3-story townhomes along the main thoroughfare of the site and one of the roads proposed as a complete street. These 3-story townhomes are a welcomed additional housing type on site and should help to create placemaking within the transition between residential uses and commercial uses on the subject site. Because of these changes, Staff is now more comfortable with the requested zoning designations of C-G and R-40 with both Staff and the Applicant understanding that provisions will be included to ensure the site is constructed in the future with a pedestrian oriented focus as now proposed with the revised concept plan. These revisions make the development more consistent with the policies outlined in the Mixed Use Commercial designation, specifically those that promote different housing types and an integration of commercial and residential uses.

Ten Mile Interchange Specific Area Plan (TMISAP):

The subject site and development is required to be consistent with the street cross-sections and design elements contained within the TMISAP. These include elements of streetscape design, building design, site design, and pedestrian connectivity. Because there is no specific development proposed with this application, Staff cannot analyze whether the application meets specific design requirements. However, Staff is including some of the most applicable goals from TMISAP below and analyzing those portions that are shown on the ~~bubble~~ revised concept plan. The Applicant has also included a list of goals from the TMISAP within their application that they expect to be included as DA provisions (see Section VII.C). The following are goals and design elements in the TMISAP that are most applicable to future development based upon the submitted bubble plan and submitted application materials – Staff’s analysis is in *italics*:

- Traditional neighborhood design concepts with a strong pedestrian-oriented focus are essential – *This type of neighborhood design focuses on true interconnectivity between pedestrians, cyclists, and the automobile. One way this is achieved is through Street Oriented Design. This design requires streetscapes that should include landscaping with trees between curbs and sidewalks, the adjacent residences, and any building frontages. It creates development that allows access for everyone to be direct and convenient. The Applicant’s bubble plan appears to show some of this design but is lacking in the details that Staff would normally require. The Applicant’s revised concept plan specifically shows more of these elements (parkways, detached sidewalks adjacent to residences, etc.) through their proposed street sections (see Section VII.C). Because this is only a bubble concept plan, Staff will analyze future specific development for compliance with these design concepts. Future development of the site should also focus on building scale and design oriented for 20 mph or slower. Features typical of higher speed traffic are not compatible with the internal activity centers intended for the Ten Mile Area. All features of the future buildings should be pedestrian oriented, especially those fronting on internal travel ways and drive aisles. A simple way to help the City ensure a site design with these types of designs is to require the Applicant’s requested residential zoning and the central commercial area to be a combination of TN R and/or TN C designations, as noted in the section above. A combination would allow for greater flexibility. Regardless, to ensure future compliance, Staff is recommending a DA provisions that future development adhere to the street cross-sections, site design, and architectural design standards laid out in the TMISAP and within the submitted street sections. to the extent possible.*
- Street-oriented design is critical in urban environments and especially at a gateway to the Ten Mile Area such as this; buildings should be at or close to the property line creating a

consistent edge to the public space and making streets more friendly and walkable – *The Applicant has proposed a DA provision that speaks to this goal but the submitted condition relates to buildings fronting on Ten Mile and Franklin only. Staff agrees that these buildings should get as close as possible to the edge of the landscape buffers required along the arterial roadways but because of the required landscape buffers, they cannot “hold the corners” of these major roadways. Therefore, future commercial buildings should also aim to achieve this goal on all internal streets as well, where most pedestrian traffic will occur anyways. ~~This will ensure the traditional neighborhood design is achieved in the most beneficial and important areas of the site, away from the arterial roadways. Meeting this goal is a major factor in Staff’s recommendation to revise the requested zoning to the traditional neighborhood districts.~~ The revised concept plan shows a majority of the commercial and 3-story townhome structures aiming to meet this goal. Staff is still unable to fully determine whether the proposed structures are shown at the property line or are setback because it is only a concept plan. However, Staff will be including provisions to require that at least those buildings along the interior thoroughfare are built to the back of sidewalk unless outdoor dining is proposed within this area. Staff understands that there may be a need for some of these structures to have frontage area for outdoor dining or architectural elements—this should not preclude these buildings from being built with these elements and as close to the back of sidewalk as possible to aid in placemaking within the development.*

In addition, the very southwest corner of the site is constrained by the Ten Mile Creek and will severely limit any use in this section of the site. ~~The bubble revised concept plan has a note stating “possible AHD pond relocation” in this area of the site. There is no guarantee that ACHD will agree to relocating their pond and the Applicant should be open to a number of possible options on this constrained piece of the property. shows a pedestrian connection to this area and no vehicular connection.~~ This corner of the property is approximately 1.5 acres (including the easement area) and is highly visible from public roadways. This area should be treated with great care and consideration of its intended use. ~~Staff can envision the pedestrian connection shown on the bubble plan leading to a nice integrated plaza for the commercial development on the east side of the Ten Mile Creek.~~ The Ten Mile Creek should be integrated with the future uses proposed in this area similar to the design concepts implemented with the approval of the TM Creek project to the south. Staff also recommends the Applicant work with the appropriate agencies and City departments to find the best use for this corner. There could be an opportunity to provide a public use on this side of the creek.

- Incorporate plazas between compatible uses to provide shared outdoor seating and enhance pedestrian circulation between uses – *The revised ~~bubble~~ concept plan shows plazas between proposed commercial uses and a shared vista between the proposed office/retail area and the high-density residential. This revised layout shows better pedestrian connection between uses and should greatly help activate the commercial uses. Again, ~~annexing in this property with the traditional neighborhood zoning designations instead of R-40 would greatly help in achieving this goal because of its pedestrian-oriented design requirements in the Plan and the UDC.~~ Some flexibility in the location of these should be assumed in the future, to ensure maximum benefit from a variety and mix of uses and various intensities and scale.*
- The goal in these areas is to achieve a FAR (floor area ratio) of 1.00-1.25 or more – *There is no development proposed at this time that can have its FAR analyzed. This FAR is indeed a goal and not a prescribed standard as achieving this will be difficult for most developments. However, Staff and the Applicant have had discussions regarding this goal*

and the TMISAP goal of two-story or more structures. In response, the Applicant has included a proposed DA provision that would require ~~at least one multi-story structure along each arterial roadway. The condition also notes that other some of those structures along the main interior road that may be single-story would be designed in such a way that their building facades appear to be a two-story structure. Staff is supportive of this provision so long as it does not include more than the two buildings shown to be affected by this requirement as depicted on the submitted concept plan. Staff is supportive of this but in reality this provision helps add a look and feel to the scale of architecture instead of aiding in adding density so Staff is not overly concerned with this. Instead, Staff is recommending a provision that all commercial structures along the main thoroughfare (the only road shown with on-street parking) have a ceiling height of at least 15-feet for the ground level commercial—this includes those buildings shown as single-story with two-story facades. This provision is consistent with language within the TMISAP (see page 3-38 within the plan). Instead of trying to create the look of two story structures on single story buildings, Staff is recommending a DA provision that allows no more than two (2) future commercial buildings along each arterial (Ten Mile and Franklin) within the C-G zoning district to be single story. Three and four story non-residential or integrated mixed use buildings could be used to request additional 1:1 allowance for more single story structures later, assuming continued integration of mixed use commercial site design principles. Staff will review each building site as future land use applications are submitted for compliance with ~~this goal~~ the proposed provisions but is not inclined to hold the Applicant to specific FAR requirements.~~

Civic Land Use Designation– There is a very small area in the very northeast corner of the subject site, adjacent to the railroad tracks, that shows a Civic future land use with a Transit Station icon nearby designation on the future land use map (FLUM). This area is labeled ~~on the Future Land Use Map (FLUM)~~ as Civic to serve as a placeholder for future multi-modal transportation options should they arise. ~~This area abuts the rail corridor and is a great place for future multi-modal transportation options;~~ The Applicant plans to incorporate that area into their proposed R-40 zoning district. The Applicant shows ~~does not currently have plans for~~ this area as an open space area to act as a placeholder as it may be decades before it develops as a public transportation hub.

Future transportation needs are going to become increasingly important for the City of Meridian, especially in the Ten Mile Area. To ensure the needs of future generations are at least capable of being met, areas labeled as Civic with a Transit Station icon within our FLUM need to be preserved to the extent possible. In addition to the specific land area needed for a transportation hub, access to the site is equally as important. The access to this Civic area is analyzed in the Access section of this staff report, see Section V.F. In order to help preserve this area, Staff is recommending a DA provision that holds the Applicant to interim uses, such as shared/overflow parking or open space and other temporary uses that don't require a lot of investment or permanent structures, until such time that it develops as its intended envisioned civic/transportation use. In addition, this Civic area would make a good transition between the future high-density residential and the industrial user directly to the east.

It should be noted that the City and outside agencies like that of COMPASS and VRT do not currently have specific plans for how mass-transit within the Valley will work within the rail corridor or at this location. Because of this, it is currently difficult for Staff to recommend other uses not be allowed or limit certain uses on this site for the area shown as Civic on the FLUM. It should be noted that COMPASS is currently doing a study to determine the corridor and mode for the I-84 alternative analysis. There will be additional public involvement and study necessary

before any real regional decision is made on how the railroad corridor is used for public transportation. The Commission and Council should be aware that this Applicant is choosing to work with Staff on preserving this area for the benefit of the City and not necessarily for themselves, which is appreciated. Nevertheless, Staff is concerned that the reserved area shown on the concept plan as open space may not be enough area for future transit needs like a transit station and associated infrastructure; the parking area directly to its west and potentially even the adjacent multi-story building may need to be redeveloped in the future depending on the type of public transportation developed in the future. The Applicant is aware that more of this area may need to be redeveloped in the future to accommodate future needs and also understands that a multi-modal transportation stop on this property would be beneficial to this development.

The City may require a development agreement (DA) in conjunction with an annexation pursuant to Idaho Code section 67-6511A. *In order to ensure the site develops as proposed with this application and consistent with the Comprehensive Plan, Staff recommends a DA as a provision of annexation with the provisions included in Section VIII.A1. The DA is required to be signed by the property owner(s)/developer and returned to the City within 6 months of the Council granting the annexation for approval by City Council and subsequent recordation.*

B. Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):

The applicable general Comprehensive Plan policies are cited below with Staff analysis in italics.

“Promote Ten Mile, Downtown, and The Village as centers of activity and growth.” (2.09.03B). The location of this site is at a major intersection within the TMISAP, in the northeast corner of N. Ten Mile Road and W. Franklin Road. This site is one of the last major corners of the Ten Mile Area to be annexed. Even though there is no specific development proposed at this time with this application, the submitted bubble plan shows the framework for a center of activity and growth. Staff believes this could be a welcome addition to the City of Meridian.

“Avoid the concentration of any one housing type or lot size in any geographical area; provide for diverse housing types throughout the City” (2.01.01G). The proposed bubble plan shows R-40 zoning which is meant for high-density residential. In line with this, the Applicant plans to construct multi-family residential and some 3-story townhomes in the requested R-40 zoning area. In the nearby vicinity of this site there is detached and attached single-family residential and multi-family residential. There is other R-40 zoning in the area where multi-family is under construction, an area where multi-family is already constructed, and another area of R-40 zoning that is zoned but not yet developed. There is also R-8 and R-15 zoning districts nearby that house the single-family residential options for the area. Staff believes that some additional multi-family residential is a good fit for this area and the proposed density of commercial uses, provided there be a mix of housing product types and designed consistent with traditional neighborhood principles.

“Reduce the number of existing access points onto arterial streets by using methods such as cross-access agreements, access management, and frontage/backage roads, and promoting local and collector street connectivity” (6.01.02B). Future development on this site will dictate precisely where and how many access points to the arterial streets (Ten Mile and Franklin) are needed. The Applicant is requesting to keep as many of the existing curb cuts as possible but understands that those locations shown on the bubble plan are not approved. This is because a future TIS will be required and the Applicant will be required to show how and why the locations and number of access points are needed. In general, Staff appreciates the Applicant’s desire to not keep all existing access points. Staff will largely defer to ACHD’s staff report on the future access points onto the arterial streets to be determined with a future traffic study. Staff recommends that the

applicant work with ACHD for the extension of the collector street network to serve the development with a future traffic study.

“Provide housing options close to employment and shopping centers” (3.07.02D). *This project is proposed as a mixed use development that would have both residential and employment opportunities in the same area. In addition, the area immediately south of the subject site is the Ten Mile Crossing subdivision that is full of commercial and employment development. Staff believes this is a prime location for residential, especially for the high density residential that is different housing types being proposed.*

“Encourage the development of high quality, dense residential and mixed use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.” (2.02.01E). Gateway at 10 Mile is proposed as a mixed use development with three and four-story, high density residential as a main use of the site. The residential piece of this development is proposed to integrate with the commercial portion of the site as well as offer options to those working in the employment centers nearby and throughout the Ten Mile Area. In addition, the site is located at the corner of two major arterial streets which furthers the need for dense residential and a mix of uses on this corner. Staff finds that as development occurs on the subject property, future development on nearby properties will encourage the density and types of uses proposed at this location.

Staff finds this development to be generally consistent with Comprehensive Plan policies and objectives.

C. Existing Structures/Site Improvements:

The subject site is solely used for agriculture at this time. No other site improvements or structures are known at this time.

D. Proposed Use Analysis:

The proposed uses are not yet set in stone. However, the Applicant’s ~~bubble concept~~ plan depicts multi-family residential; commercial; and office/retail. This application is requesting C-G and R-40 zoning; multi-family residential is a conditional use in the R-40 zoning district per UDC Table 11-2A-2 and the C-G zoning district allows multiple types of commercial, retail, and office uses.

As noted above, Staff is recommending the TN-C and TN-R zoning districts for a portion of the site where some of the C-G and all of the R-40 are being proposed. This recommendation is not made lightly and is done so with the intent of offering the City the opportunity to gain true neighborhood design in this development but also offer the Applicant future flexibility in both design and potential uses, both commercial and residential. For example, traditional neighborhood districts allow vertically integrated buildings as a principally permitted use rather than a conditional use as it is in the requested R-40 zoning district. Furthermore, the Mixed Use Commercial land use designation within the TMISAP calls for pedestrian oriented design that generally requires pedestrian oriented streetscapes, on street parking as the norm and not the exception, multi-story development, and integration of residential uses with commercial and/or office/retail uses. Traditional neighborhood zoning districts allow for these types of designs by permitting higher building heights and mixed use development, requiring complete streets, and encouraging commercial development that attracts nearby residences with true integration of outdoor spaces through shared plazas and pedestrian circulation plans. now comfortable with the requested zoning of C-G and R-40 contingent on the fact that the pedestrian oriented design outlined in the submitted street sections and revised concept plan are adhered to in the future. Staff is recommending a number of revised and new provisions to help ensure the site is built as

close to this as possible. Multi-family residential is a conditional use in the R-40 zoning district and the Applicant is aware that this application is not granting approval of the multi-family use as that will be determined through future conditional use permit(s). The inclusion of plazas and sidewalks that connect the proposed commercial and residential uses promote interconnectivity between uses as desired within the Mixed Use Commercial designation in the TMISAP.

The Applicant has provided an exhibit of these plazas showing what appear to be raised crossings for vehicles (adding pedestrian safety), benches with trees within tree grates, and sails providing shade for bistro tables between the commercial buildings. Staff finds that these details within the submitted exhibit show integration of pedestrian elements and better access to the proposed commercial/retail buildings for those who will live and work on-site or nearby. Future development of these plazas should minimally contain these main elements to ensure compliance with the TMISAP and Comprehensive Plan. Staff is recommending provisions in line with these elements.

An additional element of the proposed uses within this development are the proposed industrial uses to the east of the subject site. As more of this area develops with users, they will need places to live, socialize, and grab lunch. It is not unfathomable that employees of the new Fed-Ex distribution center to the east will walk to this property for lunch every week. Because of this, Staff supports the ratio of proposed commercial and residential on the subject site, 22.7 acres to 16.3 acres respectively. Even though the proposed uses are subject to change as end-users are identified in the future, the general distribution of land reserved for commercial and residential is not intended to change. To offer both the City and the Applicant some flexibility in future uses, Staff is recommending a DA provision to limit the amount of Residential uses on the property to no more than 45%.

E. Dimensional Standards (UDC [11-2](#)):

All future lots and public streets shall be required to meet all UDC dimensional standards. This includes property sizes, required street frontages, road widths, and traditional neighborhood design standards as required by the TMISAP, ~~and the traditional neighborhood districts in the UDC.~~

F. Access (UDC [11-3A-3](#)):

Even though the subject site is used for agricultural purposes and has historically been so, there are multiple curb cuts along W. Franklin Road and N. Ten Mile Road, arterial roadways. The submitted bubble plan shows the Applicant's desire to keep a majority of the existing curb cuts for future access.

According to ACHD, future development of this site must have a traffic impact study (TIS) completed and approved by ACHD based upon the density of housing and type of commercial users proposed. Because a TIS will be required at a future date, Staff will await conditioning the access points until such time that future development applications and a TIS are submitted. A DA provision has been recommended in this staff report to ensure compliance with City and ACHD policies regarding future access points to these arterial roadways.

Along the eastern boundary, the Master Street Map (MSM) and the TMISAP show a future collector roadway that traverses almost the entire eastern property line. This collector roadway is intended to connect across Franklin and into the ~~Ten Mile Crossing subdivision development~~ to the south of this site. However, this collector roadway cannot be built at its proposed connection point to W. Franklin Road at this time due to this Applicant not owning the property that directly abuts Franklin Road. The Applicant is agreeing to construct half plus twelve feet of public right-

of-way on the area of the site they do own in the southeast corner of their site. This construction would occur upon development of the site at a future date.

Directly to the east of this site is I-L zoning and a new Fed-Ex distribution center is nearing construction. Even though the MSM and TMISAP show the future collector roadway going further north along the shared property boundary and then heading east, Fed-Ex was not required to build a portion of the collector roadway going north-south on this shared property line. Instead, they were approved with an east-west collector road further south within their property that aligns with the proposed east-west roadway in the southern area shown in this application. This location of the collector roadway is clearly different than that shown within the TMISAP. This new location should still offer adequate cross access between parcels once fully developed but has also changed the type of future access to the Civic use in the northeast corner of this site where the collector roadway would connect to. Since the Fed-Ex distribution center was approved without constructing the north-south collector, ~~Staff does not have authority to require them to do so until that site redevelops. Therefore, the future north-south collector roadway shown on the MSM, it is not a feasible option to require this Applicant construct their portion at this time. submitted bubble plan in this application would need to be wholly constructed on this property and by this Applicant if it were to develop as shown. Staff is concerned that this is unlikely due to the circumstances outlined. Instead, Staff believes at least a public local street should be built along the eastern boundary of this site for future connectivity to the collector roadway in the southeast corner of this site that will connect to Franklin Road and for~~ Instead, Staff believes adequate access to any future transportation use ~~is~~ along the north boundary northeast corner of the site, shown as the Civic land use on the concept plan, can be obtained via an east-west public street connection to Ten Mile Road as depicted on the concept plan. A potential alternative to this would be to move the Civic use further west, still along the northern boundary but behind the commercial fronting Ten Mile, and ensure Staff believes the travel way shown in the north of the site ~~is~~ should be built as a full public access (at least a local street) to handle future traffic to and from a transportation hub instead of the private street shown on the concept plan.

In addition to the access points to Ten Mile and Franklin Road, there will be travel ways within the development. These areas appear to be shown on the ~~submitted bubble~~ revised concept plan as a combination of public streets, private streets, and drive aisles, and not full public streets and their locations may change in the future as more specific development is proposed. The road network will be the backbone of the connectivity for this development and is therefore incredibly important to the future development of this site. Staff would prefer the main travel way shown that starts in the southeast corner and curves up towards the northwest corner of the property be a public local street. ~~This is currently not a requirement due to no TIS being required at this time but~~ Staff believes creating a genuine public thoroughfare would help traffic flow and create a grand drive through the development lined with street trees and pedestrian walkways.

Staff is fully supportive of the proposed street sections as they mirror those presented as “Street Section C” and “Street Section D” within the transportation section of the TMISAP (see page 3-20 and 3-21 of the TMISAP). The submitted renderings include street trees, bike lanes, on-street parking, and detached sidewalks—all of these elements are desired within the Ten Mile area and especially within Mixed Use Commercial land use designations where pedestrian oriented design is expected. Whether the final street layout within this development is private or public, Staff is recommending that minimally the main streets within the development be built with these street sections in mind. Having traditional neighborhood zoning designations instead of the R-40 would also help achieve this goal, as stated throughout the staff report. The roadway shown along the eastern property boundary however, is an integral local and likely regional connection to this development and any future regional transportation hub on this site as discussed above.

~~Pedestrian connectivity and further site design comments are discussed above in the Comprehensive Plan analysis section. Staff recommends that the Applicant continue working with ACHD on the extension of the street network within this development; this will hopefully occur through the future traffic study that is required.~~

G. Parking (UDC [11-3C](#)):

Off-street parking is required to be provided in accord with the standards listed in UDC Table 11-3C-5 for all uses other than single-family detached dwellings. Included in these standards are those for commercial and retail, office, and restaurant uses. ~~In addition, the parking standards for vertically integrated buildings are required to be adhered to if such uses are proposed.~~ Future planning and use applications will determine the required number of parking spaces for all uses.

H. Pathways (UDC [11-3A-8](#)):

No multi-use pathways are proposed or required with this development. However, one of the main goals of a mixed use designation is pedestrian access and connection as well as cyclist connectivity and safety for all. **A recommended DA provision is the applicant provide a pedestrian circulation plan with a future DA amendment or subdivision, so staff can analyze pedestrian circulation on the site once end-users are known for the proposed development.**

I. Sidewalks (UDC [11-3A-17](#)):

Seven-foot attached sidewalks exist along N. Ten Mile Road; seven-foot attached and detached sidewalk exist adjacent to W. Franklin Road. No additional sidewalks are proposed at this time because no development is proposed with this application. Future development projects on this site will be analyzed for compliance with the required sidewalk widths and locations. Staff notes that pedestrian connection will be integral to future development of this site and the Applicant will be required to meet the standards as set forth in UDC 11-3A-17 and those additional DA provisions outlining the requirement to construct some complete streets as proposed with the submitted street sections commensurate with the TMISAP.

J. Landscaping (UDC [11-3B](#)):

A 25-foot wide landscape buffer is required adjacent to both W. Franklin Road and N. Ten Mile Road, arterial roadways, landscaped per the standards listed in [UDC 11-3B-7C](#). A common lot that is at least 25-feet wide along these roadways will be required upon future development. As future development and the required TIS will dictate vehicular connections to Franklin and Ten Mile, Staff does not find it necessary to require construction of the buffers now. Some of the required landscaping would likely be destroyed upon development. Therefore, Staff will analyze the landscape buffers at a later date. The landscape details that are a part of complete streets ~~and traditional neighborhood design~~ will be analyzed with future development.

K. Qualified Open Space (UDC [11-3G](#)):

The Applicant has requested R-40 zoning and has stated their intention of developing that area with high-density, multi-family residential. In the R-40 zone, multi-family residential is a conditional use and qualified open space will be required for a minimum of 10% of the gross area and the open space requirements for the specific use standards in UDC 11-4-3-27 (the requirement for open space to be provided under both sections of code is currently under review by staff and the Open Space Committee; therefore, this statement may not be entirely accurate and the Applicant may have different standards that are required upon submittal of future land use applications). The qualified open space and amenities for the future multi-family development will be reviewed at a later date.

With the traditional neighborhood zoning districts (TND) recommended by Staff, most, if not all, of the potential residential housing types are principally permitted. If traditional multi family is still proposed in the future, the specific use standards will still apply. Staff is recommending the Applicant construct vertically integrated buildings which would alleviate the very specific open space standards as required for traditional multi family development. This is not to say open space is not wanted but the specific use standards for vertically integrated buildings and the recommended TND are not as prescriptive as those for traditional multi family.

L. Building Elevations ([UDC 11-3A-19](#) | [Architectural Standards Manual](#)):

As stated above, no specific development is proposed with this application. Therefore, no building elevations were submitted. Future buildings on the subject site will be required to meet the architectural standards laid out in the TMISAP and the Architectural Standards Manual (ASM). The architectural design standards within the recommended traditional neighborhood design often reflect buildings with porches, minimal front loaded garages, and great pedestrian connections. The vertically integrated buildings being recommended by staff have specific use standards that will also drive the architectural design for these areas. Staff recommends the Applicant review these requirements in conjunction with the Ten Mile Plan and its architectural standards.

The proposed C-G zoning district should house multiple types of uses. The future buildings in this zone will be required to minimally meet those architectural design standards listed in the non-residential ASM checklist. In addition, the TMISAP requires the commercial buildings to be built with street oriented design. Some of the main design points in this specific plan are: buildings must “hold the corners” of the site when adjacent to streets; street level commercial must have at least 40% of the linear dimension of the façade as windows or doorways; no wall frontage shall continue uninterrupted by a window or public access for a linear distance of greater than 12 feet; and the principle doorway for public entry into a building shall be from the fronting street. Staff is recommending DA provisions to ensure future compliance with the architectural standards for both the commercial and residential portions of this project.

VI. DECISION

A. Staff:

Staff recommends approval of the requested annexation and zoning with the requirement of a Development Agreement and the provisions noted in Section VIII.A per the findings in Section IX of this staff report.

B. Commission:

Enter Summary of Commission Decision.

C. City Council:

To be heard at future date.

VII. EXHIBITS

A. Annexation and Zoning Legal Descriptions and Exhibit Maps **(NOT APPROVED)**



9233 WEST STATE STREET | BOISE, ID 83714 | 208.639.6939 | FAX 208.639.6930

April 20, 2020
Project No.: 20-005
Legal Description

CITY OF MERIDIAN ANNEXATION

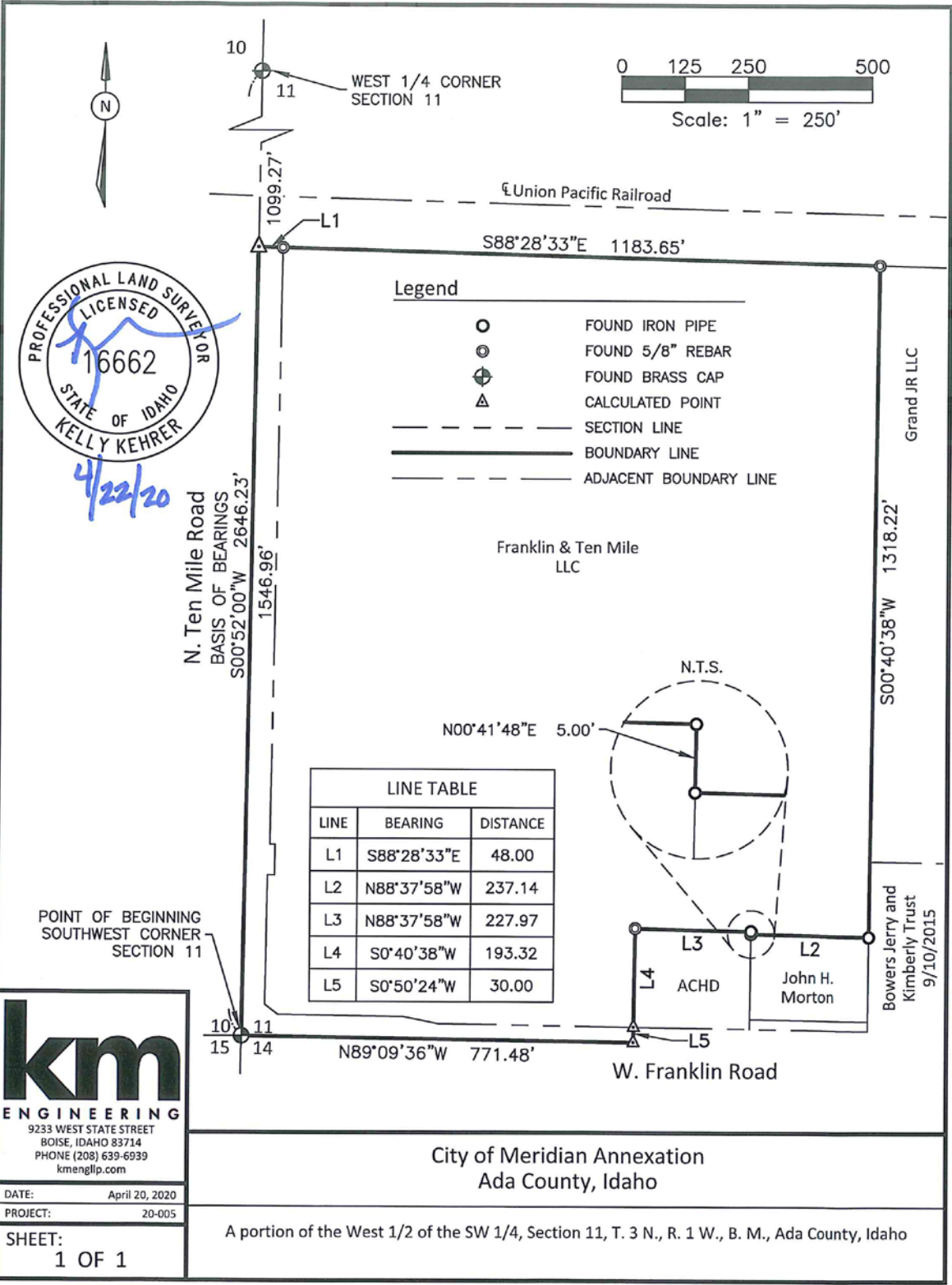
A parcel of land situated in the West 1/2 of the Southwest 1/4, Section 11, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

BEGINNING at a found brass cap marking the southwest corner of said Section 11, which bears S00°52'00"W a distance of 2,646.23 feet from a found brass cap marking the West 1/4 corner of said Section 11, thence following the westerly line of said Section 11, N00°52'00"E a distance of 1,546.96 feet;
Thence leaving said westerly section line, S88°28'33"E a distance of 48.00 feet to a found 5/8-inch rebar marking the northwest corner of a parcel described as Parcel A of Record of Survey No. 6883, (Records of Ada County, Idaho) on the southerly right-of-way line of the Union Pacific Railroad;
Thence following said southerly right-of-way line, S88°28'33"E a distance of 1,183.65 feet to a found 5/8-inch rebar marking the northeast corner of said Parcel A;
Thence leaving said southerly right-of-way line and following the easterly boundary line of said Parcel A, S00°40'38"W a distance of 1,318.22 feet to a found iron pipe;
Thence leaving said easterly boundary line, N88°37'58"W a distance of 237.14 feet to a found iron pipe;
Thence N00°41'48"E a distance of 5.00 feet to a found iron pipe;
Thence N88°37'58"W a distance of 227.97 feet to a found 5/8-inch rebar;
Thence S00°40'38"W a distance of 193.32 feet to a found 5/8-inch rebar on the northerly right-of-way line of W. Franklin Road;
Thence S00°50'24"W a distance of 30.00 feet to the southerly line of said Section 11;
Thence following said southerly section line, N89°09'36"W a distance of 771.48 feet to the **BEGINNING**.

Said parcel contains 41.284 Acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.



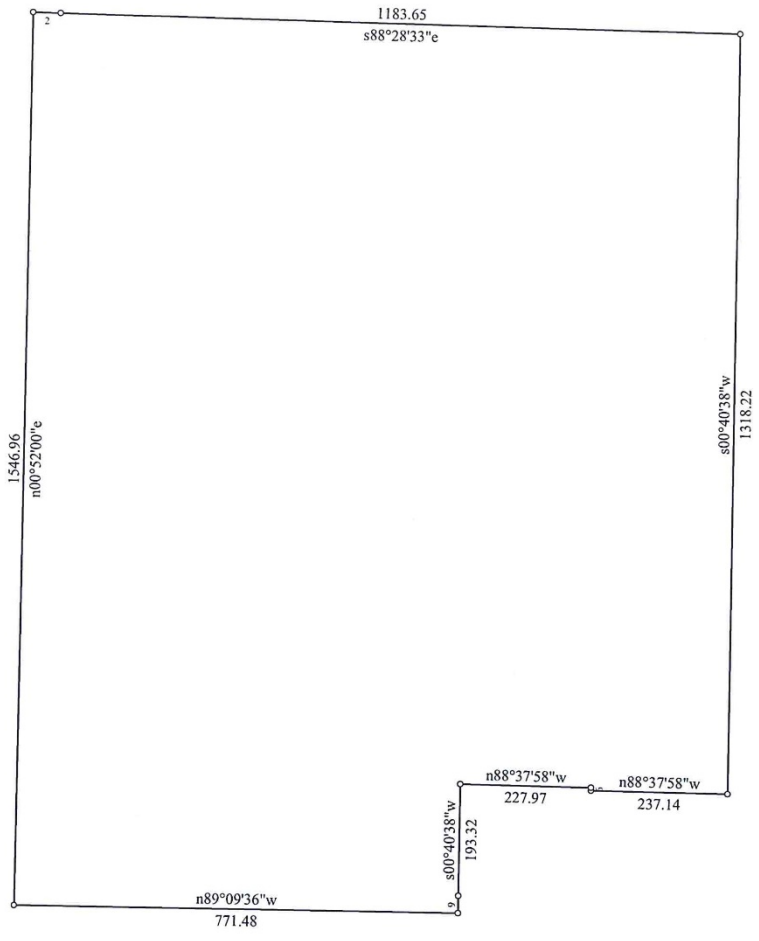
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C:\USERS\POULSEN\20-005\20-005_UPDATED ANNEXATION EXHIBIT.DWG, JAKE POULSEN, 4/21/2020, DWG TO PDF.PC3, 08.5X11.P [PDF]

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 PHONE (208) 639-6939
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DATE: April 20, 2020
 PROJECT: 20-005
 SHEET: 1 OF 1



Title:		Date: 04-20-2020
Scale: 1 inch = 250 feet	File:	
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002=s88.2833e 48.00	006=n00.4148e 5.00	010=n89.0936w 771.48
003=s88.2833e 1183.65	007=n88.3758w 227.97	
004=s00.4038w 1318.22	008=s00.4038w 193.32	



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March 2, 2020
Project No.: 20-005
Legal Description

C-G ZONE

A parcel of land situated in the West 1/2 of the Southwest 1/4, Section 11, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

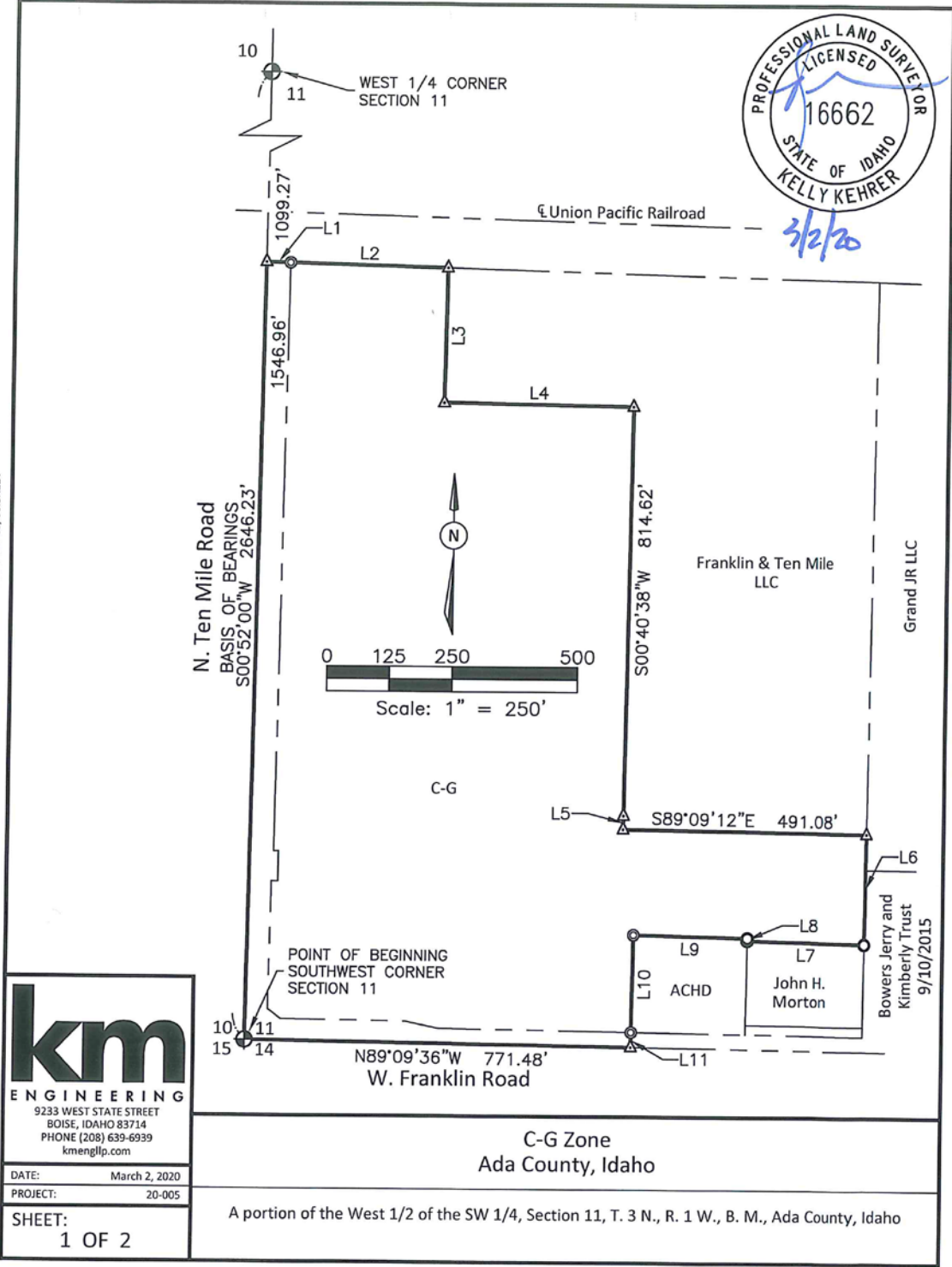
BEGINNING at a found brass cap marking the Southwest corner of said Section 11, which bears S00°52'00"W a distance of 2,646.23 feet from a found brass cap marking the West 1/4 corner of said Section 11, thence following the westerly line of said Section 11, N00°52'00"E a distance of 1,546.96 feet;
Thence leaving said westerly section line, S88°28'33"E a distance of 48.00 feet to a found 5/8-inch rebar marking the northwest corner of a parcel of land described as Parcel A of Record of Survey No. 6883, (Records of Ada County, Idaho) on the southerly right-of-way line of the Union Pacific Railroad;
Thence following said southerly right-of-way line, S88°28'33"E a distance of 315.02 feet;
Thence leaving said southerly right-of-way line, S00°52'00"W a distance of 268.57 feet;
Thence S89°08'00"E a distance of 378.43 feet;
Thence S00°40'38"W a distance of 814.62 feet;
Thence S00°50'48"W a distance of 27.00 feet;
Thence S89°09'12"E a distance of 491.08 feet to the easterly boundary line of said Parcel A;
Thence following said easterly boundary line, S00°40'38"W a distance of 218.18 feet to a found iron pipe;
Thence leaving said easterly boundary line, N88°37'58"W a distance of 237.14 feet to a found iron pipe;
Thence N00°41'48"E a distance of 5.00 feet to a found iron pipe;
Thence N88°37'58"W a distance of 227.97 feet to a found 5/8-inch rebar;
Thence S00°40'38"W a distance of 193.32 feet to a found 5/8-inch rebar on the northerly right-of-way line of W. Franklin Road;
Thence S00°50'24"W a distance of 30.00 feet to the southerly section line of said Section 11;
Thence following said southerly section line, N89°09'36"W a distance of 771.48 feet to the **POINT OF BEGINNING**.

Said parcel contains 26.540 Acres (1,156,101 square feet), more or less, and is subject to all existing easements and/or rights-of-way of record or implied.



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P:\20-005\CAD\SURVEY\ZONING LEGALS\20-005 ZONING & ANNEXATION EXHIBITS.DWG, JAKE POULSEN, 3/2/2020, KYOCERA TASKALFA 4550CI (R).PC3, 08.5X11 P



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DATE: March 2, 2020
PROJECT: 20-005

SHEET:
1 OF 2

P:\20-005\CAD\SURVEY\ZONING LEGALS\20-005 ZONING & ANNEXATION EXHIBITS.DWG, JAKE POULSEN, 3/2/2020, KYOCERA TASKALFA 4550CI KX-PC3, 08.5X11 P

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S88°28'33"E	48.00
L2	S88°28'33"E	315.02
L3	S0°52'00"W	268.57
L4	S89°08'00"E	378.43
L5	S0°50'48"W	27.00
L6	S0°40'38"W	218.18
L7	N88°37'58"W	237.14
L8	N0°41'48"E	5.00
L9	N88°37'58"W	227.97
L10	S0°40'38"W	193.32
L11	S0°50'24"W	30.00

Legend

- FOUND IRON PIPE
- ⊙ FOUND 5/8" REBAR
- ⊕ FOUND BRASS CAP
- △ CALCULATED POINT
- - - - SECTION LINE
- ==== BOUNDARY LINE
- - - - ADJACENT BOUNDARY LINE

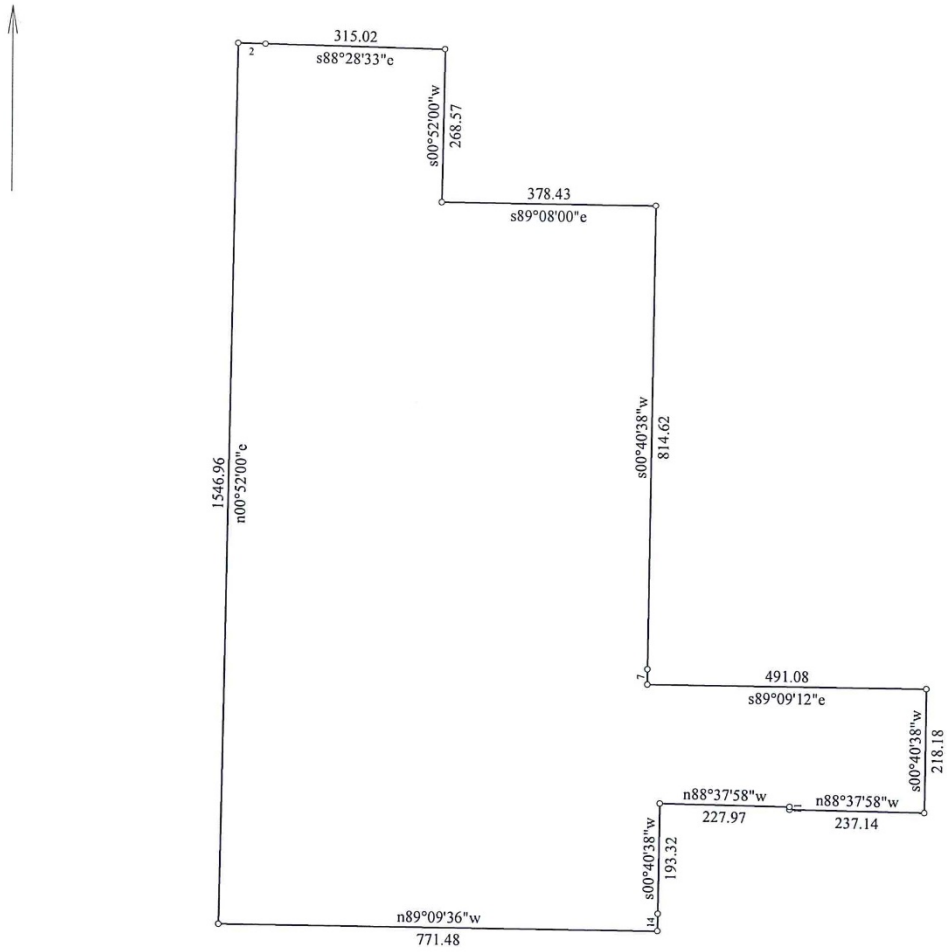


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DATE: March 2, 2020
 PROJECT: 20-005
 SHEET: 2 OF 2

C-G Zone
Ada County, Idaho

A portion of the West 1/2 of the SW 1/4, Section 11, T. 3 N., R. 1 W., B. M., Ada County, Idaho



Title:		Date: 03-02-2020
Scale: 1 inch = 260 feet	File:	
Tract 1: 26.540 Acres: 1156101 Sq Feet: Closure = n15.2352e 0.01 Feet: Precision =1/402301: Perimeter = 5573 Feet		
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002=s88.2833e 48.00	008=s89.0912e 491.08	014=s00.5024w 30.00
003=s88.2833e 315.02	009=s00.4038w 218.18	015=n89.0936w 771.48
004=s00.5200w 268.57	010=n88.3758w 237.14	
005=s89.0800e 378.43	011=n00.4148e 5.00	
006=s00.4038w 814.62	012=n88.3758w 227.97	



9233 WEST STATE STREET | BOISE, ID 83714 | 208.639.6939 | FAX 208.639.6930

March 2, 2020
Project No.: 20-005
Legal Description

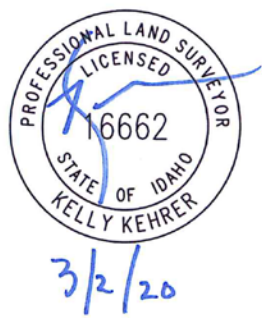
R-40 ZONE

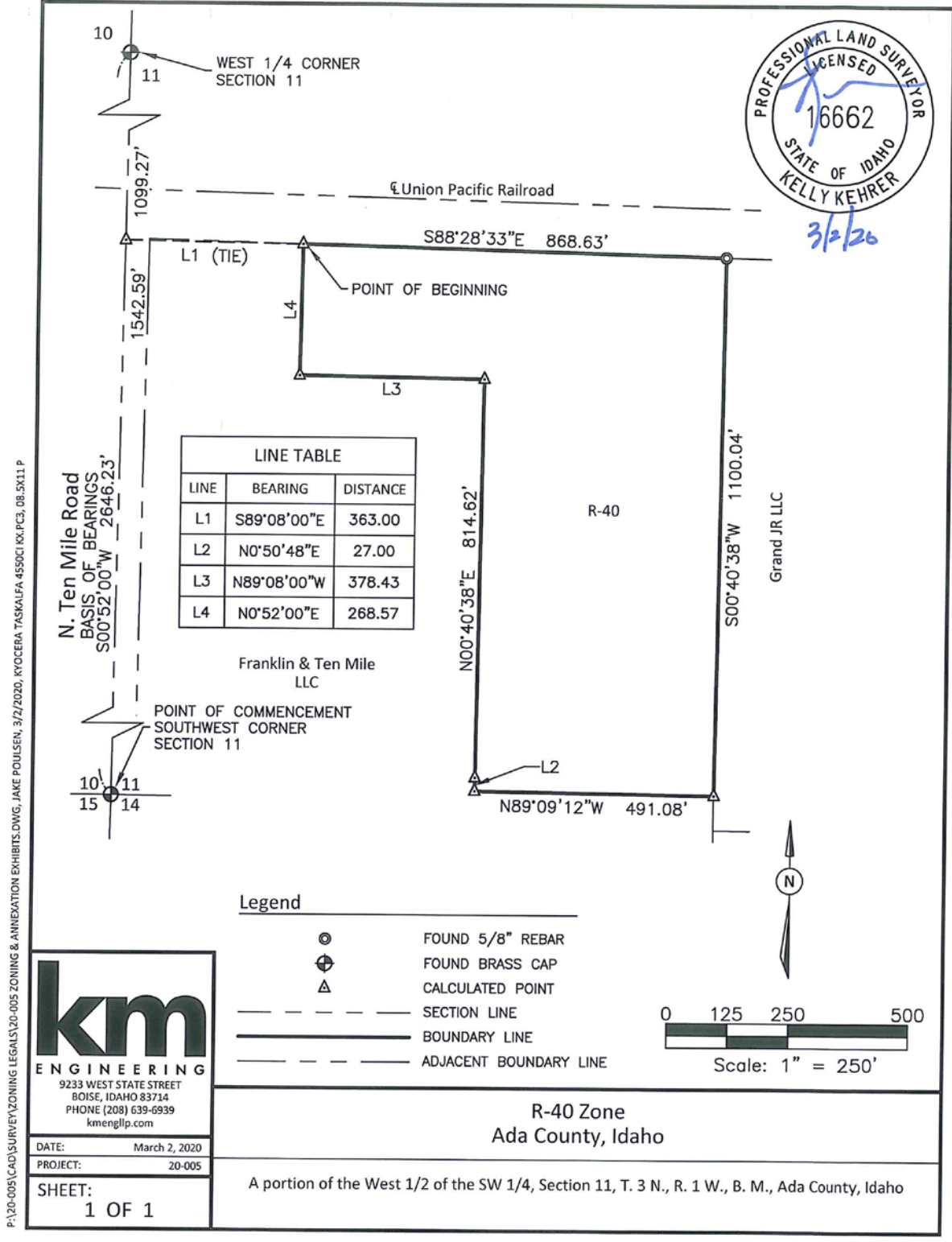
A parcel of land situated in the West 1/2 of the Southwest 1/4, Section 11, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

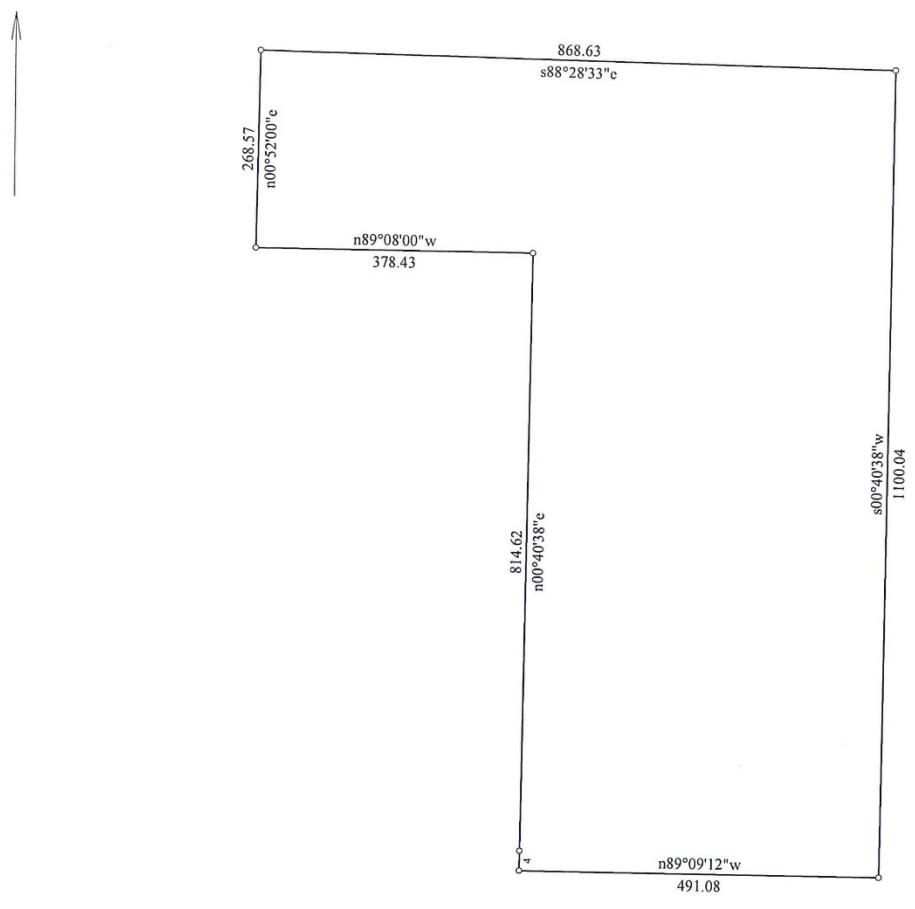
Commencing at a found brass cap marking the southwest corner of said Section 11, which bears S00°52'00"W a distance of 2,646.23 feet from a found brass cap marking the west 1/4 corner of said Section 11, thence following the westerly line of said Section 11, N00°52'00"E a distance of 1,542.59 feet;
Thence leaving said westerly section line, S89°08'00"E a distance of 363.00 feet to the northerly boundary line of a parcel of land described as Parcel A of Record of Survey No. 6883, (Records of Ada County, Idaho) on the southerly right-of-way line of the Union Pacific Railroad and being the **POINT OF BEGINNING**.

Thence following said southerly right-of-way line, S88°28'33"E a distance of 868.63 feet to a found 5/8-inch rebar marking the northeast corner of said Parcel A;
Thence leaving said southerly right-of-way line and following the easterly boundary line of said Parcel A, S00°40'38"W a distance of 1,100.04 feet;
Thence leaving said easterly boundary line, N89°09'12"W a distance of 491.08 feet;
Thence N00°50'48"E a distance of 27.00 feet;
Thence N00°40'38"E a distance of 814.62 feet;
Thence N89°08'00"W a distance of 378.43 feet;
Thence N00°52'00"E a distance of 268.57 feet to the **POINT OF BEGINNING**.

Said parcel contains 14.744 Acres (642,242 square feet), more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

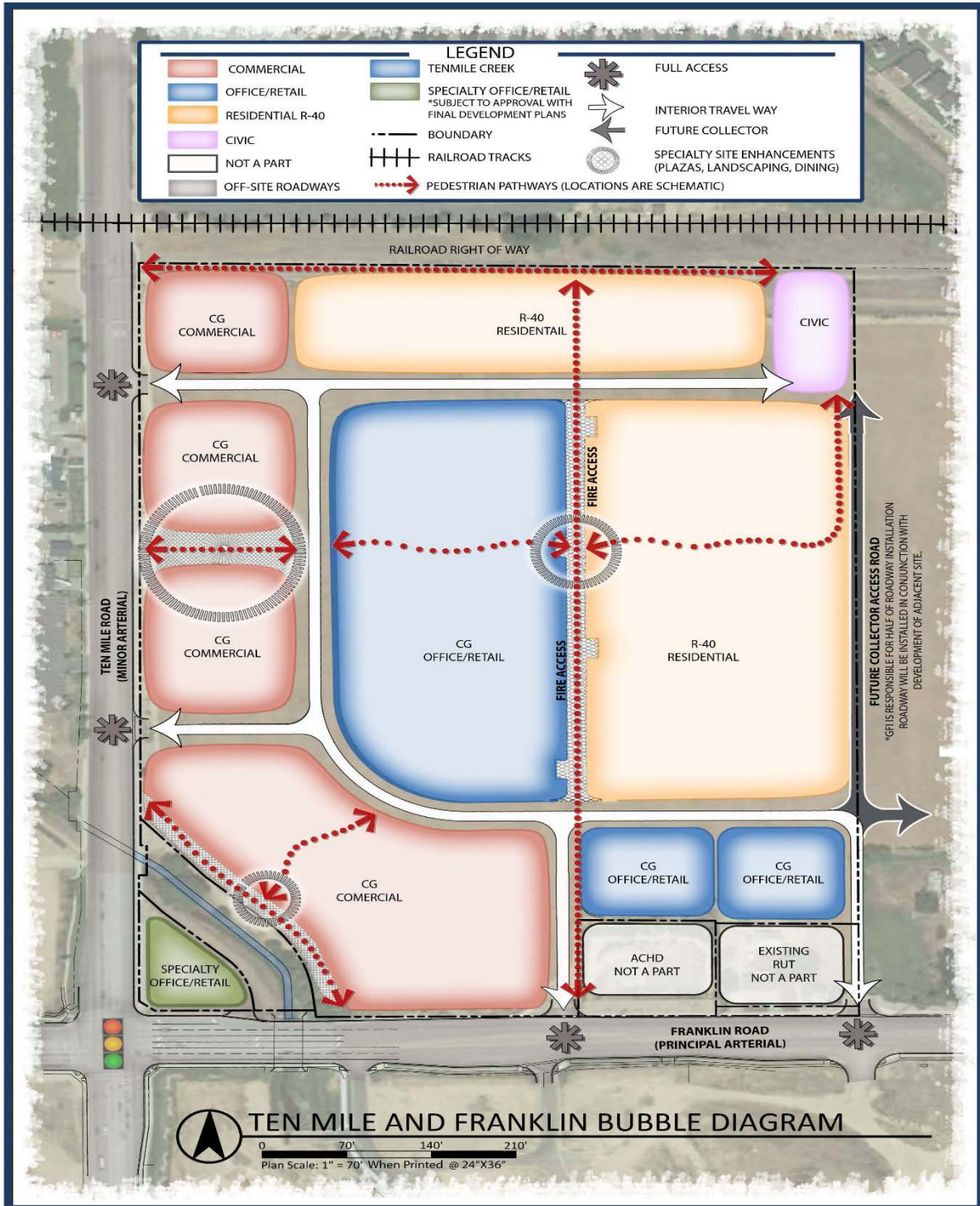




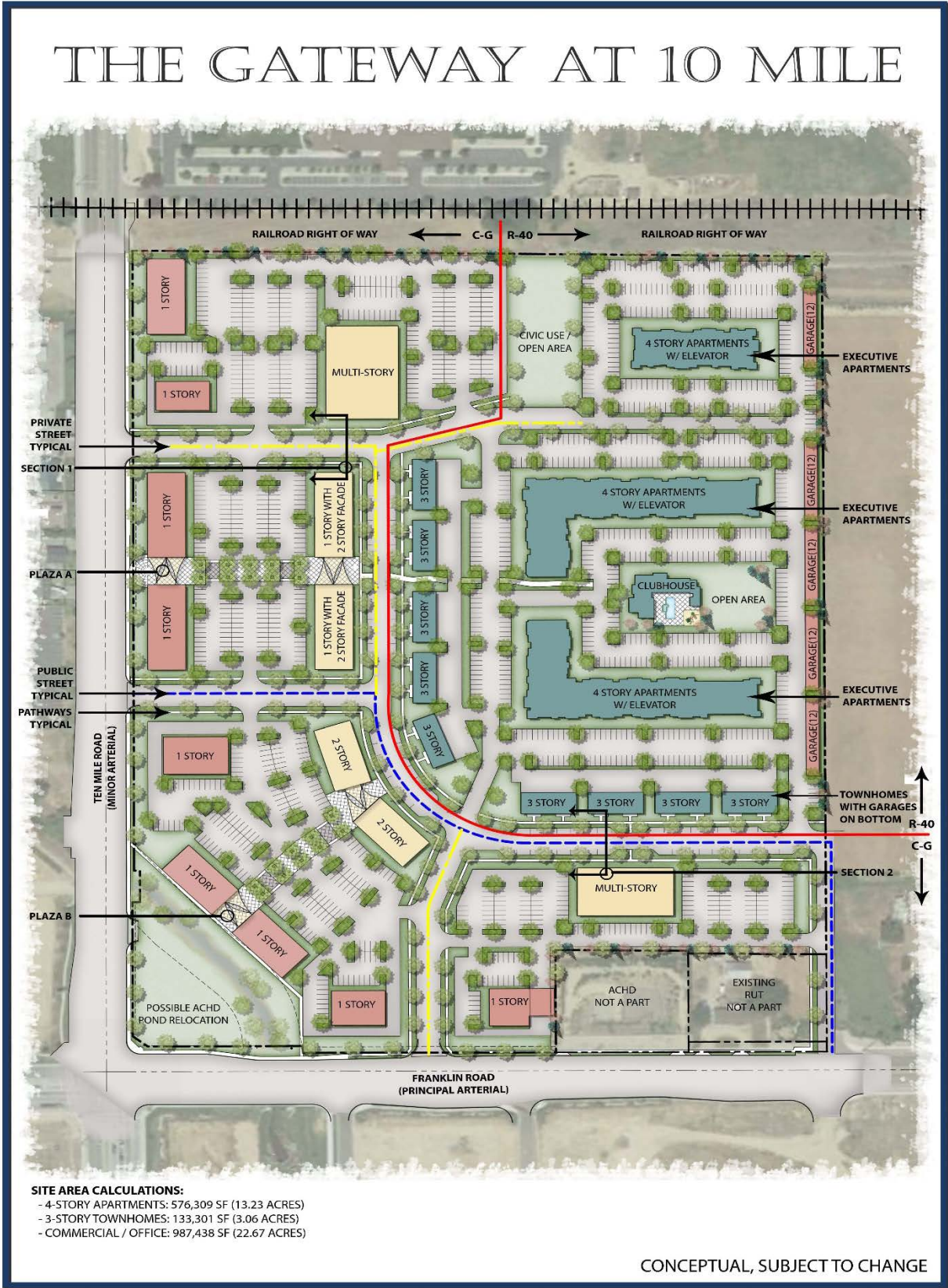


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002=s00.4038w 1100.04	005=n00.4038e 814.62	
003=n89.0912w 491.08	006=n89.0800w 378.43	

B. Bubble Plan (date: 6/8/2020) (NOT APPROVED)



C. Revised Concept Plan (August 2020)



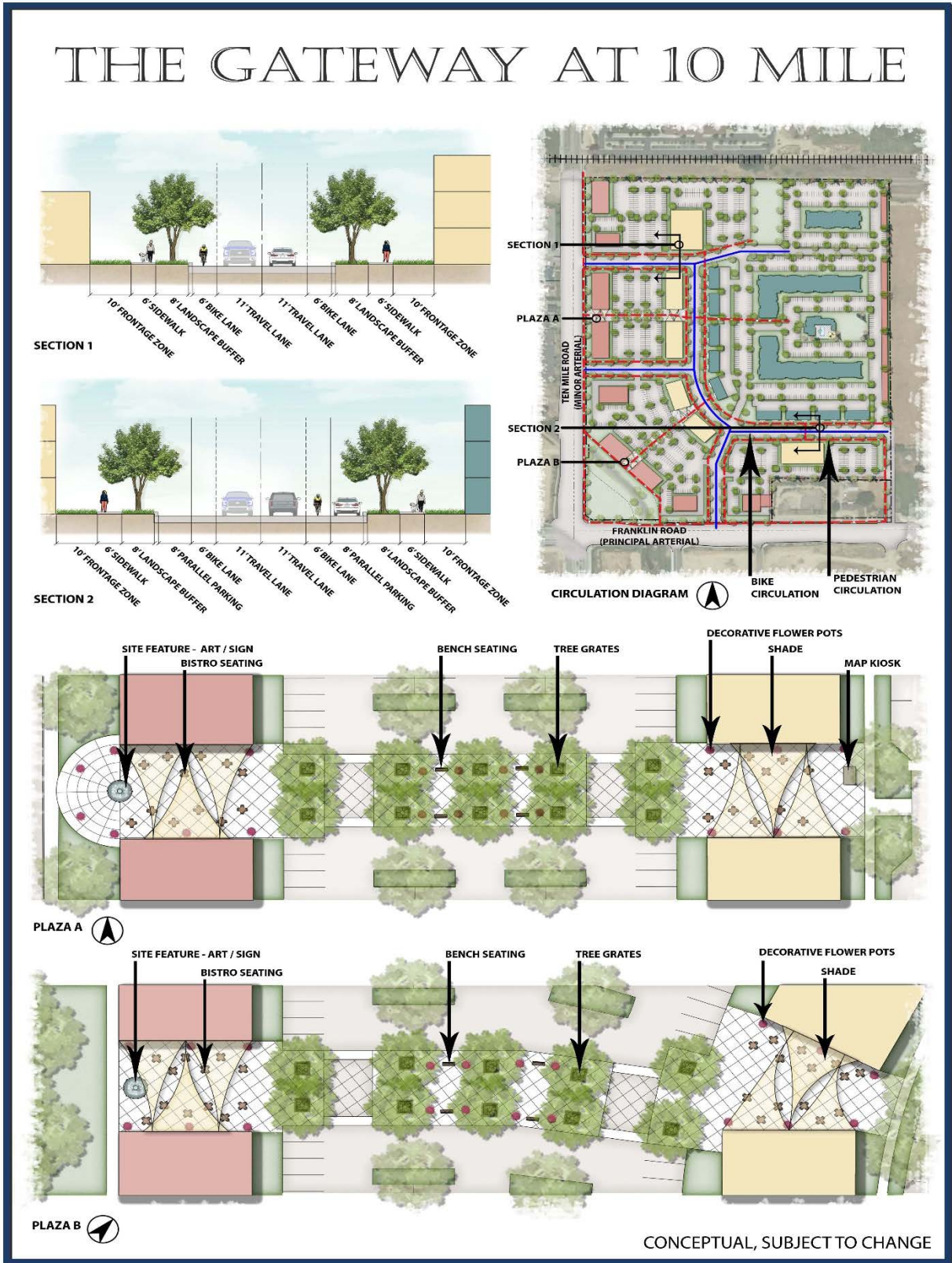
D. Applicant's Proposed Development Agreement Provisions

Ten Mile and Franklin – Proposed Conditions for DA

We propose that the following items be included as conditions governing development of the subject property:

- Buildings along Ten Mile and Franklin should relate effectively to each fronting street. Buildings along Ten Mile and Franklin should be at or close to the property line facing the street with main entrances/facades oriented to the street. Parking will not be permitted between front of building and street frontage along Ten Mile and Franklin.
- Buildings at the corner of Ten Mile and Franklin should "hold the corners" to the extent feasible given the constraints of the site due to Ten Mile Creek.
- The space between a building façade and the adjacent sidewalk should be landscaped with a combination of lawn, groundcover, shrubs, and trees.
- Minimize single-story structures. Include at least one multi-story building fronting on Ten Mile and at least one multi-story building fronting on Franklin. On single-story structures, use architectural facades to add height wherever possible and visually effective.
- Incorporate plazas between compatible uses to provide shared outdoor seating and enhance pedestrian circulation between uses.
- Restaurants are encouraged to have outdoor dining. Shops & stores are encouraged to open their doors & street front windows & use clear glass that allows visual access inwards & outwards.
- Incorporate human-scale design with building entrances placed close to the street, ground floor windows, articulated facades, appropriately scaled signs and lighting, and awnings and other weather protection. Create architectural distinctions between any ground and upper stories. Announce entries through changes in details, materials, and design compositions.
- Provide elements that become focal points and announce special places in the Ten Mile area (gateway & entryway corridor signs, continuous walkways, attractive streetscape design and landscaping).
- Architectural character should establish a clear sense of identity for each activity center through an overall palette for each phase of the development while maintaining a degree of individuality for each building. The palette should address and coordinate key elements such as materials (walls, roofs, key architectural elements), and colors, etc.
- Signs should be compatible with the architecture of the buildings and businesses they identify in colors, materials, sizes, shapes, and lighting.

E. Proposed Street Sections and Plaza Exhibit



VIII. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

1. A Development Agreement (DA) is required as a provision of annexation of this property. Prior to approval of the annexation ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of annexation ordinance adoption, and the developer.

Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA shall, at minimum, incorporate the following provisions:

- a. ~~The submitted bubble plan in Section VII.B is not approved as shown. At least ten (10) days prior to the City Council hearing, the Applicant shall submit a revised bubble plan reflecting Staff's recommended revisions herein.~~
- b. The Applicant is required to submit a Development Agreement Modification once a more specific development plan is known or when any future subdivision occurs; the future development plan shall address internal vehicle and pedestrian circulation, streetscapes, future uses, building design, and access. The City shall not issue a building permit until the property is subdivided; and a specific development plan is approved by Council.
- c. ~~The Applicant shall revise the bubble plan to show a larger residential area to include those areas shown as "office/retail" and annex into the City of Meridian with TN-C (Traditional Neighborhood Center District) and TN-R (Traditional Neighborhood Zoning District) zoning instead of the requested R-40 zoning designation. At least ten (10) days prior to the City Council hearing, the applicant shall provide revised legal descriptions and exhibit maps for the requested C-G and R-40 district and the recommended TN-C and TN-R zoning districts to reflect the revised concept plan as seen in Exhibit VII.C.~~
- d. ~~Within the TN-R and TN-C zoning district, at least those structures abutting the main road through the development shall be vertically integrated structures and meet the specific use standards as stated in UDC 11-4-3-41, or single family structures to ensure a diversity and mix of housing products.~~
- e. ~~No more than two (2) buildings along each arterial roadway within the proposed C-G zoning district shall be single story structures (two buildings along N. Ten Mile Road and two buildings along W. Franklin Road), except that additional single story structure allotment may be requested where in a 1:1 exchange for structures that are greater than 2 stories.~~
- f. The Applicant shall comply with the design standards as proposed and shown in Exhibit VII.C.D. The applicant shall also comply with the following additional design standards at a minimum:
 1. Street level commercial must have at least 40% of the linear dimension of the façade as windows or doorways;
 2. No wall frontage shall continue uninterrupted by a window or public access for a linear distance of greater than 12 feet; ~~and~~

3. The principle doorway for public entry into a building shall be from the fronting street;
 4. Minimally six (6) of the eleven (11) proposed single-story structures shall be built with a first story clear ceiling height of 12-15 feet, especially those two structures along the main internal thoroughfare built adjacent to the proposed street cross-section 2 as seen in Exhibit VII.C; and
 5. In place of the fourth bullet point shown in Exhibit VII.D, the following provision shall apply: Minimize single-story structures; on single-story structures, use architectural facades to add height wherever possible and visually effective.
- g. All street cross-sections (excluding commercial parking lot drive aisles) shall be consistent with the submitted cross-sections as shown in Exhibit VII.E, commensurate with the Ten Mile Interchange Specific Area Plan (TMISAP) for traditional neighborhood design. Commercial drive aisles should still be designed with a high degree of pedestrian connectivity and comfort in mind, and utilize on-street parking where feasible to separate pedestrians from automotive traffic.
 - h. The Applicant shall preserve the Civic portion of the site for the future development of a multi-modal transit station. Interim uses shall be limited to shared/overflow parking, open space, and temporary uses (i.e. outdoor markets, car shows, mobile sales units, special events, and others as outlined in UDC 3-4. If by 2040 no Valley-wide study is adopted or the Treasure Valley High Capacity Transit Study determines a transit station is not necessary here, this restriction shall be null and void.
 - i. All future landscaping and lighting shall be consisting with the TMISAP and Public Works standards.
 - j. No accesses to N. Ten Mile Road and W. Franklin Road are approved with this application; access points to these arterial roadways will be reviewed in conjunction with the future traffic impact study required by Ada County Highway District (ACHD) upon future development of the subject site and any future subdivision.
 - k. Upon future development, the Applicant shall construct half plus twelve feet of the required right of way for the future collector street located in the southeast corner of the property.
 - l. The Applicant shall construct the east-west street in the northern portion of the site as a full public street along the eastern property boundary and wholly on this property starting at the collector roadway in the southeast corner of the property and ending in the northeast corner of the site where the Civic future land use is shown on the bubble revised concept plan in Exhibit VII.C.
 - m. Future development of this site shall comply with the Ten Mile Interchange Specific Area Plan (TMISAP) goals submitted by the Applicant, as shown in Exhibit VII.C; all other goals stated in the TMISAP shall also be complied with to the extent possible other than the Floor Area Ratio (FAR) requirement.
 - n. Future development of both the commercial and residential structures shall comply with the applicable architectural design guidelines within the TMISAP and the Architectural Standards Manual (ASM).

- o. Future development shall be consistent with the development and dimensional standards listed in UDC 11-2A-8 for the R-40 zoning district and those listed in UDC 11-2B-3 for the C-G zoning district, ~~11-2D-2 for the recommended traditional neighborhood districts.~~
- p. The Applicant shall comply with the ordinances in effect at the time of application submittal.
- q. The future residential development on this site shall be developed with a density range of 8-15 dwelling units per acre, based on the acreage of the entire site.
- r. ~~The Applicant shall integrate the Ten Mile Creek into the development via outdoor dining and/or specialty retail to incorporate the creek as an amenity for the development.~~
- s. If an agreement with ACHD to relocate their pond to the constrained piece in the southwest corner of the site is not accomplished, ~~The~~ the Applicant shall coordinate with the Parks Department to include a public amenity (trail hub lot) in the southwest corner of the site, labeled as ~~specialty retail~~ possible ACHD pond relocation on the ~~bubble~~ concept plan. If ~~an~~ neither agreement with the Parks Department cannot be made, the Applicant may construct this area with a specialty use that allows for an activity node for the development. Future development plans shall show this area of the ~~bubble~~ concept plan with greater detail following these discussions.
- t. Minimally those commercial buildings fronting along the central thoroughfare, proposed to be built adjacent to the labeled street section 2, shall be built as close to the back of sidewalk as possible—outdoor dining may be used in this area as an alternative but building façades shall be built no further than 10 feet from back of sidewalk in any case.
- u. The proposed plazas as shown in Exhibit VII.E shall be built as raised islands for added pedestrian safety and placemaking; the addition of bollards shall also be considered for added safety and to delineate travel areas.
- v. Future development and potential changes to the development shall include no more than 45% of the subject site with residential uses, as measured in acres and square feet.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 A street light plan will need to be included in the preliminary plat application. Street light plan requirements are listed in section 6-7 of the City's Design Standards.
- 1.2 The City owns and maintains a reclaimed water system adjacent to the subject site. Connection to this system is required for irrigation use. Use of reclaimed water is contingent on final design/demand. Reclaimed water is only for commercial/office areas (no residential). All reclaimed lines/sprinklers must be designed per the city's reclaimed specifications including signage. Applicant shall be required to execute a user agreement before water delivery. (See "Sample Reclaimed Water USER MANUAL" and "December 2017 RECYCLED WATER USER AGREEMENT" for additional information and examples.)

1.3 A Floodplain Development Permit is required for effective A Zone development. Applicant's engineer may want to extend the TM Crossing Hydraulic Study to determine actual floodplain and BFE's.

2. General Conditions of Approval

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
- 2.3 The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-foot wide for a single utility, or 30-foot wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. **DO NOT RECORD.** Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such as landscape irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.
- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.

- 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.
- 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.
- 2.11 All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
- 2.12 Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
- 2.13 It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
- 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
- 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
- 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
- 2.17 Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
- 2.18 The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
- 2.19 The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
- 2.20 At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
- 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.
- 2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

2.23 The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

C. NAMPA & MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188672&dbid=0&repo=MeridianCity>

D. CENTRAL DISTRICT HEALTH (CDH)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=187422&dbid=0&repo=MeridianCity>

E. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=189937&dbid=0&repo=MeridianCity>

F. COMPASS (COMMUNITY PLANNING ASSOCIATION)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188458&dbid=0&repo=MeridianCity>

IX. FINDINGS

A. Annexation and/or Rezone (UDC 11-5B-3E)

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;

Staff finds the proposed zoning map amendment to C-G, ~~TN-C~~ and ~~TN-R~~ districts and ~~not the R-40~~ zoning district is consistent with the Comprehensive Plan, if all provisions of the Development Agreement are complied with.

2. The map amendment complies with the regulations outlined for the proposed districts, specifically the purpose statement;

Staff finds the proposed zoning map amendment will allow for the development of multiple types of residential and commercial uses which will contribute to the range of housing opportunities available within the City and more employment opportunities in the Ten Mile Area, consistent with the Comprehensive Plan and the purpose statement of the Mixed Use Commercial designation of the Ten Mile Interchange Specific Area Plan.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;

Staff finds the proposed zoning map amendment should not be detrimental to the public health, safety and welfare.

- 4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and**

Staff finds the proposed zoning map amendment will not result in an adverse impact on the delivery of services by any political subdivision providing public services within the City.

- 5. The annexation (as applicable) is in the best interest of city.**

Staff finds the proposed annexation is in the best interest of the City per the Analysis in Section V and the DA provisions contained herein.



AGENDA ITEM

ITEM TOPIC: Public Hearing Continued from August 20, 2020 for Horse Meadows Subdivision (H-2020-0060) by Riley Planning Services, Located at 710 N. Black Cat Rd.

A. Request: Rezone of 4.71 acres of land from the R-4 zoning district (Medium-Low Density Residential) to the R-8 zoning district (Medium-Density Residential).

B. Request: Preliminary Plat consisting of 27 single-family residential lots and 3 common lots on 4.71 acres of land in the R-4 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Joseph Dodson

Meeting Date: September 17, 2020

Topic: **Public Hearing Continued from August 20, 2020 for Horse Meadows Subdivision (H-2020-0060) by Riley Planning Services, Located at 710 N. Black Cat Rd.**

- A. Request: Rezone of 4.71 acres of land from the R-4 zoning district (Medium-Low Density Residential) to the R-8 zoning district (Medium-Density Residential); and,
 - B. Request: Preliminary Plat consisting of 27 single-family residential lots and 3 common lots on 4.71 acres of land in the R-4 zoning district.
-

Information Resources:

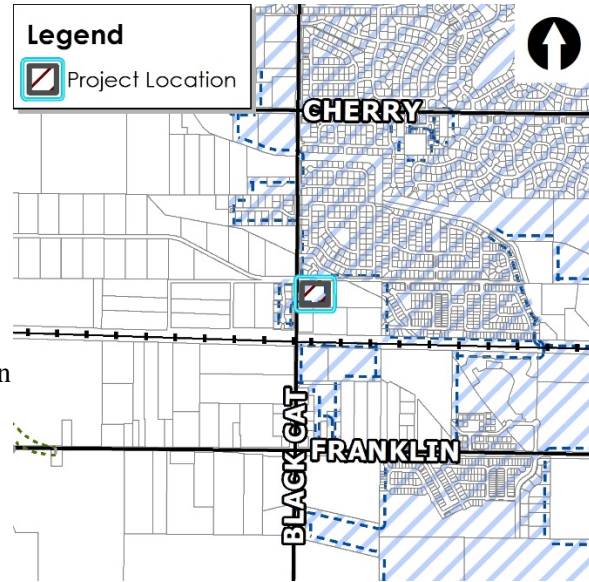
[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



HEARING DATE: 9/17/2020
 TO: Planning & Zoning Commission
 FROM: Joe Dodson, Associate Planner
 208-884-5533
 SUBJECT: H-2020-0060
 Horse Meadows Subdivision
 LOCATION: The site is located at 710 N. Black Cat, in the NW ¼ of the NW ¼ of Section 10, Township 3N., Range 1W.



I. PROJECT DESCRIPTION

Rezone of 5.33 acres of land from the R-4 zoning district to the R-8 zoning district and preliminary plat consisting of 26 single-family residential lots and 4 common lots on 4.71 acres, by Riley Planning Services.

NOTE: The ACHD staff report requires the Applicant to take access off of W. Pine Avenue instead of converting the existing private lane easement (Quarterhorse Lane) into a public road access, as originally proposed. This requirement has resulted in the Applicant redesigning the plat with a loss of three (3) lots from the original proposal. The easement will remain as a non-buildable lot until such time as the easement holders relinquish their rights to use said access with future development of their respective properties.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	4.71 acres	
Future Land Use Designation	Medium Density Residential	
Existing Land Use(s)	Vacant	
Proposed Land Use(s)	Residential	
Lots (# and type; bldg./common)	30 total lots – 26 single-family residential; and 4 common lots.	
Phasing Plan (# of phases)	Proposed as one (1) phase.	
Number of Residential Units (type of units)	26 total single-family detached units	
Density (gross & net)	Gross – 5.52 du/ac.; Net – unknown	

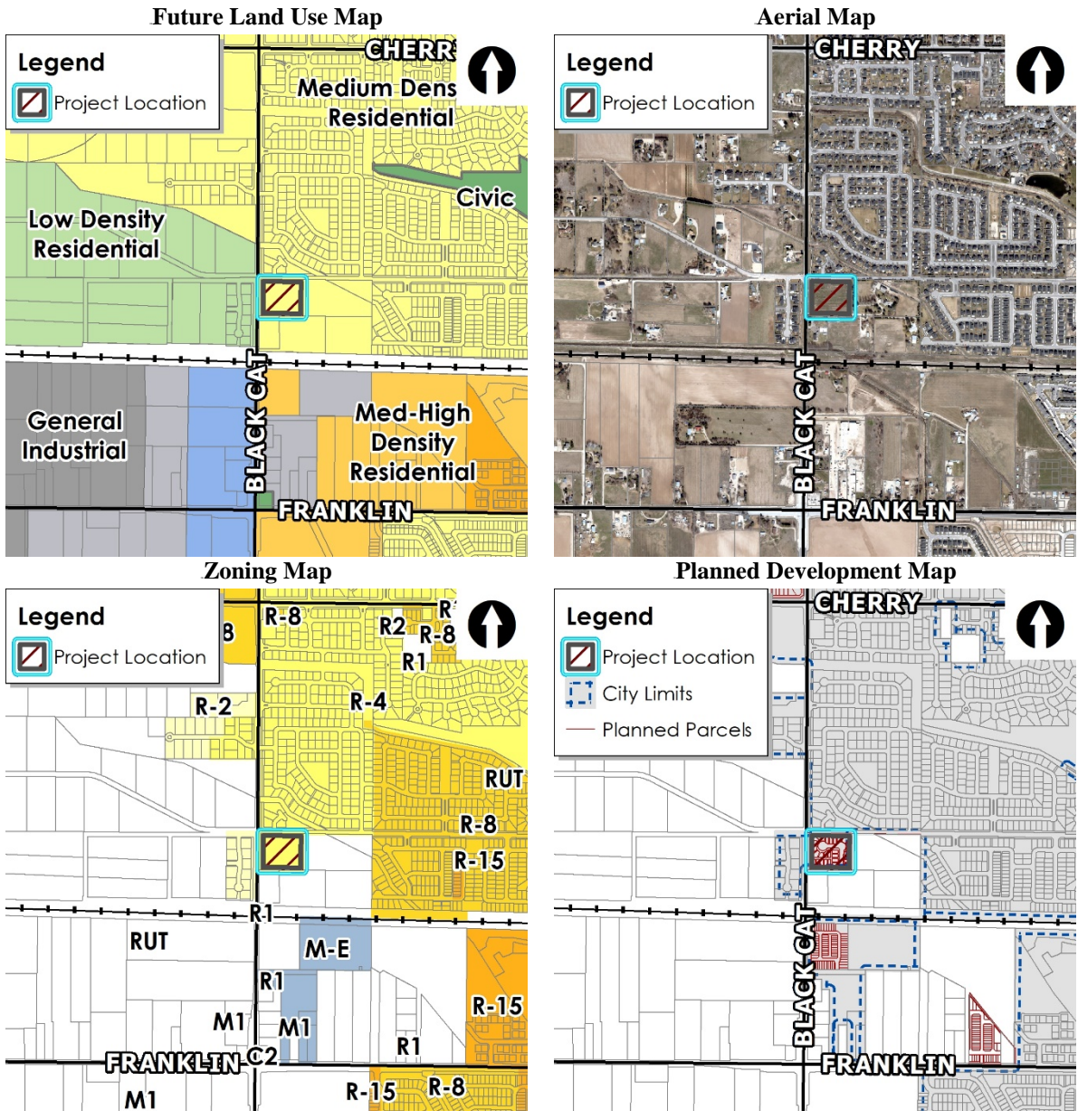
Description	Details	Page
Open Space (acres, total [%]/buffer/qualified)	34,912 square feet (approximately 17%); property is less than 5 acres so minimum open space requirement is not applicable.	
Amenities	1 amenity – Tot Lot	
Physical Features (waterways, hazards, flood plain, hillside)	N/A	
Neighborhood meeting date; # of attendees:	March 14, 2020 – 5 attendees	
History (previous approvals)	AZ-06-016, PP-06-010, FP-07-034; VAR-06-008 –These approvals have expired.	

B. Community Metrics

Description	Details	Page
Ada County Highway District		
<ul style="list-style-type: none"> Staff report (yes/no) Requires ACHD Commission Action (yes/no) 	<p>Yes</p> <p>No</p>	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	Originally, access was proposed from W. Quarterhorse Lane, an existing private street along the southern property boundary. However, ACHD is requiring the applicant take access from Pine Ave. and does not have the authority to require the applicant to close the private driveway connection to Black Cat.	
Stub Street/Interconnectivity/Cross Access	Stub streets are proposed to the existing private lane (Quarterhorse Lane) that are less than 150' in length that will be terminated with some kind of barrier and signs that state the streets will be extended in the future. The Applicant is still required to allow the other easement holders to use their access rights of Quarterhorse Lane.	
Existing Road Network	W. Quarterhorse Lane – a two-lane private street	
Existing Arterial Sidewalks / Buffers	No	
Proposed Road Improvements	Applicant is proposing additional ROW dedication and construction of detached sidewalks along both Black Cat and Pine.	
Fire Service		
<ul style="list-style-type: none"> Distance to Fire Station Fire Response Time Resource Reliability Risk Identification Accessibility 	<p>2.1 miles from Fire Station #2</p> <p>The proposed development falls within the 5 minute response time goal.</p> <p>76% (below the target goal of 80%)</p> <p>Risk Factor 1 – Residential; current resources would be adequate to supply service to this project.</p> <p>Proposed project meets all required access, road widths, and turnarounds.</p> <p>The project will be limited to 30 homes due to a singular access point.</p>	
Police Service		
<ul style="list-style-type: none"> Distance to Police Station Response Time Accessibility 	<p>4.5 miles</p> <p>Approximately 3.5 minutes</p> <p>MPD has no concerns with access into this development; the MPD can service this development if approved.</p>	

Description	Details	Page
<ul style="list-style-type: none"> Additional Comments 	<ul style="list-style-type: none"> Between June 2019 and June 2020, MPD responded to 1,281 calls for service within one mile of this proposed development. The crime count on those calls was 126. Between June 2019 and June 2020, MPD responded to 29 crashes within 1 miles of this proposed development. 	
West Ada School District		
<ul style="list-style-type: none"> Distance (elem, ms, hs) 	Peregrine Elementary – 3.2 miles Meridian Middle – 3.1 miles Meridian High – 2.8 miles	
<ul style="list-style-type: none"> Capacity of Schools 	Peregrine – 650 students Meridian Middle – 1250 students Meridian High – 2400 students	
<ul style="list-style-type: none"> # of Students Enrolled 	Peregrine – 517 students Meridian Middle – 1273 students Meridian High – 2101 students	
Wastewater		
<ul style="list-style-type: none"> Distance to Sewer Services 	Directly Adjacent	
<ul style="list-style-type: none"> Sewer Shed 	South Black Cat Trunk Shed	
<ul style="list-style-type: none"> Estimated Project Sewer ERU's 	See application	
<ul style="list-style-type: none"> WRRF Declining Balance 	13.95	
<ul style="list-style-type: none"> Project Consistent with WW Master Plan/Facility Plan 	YES	
<ul style="list-style-type: none"> Additional Comments 	Additional 918 gpd flow has been committed.	
Water		
<ul style="list-style-type: none"> Distance to Water Services 	Directly Adjacent	
<ul style="list-style-type: none"> Pressure Zone 	1	
<ul style="list-style-type: none"> Estimated Project Water ERU's 	See application	
<ul style="list-style-type: none"> Water Quality Concerns 	Yes, see below	
<ul style="list-style-type: none"> Project Consistent with Water Master Plan 	Yes	
<ul style="list-style-type: none"> Impacts/Concerns 	The water main dead-end at the cul-de-sac must be extended to the northwest via the common lot pathway and tied into the existing 8" water main stub in Black Cat. This stub is not currently shown on the plans but is stubbed at the northwest corner of the property.	

C. Project Area Maps



III. APPLICANT INFORMATION

A. Applicant:

Penelope Constantikes, Riley Planning Services – PO Box 405, Boise, ID 83701

B. Owner Representative:

Black Cat 30 LLC – 1420 S. Mills Avenue, Ste. M, Lodi, CA 92542

C. Representative:

Same as Applicant

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	6/26/2020	
Radius notification mailed to properties within 300 feet	6/23/2020	
Site Posting	9/3/2020	
Nextdoor posting	6/23/2020	

V. STAFF ANALYSIS

A. Future Land Use Map Designation (<https://www.meridiancity.org/compplan>)

Medium Density Residential – This designation allows for dwelling units at gross densities of three to eight dwelling units per acre. Density bonuses may be considered with the provision of additional public amenities such as a park, school, or land dedicated for public services.

The subject site is currently zoned R-4 and the Applicant is requesting a rezone to R-8; both zoning designations comply with the future land use designation of Medium Density Residential (MDR). The proposed development is proposed as 26 single-family residential lots at a gross density of approximately 5.5 du/ac meeting the required gross density in the MDR. Single-family homes are a desired residential use in the MDR as well but with the latest redesign of the plat the Applicant is proposing some alley-loaded and side-loaded single-family homes. These additional housing designs meet the intent of providing housing options within this future land use designation. Further site design analysis is below in subsequent sections.

Staff finds the proposed development and use to be generally consistent with the future land use designation of Medium Density Residential.

The City may require a development agreement (DA) in conjunction with an annexation and/or rezone pursuant to Idaho Code section 67-6511A. *In order to ensure the site develops as proposed with this application, Staff recommends a DA as a provision of rezoning with the provisions included in Section VIII.A1. The DA is required to be signed by the property owner(s)/developer and returned to the City within 6 months of the Council granting the rezone for approval by City Council and subsequent recordation.*

B. Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):

The applicable Comprehensive Plan policies are cited below with Staff analysis in italics.

“With new subdivision plats, require the design and construction of pathways connections, easy pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities” (2.02.01A). *The Applicant is proposing to construct detached sidewalks along both Black Cat and Pine and add a micro-pathway into the development in the northeast corner of the site. The Applicant is proposing these buffers and micro-pathway as their open space; the micro-pathway is also shown with a tot-lot which is intended to be a site amenity. This pedestrian connection is a nice addition, especially with it being shown within a larger common lot than originally proposed. Because of the redesign that occurred, this pedestrian connection and the new street connection to Pine Ave allows for more pedestrian and bicycle connection through the site.*

“Reduce the number of existing access points onto arterial streets by using methods such as cross-access agreements, access management, and frontage/backage roads, and promoting local and

collector street connectivity” (6.01.02B). *The existing access to this site is via W. Quarterhorse Lane—a private road that other parcels located to the south and east also use as an access to Black Cat Road, an arterial street. According to the originally submitted plat, the Applicant proposed to convert the private road to a public road. The Applicant proposed the main access for this development to be from Black Cat rather than the adjacent Pine Avenue, a collector street. However, ACHD policy does not support the Quarterhorse access to Black Cat, an arterial street. As such, they have required the applicant to take access from the lesser classified street, Pine Avenue, which necessitated a redesign of the project. City code, UDC 11-3A-3, also requires access to be taken from Pine Ave. To complicate the matter further, Quarterhorse Lane will remain as a private lane and ACHD does not have the authority to require the closure of this access.*

The new layout does in fact show access to Pine, a lesser classified street but the private lane access to Black Cat cannot be closed without the consent of all easement holders. Further, access prevents the extension of the 25-foot wide landscape buffer and the 5-foot wide detached sidewalk along N. Black Cat Rd. Staff is of the opinion this area should be depicted on the plat as a non-buildable lot until the easement holders consent to vacate the access. To ensure this lot can re-develop in the future, staff recommends the applicant provide an exhibit that demonstrates how the 25-foot wide landscape buffer and two stub streets are going to be extended in the future and how the remaining portion of the easement area can be redeveloped with the adjacent properties.

“Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services” (3.03.03F). *Public services are readily available to the subject site because of the existing nearby developments to the north and west. Applicable service departments have granted their approval of the development and its impact to the system with one modification; the Water Department would like to see the water system looped through and connected to the water main in Black Cat Road to ensure better water quality is achieved. It should be noted that the Public Works Department does not want public infrastructure placed in the private road easement. The applicant should work with City Staff to determine the appropriate routing of the infrastructure prior to the City Council hearing.*

“Slow the outward progression of the City's limits by discouraging fringe area development; encourage development of vacant or underutilized parcels currently within City limits” (4.05.03B). *The subject site is near the edge of the City's limits but has City of Meridian development to its north and west. In addition, this site is currently vacant and underutilized because it is already annexed but not yet developed. The proposed development is an opportunity to develop the site adequately and remove a vacant parcel from the City.*

“Encourage the assembly of parcels for master planning, design and entitlement purposes; discourage piecemeal annexation and development” (3.03.03J). *The subject parcel is already annexed into the City of Meridian and cannot be made part of a larger assembly of parcels at this time. The public road layout should lay the infrastructure for future connectivity of the immediate area as all parcels to the south and east that are not currently annexed into the City should have a lower classified street to access in the future. With Quarterhorse Lane being the only access for these parcels, master planning the public road network becomes even more imperative as City code and ACHD cannot support maintaining this access to Black Cat. This requires that ultimately all easement holders agree to vacate their rights to the easement and take access through this development and other local street networks to the east. With the revised plat, the Applicant has provided two stub streets to the existing Quarterhorse Lane for future connectivity. However, it is still unclear how the easement area is intended to be incorporated into the future road network.*

Staff finds this development to be generally consistent with Comprehensive Plan policies and objectives despite the W. Quarterhorse Lane access remaining.

C. Proposed Use Analysis:

The proposed use is detached single-family residential homes; this use is listed as a principally permitted use in the requested R-8 zoning district per UDC Table 11-2A-2.

The Applicant's revised plat shows front loaded single-family homes as a majority of the proposed use but it also shows four homes that are alley-loaded and two homes that are proposed with side-loaded garages. This is a change from any previous plat submitted to Staff and would allow different architectural styles of homes within the same development. Staff is appreciative of this proposal and is recommending a DA provision to ensure these homes are constructed as proposed and not as all front loaded.

D. Dimensional Standards (UDC [11-2](#)):

The proposed preliminary plat appears to meet all UDC dimensional standards for the requested R-8 zoning district and use of detached single-family homes. This includes property sizes, required street frontages, and road widths of the local streets and alleyway. All local streets are proposed as 33-foot wide street sections within 47 feet of right-of-way.

Staff notes that the Applicant's request to rezone the property from the existing R-4 district to the R-8 zoning district, increases the number of lots that are able to be developed on this parcel. This is due to the minimum lot size in the R-8 district being half of that in the R-4 district. The Applicant has not proposed all lots at the minimum 4,000 square feet but the average lot size in the development is just below 4,100 square feet. Because the Applicant is proposing such small lots and is now proposing differing styles of detached single-family homes (alley and side-loaded units), Staff is recommending that prior to the City Council hearing the Applicant provide exhibits showing how the different home styles will physically fit on the proposed lots.

E. Access (UDC [11-3A-3](#)):

Access into this development is now proposed via a new street connection to Pine Avenue instead of converting W. Quarterhorse Lane to a new public street. The Applicant has chosen to take access from Pine Avenue after receiving the draft staff report from ACHD which required a completely new plat layout. W. Quarterhorse Lane is currently an ingress/egress access easement with 4 servient sites, including the subject site of this application. Without the consent of all easement holders, the access must remain until the remainder of the properties annex or redevelop. Therefore the easement will remain as a non-buildable lot until such time it can be included as part of a future development. As noted above, staff recommends the applicant provide an exhibit for the Commission that demonstrates how this area of the property could redevelop with the required street frontage improvements and be incorporated into a future plat. The applicant should relinquish their right to use of said easement as part of the rezone request. All internal local streets within the proposed development are shown as 33-foot wide street sections.

The new layout proposes access off of Pine Avenue in line with N. Traquair Place on the north side of Pine. The internal streets provide two north-south stub streets to the existing private lane (Quarterhorse Lane) that will be extended in the future and a cul-de-sac that connects back to the westerly north-south street via an alleyway. This alleyway is where the Applicant is proposing the alley-loaded and side-loaded homes. Staff can support this revised layout more than previously submitted plats as it places the easement within a lot of its own, shown as Lot 9, Block 1. However, this lot is not specifically addressed on the plat or within the revised narrative. Therefore, the Applicant has not shown sufficient evidence how this layout and the existing easement could work in the future with future development to the east, specifically with the future

road network. Will it be green space? Will it become part of the future road network? These are questions the Commission and Council should ask of the Applicant. Staff understands that there may be no precise way to know what will happen here but it is often up to the developer/Applicant to show Staff that all aspects of a property have been vetted; Staff is not comfortable in stating that this due diligence has occurred with the future of this access easement.

Despite the unknowns, Staff is more comfortable supporting this revised plat with the requirement of an additional DA provision to ensure this easement area is used appropriately in the future. This recommended provision is to restrict Lot 9, Block 1 as a non-buildable lot for future right-of-way dedication as other easement holders redevelop their own properties and relinquish their rights to this private lane access in the future.

Note: Staff has received a revised staff report from ACHD and they have approved the revised plat with specific conditions of approval (see Section VIII.G).

F. Parking (UDC [11-3C](#)):

Off-street parking is required to be provided in accord with the standards listed in [UDC Table 11-3C-6](#) for single-family detached dwellings based on the number of bedrooms per unit. Future development should comply with these standards. No parking plan was submitted with the application.

The street sections (33-feet wide) of the proposed local streets within the development, as shown on the submitted plat, accommodate parking on both sides of the street where no driveways exist. The cul-de-sac is proposed with a radius of 48 feet and cannot accommodate any parking along its perimeter.

G. Pathways (UDC [11-3A-8](#)):

No multi-use pathways are proposed or required with this development because the master pathways plan does not show any multi-use pathway adjacent to the subject site. This Applicant is proposing attached sidewalks along all local streets that will connect to the detached sidewalks proposed along the arterial and collector streets via the micro-pathway proposed in the northeast corner of the site and the new road connection out to Pine. These sidewalks and micro-pathway should help improve pedestrian and cyclist connectivity from this development.

Originally, the Applicant proposed their micro-pathway and amenity in the northwest corner of the site but Staff was concerned with the amenity being on an intersection that is only going to get busier over time. During the project review meeting between department staff some additional comments from Public Works regarding the location of the proposed micro-pathway have come to Staff's attention. Public Works noted that this development should loop their water line to the water main that lays in Black Cat Road to help with water quality for the development. The revised plat still proposes the micro-path and amenity in the northeast corner which does not help Public Works with achieving a looped water system on this property. In lieu of this, Public Works has recommended that the water main connect to the main within Black Cat via a new water main easement in the existing Quarterhorse Lane access easement, generally paralleling the sewer main proposed in the easement area as well. This will require the Applicant to abandon the existing main line stub located in the intersection of Black Cat and Pine since it will no longer be needed.

Public Works has provided a rendering of the requested changes and can be reviewed in Exhibit VII.E. The conditions regarding this recommendation can be found under the Public Works conditions in Section VIII.B.

H. Sidewalks ([UDC 11-3A-17](#)):

Five-foot attached sidewalks are proposed along all internal local streets. The Applicant is also proposing 5-foot detached sidewalks within the required landscape street buffers on Pine Avenue and Black Cat Road.

*There are no existing sidewalks adjacent to the site and along the arterial streets. These additional sidewalks will add to the pedestrian connectivity throughout the immediate area and offer safer routes for pedestrians and cyclists alike. Black Cat Road is expected to be widened adjacent to this site within the next five (5) years and the proposed sidewalk is shown outside of that ultimate ROW. **However, the sidewalks appear to be right at the edge of the ultimate ROW which does not meet code. UDC 11-3B-7C.1a states that detached sidewalks shall have an average minimum separation of greater than four (4) feet to back of curb and the back of curb shall be measured from the ultimate curb location. Therefore, Staff is recommending a condition of approval to move the detached sidewalks further into the landscape buffers to meet this requirement.***

I. Landscaping ([UDC 11-3B](#)):

A 25-foot wide street buffer is required adjacent to N. Black Cat Road, an arterial, and a 20-foot buffer is required adjacent to Pine, a collector street. This buffer should be landscaped per the standards listed in [UDC 11-3B-7C](#) and placed into a common lot that is at least as wide as the required buffer width; this common lot should also contain the detached sidewalk required along both roadways. Pathways, including micro-paths are required to be landscaped in accord with the standards listed in [UDC 11-3B-12](#). **The original landscape plans appear to show compliance with those requirements but no updated landscape plans have been provided that match the revised plat layout.**

*The submitted plat depicts a 25-foot wide landscape buffer along Black Cat and a 20-foot wide buffer along Pine, both within common lots. The correct number of trees appeared to be shown on the original landscape plans as well (see Section VII.C). To ensure these buffers are installed and vegetated appropriately, the improvements required outside of the ultimate ROW should be constructed prior to receiving building permit approvals. Code also dictates that street landscape buffers are to be vegetated with shrubs, lawn, or other vegetative ground cover **in addition to trees**; the submitted landscape plans do not appear to show this vegetation. Staff is recommending a condition of approval to revise the landscape plans to correct this as well as revise the landscape plan to match the revised plat layout and be submitted to Staff no later than ten (10) days prior to the City Council hearing.*

J. Open Space and Amenity ([UDC 11-3G](#)):

Because the subject site is less than five (5) acres in size, the minimum requirement of 10% qualified open space and at least one site amenity are not required to be met by UDC 11-3G. However, the Applicant is requesting a rezone to a zoning district that allows higher density. Staff finds it appropriate that usable open space and an amenity be provided. In response, the Applicant has proposed approximately 35,000 square feet of open space which amounts to approximately 17% of the site. This open space consists of the street buffers along the outside of the development and the common lot that holds the micro-pathway and the proposed tot-lot in the northeast corner of the site at the end of the cul-de-sac.

Even though the regulations in UDC 11-3G do not apply to this development because of its size, Staff believes that the purpose statement of providing open space that improves the livability of neighborhoods should still be adhered to. In addition, the purpose statement for subdivision regulations in UDC 11-6A-1 discusses promotion of developments that provide for

adequate sunlight, fresh air, and usable open space. Staff can better support the new open space layout but is still unsure how it will work with Public Works' comments.

K. Fencing ([UDC 11-3A-6](#), [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-7. Fencing is shown on the landscape plan and appears to meet UDC requirements in regards to height, type, and location. *The Applicant should ensure fencing still meets the required UDC standards once providing a revised landscape plan that matches the revised plat.*

L. Building Elevations ([UDC 11-3A-19](#) | [Architectural Standards Manual](#)):

The Applicant has submitted sample elevations of the detached single-family homes for this project (see Section VII.D).

The submitted elevations show a combination of single and two-story single-family homes. The elevations also show different architectural elements, finish materials, and overall design options including some RV size garage spaces. However, the Applicant has not provided conceptual elevations of the alley-loaded or side-loaded unit types. Prior to the City Council hearing, the Applicant should provide these conceptual elevations. Design review is not required for single-family detached structures but Staff finds the submitted elevations meet the requirements in the Architectural Standards Manual. Because a number of the homes abut streets that are heavily traveled, Staff is recommending a condition of approval that requires those homes abutting both Black Cat and Pine are constructed with modulation and variations in materials to mitigate any potential of a monotonous wall plane along these streets.

VI. DECISION

A. Staff:

Staff recommends approval of the requested rezone and the requested preliminary plat per the analysis in Section V and per the findings in Section IX of this staff report.

B. Commission:

Enter Summary of Commission Decision.

C. City Council:

To be heard at future date.

VII. EXHIBITS

A. Rezone Legal Description and Exhibit Map



**DAVID EVANS
AND ASSOCIATES INC.**

**DESCRIPTION
FOR
HORSE MEADOWS SUBDIVISION
REZONE**

The following describes a parcel of real property, situated within a portion of the Northwest Quarter of the Southwest Quarter (NW1/4 SW1/4) and within a of portion of the Northwest Quarter (NW1/4) of Section 10, Township 3 North, Range1 West, Boise Meridian, Ada County, Idaho, being more particularly described as follows:

BEGINNING at the centerline of North Black Cat Road, which is also the northwest corner of said NW1/4 SW1/4, also being the southwest corner of said NW 1/4; Thence, along the extension of said centerline, along the west boundary line of said NW1/4, North 00°25'10" East, 21.85 feet to the intersection and centerline of West Pine Avenue;

Thence, along the centerline of said West Pine Avenue, South 89°13'30" East, 525.16 feet;

Thence, departing said centerline, South 00°25'10" West, 20.12 feet to the northeast corner of the land described in Warranty Instrument, Number 2020-034862, which is also shown in Record of Survey, Instrument Number, 95043060 as the northwest corner of Parcel 2;

Thence, along the east boundary line of said Warranty Deed, Instrument Number 2020-034862, South 00°25'10" West, 420.45 feet to the southeast corner of said Warranty Deed;

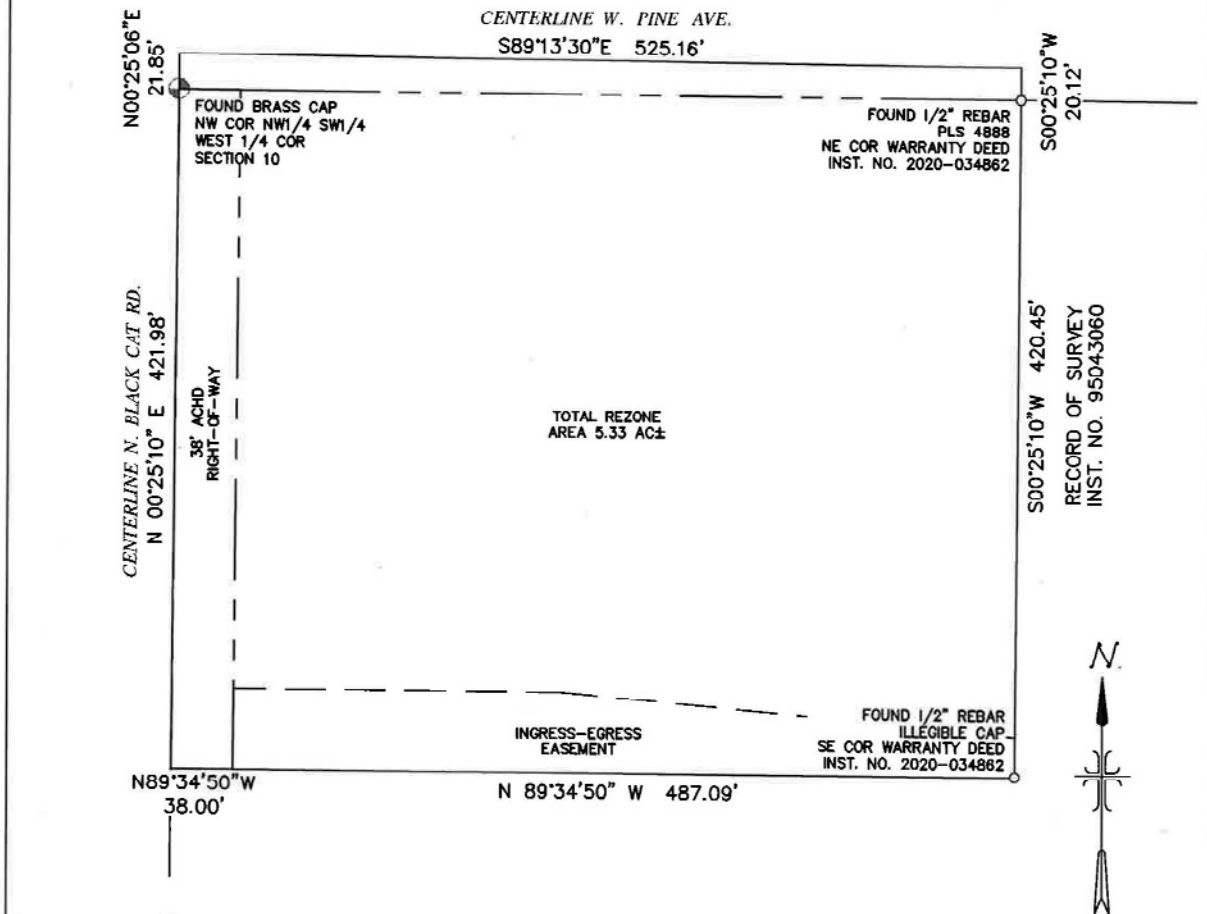
Thence, along the south boundary line of said Warranty Deed, North 89°34'50" West, 487.09 feet to the east right of way of North Black Cat Road;

Thence, continuing along the extension of said south boundary line, departing said east right of way, North 89°34'50" West, 38.00 feet to the west boundary line of said NW1/4 SW1/4;

Thence, along said west boundary line, North 00°25'10" East, 421.98 feet to the **POINT OF BEGINNING**, containing 5.33 acres more or less.



**EXHIBIT MAP FOR REZONE
HORSE MEADOWS SUBDIVISION**
A PORTION OF THE NW1/4 OF THE SW1/4
AND A PORTION OF THE NW1/4 OF SECTION 10
T. 3 N., R. 1 W., B.M., ADA COUNTY, IDAHO
2020

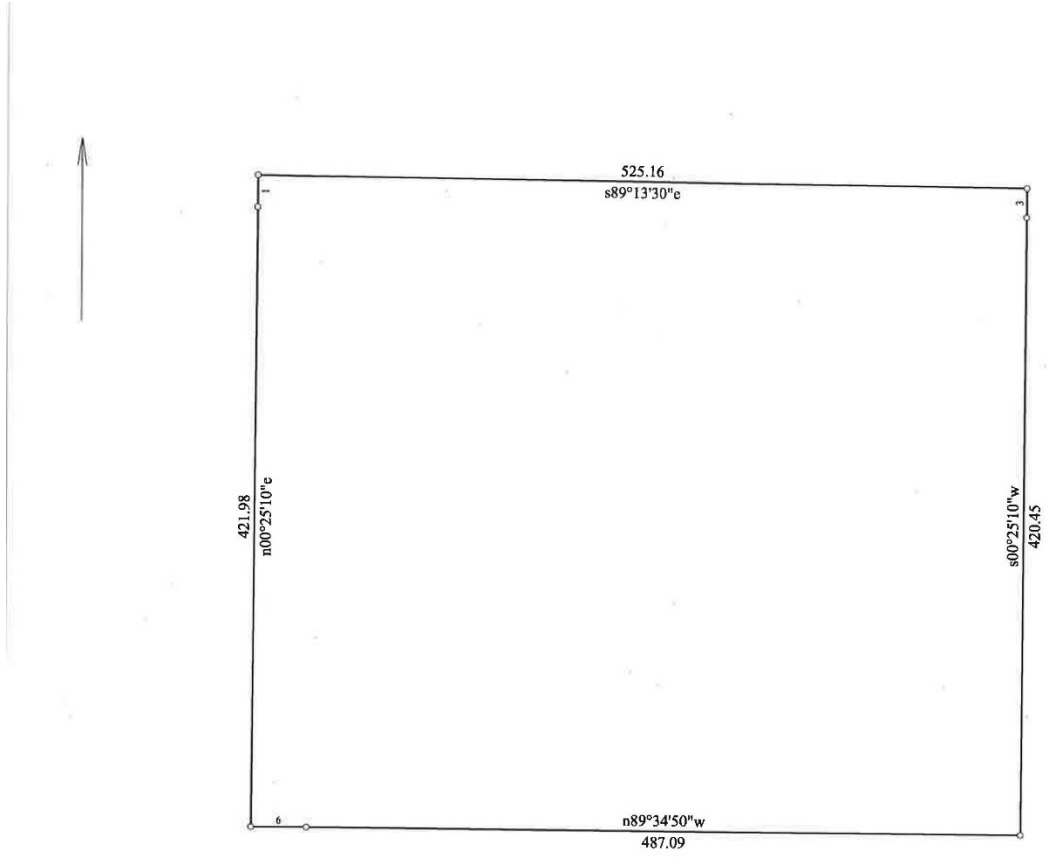


1"=100'



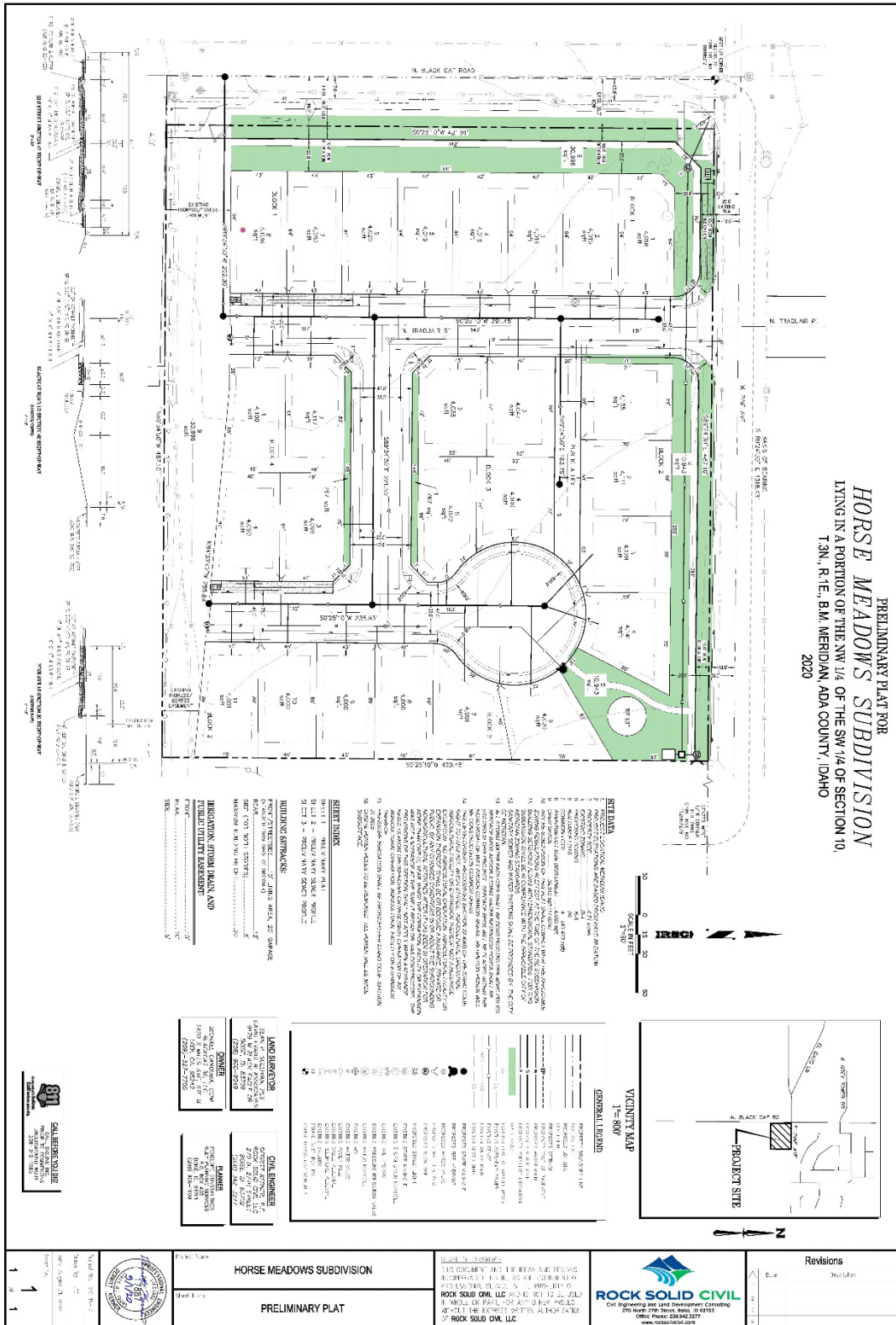
**DAVID EVANS
AND ASSOCIATES INC.**
9179 W Black Eagle Dr
Boise Idaho
Phone: 208-585-5858



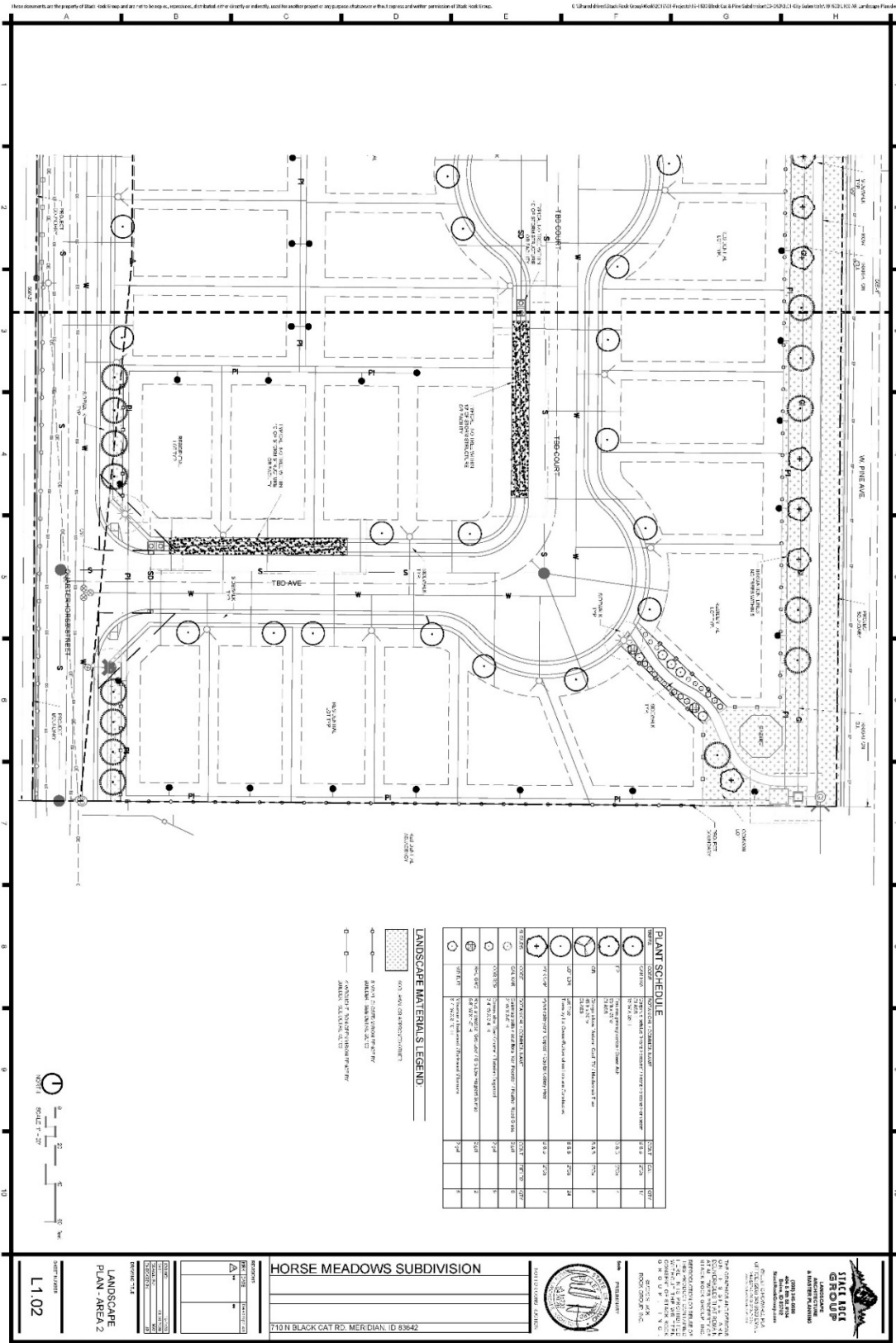


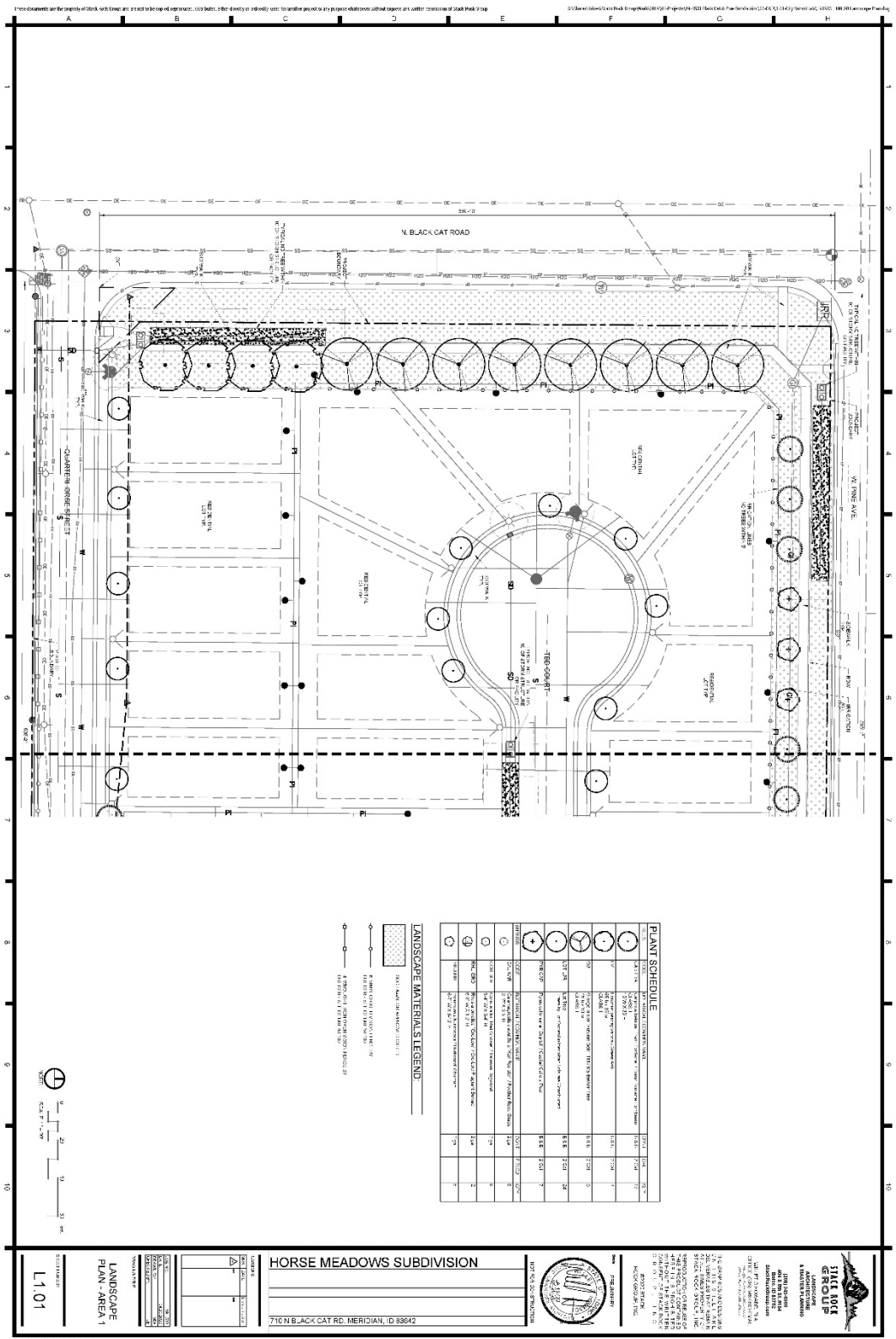
Title:		Date: 05-20-2020
Scale: 1 inch = 100 feet	File: RSCV16 HORSE MEADOWS SUB REZONE.des	
Tract 1: 5.331 Acres: 232208 Sq Feet: Closure = s89.2310w 0.06 Feet: Precision = 1/32299: Perimeter = 1935 Feet		
001=n00.2510e 21.85	004=s00.2510w 420.45	007=n00.2510e 421.98
002=s89.1330e 525.16	005=n89.3450w 487.09	
003=s00.2510w 20.12	006=n89.3450w 38.00	

B. Preliminary Plat (date: 9/1/2020)



C. Landscape Plan (date: 4/20/2020) (NOT APPROVED)





D. Conceptual Building Elevations



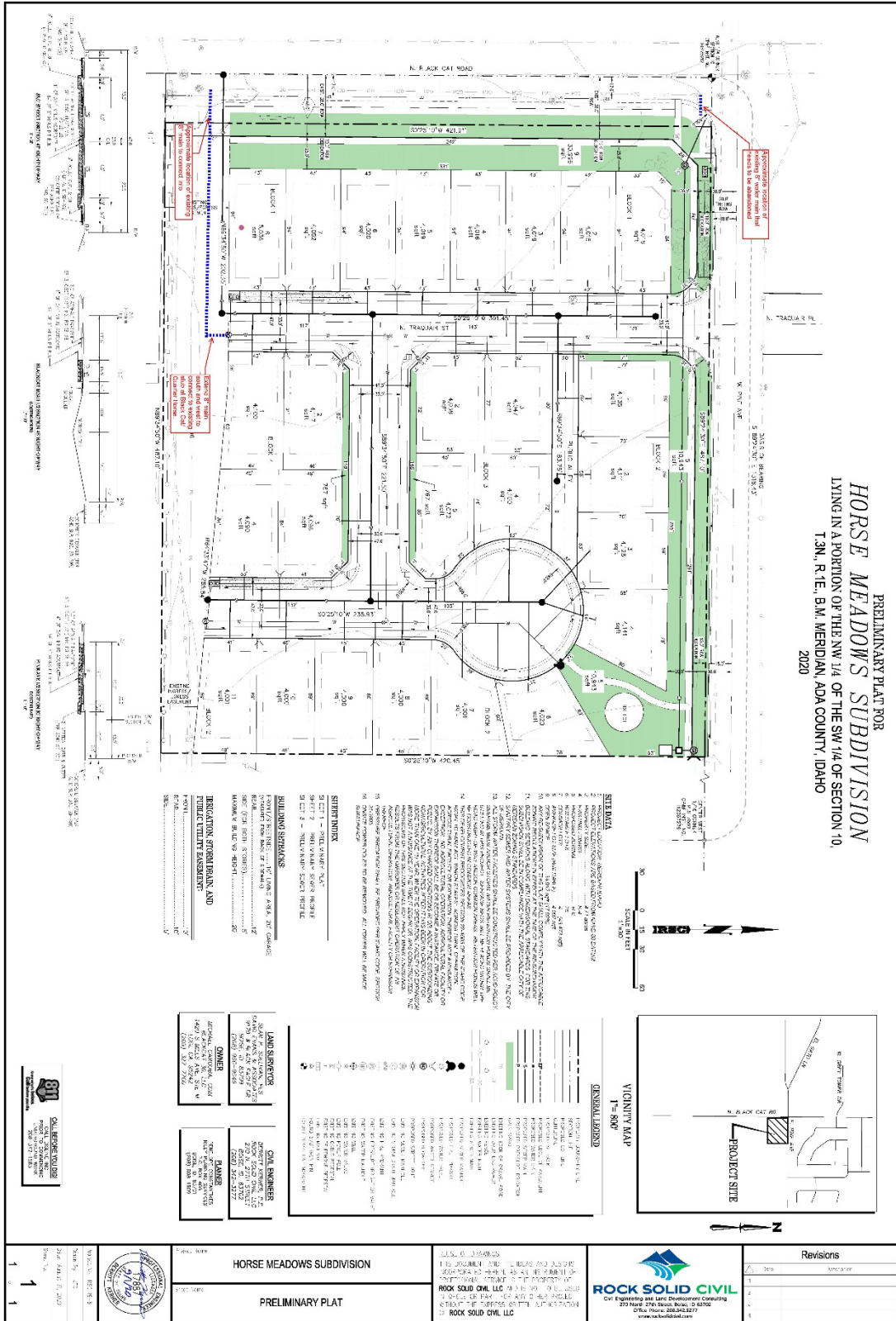








E. Public Works Water Line Rendering



VIII. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

1. A Development Agreement (DA) is required as a provision of rezone of this property. Prior to approval of the rezone ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of rezone ordinance adoption, and the developer.

Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the rezone. The DA shall, at minimum, incorporate the following provisions:

- a. Future development of this site shall be generally consistent with the submitted and revised plans and conceptual building elevations for the detached single-family dwellings included in Section VII and the provisions contained herein.
 - b. The Applicant shall comply with the ordinances in effect at the time of application submittal.
 - c. Direct lot access to N. Black Cat Road is prohibited.
 - d. Upon approval of the preliminary plat and rezone, the Applicant shall relinquish their rights to use the ingress-egress easement along the south boundary known as W. Quarterhorse Lane.
 - e. Lot 9, Block 1 (the lot containing W. Quarterhorse Lane) shall be a non-buildable lot owned and maintained by the HOA until such time that it is redeveloped in the future. Prior to the Commission hearing, the applicant shall provide an exhibit that demonstrates the extension of the 25-foot wide landscape buffer, the two stub streets and integration with the adjacent properties to ensure this area is utilized.
2. At least ten (10) days prior to the City Council hearing, the preliminary plat included in Section VII.B, dated 09/01/2020, shall be revised as follows:
 - a. Add a note prohibiting direct lot access via N. Black Cat Road.
 - b. Revise the plat to show the detached sidewalks along N. Black Cat Road and W. Pine Avenue with at least 4 feet of separation between it and the ultimate ACHD right-of-way.
 - c. **Add a plat note stating that Lot 9, Block 1 is a non-buildable lot and is to be owned and maintained by the HOA until such time that it redevelops.**
 3. At least ten (10) days prior to the City Council hearing, the landscape plan included in Section VII.C, dated 04/20/2020 shall be revised as follows:
 - a. Revise the landscape plan to show the required shrubs and other vegetative ground cover within the street landscape buffers along N. Black Cat Road and W. Pine Avenue.
 - b. Revise the landscape plan to show the layout of the revised preliminary plat; make any adjustments to the calculations table if needed.
 - c. Revise the landscape plans to show the detached sidewalks along N. Black Cat Road and W. Pine Avenue with at least 4 feet of separation between it and the ultimate ACHD right-of-way.

4. Prior to the Commission hearing, the Applicant shall provide the following to Planning Staff:
1) building elevations depicting those homes that are alley-loaded and side-loaded, and; 2) exhibits showing setback compliance with the proposed building lot sizes and different style homes.
5. Future development shall be consistent with the R-8 dimensional standards listed in UDC Table 11-2A-6 for all buildable lots.
6. All common open space and site amenities shall be maintained by an owner's association as set forth in UDC 11-3G-3F1.
7. Off-street parking is required to be provided in accord with the standards listed in UDC Table 11-3C-6 for single-family dwellings based on the number of bedrooms per unit.
8. Comply with all subdivision design and improvement standards as set forth in UDC 11-6C-3, including but not limited to cul-de-sacs, alleys, driveways, common driveways, easements, blocks, street buffers, and mailbox placement.
9. Upon completion of the landscape installation, a written Certificate of Completion shall be submitted to the Planning Division verifying all landscape improvements are in substantial compliance with the approved landscape plan as set forth in UDC 11-3B-14.
10. The façade of structures that face N. Black Cat Rd. and W. Pine Ave. shall incorporate articulation through changes in materials, color, modulation, and architectural elements (horizontal and vertical) to break up monotonous wall planes and roof lines in accord with UDC 11-3A-19 and the Meridian Design Manual.
11. The Applicant shall adhere to all ACHD conditions of approval.
12. The preliminary plat approval shall become null and void if the applicant fails to either 1) obtain the City Engineer signature on a final plat within two years of the date of the approved findings; or 2) obtain approval of a time extension as set forth in UDC 11-6B-7.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 A street light plan will need to be included in the final plat application. Street light plan requirements are listed in section 6-7 of the City's Design Standards.
- 1.2 The water main dead-end at the cul-de-sac must be extended to the northwest via the common lot pathway and tied into the existing 8" water main stub in Black Cat. This stub is not currently shown on the plans but is stubbed at the northwest corner of the property.
- 1.3 Due to service crossing issues, please relocate the storm drainage beds on the south end of the project to the east-west roadway.
- 1.4 Relocate the east-west sewer alignment at the southwest corner of the development to connect to the existing manhole that is closer to the south property boundary in N. Black Cat Road.
- 1.5 Applicant to abandon the existing water main stub, per Meridian Public Works standards, near the northwest corner of the development in N. Black Cat Road.
- 1.6 Connect the watermain at the south end of N. Traquair Street to the existing mainline in N. Black Cat Road. The alignment of this connection should follow established utility corridors.
- 1.7 The applicants design engineer has indicated that a geotechnical site investigation was conducted by MTI (Materials Testing & Inspection) dated December 4, 2019, indicating that groundwater was encountered at 14-feet below ground surface. It was also stated that the

MTI report concluded that groundwater would remain greater than 4-feet below ground surface. The actual MTI report was not submitted with the application, and typically they highlight any specific soils concerns, and specific construction considerations and recommendations. The applicant shall be responsible for the strict adherence of these considerations and recommendations to help ensure that homes are constructed upon suitable bearing soils, and that shallow groundwater does not become a problem with home construction. **Prior to this application being considered by the Meridian City Council, the applicant shall be required to submit the MTI report and any up to date ground water monitoring data based upon current adopted building codes, as well as any other updated geotechnical information or recommendations since the initial work.**

2. General Conditions of Approval

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
- 2.3 The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-feet wide for a single utility, or 30-feet wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. DO NOT RECORD. Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering

Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such as landscape irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.

- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
- 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.
- 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.
- 2.11 All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
- 2.12 Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
- 2.13 It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
- 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
- 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
- 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
- 2.17 Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
- 2.18 The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
- 2.19 The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
- 2.20 At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
- 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.

2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

2.23 The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

C. FIRE DEPARTMENT (MFD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=190297&dbid=0&repo=MeridianCity>

D. POLICE DEPARTMENT (MPD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=190779&dbid=0&repo=MeridianCity>

E. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191217&dbid=0&repo=MeridianCity>

F. CENTRAL DISTRICT HEALTH DEPARTMENT (CDH)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=190615&dbid=0&repo=MeridianCity>

G. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=194266&dbid=0&repo=MeridianCity>

IX. FINDINGS

A. Annexation and/or Rezone (UDC 11-5B-3E)

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;

Staff finds the proposed zoning map amendment to R-8 and proposed use are consistent with the Comprehensive Plan, if all provisions of the Development Agreement and conditions of approval are complied with.

- 2. The map amendment complies with the regulations outlined for the proposed districts, specifically the purpose statement;**

Staff finds the proposed zoning map amendment and use of detached single-family dwellings complies with the regulations outlined for the requested upzone to the R-8 zoning district, specifically the purpose statement.

- 3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;**

Staff finds the proposed zoning map amendment should not be detrimental to the public health, safety and welfare.

- 4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and**

Staff finds the proposed zoning map amendment will not result in an adverse impact on the delivery of services by any political subdivision providing public services within the City.

- 5. The annexation (as applicable) is in the best interest of city.**

The property is already annexed into the City of Meridian. Therefore, Staff finds that this finding is not applicable.

B. Preliminary Plat Findings:

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

- 1. The plat is in conformance with the Comprehensive Plan;**

Staff finds that the proposed plat, with Staff's recommendations, is in substantial compliance with the adopted Comprehensive Plan in regard to land use, density, transportation, and pedestrian connectivity. (Please see Comprehensive Plan analysis and other analysis in Section V of this report for more information.)

- 2. Public services are available or can be made available and are adequate to accommodate the proposed development;**

Staff finds that public services will be provided to the subject property with development. (See Section VIII of the Staff Report for more details from public service providers.)

- 3. The plat is in conformance with scheduled public improvements in accord with the City's capital improvement program;**

Because City water and sewer and any other utilities will be provided by the development at their own cost, Staff finds that the subdivision will not require the expenditure of capital improvement funds.

- 4. There is public financial capability of supporting services for the proposed development;**

Staff finds there is public financial capability of supporting services for the proposed development based upon comments from the public service providers (i.e., Police, Fire, ACHD, etc.). (See Section VIII for more information.)

- 5. The development will not be detrimental to the public health, safety or general welfare; and,**

Staff is not aware of any health, safety, or environmental problems associated with the platting of this property. ACHD considers road safety issues in their analysis and approves of the project.

6. The development preserves significant natural, scenic or historic features.

Staff is unaware of any significant natural, scenic or historic features that exist on this site that require preserving.



AGENDA ITEM

ITEM TOPIC: Public Hearing for Ada County Coroner (H-2020-0085) by Lombard Conrad Architects, Located at 173 N. Touchmark Way
Application Requires Continuance

A. Request: Rezone of 1.77 acres of land from the I-L to the C-G zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: September 17, 2020

Topic: **Public Hearing for Ada County Coroner (H-2020-0085) by Lombard Conrad Architects, Located at 173 N. Touchmark Way**
A. Request: Rezone of 1.77 acres of land from the I-L to the C-G zoning district.

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



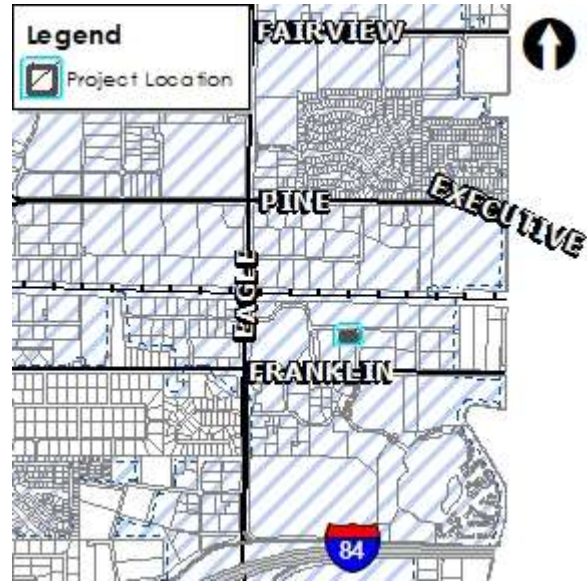
HEARING DATE: 9/17/2020

TO: Planning & Zoning Commission

FROM: Sonya Allen, Associate Planner
208-489-0578

SUBJECT: H-2020-0085
Ada County Coroner

LOCATION: 173 N. Touchmark Way (Lots 2 & 3, Block 2, Seyam Subdivision), in the SW ¼ of Section 9, Township 3 N., Range 1E.



I. PROJECT DESCRIPTION

Rezone of 1.77 acres of land from the Light Industrial (I-L) to the General Retail and Service Commercial (C-G) zoning district for the development of a coroner’s office for Ada County.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	1.77	
Future Land Use Designation	Industrial	
Existing Land Use(s)	Vacant/undeveloped land	
Proposed Land Use(s)	Public/quasi-public (coroner’s office)	
Current Zoning	I-L	
Proposed Zoning	C-G	
Neighborhood meeting date; # of attendees:	June 25, 2020 – Six (6) people in attendance.	
History (previous approvals)	RZ-09-005 (Development Agreement Instrument #2014-068084)	

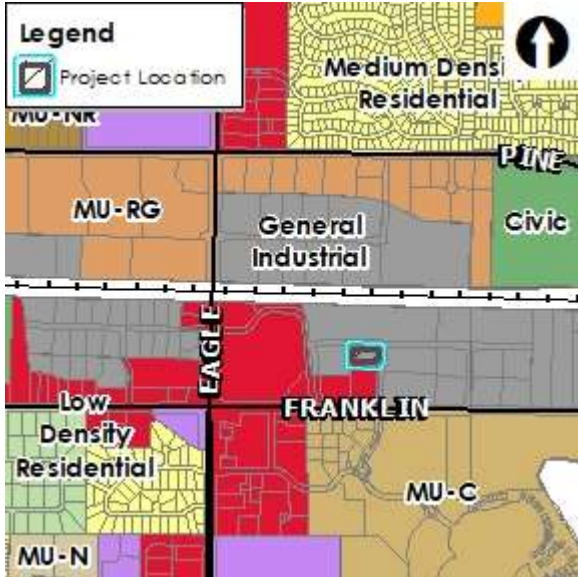
B. Community Metrics

Description	Details	Page
Ada County Highway District		
• Staff report (yes/no)	No	
• Requires ACHD Commission Action (yes/no)	No	

Description	Details	Page	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	Access is proposed via existing curb cuts as follows: (1) entry/exit and (1) exit only driveway from N. Touchmark Way and (1) entry only driveway via E. Lanark Street, both industrial collectors; no access is proposed via E. Franklin Rd.		
Stub Street/Interconnectivity/Cross Access Existing Road Network	NA Arterial (Franklin Rd.) and collector streets (Touchmark & Lanark); local street access is not available to this property.		
Existing Arterial Sidewalks / Buffers	Attached sidewalk exists on this lot along E. Lanark St. & N. Touchmark Way; there are no existing street buffers.		
Proposed Road Improvements	None		
Fire Service	No comments submitted		
Police Service	No comments submitted		
Wastewater			
<ul style="list-style-type: none"> • Distance to Sewer Services 	NA		
<ul style="list-style-type: none"> • Sewer Shed 	Five Mile Trunkshed		
<ul style="list-style-type: none"> • Estimated Project Sewer ERU's 	See Application		
<ul style="list-style-type: none"> • WRRF Declining Balance 	13.97		
<ul style="list-style-type: none"> • Project Consistent with WW Master Plan/Facility Plan 	Yes		
<ul style="list-style-type: none"> • Impacts/Concerns 	<ul style="list-style-type: none"> • Flow is committed • No proposed changes to Public Sewer Infrastructure has been shown within record. Any changes or modifications to the public sewer infrastructure shall be reviewed and approved by Public Works. 		
Water			
<ul style="list-style-type: none"> • Distance to Water Services 	NA		
<ul style="list-style-type: none"> • Pressure Zone 	4		
<ul style="list-style-type: none"> • Estimated Project Water ERU's 	See application		
<ul style="list-style-type: none"> • Water Quality 	No concerns		
<ul style="list-style-type: none"> • Project Consistent with Water Master Plan 	Yes		
<ul style="list-style-type: none"> • Impacts/Concerns 	No changes to public water infrastructure proposed. Any unused water main stubs must be abandoned at the main in the road.		

C. Project Area Maps

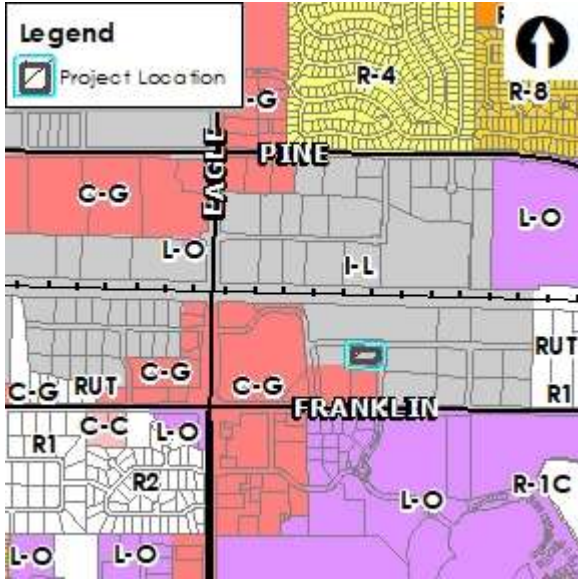
Future Land Use Map



Aerial Map



Zoning Map



Planned Development Map



III. APPLICANT INFORMATION

A. Applicant / Representative:

Brenda Brosa, Lombard Conrad Architects – 1221 Shoreline Lane, Boise, ID 83702

B. Owner:

Ada County – 200 W. Front Street, Boise, ID 83702

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	8/28/2020	
Radius notification mailed to properties within 300 feet	8/26/2020	
Public hearing notice sign posted on site	9/2/2020	
Nextdoor posting	8/28/2020	

V. COMPREHENSIVE PLAN ANALYSIS ([Comprehensive Plan](#))

The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates this property as Industrial. This designation allows a range of uses that support industrial and commercial activities. Industrial uses may include warehouses, storage units, light manufacturing, flex, and incidental retail and offices uses. In some cases uses may include processing, manufacturing, warehouses, storage units, and industrial support activities.

The abutting property to the south is designated Commercial. Commercial designations provide a full range of commercial uses to serve area residents and visitors. Desired uses may include retail, restaurants, personal and professional services, and office uses, as well as appropriate public and quasi-public uses. Multi-family residential may be allowed in some cases, but should be careful to promote a high quality of life through thoughtful site design, connectivity and amenities.

The Applicant proposes to rezone the subject property from I-L to C-G and develop a coroner’s office (classified as a public/quasi-public use) for Ada County on this lot and the larger abutting lot to the south, which is already zoned C-G and is designated on the FLUM as Commercial. Because designations on the FLUM aren’t parcel specific, an adjacent abutting designation, when appropriate and approved as part of a public hearing with a land development application, may be used. Accordingly, the Applicant requests approval for the abutting Commercial designation to be used for the property proposed to be rezoned as both properties will be consolidated into one property and developed as one. The proposed public/quasi-public use is a desired use in the Commercial designation.

The following Comprehensive Plan Policies are applicable to this development:

- Encourage infill development. (3.03.01E)
The Comprehensive Plan defines infill as “development on vacant parcels, or redevelopment of existing parcels to a higher and better use that is surrounded by developed property within the City of Meridian.” The subject property is surrounded by some existing development, is directly adjacent to the Franklin Road transportation corridor, and is readily available to connect to city water and sewer.
- Focus development and redevelopment intensity on key transportation corridors. (3.07.02C)
The proposed public/quasi-public use is proposed adjacent to E. Franklin Rd., a key transportation corridor.
- Encourage compatible uses and site design to minimize conflicts and maximize use of land. (3.07.00)

The County is proposing to develop the 4 acre site with a public/quasi-public use. The proposed use has aspects that pertain to both commercial and industrial uses which makes this a good location. The site has been designed to separate the medical functions of the site from the public entrance. Staff believes the proposed use is compatible with surrounding land uses of retail and warehousing directly to the west and north.

- “Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services.” (3.03.03F)

City water and sewer service are available to serve the proposed development in accord with UDC 11-3A-21.

VI. STAFF ANALYSIS

REZONE:

A rezone of 1.77 acres of land from the I-L to the C-G zoning district is proposed consistent with the Commercial FLUM designation applied to this property from the abutting property to the south as discussed above. A legal description for the rezone area is included in Section VIII.A.

Rezoning this property to C-G consistent with that of the adjacent property to the south will create uniform zoning for the overall property. Although the UDC does not prohibit multiple zones on a single parcel, split zoning does make it problematic to decipher which of the two standards (industrial vs. commercial) to enforce. The rezone to C-G will ensure that the development meets the dimensional standards of one district versus two.

Proposed Use:

The Applicant proposes to develop the subject property and the abutting property to the south as one property with a coroner’s office for Ada County, classified as a public/quasi-public use.

Public/quasi-public uses are listed in UDC Table 11-2B-2 as a principal permitted use in the C-G zoning district, subject to the specific use standards listed in UDC 11-4-3-30: Public or Quasi-Public Use as follows:

- A. *Public recreation and community centers: The use shall meet the standards in accord with section 11-4-3-2, "Arts, Entertainment or Recreation Facility, Indoors and Outdoors", of this chapter.*
- B. *Public or quasi-public office: The use shall meet the standards for office use in accord with the district in which the use is located.*

Dimensional Standards (UDC Table 11-2B-3):

Development of the property is subject to the dimensional standards set forth in UDC Table 11-2B-3 for the C-G district.

Development Plan:

A conceptual development plan was submitted, included in Section VIII.B that depicts a 35,000 square foot 2-story building oriented north/south on the site with the entry fronting on S. Touchmark Way.

Access (UDC 11-3A-3):

One (1) entry/exit and one (1) exit only is proposed via N. Touchmark Way and one (1) entry only is proposed via E. Lanark St., both classified as industrial collector streets; no access is proposed or approved via E. Franklin Rd., an entryway corridor. Per the recorded Development Agreement (DA), direct lot access to Franklin Rd. is prohibited. Staff is supportive of the access points depicted on the submitted concept plan.

Parking (UDC 11-3C):

Off-street parking is required to be provided with development in accord with the standards listed in UDC Table 11-3C-6 for commercial districts based on one space per 500 feet of gross floor area. With a proposed building size of 35,000 square feet, 70 parking spaces are required. The conceptual site plan indicates 117 public parking spaces and 51 secured employee parking spaces for a total 168 spaces, which *exceed* UDC standards.

Sidewalks (UDC 11-3A-17):

Seven-foot attached sidewalks already exist along all of the street frontages. UDC 11-3A-17 requires 5-foot detached along arterial and collector streets. However, because these facilities are fairly new, Staff is not requiring the applicant to replace the existing attached sidewalks with detached sidewalks.

Landscaping (UDC 11-3B):

A 35' wide street buffer will be required along E. Franklin Rd., an entryway corridor, and 20' landscape buffers will be required along N. Touchmark Way and E. Lanark St., designated as collector streets, with development and landscaped per the standards listed in UDC 11-3B-7C. Parking lot landscaping, including 5' wide buffers adjacent to parking, loading and other vehicular use areas, including the planter islands, are required with development per UDC 11-3B-8C.

Fencing (UDC 11-3A-6, 11-3A-7):

The concept plan depicts secure parking on the west side of the building. Any fencing proposed for this development is required to comply with the standards listed in UDC 11-3A-7.

Utilities (UDC 11-3A-21):

Public services are available to accommodate the proposed development in accord with UDC 11-3A-21. Any unused water main stubs must be abandoned at the main in the road.

Building Elevations (UDC 11-3A-19 | *Architectural Standards Manual*):

The Applicant has submitted conceptual elevations of the proposed building, included in Section VIII.C). Future development of this site is required to comply with the design standards in UDC 11-3A-19 and the ASM.

Development Agreement (DA):

The City may require a DA in conjunction with a rezone pursuant to Idaho Code section 67-6511A. In this case, the subject property is already governed by an existing DA recorded as Instrument No. 2014-068084. The provisions contained in this agreement are consistent with the provisions staff would require in a new DA. Therefore, staff is not recommending a new DA with the subject rezone request and the property will remain subject to provisions of the existing DA.

VII. DECISION**A. Staff:**

Staff recommends approval of the requested rezone with the comment noted in Section IX per the Findings in Section IX.

VIII. EXHIBITS

A. Rezone Legal Description and Exhibit Map

Exhibit "A"

REZONE DESCRIPTION-LOT 2, BLOCK 2 -SEYAM SUBDIVISION

A parcel of land being Lot 2, Block 2 and the adjacent Right of Way, Seyam Subdivision as recorded in Book 108 of Plats, Pages 15674-15676 records of Ada County. Located in the SW 1/4 of Section 9, T.3 N., R.1 E., B.M., Meridian, Ada County, Idaho, more particularly described as follows:

Commencing at the Section Corner common to Sections 8, 9, 16, and 17 of said T.3 N., R.1 E. from which the 1/4 Corner common to Sections 9 and 16 of said T.3 N., R.1 E. bears N 89°11'46" E a distance of 2706.25 feet; Thence N 89°11'46" E a distance of 1464.22 feet along the south line of said Section 9 to a point; Thence N 00°48'14" W a distance of 465.00 feet to the southwest Corner of Lot 2, Block 2 of Seyam Subdivision also being the Point of Beginning.

Thence following the westerly boundary line of said Lot 2 and the northerly extension thereof N 00°48'14" W a distance of 224.74 feet to a point at the centerline of E. Lanark Street;

Thence following said centerline S 89°56'19" E a distance of 342.41 feet to a point at intersection of E. Lanark Street and N. Touchmark Way;

Following the centerline of N. Touchmark Way the following 3 calls:

Thence S 00°03'41" W a distance of 157.97 feet to a point of curvature;

Thence 47.83 along the arc of a curve to the right, said curve having a radius of 300.00 feet, a central angle of 9°08'05" and a long chord of S 04°37'52 W, 47.78 feet to a point on a tangent;

Thence S 09°11'46" W a distance of 23.71 feet to a point;

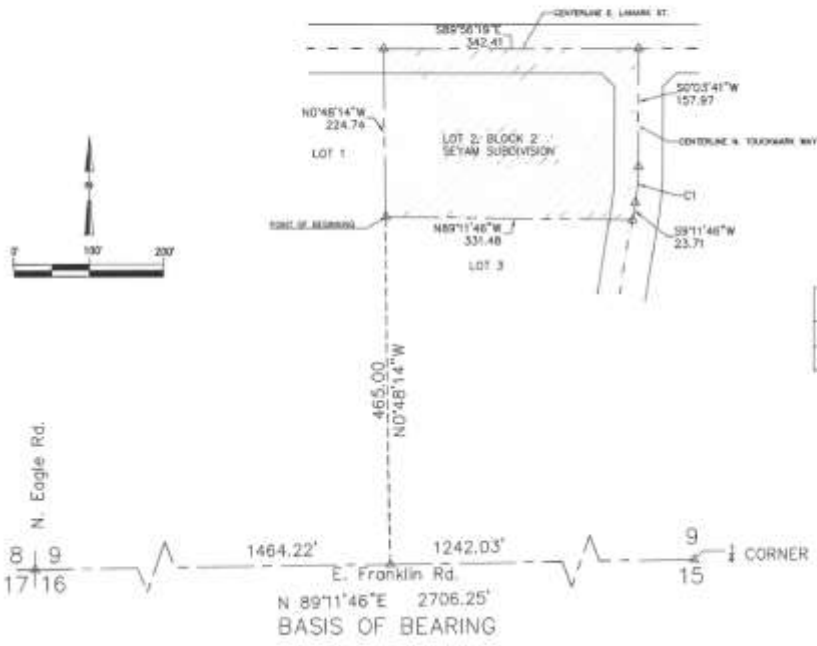
Thence leaving the centerline of N. Touchmark Way and following along the south boundary line of said Lot 2 and the easterly extension thereof N 89°11'46" W a distance of 331.48 feet to the Point of Beginning.

Said parcel contains 1.77 Acres (77,113 SqFt) more or less.

This description is based on data of Record, no field survey was conducted.



EXHIBIT "B"



LEGEND

- ▲ CALCULATED POINT
- BOUNDARY LINE
- - - SECTION LINE
- - - TIE LINE
- RIGHT OF WAY
- - - CENTERLINE
- ▨ REZONE AREA

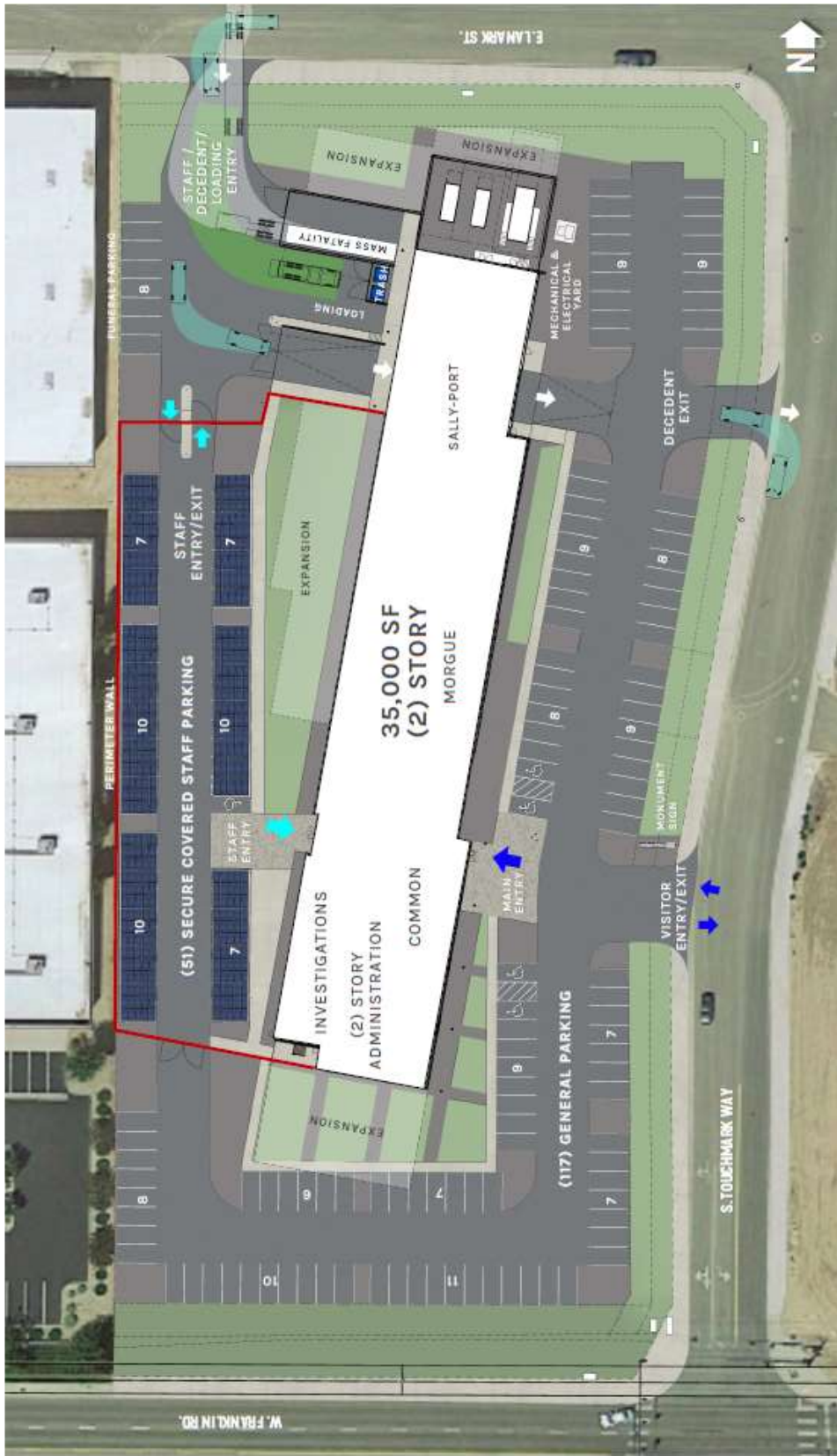
Curve Table

Curve #	Length	Radius	Data	Chord Direction	Chord Length
C1	47.83	300.00	908°05'	S4° 37' 52" W	47.78

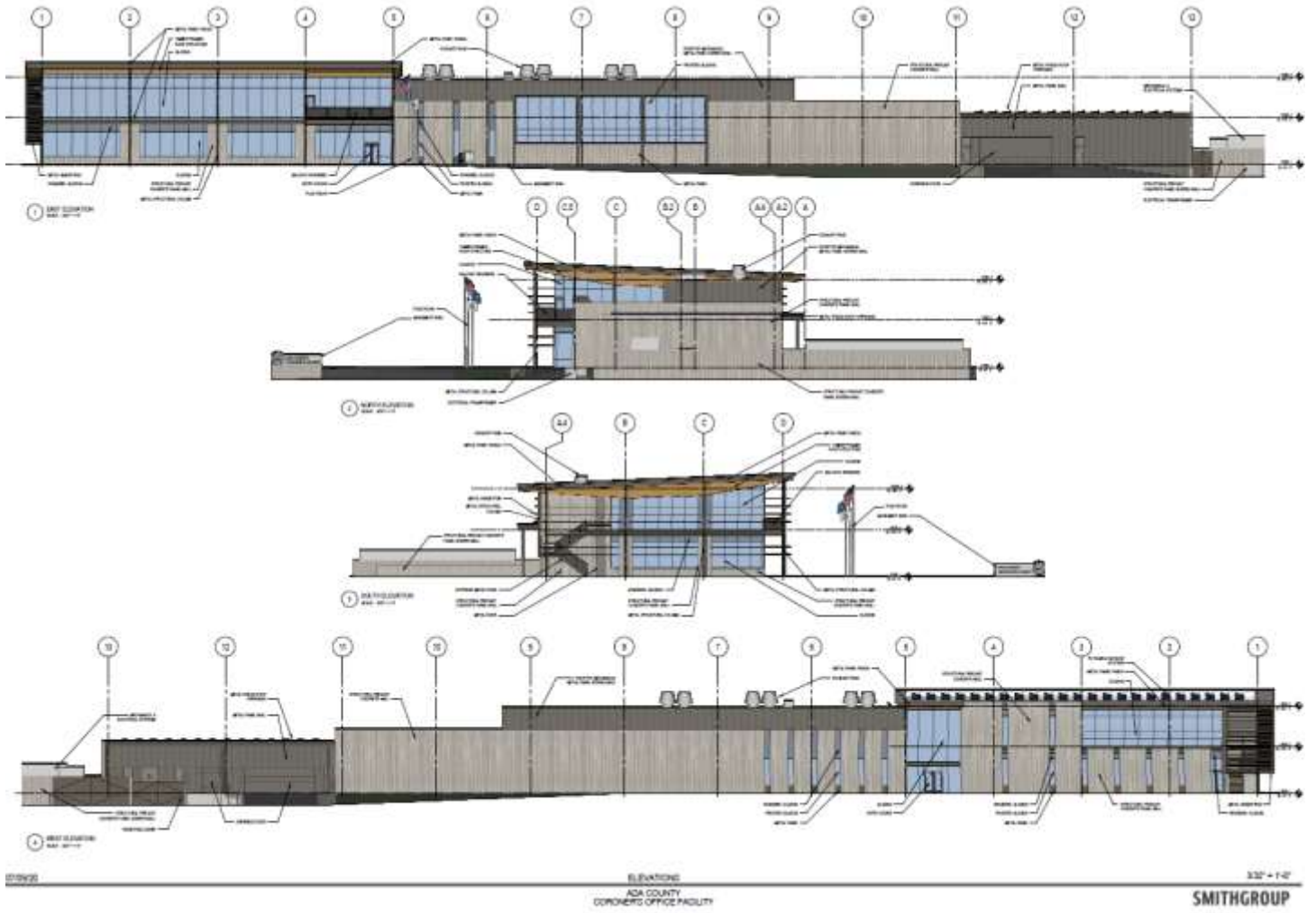


DESIGN: NA	LOT 2, BLOCK 2 SEVAM SUBDIVISION
DRAWN: HRP	BY LAW OF MICHIGAN & ILL. E.S.,
CHECKED: DM	SAULTY OF MICHIGAN AND
DATE: 7/08/2020	IDAHO, IDAHO
SCALE: 1"=100'	ADA COUNTY
APPROVED:	CORONER'S OFFICE
COUNTY:	APPROVED
DWG: Sevam Sub Lot #2	DIRECTOR
	SHEET 1 OF 1

B. Concept Site Plan



C. Elevations (date: 7/09/2020)



IX. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

1. Future development of this site shall comply with the provisions of the existing Development Agreement Instrument #2014-068084.

X. FINDINGS

A. Annexation and/or Rezone (UDC 11-5B-3E)

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;
Staff finds the rezone of the subject site to the C-G zoning district is consistent with the Commercial FLUM designation in the Comprehensive Plan applied to this property from the abutting Commercial designated property to the south on which the majority of the subject property is proposed to develop, also zoned C-G.
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
Staff finds the proposed public/quasi-public use will be consistent with the purpose statement of the commercial districts in that it will support the purpose of providing for the service needs of the community, in accordance with the Meridian Comprehensive Plan
3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;
Staff finds that the proposed rezone should not be detrimental to the public health, safety, or welfare. Staff recommends the Commission and Council consider any oral or written testimony that may be provided when determining this finding.
4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and
Staff finds that the proposed rezone will not result in any adverse impact upon the delivery of services by any political subdivision providing services to this site.
5. The annexation (as applicable) is in the best interest of city
NA



AGENDA ITEM

ITEM TOPIC: Public Hearing Rescheduled from September 3, 2020 for Pura Vida Ridge Ranch (H-2020-0064) by Jay Gibbons, South Beck & Baird, Located 3727 E. Lake Hazel Rd.

A. Request: Annexation of 26.34 acres of land with R-8 (6.64 acres) and R-15 (19.69 acres) zoning districts.

B. Request: A Preliminary Plat consisting of 157 buildable lots and 35 common lots on 26.34 acres of land in the R-8 and R-15 zoning districts.

C. Request: A Planned Unit Development with a request for a deviation from the dimensional standards listed in UDC Table 11-2A-7 to allow reduced building setbacks in the R-15 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: August 6, 2020

- Topic:** **Public Hearing for Pura Vida Ridge Ranch (H-2020-0064) by Jay Gibbons, South Beck & Baird, Located 3727 E. Lake Hazel Rd.**
- A. Request: Annexation of 26.34 acres of land with R-8 (6.64 acres) and R-15 (19.69 acres) zoning districts.
 - B. Request: A Preliminary Plat consisting of 157 buildable lots and 35 common lots on 26.34 acres of land in the R-8 and R-15 zoning districts.
 - C. Request: A Planned Unit Development with a request for a deviation from the dimensional standards listed in UDC Table 11-2A-7 to allow reduced building setbacks in the R-15 zoning district.
-

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT
COMMUNITY DEVELOPMENT DEPARTMENT



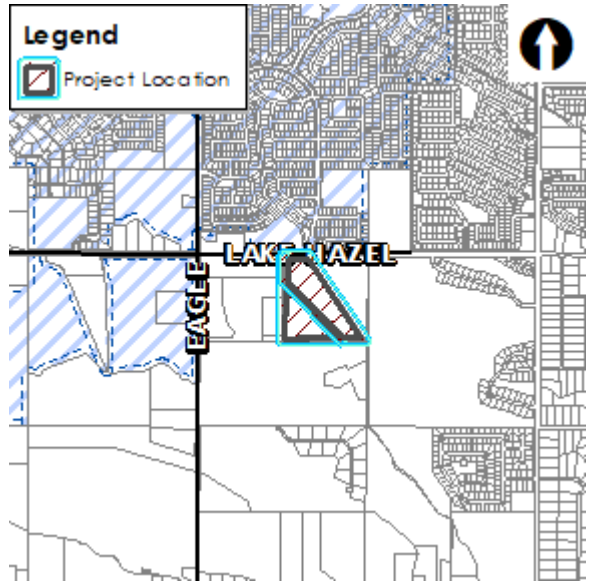
HEARING DATE: September 17, 2020
 (Continued from August 6, and September 3, 2020)

TO: Planning & Zoning Commission

FROM: Sonya Allen, Associate Planner
 208-884-5533
 Bruce Freckleton, Development Services Manager
 208-887-2211

SUBJECT: H-2020-0064
 Pura Vida Ridge Ranch

LOCATION: 3727 E. Lake Hazel Rd., in the NW ¼ of Section 4, T.2N., R.1E
 Parcels: S1404212550 & S1404212750



I. PROJECT DESCRIPTION

The Applicant requests approval of the following applications:

- Annexation of 26.34 acres of land with R-8 (6.64 acres) and R-15 (19.69 acres) zoning districts;
- Preliminary plat consisting of 157 buildable lots and 35 common lots on 26.34 acres of land in the R-8 and R-15 zoning districts; and,
- Planned Unit Development with a request for a deviation from the dimensional standards listed in UDC Table 11-2A-7 to allow reduced building setbacks in the R-15 zoning district.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	26.34	
Existing/Proposed Zoning	RUT (Rural Urban Transition) in Ada County (existing)/R-15 (Medium High-Density Residential) (proposed)	
Future Land Use Designation	MHDR (Medium High Density Residential)	
Existing Land Use(s)	Rural residential/agricultural	
Proposed Land Use(s)	Single-family residential	
Lots (# and type; bldg./common)	157 buildable lots/35 common lots	
Phasing Plan (# of phases)	4 phases	
Number of Residential Units (type of units)	157 single-family units [30 standard detached, 6 attached and 121 townhomes (68 alley-loaded & 53 standard)]	

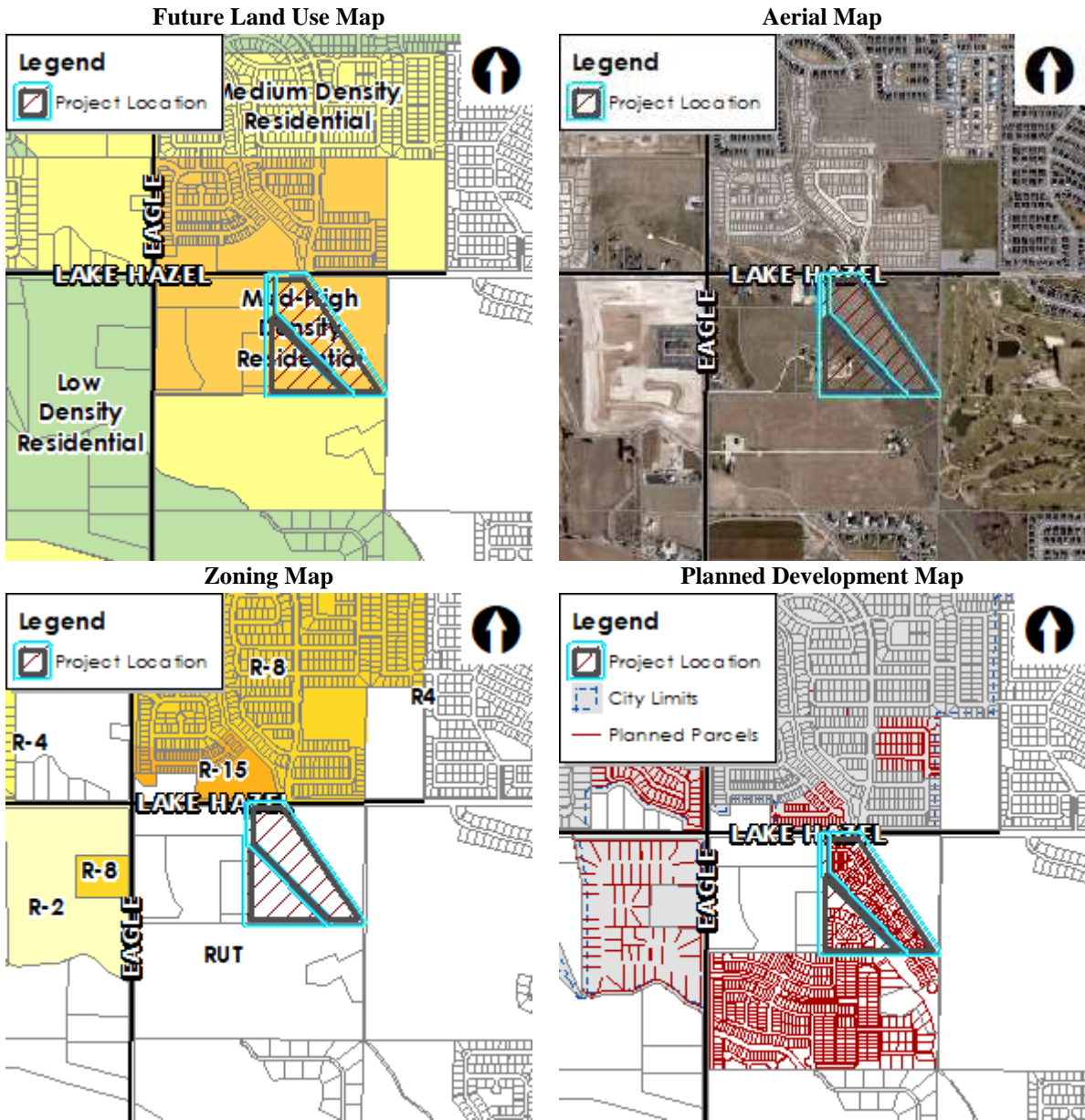
Description	Details	Page
Density (gross & net)	5.96 units/acre (gross) and 15.77 units/acre (net) with undevelopable areas – 8.23 units/acre (gross) and 16.48 units/acre (net) <i>without</i> undevelopable areas (i.e. hillside, creek and right-of-way of Lake Hazel Rd.)	
Open Space (acres, total [%]/buffer/qualified)	4.89 acres (or 18.57%) - ½ Lake Hazel Rd. buffer, linear open space (mews), 50' x 100' common open space areas. <i>(10.87 acres or 41.35% with unqualified open space)</i>	
Amenities	A minimum of (1) amenity is required. A 16' x 16' shelter with a picnic table on Lot 10, Block 3; an 8' x 12' arbor with 2 benches on Lot 1, Block 10; an arbor with 2 benches on Lot 8, Block 5; a dirt trail and paved 5' wide pathway on the hillside; and a segment of the City's 10' wide multi-use pathway system along the Ten Mile Creek are proposed.	
Physical Features (waterways, hazards, flood plain, hillside)	Ten Mile Creek runs along east boundary; significant slope/hillside on southwest portion of site	
Neighborhood meeting date; # of attendees:	March 11, 2020; 3 attendees (see sign-in sheet included in application)	
History (previous approvals)	None	

B. Community Metrics

Description	Details	Page
Ada County Highway District		
<ul style="list-style-type: none"> • Staff report (yes/no) • Requires ACHD Commission Action (yes/no) 	<p>Yes (a Traffic Impact Study was required)</p> <p>No</p>	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	One full access & one emergency only access is proposed via Lake Hazel Rd., an arterial street	
Traffic Level of Service	Lake Hazel & Eagle Roads: Better than "E" (Acceptable level of service for a 2-lane principal arterial is "E")	
Stub Street/Interconnectivity/Cross Access	Stub streets are proposed to the west and to the south for extension with future development; a stub street is planned to this site from the east which will require construction of a bridge over the Ten Mile Creek on this site.	
Existing Road Network	Lake Hazel Rd.; no internal streets	
Existing Arterial Sidewalks / Buffers	None	
Proposed Road Improvements	<ul style="list-style-type: none"> • Lake Hazel Road is scheduled in the IFYWP to be widened to 5-lanes from Eagle Road to Cloverdale Road in 2024. • Eagle Road is scheduled in the IFYWP to be widened to 5-lanes from Lake Hazel Road to Amity Road in 2023. • The intersection of Lake Hazel Road and Eagle Road is scheduled in the IFYWP to be widened to 6-lanes on the north leg, 5-lanes on the south, 7-lanes east, and 6-lanes on the west leg, and reconstructed/signalized in 2023. • Lake Hazel Road is listed in the CIP to be widened to 5-lanes from Locust Grove Road to Eagle Road between 2026 and 2030. • The intersection of Lake Hazel Road and Locust Grove Road is listed in the CIP to be widened to 3-lanes on the north leg, 2-lanes on the south, 2-lanes east, and 3-lanes on the west leg, and signalized between 2026 and 2030. 	
Fire Service		
<ul style="list-style-type: none"> • Distance to Fire Station 	2.8 miles from Station #4 (will be 1 mile from future Station #8)	

Description	Details	Page																
• Fire Response Time	Part of this project (northern 1/3+/-) is within 5 minute response time goal, the rest is not																	
• Resource Reliability	78% - does <i>not</i> meet the target goal of 80% or greater																	
• Risk Identification	2 – current resources would <i>not</i> be adequate to supply service to the proposed project (risk factors include an open waterway & steep hillside with the potential for wildfire if not maintained)																	
• Accessibility	Meets all required access, road widths & turnarounds																	
• Special/resource needs	Aerial device not required																	
• Water Supply	1,000 gallons/minute for one hour																	
Police Service																		
• Distance to Police Station	5.5 miles																	
• Police Response Time	3:42 minutes																	
• Calls for Service	13 (in RD ‘M789/A119’) (between 6/1/19 – 5/31/20)																	
• % of calls for service split by priority	<table border="1"> <tr> <td>Priority 3 (MPD Goal is within 3 to 5 minutes)</td> <td>3:42</td> </tr> <tr> <td>Priority 2 (MPD Goal is within 8 to 10 minutes)</td> <td>7:16</td> </tr> <tr> <td>Priority 1 (MPD Goal is within 15 to 20 minutes)</td> <td>10:42</td> </tr> </table>	Priority 3 (MPD Goal is within 3 to 5 minutes)	3:42	Priority 2 (MPD Goal is within 8 to 10 minutes)	7:16	Priority 1 (MPD Goal is within 15 to 20 minutes)	10:42											
Priority 3 (MPD Goal is within 3 to 5 minutes)	3:42																	
Priority 2 (MPD Goal is within 8 to 10 minutes)	7:16																	
Priority 1 (MPD Goal is within 15 to 20 minutes)	10:42																	
• Crimes	1 (in RD ‘M789/A119’)																	
• Crashes	12 (in RD ‘M789/A119’)																	
West Ada School District																		
• Distance (elem, ms, hs)	<table border="1"> <thead> <tr> <th></th> <th>Enrollment</th> <th>Capacity</th> <th>Miles Dist. to School</th> </tr> </thead> <tbody> <tr> <td>**Silver Sage Elementary**</td> <td>316</td> <td>425</td> <td>4.5 miles</td> </tr> <tr> <td>Victory Middle School</td> <td>999</td> <td>1000</td> <td>5.6 miles</td> </tr> <tr> <td>Mountain View High School</td> <td>2519</td> <td>2175</td> <td>4.8 miles</td> </tr> </tbody> </table> <p>**Enrollment at Hillsdale Elementary is currently capped. Students in this development will be attending Silver Sage Elementary until a new school is built to eliminate overcrowding at Hillsdale Elementary. **</p>		Enrollment	Capacity	Miles Dist. to School	**Silver Sage Elementary**	316	425	4.5 miles	Victory Middle School	999	1000	5.6 miles	Mountain View High School	2519	2175	4.8 miles	
		Enrollment	Capacity	Miles Dist. to School														
Silver Sage Elementary		316	425	4.5 miles														
Victory Middle School	999	1000	5.6 miles															
Mountain View High School	2519	2175	4.8 miles															
• Capacity of Schools																		
• # of Students Enrolled																		
Wastewater																		
• Distance to Sewer Services	Directly adjacent to site																	
• Sewer Shed	South Black Cat trunkshed																	
• Estimated Project Sewer ERU’s	See application																	
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• Project Consistent with WW Master Plan/Facility Plan	Yes																	
• Impact/Concerns	None																	
Water																		
• Distance to Water Services	Directly adjacent to site																	
• Pressure Zone	5																	
• Estimated Project Water ERU’s	See application																	
• Water Quality	None																	
• Project Consistent with Water Master Plan	Yes																	
• Impacts/Concerns	None																	

C. Project Area Maps



III. APPLICANT INFORMATION

A. Applicant:

Jay Gibbons, South Beck & Baird – 2002 S. Vista Ave., Boise, ID 83705

B. Owner:

Justin Griffin, Sunrise Rim, LLC – 4450 W. Saddle Ridge Dr., Nampa, ID 83687

C. Representative:

Same as Applicant

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Notification published in newspaper	7/17/2020	
Notification mailed to property owners within 300 feet	7/14/2020	
Applicant posted public hearing notice on site	7/23/2020	
Nextdoor posting	7/14/2020	

V. COMPREHENSIVE PLAN ANALYSIS ([Comprehensive Plan](#))

The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates this property as Medium High Density Residential (MHDR).

The MHDR designation allows for a mix of dwelling types including townhouses, condominiums, and apartments. Residential gross densities should range from eight to twelve dwelling units per acre. These areas are relatively compact within the context of larger neighborhoods and are typically located around or near mixed use commercial or employment areas to provide convenient access to services and jobs for residents. Developments need to incorporate high quality architectural design and materials and thoughtful site design to ensure quality of place and should also incorporate connectivity with adjacent uses and area pathways, attractive landscaping and a project identity.

The subject property is proposed to develop with a mix of residential housing types consisting of single-family detached (30), single-family attached (6) and townhome (121) units at a gross density of 5.96 units per acre. The density calculation includes land area (approximately 7.26 acres) that is undevelopable due to the slope/hillside on the southwest portion of the development (approximately 4.27 acres), the Ten Mile Creek which lies entirely on this property along the east boundary (approximately 2.61 acres), and the right-of-way to the centerline of Lake Hazel Rd. (0.38 of an acre). Without this undevelopable area, the gross density is estimated to be 8.23+/- units per acre, which is consistent with the MHDR FLUM designation; the net density is 16.48+/- units/acre. For the purposes of determining consistency with the density desired in this area, Staff is of the opinion excluding the undevelopable areas of the site from the density calculation is appropriate and the resulting density meets the intent of the Plan. Further, because this site is not located near mixed use commercial or employment areas, Staff believes the proposed density, at the lower end of the desired range, is appropriate for this property.

All of the proposed structures except for the single-family detached homes are required to comply with the design standards listed in the Architectural Standards Manual to ensure a high quality architectural design and materials for quality of place. Pedestrian connectivity is proposed throughout the development through sidewalks, pathways, micro-pathways and trails and to adjacent properties for future interconnectivity consistent with the MHDR FLUM designation.

Staff finds the following Comprehensive Plan policies to be applicable to this application and applies to the proposed use of this property (staff analysis in *italics*):

- “Provide for a wide diversity of housing types (single-family, modular, mobile homes and multi-family arrangements) and choices between ownership and rental dwelling units for all income groups in a variety of locations suitable for residential development.” (3.07.03B)
The proposed mix of single-family attached and detached homes and townhomes will contribute to the variety of housing types available in the City for ownership and rental choices.

- “Require open space areas within all development.” (6.01.01A)
An open space exhibit is included in Section VIII.D that depicts qualified open space in excess of the minimum UDC standards listed in UDC 11-3G-3. Proposed qualified open space consists of half of the Lake Hazel Rd. street buffer, linear open space (mews) and 50’ x 100’ common open space areas. Additional open space is proposed consisting of unimproved hillside with walking paths and trails that doesn’t count toward qualified open space.
- “Permit new development only where urban services can be reasonably provided at the time of final approval and development is contiguous to the City.” (3.01.01F)
The proposed development is contiguous to the City and can be provided with City water and sewer service. Police and Fire can also provide emergency services to this development.
- “Restrict private curb cuts and access points on collectors and arterial streets.” (3.06.02D)
One (1) public street access (Road 1) and one (1) emergency only access is proposed via E. Lake Hazel Rd.
- “Coordinate with developers, irrigation districts, and drainage entities to implement the proposed pathway network along canals, ditches, creeks, laterals and sloughs.” (3.08.02B)
A 10’ wide multi-use pathway is proposed along the Ten Mile Creek which runs along the east boundary of the site.
- “Encourage new development to include buffered sidewalks, a sidewalk separated from the motor vehicle land by a planter strip, especially on collector and arterial roadways.” (6.01.01J)
A 35’ wide landscaped street buffer with a detached sidewalk is required along E. Lake Hazel Rd., an entryway corridor, as proposed.
- “With new subdivision plats, require the design and construction of pathway connections, easy pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities.” (2.02.01A)
The proposed plat provides usable common open space areas and a segment of the City’s multi-use pathway along the Ten Mile Creek as an amenity for the site that will provide connectivity to adjacent developments and safe pedestrian access to the Hillsdale elementary school and the YMCA to the north.
- “Annex lands into the corporate boundaries of the City only when the annexation proposal conforms to the City’s vision and the necessary extension of public services and infrastructure is provided.” (3.03.03)
The proposed development plan is consistent with the City’s vision in terms that a mix of residential housing types at a density consistent with the MHDR designation is proposed. Public services and infrastructure are proposed to be provided.
- “Encourage compatible uses and site design to minimize conflicts and maximize use of land.” (3.07.00)
The proposed residential single-family and townhouse dwellings and site design should be compatible with future development on adjacent properties to the east and west that are also designated for MHDR uses. Medium density residential uses are designated on the FLUM for future development to the south.
- “Avoid the concentration of any one housing type or lot size in any geographical area; provide for diverse housing types throughout the City.” (2.01.01G)
Three (3) different housing types (i.e. single-family attached, detached and townhomes) on various lot sizes are proposed in this development which will contribute to the variety of housing options in this area.
- “Require pedestrian access connectors in all new development to link subdivisions together to promote neighborhood connectivity as part of a community pathway system.” (3.03.03B)
A segment of the City’s multi-use pathway system is proposed along the project’s east boundary along the Ten Mile Creek which will provide connectivity with adjacent developments. Several micro-path connections are proposed to the multi-use pathway from adjacent mews and several pathways are proposed through internal common areas.

VI. UNIFIED DEVELOPMENT CODE ANALYSIS (UDC)

A. ANNEXATION & ZONING (AZ)

Annexation of 26.34 acres of land with R-8 (6.64 acres) and R-15 (19.69 acres) zoning districts is proposed. The area proposed to be zoned R-8 consists of the upper rim area at the southwest corner of the site proposed to develop with single-family detached homes which will provide a transition to future medium density residential development to the south. The area proposed to be zoned R-15 consists of the slope and the lower valley area on the remainder of the site proposed to develop primarily with townhomes with a few single-family attached structures, which should be consistent with future medium high-density residential development to the east and west.

The proposed zoning, uses and density are consistent with the MHDR FLUM designation in the Comprehensive Plan for this property as discussed above in Section V.

A preliminary plat, landscape plan and conceptual building elevations were submitted showing how the property is planned to develop with 157 single-family detached (30), attached (6) and townhome (121) units (see Section VIII).

The proposed annexation area is contiguous to City annexed property to the north across E. Lake Hazel Rd. and is within the Area of City Impact Boundary. A legal description and exhibit map for the annexation area is included in Section VIII.A along with separate legal descriptions and exhibit maps for each zoning district proposed.

The City may require a Development Agreement (DA) in conjunction with an annexation and zoning request pursuant to Idaho Code section 67-6511A. **In order to ensure the site develops as proposed with this application, staff recommends a DA as a provision of annexation with the provisions included in Section IX.**

B. PRELIMINARY PLAT

The proposed preliminary plat consists of a total of 157 buildable lots and 35 common lots on 26.34 acres of land in the R-8 and R-15 zoning districts (see Section VIII.B). The proposed dwelling units consist of 30 standard detached, 6 attached and 121 townhome units (68 alley-loaded & 53 standard).

The minimum lot size proposed is 1,400 square feet (s.f.) with an overall average lot size of 2,763 s.f. The average lot size in the R-8 district is 5,991 s.f. and the average lot size in the R-15 district is 2,000 s.f.

Phasing: A phasing plan was submitted that depicts four (4) phases of development (see Section VIII.B). The first phase is nearest Lake Hazel Rd. with subsequent phases progressing to the south with the last phase at the southwest corner of the site which requires a public street access to be provided from the south. The Fire Dept. is requiring secondary access to be provided from the east or south (or other means as agreeable by the Fire Dept.) prior to development of Phases 2 or 3.

Existing Structures/Site Improvements:

There is an existing home at the southwest corner of the site that is proposed to be removed with development; **this structure should be removed prior to the City Engineer’s signature on the final plat for the phase in which it is located (i.e. Phase 4).**

Dimensional Standards (UDC 11-2):

All development should comply with the dimensional standards for the applicable district as follows: UDC Tables 11-2A-6 (R-8 district) and 11-2A-7 (R-15 district).

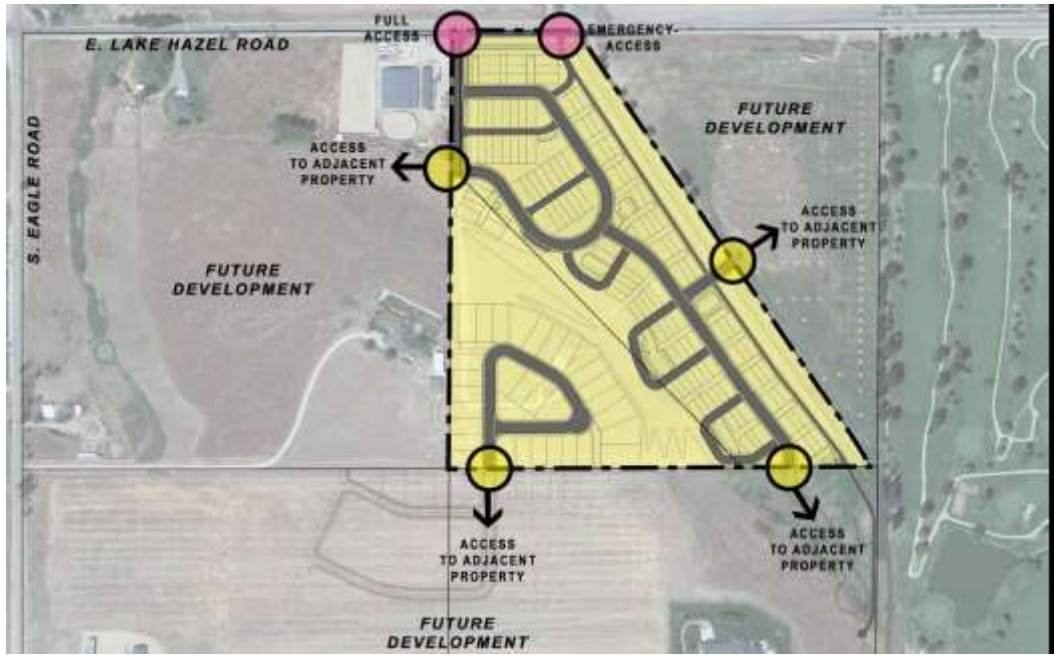
Design: All subdivisions are required to comply with the subdivision design and improvement standards listed in UDC 11-6C-3 (i.e. streets, alleys, common driveways, block face, etc.).

Traffic calming is proposed on Road 3, which is greater than 700' in length, by narrowing the street down to 24' between Roads 6 and 7 as approved by ACHD. **As additional traffic calming and an alternative design to parking lots for guests, the Applicant should consider providing on-street parking with bulb-outs on 33' wide street sections for more of a traditional neighborhood design.**

The stub street (Road 3) proposed to the south will result in a block face and cul-de-sac length in excess of UDC standards at approximately 1,050' when extended in the future with redevelopment of the property to the south. Due to the topography and significant slope in this area along with the location of the Ten Mile Creek, the design options are limited for this area. Therefore, Staff recommends it's approved with the PUD as an exception to the dimensional standards listed in UDC 11-6C-3 (see PUD analysis section below).

Access (UDC 11-3A-3):

Access is proposed on the plat via one public street and one emergency only access via E. Lake Hazel Rd., a residential mobility arterial street; direct access via E. Lake Hazel Rd. is prohibited. One (1) stub street is proposed to the west and two (2) stub streets are proposed to the south for future extension; and one stub street is planned to the east boundary of the site from Poiema Subdivision for interconnectivity as shown below – a bridge is required to be constructed across the Ten Mile Creek to the east on the subject property in this location. Access to the R-8 zoned portion of the site will be from the south via Eagle Rd. when the adjacent property redevelops – access via Eagle Rd. is not available to this site at this time.



Two (2) alleys (i.e. Roads 9 and 10) and (11) common/shared driveways are proposed off internal public streets for access to proposed attached and townhome units. All alleys are required to be constructed in accord with the standards listed in UDC 11-6C-3B and all common/shared driveways are required to be constructed in accord with the standards listed in UDC 11-6C-3D. The alley and common/shared driveway sections depicted on the plat comply with UDC standards.

Emergency access should be provided in accord with the phasing plan approved by the Fire Dept. included in Section VIII.B. **The Applicant should coordinate with Terri Ricks and Fire Dept. for**

addressing lots accessed by alleys without frontage on a public street. Address signage for wayfinding purposes should be provided in these areas as well as at the public street for homes accessed via common driveways.

Pathways (UDC [11-3A-8](#)):

A pedestrian connectivity plan was submitted that depicts sidewalks along streets, pathways through internal common open space areas and micro-pathways through mews providing connections to the multi-use pathway along the creek. A 10' wide multi-use pathway is proposed along the east boundary of the site adjacent to the creek in accord with the Pathways Master Plan, a 5' wide concrete pathway is proposed from Road 4 to Road 8 and at the top of the slope in Lot 40, Block 5, and dirt trails are proposed within the unimproved slope area providing connections between the upper ridge and the lower valley lots (see Section IX.G). These walkways provide pedestrian connections to the shelters with picnic tables and benches proposed as amenities within the development.

The pathway along the creek is required to be located within a 14' wide public use easement; the easement should be submitted to the Planning Division prior to submittal of the final plat for City Engineer signature.

Sidewalks (UDC [11-3A-17](#)):

Sidewalks are required to be provided on both sides of all public streets as set forth in UDC 11-3A-17D. A 7-foot wide detached sidewalk is proposed within the street buffer along E. Lake Hazel Rd. **Internal sidewalks are proposed in accord with UDC standards except for adjacent to the 24' wide street sections (i.e. Roads 4, 6 and 7) where sidewalks are only proposed in certain areas as shown on the pedestrian connectivity exhibit in Section VIII.G. The Applicant requests an exception to this standard through the PUD to only provide sidewalks in the areas shown and as required by ACHD (see PUD section below).**

Parkways (UDC [11-3A-17](#)):

As all internal sidewalks are attached to the curb, no parkways are proposed or required.

Landscaping (UDC [11-3B](#)):

A 35-foot wide street buffer is required along E. Lake Hazel Rd., an arterial street and entryway corridor, per UDC Table 11-2A-7, landscaped per the standards listed in UDC 11-3B-7C as proposed. A berm and an additional 10 trees are proposed above the minimum requirement. **Bushes should be added within the buffer in accord with UDC 11-3B-7C.3, which requires a combination of trees and shrubs along with lawn or other vegetative groundcover.**

Qualified/required open space areas should be landscaped in accord with the standards listed in UDC 11-3G-3E as proposed. An *additional* 40 trees are proposed above the minimum requirement.

Landscaping is required along all pathways in accord with the standards listed in UDC 11-3B-12C; landscaping is proposed in excess of UDC standards (an additional 27 trees are proposed) except for along the concrete walkway in the unimproved hillside/slope area. The Applicant requests an exception to this standard with the PUD (see analysis below under PUD section).

There are two (2) existing trees on the site that are less than 4" caliper in size that are proposed to be removed; because they are below 4" caliper, no mitigation is required per UDC 11-3B-10C.5a.

Landscaping is proposed in off-street parking areas within the development.

The Applicant is not proposing to landscape or provide irrigation sprinklers on the hillside and proposes to leave the area natural and unimproved. The Applicant states that low growing vegetation currently exists that doesn't require supplemental moisture and installing an irrigation system would cause unnecessary damage to the hillside and that the Homeowner's Association (HOA) will be responsible for reducing fuels on an annual bases at a minimum.

Staff and the Fire Dept. is very concerned about the potential danger of wildfires in this area. Therefore, the Fire Dept. is requiring defensible space to be provided – a minimum of 30’ (and possibly more for steep topography) from all structures to the undeveloped, natural open space – plantings within this area should be fire-resistant (see Section IX.C for more information). A wildfire safety plan is required to be approved by the Fire Dept. prior to approval of the first final plat. A copy of the approved plan should be included in the CC&R’s for the subdivision.

Qualified Open Space (UDC [11-3G](#)):

A minimum of 10% of the land area of the development is required to be provided in qualified open space as set forth in UDC 11-3G-3B. Based on the 26.34 acre site, a minimum of 2.63 acres is required to be provided; a total of 4.9 acres (or 18.57%) is proposed, which *exceeds* the minimum standards. Qualified open space consists of half of the street buffer along E. Lake Hazel Rd., an arterial street; linear open space (i.e. mews); and open grassy areas of at least 50’ x 100’ in area. *This calculation does not include the hillside where pathways/trails are located as that area is proposed to remain natural and not be landscaped per the standards listed in UDC 11-3G-3E.2. With this area there is approximately 10.87 acres (or 41.35%) open space.*

Qualified Site Amenities (UDC [11-3G](#)):

A minimum of one (1) qualified site amenity is required for each 20 acres of development area. Based on the 26.34 acre site, a minimum of one (1) qualified site amenity is required. A 10-foot wide 1,631+/- foot long segment of the City’s multi-use pathway system is proposed along the east boundary of the site adjacent to the Ten Mile Creek. Additional amenities, in *excess* of UDC standards, are proposed as follows: a 16’ x 16’ shelter with a picnic table on Lot 10, Block 3; an 8’ x 12’ arbor with 2 benches on Lot 1, Block 10; an arbor with 2 benches on Lot 8, Block 5; and a dirt trail and paved 5’ wide pathway on the hillside on Lot 8, Block 5.

Parking (UDC [11-3C-6](#))

Off-street parking is required to be provided in accord with the standards listed in UDC Table 11-3C-6 for residential uses, which requires parking pads to be provided in addition to garage parking spaces based on the number of bedrooms per unit (i.e. 1-2 bedroom units require 2 spaces per unit with at least one of those being in an enclosed garage, the other space may be enclosed or a minimum 10’ x 20’ parking pad; 3-4 bedroom units require 4 spaces per unit with at least two of those being in an enclosed garage, the other spaces may be enclosed or a minimum 10’ x 20’ parking pad).

A total of (96) 2-bedroom units and a total of (31) 3- to 4-bedroom units are proposed in the single-family attached & townhome portion of the development which requires a total of 316 off-street parking spaces (158 covered spaces & 158 uncovered spaces). A parking exhibit was submitted for the proposed development that depicts a total of 254 garage spaces and 62 driveway parking spaces for a total of 316 spaces in accord with the standards listed in UDC Table 11-3C-6 (see Section IX.F). A total of 71 off-street parking spaces are proposed for guests in mini parking lots dispersed throughout the development; and an additional 88+/- parking spaces can be accommodated on-street for a total of 157+/- extra spaces for guests. *These calculations exclude the single-family detached portion of the site which will provide off-street parking in accord with UDC standards; on-street parking will also be available for guests.*

The Applicant is proposing 20’ long x 18’ wide parking pads, which are 2’ less in width than required. The parking pads should be revised to be 20’ x 20’ in accord with UDC Table 11-3C-6.

On-street parking is allowed with 33’ wide street sections but not with 24’ street sections (i.e. Roads 4, 6 and 7); therefore, “No Parking” signs shall be erected along these streets.

Waterways (UDC [11-3A-6](#)):

The Ten Mile Creek runs along the east boundary of this site. As a natural waterway, it’s required to remain open as a natural amenity and not be piped or covered and should be improved and protected with development of the subdivision.

Per UDC 11-3A-6C, fencing along natural waterways shall not prevent access to the waterway; no fencing is proposed or desired by the Applicant adjacent to the creek. In limited circumstances and in the interest of public safety, larger open water systems may require fencing as determined by the City Council, Director and/or Public Works Director.

The Applicant states water flows year ‘round in the creek and is shallow and slow flowing at an approximate depth of 18 to 24 inches. The depth of the waterway in relation to the surrounding land is approximately 6’ from the top of bank to the bottom of the channel and the width is approximately 15’ to 20’. Fencing the creek would likely impede the irrigation district’s ability to maintain the drain. Because this is not a large open water system with deep, fast flowing current, Staff is not *overly* concerned; however, any waterway may present a hazard to young children. For this reason and because Staff has not received a determination from the Director or the Public Work’s Director on this matter, Staff recommends fencing is installed along the creek to restrict access, unless otherwise waived by City Council.

All irrigation ditches crossing the site are required to be piped with development unless used as a water amenity or linear open space as defined in UDC 11-1A-1.

Floodplain:

A portion of this site is currently located within the floodplain. The Applicant’s narrative states that once the improvements on Lake Hazel Rd. are complete which will include a larger culvert, the projected floodplain will be within the banks of the creek. **A floodplain development permit is required to be obtained for any development within the floodplain prior to construction.**

Fencing ([UDC 11-3A-6](#), [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-7. No fencing is proposed on the landscape plan. **The Developer is required to construct fencing abutting pathways and common open space lots to distinguish common from private areas per the standards listed in UDC 11-3A-7A.7. Fencing in accord with this standard should be depicted on a revised landscape plan.**

As discussed above under “waterways”, Staff recommends fencing is installed along the Ten Mile creek in accord with the standards listed in UDC 11-3A-6C, unless otherwise waived by City Council.

Utilities ([UDC 11-3A-21](#)):

Utilities shall be installed with development in accord with the standards listed in UDC 11-3A-21.

Building Elevations/Perspectives: Conceptual building elevations were submitted for the 2-story single-family detached units and townhome (3+ attached) structures as shown in Section VIII.H; concept elevations were not submitted for the 2-attached units.

Building materials for the single-family detached homes and townhomes consist of a variety of vertical and horizontal siding, stucco, brick/stone veneer accents with wood/timber design elements with gable style shingled roofs with metal accent roofing on some elevations. The 2-attached units will be the two end units of the 3+ unit townhomes put together back to back – the end units have a kick out on the front corner as shown on Elevation 4.

To ensure quality of development within the PUD, Staff recommends design guidelines are submitted for the overall development to be included in the Development Agreement that promote innovative design that creates visually pleasing and cohesive patterns of development in accord with UDC 11-7-1. To ensure compliance with these guidelines and the design standards in the Architectural Standards Manual, Staff recommends all structures, including single-family detached, are subject to design review. A Design Review application is required to be submitted to the Planning Division and approved prior to submittal of building permit applications for these structures.

Perspectives of the built-out development and of the entry of the development are included in Section VIII.H.

C. PLANNED UNIT DEVELOPMENT (PUD)

A PUD is proposed to enable the development of a mix of single-family detached, attached and townhome units on the site at a gross density of 8.23 units/acre (excluding undevelopable areas) while preserving the natural topography of the property and the Ten Mile Creek. This property has significant topography which prevents development of over 25% of the property for buildable lots. The Applicant states there is a 28’ height difference between the valley floor and the rim with an average slope of approximately 40%.

Analysis of Compliance with PUD Standards (UDC 11-7-4):

A phasing plan and site amenity plan were submitted as required and are included in Section VIII.B & E.

Concurrent review of the preliminary plat is requested in accord with UDC 11-7-3C.

All of attached and townhome units are subject to the design standards listed in the Architectural Standards Manual (ASM) to ensure quality of design. *Staff also recommends design guidelines are submitted for the overall development to ensure consistency and that promote innovative design that creates visually pleasing and cohesive patterns on development in the PUD in accord with UDC 11-7-1.*

The uses within the PUD area are interconnected through a system of roadways and pathways.

Buildings are clustered to preserve scenic and environmentally sensitive areas in the natural state (i.e. hillside and creek).

Eighty (80) square feet of private, usable open space is proposed to be provided for each unit in the form of a front stoop or porch.

A variety of housing types is proposed consisting of single-family detached and attached, and townhome units.





The proposed gross density is 8.23 units/acre, excluding undevelopable areas (i.e. hillside, creek and ROW of Lake Hazel Rd. to centerline).

Deviations from UDC Standards:

As part of the PUD, the Applicant requests deviations from the following standards:

- UDC Table 11-2A-7 for the R-15 district - certain dimensional standards as follows (see exhibit in Section VIII.I):

R-15 SETBACKS

LOT TYPE	ALL LOTS HAVE 2-CAR GARAGES IN REAR	FRONT	GARAGE	SIDE	STREET SIDE	REAR
	SINGLE FAMILY ATTACHED GARAGE ACCESS ON 24' STREET	2'-0" (MEW)	3'-0"	0'-0" INT 3'-0" END BLDG	10'-0"	3'-0"
	SINGLE FAMILY ATTACHED GARAGE ACCESS ON ALLEY + 20'x20' PAD	10'-0"	20'-0"	0'-0" INT 3'-0" END BLDG	10'-0"	20'-0"
	SINGLE FAMILY ATTACHED GARAGE ACCESS ON SHARED DRIVEWAY	2'-0" (MEW)	5'-0"	0'-0" INT 3'-0" END BLDG	10'-0"	5'-0"
	R-8 LOTS - STANDARD R-8 SETBACKS APPLY					

No deviations to the setbacks are requested or approved to the setbacks along the periphery of the planned development in accord with UDC 11-7-4A.1.

The Applicant's justification for the reduced setbacks is that the front of the homes face a mew and the common lots provide pedestrian access to the front of each residence. The rear setback varies by the type of access to the garage – 33' street, 24' street, 20' alley or 20' common/shared driveway. No reductions are requested to side setback (zero side setbacks are allowed for attached units) or to living area from the street. The reduced rear setback for attached units accessed by 24' wide streets and common/shared driveways provides for a utility easement and precludes parking across the garage access on each residence [parking pads are not required for these units as the two (2) required spaces for each unit will be provided in the garage]. The proposed utility easements effectively become setbacks (see note #7 on the plat). The minimum home size will be in excess of 2,000 s.f., including the 2-car garage. *Staff is amendable to this request.*

Note: All lots in the R-8 district comply with the required dimensional standards as proposed.

- UDC 11-3A-17D - Sidewalks are required to be provided on both sides of all public streets. Sidewalks are only proposed to be provided along the east sides of the 24' wide street sections (i.e. Roads 4, 6 and 7) adjacent to the parking areas as depicted on the Pedestrian Connectivity Plan in Section VIII.G. ACHD is requiring the sidewalks be extended on the east sides of Roads 4 and 6 along the entire common lot/parking area.

The Applicant's justification for the request is that their housing product type is not a street facing design and the narrow streets are not intended to be pedestrian zones and will create a safety hazard to pedestrians with vehicles backing out of garages. Pathways are provided through mews for pedestrian access to the front doors. *Staff is amendable to this request and believes it preserves public safety.*

- UDC 11-3B-12C - Landscaping is required along both sides of all pathways. Landscaping is not proposed along the concrete pathway in the unimproved hillside/slope area.

The Applicant's justification for not providing landscaping along the pathway in this area is that the hillside is not proposed to have irrigation due to plant material requirements and erosion concerns. Many trees (27 extra along pathways alone) are proposed in excess of UDC standards in common areas within this development. *Staff is amendable to this request.*

- UDC 11-6C-3B.4 (cul-de-sacs) and 11-6C-3F (block face) – No streets that end in a cul-de-sac or a dead-end shall be longer than 500' unless approved by Council in the case where there is a physical barrier such as a steep slope, railroad tracks or a large waterway that prevents extension; and where a pedestrian connection is provided from the street to an adjacent existing or planned pedestrian facility. The cul-de-sac measured from Road 7 exceeds 500' at approximately 510'.

In residential districts, no block face shall be more than 750' in length without an intersecting street or alley unless a pedestrian connection is provided in which case it can extend to 1,000'. Council may approve a block face up to 1,200' in length where block design is constrained by site conditions such as an abutting arterial street or highway, a limited access street, railroad tracks, steep slopes in excess of 10%, an abutting urban project with no adjoining alley or street connections, a public or private education facility or park, a large waterway and/or a large irrigation facility. The face of Block 8 on the east side Road 3, when extended in the future with redevelopment of the property to the south will measure approximately 1,050' in length without a pedestrian connection.

Due to the topography and significant slope in this area along with the location of the Ten Mile Creek, the design options are limited for this area. Therefore, Staff recommends the proposed design is approved with the PUD as an exception to the dimensional standards listed in UDC 11-6C-3.

In approving the planned development, the Council may prescribe appropriate conditions, additional conditions, bonds, and safeguards in conformity with this title that:

1. Minimize adverse impact of the use on other property.
2. Control the sequence and timing of the use.
3. Control the duration of the use.
4. Assure that the use and the property in which the use is located is maintained properly.
5. Designate the exact location and nature of the use and the property development.
6. Require the provision for on site or off site public facilities or services.
7. Require more restrictive standards than those generally required in this title.
8. Require mitigation of adverse impacts of the proposed development upon service delivery by any political subdivision, including school districts, which provides services within the city.

VII. DECISION

- A. Staff: Staff recommends approval of the proposed Annexation, Preliminary Plat and Planned Unit Development applications with the provisions in Section IX per the Findings in Section X.

VIII. EXHIBITS

A. Legal Description & Exhibit Map for Annexation



Pure Vida Ranch Subdivision
 Date: 04/10/2020
 Job No.: 6619

**PURE VIDA RANCH SUBDIVISION
 ANNEXATION DESCRIPTION**

The following Describes a Parcel of Land being a portion of Government Lot 3 of Section 4, Township 2 North, Range 1 East, Boise Meridian, City of Meridian, Ada County Idaho, and more particularly described as follows:

COMMENCING at a found Aluminum Cap Marking the Northwest Corner of said Section 4; From which, the North 1/4 Corner of said Section 4 bears, North 89°43'34" East, 2661.67 feet which is being Monumented with a found "Illegible" Aluminum Cap; Thence along the Northerly Boundary Line of the NW 1/4 of said Section 4, North 89°43'34" East, 1325.81 feet to the Northwest Corner of said Government Lot 3, the **POINT OF BEGINNING**:

Thence continuing along said Northerly Boundary Line, North 89°43'34" East, 382.86 feet to a found 1/2" Iron Pine w/"Illegible Cap";

Thence leaving said Northerly Boundary Line, South 34°16'26" East, 1548.37 feet to a found 5/8" Iron Pin "PLS 780";

Thence, South 29°05'10" East, 83.15 feet to a point on the Southerly Boundary Line of said Government Lot 3;

Thence along the Southerly Boundary Line of said Government Lot 3, South 89°43'59" West, 1300.06 feet to the Southwest Corner of said Government Lot 3 which is being Monumented with a found 5/8" Iron Pin "PLS 645" as Shown on Record of Survey No. 1485, Records of Ada County, Idaho;

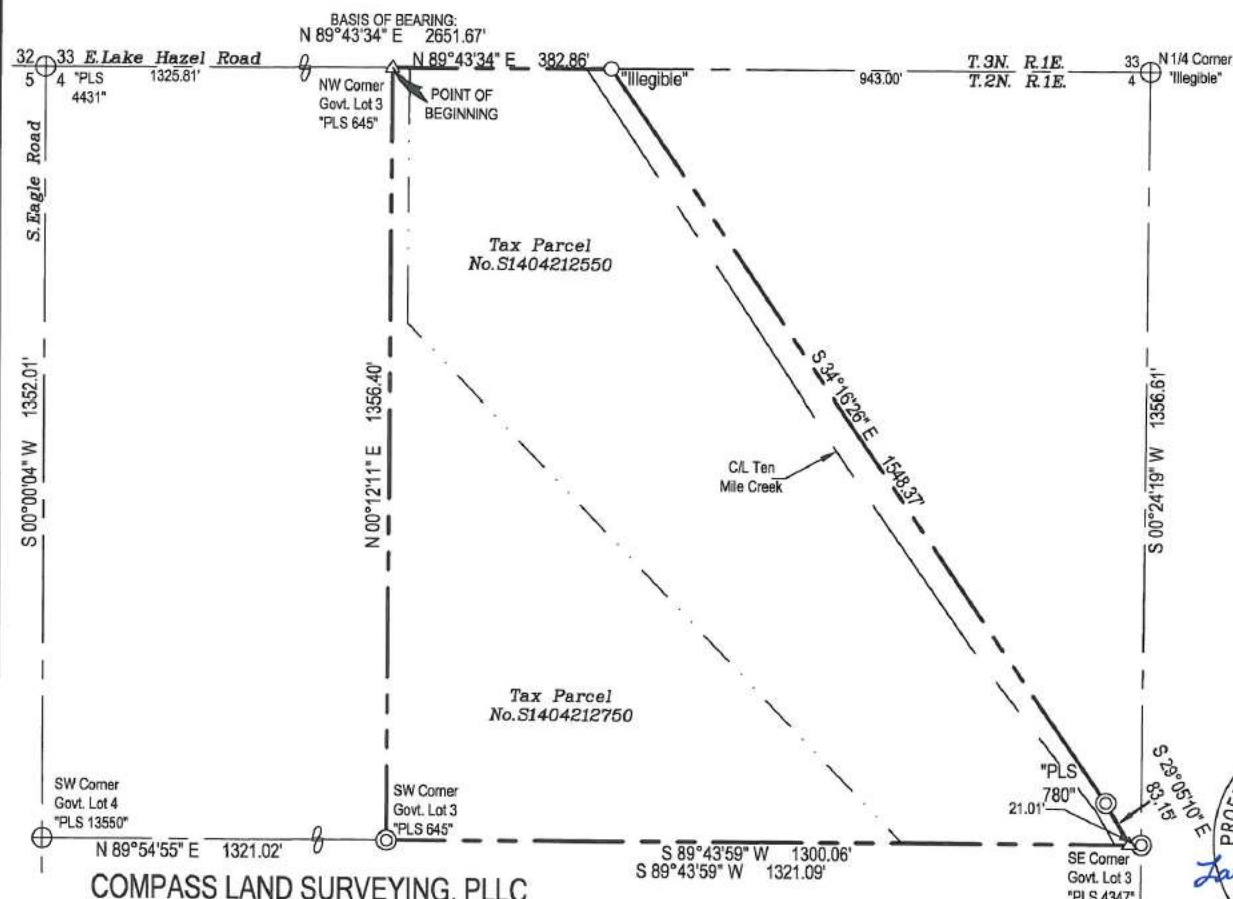
Thence leaving said Southerly Boundary, and along the Westerly Boundary Line of said Government Lot 3, North 00°12'11" East, 1356.40 feet to the **POINT OF BEGINNING**:

The above Described Parcel of Land contains 26.34 Acres, more or less.



ANNEXATION EXHIBIT "B"

A PORTION OF GOVERNMENT LOT 3 OF SECTION 4,
TOWNSHIP 2 NORTH, RANGE 1 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO
2020



COMPASS LAND SURVEYING, PLLC
623 11th Avenue South Nampa, ID 83651
Office: (208) 442-0115 Fax: (208) 327-2106
JN 6619



Pure Vida Ranch Subdivision
 Date: 04/10/2020
 Job No.: 6619

**R-8 ANNEXATION AREA
 DESCRIPTION**

The following Describes a Parcel of Land being a portion of Government Lot 3 of Section 4, Township 2 North, Range 1 East, Boise Meridian, City of Meridian, Ada County Idaho, and being Tax Parcel No. S1404212750, more particularly described as follows:

COMMENCING at a found Aluminum Cap Marking the Northwest Corner of said Section 4; From which, the North 1/4 Corner of said Section 4 bears, North 89°43'34" East, 2661.67 feet which is being Monumented with a found "Illegible" Aluminum Cap; Thence along the Northerly Boundary Line of the NW 1/4 of said Section 4, North 89°43'34" East, 1325.81 feet to the Northwest Corner of said Government Lot 3; Thence leaving said Northerly Boundary Line, and along the Westerly Boundary Line of said Government Lot 3, South 00°12'11" West, 803.83 feet to the **POINT OF BEGINNING**:

Thence leaving said Westerly Boundary Line, North 90°00'00" East, 227.21 feet to a point;

Thence, South 60°35'33" East, 280.04 feet to a point;

Thence, South 32°19'11" East, 299.15 feet to a point;

Thence, South 00°11'50" East, 159.31 feet to a point on the Southerly Boundary Line of said Government Lot 3;

Thence along the Southerly Boundary Line of said Government Lot 3, South 89°43'59" West, 633.61 feet to the Southwest Corner of said Government Lot 3 which is being Monumented with a found 5/8" Iron Pin "PLS 645" as Shown on Record of Survey No.1485, Records of Ada County, Idaho;

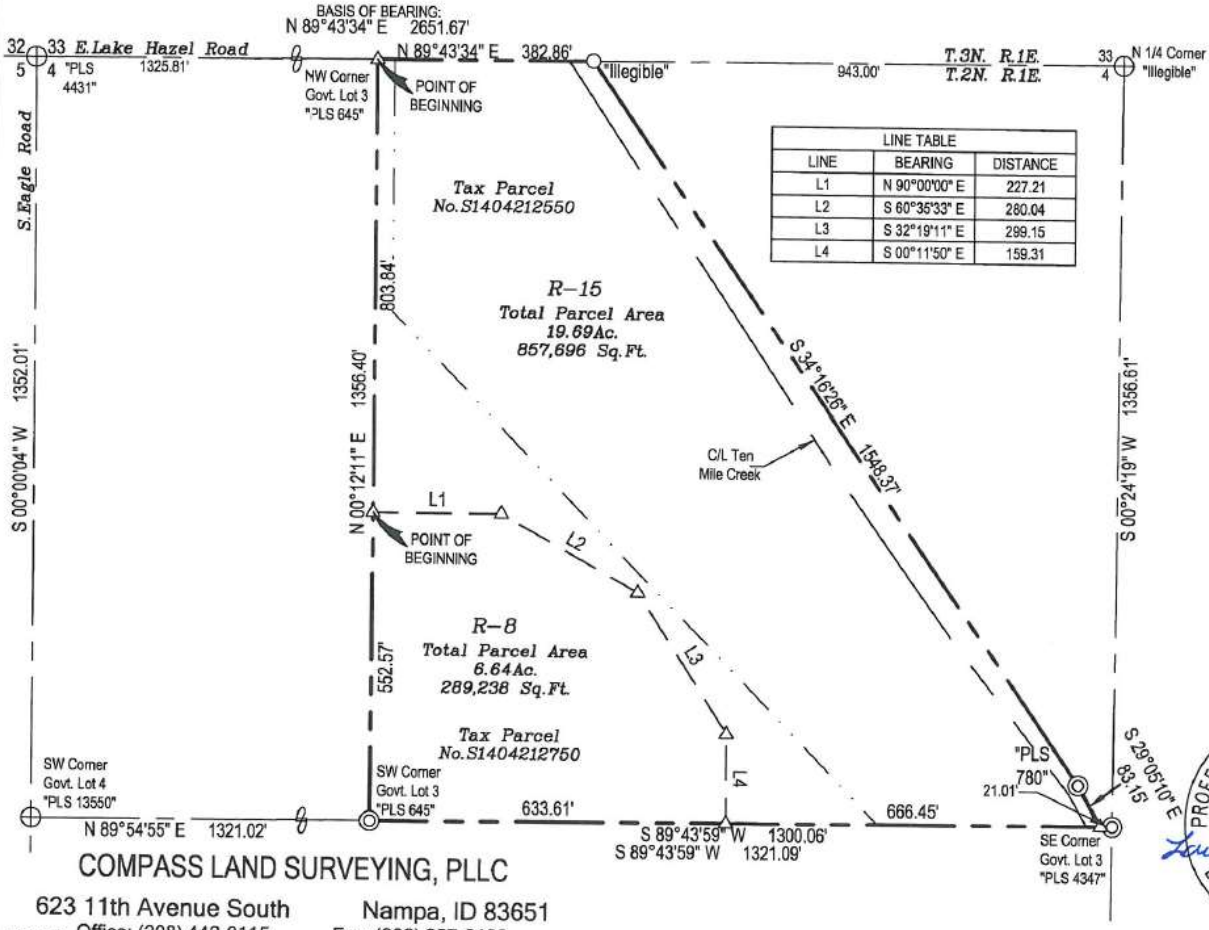
Thence leaving said Southerly Boundary Line, and along the Westerly Boundary Line of said Government Lot 3, North 00°12'11" East, 552.57 feet to the **POINT OF BEGINNING**:

The above Described Parcel of Land contains 6.64 Acres, more or less.



REZONE & ANNEXATION EXHIBIT "B"

A PORTION OF GOVERNMENT LOT 3 OF SECTION 4,
TOWNSHIP 2 NORTH, RANGE 1 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO
2020



COMPASS LAND SURVEYING, PLLC
 623 11th Avenue South Nampa, ID 83651
 Office: (208) 442-0115 Fax: (208) 327-2106



Pure Vida Ranch Subdivision
 Date: 04/10/2020
 Job No.: 6619

**R-15 ANNEXATION AREA
 DESCRIPTION**

The following Describes a Parcel of Land being a portion of Government Lot 3 of Section 4, Township 2 North, Range 1 East, Boise Meridian, City of Meridian, Ada County Idaho, and being Tax Parcel No. S1404212550, and a portion of Tax Parcel No. S1404212750, more particularly described as follows:

COMMENCING at a found Aluminum Cap Marking the Northwest Corner of said Section 4; From which, the North 1/4 Corner of said Section 4 bears, North 89°43'34" East, 2661.67 feet which is being Monumented with a found "Illegible" Aluminum Cap; Thence along the Northerly Boundary Line of the NW 1/4 of said Section 4, North 89°43'34" East, 1325.81 feet to the Northwest Corner of said Government Lot 3, the **POINT OF BEGINNING**:

Thence continuing along said Northerly Boundary Line, North 89°43'34" East, 382.86 feet to a found 1/2" Iron Pine w/"Illegible Cap";

Thence leaving said Northerly Boundary Line, South 34°16'26" East, 1548.37 feet to a found 5/8" Iron Pin "PLS 780";

Thence, South 29°05'10" East, 83.15 feet to a point on the Southerly Boundary Line of said Government Lot 3;

Thence along the Southerly Boundary Line of said Government Lot 3, South 89°43'59" West, 666.45 feet to the Southwest Corner of said Government Lot 3 which is being Monumented with a found 5/8" Iron Pin "PLS 645" as Shown on Record of Survey No.1485, Records of Ada County, Idaho;

Thence leaving said Southerly Boundary, North 00°11'50" West, 159.32 feet to a point;

Thence, North 32°19'11" West, 299.15 feet to a point;

Thence, North 60°35'33" West, 280.04 feet to a point;

Thence, South 90°00'00" West, 227.21 feet to a point on the Westerly Boundary Line of said Government Lot 3;

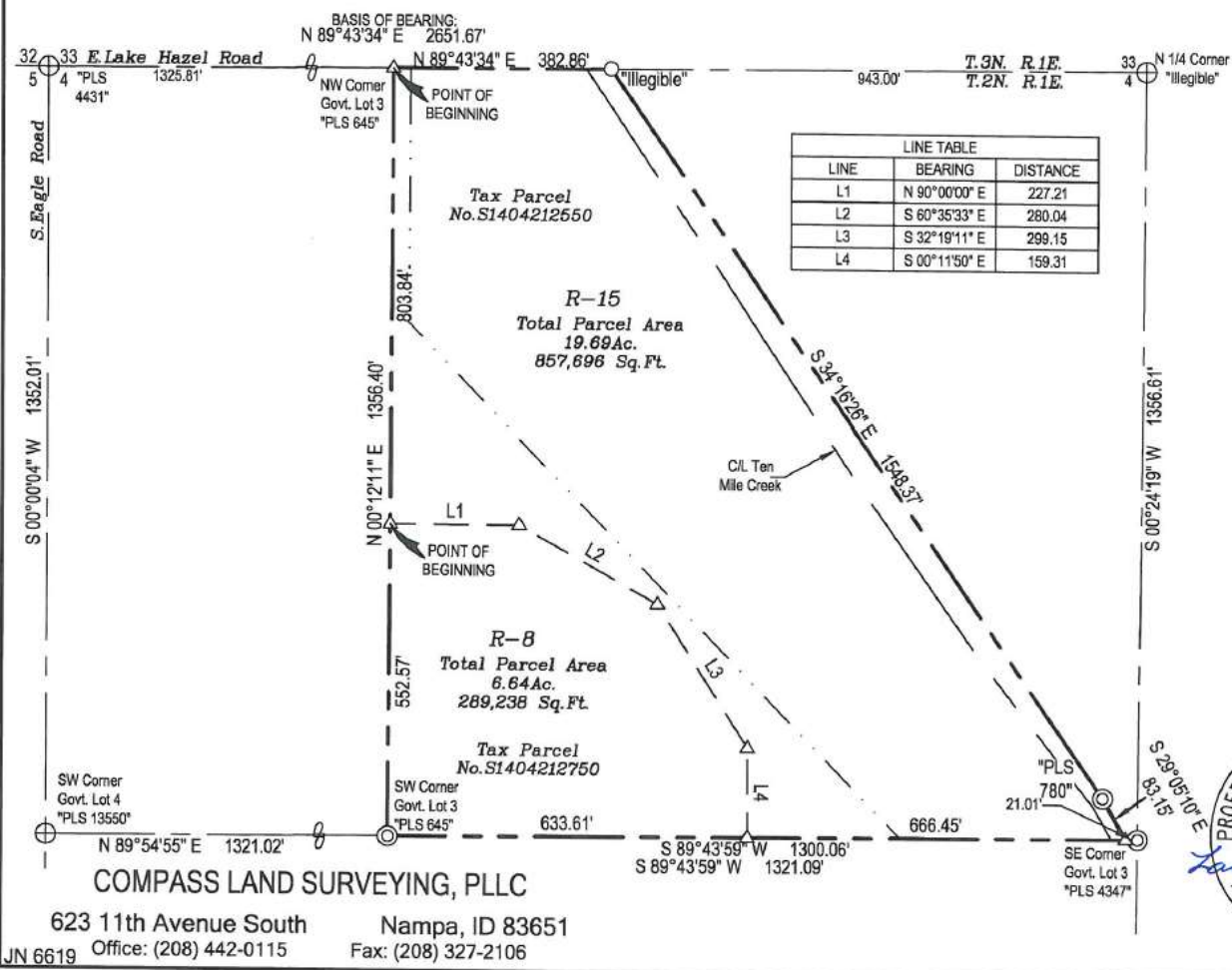
Thence along the Westerly Boundary Line of said Government Lot 3, North 00°12'11" East, 803.83 feet to the **POINT OF BEGINNING**:

The above Described Parcel of Land contains 19.69 Acres, more or less.



REZONE & ANNEXATION EXHIBIT "B"

A PORTION OF GOVERNMENT LOT 3 OF SECTION 4,
TOWNSHIP 2 NORTH, RANGE 1 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO
2020

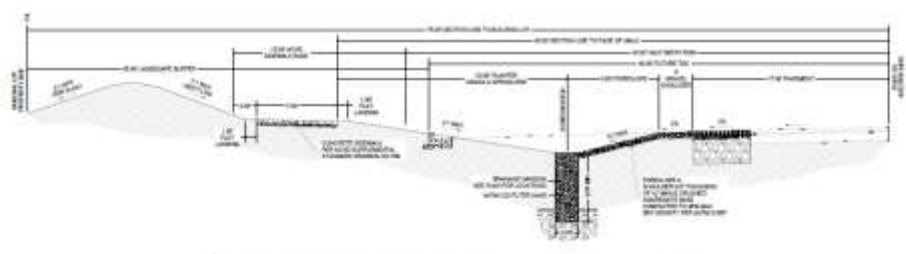


COMPASS LAND SURVEYING, PLLC

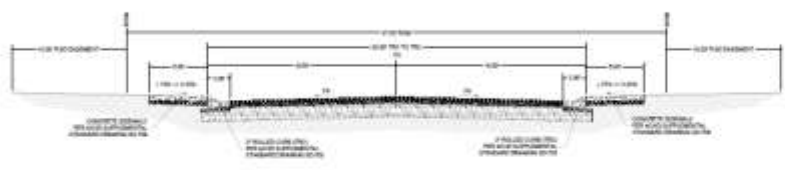
623 11th Avenue South Nampa, ID 83651

JN 6619 Office: (208) 442-0115

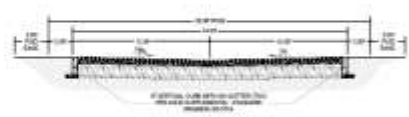
Fax: (208) 327-2106



17/48 E. LAKE HAZEL ROAD WIDENING



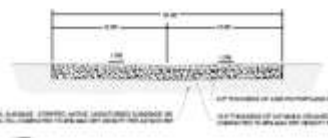
33/47 STANDARD LOCAL STREET



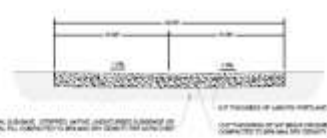
24/28 MINOR URBAN LOCAL STREET (NO SIDEWALK)



24/28 MINOR URBAN LOCAL STREET (SIDEWALK ONE SIDE)



ALLEY

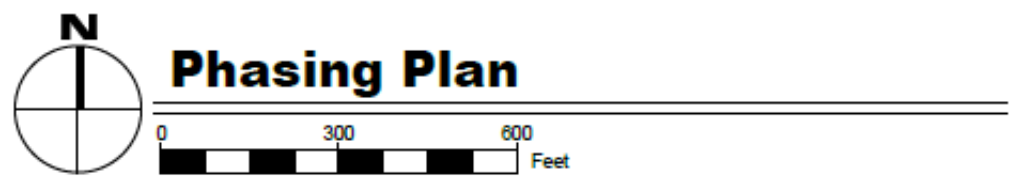
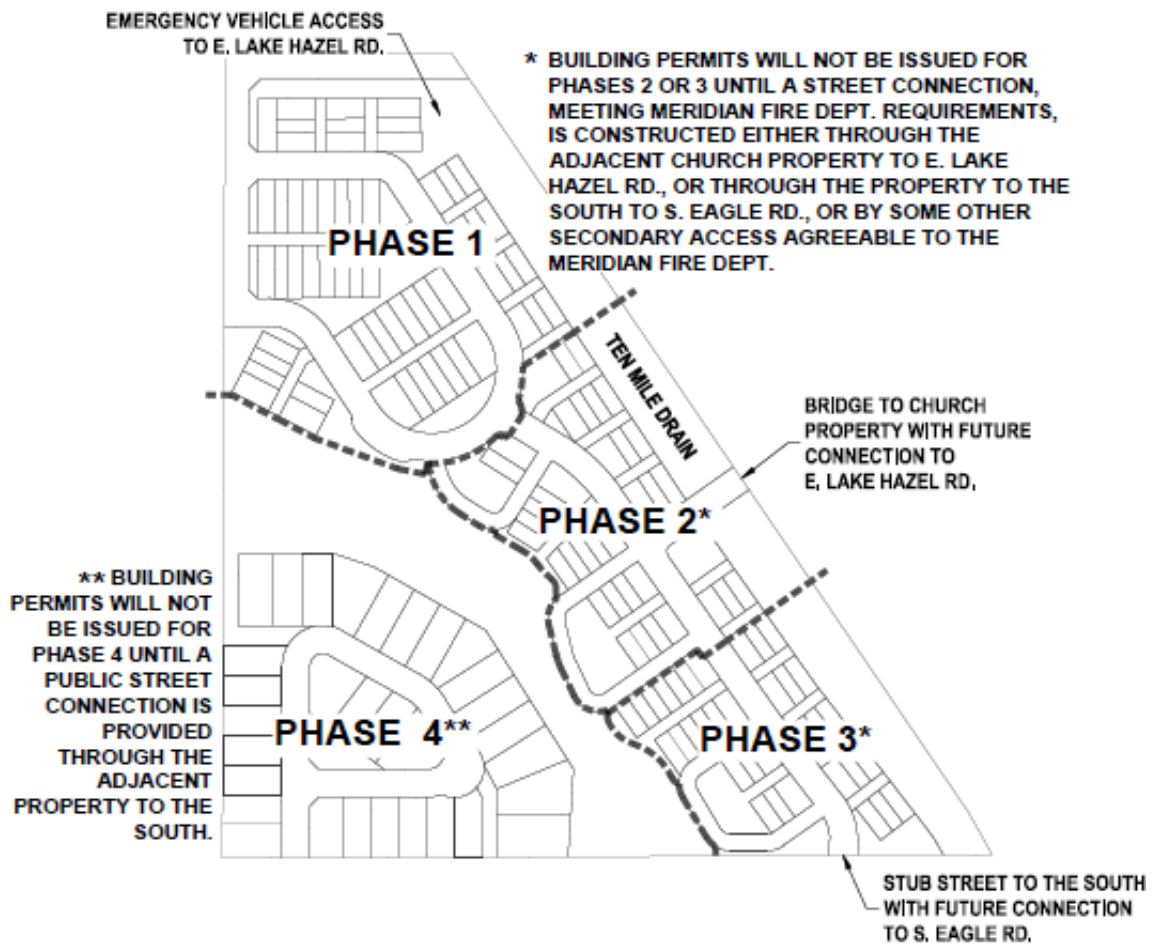


SHAPED DRIVEWAY

811
CONTACT DIGGING
BEFORE YOU DIG
1-800-485-8889

PREPARED BY: [Name]
DATE: [Date]

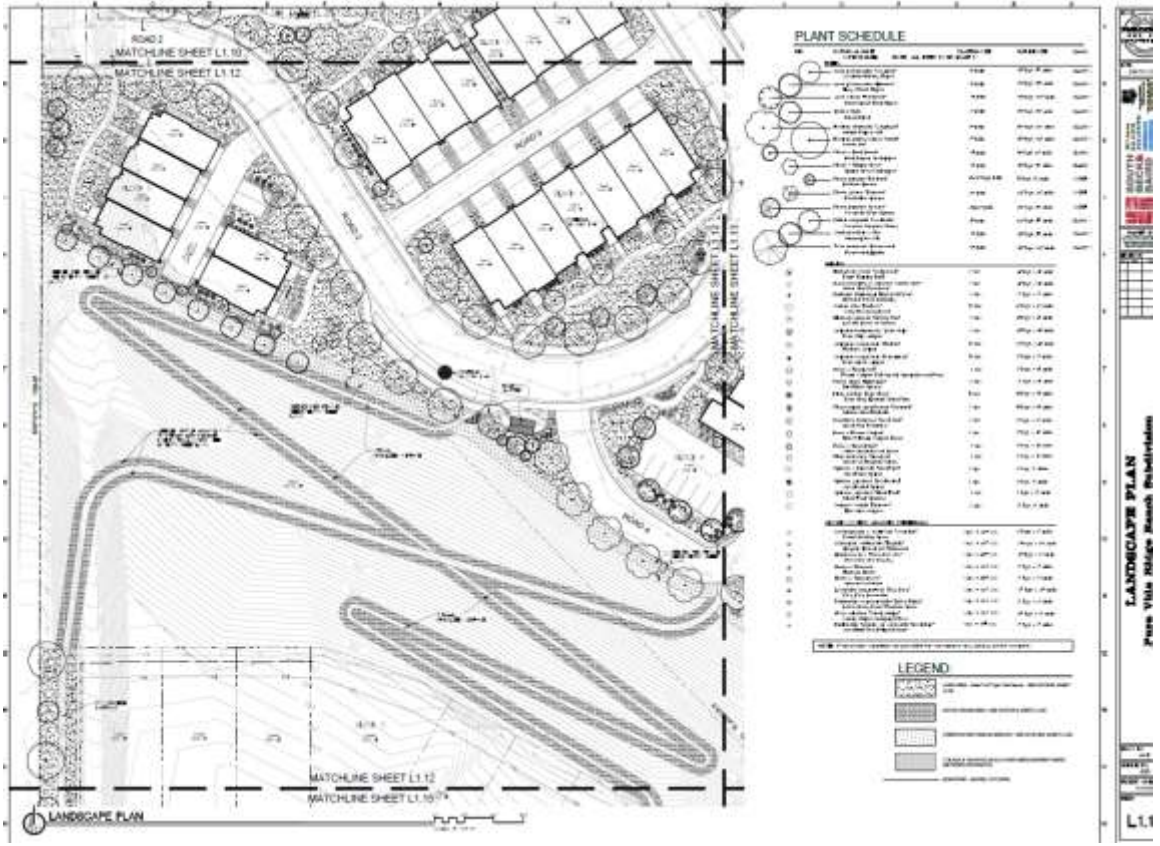
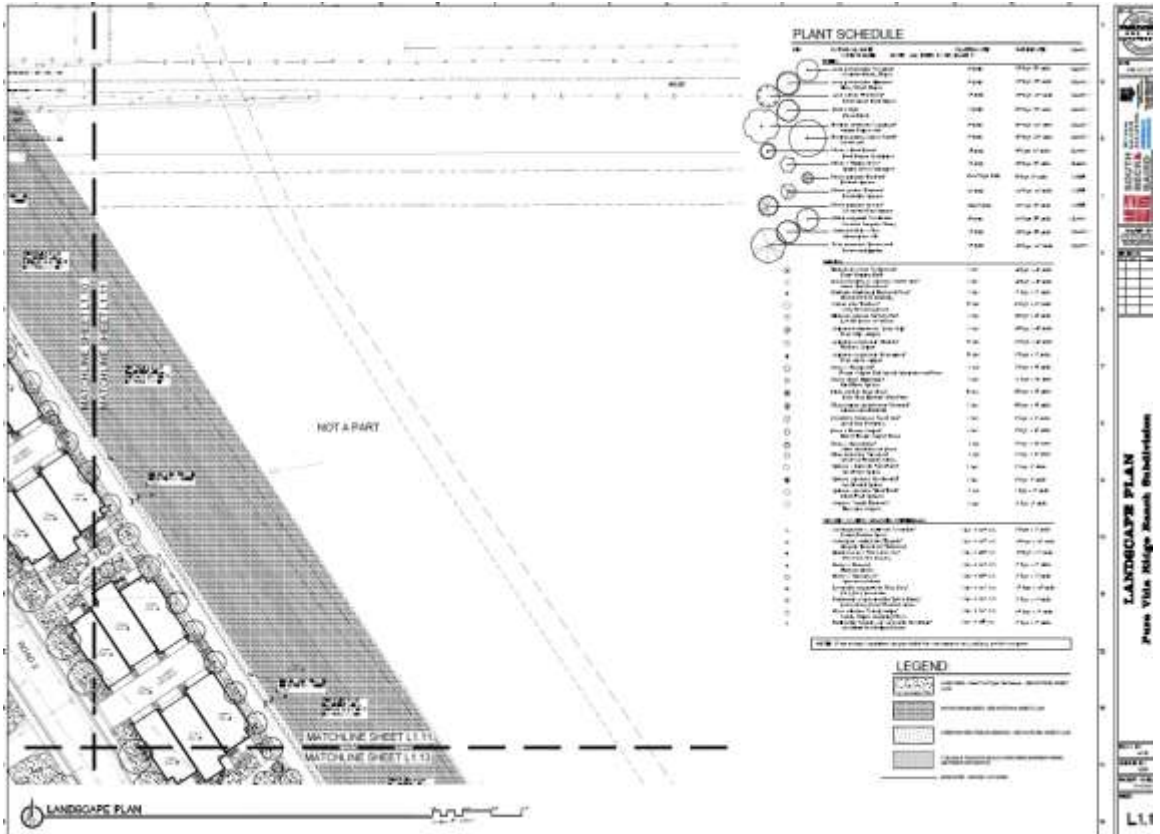
PROJECT NO.: 10013050
PP.2

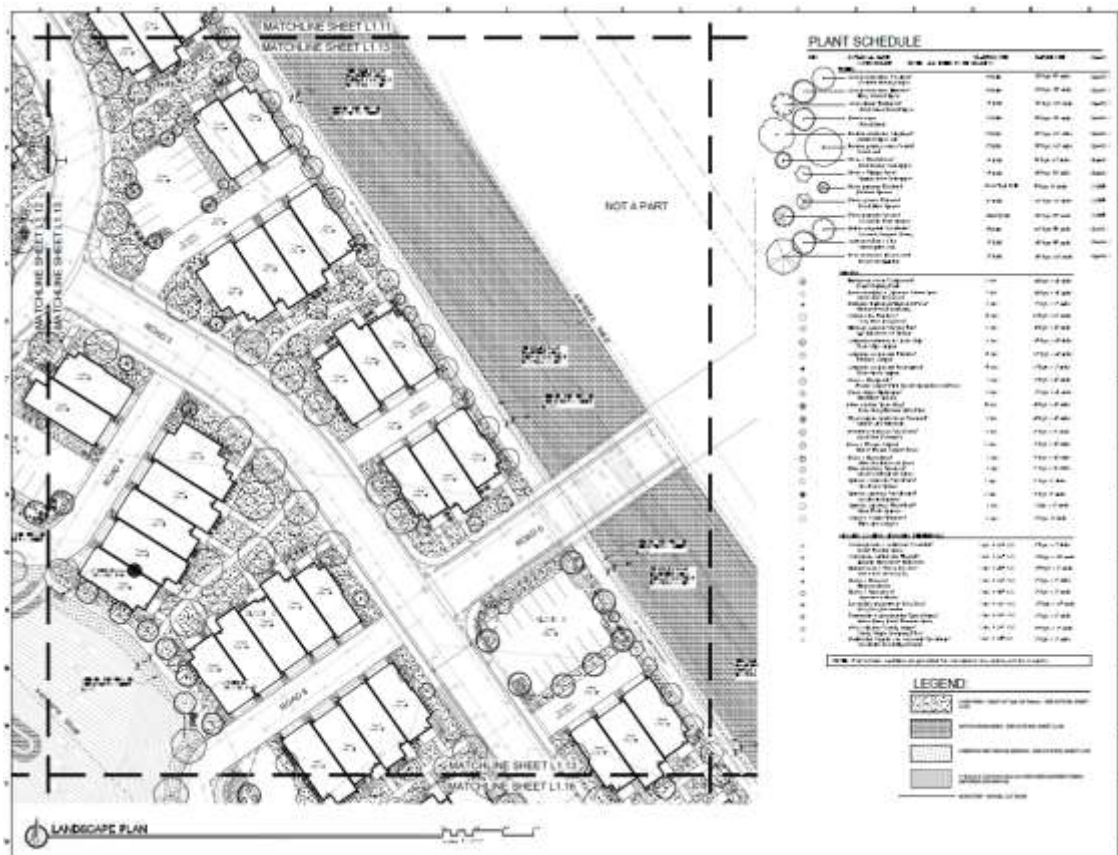


C. Landscape Plan for Subdivision (date: 4/30/2020)



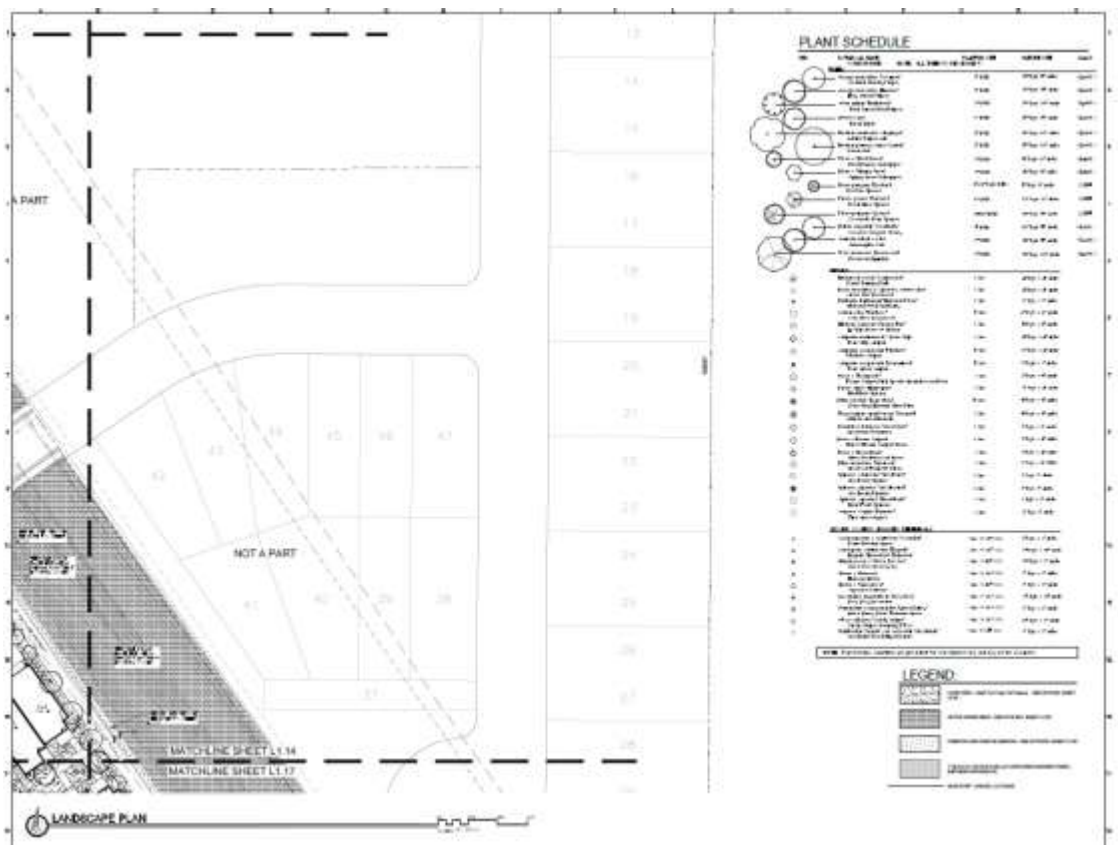
Pura Vida Ridge Ranch Subdivision





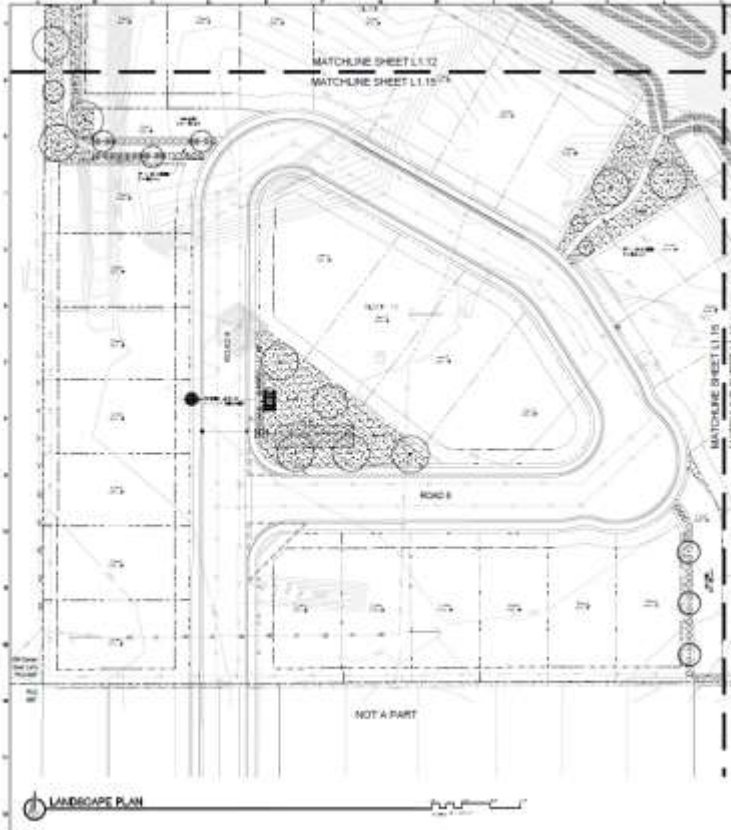
LANDSCAPE PLAN
 Pass Via Ridge Road, Subdivision
 8700 N. Lake Road East, Mountain, Maine

L1.13



LANDSCAPE PLAN
 Pass Via Ridge Road, Subdivision
 8700 N. Lake Road East, Mountain, Maine

L1.11



PLANT SCHEDULE

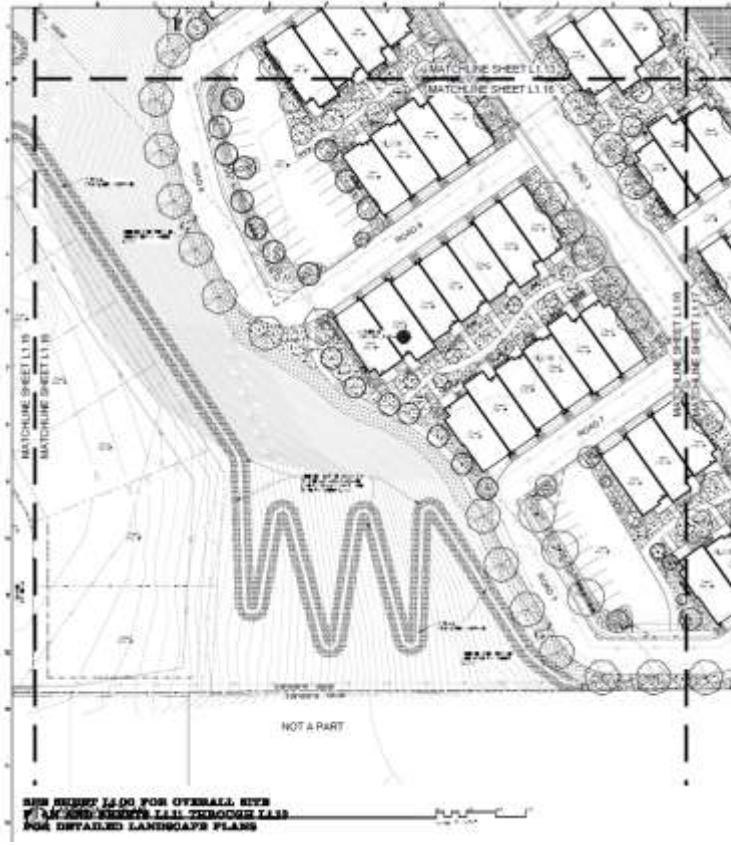
PLANT CODE	PLANT NAME	QUANTITY	APPROX. COST
101	Small Tree	100	\$10,000
102	Medium Tree	50	\$15,000
103	Large Tree	20	\$30,000
201	Shrub	200	\$2,000
202	Flowering Shrub	150	\$1,500
301	Groundcover	500	\$5,000
401	Grass	1000	\$10,000
501	Water Feature	1	\$5,000
601	Lighting	50	\$5,000
701	Path	100	\$10,000
801	Wall	100	\$10,000
901	Retaining Wall	50	\$5,000
1001	Water Feature	1	\$5,000
1002	Lighting	50	\$5,000
1003	Path	100	\$10,000
1004	Wall	100	\$10,000
1005	Retaining Wall	50	\$5,000
1006	Water Feature	1	\$5,000
1007	Lighting	50	\$5,000
1008	Path	100	\$10,000
1009	Wall	100	\$10,000
1010	Retaining Wall	50	\$5,000
1011	Water Feature	1	\$5,000
1012	Lighting	50	\$5,000
1013	Path	100	\$10,000
1014	Wall	100	\$10,000
1015	Retaining Wall	50	\$5,000
1016	Water Feature	1	\$5,000
1017	Lighting	50	\$5,000
1018	Path	100	\$10,000
1019	Wall	100	\$10,000
1020	Retaining Wall	50	\$5,000

LEGEND

- Grass
- Shrub
- Tree
- Water Feature
- Lighting
- Path
- Wall
- Retaining Wall

LANDSCAPE PLAN
Phase Via Ridge Branch Subdivision
OFF W. Lake Street, Mount Pleasant, Mo.

L.L.15



PLANT SCHEDULE

PLANT CODE	PLANT NAME	QUANTITY	APPROX. COST
101	Small Tree	100	\$10,000
102	Medium Tree	50	\$15,000
103	Large Tree	20	\$30,000
201	Shrub	200	\$2,000
202	Flowering Shrub	150	\$1,500
301	Groundcover	500	\$5,000
401	Grass	1000	\$10,000
501	Water Feature	1	\$5,000
601	Lighting	50	\$5,000
701	Path	100	\$10,000
801	Wall	100	\$10,000
901	Retaining Wall	50	\$5,000
1001	Water Feature	1	\$5,000
1002	Lighting	50	\$5,000
1003	Path	100	\$10,000
1004	Wall	100	\$10,000
1005	Retaining Wall	50	\$5,000
1006	Water Feature	1	\$5,000
1007	Lighting	50	\$5,000
1008	Path	100	\$10,000
1009	Wall	100	\$10,000
1010	Retaining Wall	50	\$5,000
1011	Water Feature	1	\$5,000
1012	Lighting	50	\$5,000
1013	Path	100	\$10,000
1014	Wall	100	\$10,000
1015	Retaining Wall	50	\$5,000
1016	Water Feature	1	\$5,000
1017	Lighting	50	\$5,000
1018	Path	100	\$10,000
1019	Wall	100	\$10,000
1020	Retaining Wall	50	\$5,000

LEGEND

- Grass
- Shrub
- Tree
- Water Feature
- Lighting
- Path
- Wall
- Retaining Wall

LANDSCAPE PLAN
Phase Via Ridge Branch Subdivision
OFF W. Lake Street, Mount Pleasant, Mo.

L.L.16

SEE SHEET L.L.06 FOR OVERALL SITE
PLAN AND SHEETS L.L.11 THROUGH L.L.14
FOR DETAILED LANDSCAPE PLANS

PLANT SCHEDULE

NO.	SYMBOL	PLANT NAME	QUANTITY	SIZE	NOTES
1	1" DB	DOGWOOD	150	18" x 24"	
2	2" DB	DOGWOOD	50	24" x 30"	
3	3" DB	DOGWOOD	20	30" x 36"	
4	4" DB	DOGWOOD	10	36" x 42"	
5	5" DB	DOGWOOD	5	42" x 48"	
6	6" DB	DOGWOOD	3	48" x 54"	
7	7" DB	DOGWOOD	2	54" x 60"	
8	8" DB	DOGWOOD	1	60" x 66"	
9	9" DB	DOGWOOD	1	66" x 72"	
10	10" DB	DOGWOOD	1	72" x 78"	
11	11" DB	DOGWOOD	1	78" x 84"	
12	12" DB	DOGWOOD	1	84" x 90"	
13	13" DB	DOGWOOD	1	90" x 96"	
14	14" DB	DOGWOOD	1	96" x 102"	
15	15" DB	DOGWOOD	1	102" x 108"	
16	16" DB	DOGWOOD	1	108" x 114"	
17	17" DB	DOGWOOD	1	114" x 120"	
18	18" DB	DOGWOOD	1	120" x 126"	
19	19" DB	DOGWOOD	1	126" x 132"	
20	20" DB	DOGWOOD	1	132" x 138"	
21	21" DB	DOGWOOD	1	138" x 144"	
22	22" DB	DOGWOOD	1	144" x 150"	
23	23" DB	DOGWOOD	1	150" x 156"	
24	24" DB	DOGWOOD	1	156" x 162"	
25	25" DB	DOGWOOD	1	162" x 168"	
26	26" DB	DOGWOOD	1	168" x 174"	
27	27" DB	DOGWOOD	1	174" x 180"	
28	28" DB	DOGWOOD	1	180" x 186"	
29	29" DB	DOGWOOD	1	186" x 192"	
30	30" DB	DOGWOOD	1	192" x 198"	
31	31" DB	DOGWOOD	1	198" x 204"	
32	32" DB	DOGWOOD	1	204" x 210"	
33	33" DB	DOGWOOD	1	210" x 216"	
34	34" DB	DOGWOOD	1	216" x 222"	
35	35" DB	DOGWOOD	1	222" x 228"	
36	36" DB	DOGWOOD	1	228" x 234"	
37	37" DB	DOGWOOD	1	234" x 240"	
38	38" DB	DOGWOOD	1	240" x 246"	
39	39" DB	DOGWOOD	1	246" x 252"	
40	40" DB	DOGWOOD	1	252" x 258"	
41	41" DB	DOGWOOD	1	258" x 264"	
42	42" DB	DOGWOOD	1	264" x 270"	
43	43" DB	DOGWOOD	1	270" x 276"	
44	44" DB	DOGWOOD	1	276" x 282"	
45	45" DB	DOGWOOD	1	282" x 288"	
46	46" DB	DOGWOOD	1	288" x 294"	
47	47" DB	DOGWOOD	1	294" x 300"	
48	48" DB	DOGWOOD	1	300" x 306"	
49	49" DB	DOGWOOD	1	306" x 312"	
50	50" DB	DOGWOOD	1	312" x 318"	
51	51" DB	DOGWOOD	1	318" x 324"	
52	52" DB	DOGWOOD	1	324" x 330"	
53	53" DB	DOGWOOD	1	330" x 336"	
54	54" DB	DOGWOOD	1	336" x 342"	
55	55" DB	DOGWOOD	1	342" x 348"	
56	56" DB	DOGWOOD	1	348" x 354"	
57	57" DB	DOGWOOD	1	354" x 360"	
58	58" DB	DOGWOOD	1	360" x 366"	
59	59" DB	DOGWOOD	1	366" x 372"	
60	60" DB	DOGWOOD	1	372" x 378"	
61	61" DB	DOGWOOD	1	378" x 384"	
62	62" DB	DOGWOOD	1	384" x 390"	
63	63" DB	DOGWOOD	1	390" x 396"	
64	64" DB	DOGWOOD	1	396" x 402"	
65	65" DB	DOGWOOD	1	402" x 408"	
66	66" DB	DOGWOOD	1	408" x 414"	
67	67" DB	DOGWOOD	1	414" x 420"	
68	68" DB	DOGWOOD	1	420" x 426"	
69	69" DB	DOGWOOD	1	426" x 432"	
70	70" DB	DOGWOOD	1	432" x 438"	
71	71" DB	DOGWOOD	1	438" x 444"	
72	72" DB	DOGWOOD	1	444" x 450"	
73	73" DB	DOGWOOD	1	450" x 456"	
74	74" DB	DOGWOOD	1	456" x 462"	
75	75" DB	DOGWOOD	1	462" x 468"	
76	76" DB	DOGWOOD	1	468" x 474"	
77	77" DB	DOGWOOD	1	474" x 480"	
78	78" DB	DOGWOOD	1	480" x 486"	
79	79" DB	DOGWOOD	1	486" x 492"	
80	80" DB	DOGWOOD	1	492" x 498"	
81	81" DB	DOGWOOD	1	498" x 504"	
82	82" DB	DOGWOOD	1	504" x 510"	
83	83" DB	DOGWOOD	1	510" x 516"	
84	84" DB	DOGWOOD	1	516" x 522"	
85	85" DB	DOGWOOD	1	522" x 528"	
86	86" DB	DOGWOOD	1	528" x 534"	
87	87" DB	DOGWOOD	1	534" x 540"	
88	88" DB	DOGWOOD	1	540" x 546"	
89	89" DB	DOGWOOD	1	546" x 552"	
90	90" DB	DOGWOOD	1	552" x 558"	
91	91" DB	DOGWOOD	1	558" x 564"	
92	92" DB	DOGWOOD	1	564" x 570"	
93	93" DB	DOGWOOD	1	570" x 576"	
94	94" DB	DOGWOOD	1	576" x 582"	
95	95" DB	DOGWOOD	1	582" x 588"	
96	96" DB	DOGWOOD	1	588" x 594"	
97	97" DB	DOGWOOD	1	594" x 600"	
98	98" DB	DOGWOOD	1	600" x 606"	
99	99" DB	DOGWOOD	1	606" x 612"	
100	100" DB	DOGWOOD	1	612" x 618"	
101	101" DB	DOGWOOD	1	618" x 624"	
102	102" DB	DOGWOOD	1	624" x 630"	
103	103" DB	DOGWOOD	1	630" x 636"	
104	104" DB	DOGWOOD	1	636" x 642"	
105	105" DB	DOGWOOD	1	642" x 648"	
106	106" DB	DOGWOOD	1	648" x 654"	
107	107" DB	DOGWOOD	1	654" x 660"	
108	108" DB	DOGWOOD	1	660" x 666"	
109	109" DB	DOGWOOD	1	666" x 672"	
110	110" DB	DOGWOOD	1	672" x 678"	
111	111" DB	DOGWOOD	1	678" x 684"	
112	112" DB	DOGWOOD	1	684" x 690"	
113	113" DB	DOGWOOD	1	690" x 696"	
114	114" DB	DOGWOOD	1	696" x 702"	
115	115" DB	DOGWOOD	1	702" x 708"	
116	116" DB	DOGWOOD	1	708" x 714"	
117	117" DB	DOGWOOD	1	714" x 720"	
118	118" DB	DOGWOOD	1	720" x 726"	
119	119" DB	DOGWOOD	1	726" x 732"	
120	120" DB	DOGWOOD	1	732" x 738"	
121	121" DB	DOGWOOD	1	738" x 744"	
122	122" DB	DOGWOOD	1	744" x 750"	
123	123" DB	DOGWOOD	1	750" x 756"	
124	124" DB	DOGWOOD	1	756" x 762"	
125	125" DB	DOGWOOD	1	762" x 768"	
126	126" DB	DOGWOOD	1	768" x 774"	
127	127" DB	DOGWOOD	1	774" x 780"	
128	128" DB	DOGWOOD	1	780" x 786"	
129	129" DB	DOGWOOD	1	786" x 792"	
130	130" DB	DOGWOOD	1	792" x 798"	
131	131" DB	DOGWOOD	1	798" x 804"	
132	132" DB	DOGWOOD	1	804" x 810"	
133	133" DB	DOGWOOD	1	810" x 816"	
134	134" DB	DOGWOOD	1	816" x 822"	
135	135" DB	DOGWOOD	1	822" x 828"	
136	136" DB	DOGWOOD	1	828" x 834"	
137	137" DB	DOGWOOD	1	834" x 840"	
138	138" DB	DOGWOOD	1	840" x 846"	
139	139" DB	DOGWOOD	1	846" x 852"	
140	140" DB	DOGWOOD	1	852" x 858"	
141	141" DB	DOGWOOD	1	858" x 864"	
142	142" DB	DOGWOOD	1	864" x 870"	
143	143" DB	DOGWOOD	1	870" x 876"	
144	144" DB	DOGWOOD	1	876" x 882"	
145	145" DB	DOGWOOD	1	882" x 888"	
146	146" DB	DOGWOOD	1	888" x 894"	
147	147" DB	DOGWOOD	1	894" x 900"	
148	148" DB	DOGWOOD	1	900" x 906"	
149	149" DB	DOGWOOD	1	906" x 912"	
150	150" DB	DOGWOOD	1	912" x 918"	
151	151" DB	DOGWOOD	1	918" x 924"	
152	152" DB	DOGWOOD	1	924" x 930"	
153	153" DB	DOGWOOD	1	930" x 936"	
154	154" DB	DOGWOOD	1	936" x 942"	
155	155" DB	DOGWOOD	1	942" x 948"	
156	156" DB	DOGWOOD	1	948" x 954"	
157	157" DB	DOGWOOD	1	954" x 960"	
158	158" DB	DOGWOOD	1	960" x 966"	
159	159" DB	DOGWOOD	1	966" x 972"	
160	160" DB	DOGWOOD	1	972" x 978"	
161	161" DB	DOGWOOD	1	978" x 984"	
162	162" DB	DOGWOOD	1	984" x 990"	
163	163" DB	DOGWOOD	1	990" x 996"	
164	164" DB	DOGWOOD	1	996" x 1002"	
165	165" DB	DOGWOOD	1	1002" x 1008"	
166	166" DB	DOGWOOD	1	1008" x 1014"	
167	167" DB	DOGWOOD	1	1014" x 1020"	
168	168" DB	DOGWOOD	1	1020" x 1026"	
169	169" DB	DOGWOOD	1	1026" x 1032"	
170	170" DB	DOGWOOD	1	1032" x 1038"	
171	171" DB	DOGWOOD	1	1038" x 1044"	
172	172" DB	DOGWOOD	1	1044" x 1050"	
173	173" DB	DOGWOOD	1	1050" x 1056"	
174	174" DB	DOGWOOD	1	1056" x 1062"	
175	175" DB	DOGWOOD	1	1062" x 1068"	
176	176" DB	DOGWOOD	1	1068" x 1074"	
177	177" DB	DOGWOOD	1	1074" x 1080"	
178	178" DB	DOGWOOD	1	1080" x 1086"	
179	179" DB	DOGWOOD	1	1086" x 1092"	
180	180" DB	DOGWOOD	1	1092" x 1098"	
181	181" DB	DOGWOOD	1	1098" x 1104"	
182	182" DB	DOGWOOD	1	1104" x 1110"	
183	183" DB	DOGWOOD	1	1110" x 1116"	
184	184" DB	DOGWOOD	1	1116" x 1122"	
185	185" DB	DOGWOOD	1	1122" x 1128"	
186	186" DB	DOGWOOD	1	1128" x 1134"	
187	187" DB	DOGWOOD	1	1134" x 1140"	
188	188" DB	DOGWOOD	1	1140" x 1146"	
189	189" DB	DOGWOOD	1	1146" x 1152"	
190	190" DB	DOGWOOD	1	1152" x 1158"	
191	191" DB	DOGWOOD	1	1158" x 1164"	
192	192" DB	DOGWOOD	1	1164" x 1170"	
193	193" DB	DOGWOOD	1	1170" x 1176"	
194	194" DB	DOGWOOD	1	1176" x 1182"	
195	195" DB	DOGWOOD	1	1182" x 1188"	
196	196" DB	DOGWOOD	1	1188" x 1194"	
197	197" DB	DOGWOOD	1	1194" x 1200"	
198	198" DB	DOGWOOD	1	1200" x 1206"	
199	199" DB	DOGWOOD	1	1206" x 1212"	
200	200" DB	DOGWOOD	1	1212" x 1218"	

LEGEND

- 1. ASPHALT DRIVE
- 2. ASPHALT DRIVE
- 3. ASPHALT DRIVE
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- 115. ASPHALT DRIVE
- 116. ASPHALT DRIVE

D. Qualified Open Space Exhibit



OPEN SPACE CALCULATIONS

COMMON LOTS & BUFFERS

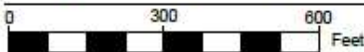
	ACTUAL AREA (SF)	QUALIFIED OPEN SPACE CREDIT	QUALIFIED OPEN SPACE AREA (SF)
HALF OF 35-FOOT E. LAKE HAZEL RD. BUFFER (11-3G-3.B.4)	6,386	100%	6,386
20-FOOT LINEAR MEWS (11-3G-3.B.1.E)	50,098	100%	56,273
OPEN SPACE (50' X 100' MIN.) (11-3G-3.B.1.A)	150,323	100%	150,323
OPEN SPACE RIDGE FACE - NON QUALIFIED	170,610	0%	-
OPEN SPACE - OTHER NON QUALIFIED	65,450	0%	-
SHARED DRIVEWAYS	28,867	0%	-
TOTAL OPEN SPACE	471,734 SF		212,982 SF

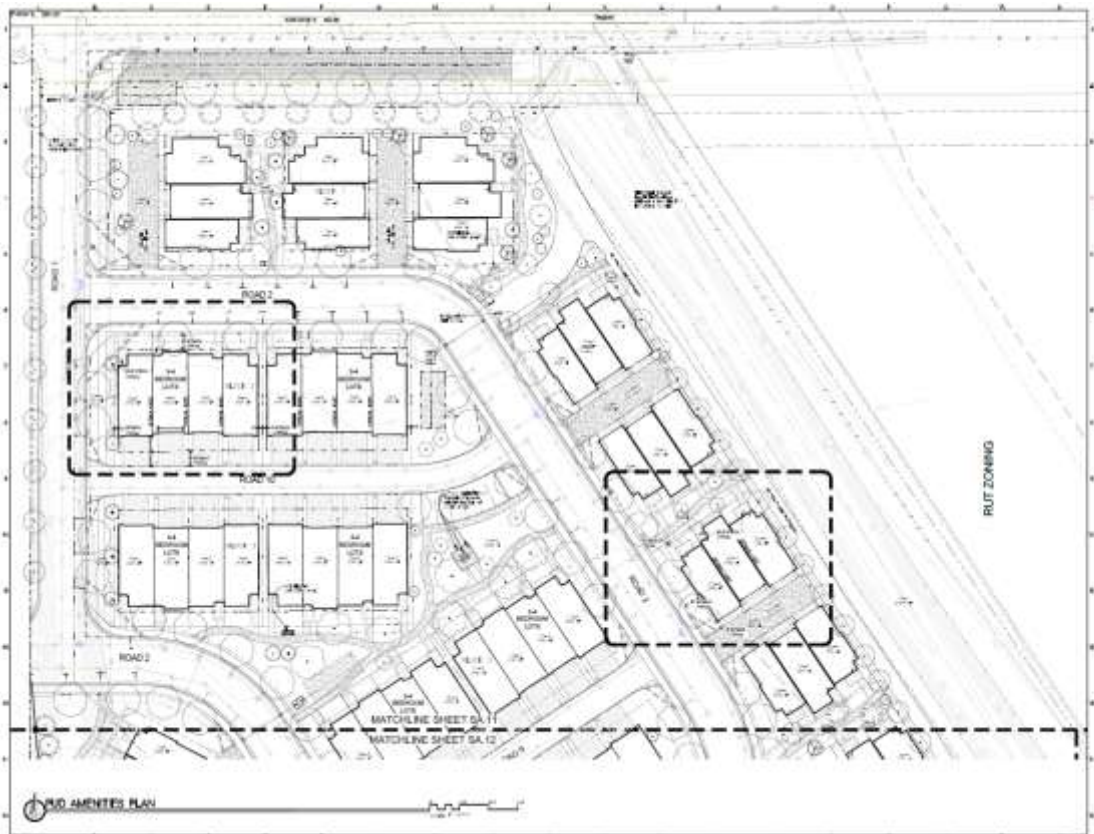
QUALIFIED OPEN SPACE PROVIDED:	212,982 SF
	18.57%

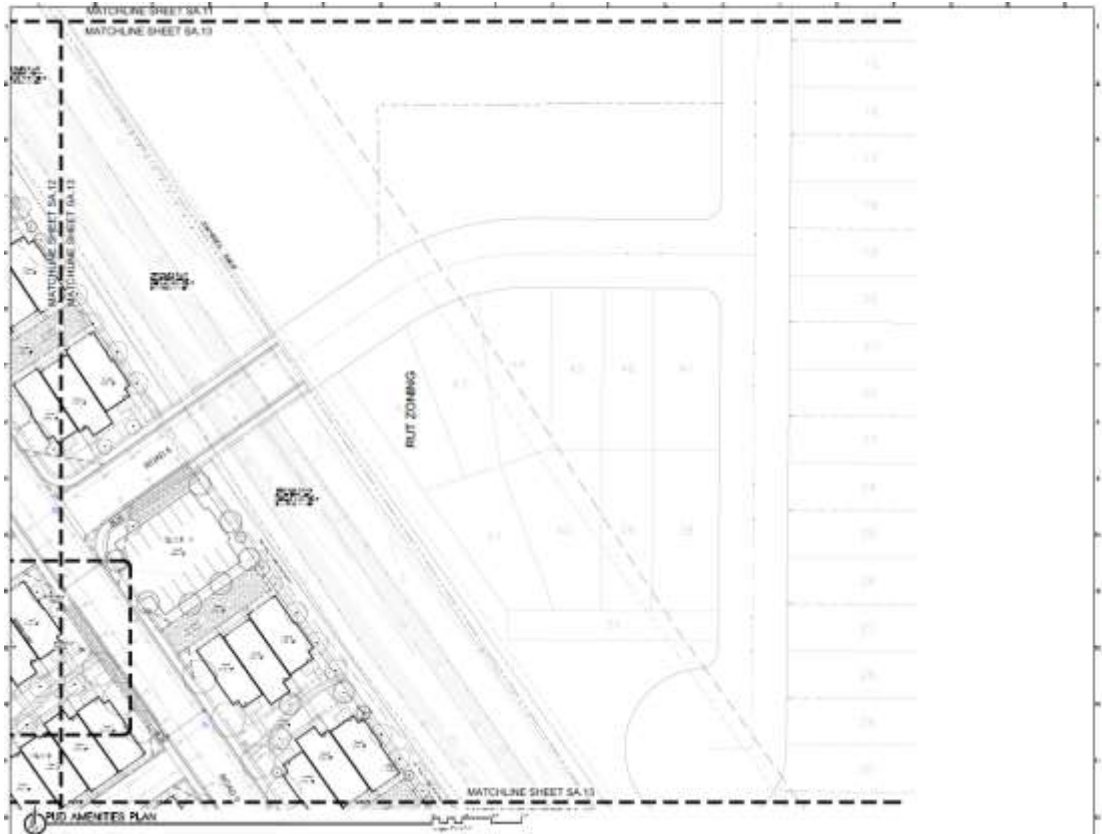
TOTAL OPEN SPACE PROVIDED:	471,734 SF
	41.12%



Open Space & Site Coverage Plan



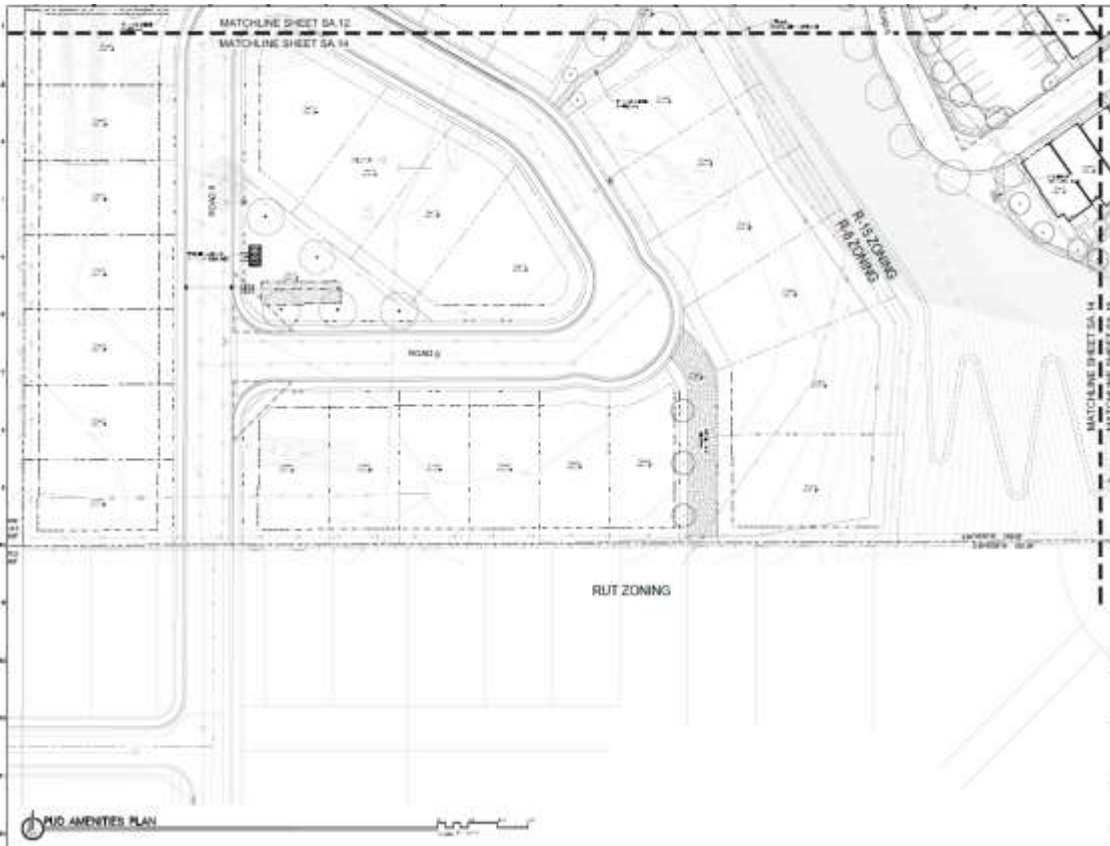




SITE AMENITIES PLAN
 Pines Vista Ridge Branch Rebrand
 8977 E. Lake Street Blvd., Scottsdale, AZ

DATE: 11/11/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1"=40'

SA.13



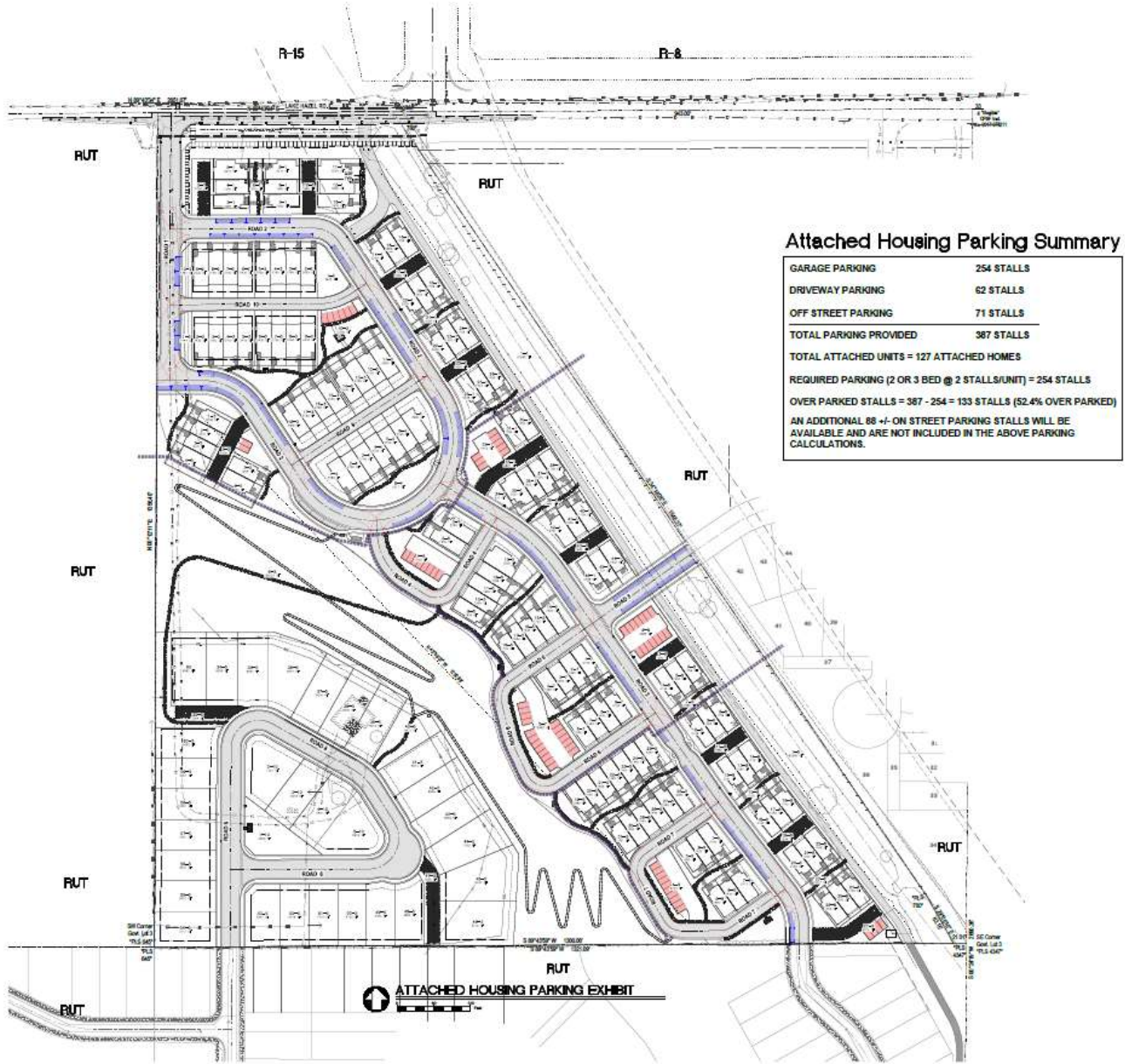
SITE AMENITIES PLAN
 Pines Vista Ridge Branch Rebrand
 8977 E. Lake Street Blvd., Scottsdale, AZ

DATE: 11/11/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1"=40'

SA.14



F. Parking Exhibit



811
 CONTACT CENTER
 419-252-3889
 24 HOURS A DAY

SEARIDGE TPA, LLC
 10000 SEARIDGE DRIVE
 NORTHFIELD, OHIO 44061

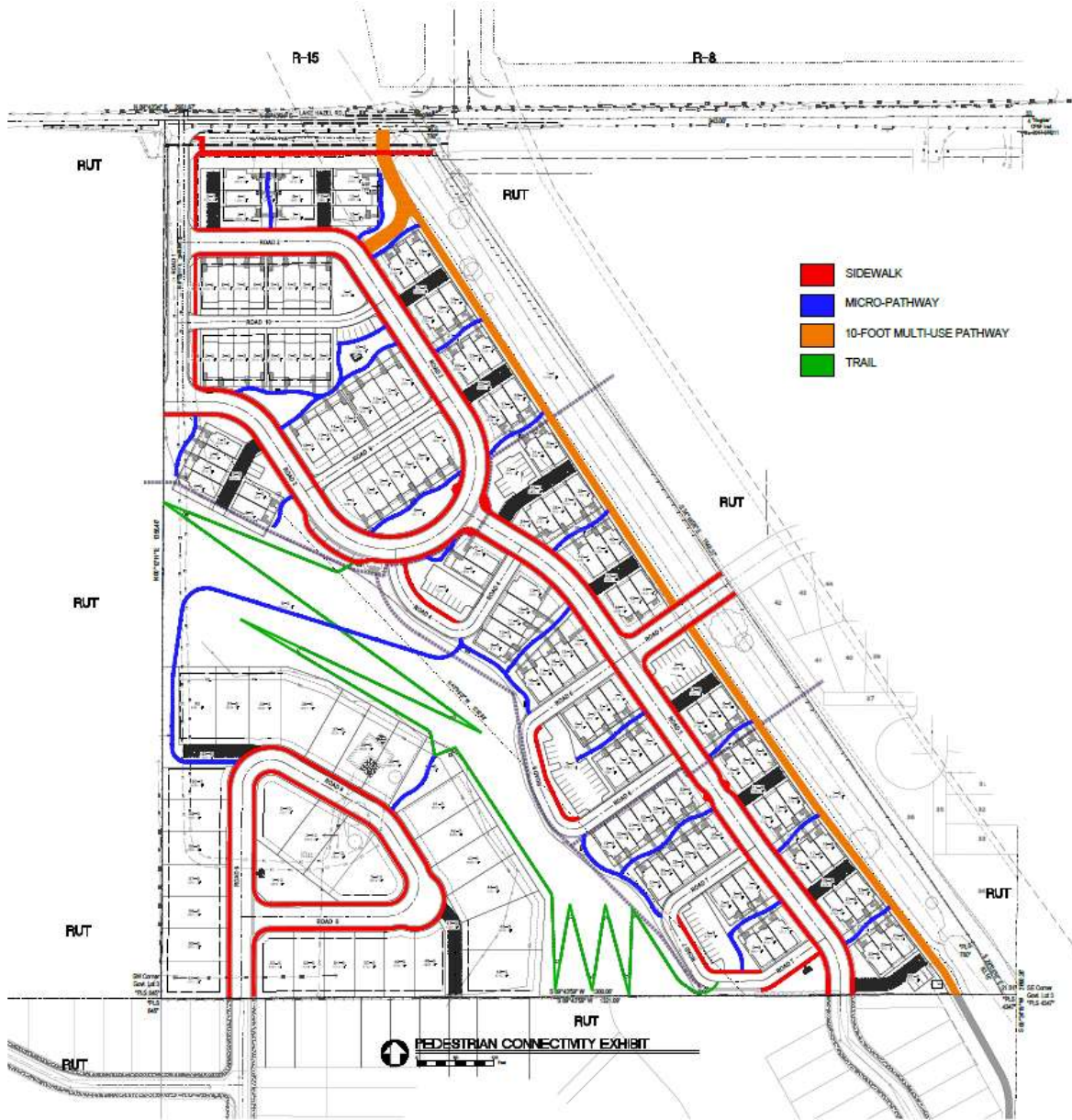
10813

ATTACHED HOUSING PARKING EXHIBIT

IDB 190556

P.1

G. Pedestrian Connectivity Plan



811
 CONTACT CENTER
 24-HOUR
 SERVICE CENTER
 1-800-878-8111

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 10813
 PROJECT: PEDESTRIAN CONNECTIVITY EXHIBIT
 SHEET: P.2

PEDESTRIAN CONNECTIVITY EXHIBIT
 SHEET: P.2

H. Building Elevations (date: 4/30/2020) & Perspective Views

Perspective view of development:



Perspective View of Entrance:



Single-family detached units:



Townhome units:





DATE: 4-30-2020
 SCALE: NTS
 SHEET: EL.07
 PROJECT: Park Vista Ridge Ranch Sub
 ELEVATIONS
 SOUTH BECK & BAIRD
 1000 Lakeside Blvd., Suite 1000, Denver, CO 80202
 TEL: 303.733.8800 FAX: 303.733.8801



DATE: 4-30-2020
 SCALE: NTS
 SHEET: EL.08
 PROJECT: Park Vista Ridge Ranch Sub
 ELEVATIONS
 SOUTH BECK & BAIRD
 1000 Lakeside Blvd., Suite 1000, Denver, CO 80202
 TEL: 303.733.8800 FAX: 303.733.8801



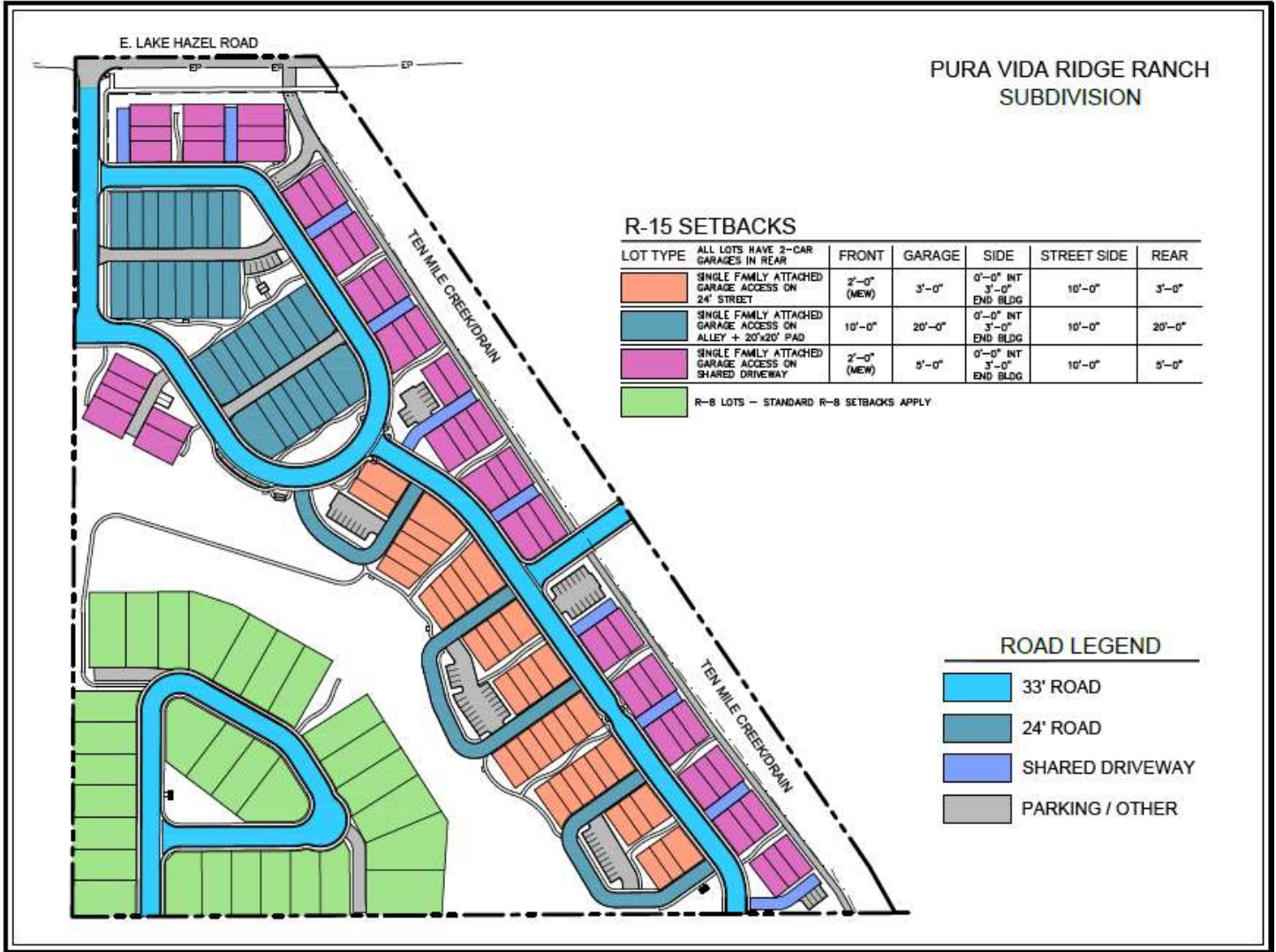
DATE: 4-30-2020
 SCALE: NTS
 SHEET: EL.09
 PROJECT: Park Vista Ridge Ranch Sub
 ELEVATIONS
 SOUTH BECK & BAIRD
 1000 Lakeside Blvd., Suite 1000, Denver, CO 80202
 TEL: 303.733.8800 FAX: 303.733.8801



DATE: 4-30-2020
 SCALE: NTS
 SHEET: EL.010
 PROJECT: Park Vista Ridge Ranch Sub
 ELEVATIONS
 SOUTH BECK & BAIRD
 1000 Lakeside Blvd., Suite 1000, Denver, CO 80202
 TEL: 303.733.8800 FAX: 303.733.8801

Note: No elevations were submitted for the single-family 2-attached units – the Applicant states they will look like two end units of the 3+ unit attached buildings put together back to back. The end units have a kick out on the front corner as shown on townhome elevation #4.

I. Reductions to Dimensional Standards in UDC Table 11-2A-7 for the R-15 District



IX. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

To ensure quality of development within the PUD, Staff recommends design guidelines are submitted for the overall development to be included in the Development Agreement that promote innovative design that creates visually pleasing and cohesive patterns on development in accord with UDC 11-7-1; these guidelines shall be submitted at least 10 days prior to the City Council hearing.

Annexation & Zoning:

1. A Development Agreement (DA) is required as a provision of annexation of this property. Prior to approval of the annexation ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of annexation ordinance adoption, and the developer.

Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA shall, at minimum, incorporate the following provisions:

- a. Future development of this site shall be generally consistent with the preliminary plat, landscape plan, site plan, qualified open space exhibit, site amenity exhibit and conceptual building elevations included in Section VIII and the provisions contained herein.
- b. The design of all structures in the subdivision shall comply with the design standards listed in the Architectural Standards Manual (ASM). An application for Design Review shall be submitted and approved prior to submittal of building permit applications.
- c. The Ten Mile Creek shall remain open as a natural amenity and shall be improved and protected with development of the subdivision in accord with UDC 11-3A-6.
- d. A wildfire safety plan shall be submitted and approved by the Fire Department prior to approval of the first final plat for the subdivision. A copy of the approved plan shall be included in the Covenants, Conditions and Restrictions for the subdivision.

Preliminary Plat:

2. The preliminary plat included in Section VIII.B, dated August 24, 2020, is approved as submitted.
3. The landscape plan included in Section VIII.C, dated April 30, 2020, shall be revised as follows:
 - a. Depict bushes within the buffer along E. Lake Hazel Rd. in accord with UDC 11-3B-7C.3.
 - b. Depict fencing abutting pathways and common open space lots to distinguish common from private areas per the standards listed in UDC 11-3A-7A.7; include a detail of the proposed fence.
 - c. Depict a minimum 30-foot wide (may be increased to account for steep topography) defensible space extending out from any part of adjacent structures to the hillside in accord with Fire Dept. comments in Section IX.C. Hazardous and fire-prone vegetation shall be prohibited in this area and only fire resistant plants should be utilized for landscaping in this area.
 - d. Depict fencing along the Ten Mile creek to prevent access and preserve public safety in accord with the standards listed in UDC 11-3A-6C, unless otherwise waived by City Council.
4. The existing home shall be removed prior to the City Engineer's signature on the final plat for the phase in which it is located (i.e. Phase 4).

5. Submit a 14-foot wide public pedestrian easement for the multi-use pathway along the east boundary of the site adjacent to the Ten Mile Creek to the Planning Division prior to submittal of the final plat for City Engineer signature as required by the Park's Department.
6. For lots accessed via common/shared driveways, an exhibit shall be submitted with the final plat application that depicts the setbacks, fencing, building envelope and orientation of the lots and structures. Driveways for abutting properties that aren't taking access from the common driveway(s) shall be depicted on the opposite side of the shared property line away from the common driveway. Solid fencing adjacent to common driveways is prohibited unless separated by a minimum 5-foot wide landscaped buffer.
7. A perpetual ingress/egress easement for the common driveway(s) is required to be filed with the Ada County Recorder, which shall include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment. A copy of the easement shall be submitted to the Planning Division prior to signature on the final plat. *This easement(s) may be depicted on the final plat with a note rather than as a separate recorded easement.*
8. All common driveways shall comply with the standards listed in UDC 11-6C-3D.
9. All alleys shall comply with the standards listed in UDC 11-6C-3B.5.
10. The Applicant shall coordinate with Terri Ricks, Land Development, and Joe Bongiorno, Fire Dept., for addressing lots accessed by alleys and common driveways without frontage on a public street. Address signage for wayfinding purposes shall be provided at the public street for homes accessed by alleys and common driveways.
11. A floodplain development permit shall be obtained prior to construction for any development within the floodplain.
12. "No Parking" signs shall be erected on both sides of the 24-foot wide street sections (i.e. Roads 4, 6 and 7) and at the alley/street intersections (i.e. Roads 9 and 10).
13. A recorded copy of the Covenants, Conditions and Restrictions that includes a copy of the wildfire safety plan approved by the Fire Dept. shall be submitted with the first final plat application; a note referencing such shall be included on each final plat.

Planned Unit Development (PUD):

14. The dimensional standards in the R-15 zoned portion of the development shall be consistent with the exhibit in Section VIII.I.
15. A minimum of 80 square feet of private, usable open space shall be provided for each dwelling unit; this requirement can be satisfied through porches, patios, decks and enclosed yards as set forth in UDC 11-7-4B.
16. The parking pads for individual lots shall be revised to be 20' x 20' in accord with UDC Table 11-3C-6.
17. An exception was approved to UDC 11-3A-17D, which requires sidewalks to be constructed on both sides of all public streets, to only require sidewalks along the east sides of the 24' wide street sections (i.e. Roads 4, 6 and 7) adjacent to the parking areas as depicted on the Pedestrian Connectivity Plan in Section VIII.G *and* as required by ACHD (i.e. extend the sidewalks on the east sides of Roads 4 and 6 along the entire common lot/parking area).
18. An exception was approved to UDC 11-3B-12C, which requires landscaping to be provided along both sides of all pathways, to *not* require landscaping along the concrete pathway in the unimproved hillside/slope area on Lot 8, Block 5.

19. An exception was approved to UDC 11-6C-3B.4 (cul-de-sacs) and 11-6C-3F (block face), to allow the face of Block 8 and the cul-de-sac (Road 3) to exceed the maximum length standards as proposed.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 Sanitary sewer and water mainlines are not allowed in the common driveways serving three or fewer lots. In these cases, service lines shall be extended from the mainlines in the adjacent public roadway. If the common driveway serves four or more lots, a sewer mainline will be allowed in the driveway, however it shall be private and will be the responsibility of the HOA to maintain. A manhole will be required at the common drive property boundary with the word "Private" on the lid.
- 1.2 Remove services located along "Road 7" and add sewer main.
- 1.3 Do not extend the sewer main to the west property boundary, as parcel S1404223251 is in a different sewer service area.
- 1.4 The water mainline at the southwest corner must be connected at the bottom of the hill to the rest of the subdivision.
- 1.5 The secondary water connection must be completed in phase two, either through the adjacent church property to E. Lake Hazel Rd, OR through the property to the south to S Eagle Rd. This condition reflects MFD's requirement stated on the phasing plan submitted with this record
- 1.6 Manholes cannot be located in landscaped areas unless they are located within an access road per City standards are provided.
- 1.7 A Floodplain Development Permit is required to be in place for this development. A flood study has previously been completed. Culvert at Lake Hazel must be replaced as designed before building on lots in floodplain. Structures will require floodplain permits until LOMR is effective.
- 1.8 A street light plan will need to be included in the final plat application. Street light plan requirements are listed in section 6-7 of the City's Design Standards.
- 1.9 The geotechnical investigative report prepared by MTI (Materials Testing & Inspection) dated July 16, 2019, and updated April 1, 2020, indicates some fairly shallow groundwater and soils concerns, and specific construction considerations and recommendations. Groundwater monitoring of the Northeastern (lower) portion of the site indicates that the groundwater levels fluctuate due to influence of Ten Mile Creek. For these reasons, homes constructed in the northeastern (lower) portion of the site shall be slab on grade construction. The applicant shall be responsible for the strict adherence of the MTI considerations and recommendations to help ensure that homes are constructed upon suitable bearing soils, and that groundwater does not become a problem for the new homes.
- 1.10 Due to the elevation differentials in this development, the applicant shall be required to submit an engineered master grading and drainage plan for approval by the Community Development Department prior to development plan approval. This plan shall establish, at a minimum; the finish floor elevation for each building lot, the finish grade elevations of the rear lot corners, the drainage patterns away from each building pad, the drainage patterns of the overall blocks, and any special swales or subsurface drainage features necessary to control and maintain storm water drainage. Applicant's engineer shall consult the 2012 International Residential Code when establishing the finish floor elevations and drainage patterns away from the building pads.

2. General Conditions of Approval

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
- 2.3 The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-feet wide for a single utility, or 30-feet wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. DO NOT RECORD. Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such as landscape irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.
- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
- 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.
- 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.

- 2.11 All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
- 2.12 Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
- 2.13 It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
- 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
- 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
- 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
- 2.17 Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
- 2.18 The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
- 2.19 The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
- 2.20 At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
- 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.
- 2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
- 2.23 The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

C. FIRE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=194384&dbid=0&repo=MeridianCity>

D. POLICE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191277&dbid=0&repo=MeridianCity>

E. PARK'S DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=194261&dbid=0&repo=MeridianCity>

F. COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192101&dbid=0&repo=MeridianCity>

G. NAMPA & MERIDIAN IRRIGATION DISTRICT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192042&dbid=0&repo=MeridianCity>

H. BOISE PROJECT BOARD OF CONTROL

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191332&dbid=0&repo=MeridianCity>

I. NEW YORK IRRIGATION DISTRICT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=190971&dbid=0&repo=MeridianCity>

J. CENTRAL DISTRICT HEALTH DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191387&dbid=0&repo=MeridianCity>

K. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191392&dbid=0&repo=MeridianCity>

L. WEST ADA SCHOOL DISTRICT (WASD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=194214&dbid=0&repo=MeridianCity>

M. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=194048&dbid=0&repo=MeridianCity>

X. FINDINGS

A. Annexation & Zoning (UDC 11-5B-3E)

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;

Staff finds the proposed annexation with R-8 and R-15 zoning and proposed development is generally consistent with the MHDR FLUM designation in the Comprehensive Plan. (See section V above for more information.)

2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;

Staff finds the proposed map amendment and development complies with the purpose statement of the residential districts in that it will contribute toward the range of housing opportunities available within the City consistent with the Comprehensive Plan.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;

Staff finds the proposed map amendment should not be detrimental to the public health, safety and welfare as the proposed medium density residential uses should be compatible with adjacent existing rural residential and future medium and medium-high density residential uses.

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and

Staff finds City services are available to be provided to this development. The school district submitted comments stating that the enrollment capacity at the middle and high schools is currently at and over capacity respectively; elementary school students can be accommodated at Silver Sage until a new school is built to eliminate overcrowding at Hillsdale.

5. The annexation (as applicable) is in the best interest of city.

Staff finds the proposed annexation is in the best interest of the City.

B. Preliminary Plat Findings:

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

1. The plat is in conformance with the Comprehensive Plan;

Staff finds that the proposed plat with Staff's recommendations is in substantial compliance with the adopted Comprehensive Plan in regard to land use, density, transportation, and pedestrian connectivity. Please see Comprehensive Plan Policies in, Section V of this report for more information.

2. Public services are available or can be made available and are adequate to accommodate the proposed development;

Staff finds that public services will be provided to the subject property upon development. (See Exhibit B of the Staff Report for more details from public service providers.)

3. The plat is in conformance with scheduled public improvements in accord with the City's capital improvement program;

Because City water and sewer and any other utilities will be provided by the development at their own cost, Staff finds that the subdivision will not require the expenditure of capital improvement funds.

4. There is public financial capability of supporting services for the proposed development;

Staff finds there is public financial capability of supporting services for the proposed development based upon comments from the public service providers (i.e., Police, Fire, ACHD, etc.). (See Section IX for more information.)

5. The development will not be detrimental to the public health, safety or general welfare; and,

Staff is not aware of any health, safety, or environmental problems associated with the platting of this property. ACHD considers road safety issues in their analysis.

6. The development preserves significant natural, scenic or historic features.

Staff finds the proposed development preserves the natural topography (i.e. hillside) and Ten Mile Creek on this property.

C. PLANNED UNIT DEVELOPMENT (UDC 11-7-5):

Upon recommendation from the Commission, the Council shall make a full investigation and shall, at the public hearing, review the application. In order to grant a planned development request, the Council shall make the following findings:

1. The planned unit development demonstrates exceptional high quality in site design through the provision of cohesive, continuous, visually related and functionally linked patterns of development, street and pathway layout, and building design.

Staff finds the proposed PUD demonstrates a high quality of design through cohesive design elements and design guidelines for the development and the many pathways and roadways link the development together.

2. The planned unit development preserves the significant natural, scenic and/or historic features.

Staff finds the proposed PUD preserves the natural topography (i.e. hillside) and the Ten Mile Creek on this property.

3. The arrangement of uses and/or structures in the development does not cause damage, hazard, or nuisance to persons or property in the vicinity.

Staff finds the proposed use and development of this property will not cause damage, hazard or nuisance to persons or property in the vicinity.

4. The internal street, bike and pedestrian circulation system is designed for the efficient and safe flow of vehicles, bicyclists and pedestrians without having a disruptive influence upon the activities and functions contained within the development, nor place an undue burden upon existing transportation and other public services in the surrounding area.

Staff finds the internal local streets should provide for safe internal access to homes within the development and proposed pathway network will provide a safe bicycle and pedestrian route to adjacent residential developments and the Hillsdale elementary school and YMCA to the north.

5. Community facilities, such as a park, recreational, and dedicated open space areas are functionally related and accessible to all dwelling units via pedestrian and/or bicycle pathways.

Staff finds the proposed common areas and multi-use pathway amenity along the creek are functionally related to the site design and accessible to all residents through the many pathways and sidewalks provided within the development.

6. The proposal complies with the density and use standards requirements in accord with [chapter 2](#), "District Regulations", of this title.

Staff finds the proposed residential uses and density complies with the guidelines for PUD's and the MHDR FLUM designation for this site.

7. The amenities provided are appropriate in number and scale to the proposed development.

Staff finds the proposed pedestrian amenities as well as the shade structures, tables and benches are appropriate for this development and will facilitate an active lifestyle for area residents.

- 8. The planned unit development is in conformance with the comprehensive plan.
Staff finds the proposed PUD is in general conformance with the Comprehensive Plan.



AGENDA ITEM

ITEM TOPIC: Public Hearing Continued from August 20, 2020 for Prescott Ridge (H-2020-0047) by Providence Properties, LLC, Located on the South Side of W. Chinden Blvd. and on the East Side of N. McDermott Rd.

A. Request: Annexation of 126.53 acres of land with R-8 (99.53 acres), R-15 (8.82 acres) and C-G (18.17 acres), zoning districts.

B. Request: A Preliminary Plat consisting of 395 buildable lots [316 single-family residential (94 attached & 222 detached), 63 townhomes, 14 multi-family residential, 1 commercial and 1 school], 32 common lots and 6 other (shared driveway) lots on 123.26 acres of land in the R-8, R-15 and C-G zoning districts.



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: September 17, 2020

Topic: **Public Hearing for Prescott Ridge (H-2020-0047) by Providence Properties, LLC, Located on the South Side of W. Chinden Blvd. and on the East Side of N. McDermott Rd.**

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-

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



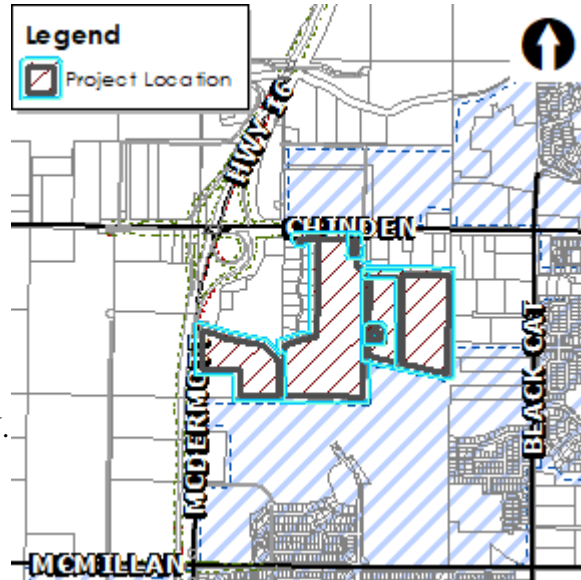
HEARING DATE: September 17, 2020
Continued from July 16, & August 20, 2020

TO: Planning & Zoning Commission

FROM: Sonya Allen, Associate Planner
208-884-5533

SUBJECT: H-2020-0047
Prescott Ridge – AZ, PP, PS, ALT

LOCATION: South of W. Chinden Blvd. and east of N. McDermott Rd., in the North ½ of Section 28, Township 4N., Range 1W.
(Parcels: S0428233640, R6991222210, S0428120950, S0428131315, S0428131200, S0428211102)



I. PROJECT DESCRIPTION

Annexation of a total of 126.53 acres of land with R-8 (99.53 acres), R-15 (8.82 acres) and C-G (18.17 acres) zoning districts; and, Preliminary Plat consisting of 395 buildable lots [316 single-family residential (94 attached & 222 detached), 63 townhome, 14 multi-family residential, 1 commercial and 1 school], 32 common lots and 6 other (shared driveway) lots on 123.26 acres of land in the proposed R-8, R-15 and C-G zoning districts.

Private streets are proposed within the townhome portion of the development for internal access and circulation. Alternative Compliance to UDC 11-3F-4A.4, which requires a limited gated development when townhomes are proposed, is also requested.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	122.8	
Existing/Proposed Zoning	Rural Urban Transition (RUT) in Ada County (existing)/R-8, R-15 and C-G (proposed)	
Future Land Use Designation	Medium Density Residential (MDR) (3-8 units/acre) (113.5+/- acres) with Mixed Use – Regional (MU-R) (9+/- acres) along W. Chinden Blvd.	
Existing Land Use(s)	Rural residential/agricultural with 1 existing single-family home	
Proposed Land Use(s)	Residential (single-family attached/detached, townhomes & multi-family) & commercial (hospital and medical campus)	
Lots (# and type; bldg./common)	395 buildable lots (316 single-family residential, 63 townhome, 14 multi-family, 1 commercial and 1 school)/32 common lots/6 other (common driveway) lots	

Description	Details	Page
Phasing Plan (# of phases)	9 phases	
Number of Residential Units (type of units)	316 single-family (94 attached/222 detached), (63) townhome and (56) multi-family units	
Density (gross & net)	Overall - 3.63 units/acre (gross); 7.86 units/acre (net) R-8 area: 4.87 units/acre (gross); 7.19 units/acre (net) R-15 area: 12.87 units/acre (gross); 21.39 units/acre (net)	
Open Space (acres, total [%]/buffer/qualified)	11.56 acres (or 11%) <i>(10.51 acres required based on 105.08 acres of residential area)</i>	
Amenities	Swimming pool, clubhouse, large and small children’s play structures, a dog park, multi-use pathways and additional qualified open space beyond the minimum standards	
Physical Features (waterways, hazards, flood plain, hillside)	Two (2) segments of the West Tap Sublateral cross this site	
Neighborhood meeting date; # of attendees:	12/18/19 - 11 attendees; and 4/1/20 - 13 attendees	
History (previous approvals)	A portion of the site is Lot 18, Block 1, Peregrine Heights Subdivision (formerly deed restricted agricultural lot for open space – non-farm that has since expired).	

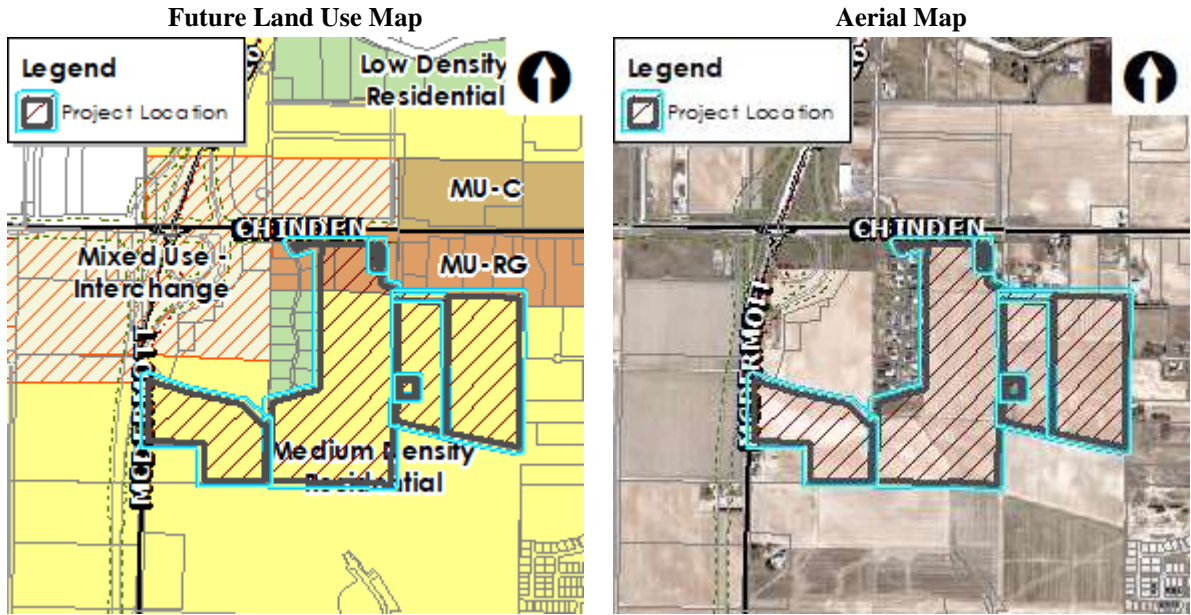
B. Community Metrics

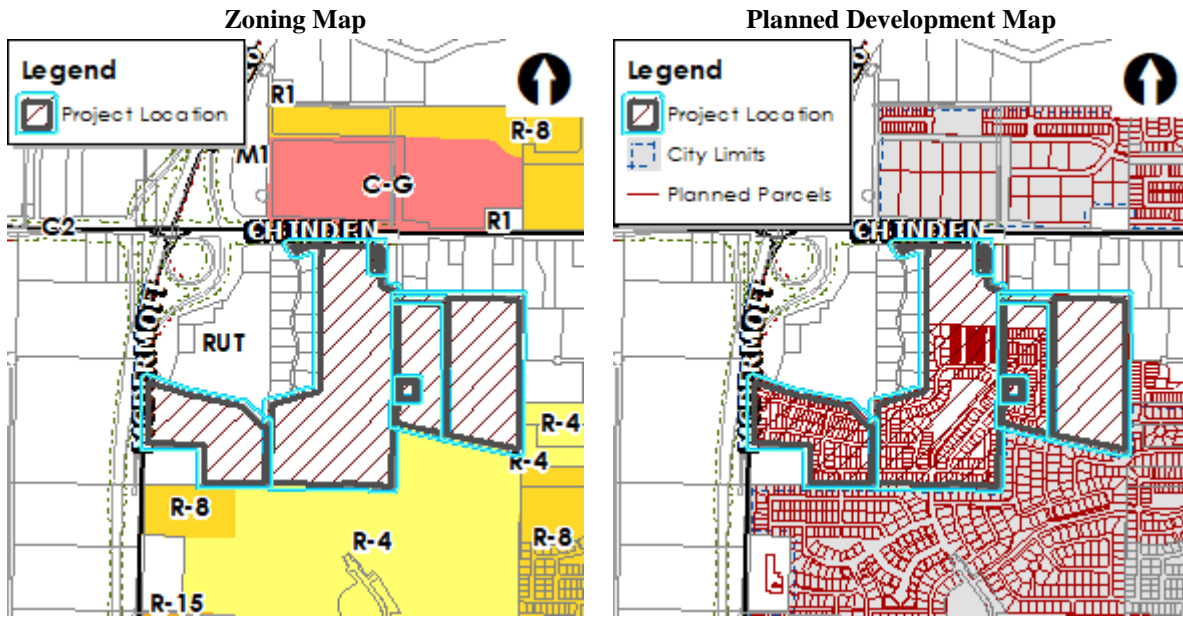
Description	Details	Page
Ada County Highway District		
<ul style="list-style-type: none"> • Staff report (yes/no) • Requires ACHD Commission Action (yes/no) 	<p>Not yet</p> <p>No</p>	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	A collector street access (W. Rustic Oak Way) is proposed via W. Chinden Blvd./SH 20-26 at the half mile which runs through the site and connects to a future collector street (N. Rustic Way) in the Oaks North development from McMillan Rd. An access is proposed via N. McDermott Rd., a collector street.	
Traffic Level of Service	McDermott Rd. – Better than “D” (acceptable level of service) W. Rustic Oak Way/Levi Ln. – Better than “D” (acceptable level of service)	
Stub Street/Interconnectivity/Cross Access	Two local stub streets are planned to be constructed with the Oaks North development at the southern boundary of the site and extended with this development. Two stub streets (N. Serenity Ave. & W. Fireline Ct.) are proposed to the north for future extension. A cross-access easement is required to be provided to the MU-R designated property to the west.	
Existing Road Network	No public streets exist within the site; N. Levi Ln., a private lane, exists on the northern portion of the site via W. Chinden Blvd./SH 20-26.	
Existing Arterial Sidewalks / Buffers	There are no existing buffers or sidewalks along N. McDermott Rd. or W. Chinden Blvd./SH 20-26	
Proposed Road Improvements	<p>Capital Improvements Plan (CIP) / Integrated Five Year Work Plan (IFYWP):</p> <ul style="list-style-type: none"> • Black Cat Road is listed in the CIP to be widened to 3-lanes from Chinden Boulevard to McMillan Road between 2026 and 2030. • The intersection of Black Cat Road and Chinden Boulevard is listed in the CIP to be widened to 5-lanes on the north leg, 5-lanes on the south leg, 6-lanes on the east leg and 6-lanes on the south leg between 2026 and 2030. • The intersection of McMillan Road and Black Cat Road is listed in the CIP to be reconstructed as a multi-lane roundabout with 2 lanes on the northbound and southbound legs and 1 lane on the westbound and eastbound legs. • The intersection of McMillan Road and McDermott Road is listed in the CIP to be widened to 3-lanes on the north leg, 4-lanes on the south leg, 3-lanes on the east leg and 3-lanes on the west leg between 2031 and 2035. 	

Description	Details	Page																
Fire Service																		
<ul style="list-style-type: none"> Distance to Fire Station 	3 miles from Station #5 to Serenity Ln. on Chinden & 4.4 miles to the McDermott side of the project (Station #7 once constructed, will serve this development)																	
<ul style="list-style-type: none"> Fire Response Time 	Some of this development falls within the 5 minute response time area as shown on the priority growth map; the McDermott side is 8 minutes away and does <i>not</i> meet response time goals																	
<ul style="list-style-type: none"> Resource Reliability 	80% from Station #5 – meets response time goal																	
<ul style="list-style-type: none"> Risk Identification 	2 – current resources would <i>not</i> be adequate to supply service (open waterway)																	
<ul style="list-style-type: none"> Accessibility 	Project meets all required access, road widths and turnarounds as long as phasing plan is followed.																	
<ul style="list-style-type: none"> Special/resource needs 	Project will require an aerial device for the multi-family development – cannot meet this need in the required timeframe. Eagle Station #1 is the closest truck company at approximately 8.4 miles away.																	
<ul style="list-style-type: none"> Water Supply 	Requires 1,000 gallons per minute for one hour for the single-family homes; the multi-family areas will require additional water (may be less if buildings are fully sprinklered)																	
<ul style="list-style-type: none"> Other Resources 	NA																	
Police Service																		
No comments submitted																		
<ul style="list-style-type: none"> Distance to Police Station 	9 miles																	
<ul style="list-style-type: none"> Police Response Time 	No emergency response data can be provided because this development is near the edge of City limits																	
<ul style="list-style-type: none"> Calls for Service 	56 (within a mile of site between 4/1/19-3/31/20)																	
<ul style="list-style-type: none"> Accessibility 	No concerns																	
<ul style="list-style-type: none"> Specialty/resource needs 	None																	
<ul style="list-style-type: none"> Crimes 	5 (within a mile of site between 4/1/19-3/31/20)																	
<ul style="list-style-type: none"> Crashes 	4 (within a mile of site between 4/1/19-3/31/20)																	
<ul style="list-style-type: none"> Other 	Although located near the edge of City limits, service can be provided if this development is approved.																	
West Ada School District																		
<ul style="list-style-type: none"> Distance (elem, ms, hs) 	<table border="1" data-bbox="511 1209 1382 1358"> <thead> <tr> <th></th> <th>Enrollment</th> <th>Capacity</th> <th>Miles Dist. to school</th> </tr> </thead> <tbody> <tr> <td>Pleasant View Elementary</td> <td>Opening 20/21 School Year</td> <td>650</td> <td>2.4</td> </tr> <tr> <td>Star Middle School</td> <td>704</td> <td>1000</td> <td>6.9</td> </tr> <tr> <td>Meridian High School</td> <td>1965</td> <td>2400</td> <td>6.1</td> </tr> </tbody> </table> <p>Due to the abundant amount of growth in the area, West Ada is actively building new schools, and boundaries are always changing. These future students could potentially attend Dwyhee High School.</p>		Enrollment	Capacity	Miles Dist. to school	Pleasant View Elementary	Opening 20/21 School Year	650	2.4	Star Middle School	704	1000	6.9	Meridian High School	1965	2400	6.1	
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Pleasant View Elementary	Opening 20/21 School Year	650	2.4															
Star Middle School	704	1000	6.9															
Meridian High School	1965	2400	6.1															
<ul style="list-style-type: none"> Capacity of Schools 																		
<ul style="list-style-type: none"> # of Students Enrolled 																		
Wastewater																		
<ul style="list-style-type: none"> Distance to Sewer Services 	This proposed development is not currently serviceable by Meridian Sanitary Sewer service. The sewer trunk line designed to service this development is within The Oaks North Subdivision to the south.																	
<ul style="list-style-type: none"> Sewer Shed 	North McDermott Trunk Shed																	
<ul style="list-style-type: none"> Estimated Project Sewer ERU's 	See application																	
<ul style="list-style-type: none"> WRRF Declining Balance 	13.92																	
<ul style="list-style-type: none"> Project Consistent with WW Master Plan/Facility Plan 	Yes																	
<ul style="list-style-type: none"> Impacts/Concerns 	<ul style="list-style-type: none"> Additional 4,662 gpd has been committed 																	

	<ul style="list-style-type: none"> • Sewer mains are not allowed in common driveways. Please remove. • The planned sewer trunk line will enter this property at N. Rustic Oak Way • Sewer line in N. Rustic Oak Way shall be 10-inch all the way to Chinden Blvd • This development is subject to paying sanitary sewer reimbursement fees (see Public Works Site Specific Conditions of Approval for detail). Reimbursement fees for the entire subdivision shall be paid prior to city signatures on the first final plat. 	
Water		
<ul style="list-style-type: none"> • Distance to Water Services 	This proposed development is not currently serviceable by the Meridian City water system. Water mainlines designed to service this development are within The Oaks North Subdivision to the south.	
<ul style="list-style-type: none"> • Pressure Zone 	1	
<ul style="list-style-type: none"> • Estimated Project Water ERU's 	See application	
<ul style="list-style-type: none"> • Water Quality 	None	
<ul style="list-style-type: none"> • Project Consistent with Water Master Plan 	Yes	
<ul style="list-style-type: none"> • Impacts/Concerns 	None	

C. Project Area Maps





III. APPLICANT INFORMATION

A. Applicant:

Providence Properties, LLC – 701 South Allen Street, Ste. 104, Meridian, ID 83642

B. Owner:

Joseph Hon – 16790 Rose Park Dr., Nampa, ID 83687

Raymond Roark – 5952 N. Serenity Ln., Meridian, ID 83646

Lonnie Kuenzli – 6210 N. Levi Ln., Meridian, ID 83646

West Ada School District – 1303 E. Central Dr., Meridian, ID 83642

C. Representative:

Stephanie Leonard, KM Engineering – 9233 W. State St., Boise, ID 83714

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Notification published in newspaper	6/26/2020, 8/28/2020	
Notification mailed to property owners within 300 feet	6/23/2020, 8/26/2020	
Applicant posted public hearing notice on site	7/2/2020, 8/27/2020	
Nextdoor posting	6/23/2020, 8/27/2020	

V. COMPREHENSIVE PLAN ANALYSIS (Comprehensive Plan)

The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates 9+/- acres along W. Chinden Blvd./SH 20-26 as Mixed Use – Regional (MU-R); and the 113.5+/- acres to the south as Medium Density Residential (MDR).

The purpose of the MU-R designation is to provide a mix of employment, retail, and residential dwellings and public uses near major arterial intersections. The intent is to integrate a variety of uses together, including residential, and to avoid predominantly single use developments such as a regional retail center with only restaurants and other commercial uses. Developments should be anchored by uses that have a regional draw with the appropriate supporting uses. The developments are encouraged to be designed consistent with the conceptual MU-R plan depicted in Figure 3D (pg. 3-17).

The purpose of the MDR designation is to allow small lots for residential purposes within City limits. Uses may include single-family homes at gross densities of 3 to 8 dwelling units per acre.

The MU-R designated area is located adjacent to a major intersection, W. Chinden Blvd./SH 20-26 and N. McDermott Rd. (future SH-16). The MU-R area is proposed to develop with a medical campus, including a regional hospital, and multi-family apartments. **A larger MU-R area than currently designated on the FLUM is proposed which incorporates an additional 9.5+/- acres to the south and east of the current designated area. Because FLUM designations are not parcel specific and the proposed development provides needed services, employment opportunities and housing consistent with that desired in MU-R designated areas, Staff is supportive of the expanded MU-R area provided that a retail component is also included and integrated as part of the development.** The MDR designated area is proposed to develop with a mix of single-family attached, detached and townhome units at a gross density of 3.46 units/acre, which although at the low end of the desired density range, is consistent with that of the MDR designation.

The following Comprehensive Plan Policies are applicable to this development:

- “Encourage a variety of housing types that meet the needs, preferences, and financial capabilities of Meridian’s present and future residents.” (2.01.02D)

The proposed single-family attached, detached, townhomes and multi-family apartments will provide a variety of housing types for future residents in the northwest portion of the City in close proximity to the proposed employment uses on this site and across Chinden Blvd. to the north.

- “Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services.” (3.03.03F)

City water and sewer services are not currently available to the subject development, however the main/trunk lines intended to provide service are currently being developed in The Oaks North Subdivision to the south. This development is dependent on the development timing of the phase(s) within The Oaks North for services to be readily available for extension. This developer is attempting to work with The Oaks developer to hasten the timing of utility expansion.

- “Avoid the concentration of any one housing type or lot size in any geographical area; provide for diverse housing types throughout the City.” (2.01.01G)

Four (4) different housing types are proposed in this development (i.e. single-family attached/detached, townhomes and multi-family apartments) along with a wide range of lot sizes for diversity in housing types in this area.

- “Encourage compatible uses and site design to minimize conflicts and maximize use of land.” (3.07.00)

The proposed single-family residential development should be compatible with existing single-family homes to the west in Peregrine Heights and in the development process to the south in The Oaks North and

the future school to the east. Larger lot sizes are proposed as a transition to the 1-acre lots in Peregrine Heights. Higher density residential uses are planned adjacent to the proposed medical campus at the north boundary and the future school site at the east boundary. A 30-foot wide landscaped buffer with a pedestrian pathway and 8' tall CMU wall is also proposed adjacent to residential uses along the southern and western boundaries of the proposed medical campus to reduce conflicts.

- “With new subdivision plats, require the design and construction of pathway connections, easy pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities.” (2.02.01A)

A 10' wide multi-use pathway is required within the street buffers along W. Chinden Blvd./SH 20-26 and the north/south collector street (Levi Ln./Rustic Oak), and to the east to the future school site for safe pedestrian access to the school. A large central common area is proposed along the collector street with quality amenities.

- “Ensure development is connected to City of Meridian water and sanitary sewer systems and the extension to and through said developments are constructed in conformance with the City of Meridian Water and Sewer System Master Plans in effect at the time of development.” (3.03.03A)

The proposed development will connect to City water and sewer systems when available; services are proposed to be provided to and though this development in accord with current City plans.

- “Locate higher density housing near corridors with existing or planned transit, Downtown, and in proximity to employment centers.” (2.01.01H)

The proposed townhomes and multi-family apartments in close proximity to the regional hospital and medical campus will provide higher density housing options in close proximity to the employment center and major transportation corridor (i.e. Chinden Blvd/SH 20-26 & future SH 16).

- “Encourage the development of high quality, dense residential and mixed use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.” (2.02.01E)

Townhomes and a multi-family development are proposed in close proximity to the mixed use area along Chinden Blvd./SH 20-26, a major transportation corridor, where employment uses are proposed.

- “Maximize public services by prioritizing infill development of vacant and underdeveloped parcels within the City over parcels on the fringe.” (2.02.02)

The proposed project is located on the fringe of the northwest corner of the City. However, because the land to the north and south has been annexed into the City as well as land located a half mile to the east, services will be extended in this area. Therefore, public services will be maximized by the development of this property.

- “Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.” (3.03.03G)

Urban sewer and water infrastructure, when available, and curb, gutter and sidewalks is proposed to be provided as required.

- “Annex lands into the corporate boundaries of the City only when the annexation proposal conforms to the City's vision and the necessary extension of public services and infrastructure is provided.” (3.03.03)

The proposed development plan is consistent with the City's vision in that a mix of uses are proposed including a regional hospital and medical offices in the MU-R designated area adjacent to a major transportation corridor. Residential uses are proposed at densities consistent with the Comprehensive

Plan for this area. Public services can be provided and public infrastructure will be extended when available to this site.

- “Require collectors consistent with the ACHD Master Street Map (MSM), generally at/near the mid-mile location within the Area of City Impact.” (6.01.03B)

The MSM depicts a collector street at the half mile between Black Cat and McDermott Roads in the current location of N. Levi Ln. at the northeast corner of the site from W. Chinden Blvd./SH 20-26 to the south to McMillan Rd. A collector street is proposed in accord with the MSM which will connect to N. Rustic Oak Way to the south in The Oaks North subdivision.

In reviewing development applications, the following items will be considered in all Mixed Use areas, per the Comprehensive Plan (pg. 3-13): *(Staff’s analysis in italics)*

- “A mixed-use project should include at least three types of land uses. Exceptions may be granted for smaller sites on a case-by-case basis. This land use is not intended for high density residential development alone.”

The proposed development includes two (2) different land use types – residential hospital and office. Staff recommends commercial (i.e. retail, restaurant, etc.) uses are also provided as desired in Mixed Use and specifically MU-R designated areas to serve the employment area and adjacent neighborhood. A public school (i.e. civic use) is planned on the eastern portion of the annexation area; however, it’s outside the mixed use designated area and not a part of the proposed development.

- “Where appropriate, higher density and/or multi-family residential development is encouraged for projects with the potential to serve as employment destination centers and when the project is adjacent to US 20/26, SH-55, SH-16 or SH-69.”

Multi-family apartments and townhomes are proposed adjacent to the Mixed Use designated area to provide a higher density in close proximity to the employment center located adjacent to W. Chinden Blvd./SH 20-26.

- “Mixed Use areas are typically developed under a master or conceptual plan; during an annexation or rezone request, a development agreement will typically be required for developments with a Mixed Use designation.”

A Master Plan is proposed with the annexation request which will be incorporated into a Development Agreement to ensure future development is consistent with the Mixed Use designation. Staff recommends changes to the Master Plan as noted in Section IX consistent with the development guidelines for Mixed Use designated areas in the Comprehensive Plan.

- “In developments where multiple commercial and/or office buildings are proposed, the buildings should be arranged to create some form of common, usable area, such as a plaza or green space.”

The Master Plan depicts an outdoor yard area at the south end of the hospital and a pedestrian pathway within a 30’ wide landscaped common area along the southern and western boundaries of the commercial portion of the development abutting residential uses. Staff recommends the concept plan is revised prior to the City Council hearing to reflect common usable area such as a plaza or green space more central to the development with buildings arranged around the common area in accord with this provision.

- “The site plan should depict a transitional use and/or landscaped buffering between commercial and existing low- or medium-density residential development.”

There are existing low density homes on 1-acre lots along the west boundary of this site in Peregrine Heights Subdivision adjacent to the area proposed to be zoned C-G and developed with a medical campus. A 30’ wide densely landscaped buffer is proposed along the west and south boundaries of the C-G zoned property adjacent to existing and proposed abutting residential uses along with an 8’ tall CMU wall as a buffer to future commercial uses. Parking is proposed along these boundaries except for a 4-story medical office building proposed at the southeast corner of the commercial development, which Staff

recommends is shifted to the north to front on the main entry drive aisle off W. Rustic Oak Way as a better transition to the residences to the south.

- “Community-serving facilities such as hospitals, clinics, churches, schools, parks, daycares, civic buildings, or public safety facilities are expected in larger mixed-use developments.”
A future school site is planned on the eastern portion of the annexation area but it is outside the Mixed Use designated area and not a part of this development. A hospital is proposed in the medical campus on the northern portion of the site adjacent to W. Chinden Blvd./SH 20-26 which will provide much needed services in the northern portion of the City.
- “Supportive and proportional public and/or quasi-public spaces and places including but not limited to parks, plazas, outdoor gathering areas, open space, libraries, and schools are expected; outdoor seating areas at restaurants do not count.”
*A school is planned to develop on the eastern portion of the annexation area but it outside the Mixed Use designated area and not being developed with this project. **To ensure such spaces and places are included in the mixed-use portion of the development as desired, Staff recommends the concept plan is revised accordingly prior to the City Council hearing.***
- “Mixed use areas should be centered around spaces that are well-designed public and quasi-public centers of activity. Spaces should be activated and incorporate permanent design elements and amenities that foster a wide variety of interests ranging from leisure to play. These areas should be thoughtfully integrated into the development and further placemaking opportunities considered.”
*No such spaces or design elements/amenities are proposed. **To ensure future development in the MU-R designated area is consistent with this guideline, Staff recommends the concept plan is revised accordingly prior to the City Council hearing.***
- “All mixed-use projects should be directly accessible to neighborhoods within the section by both vehicles and pedestrians.”
The proposed mixed use development is directly accessible to neighborhoods within the section by a collector street (W. Rustic Oak Way) that runs along the project’s east boundary at the half mile between McDermott and Black Cat Roads; a multi-use pathway is planned along the collector street for pedestrian connectivity in accord with the Pathways Master Plan.
- “Alleys and roadways should be used to transition from dissimilar land uses, and between residential densities and housing types.”
*There are no roadways separating the commercial/mixed use area from the single-family detached homes and townhomes proposed at the south boundary of the area proposed to be zoned C-G. **Staff recommends as a provision of the DA that a street is constructed paralleling W. Chinden Blvd./SH 20-26 to distribute traffic in this area in accord with the standards listed in UDC 11-3H-4B.3 and also as a transition between land uses.***
- “Because of the parcel configuration within Old Town, development is not subject to the Mixed Use standards listed herein.”
The subject property is not located in Old Town, therefore, this item is not applicable.

In reviewing development applications, the following items will be considered in MU-R areas, per the Comprehensive Plan (pgs. 3-16 thru 3-17):

- Development should generally comply with the general guidelines for development in all Mixed Use areas.
Staff’s analysis on the proposed project’s compliance with these guidelines is included above. Because a development plan isn’t proposed at this time for the Mixed Use designated area, Staff has included

recommended provisions in the DA to ensure future development is consistent with these guidelines.

- Residential uses should comprise a minimum of 10% of the development area at gross densities ranging from 6 to 40 units/acre. There is neither a minimum nor maximum imposed on non-retail commercial uses such as office, clean industry, or entertainment uses.

Multi-family uses are proposed at a density of 16.6 units/acre for approximately 27% of the mixed use development area. Non-retail medical office/hospital uses are proposed on the remainder of the mixed use development.

- Retail commercial uses should comprise a maximum of 50% of the development area.
No retail commercial uses are proposed. Because this site is proposed to develop with a medical campus including a regional hospital, retail uses will be minimal but should be provided as a third land use type as desired in mixed use designated areas as discussed above to serve patrons and residents.

Where the development proposes public and quasi-public uses to support the development, the developer may be eligible for additional area for retail development (beyond the allowed 50%), based on the ratios below:

- For land that is designated for a public use, such as a library or school, the developer is eligible for a 2:1 bonus. That is to say, if there is a one-acre library site planned and dedicated, the project would be eligible for two additional acres of retail development.
- For active open space or passive recreation areas, such as a park, tot-lot, or playfield, the developer is eligible for a 2:1 bonus. That is to say, if the park is 10 acres in area, the site would be eligible for 20 additional acres of retail development.
- For plazas that are integrated into a retail project, the developer would be eligible for a 6:1 bonus. Such plazas should provide a focal point (such as a fountain, statue, and water feature), seating areas, and some weather protection. That would mean that by providing a half-acre plaza, the developer would be eligible for three additional acres of retail development.

This guideline is not applicable as no public/quasi-public uses are proposed in the MU-R designated area.

Staff believes the proposed development plan is generally consistent with the vision of the Comprehensive Plan if a commercial (i.e. retail, restaurant, etc.) component is included in the mixed use designated portion of the development as discussed above.

VI. UNIFIED DEVELOPMENT CODE ANALYSIS ([UDC](#))

A. Annexation & Zoning:

The proposed annexation area consists of six (6) parcels of land totaling 122.8 acres designated on the Comprehensive Plan Future Land Use Map (FLUM) as Medium Density Residential (MDR) and Mixed Use – Regional (MU-R). Per the proposed conceptual Master Plans included in Section VIII.A, single-family residential attached and detached homes, townhomes, multi-family apartments and a medical campus featuring a regional hospital is proposed to develop on this site. **As discussed above, Staff recommends commercial (i.e. retail, restaurant, etc.) uses are also provided in the C-G zoned area as desired in Mixed Use and specifically MU-R designated areas to serve the employment area and adjacent neighborhood.**

The medical campus is proposed to include “boutique” medical services geared toward women’s health and pediatrics. Two buildings are proposed – a 4-story 220,000+/- square foot (s.f.) hospital with approximately 90 in-patient beds and a 4-story 90,000+/- s.f. medical office building. Most services anticipated to be performed in the hospital will be out-patient procedures. Areas not used for inpatient beds will be used for surgery, radiology, an emergency department, labor rooms, physical plant and a cafeteria. The hospital is proposed to be similar in scope and size to the St. Luke’s and St. Al’s campuses in Nampa.

West Ada School District plans to develop a public school on the eastern portion of the annexation area separate from this development. The parcel was included in the subject AZ and PP applications because it was created outside of the process required by Ada County to create a buildable parcel. Including it in the proposed plat will allow building permits to be obtained for future development.

The single-family attached/detached portion of the development is proposed to be annexed with R-8 zoning (99.53 acres), the townhome and multi-family portions are proposed to be zoned R-15 (8.82 acres) and the medical campus is proposed to be zoned C-G (18.17 acres, including adjacent right-of-way to the section line of W. Chinden Blvd./SH 20-26), which is generally consistent with the associated MDR and MU-R FLUM designations for the site as discussed above in Section V (see zoning exhibit in Section VIII.B).

Proposed Use Analysis: Single-family attached and detached homes and townhouse dwellings are listed as a principal permitted use in the R-8 and R-15 zoning districts; multi-family developments are listed as a conditional use in the R-15 zoning district, subject to the specific use standards listed in UDC 11-4-3-27; and public education institutions are listed as a conditional use in the R-8 zoning district per the Allowed Uses in the Residential Districts table in UDC Table 11-2A-2, subject to the specific use standards listed in UDC 11-4-3-14. A hospital is listed as a conditional use in the C-G district, subject to the specific use standards in UDC 11-4-3-22; and healthcare and social services is listed as a principal permitted use in the C-G district per the Allowed Uses in the Commercial Districts table in UDC 11-2B-2.

Evaluation of the multi-family development for consistency with the specific use standards listed in UDC 11-4-3-27 and the hospital's consistency with the specific use standards listed in UDC 11-4-3-22 will occur with the conditional use permit applications for such uses. **One of the standards for hospitals that provide emergency care requires that the location shall have direct access on an arterial street; the proposed hospital is planned to provide emergency care. Because UDC 11-3H-4B.2 prohibits new approaches directly accessing a State Highway, access is proposed via W. Rustic Oak Way, a collector street, at the project's east boundary located at the half mile mark between section line roads. *The City Council should determine if this meets the intent of the requirement; if so, it should be memorialized in the Development Agreement. If not, City Council may consider a modification to the standard prohibiting new approaches directly accessing SH 20-26 (UDC 11-3H-4B.2a) upon specific recommendation of the Idaho Transportation Dept. or if strict adherence is not feasible as determined by City Council. Alternatively, Council may deny the emergency care component of the hospital use.***

The property is within the Area of City Impact Boundary (AOCI). A legal description for the annexation area is included in Section VIII.B.

The City may require a development agreement (DA) in conjunction with an annexation pursuant to Idaho Code section 67-6511A. In order to ensure the site develops as proposed with this application and future development meets the Mixed Use and specifically the MU-R guidelines in the Comprehensive Plan, Staff recommends a DA as a requirement of annexation with the provisions included in Section VIII.A. The DA is required to be signed by the property owner(s)/developer and returned to the City within 6 months of the Council granting the annexation for approval by City Council and subsequent recordation.

The Applicant requests three (3) separate DA's are required – one for the R-8 and R-15 residential portions of the development, one for the medical campus and another for the school district's parcel. Staff is amenable to this request as there are three (3) distinct components of the project.

B. Preliminary Plat:

The proposed preliminary plat consists of 433 lots – 395 buildable lots [316 single-family residential (94 attached & 222 detached), 63 townhome, 14 multi-family residential, 1 commercial and 1 school], 32 common lots and 6 other (shared driveway) lots on 123.26 acres of land in the proposed R-8, R-15 and C-G zoning districts. A portion of the proposed plat is a re-subdivision of Lot 18, Block 1, Peregrine Heights Subdivision,

a formerly deed restricted agricultural lot that was only to be used for open space (i.e. non-farm) – this restriction has since expired.

The minimum lot size proposed in the single-family residential portion of the development is 4,000 square feet (s.f.) with an average lot size of 6,060 s.f.; the average townhome lot size is 2,037 s.f. The overall gross density is 3.63 units/acre with a net density of 7.86 units/acre. The gross density of the R-8 zoned portion is 4.87 units/acre with a net density of 7.19 units/acre and the gross density of the R-15 zoned portion is 12.87 units/acre with a net density of 21.39 units/acre consistent with the density desired in the associated MDR & MU-R FLUM designations in the Comprehensive Plan for this site.

Phasing: The residential portion of the subdivision is proposed to develop in nine (9) phases as depicted on the phasing exhibit in Section VIII.C over a time period of 4 to 5 years. The north/south collector street will be constructed from W. Chinden Blvd./SH 20-26 in alignment with Pollard Ln. across Chinden Blvd. to the north and extend to the southern boundary with the first phase of development. The single family portion of the site will develop first, followed by the townhomes and then the multi-family apartments.

The commercial portion of the development (Lot 80, Block 8) and the school property (Lot 84, Block 12) are not included in the phasing plan as they are under separate ownership and will develop separately from the residential portion of the development. The Applicant estimates development of the hospital and medical campus will commence in 2021 at the earliest; and the school in 2023 at the earliest, assuming services are available.

Existing Structures/Site Improvements:

There is an existing home on the Kuenzli property and some old accessory structures on the Roark property that are proposed to be removed with development. **All existing structures should be removed prior to signature on the final plat by the City Engineer for the phase in which they are located.**

Dimensional Standards (UDC [11-2](#)):

Development of the subject property is required to comply with the dimensional standards listed in UDC Tables 11-2A-6 for the R-8 district, 11-2A-7 for the R-15 district and 11-2B-3 for the C-G district as applicable.

Lot Layout:

The lot layout/development plan for the townhome portion of the development on Lots 16-79, Block 8 is not consistent with UDC standards as it depicts common driveways for access to homes off the private street, which is prohibited per UDC 11-3F-4A.6; additionally, each common driveway may only serve a maximum of (6) dwelling units per UDC 11-6C-3D – 8 units are proposed off each driveway. Private streets are not intended for townhome developments other than those that create a common mew through the site design or that propose a limited gated development – neither mews nor gates are proposed (alternative compliance is requested to this standard – see analysis below in Section VI.C, D).

Alternative Compliance may be requested to these standards and approved upon recommendation of the City Engineer, Fire Marshal and the Director when the Applicant can demonstrate that the proposed overall design meets or exceeds the intent of the required standards and shall not be detrimental to the public health, safety and welfare and where private streets are determined to enhance the safety of the development by establishing a clear emergency vehicle travel lane. However, the Fire Dept. and Staff would *not* be in support of such a request as Staff is of the opinion approving such at the number of units and density proposed would result in a neighborhood that is severely under parked, which could be detrimental to the public health, safety and welfare if emergency services were not able to access homes within the development due to parking issues on the private street.

Staff recommends this portion of the development is redesigned with public streets (alleys and/or common driveways may be incorporated), or if private streets are proposed, each unit should front on and be accessed via the private street(s) and the design should include a mew or gated entry in accord with UDC 11-3F-1 – however, public streets are preferred. Alternatively, a multi-family development

(i.e. one structure on one property with 3 or more dwelling units) with townhome style units might be a development option for this area. A revised parking plan should be submitted for this area as well that provides for adequate guest parking above the minimum UDC standards (Table 11-3C-6) to serve this portion of the development. A revised concept plan and parking plan should be submitted prior to or at the Commission hearing for review and a revised plat should be submitted at least 10 days prior to the City Council hearing that reflects this modification.

The lot layout/development plan for the multi-family development on Lots 70-83, Block 12 depicts parking and access driveways on buildable lots – the number of parking spaces varies with each lot and are not commensurate with the parking required for each building. Therefore, Staff recommends the access driveways and parking are placed in a common lot with an ingress-egress/parking easement for each buildable lot. A revised plat should be submitted at least 10 days prior to the City Council hearing.

Subdivision Design and Improvement Standards (UDC [11-6C-3](#))

Development of the subdivision is required to comply with the subdivision design and improvement standards listed in UDC 11-6C-3, including but not limited to streets, common driveways and block face.

Block length is required to comply with the standards listed in UDC 11-6C-3F. Block faces should not exceed 750' in length without an intersecting street or alley unless a pedestrian connection is provided, then the block face may be extended up to 1,000' in length. The face of Block 7 on the south side of W. Smokejumper St. exceeds 750' at approximately 900'+/-; because the preliminary plat for the abutting property to the south did not include a pathway to this site in this location, Staff does not recommend a pathway is required for connectivity as it would dead-end at the subdivision boundary. Other block faces comply with the standard.

Common driveways are required to be constructed in accord with the standards listed in UDC 11-6C-3D. A perpetual ingress/egress easement shall be filed with the Ada County Recorder, which shall include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment. An exhibit should be submitted with the final plat application that depicts the setbacks, fencing, building envelope, and orientation of the lots and structures accessed via the common driveway; if a property abuts a common driveway but has the required minimum street frontage and is taking access via the public street, the driveway should be depicted on the opposite side of the shared property line from the common driveway. Address signage should be provided at the public street for homes accessed via common driveways for emergency wayfinding purposes.

Access (UDC [11-3A-3](#))

Access is proposed via one (1) collector street (N. Rustic Oak Way) from W. Chinden Blvd./SH 20-26, which extends through the site to the south boundary and will eventually extend to McMillan Rd. with development of The Oaks North subdivision to the south. A local street access (W. Sturgill Peak St.) is proposed via N. McDermott Rd., a collector street, at the project's west boundary.

A stub street (N. Jumpspot Ave.) is proposed to the out-parcel at the southwest corner of the site – Staff recommends W. Smokejumper St. is also stubbed to this property from the east; two (2) stub streets (N. Trident Ave. and N. Rustic Oak Way) are proposed to the south for future extension with The Oaks North subdivision; and two (2) stub streets (N. Serenity Ave. & W. Fireline Ct.) are proposed to the north for future extension – the stub street to Serenity Ln. will serve as an emergency access only to Peregrine Heights Subdivision and will have bollards preventing public access. A collector street (W. Ramblin St.) is proposed for access to the school site. A stub street (Sunfield Way) was approved with The Oaks North preliminary plat to Lot 37, Block 12, proposed as a common lot; this street is not proposed to be extended. The ACHD report states Sunfield Way cannot be extended into the site at this time as the stub street is aligned with the parcel line between this site and the school parcel. ACHD has required a permanent right-of-way easement to be provided and a road trust for the future extension of Sunfield Way with development of the school parcel.

Cross-access/ingress-egress easements should be provided to adjacent MU-R designated properties to the west (Parcels # R6991221700 & R6991221600) and east (Parcel # R6991222101) in accord with UDC 11-3A-3A.2.

As discussed above, a private street loop (N. Highfire Loop) is proposed for access to the townhome portion of the development in Block 8 adjacent to the southern boundary of the commercial development (see analysis below under Private Streets). Staff is *not* supportive of the proposed design and recommends revisions to the plan as stated above and in Section IX.A.

The Applicant's proposal to curve McDermott Rd. north of Sturgill Peak St. to the east at the project's west boundary does not meet ACHD policy and is not approved; the ACHD report states construction of this portion of McDermott will be completed in conjunction with ITD's SH-16 extension.

Developments along SH 20-26 are required to construct a street generally paralleling the state highway that is no closer than 660 linear feet (measured from centerline to centerline) from the intersection (i.e. Rustic Oak) with the state highway. The purpose of which is to provide future connectivity and access to all properties fronting the state highway that lie between the subject property and the nearest section line road and/or half mile collector road. The street shall be designed in accord with the standards set forth in UDC 11-3H-4B.3 and shall collect and distribute traffic. Frontage streets or private streets may be considered by the council at the time of property annexation or through the conditional use process. Frontage streets and private streets shall be limited to areas where there is sufficient access to surrounding properties and a public street is not desirable in that location.

A frontage road is proposed along the northern boundary of the site adjacent to Chinden Blvd. with an access on Rustic Oak approximately 660' south of Chinden as depicted on the conceptual development plan in Section VIII.A. Because residential homes exist to the west that are not likely to redevelop in the near future, a future interchange for SH-16 is planned east of the McDermott/Chinden intersection, and a north/south collector street (Rustic Oak) exists along the east boundary of this site, Staff believes there is sufficient access to surrounding properties as proposed without the provision of a public street.

Emergency access: In response to the Fire Department's estimated response time to the development, which are below the target goal on the McDermott side of the subdivision, the Applicant plans to include an AED (Automated External Defibrillator) device in the clubhouse and provide education related to the use of the device to ensure residents are aware of the benefits and function if the device is needed. Additionally, a connection is proposed from Chinden through the project to the southern boundary of the subdivision with the first phase of development to aid in emergency response times to the site; this should also benefit response times to The Oaks North to the south.

Parking (UDC [11-3C](#)):

Off-street parking is required to be provided for residential uses in accord with the standards listed in [UDC Table 11-3C-6](#); and for non-residential uses in accord with the standards listed in 11-3C-6B.1. Future development should comply with these standards. A parking exhibit (and details in the narrative) was submitted with this application, included in Section VIII.F that depicts 46 extra off-street parking spaces in the townhome portion of the development and a total of 505 on-street parking spaces available for guest parking. A total of 16 off-street parking spaces are proposed for the 3,750+/- square foot clubhouse and swimming pool facility. Staff is of the opinion the proposed parking in the single-family and townhomes portions of the development should meet the parking needs. Off-street parking in the multi-family portion of the development will be evaluated with the conditional use permit application.

Pathways (UDC [11-3A-8](#)):

The Pathways Master Plan depicts segments of the City's multi-use pathway system across this site. In accord with the Plan, the Park's Dept. recommends detached 10' wide multi-use pathways are provided within the

street buffers in the following locations: along N. McDermott Rd., W. Chinden Blvd./SH 20-26, the east side of N. Rustic Oak Way from Chinden to the southern boundary of the site, and along W. Ramblin St. from Rustic Oak to the school site. **These pathways are required to be placed in a 14-foot wide public pedestrian easement.**

Other pathways and micro-paths through common areas are also proposed for pedestrian interconnectivity and access within the development. Two (2) micro-path connections to the school site are proposed in addition to the multi-use pathway connection from Rustic Oak that extends along the northern boundary of the multi-family development.

All pathways shall be constructed in accord with the standards listed in UDC 11-3A-8 and landscaping shall be provided on either side of the pathways as set forth in UDC 11-3B-12C.

Sidewalks (UDC [11-3A-17](#)):

Detached sidewalks are required to be provided along all arterial and collector streets; attached (or detached) sidewalks may be provided along internal local streets. Sidewalks are proposed in accord with the standards listed in UDC 11-3A-17, except for along the east side of Rustic Oak, north of W. Lost Rapids St., where an attached 7' wide sidewalk is proposed. **This sidewalk should be detached from the curb in accord with UDC 11-3A-17.**

Parkways (UDC [11-3A-17](#)):

Eight-foot wide parkways are proposed adjacent to the north/south collector street (N. Rustic Oak Way) and are required to be constructed in accord with the standards listed in UDC 11-3A-17 and landscaped in accord with the standards listed in UDC 11-3B-7C. *Note: The Master Plan included in Section VIII.A appears to include landscaped parkways throughout the development; however, they are only proposed along N. Rustic Oak Way.*

Landscaping (UDC [11-3B](#)):

Street buffers are required to be provided within the development as follows: a 35-foot wide street buffer is required along W. Chinden Blvd./SH 20-26, an entryway corridor; and a 20' wide buffer is required along N. Rustic Oak Way, N. McDermott Rd. and W. Ramblin St., collector streets, landscaped in accord with the standards listed in UDC 11-3B-7C.

A 25' wide buffer is required on the C-G zoned property to residential uses as set forth in UDC Table 11-2B-3, landscaped per the standards listed in UDC 11-3B-9C. The buffer area should be comprised of a mix of evergreen and deciduous trees, shrubs, lawn or other vegetative groundcover that results in a barrier that allowed trees to touch at the time of maturity.

Parkways where provided are required to be landscaped in accord with the standards listed in [UDC 11-3B-7C](#). **The total linear feet of parkways with the required and proposed number of trees should be included in the Landscape Calculations table on the final plat landscape plan to demonstrate compliance with the required standards.**

Landscaping is required along all pathways in accord with the standards listed in [UDC 11-3B-12C](#). **The total linear feet of pathways with the required and proposed number of trees should be included in the Landscape Calculations table on the final plat landscape plan to demonstrate compliance with UDC standards.**

Common open space is required to be landscaped in accord with the standards listed in [UDC 11-3G-3E](#). **The total square footage of common open space with the required and proposed number of trees should be included in the Landscape Calculations table on the final plat landscape plan to demonstrate compliance with the UDC standards.**

Parking lot landscaping is required to be provided in the commercial portion of the development in accord with the standards listed in UDC 11-3B-8C.

If any existing trees on the site are proposed to be removed, mitigation may be required per the standards listed in UDC 11-3B-10C.5. The Applicant should coordinate with Matt Perkins, the City Arborist, to determine mitigation requirements if any existing trees are *not* proposed to be retained on site.

Noise abatement is required to be provided in the form of a berm or a berm and wall combination parallel to W. Chinden Blvd./SH 20-26 constructed in accord with the standards listed in UDC 11-3H-4D. **A detail/cross-section of the proposed noise abatement should be submitted with the final plat application for the commercial portion of the development that demonstrates compliance with the required standards.**

Qualified Open Space (UDC [11-3G](#)):

A minimum of 10% *qualified* open space meeting the standards listed in UDC 11-3G-3B is required for the residential portion of the development. Based on 105.08 acres, a minimum of 10.51 acres of qualified open space should be provided.

A qualified open space exhibit was submitted, included in Section VIII.E, that depicts 11.56 acres (or 11%) of open space consisting of the entire buffer along collector streets (McDermott & Rustic Oak), open space areas of at least 50' x 100' in area and linear open space in accord with UDC standards. *Note: Although a couple of the lots (i.e. Lot 30, Block 1 and Lot 29, Block 9) counted toward qualified open space don't meet the minimum dimensional standards of 50' x 100', the rest of the area does qualify which still exceeds the minimum standards.*

Because the multi-family portion of the development is proposed to be subdivided with each 4-plex on its own individual lot for the option of separate ownership of the 4-plex buildings, Staff recommends a provision is included in the DA that requires one management company handle the leasing and maintenance of the entire project to ensure better overall consistent management of the development.

Qualified Site Amenities (UDC [11-3G](#)):

A minimum of (1) site amenity is required for every 20 acres of development area. Based on the residential area of the proposed plat (105.08 acres), a *minimum* of five (5) qualified site amenities are required to be provided per the standards listed in [UDC 11-3G-3C](#). A site amenity exhibit and renderings are included in Section VIII.E.

A 3,750+/- square foot clubhouse with restrooms, an exercise area, office and meeting room with an outdoor patio and a 54' x 30' +/- swimming pool, one large tot lot on Lot 1, Block 9 and (2) smaller tot lots on Lot 1, Block 13 and Lot 12, Block 6 with children's play equipment, an enclosed 5,500+/- s.f. dog park (although this area may be just a pocket park with no dog facilities depending on what is desired by future residents), segments of the City's multi-use regional pathway system, and additional qualified open space exceeding 20,000 square feet are proposed as amenities in *excess* of UDC standards. Amenities are proposed from the following categories listed in UDC 11-3G-3C: quality of life, recreation and pedestrian or bicycle circulation system, in accord with UDC standards. **Details of these amenities should be submitted with the final plat applications for the phases in which they are located.**

Storm Drainage (UDC [11-3A-18](#)):

An adequate storm drainage system is required in accord with the City's adopted standards, specifications and ordinances as set forth in UDC 11-3A-18. Design and construction shall follow Best Management Practice as adopted by the City. Sub-surface drainage is proposed but swales could be incorporated if needed.

Pressurized Irrigation (UDC [11-3A-15](#)):

Underground pressurized irrigation water is required to be provided in each development as set forth in UDC 11-3A-15. This property is within the Settler's Irrigation District and the Nampa & Meridian Irrigation District's boundaries.

Waterways (UDC [11-3A-6](#)):

The West Tap Sublateral runs east/west across the southern portion of this site within a 20' wide drainage district easement; and a 15' wide irrigation easement runs east/west across the northern portion of the site as depicted on the Peregrine Heights subdivision plat. This waterway is planned to be relocated and piped. **If the easement(s) for the waterway is greater than 10' in width, it should be placed in a common lot that is a minimum of 20' in width and outside of a fenced area, unless modified by City Council in accord with UDC 11-3A-6E.**

All waterways are required to be piped unless used as a water amenity of linear open space as defined in UDC 11-1A-1 in accord with UDC 11-3A-6B.

Fencing (UDC [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-6C and 11-3A-7. Fencing is depicted on the landscape plan.

Fences abutting pathways and common open space lots not entirely visible from a public street is required to be an open vision or semi-private fence up to 6' in height as it provides visibility from adjacent homes or buildings per UDC 11-3A-7A.7. **Staff is concerned there is not enough visibility from the street of the common area on Lot 1, Block 2 located behind building lots and around Lot 37, Block 12 and recommends the fencing type is revised on the perimeter of these lots to comply with this standard.**

Building Elevations (UDC [11-3A-19](#) | [Architectural Standards Manual](#)):

The Applicant submitted sample photo elevations and renderings of the different home types planned to be constructed in this development which are included in Section VIII.G. Homes depicted are a mix of 1- and 2-story units of varying sizes for the variety of lot sizes proposed. Building materials consist of a mix of finish materials with stone/brick veneer accents.

Because the side and/or rear of 2-story homes that face collector streets (i.e. N. McDermott Rd., N. Rustic Oak Way and W. Ramblin St.) will be highly visible, these elevations, should incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines that are visible from the subject public street. Single-story structures are exempt from this requirement.

A Certificate of Zoning Compliance and Design Review application is required to be submitted and approved prior to submittal of any building permit applications for the clubhouse, swimming pool facility, single-family attached, townhome and multi-family structures. The design of such is required to comply with the design standards listed in the Architectural Standards Manual. *Design review is not required for single-family detached homes.*

C. Private Streets (UDC [11-3F](#))

A private street loop (N. Highfire Loop) is proposed for access within the portion of the development where townhomes are proposed on Lots 17-70, Block 8 adjacent to the southern boundary of the commercial development. The Applicant believes a private street in this area will enhance safety and vehicular circulation by creating a clear path of travel for emergency vehicles and residential traffic. Mews nor a gated development are proposed as the Applicant believes a gate would detract from site circulation and would physically and figuratively disjoint the townhomes from the rest of the community.

Private streets are not intended for townhome developments other than those that create a common mew through the site design or that propose a limited gated residential development per UDC 11-3F-1. The applicability may be extended where the Director or Fire Marshall determines that private streets will enhance the safety of the development. The Applicant requests alternative compliance to UDC 11-3F-1 to allow the development as proposed, without a mew(s) or a gated entry.

As noted above in Section VI.B, Lot Layout, Staff recommends changes to the layout of the portion of the plat where the private street is proposed. Staff and the Fire Dept. does *not* believe safety is enhanced by the provision of a private street in this area with the density and lot layout proposed and in fact, believes it creates a safety/emergency access issue due to the likelihood of vehicles parking in fire lanes due to inadequacy of parking for guests and overflow parking. Therefore, Staff does *not* recommend approval of the private street as proposed; a subsequent request for private streets may be considered *if* warranted by the redesign.

D. Alternative Compliance (UDC [11-5B-5](#))

Alternative Compliance to UDC 11-3F-1, which requires a new or limited gated development to be provided when townhomes are proposed, is also requested. The Applicant's request is based on their belief that the townhome portion of the development will better integrate with the rest of the Prescott Ridge community and will be easily accessible and usable without a gated entry and will provide a safer path of travel for emergency vehicles.

Because Staff is not supportive of the proposed design of the townhome portion of the development with the private street, Staff is in turn not supportive of the request for alternative compliance. As noted above in Section VI.B, Lot Layout, Staff recommends changes to the layout of this portion of the plat. A subsequent request may be considered *if* warranted by the redesign.

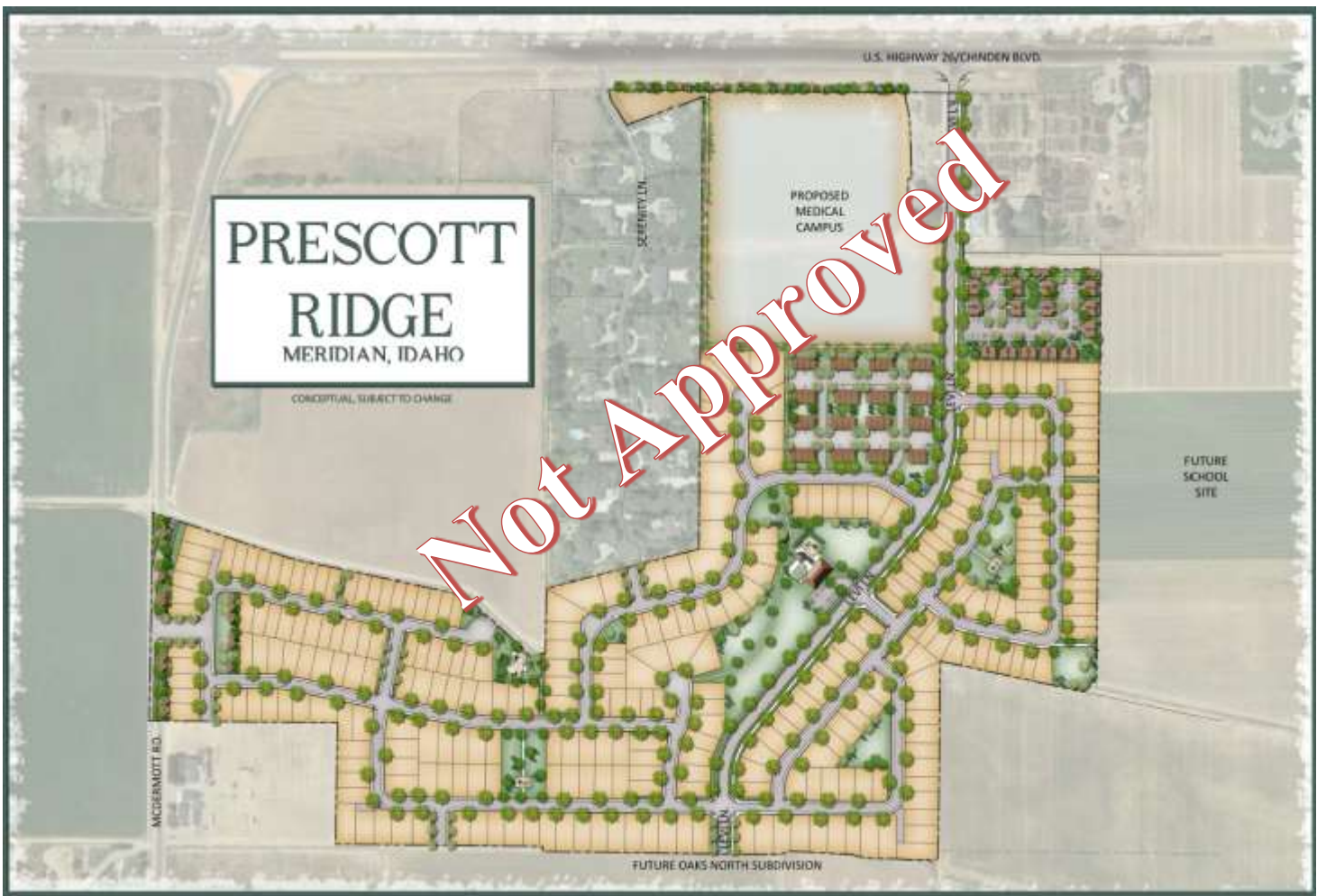
VII. DECISION

A. Staff:

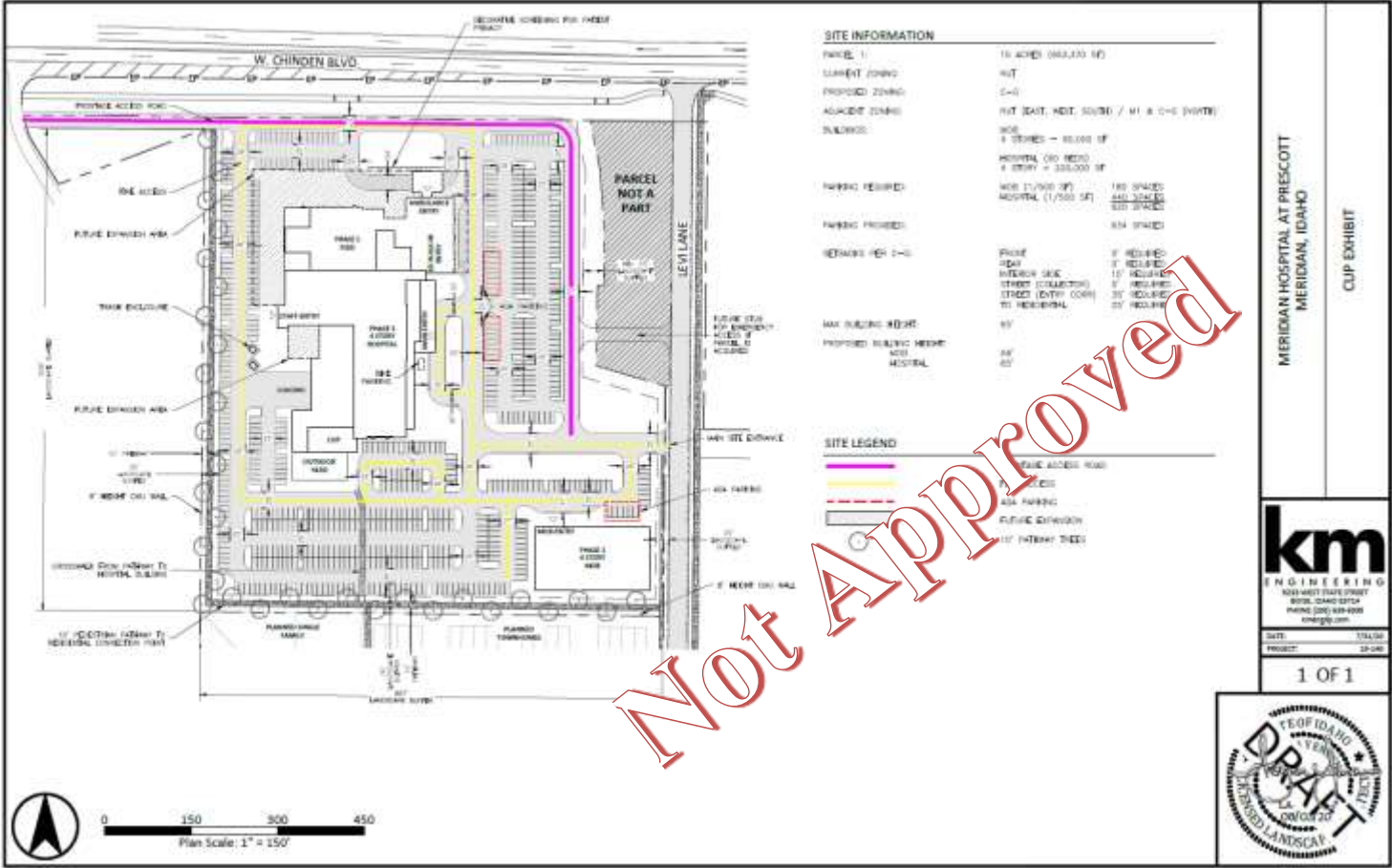
Staff recommends approval of the requested annexation and zoning with the requirement of a Development Agreement and approval of the requested preliminary plat with the conditions noted in Section IX.A and denial of the request for a private street and alternative compliance per the Findings in Section X.

VIII. EXHIBITS

A. Master Plan Conceptual Rendering & Medical Campus Conceptual Development Plan - NOT APPROVED



Note: Although tree-lined trees are depicted, parkways with detached sidewalks are not proposed except for along the collector streets (i.e. N. Rustic Oak Way & McDermott Rd.) and on common lot end-caps; an east/west oriented mew with landscaping is depicted within the townhome portion of the development which is also not proposed.



SITE INFORMATION

PARCEL 1:	15 ACRES (648,000 SF)
USE/TYPE ZONING:	HUT
PROPOSED ZONING:	C-4
ADJACENT ZONING:	HUT (EAST, WEST, SOUTH) / M1 & C-4 (NORTH)
BUILDINGS:	NOE 4 STOREY - 85,000 SF HOSPITAL (NO. MEDS) 4 STOREY - 330,000 SF
PARKING REQUIRED:	NOE 11,500 SP HOSPITAL (1,700 SF) 180 SPACES HOSPITAL (1,700 SF) 440 SPACES 300 SPACES
PARKING PROVIDED:	434 SPACES
REQUIRE PER C-4:	FRONT 5' REQUIRED SIDE 5' REQUIRED REAR 5' REQUIRED STREET COLLECTION 2' REQUIRED STREET ENTRY CORN 33' REQUIRED TO NEIGHBOR 25' REQUIRED
MAX BUILDING HEIGHT:	65'
PROPOSED BUILDING HEIGHT:	NOE HOSPITAL

SITE LEGEND

	PLANNED ACCESS ROAD
	PLANNED DRIVE
	NOE PARKING
	FUTURE DRIVEWAY
	10' PATIOWAY THREE

MERIDIAN HOSPITAL AT PRESCOTT
MERIDIAN, IDAHO
CUP EXHIBIT

km
ENGINEERING
808 WEST DAVIS STREET
BOZEMAN, IDAHO 83725
PHONE (208) 338-4200
kmengr.com

DATE: 11/14/18
PROJECT: 18-040

1 OF 1



B. Annexation & Zoning Legal Descriptions and Exhibit Maps





April 6, 2020
Project No. 18-140

Exhibit A
Legal Description for
Annexation
Prescott Ridge Subdivision

A parcel of land situated in a portion of the West 1/2 of the Northeast 1/4 and a portion of the West 1/2 of Section 28, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

Commencing at an aluminum cap marking the Northwest corner said Section 28, which bears N89°27'17"W a distance of 2,609.40 feet from an aluminum cap marking the North 1/4 corner of said Section 28, thence following the northerly line of the Northwest 1/4 of said Section 28, S89°27'17"E a distance of 1,484.66 feet to the **POINT OF BEGINNING**.

Thence following said northerly line, S89°27'17"E a distance of 982.15 feet to a point;
Thence leaving said northerly line, S00°32'43"W a distance of 125.00 feet to a point;
Thence S01°27'47"E a distance of 6.95 feet to a point;
Thence S11°01'47"E a distance of 80.41 feet to a 5/8-inch rebar;
Thence S04°02'47"E a distance of 96.02 feet to a 5/8-inch rebar;
Thence S00°27'47"E a distance of 104.59 feet to a 5/8-inch rebar;
Thence N89°27'17"W a distance of 12.18 feet to a 1/2-inch rebar;
Thence S00°32'13"W a distance of 139.52 feet to a 1/2-inch rebar;
Thence S73°36'44"E a distance of 131.95 feet to a 1/2-inch rebar on the easterly line of the Northwest 1/4 of said Section 28;
Thence following said easterly line, N00°43'55"E a distance of 586.55 feet to a aluminum cap marking the North 1/4 corner of said Section 28;
Thence leaving said easterly line and following the northerly line of the Northeast 1/4 of said Section 28, S89°25'25"E a distance of 60.00 feet to a point;
Thence leaving said northerly line, S00°43'55"W a distance of 658.89 feet to a point;
Thence S89°24'23"E a distance of 1,248.58 feet to a 5/8-inch rebar on the easterly line of the West 1/2 of the Northeast 1/4 of said Section 28;
Thence following said easterly line, S00°36'13"W a distance of 1,615.76 feet to a 5/8-inch rebar;
Thence leaving said easterly line, N77°58'17"W a distance of 1,338.12 feet to a 5/8-inch rebar on the easterly line of the Northwest 1/4 of said Section 28;
Thence following said easterly line, S00°43'55"W a distance of 625.95 feet to 2-inch pipe marking the Center 1/4 of said Section 28;
Thence leaving said easterly line, S00°43'51"W a distance of 24.35 feet to a 5/8-inch rebar;
Thence S53°05'53"W a distance of 16.53 feet to a 5/8-inch rebar;
Thence N78°07'38"W a distance of 19.68 feet to a 5/8-inch rebar;
Thence S89°18'46"W a distance of 45.49 feet to a 5/8-inch rebar;
Thence N86°14'49"W a distance of 63.62 feet to a 5/8-inch rebar;
Thence N88°50'04"W a distance of 85.57 feet to a 5/8-inch rebar;
Thence N80°59'54"W a distance of 36.69 feet to a 5/8-inch rebar;
Thence N70°27'41"W a distance of 25.64 feet to a 5/8-inch rebar;

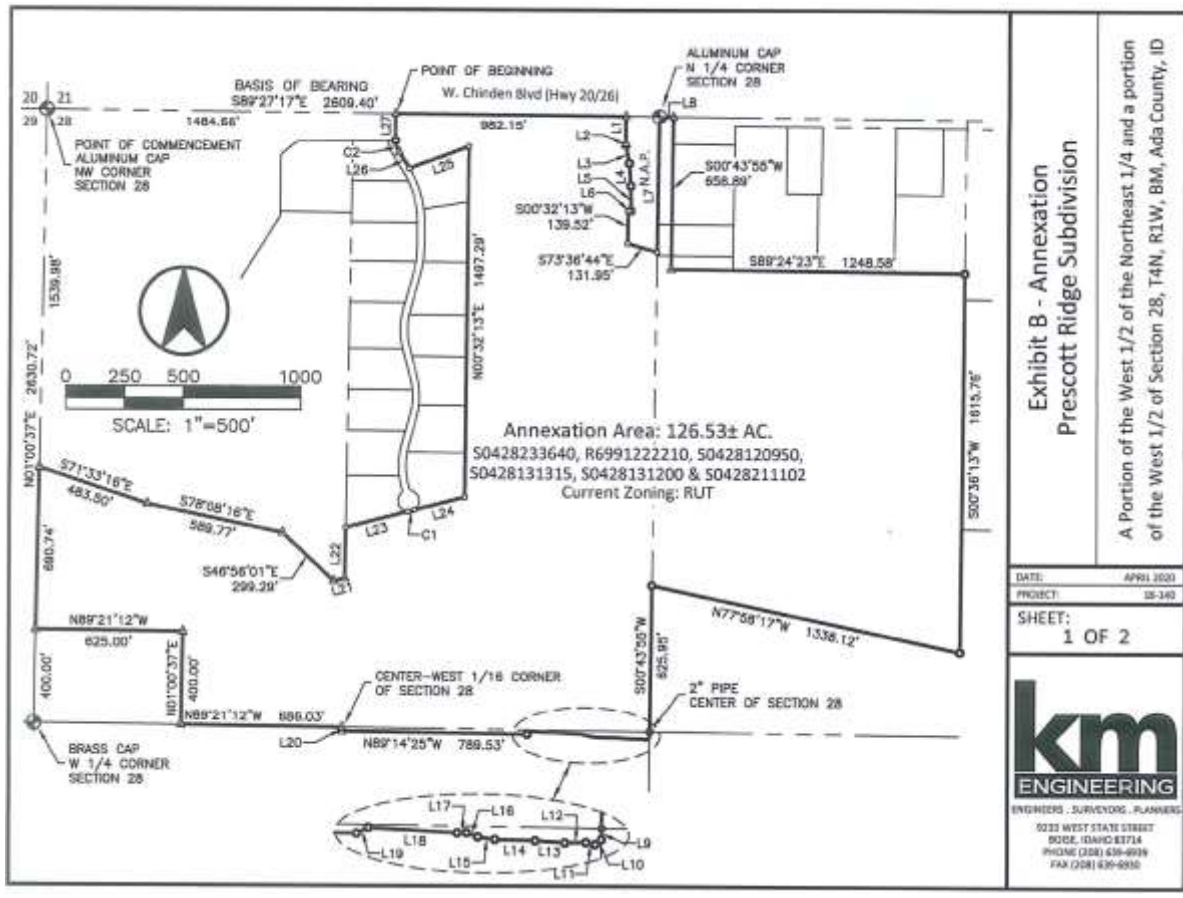
Thence S89°15'00"W a distance of 20.04 feet to a 5/8-inch rebar;
 Thence N86°53'39"W a distance of 189.53 feet to a 5/8-inch rebar;
 Thence S64°04'03"W a distance of 27.64 feet to a 5/8-inch rebar;
 Thence N89°14'25"W a distance of 789.53 feet to a point;
 Thence N00°52'21"E a distance of 16.96 feet to a point being the Center West 1/16 corner of said Section 28;
 Thence following the southerly line of the Northwest 1/4 of said Section 28, N89°21'12"W a distance of 686.03 feet to a point;
 Thence leaving said southerly line, N01°00'37"E a distance of 400.00 feet to a point;
 Thence N89°21'12"W a distance of 625.00 feet to a point on the westerly line of the Northwest 1/4 of said Section 28;
 Thence following said westerly line, N01°00'37"E a distance of 690.74 feet to a point;
 Thence leaving said westerly line, S71°33'16"E a distance of 483.50 feet to a point;
 Thence S78°08'16"E a distance of 589.77 feet to a point;
 Thence S46°56'01"E a distance of 299.29 feet to a point;
 Thence N75°51'12"E a distance of 48.41 feet to a point;
 Thence N00°52'17"E a distance of 215.98 feet to a 1/2-inch rebar;
 Thence N75°32'13"E a distance of 272.40 feet to a 1/2-inch rebar;
 Thence 30.59 feet along the arc of a circular curve to the left, said curve having a radius of 45.00 feet, a delta angle of 38°56'33", a chord bearing of N75°32'13"E and a chord distance of 30.00 feet to a 1/2-inch rebar;
 Thence N75°32'13"E a distance of 219.13 feet to a 1/2-inch rebar;
 Thence N00°32'13"E a distance of 1,497.29 feet to a 1/2-inch rebar;
 Thence S69°18'13"W a distance of 270.56 feet to a 1/2-inch rebar;
 Thence N31°55'35"W a distance of 81.73 feet to a point;
 Thence 53.14 feet along the arc of a circular curve to the right, said curve having a radius of 115.00 feet, a delta angle of 26°28'39", a chord bearing of N18°41'13"W and a chord distance of 52.67 feet to a 5/8-inch rebar;
 Thence N00°32'43"E a distance of 125.29 feet to the **POINT OF BEGINNING.**

Said parcel contains a total of 126.527 acres, more or less.

Attached hereto is Exhibit B and by this reference is hereby made a part of.



Client
 Project Name



LINE TABLE			LINE TABLE		
LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S0°32'43"W	125.00	L10	N8°50'54"W	36.69
L2	S1°27'47"E	8.95	L16	N7°27'41"W	25.64
L3	S11°01'47"E	80.41	L17	S8°10'50"W	20.04
L4	S4°02'47"E	96.02	L18	N8°53'39"W	189.53
L5	S0°27'47"E	104.59	L19	S84°04'03"W	27.64
L6	N8°27'17"W	12.18	L20	N0°52'21"E	16.96
L7	N0°43'55"E	596.55	L21	N7°51'13"E	48.41
L8	S8°25'25"E	60.00	L22	N0°52'17"E	215.98
L9	S0°43'51"W	24.35	L23	N7°32'13"E	272.40
L10	S53°06'53"W	14.53	L24	N7°32'13"E	219.13
L11	N7°50'36"W	19.68	L25	S8°18'13"W	270.58
L12	S8°18'46"W	45.49	L26	N31°55'35"W	81.73
L13	N8°14'49"W	83.62	L27	N0°32'43"E	125.29
L14	N8°50'04"W	85.57			

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	45.00'	30.59'	38°56'33"	N7°32'13"E	30.00'
C2	115.00'	53.14'	28°28'36"	N18°41'13"W	52.67'

km ENGINEERING	
ENGINEERS, SURVEYORS, PLANNERS	
5033 WEST STATE STREET BOISE, IDAHO 83714 PHONE (208) 439-4939 FAX (208) 439-4935	



April 7, 2020
Project No. 18-140

Exhibit A
Legal Description for
Rezone to R-8
Prescott Ridge Subdivision

A parcel of land situated in a portion of the West 1/2 of the Northeast 1/4 and a portion of the West 1/2 of Section 28, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

Commencing at an aluminum cap marking the Northwest corner said Section 28, which bears N89°27'17"W a distance of 2,609.40 feet from an aluminum cap marking the North 1/4 corner of said Section 28, thence following the northerly line of the Northwest 1/4 of said Section 28, S89°27'17"E a distance of 2,609.40 feet to the **POINT OF BEGINNING**.

Thence following the northerly line of the Northeast 1/4 of said Section 28, S89°25'25"E a distance of 60.00 feet to a point;

Thence leaving said northerly line, S00°43'55"W a distance of 658.89 feet to a point;

Thence S89°24'23"E a distance of 1,248.58 feet to a 5/8-inch rebar on the easterly line of the West 1/2 of the Northeast 1/4 of said Section 28;

Thence following said easterly line, S00°36'13"W a distance of 1,615.76 feet to a 5/8-inch rebar;

Thence leaving said easterly line, N77°58'17"W a distance of 1,338.12 feet to a 5/8-inch rebar on the easterly line of the Northwest 1/4 of said Section 28;

Thence following said easterly line, S00°43'55"W a distance of 625.95 feet to 2-inch pipe marking the Center 1/4 of said Section 28;

Thence leaving said easterly line, S00°43'51"W a distance of 24.35 feet to a 5/8-inch rebar;

Thence S53°05'53"W a distance of 16.53 feet to a 5/8-inch rebar;

Thence N78°07'38"W a distance of 19.68 feet to a 5/8-inch rebar;

Thence S89°18'46"W a distance of 45.49 feet to a 5/8-inch rebar;

Thence N86°14'49"W a distance of 63.62 feet to a 5/8-inch rebar;

Thence N88°50'04"W a distance of 85.57 feet to a 5/8-inch rebar;

Thence N80°59'54"W a distance of 36.69 feet to a 5/8-inch rebar;

Thence N70°27'41"W a distance of 25.64 feet to a 5/8-inch rebar;

Thence S89°15'00"W a distance of 20.04 feet to a 5/8-inch rebar;

Thence N86°53'39"W a distance of 189.53 feet to a 5/8-inch rebar;

Thence S64°04'03"W a distance of 27.64 feet to a 5/8-inch rebar;

Thence N89°14'25"W a distance of 789.53 feet to a point;

Thence N00°52'21"E a distance of 16.96 feet to a point being the Center West 1/16 corner of said Section 28;

Thence following the southerly line of the Northwest 1/4 of said Section 28, N89°21'12"W a distance of 686.03 feet to a point;

Thence leaving said southerly line, N01°00'37"E a distance of 400.00 feet to a point;

Thence N89°21'12"W a distance of 625.00 feet to a point on the westerly line of the Northwest 1/4 of said Section 28;

Thence following said westerly line, N01°00'37"E a distance of 690.74 feet to a point;

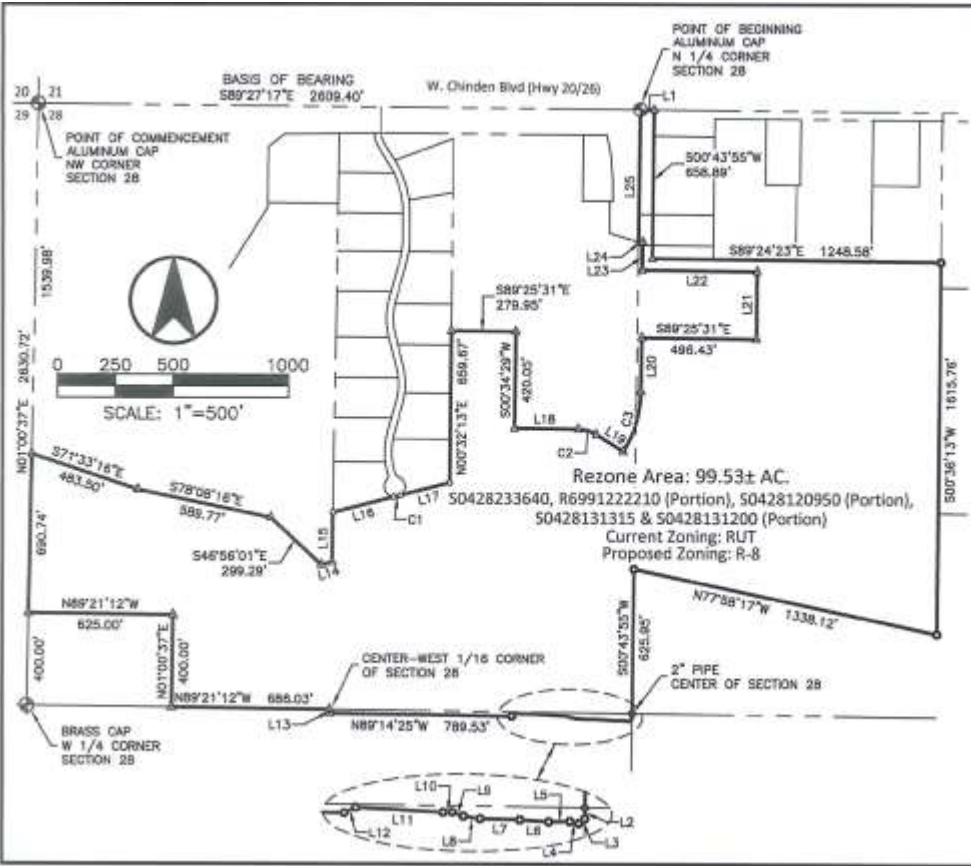
Thence leaving said westerly line, S71°33'16"E a distance of 483.50 feet to a point;
 Thence S78°08'16"E a distance of 589.77 feet to a point;
 Thence S46°56'01"E a distance of 299.29 feet to a point;
 Thence N75°51'12"E a distance of 48.41 feet to a point;
 Thence N00°52'17"E a distance of 215.98 feet to a 1/2-inch rebar;
 Thence N75°32'13"E a distance of 272.40 feet to a 1/2-inch rebar;
 Thence 30.59 feet along the arc of a circular curve to the left, said curve having a radius of 45.00 feet, a delta angle of 38°56'33", a chord bearing of N75°32'13"E and a chord distance of 30.00 feet to a 1/2-inch rebar;
 Thence N75°32'13"E a distance of 219.13 feet to a 1/2-inch rebar;
 Thence N00°32'13"E a distance of 659.67 feet to a point;
 Thence S89°25'31"E a distance of 279.95 feet to a point;
 Thence S00°34'29"W a distance of 420.05 feet to a point;
 Thence S89°25'31"E a distance of 275.60 feet to a point;
 Thence 82.73 feet along the arc of a circular curve to the right, said curve having a radius of 150.00 feet, a delta angle of 31°36'09", a chord bearing of S73°37'27"E and a chord distance of 81.69 feet to a point;
 Thence S57°49'22"E a distance of 138.82 feet to a point;
 Thence 275.78 feet along the arc of a circular curve to the left, said curve having a radius of 500.00 feet, a delta angle of 31°36'09", a chord bearing of N16°22'33"E and a chord distance of 272.30 feet to a point;
 Thence N00°34'29"E a distance of 233.13 feet to a point;
 Thence S89°25'31"E a distance of 496.43 feet to a point;
 Thence N00°36'19"E a distance of 294.85 feet to a point;
 Thence N89°24'23"W a distance of 496.59 feet to a point;
 Thence N00°34'29"E a distance of 122.33 feet to a point;
 Thence N89°25'31"W a distance of 17.44 feet to a point on the easterly line of the Northwest 1/4 of said Section 28;
 Thence following said easterly line, N00°43'55"E a distance of 586.55 feet to the **POINT OF BEGINNING**.

Said parcel contains a total of 99.532 acres, more or less.

Attached hereto is Exhibit B and by this reference is hereby made a part of.



Client
Project Name



**Exhibit B - Rezone to R-8
Prescott Ridge Subdivision**

A Portion of the West 1/2 of the Northeast 1/4 and a portion of the West 1/2 of Section 26, T4N, R1W, BM, Ada County, ID

DATE: APRIL 2020
PROJECT: 18-140
SHEET: 1 OF 2

km
ENGINEERING
ENGINEERS, SURVEYORS, PLANNERS
3033 WEST STATE STREET
BOISE, IDAHO 83714
PHONE (208) 689-6939
FAX (208) 639-6930

LINE	BEARING	DISTANCE
L1	S89°25'25"E	60.00
L2	S7°43'51"W	24.35
L3	S53°05'53"W	16.53
L4	N78°07'38"W	19.88
L5	S89°18'46"W	45.49
L6	N88°14'40"W	63.62
L7	N88°50'04"W	85.57
L8	N80°58'54"W	36.69
L9	N70°27'41"W	25.64
L10	S88°15'00"W	20.04
L11	N89°53'39"W	189.53
L12	S64°04'03"W	27.84
L13	N7°52'21"E	16.96
L14	N79°51'12"E	48.41

LINE	BEARING	DISTANCE
L15	N0°52'17"E	215.98
L16	N79°32'13"E	272.40
L17	N79°32'13"E	219.13
L18	S89°25'31"E	275.60
L19	S57°49'22"E	138.82
L20	N0°34'29"E	233.13
L21	N0°36'19"E	294.85
L22	N89°24'23"W	498.59
L23	N0°34'29"E	122.33
L24	N89°25'31"W	17.44
L25	N0°43'55"E	580.55

CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	45.00'	30.69'	38°56'33"	N79°32'13"E	30.00'
C2	150.00'	82.73'	31°38'09"	S73°37'27"E	81.69'
C3	500.00'	275.78'	31°38'09"	N16°22'33"E	272.30'

**Exhibit B - Rezone to R-8
Prescott Ridge Subdivision**

A Portion of the West 1/2 of the Northeast 1/4 and a portion of the West 1/2 of Section 28, T4N, R1W, BM, Ada County, ID

DATE: APRIL 2020
PROJECT: 18-140
SHEET: 2 OF 2

km
ENGINEERING
ENGINEERS, SURVEYORS, PLANNERS
3033 WEST STATE STREET
BOISE, IDAHO 83714
PHONE (208) 689-6939
FAX (208) 639-6930



April 7, 2020
Project No. 18-140

**Exhibit A
Legal Description for
Rezone to R-15
Prescott Ridge Subdivision**

A parcel of land situated in a portion of Northwest 1/4 and a portion of the West 1/2 of the Northeast 1/4 of Section 28, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

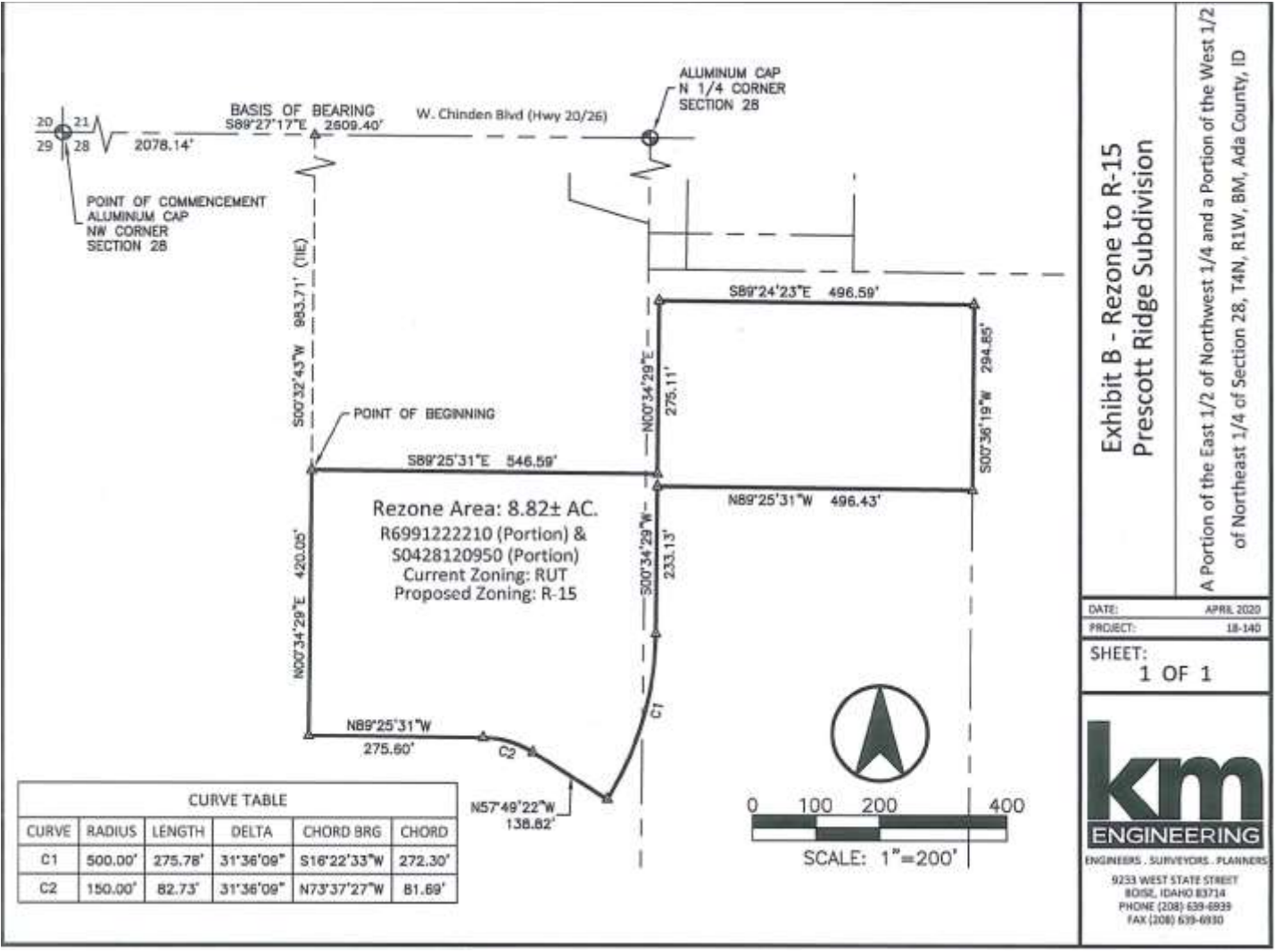
Commencing at an aluminum cap marking the Northwest corner said Section 28, which bears N89°27'17"W a distance of 2,609.40 feet from an aluminum cap marking the North 1/4 corner of said Section 28, thence following the northerly line of the Northwest 1/4 of said Section 28, S89°27'17"E a distance of 2,078.14 feet to a point;
Thence leaving said northerly line, S00°43'55"W a distance of 983.71 feet to the **POINT OF BEGINNING**.

Thence S89°25'31"E a distance of 546.59 feet to a point;
Thence N00°34'29"E a distance of 275.11 feet to a point;
Thence S89°24'23"E a distance of 496.59 feet to a point;
Thence S00°36'19"W a distance of 294.85 feet to a point;
Thence N89°25'31"W a distance of 496.43 feet to a point;
Thence S00°34'29"W a distance of 233.13 feet to a point;
Thence 275.78 feet along the arc of a circular curve to the right, said curve having a radius of 500.00 feet, a delta angle of 31°36'09", a chord bearing of S16°22'33"W and a chord distance of 272.30 feet to a point;
Thence N57°49'22"W a distance of 138.82 feet to a point;
Thence 82.73 feet along the arc of a circular curve to the left, said curve having a radius of 150.00 feet, a delta angle of 31°36'09", a chord bearing of N73°37'27"W and a chord distance of 81.69 feet to a point;
Thence N89°25'31"W a distance of 275.60 feet to a point;
Thence N00°34'29"E a distance of 420.05 feet to the **POINT OF BEGINNING**.

Said parcel contains a total of 8.822 acres, more or less.

Attached hereto is Exhibit B and by this reference is hereby made a part of.





**Exhibit B - Rezone to R-15
 Prescott Ridge Subdivision**

A Portion of the East 1/2 of Northwest 1/4 and a Portion of the West 1/2 of Northeast 1/4 of Section 28, T4N, R1W, BM, Ada County, ID



April 7, 2020
Project No. 18-140

**Exhibit A
Legal Description for
Rezone to C-G
Prescott Ridge Subdivision**

A parcel of land situated in a portion of Northwest 1/4 and a portion of the West 1/2 of the Northeast 1/4 of Section 28, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

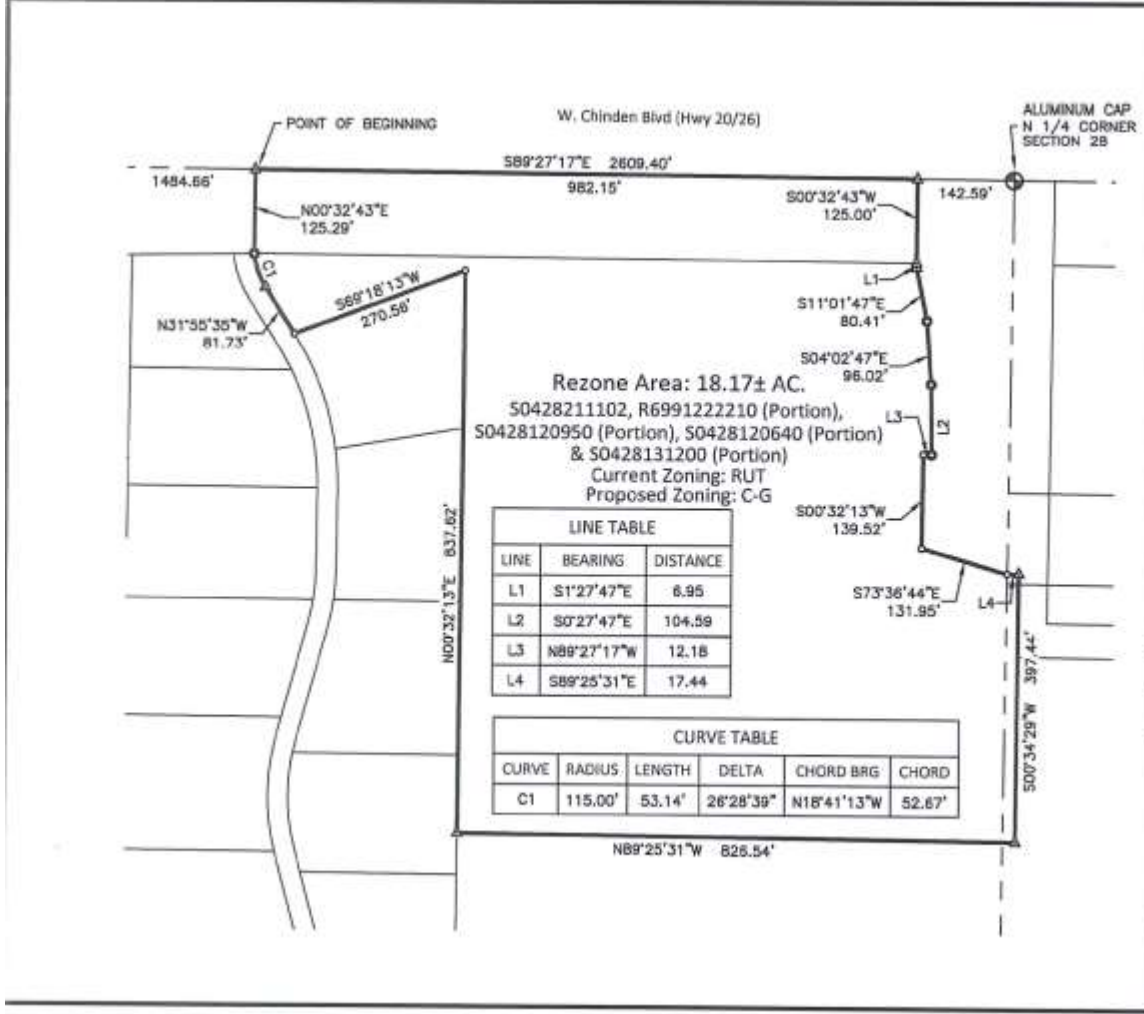
Commencing at an aluminum cap marking the Northwest corner said Section 28, which bears N89°27'17"W a distance of 2,609.40 feet from an aluminum cap marking the North 1/4 corner of said Section 28, thence following the northerly line of the Northwest 1/4 of said Section 28, S89°27'17"E a distance of 1,484.66 feet to the **POINT OF BEGINNING.**

Thence S89°27'17"E a distance of 982.15 feet to a point;
Thence S00°32'43"W a distance of 125.00 feet to a point;
Thence S01°27'47"E a distance of 6.95 feet to a point;
Thence S11°01'47"E a distance of 80.41 feet to a 5/8-inch rebar;
Thence S04°02'47"E a distance of 96.02 feet to a 5/8-inch rebar;
Thence S00°27'47"E a distance of 104.59 feet to a 5/8-inch rebar;
Thence N89°27'17"W a distance of 12.18 feet to a 1/2-inch rebar;
Thence S00°32'13"W a distance of 139.52 feet to a 1/2-inch rebar;
Thence S73°36'44"E a distance of 131.95 feet to a 1/2-inch rebar on the easterly line of the Northwest 1/4 of said Section 28;
Thence leaving said easterly line, S89°25'31"E a distance of 17.44 feet to a point;
Thence S00°34'29"W a distance of 397.44 feet to a point;
Thence N89°25'31"W a distance of 826.54 feet to a point;
Thence N00°32'13"E a distance of 837.62 feet to a 1/2-inch rebar;
Thence S69°18'13"W a distance of 270.56 feet to a 1/2-inch rebar;
Thence N31°55'35"W a distance of 81.73 feet to a point;
Thence 53.14 feet along the arc of a circular curve to the right, said curve having a radius of 115.00 feet, a delta angle of 26°28'39", a chord bearing of N18°41'13"W and a chord distance of 52.67 feet to a 5/8-inch rebar;
Thence N00°32'43"E a distance of 125.29 feet to the **POINT OF BEGINNING.**

Said parcel contains a total of 18.172 acres, more or less.

Attached hereto is Exhibit B and by this reference is hereby made a part of.





**Exhibit B - Rezone to C-G
Prescott Ridge Subdivision**

A Portion of the Northwest 1/4 and a Portion of the West 1/2 of the Northeast 1/4 of Section 28, T4N, R1W, BM, Ada County, ID

DATE: APRIL 2020
PROJECT: 18-140

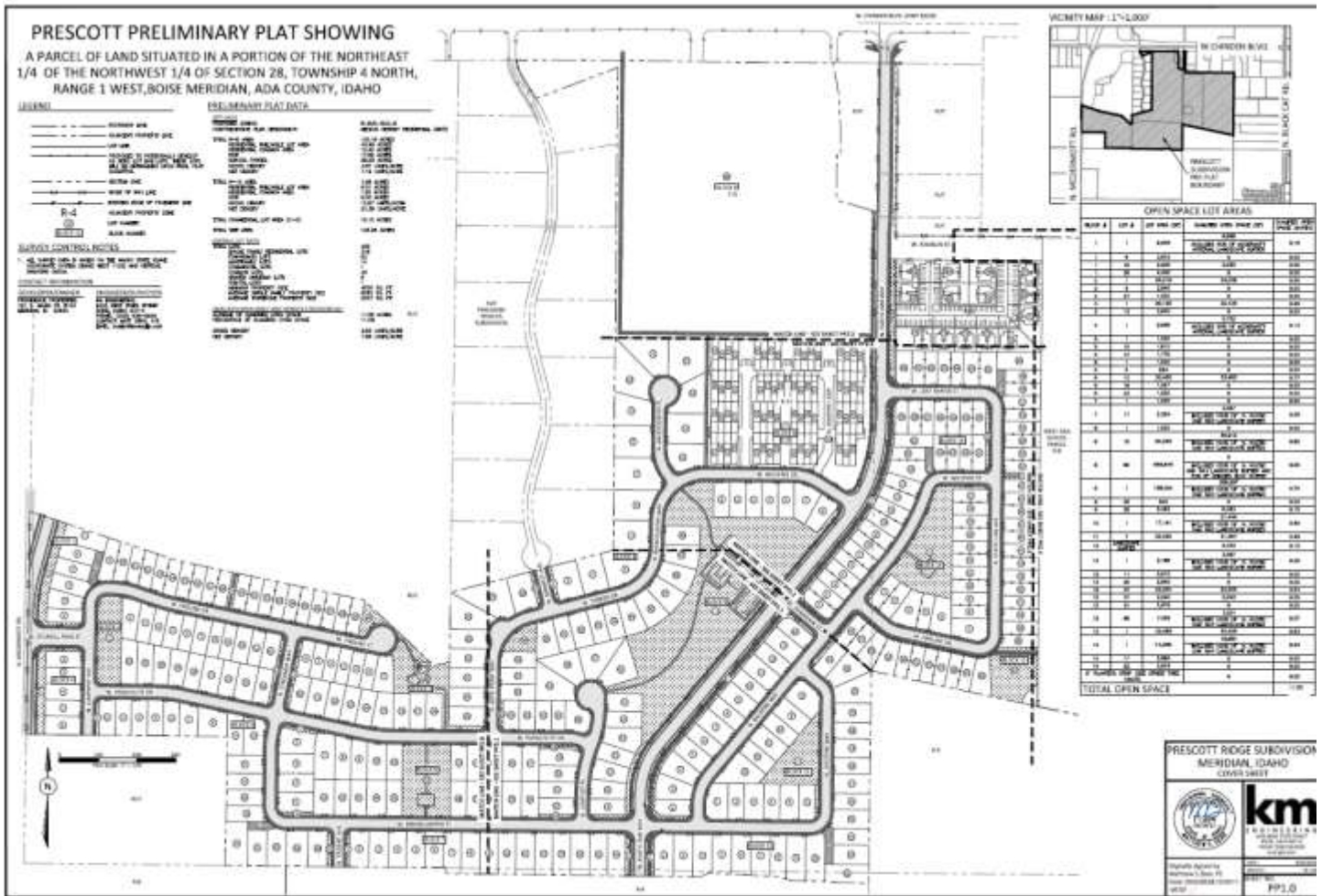
SHEET: 1 OF 1

km
ENGINEERING

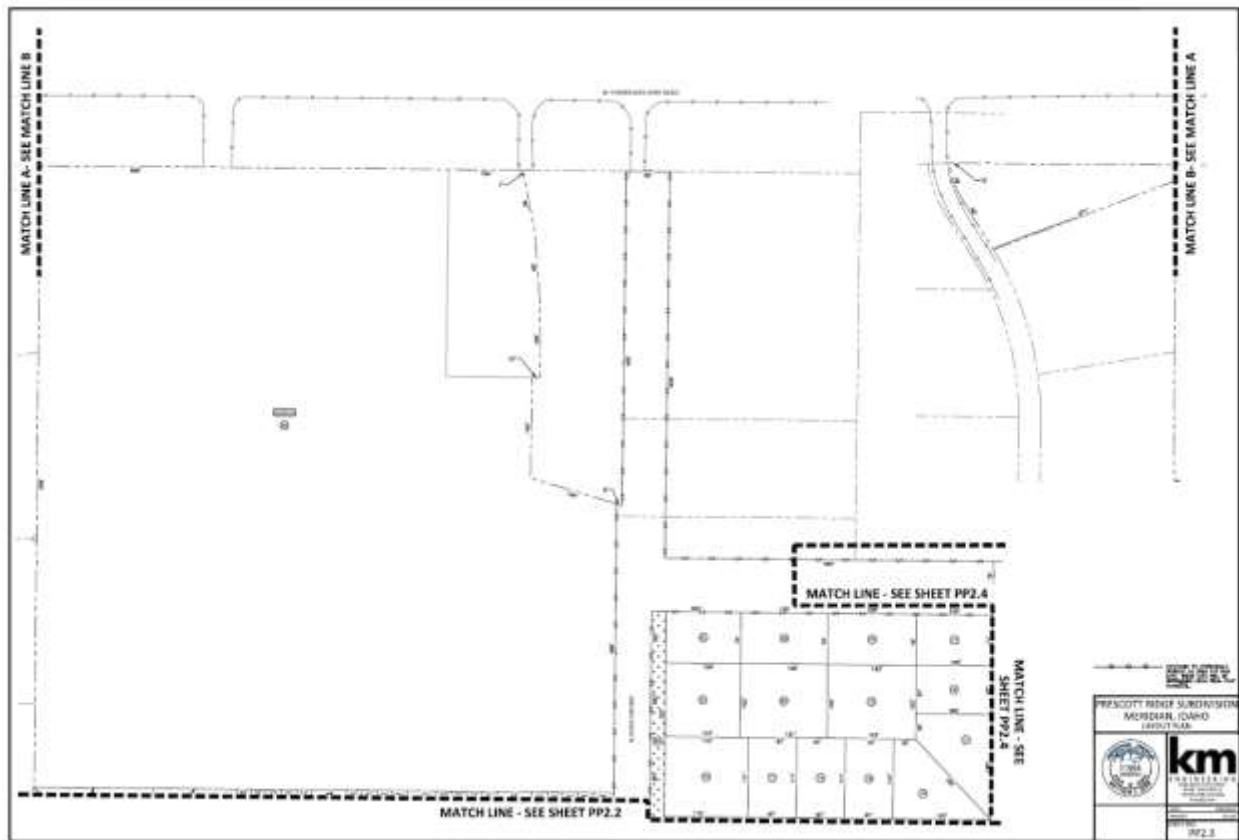
ENGINEERS · SURVEYORS · PLANNERS

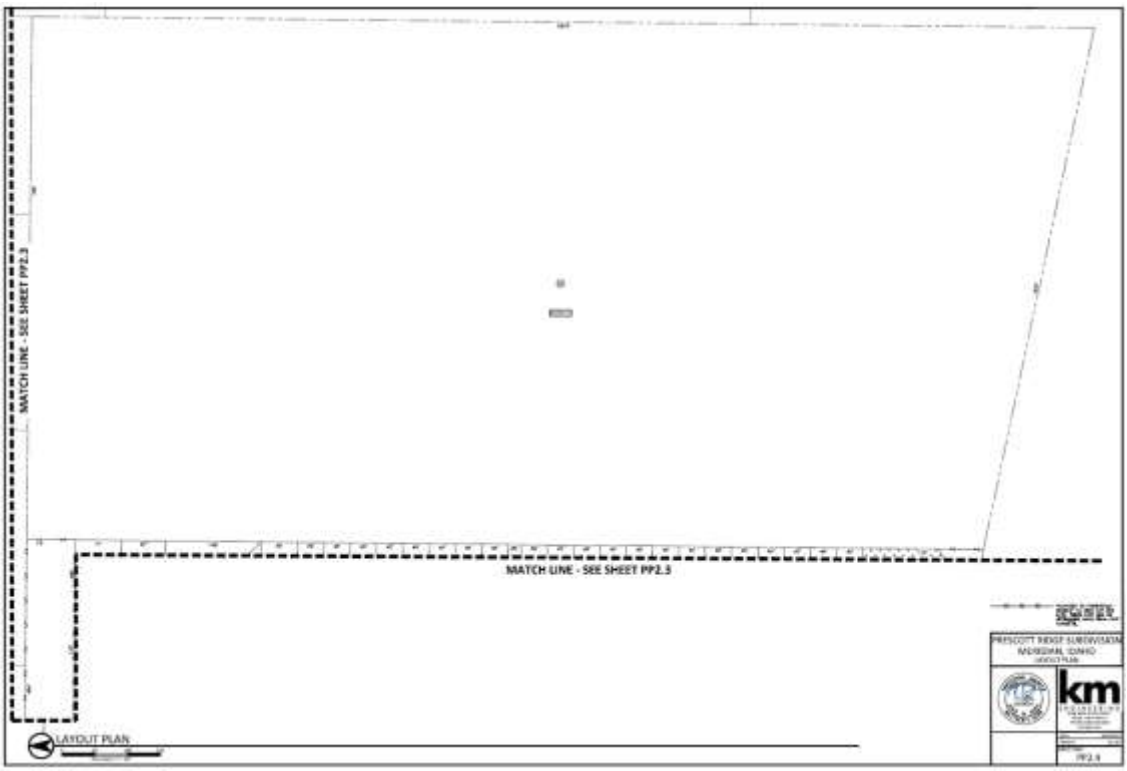
5233 WEST STATE STREET
BOISE, IDAHO 83714
PHONE (208) 639-6939
FAX (208) 639-6950

C. Preliminary Plat (date: 8/28/2020), Phasing Plan & Lot Layout Exhibit









PHASE	BUILDABLE LOTS	COMMON LOTS	TOTAL LOTS
1	68	18	86
2	48	3	51
3	42	2	44
4	43	6	49
5	42	1	43
6	38	4	42
7	38	5	43
8	63	1	64
9	1	0	1

PRESCOTT RIDGE SUBDIVISION
 MERIDIAN, IDAHO
 PHASING EXHIBIT

km
 ENGINEERING
 8633 WEST OAKS STREET
 BOISE, IDAHO 83714
 PHONE (208) 604-6100
 kmengr.com

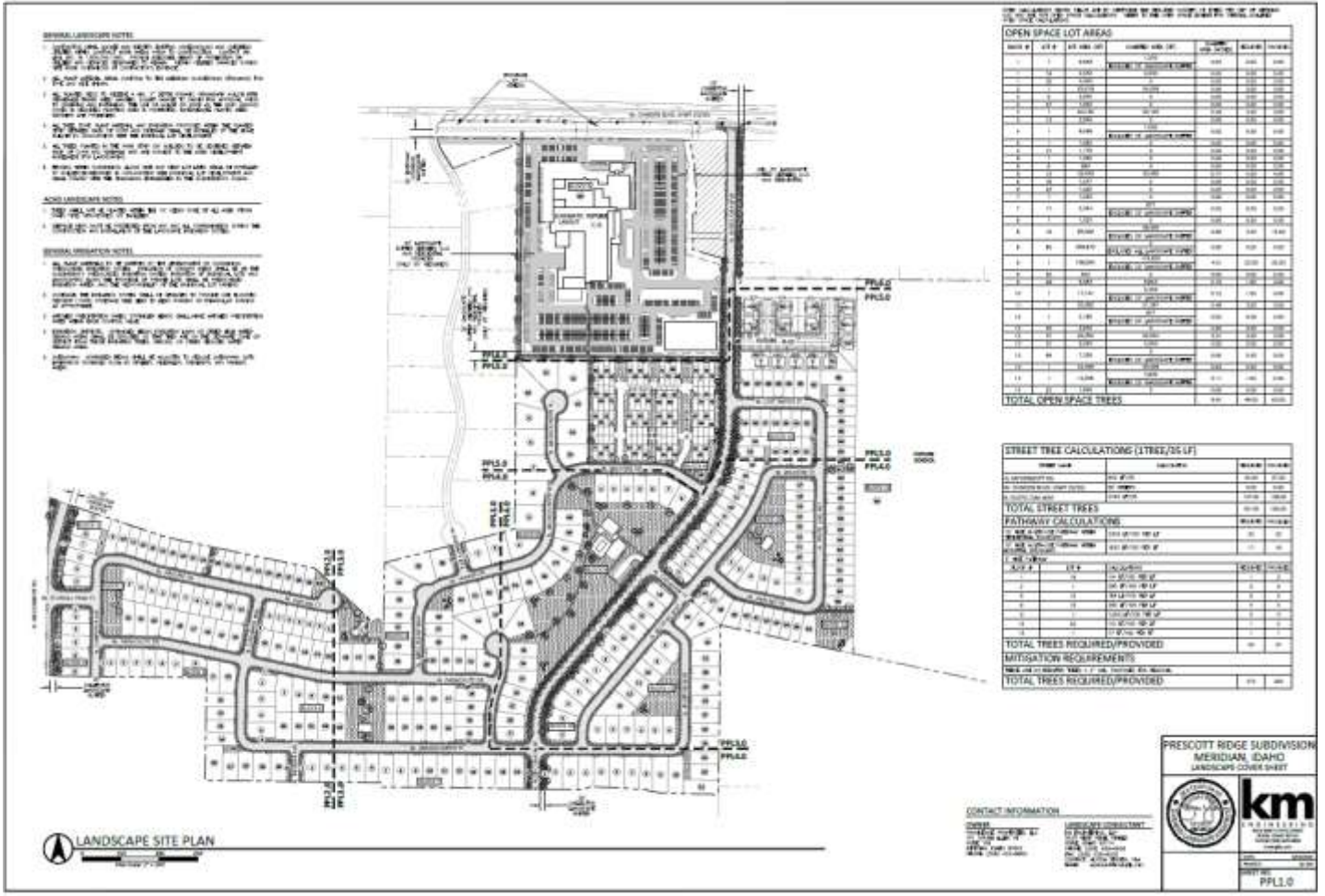
DATE: 8/17/2007
 PROJECT: 070407

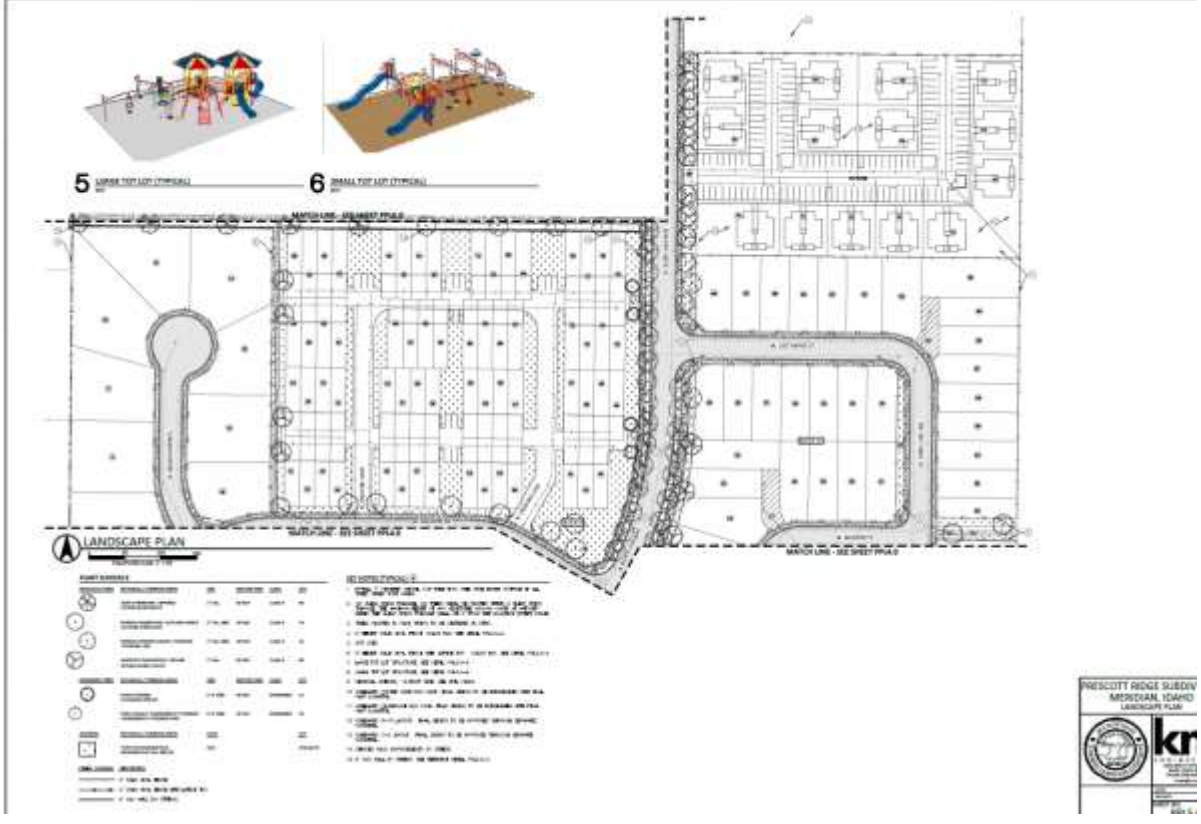
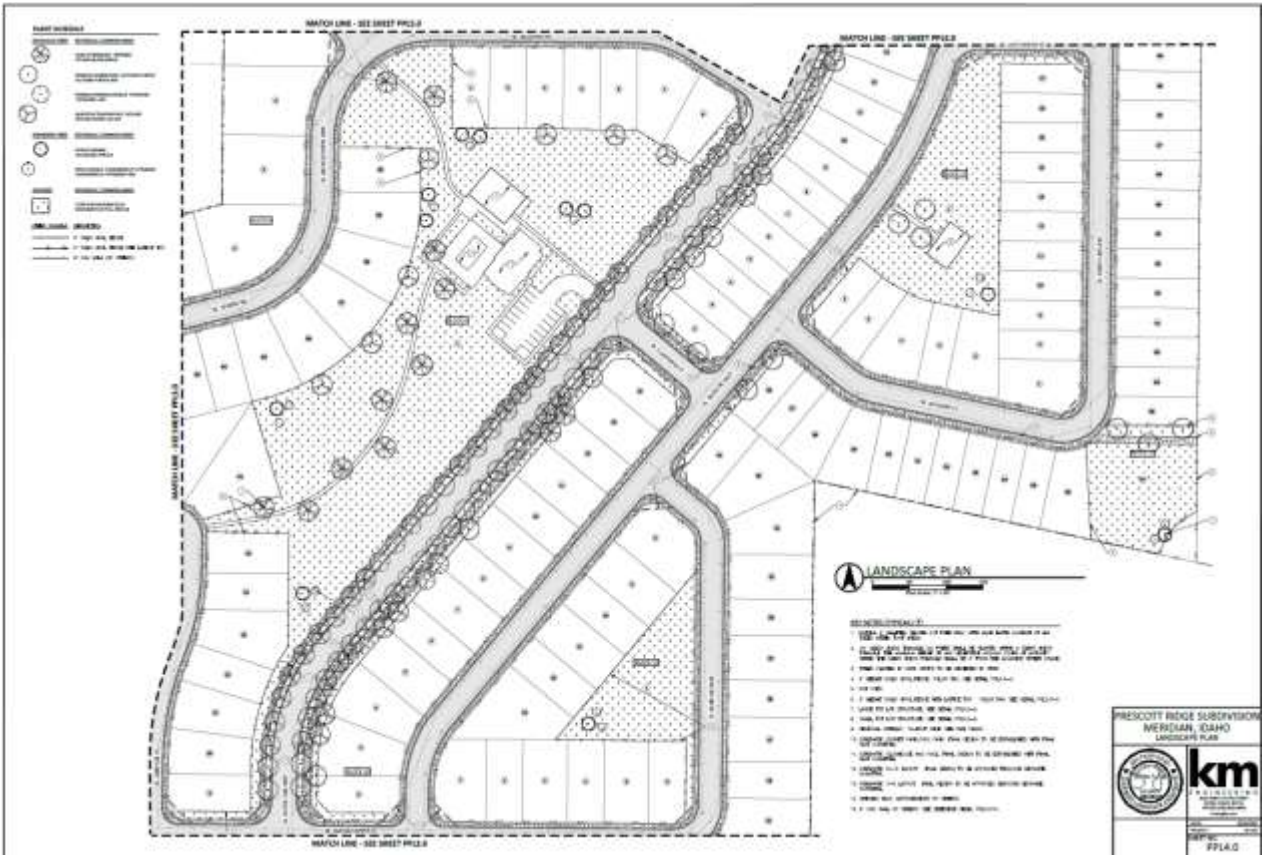
1 OF 1



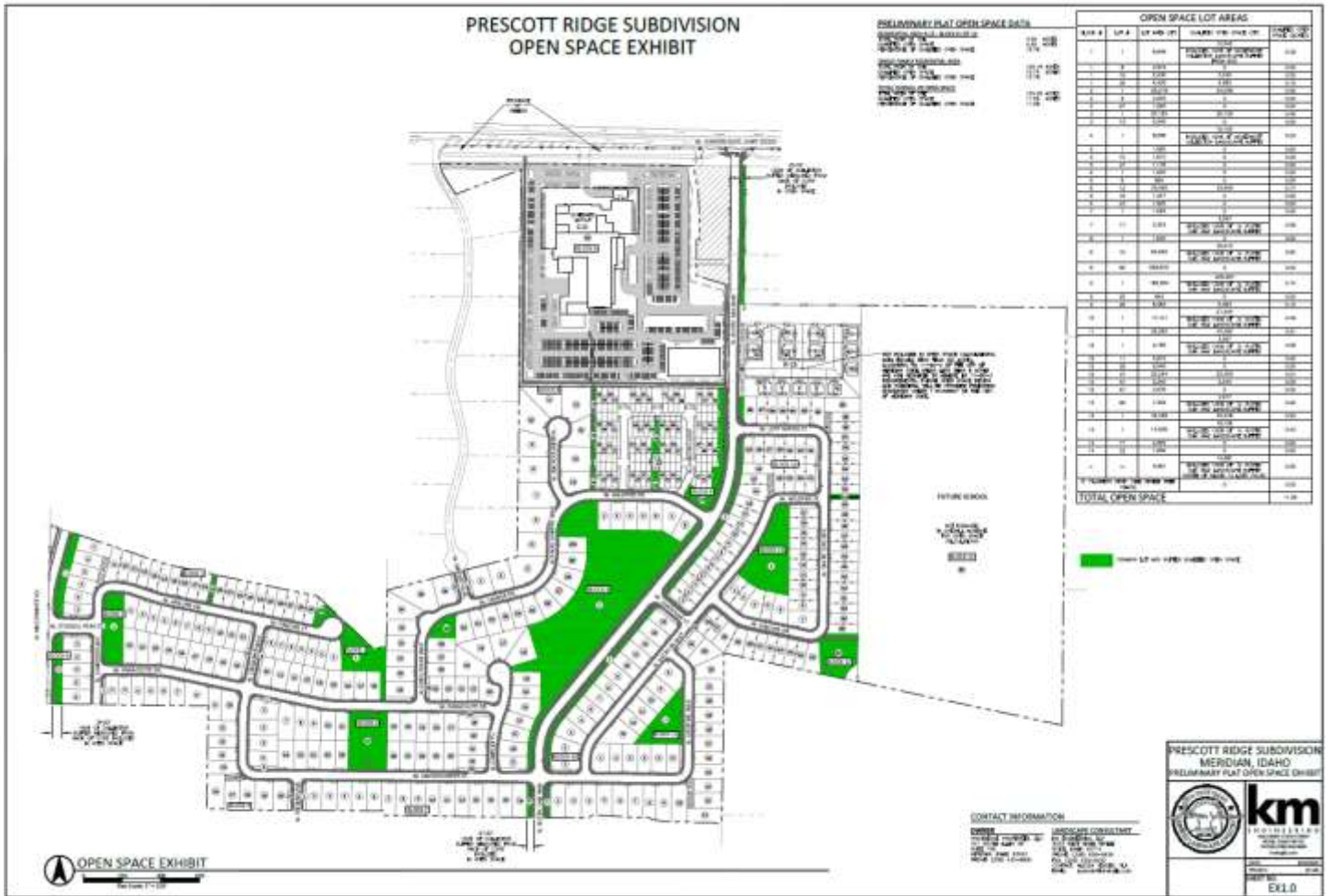


D. Landscape Plan (date: 8/26/2020)





E. Qualified Open Space Exhibit & Site Amenities (dated: 8/26/20)



AMENITIES

- A** - POOL AND CLUBHOUSE
1300 SF BUILDING
54'X30' POOL
17 PARKING SPACES
- B** - LARGE TOT LOT
- C** - SMALL TOT LOT
- D** - DOG PARK/POCKET PARK
- E** - OPEN SPACE




A SCHEMATIC CLUBHOUSE




B LARGE TOT LOT



C SMALL TOT LOT

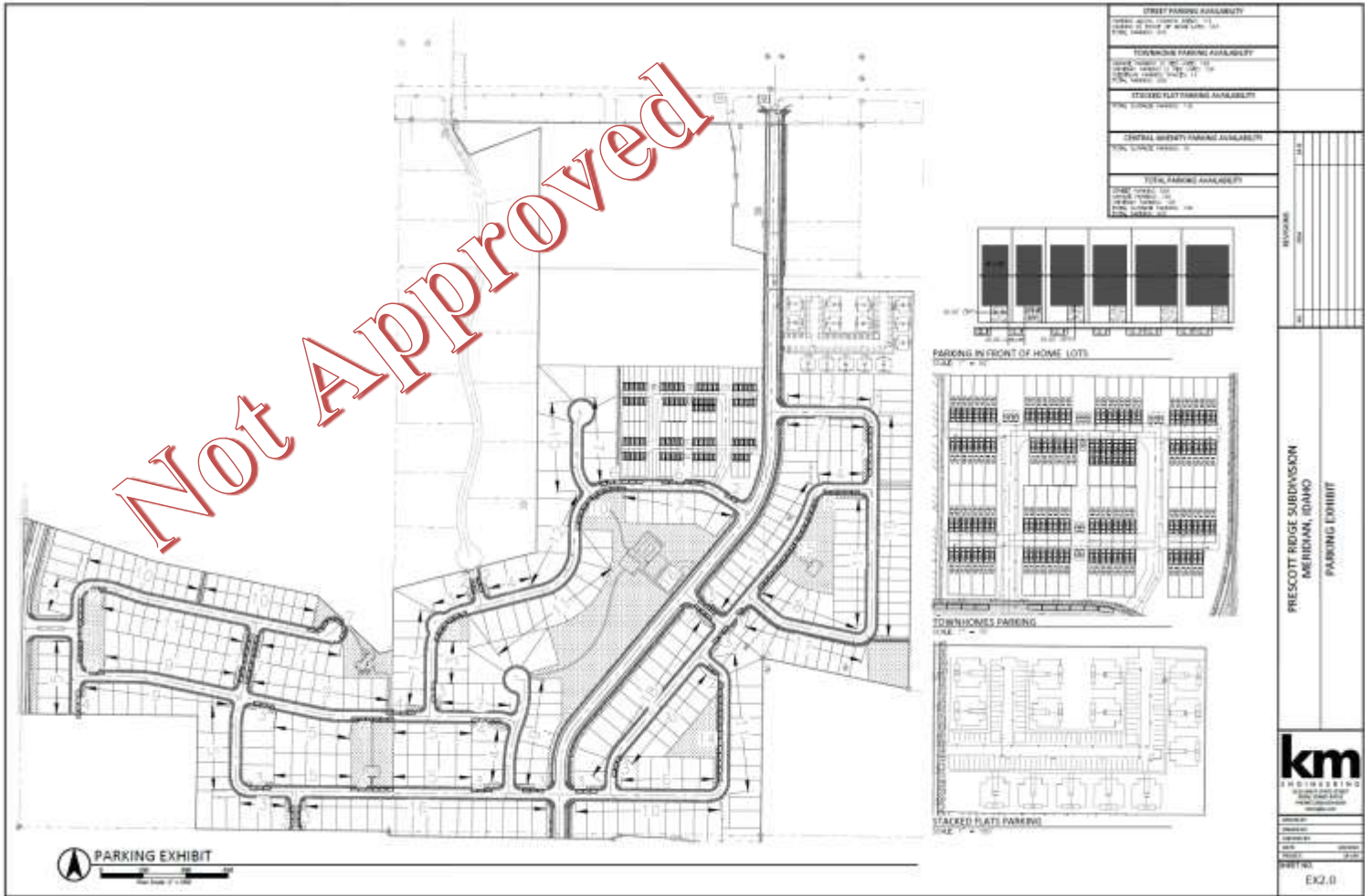






D DOG PARK/POCKET PARK

F. Parking Plan (dated: 4/8/20) – NOT APPROVED (Parking for townhome portion needs to be revised)



G. Conceptual Building Elevations/Perspectives

SINGLE FAMILY HOMES



A TOWNHOMES



B FOUR-PLEX FLATS





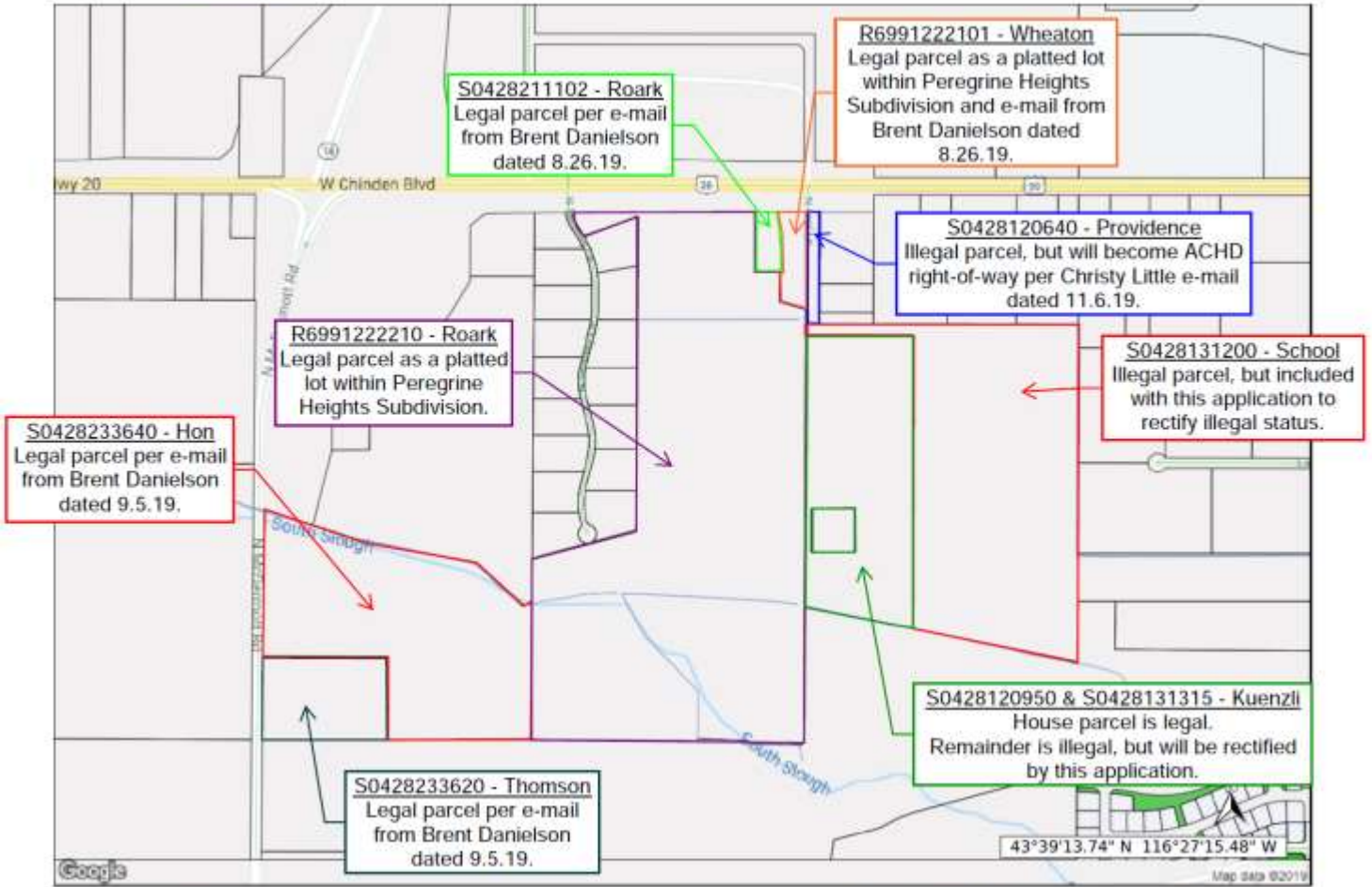
MAIN MEDICAL BUILDING -
DRAFT RENDERING, VIEW LOOKING WEST



H. Parcel Status Exhibit



Parcel Status Exhibit



Aug 26, 2019 - landproDATA.com
Scale: 1 inch approx 600 feet

The materials available at this website are for informational purposes only and do not constitute a legal document.

IX. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

The conceptual development plan for the commercial, C-G zoned portion of the site, shall be revised and submitted to the City Clerk at least 10 days prior to the City Council hearing to reflect conformance with the following guidelines in the Comprehensive Plan for Mixed Use developments:

- The buildings in the commercial C-G zoned portion of the development shall be arranged to create some form of common, usable area, such as a plaza or green space in accord with the mixed use guidelines in the Comprehensive Plan (pg. 3-13).
- Supportive and proportional public and/or quasi-public spaces and places including but not limited to parks, plazas, outdoor gathering areas, open space, libraries, and schools shall be provided in the Mixed Use designated portion of the site; outdoor seating areas at restaurants do not count (pg. 3-13). *The school planned on the eastern portion of the annexation area does not satisfy this requirement as it is not part of the Mixed Use designated area.*
- Development of the Mixed Use designated area shall be centered around spaces that are well-designed public and quasi-public centers of activity. Spaces should be activated and incorporate permanent design elements and amenities that foster a wide variety of interests ranging from leisure to play. These areas should be thoughtfully integrated into the development and further placemaking opportunities considered.
- The 4-story medical office building proposed at the southeast corner of the commercial development shall be shifted to the north to front on the main entry drive aisle off N. Rustic Oak Way as a better transition to the residences to the south.
- A commercial land use type shall be included on the plan in the MU-R designated area (includes retail, restaurants, etc.).

1. A Development Agreement (DA) is required as a provision of annexation of this property. At the Applicant's request, three (3) separate DA's shall be required for each component of the project – one for the R-8 and R-15 zoned residential portions of the development, one for the medical campus and another for the school district's parcel.

Prior to approval of the annexation ordinance, Development Agreements shall be entered into between the City of Meridian, the property owner(s) at the time of annexation ordinance adoption, and the developer(s). Currently, a fee of \$303.00 shall be paid by the Applicants to the Planning Division for *each* DA prior to commencement of the DA's. The DA's shall be signed by the property owner(s) and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA's shall, at minimum, incorporate the following provisions:

a. R-8 and R-15 zoned portions of the development:

1. Future development of the R-8 and R-15 zoned portions of the site shall be generally consistent with the master plan, preliminary plat, phasing plan, landscape plan, qualified open space & site amenity exhibit, and conceptual building elevations included in Section VIII and the provisions contained herein.
2. Administrative design review shall be required for all single-family attached, townhome and multi-family structures. Compliance with the design standards for such listed in the Architectural Standards Manual is required.
3. The rear and/or side of structures on Lots 2-6, Block 4; Lots 2-7, Block 1; Lots 8 and 9-15, Block 9; Lot 16, Block 7; Lot 2, Block 12; Lots 2-14, Block 10; Lots 2-16 and 29, Block 14; Lot 68, 70, 81-83, and 77-78, Block 12; and Lots 43-44, 75 and 79, Block 8 that face collector streets (i.e. N.

McDermott Rd., N. Rustic Oak Way and W. Ramblin St.), shall incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines that are visible from the subject public street. *Single-story structures are exempt from this requirement.*

4. A conditional use permit shall be obtained for a multi-family development in the R-15 zoning district as set forth in UDC Table 11-2A-2. The use is subject to the specific use standards listed in UDC 11-4-3-27: Multi-Family Development.
5. One management company shall handle the leasing and maintenance of the entire multi-family development to ensure better overall consistent management of the development.

b. Medical campus/hospital:

1. Future development of this site shall be generally consistent with the master plan, preliminary plat, phasing plan, landscape plan and conceptual building elevation included in Section VIII and the provisions contained herein.
2. Future development shall comply with the design standards listed in UDC 11-3A-19 and in the Architectural Standards Manual.
3. Noise abatement shall be provided in the form of a berm or a berm and wall combination parallel to W. Chinden Blvd./SH 20-26 constructed in accord with the standards listed in UDC 11-3H-4D.
4. A minimum 30-foot wide buffer with an 8-foot tall CMU wall shall be provided along the western and southern boundaries of the site adjacent to residential uses as proposed on the landscape plan in Section VIII.D. Dense landscaping consisting of a mix of evergreen and deciduous trees, shrubs, lawn or other vegetative ground cover that results in a barrier that allows trees to touch at maturity is required per the standards listed in UDC 11-3B-9C. The block wall shall be decorative and have texture and a color complimentary to adjacent residential structures – plain CMU block is not allowed.
5. A frontage road parallel to W. Chinden Blvd./SH 20-26 shall be constructed as depicted on the conceptual development plan in Section VIII.A in accord with UDC 11-3H-4B.3e.

The City Council should determine if the proposed access to the hospital which provides emergency care from Chinden Blvd./SH 20-26 via W. Rustic Oak Way meets the intent of the requirement in UDC 11-4-3-22A, which requires hospitals that provides emergency care to have direct access on an arterial street. If so, it should be memorialized in the Development Agreement. If not, City Council may consider a modification to the standard in UDC 11-3H-4B.2a upon specific recommendation of the Idaho Transportation Dept. or if strict adherence is not feasible as determined by City Council. Alternatively, Council may deny the emergency care component of the hospital use.

c. School Site:

1. The subject property shall develop with an education institution; any other uses shall require modification of this agreement.
2. A conditional use permit shall be obtained for an education institution in the R-8 zoning district as set forth in UDC Table 11-2A-2. The use is subject to the specific use standards listed in UDC 11-4-3-14: Education Institution.
3. Future development shall comply with the design standards listed in UDC 11-3A-19 and in the Architectural Standards Manual is required.

2. The final plat(s) submitted for this development shall incorporate the following changes:
 - a. Include a note that prohibits direct lot access via W. Chinden Blvd./SH 20-26 unless otherwise approved by the City and the Idaho Transportation Department.
 - b. Remove Lot 1, Block 15 as it's ACHD right-of-way and cannot be platted as a common lot.
 - c. Depict cross-access/ingress-egress easements to adjacent MU-R designated properties to the west (Parcels # R6991221700 & R6991221600) and east (Parcel # R6991222101) in accord with UDC 11-3A-3A.2.
 - d. Depict lot numbers for common areas in the townhome portion of the development in Block 8.
 - e. Depict the easement(s) for the West Tap sub-lateral; if the easement(s) is greater than 10-feet in width, it should be placed in a common lot that is a minimum of 20-feet in width and outside of a fenced area, unless modified by City Council as set forth in UDC 11-3A-6E.
 - f. Re-design the townhome portion of the development (i.e. Lots 16-79, Block 8) with public streets (alleys and/or common driveways may be incorporated); or, if private streets are proposed, each unit should front on and be accessed via the private street(s). Alternatively, a multi-family development (i.e. one structure on one property with 3 or more dwelling units) with townhome style units might be a development option for this area. **A revised concept plan shall be presented prior to or at the Commission hearing for review and a revised plat reflecting this change shall be submitted at least 10 days prior to the City Council hearing. If private streets are proposed with a townhome development, a new or gated private streets should be provided in accord with UDC 11-3F-1. Also, provide updated density calculations.**
 - g. Lots 70-83, Block 12 in the multi-family portion of the development shall be revised to depict parking and access driveways on a common lot with an ingress-egress/parking easement for each buildable lot. **A revised plat shall be submitted at least 10 days prior to the City Council hearing depicting this change.**
 - h. Extend W. Smokejumper St. as a stub street to the out-parcel (Parcel #S0428233620) at the southwest corner of the site.
3. The landscape plan submitted with the final plat application shall be revised as follows:
 - a. Depict a detail/cross-section of the berm or berm and wall combination required as noise abatement within the street buffer along W. Chinden Blvd./SH 20-26; also address how the wall will be constructed to avoid a monotonous wall, that demonstrates compliance with the standards listed in UDC 11-3H-4D.
 - b. Remove Lot 1, Block 15 as it's ACHD right-of-way and cannot be platted as a common lot.
 - c. Depict a detached sidewalk/pathway (as applicable) along all collector streets (i.e. N. McDermott Rd., N. Rustic Oak Way and W. Ramblin St.) and W. Chinden Blvd./SH 20-26 in accord with UDC 11-3A-17. *A detached 10-foot wide multi-use pathway is required within the street buffers along N. McDermott Rd., W. Chinden Blvd./SH 20-26, the east side of N. Rustic Oak Way and W. Ramblin St.*
 - d. Landscaping shall be depicted on either side of all pathways as set forth in UDC 11-3B-12C.
 - e. If existing trees are proposed to be removed from the site, the Applicant shall coordinate with Matt Perkins, the City Arborist, to determine mitigation requirements per the standards listed in UDC 11-3B-10C.5. Mitigation information shall be included on the plan. If existing trees are proposed to be retained on site, they shall be depicted on the plan.
 - f. A calculations table shall be included on the plan that demonstrates compliance with the landscape standards listed in UDC 11-3G-3E (common open space), 11-3B-12C (pathways), 11-3A-17

- (parkways) and 11-3B-7C (street buffers); calculations should include the linear feet of pathways, parkways and street buffers and square footage of common open space as applicable, along with the required vs. provided number of trees.
- g. Revise the fencing type around the perimeter of Lot 1, Block 2 and Lot 37, Block 12 to comply with the standards listed in UDC 11-3A-7A.7 to provide more visibility of the common areas in accord with CPTED design strategies.
 - h. Include a detail of the amenities proposed with each phase of development.
 - i. The CMU wall proposed along the south and west boundaries of the commercial portion of the development shall have texture and a color complimentary to adjacent residential structures – plain CMU block is not allowed; revise the detail (i.e. reference photo) accordingly.
 - j. Depict lot numbers and landscaping for common areas in the townhome portion of the development in Block 8 in accord with the standards listed in UDC 11-3G-3E.
 - k. If a dog park is proposed on Lot 1, Block 2, demonstrate compliance with the standards listed in UDC 11-3G-3C.1h.
 - l. Depict a small tot lot on Lot 12, Block 6 rather than a large tot lot, consistent with that shown on the site amenities plan.
 - m. Modify the landscape plan consistent with changes required to the plat above under condition IX.A.2 above.
4. Future development shall be consistent with the minimum dimensional standards listed in UDC Tables 11-2A-6, 11-2A-7 and 11-2B-3 for the R-8, R-15 and C-G zoning districts respectively.
 5. Off-street parking is required to be provided for residential uses in accord with the standards listed in [UDC Table 11-3C-6](#) and for commercial uses in accord with the standards listed in 11-3C-6B; bicycle parking is required in commercial districts as set forth in UDC 11-3C-6G per the standards listed in UDC 11-3C-5C. **A revised parking plan shall be submitted prior to or at the Commission hearing for the townhome portion of the development that reflects the changes noted above in condition #A.2f and that provides for adequate guest parking to serve this portion of the development.**
 6. An exhibit shall be submitted with the final plat application(s) that depicts the setbacks, fencing, building envelope, and orientation of the lots and structures accessed via common driveways; if a property abuts a common driveway but has the required minimum street frontage and is taking access via the public street, the driveway shall be depicted on the opposite side of the shared property line from the common driveway as set forth in [UDC 11-6C-3D](#).
 7. Address signage shall be provided at the public street for homes accessed via common driveways for emergency wayfinding purposes.
 8. Common driveways shall be constructed in accord with the standards listed in [UDC 11-6C-3D](#). A perpetual ingress/egress easement shall be filed with the Ada County Recorder for the common driveways, which shall include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment. *This information may be included in a note on the face of the plat rather than in a separate easement.*
 9. The private street and common driveways off the private street as proposed on the preliminary plat in the townhome portion of the development in Block 8 are not approved. Consequently, the alternative compliance request to UDC 11-3F-1 is not approved as the private street isn't approved.
 10. All existing structures shall be removed from the site prior to signature on the final plat by the City Engineer for the phase in which they are located.

11. Pathways shall be constructed in accord with the standards listed in UDC 11-3A-8.
12. A 14-foot wide public pedestrian easement shall be submitted to the Planning Division for the 10-foot wide multi-use pathways proposed within the site as required by the Park's Department, prior to signature on the final plat by the City Engineer for the phase in which they are located.
13. A Certificate of Zoning Compliance and Design Review application is required to be submitted and approved prior to submittal of any building permit applications for the clubhouse and swimming pool facility, single-family attached, townhome, multi-family and commercial structures. All structures except for single-family detached structures are required to comply with the design standards listed in the Architectural Standards Manual.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1.1 This proposed development is not currently serviceable by the Meridian City water and sanitary sewer systems. Mainlines designed to service this development are within The Oaks North Subdivision to the south. Until utilities are available to the south boundary of the proposed development, the City of Meridian will not accept an application for final plat.
- 1.1.2 Sewer mainline/manholes are not allowed in common driveways or under sidewalks. Run service lines down common drive but make sure required separation can be met.
- 1.1.3 The planned sewer trunk line will enter this property at N. Rustic Oak Way.
- 1.1.4 The sewer line in N. Rustic Oak Way shall be 10-inch all the way to Chinden Blvd.
- 1.1.5 The applicant shall be required to pay the Oaks Lift Station and Pressure Sewer Reimbursement Fees in the amount of \$265.25 per equivalent residential unit (ERU). The reimbursement fees for the entire residential portion of this subdivision shall be paid prior to city signatures on the first final plat.
- 1.1.6 The applicant shall be required to pay the Oaks Lift Station Pump Upgrades Reimbursement Fees in the amount of \$185.43 per equivalent residential unit (ERU). The reimbursement fees for the entire residential portion of this subdivision shall be paid prior to city signatures on the first final plat.
- 1.1.7 As noted in the Geotechnical Evaluation Report prepared by GeoTek Inc., all artificial fill materials on site must be removed.
- 1.1.8 New 12-inch water main will need to be installed in parts of W Sturgill Peak St, N Jumpspot Ave, W Parachute Dr, N Streamer Way, W Smokejumper St and N Rustic Oak Way.
- 1.1.9 Construct water main in N Streamer Way between W. Parachute Drive and W. Fireline Drive.
- 1.1.10 Water connections to the north need to be facilitated either by extension of a mainline or and easement in common area Lot 19, Block 1, or off the end of the cul-de-sac to the property line. This is dependent on how road connections to the north are designed and developed in the future.
- 1.1.11 Remove the water main proposed in N Serenity Avenue. At the intersection of N Serenity Ave and W Tanker Dr, Install a tee at the branch off point with an isolation valve directly attached to it and then cap off the outlet side of the valve. This allows the tap to be installed and pressure tested so if the existing County Subdivision wants to connect in the future they can easily do so.
- 1.1.12 Water & sewer need to flip locations in N Backfire Way. Currently these lines are not in the proper corridor. Water should be located on the east side of the road & sewer on the west.
- 1.1.13 Eliminate stub/dead-end water main at each corner of the townhome section off of W Wildfire Dr of the development. Services are only allowed in these areas just like common drives.

- 1.1.14 A water connection to the east (near N Static Line Ave and/or townhome section off of N Rustic Oak Way) needs to be enabled by either an extension of water mains to the property line or an easement. This is dependent on road connections to the east.
- 1.1.15 Water modeling was completed both as an entire development and at each phase per the phasing plan included in this record. This development was modeled with the 12" mains through the subdivision as required above, and the rest of the mains were modeled as 8". Per this plan there are no pressure issues, but each phase will need to be modeled at Final Plat to verify there aren't any pressure issues.
- 1.1.16 The geotechnical investigative report prepared by SITE Consulting, LLC indicates some very specific construction considerations. The applicant shall be responsible for the strict adherence of these recommendations to help ensure that groundwater does not become a problem within crawlspaces of homes.

2. General Conditions of Approval

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
- 2.3 The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-feet wide for a single utility, or 30-feet wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. **DO NOT RECORD.** Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such

- as landscape irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.
- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
 - 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.
 - 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.
 - 2.11 All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
 - 2.12 Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
 - 2.13 It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
 - 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
 - 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
 - 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
 - 2.17 Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
 - 2.18 The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
 - 2.19 The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
 - 2.20 At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
 - 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.
 - 2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond.

Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

- 2.23 The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

C. FIRE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188367&dbid=0&repo=MeridianCity>

D. POLICE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188188&dbid=0&repo=MeridianCity>

E. PARK’S DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191860&dbid=0&repo=MeridianCity>

F. COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=189738&dbid=0&repo=MeridianCity>

G. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192646&dbid=0&repo=MeridianCity>

H. SETTLER’S IRRIGATION DISTRICT (SID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188429&dbid=0&repo=MeridianCity>

I. CENTRAL DISTRICT HEALTH DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188183&dbid=0&repo=MeridianCity>

J. WEST ADA SCHOOL DISTRICT (WASD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188717&dbid=0&repo=MeridianCity>

K. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188717&dbid=0&repo=MeridianCity>

X. FINDINGS

A. Annexation and/or Rezone (UDC 11-5B-3E):

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

- 1. The map amendment complies with the applicable provisions of the comprehensive plan;

Staff finds the proposed zoning map amendment to R-8, R-15 and C-G and proposed development is generally consistent with the MDR and MU-R FLUM designations in the Comprehensive Plan for this property if the Applicant complies with the provisions in Section IX.

2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;

Staff finds the mix of lot sizes and housing types proposed in the residential portion of the development will provide for a range of housing opportunities consistent with the purpose statement of the residential districts and with the Comprehensive Plan.

Staff finds the proposed medical offices and hospital along with recommended retail uses will provide much needed services in the northern portion of the City in accord with the purpose statement of the commercial districts and with the Comprehensive Plan.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;

Staff finds the proposed zoning map amendment should not be detrimental to the public health, safety and welfare.

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and

Staff finds the proposed zoning map amendment will not result in an adverse impact on the delivery of services by any political subdivision providing public services within the City. Comments submitted by WASD indicate that existing enrollment numbers are below capacity in area schools that will serve this development.

5. The annexation (as applicable) is in the best interest of city.

Staff finds the proposed annexation is in the best interest of the City if the property is developed in accord with the provisions in Section IX.

B. Preliminary Plat Findings (UDC 11-6B-6):

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

1. The plat is in conformance with the Comprehensive Plan;

Staff finds that the proposed plat, with Staff's recommendations, is in substantial compliance with the adopted Comprehensive Plan in regard to land use, density, transportation, and pedestrian connectivity. (Please see Comprehensive Plan Policies in, Section V of this report for more information.)

2. Public services are available or can be made available and are adequate to accommodate the proposed development;

Staff finds that public services will be provided to the subject property with development. (See Exhibit B of the Staff Report for more details from public service providers.)

3. The plat is in conformance with scheduled public improvements in accord with the City's capital improvement program;

Because City water and sewer and any other utilities will be provided by the development at their own cost, Staff finds that the subdivision will not require the expenditure of capital improvement funds.

4. There is public financial capability of supporting services for the proposed development;
Staff finds there is public financial capability of supporting services for the proposed development based upon comments from the public service providers (i.e., Police, Fire, ACHD, etc.). (See Section IX for more information.)
5. The development will not be detrimental to the public health, safety or general welfare; and,
Staff is not aware of any health, safety, or environmental problems associated with the platting of this property. ACHD considers road safety issues in their analysis.
6. The development preserves significant natural, scenic or historic features.
Staff is unaware of any significant natural, scenic or historic features that exist on this site that require preserving.

C. Private Street Findings (UDC 11-3F-5):

In order to approve the application, the director shall find the following:

1. The design of the private street meets the requirements of this article;
The Director finds that the proposed design of the private street does not meet the requirements in UDC 11-3F-4A.6 as common driveways are proposed off the private street which are prohibited. Further, private streets are not intended for townhome developments other than those that create a common mew through the site design or that propose a limited gated residential development, of which neither are proposed.
2. Granting approval of the private street would not cause damage, hazard, or nuisance, or other detriment to persons, property, or uses in the vicinity; and
The Director finds granting approval of the private street with the lot layout, density and parking proposed could present a nuisance for area residents without adequate parking for guests and overflow parking and a safety concern for emergency vehicles accessing the site if fire lanes are blocked due to parking in unauthorized areas.
3. The use and location of the private street shall not conflict with the comprehensive plan and/or the regional transportation plan. (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)
The Director finds the use and location of the private street do not necessarily directly conflict with the comprehensive plan or the regional transportation plan; however, vehicle and pedestrian connectivity between neighborhoods is desired which is decreased with private streets.
4. The proposed residential development (if applicable) is a mew or gated development. (Ord. 10-1463, 11-3-2010, eff. 11-8-2010)
The Director finds the proposed residential development does not incorporate a mew or gated development in the design.

D. Alternative Compliance Findings (UDC 11-5B-5):

In order to grant approval for an alternative compliance application, the Director shall determine the following:

1. Strict adherence or application of the requirements are not feasible; or
The Director finds strict adherence to the requirement in UDC 11-3F-1, which require mews or gates to be provided where private streets are proposed in townhome developments, is feasible.
2. The alternative compliance provides an equal or superior means for meeting the requirements; and

The Director finds an alternative to the UDC requirement is not proposed, a waiver is simply requested without an alternative means for complying with the intent of the code requirement.

3. The alternative means will not be materially detrimental to the public welfare or impair the intended uses and character of surrounding properties.

The Director finds an alternative means of compliance is not proposed.