



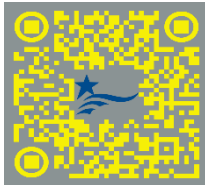
PLANNING AND ZONING COMMISSION MEETING

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho
Thursday, April 28, 2022 at 6:00 PM

All materials presented at public meetings become property of the City of Meridian. Anyone desiring accommodation for disabilities should contact the City Clerk's Office at 208-888-4433 at least 48 hours prior to the public meeting.

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

To join the meeting online: <https://us02web.zoom.us/j/89153921862>

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

Webinar ID: 891 5392 1862

ROLL-CALL ATTENDANCE

- Nate Wheeler Mandi Stoddard Patrick Grace
- Nick Grove Maria Lorcher Steven Yearsley
- Andrew Seal, Chairperson

ADOPTION OF AGENDA

CONSENT AGENDA [Action Item]

1. [Approve Minutes of the April 21, 2022 Planning and Zoning Commission Meeting](#)

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

ACTION ITEMS

2. **Public Hearing** Continued from April 21, 2022 for Alamar Subdivision (H-2022-0004) by Noble Rock Development, Inc., Located at 4380 W. Franklin Rd. (Parcel #S1210346603), Near the Northeast Corner of N. Black Cat Rd. and W. Franklin Rd.
 - A. Request: Annexation and Zoning of approximately 7.23 acres of land with a request for the TN-R (Traditional Neighborhood Residential) zoning district.
 - B. Request: Preliminary Plat consisting of 42 building lots (22 single-family attached lots and 20 detached single-family lots) and 4 common lots on 4.63 acres in the requested TN-R zoning district.
3. **Public Hearing** Continued from April 21, 2022 for Burnside Ridge Estates (H-2021-0070) by Kimley-Horn and Associates, Inc., Located Near the Southwest Corner of S. Linder Rd. and W. Victory Rd., Including 2365 W. Victory Rd., 3801 S. Linder Rd., and Parcels S1226142251, R0831430030, R0831430022, and R0831430010
 - A. Request: Annexation and Zoning of 121.29 acres of land from RUT to the R-2 (11.76 acres) and R-4 (109.53) zoning districts.
 - B. Request: A Preliminary Plat consisting of 299 total lots (275 single-family residential lots and 24 common lots) on 119.31 acres of land.
4. **Public Hearing** Continued from April 21, 2022 for Grayson Subdivision (H-2022-0014) by Schultz Development, LLC, Located at 1710 E. Amity Rd., Near the Northeast Corner of E. Amity Rd. and S. Locust Grove Rd.
 - A. Request: Annexation and Zoning of 3.39 acres from RUT to the R-8 zoning district.
 - B. Request: A Preliminary Plat consisting of 15 single-family residential building lots and 3 common lots on 3.1 acres of land in the requested R-8 zoning district.
5. **Public Hearing** Continued from April 21, 2022 for I-84 and Meridian Rd. (H-2021-0099) by Hawkins Companies, Generally Located at the Northwest Corner of S. Meridian Rd. and Interstate 84.
 - A. Request: Annexation of 18.30 acres of land with a C-G zoning district.
 - B. Request: A Comprehensive Plan Future Land Use Map Amendment to change the future land use designation on 33.13 acres of land from Mixed Use – Community (MU-C) to Mixed Use – Regional (MU-R).
6. **Public Hearing** Continued from April 21, 2022 for Future Land Use Map Ada County Area of City Impact Cleanup (H-2021-0098) by City of Meridian Planning Division, Located Citywide
 - A. Request: Comprehensive Plan Map Amendment to clean up the map to better align with the adopted Ada County Area of City Impact (AOCI) boundary AND removing Civic designations and areas that will be serviced by other jurisdictions (Boise).

ADJOURNMENT



AGENDA ITEM

ITEM TOPIC: Approve Minutes of the April 21, 2022 Planning and Zoning Commission Meeting

Meridian Planning and Zoning Meeting

April 21, 2022.

Meeting of the Meridian Planning and Zoning Commission of April 16, 2022, was called to order at 6:01 p.m. by Chairman Andrew Seal.

Members Present: Chairman Andrew Seal, Commissioner Patrick Grace, Commissioner Nick Grove, Commissioner Maria Lorcher, and Commissioner Mandi Stoddard.

Members Absent: Commissioner Steven Yearsley and Commissioner Nate Wheeler.

Others Present: Chris Johnson, Kurt Starman, Bill Parsons, and Dean Willis.

ROLL-CALL ATTENDANCE

<input type="checkbox"/> Nate Wheeler	<input checked="" type="checkbox"/> Maria Lorcher
<input checked="" type="checkbox"/> Mandi Stoddard	<input checked="" type="checkbox"/> Nick Grove
<input type="checkbox"/> Steven Yearsley	<input checked="" type="checkbox"/> Patrick Grace (6:03 p.m.)
<input checked="" type="checkbox"/> Andrew Seal - Chairman	

Seal: Good evening. Welcome to the abbreviated Planning and Zoning Commission meeting for April 21, 2022. At this time I would like to call the meeting to order. The Commissioners who are present for this evening's meeting are at City Hall and on Zoom. We also have staff from the city -- from the city attorney and clerk's offices, as well as the City Planning Department. If you have any process questions, please, e-mail the cityclerk@meridiacity.org. Some people might have questions as to why we are only having this, but, please, e-mail cityclerk@meridiacity.org, they will reply as quickly as possible. With that we will -- let's begin with the roll call. Mr. Clerk.

ADOPTION OF AGENDA

NOTE OF CONTINUANCE TO SPECIAL MEETING

Seal: Okay. The first item on the agenda is the adoption of the agenda and to remark that all items on tonight's agenda will be opened for the sole purpose of continuing to April 28th, 2022. They will only open for that purpose. So, if there is anybody here tonight to testify for any applications we will not be taking public testimony this evening. Can I get a motion to adopt the agenda?

Grove: So moved.

Lorcher: So moved. Second.

Seal: It's been moved and seconded to adopt the agenda. All in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

CONSENT AGENDA [Action Item]

1. **Approve Minutes of the April 7, 2022 Planning and Zoning Commission Regular Meeting**
2. **Findings of Facts, Conclusions of Law for Records Apartments (H-2022-0008) by Brighton Development, Inc., Located on the Northeast Corner of N. Records Way and E. Fairview Ave.**

Seal: Next item on the agenda is Consent Agenda and we have two items on the Consent Agenda. One is to approve the minutes of the March 17th, 2022, Planning and Zoning Commission meeting; is that correct? Or am I one date off? It seems like it was April the last one. My cut and paste doesn't -- April 7th, 2022, Planning and Zoning Commission meeting.

Starman: Mr. Chairman? So, can I just interject real quick? I wanted to mention for the record that Commissioner Grace has joined at 6:03 p.m.

Seal: Okay. Thank you. Thank you, Commissioner Grace. Second item on the Consent Agenda is the Finding of Fact and Conclusions of Law for the Records Apartment, H-2022-0008. Can I get a motion to accept the Consent Agenda as presented?

Grove: So moved.

Lorcher: Second.

Seal: It's been moved and seconded to adopt the Consent Agenda. All in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

ACTION ITEMS - ALL ITEMS TO BE CONTINUED TO APRIL 28, 2022 SPECIAL MEETING

3. **Public Hearing Continued from March 17, 2022 for Alamar Subdivision (H-2022-0004) by Noble Rock Development, Inc., Located at 4380 W. Franklin Rd. (Parcel #S1210346603), Near the Northeast Corner of N. Black Cat Rd. and W. Franklin Rd.**
 - A. Request: Annexation and Zoning of approximately 7.23 acres of land with a request for the TN-R (Traditional Neighborhood Residential) zoning district.

- B. Request: Preliminary Plat consisting of 42 building lots (22 single-family attached lots and 20 detached single-family lots) and 4 common lots on 4.63 acres in the requested TN-R zoning district.

Seal: Okay. At this meeting for the public hearing process it is open only for continuance of all applications to the April 28th hearing date. No public testimony will be taken. At this time I would like to open the public hearing item for Alamar Subdivision, H-2022-0004 and at this time can I get a motion to continue Item H-2022-0004, Alamar Subdivision, to the date of April 28th, 2022.

Grove: So moved.

Lorcher: Second.

Grace: Second.

Seal: It's been moved and seconded to continue Item H-2022-0004 to April 28th, 2022. All in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

4. Public Hearing for Burnside Ridge Estates (H-2021-0070) by Kimley-Horn and Associates, Inc., Located Near the Southwest Corner of S. Linder Rd. and W. Victory Rd., Including 2365 W. Victory Rd., 3801 S. Linder Rd., and Parcels S1226142251, R0831430030, R0831430022, and R0831430010

- A. Request: Annexation and Zoning of 121.29 acres of land from RUT to the R2 (11.76 acres) and R-4 (109.53) zoning districts.
- B. Request: A Preliminary Plat consisting of 299 total lots (275 single-family residential lots and 24 common lots) on 119.31 acres of land.

Seal: Second item is -- we will open Burnside Ridge Estates, H-2021-0070. Can I get a motion to continue Item No. H-2021-0070, Burnside Ridge Estates, to the date of April 28th, 2022.

Grove: So moved.

Stoddard: Second.

Seal: It's been moved and seconded to continue Burnside Ridge Estates, H-2021-0070, to the date of April 28th, 2022. All in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

5. Public Hearing for Grayson Subdivision (H-2022-0014) by Schultz Development, LLC, Located at 1710 E. Amity Rd., Near the Northeast Corner of E. Amity Rd. and S. Locust Grove Rd.

- A. Request: Annexation and Zoning of 3.39 acres from RUT to the R-8 zoning district.
- B. Request: A Preliminary Plat consisting of 15 single-family residential building lots and 3 common lots on 3.1 acres of land in the requested R-8 zoning district.

Seal: I will now open Grayson Subdivision, H-2022-0014. I would like to get -- or could I get a motion to continue Item No. H-2022-0014, Grayson Subdivision, to the date of April 28th, 2022.

Seal: So moved.

Stoddard: Second.

Seal: It's been moved and seconded to continue Grayson Subdivision, H-2022-0014, to the date of April 28th, 2022. All in favor say aye. No opposed, motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

6. Public Hearing for I-84 and Meridian Rd. (H-2021-0099) by Hawkins Companies, Generally Located at the Northwest Corner of S. Meridian Rd. and Interstate 84.

- A. Request: Annexation of 18.30 acres of land with a C-G zoning district.
- B. Request: A Comprehensive Plan Future Land Use Map Amendment to change the future land use designation on 33.13 acres of land from Mixed Use – Community (MU-C) to Mixed Use – Regional (MU-R).

Seal: At this time I would like to open I-84-Meridian Road, H-2021-0099. I need a motion to continue H-2021-0099, I-84 and Meridian Road, to the date of April 28th, 2022.

Seal: So moved.

Grace: So moved.

Stoddard: Second.

Seal: It's been moved and seconded to continue H-2021-0099, I-84 and Meridian Road, to April 28th, 2022. All in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

7. Public Hearing for Future Land Use Map Ada County Area of City Impact Cleanup (H-2021-0098) by City of Meridian Planning Division, Located Citywide

- A. Request: Comprehensive Plan Map Amendment to clean up the map to better align with the adopted Ada County Area of City Impact (AOCI) boundary AND removing Civic designations and areas that will be serviced by other jurisdictions (Boise).

Seal: We will now open H-2021-0098 for the Future Land Use Map of Ada County Area of City of Impact Cleanup. Can I get a motion to continue H-2021-0098 to the date of April 28th, 2022.

Grove: So moved.

Stoddard: Second.

Seal: It is moved and seconded to continue File No. H-2021-0098 to the date of April 28th, 2022. All in favor, please, say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Seal: All right. We need one more motion, please.

Grove: Move to adjourn.

Grace: Second.

Seal: It is moved and seconded that we adjourn. All those in favor say aye. No opposed? Motion carries. Thank you all very much.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

MEETING ADJOURNED AT 6:07 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS.)

APPROVED

ANDREW SEAL - CHAIRMAN
ATTEST:

_____|_____|_____
DATE APPROVED

CHRIS JOHNSON - CITY CLERK



AGENDA ITEM

ITEM TOPIC: Public Hearing Continued from April 21, 2022 for Alamar Subdivision (H-2022-0004) by Noble Rock Development, Inc., Located at 4380 W. Franklin Rd. (Parcel #S1210346603), Near the Northeast Corner of N. Black Cat Rd. and W. Franklin Rd.

A. Request: Annexation and Zoning of approximately 7.23 acres of land with a request for the TN-R (Traditional Neighborhood Residential) zoning district.

B. Request: Preliminary Plat consisting of 42 building lots (22 single-family attached lots and 20 detached single-family lots) and 4 common lots on 4.63 acres in the requested TN-R zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Joseph Dodson

Meeting Date: March 17, 2022

Topic: **Public Hearing** Continued from March 17, 2022 for Alamar Subdivision (H-2022-0004) by Noble Rock Development, Inc., Located at 4380 W. Franklin Rd. (Parcel #S1210346603), Near the Northeast Corner of N. Black Cat Rd. and W. Franklin Rd.

- A. Request: Annexation and Zoning of approximately 7.23 acres of land with a request for the TN-R (Traditional Neighborhood Residential) zoning district.
- B. Request: Preliminary Plat consisting of 42 building lots (22 single-family attached lots and 20 detached single-family lots) and 4 common lots on 4.63 acres in the requested TN-R 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: April 28, 2022

TO: Planning & Zoning Commission

FROM: Joseph Dodson, Associate Planner
208-884-5533

SUBJECT: H-2022-0004
Alamar Subdivision

LOCATION: The site is located at 4380 W. Franklin Road (Parcel #S1210346603), near the northeast corner of N. Black Cat Road and W. Franklin Road, on the north side of Franklin Road, in the SE 1/4 of the SW 1/4 of Section 10, Township 3N, Range 1W.



I. PROJECT DESCRIPTION

Annexation and Zoning of approximately 8.23 acres of land with a request for the TN-R (Traditional Neighborhood Residential) zoning district and a Preliminary Plat consisting of 51 building lots (30 single family attached lots and 21 detached single-family lots), 6 common lots, and 2 other lots (common driveways) on 5.63 acres in the proposed TN-R zoning district.

II. SUMMARY OF REPORT

A. Project Summary

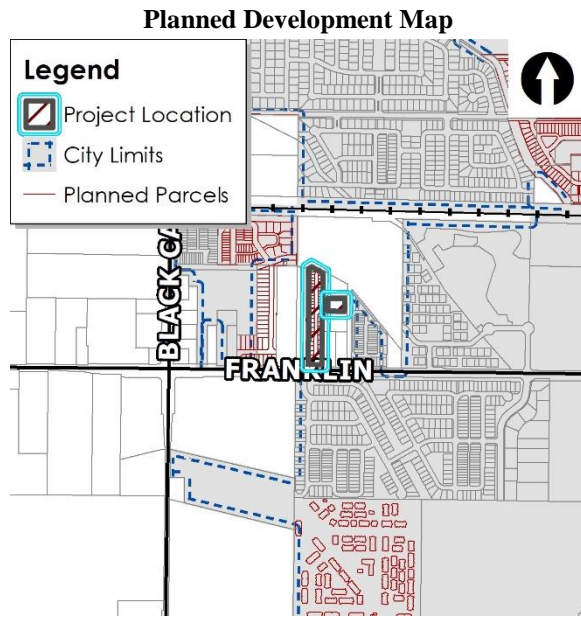
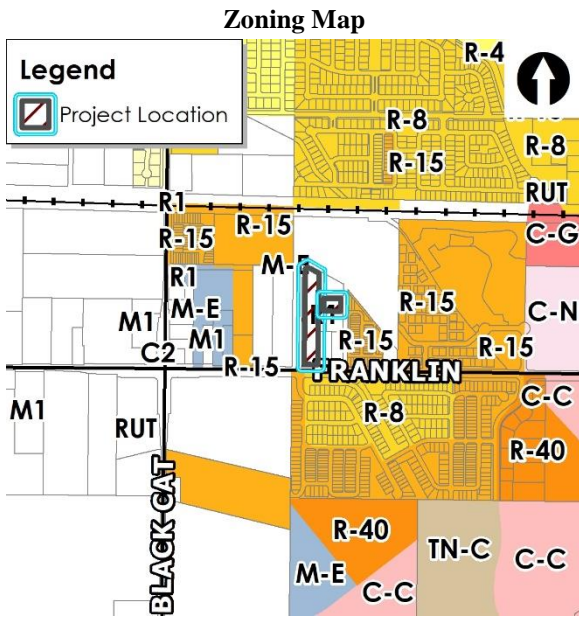
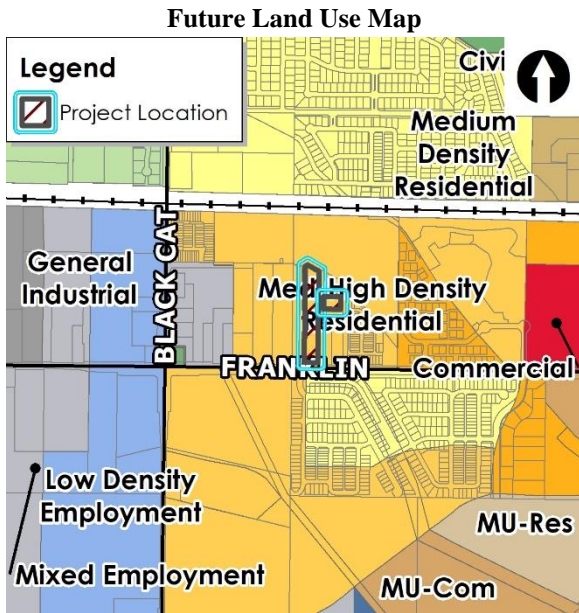
Description	Details	Page
Acreage	AZ – 8.23 acres; PP – 5.63 acres	
Future Land Use Designation	Medium-High Density Residential (8-15 du/ac) within the Ten Mile Interchange Specific Area Plan (TMISAP)	
Existing Land Use(s)	Vacant County residence	
Proposed Land Use(s)	Attached Single-Family Residential (SFR) and Detached SFR.	
Lots (# and type; bldg./common)	51 building lots (30 single-family attached, 21 detached single family); and 6 common lots.	
Physical Features (waterways, hazards, flood plain, hillside)	Purdam stub drain runs along the north boundary of the site; Purdam Gulch Drain runs along the west boundary but is not located on the subject site.	
Density, Gross	9.06 du/ac	
Neighborhood meeting date	December 2, 2021 and March 17, 2022	
History (previous approvals)	No application history with the City of Meridian	

B. Community Metrics

Description	Details	Page
Ada County Highway District		
<ul style="list-style-type: none"> Staff report (yes/no) 	No, as of April 20, 2022.	
<ul style="list-style-type: none"> Requires ACHD Commission Action (yes/no) 	No	
Access (Arterial/Collectors/State Hwy/Local) (Existing and Proposed)	<p>Access is proposed via a new connection to W. Franklin Road at the south property boundary. Access to Franklin is intended to be temporary until such time a future connection to the extension of W. Aviator Street is constructed, a planned collector street that should abut the north boundary of the subject property.</p> <p>Access to the lots within the subdivision are proposed via the new local street.</p>	
Traffic Level of Service	Franklin Road (0' of frontage) – Better than “E” (474/575 VPH)	
Stub Street/Interconnectivity/Cross Access	Applicant is proposing to extend the new internal local streets within the site and stub them to the east and north boundaries with Phase 2 of the development. See the attached preliminary plat.	
Existing Road Network	W. Franklin Road abuts the south property boundary and is an existing arterial constructed with 5-lanes and at its full width.	
Proposed Road Improvements	<p>ACHD – CIP</p> <p>Black Cat is listed in the CIP to be widen to 5-lanes from Franklin to Cherry between 2031-2035.</p> <p>Black Cat is listed in the CIP to be widen to 5-lanes from Overland to Franklin between 2036-2040.</p> <p>Franklin Road is listed in the CIP to be widen to 5-lanes from McDermott Road to Black Cat between 2026-2030.</p>	
Distance to nearest City Park (+ size)	Fuller Park (21.96 acres) – approximately 1.7 miles by vehicle.	
Fire Service		
<ul style="list-style-type: none"> Distance to Fire Station 	2.5 miles from Station #2	
<ul style="list-style-type: none"> Fire Response Time 	Falls just outside of the 5-minute response time goal	
<ul style="list-style-type: none"> Resource Reliability 	85% (above the goal of 80%)	
<ul style="list-style-type: none"> Accessibility 	As submitted, plat does not meet all requirements – Site needs secondary emergency access to construct homes behind the first phase (24 lots).	
<ul style="list-style-type: none"> Additional Comments/Concerns 	Because project is at a dead-end road with no secondary access, only Phase 1 will be allowed to be constructed until a Fire Department approved secondary access is constructed.	
Wastewater		
<ul style="list-style-type: none"> Distance to Sewer Services 	Directly adjacent	
<ul style="list-style-type: none"> Impacts/concerns 	<ul style="list-style-type: none"> Flow is committed See Public Works Site Specific Conditions 	
Water		

• Distance to Water Services	Directly adjacent
• Pressure Zone	2
• Water Quality Concerns	Water main will be a 1000 foot dead end until future development extends the main. A hydrant will be required at the end of the main to improve flushability.
• Project Consistent with Water Master Plan	Yes
• Impacts/Concerns	See Public Works Site Specific Conditions

C. Project Maps



III. APPLICANT INFORMATION

A. Applicant:

Jeff Wrede, Noble Rock Development, Inc. – 13601 W. McMillan Road, Ste. 102-162, Boise, ID 83713

B. Owner:

Jeff Wrede, Marala Investments, LLC – 13601 W. McMillan Road, Ste. 102-162, Boise, ID 83713

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	4/5/2022	
Radius notification mailed to properties within 500 feet	4/4/2022	
Public hearing notice sign posted on site	4/11/2021	
Nextdoor posting	4/5/2022	

V. STAFF ANALYSIS

A. ANNEXATION/COMPREHENSIVE PLAN

The MHDR designation allows for a mix of dwelling types including townhouses, condominiums, and apartments. Residential gross densities should range from 8 to 15 dwelling units per acre and is noted with a “target” density of 12 du/ac. 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. Per the Ten Mile Interchange Specific Area Plan (TMISAP), MHDR designated areas should include a mix of housing types such as row houses, townhouses, condominiums, alley-loaded homes, and apartments with higher densities near MU-C and Employment designated areas transitioning to smaller-scale and lower density buildings as the distance increases from higher intensity uses.

The Applicant is requesting Annexation and Zoning of three parcels totaling 8.23 acres of land with a request for the Traditional Neighborhood Residential (TN-R) district and a Preliminary Plat to construct a mix of single-family dwelling types, single-family detached & attached units. The Applicant is proposing to annex the federally owned land west of the subject site that contains a segment of the Purdam Gulch Drain that is not part of the project area. The Applicant is proposing 51 total residential units on two parcels totaling 5.63 acres in the requested TN-R zoning district which constitutes a gross density of 9.1 du/ac; this density complies with the minimum density required within the future land use designation and is at the lower end of the allowed range. Further, the two proposed uses and site design are not currently seen within this area of the City or Ten Mile Plan but are two aspects desired by the Ten Mile Plan.

In addition to the subject project, surrounding development should be taken into account, to the northwest of the site, Hensley Station is currently under construction as a medium-high density townhouse subdivision and Aviation Subdivision was recently approved by Council which will bring Aviator Street extension even closer to the subject site; to the east of the subject site additional high-density residential projects are currently underway, Ascent Townhomes and Entrata Farms. In addition, south of Franklin Road is a larger area of the Ten Mile Plan with a mix of residential, commercial, employment, and industrial zoning. This site is part of a large area of MHDR that is slowly redeveloping from both the west and east of this site. Despite the subject site not being directly adjacent to existing or approved development, the subject site design and proposed uses are ones that are desired within this area of the City. Specifically, the Applicant’s proposal of two different housing types, detached sidewalks, and garages set back behind the living area are desired within this area of Meridian and propose a project design consistent with many comprehensive plan policies.

Staff finds the project to be generally consistent with the Comprehensive Plan. Specific general comprehensive plan policies are analyzed below.

Staff finds the following Comprehensive Plan policies to be applicable to this application and apply to the proposed use and development of this property (staff analysis in *italics*):

- “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 development contains two types of housing units (attached and detached single-family) that will contribute to the variety of residential categories in the Ten Mile area and within the requested TN-R zoning district as desired.

- “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 in accord with UDC 11-3A-21.

- “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)

Two (2) housing types are proposed in this development, as noted above, which contributes to the variety of housing types in this area. Furthermore, the Applicant is proposing the entire project with detached sidewalks and parkways and each unit is shown with the garages set behind the living area, as desired within the Ten Mile Plan.

- “Encourage compatible uses and site design to minimize conflicts and maximize use of land.” (3.07.00)

The proposed site design provides a maximum use of the land with the proposed residential dwelling types and should be compatible with planned development on adjacent properties that are also designated for MHDR uses. The project does abut three (3) existing 1-acre County residential properties to the east and until such time as these properties redevelop, there could be conflict between the two land uses as multiple structures are shown adjacent to these existing homes. However, the Applicant has held two neighborhood meetings on the property and only one of the current owners have attended while voicing minimal concerns.

- “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 depicts relatively smaller areas of open space spread throughout the site. Notably, the main open space area is in the center of the development and is approximately 6,000 square feet with a bicycle repair station noted as the amenity. There are other, smaller open space lots at the north end of the site that are shown to contain storm drainage facilities but still provide open grassy areas (these are not proposed as open swale drainage ponds). Further, the Applicant is proposing detached sidewalks throughout the entire site that connect to the existing sidewalk along Franklin Road, an arterial. This should provide safe and easy access to this arterial sidewalk network and to the nearby charter school to the west.

An open space exhibit was not submitted with the applications but it appears the Applicant has proposed approximately 32,500 square feet of qualified open space; this area does not meet the minimum 15% requirement which amounts to at least 36,700 square feet. However, if the Applicant is able to obtain irrigation district approval and provide a pathway along the west boundary and

other internal pathway connections to it, this area of the plat would become qualified open space and the Applicant would exceed the minimum area required by approximately 10,000 square feet. Further analysis is below in subsequent sections.

- “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; services are proposed to be provided to and though this development in accord with current City plans.

- “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.

In addition to the general Comprehensive Plan, the following sections of the Ten Mile Interchange Specific Area Plan (TMISAP) should also be used to analyze the project (Staff analysis is in *italics*):

Connectivity (3-17): *Connectivity to adjacent parcels is proposed by extending a stub street to the north boundary which would connect to the planned W. Aviator Street extension and to the east boundary through the 1-acre parcel that is part of this project. This connection to the east boundary aligns with a stub street further to the east within the Ascent Townhome project—Staff anticipates the approximate 50 feet of the Zimmerman parcel that separates the two will be utilized as a public road once a future cross-access agreement is made with that property owner. NOTE: the Zimmerman parcel has been sold to a developer and this area of their plan has been discussed with that Applicant; they agree a portion of this area of their existing access should be utilized to allow the public road connection between the subject project and the Ascent Townhome project currently under construction for the purpose of additional connectivity in this area. Although staff cannot require the connectivity now, with the annexation of the Zimmerman property staff will require the ROW dedication to allow the two roadways connect. If the applicant can facilitate the connection sooner and reach a written agreement to allow the connection, staff would be supportive as this would eliminate the need for the temporary access to Franklin Road in favor of an emergency access as desired by the City. Furthermore, the proposed detached sidewalks throughout the site provide the needed connectivity between existing and planned sites and sets the stage for neighborhood designs desired within the Ten Mile area.*

Access Control (3-17): *In order to move traffic efficiently through the Ten Mile area, direct access via arterial streets is prohibited except for collector street connections. The subject site proposes a temporary access to W. Franklin Road, an arterial, as no other public road access is available at this time. The proposed stub street to the north boundary will connect to the W. Aviator Street extension, a collector street, should the Zimmerman parcel redevelop as anticipated. Because the proposed access to Franklin is only temporary, the project complies with this policy. As noted above, if the applicant can facilitate the connection of the eastern stub street with the Ascent Subdivision, the temporary access to Franklin wouldn't be required.*

Complete Streets (3-19): *The TMISAP incorporates the concept of “complete streets,” meaning all streets should be designed to serve all users, including bicycles and pedestrians unless prohibited by law or where the costs are excessive or where there's clearly no need. The proposed development includes detached sidewalks and parkways throughout the entire site for pedestrian use and on-street parking along the new local street. Further, the proposed home designs depict garages set behind the living area and shared driveways that minimize curb cuts within the site (35 driveways for 51 units). This design sets the stage for future development of the surrounding area as this is a desired site design in the Ten Mile Plan.*

Streetscape (3-25): All streets should include street trees within the right-of-way. *The proposed development incorporates tree-lined streets with detached sidewalks throughout the site.*

DESIGN:

Street-Oriented Design – Residential Buildings (3-33): Usable porches should be a dominant element of these building types. Porches should be located along at least 30% of the front façade of the buildings (the façade facing the primary street) although a higher percentage is recommended as is porches on one or more facades as well. When possible, garages should be loaded from a rear alleyway. **Where garages must be accessed from the front, the garages must be located no less than 20’ behind the primary façade of the residential structure.**

The proposed residential units are all front-loaded but show a garage that is set back from the living area façade facing the internal local street. The submitted elevations and conceptual floor plans are not dimensioned but the garages appear to be considerably behind the living area facades. This design provides for a more porch dominated street façade compared to traditional single-family residential, as desired. Staff is including a DA provision to ensure this type of design is maintained for the project.

Buildings to Scale (3-34): The key elements to consider are the continuity of building sizes, how the street-level and upper-level architectural detailing is treated, elements that anchor and emphasize pedestrian scale, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, other open space and public parking. Human-scale design is critical to the success of built places for pedestrians. *Staff believes the proposed 2-story homes and submitted conceptual building elevations demonstrate compliance with this policy. However, to further the neighborhood and street-oriented designs desired in the Ten Mile Area, Staff is recommending additional decks are added on the second stories of some of the homes. This addition furthers the concept of living area closer to the street which helps to activate the sidewalks and create more of a community identity for the project.*

Neighborhood Design (3-36): In the Ten Mile area, all residential neighborhoods should be developed in consideration of traditional neighborhood design principles and concepts, which include mixed housing stock, architecture and design, streetscapes and streets. *A mix of housing stock is proposed consisting of single-family attached and detached dwellings which contribute to the diversity of housing stock in this area. The public street proposed within this development provides a fair framework for future connectivity that can provide short block lengths and minimize curb cuts on the public streets. The proposed block lengths are relatively short and provide for safe pedestrian connectivity due to the detached sidewalks and parkways. The proposed parkways and conceptual floor plans also add to the project’s consistency with the neighborhood design element of the Ten Mile Plan.*

As noted above, Staff finds the project to be generally consistent with both the Ten Mile Interchange Specific Area Plan and the City of Meridian Comprehensive Plan, per Staff’s recommended revisions.

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 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. A final plat will not be accepted until the DA is executed and the AZ ordinance is approved by City Council.*

B. PRELIMINARY PLAT (PP)

The proposed preliminary plat consists of 51 building lots (30 single-family attached lots and 21 detached single-family lots), 6 common lots, and 2 other lots (two common driveways) on 5.63 acres of land in the requested TN-R zoning district. The minimum building lot size proposed is 2,038 square feet

with an average lot size of 2,762 square feet. According to the submitted plans, the plat is currently proposed to develop in two phases due to the available access to the site being only from Franklin Road at this time. The phasing plan depicts construction of 22 building lots in the southern half of the site with three open space lots (including the largest centralized open space lot) in Phase 1 with the public roads terminating less than 150 feet from the internal intersection—thus, 20 of the 21 detached single-family lots and two single-family attached lots are proposed in Phase 1. Phase 2 then depicts the remaining building lots to the north and east of the centralized intersection to be constructed along with some remaining open space lots along the north boundary.

Further, Phase 2 depicts the north-south local road within the site terminating at the north boundary over the Purdam Gulch stub drain with a slight curve to the northeast to match the property line. Staff has had multiple discussions with this Applicant and the Developer of the Zimmerman property to the north in regards to the proposed termination of the north-south local street within this development. The issue that has been brought up is the preferred alignment of this street at the north property line and consequently where it would connect to the extension of W. Aviator Street, the collector road required to be developed with the project to the north. Staff notes it has been the City's practice to require an Applicant change their road alignment based upon conceptual drawings of a project that has not yet submitted to the City. **However, Staff has included a DA provision to allow this Applicant the flexibility to revise the road alignment and lot layout with the future Phase 2 final plat should they be able to work out a mutually beneficial agreement with the adjacent property owner; this is predicated on IF the property to the north receives approvals from the City. This recommended provision does not require this Applicant revise their plat at any point but its intent is to provide flexibility to the Applicant to make any necessary revisions to the plat without having to go through the hearing process for subsequent changes that do not increase the number of building lots or drastically change the project design but help the overall road network in this area of the City.**

Existing Structures/Site Improvements:

Map imagery depicts an old residence and accessory buildings on the southern half of the subject site; no other site improvements appear to be in place. All existing structures are proposed to be removed upon Phase 1 development.

Dimensional Standards (UDC 11-2):

The proposed subdivision and subsequent development are required to comply with the minimum dimensional standards listed in UDC Table 11-2D-6 for the requested TN-R zoning district. Staff has reviewed the proposed plat and it complies with these standards, including dwelling types, inclusion of parkways, and initial review of building setbacks outlined on the submitted preliminary plat.

Access (UDC 11-3A-3):

ACHD has not yet submitted a staff report for the subject project.

Access for the project has been briefly discussed in the comprehensive plan analysis section above those comments are in conjunction with those in this analysis section. Ultimate access to the project site is from a future local street connection at the north property boundary to a future extension of W. Aviator Street on the adjacent property to the north/northeast. Additionally, future access should occur to the east via a local street connection to W. Atomic Street in the Ascent Townhome project on the east side of Zimmerman Lane (not part of this project area). Until Aviator Street is extended and constructed north of the subject site OR W. Atomic Street is extended, temporary access to W. Franklin Road is required for public street access to the site. Because no other public roads are available to serve the subject site, development code permits this temporary access to Franklin. However, permanent access to Franklin Road is not desired by the City or ACHD in this location so as soon as an additional public road access is available, this access to Franklin shall be closed OR converted to an emergency-only access with Fire

Department approved bollards. Staff has included a DA provision to address the timing for the closure of this access.

Vehicular access for the proposed dwelling units is via driveway connections to the new local streets within the project. The local street is proposed with 5-foot detached sidewalk and 8-foot parkways strips; the street is proposed as a 33-foot wide local street within 37 feet of right-of-way and is consistent with ACHD policy. The Applicant has proposed shared driveways for the single-family attached units to minimize the number of curb cuts on the local street and has included two common drives within the east parcel to better maximize the available land and provide access to six units (four access one common drive, and two access the other).

There is no secondary access to the site because the proposed local streets within the site do not connect to additional public roads. This is an additional factor in the Applicant's decision to propose the project in two phases and keeps the Applicant from putting sprinklers in each unit because the Fire Department requires a secondary access for each access that has more than 30 units taking access from it. As discussed above, there is an anticipation of a project being constructed on the property to the north/northeast that would extend Aviator along the north property line and offer a secondary public street connection to satisfy the Fire Department requirement. However, regardless an additional public road access being to the north to Aviator Street or the east through Ascent Townhomes, Staff is recommending the temporary access to Franklin convert to an emergency-only access to add an additional Fire approved access for this project and area of the City.

Pathways (UDC 11-3A-8):

There are no regional pathways depicted on the Pathways Master Plan for this property. However, Staff believes the Applicant should work with the irrigation district to install a micro-path through the common lot along the project's west boundary containing the Purdam Drain easement OR work with the district to utilize their gravel access road as a walking path for the development and include some landscaping along the east side of this common lot. The addition of a meandering 5-foot wide pathway and landscaping in this open space lot could connect in multiple places throughout the site and allow for a looped walking trail. Further, this revision to the project would make this area of the site qualified open space and allow the Applicant to meet and exceed the minimum amount required for the project; without it, additional area will need to be added in other places which will likely require a loss of building lots.

Sidewalks (UDC 11-3A-17):

Detached sidewalks are proposed along the internal local streets that loop through the site (not shown with any names at this time) with 8-foot parkways throughout. In addition, the Applicant is showing the existing 5-foot wide sidewalk on the north side of Franklin Road with a segment near the west boundary as being attached and the remaining length being detached from the roadway. This does not meet ACHD nor UDC standards for sidewalks along collector streets. *Overall, the proposed sidewalk network for this development meets UDC requirements.*

Parkways (UDC 11-3A-17):

8-foot wide parkways with street trees are shown along both sides of the proposed local streets in the project site. **All parkways within the site adjacent to detached sidewalks shall be landscaped per the standards listed in UDC 11-3B-7C.** With the future final plat applications, the Applicant should add data to the plan to demonstrate compliance with these standards.

Landscaping (UDC 11-3B):

A 25-foot wide street buffer is required along W. Franklin Road, landscaped per the standards in UDC Table 11-3B-7C. A 25-foot wide common lot is shown at the south boundary of the project site meeting UDC standards. However, the subject property boundary does not directly abut Franklin Road because ACHD owns land that goes beyond the pavement and includes the sidewalk along this frontage. Therefore, the actual buffer along Franklin is at least 38 feet deep instead of just 25 feet. According to

the submitted landscape plan, the required buffer area is landscaped in accordance with code. Therefore, the proposed project complies with these standards.

The Applicant is also proposing 8-foot wide parkways throughout the site in accordance with the requirements of the Ten Mile Plan and the requested TN-R zoning district. According to the submitted plans, the Applicant is showing compliance with the required landscaping standards in UDC 11-3B-7.

According to the submitted landscape plan, some trees are included in the common open space areas where there is no storm drain retention areas. These retention areas are shown to be vegetated with grasses which complies with UDC 11-3A-11 and is allowed to qualify towards the minimum qualified open space for the project. Staff is recommending the most central tree in the centralized open space lot (Lot 12, Block 1) on the west side of the project be removed so a larger area of usable grass can be proposed in this lot. Further analysis on landscaping and open space qualification is in the next section below.

Qualified Open Space & Site Amenities (UDC 11-3G):

The area of the preliminary plat is 5.63 acres within the requested TN-R zoning district. According to the standards listed in UDC 11-3G-3, a minimum of 15% qualified open space should be provided for projects over 5 acres within the TN-R district. As noted above, the Applicant did not submit a separate open space exhibit so Staff had to dissect the submitted plans and the applicable areas that qualify.

Based on the plat area of 5.63 acres, the minimum amount of qualified open space required to meet UDC 11-3G-3 standards is approximately 36,786 square feet. According to Staff's analysis of the submitted plans, the Applicant is proposing approximately 32,500 square feet of qualified open space; this area does not meet the minimum 15% requirement. This includes the proposed parkways, arterial street buffer to Franklin, the central open space lot (portion of Lot 12, Block 1), and other smaller areas of open space throughout the site. As discussed throughout this report, there is potential of the entire Lot 12, Block 1 counting towards the qualified open space if additional pedestrian facilities are added to this lot. Specifically, Staff recommends adding a 5-foot wide micro-path from the detached sidewalk along the local street in two locations; within the central open space lot and in the open space area in the northwest corner of the site. Further, additional pedestrian facilities would need to be added to this lot within the drain easement area to create a looped system for the project. These cumulative revisions are required in order for this easement area of Lot 12 to count towards the qualified open space. If these revisions cannot occur, the Applicant will need to add approximately 4,300 square feet of additional qualified open space in the project—because of the site design, this would likely require the loss of building lots.

Based on the size of the plat, one (1) point of site amenity is required to meet UDC 11-3G-4 standards. According to the submitted landscape plan, the Applicant is proposing a bicycle repair station within the central open space lot (Lot 12, Block 1). This amenity is noted as being worth one (1) amenity point per UDC Table 11-3G-4. The proposed amenity meets the minimum UDC requirements.

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

All fencing constructed on the site is required to comply with the standards listed in UDC 11-3A-6 and 11-3A-7. According to the submitted landscape plan, the Applicant is showing 6-foot tall vinyl fencing along the project boundary on the east portions of the site and a 5-foot tall wrought iron fence on the rear property lines of the lots abutting the Purdam Drain easement along the west boundary. Both of these fence types and their locations comply with UDC standards. No fencing appears to be proposed along the Franklin Road street buffer; should fencing be proposed at a later date, it cannot exceed 6 feet in height per UDC 11-3A-7.

Parking: On-site parking for each unit is required per the standards listed in UDC Table 11-3C-6 based on the number of bedrooms per single-family residence. For the detached single-family homes, two car garages with two (2) parking pads per unit are shown on the submitted conceptual elevations and floor

plans in accord with UDC standards for up to 4-bedroom homes. The single-family attached homes are depicted with a single-car garage parking pad for each unit. Therefore, it appears as a two-car garage and parking pad from the street view. **Because of this proposed design, the future attached units cannot contain more than 2 bedrooms to comply with UDC minimum parking standards.** Staff finds this as a positive for the project because there is a shortage of smaller homes for sale within the valley and Meridian. In addition to the off-street parking shown, a number of on-street parking spaces are also available due to the proposed site design.

Waterways: The Purdam Gulch Drain, an NMID facility, runs along the west boundary of the subject property but is not on the subject site. However, this project does contain a large portion of the east half of the required irrigation easement (50 feet to each side of the drain centerline) for this drain. Therefore, all of the proposed lots along the west boundary of the project are encumbered by approximately 9 feet of this easement. Per UDC 11-3A-6, no more than 10 feet of the irrigation easement shall be located on a buildable lot so the plat complies with this standard as proposed. Any encroachment within this easement will require an exclusive License Agreement with NMID and the future HOA will be responsible for maintenance of this lot. **The common lot appears to show the required NMID access road which will be fully gravel with no vegetation, as discussed above.**

In addition to the Purdam Gulch Drain easement, the Purdam Gulch stub drain runs along the north property line of the site and is located within the project boundary. The Applicant is proposing to pipe this stub drain in its current location for better maintenance and to stub the local street within the site to the north property line for future connectivity to W. Aviator Street. The proposal to pipe this segment of the stub drain and place it within common lots complies with the UDC.

Utilities (UDC 11-3A-21):

Connection to City water and sewer services is proposed in accord with UDC 11-3A-21. Street lighting is required to be installed in accord with the City's adopted standards, specifications and ordinances. *See Section VIII.B below for Public Works comments/conditions.*

Pressurized Irrigation System (UDC 11-3A-15):

An underground pressurized irrigation (PI) system is required to be provided for the development as set forth as set forth in UDC 11-3A-15. Per the submitted plans, a PI system is proposed and will be analyzed by the applicable departments with each Final Plat.

Building Elevations (UDC 11-3A-19 | *Architectural Standards Manual*) ([TMISAP](#))

Conceptual building elevations and first-floor floor plans were submitted for the proposed detached and attached single-family units, as shown in Section VII.F. The conceptual elevations do not list specific materials but appear to show a combination of lap siding and stucco field materials with porches and brick or stone accent materials along the front of the homes. In addition to the elevations, the submitted conceptual first-floor floor plans depict living area and garage on the first floor with the garages set back from the living area façade closest to the street. The submitted document is not dimensioned but Staff infers that the garage doors should be at least 30 feet from the edge of the street with parkways, detached sidewalks, and parking pad between.

Final design is required to comply with the design standards listed in the Architectural Standards Manual and the design guidelines in the TMISAP as stated herein. Submittal and approval of an Administrative Design Review application is required prior to submittal of building permit application(s) for the single-family attached units. **Should it be determined the detached units should also require design review, Staff recommends Council add a specific DA provision addressing the project as a whole.**

VI. DECISION

A. Staff:

Staff recommends approval of the requested annexation and preliminary plat applications with the requirement of a Development Agreement per the recommended conditions of approval in Section VIII of this report and per the Findings in Section IX of this staff report.

VII. EXHIBITS

A. Annexation and Zoning and Preliminary Plat Legal Descriptions and Exhibit Maps

***ELS* ENGBRITSON LAND SURVEYS, PLLC.**

2251 S. Sumac Street, Boise, Idaho 83706

(208) 859-6032 – mike@elsurveys.com

10 March 2022

Amended Land Description
Project No. 201204
Marala Investments, LLC.
Contains 358,362 square feet or 8.227 acres +/-

EXHIBIT A

Property Annexation Parcel

A tract of land located within the SE ¼ of the SW ¼, Section 10, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho described as follows:

Commencing at a found aluminum cap monumenting the SW corner of said Section 10, from which a found aluminum cap monumenting the S ¼ corner of said Section bears S 89°15'34" E a distance of 2640.54 feet; thence easterly along the southerly line of said SW ¼ S 89°15'34" E a distance of 1320.31 feet to a found aluminum cap monumenting the W 1/16th corner, the POINT OF BEGINNING.

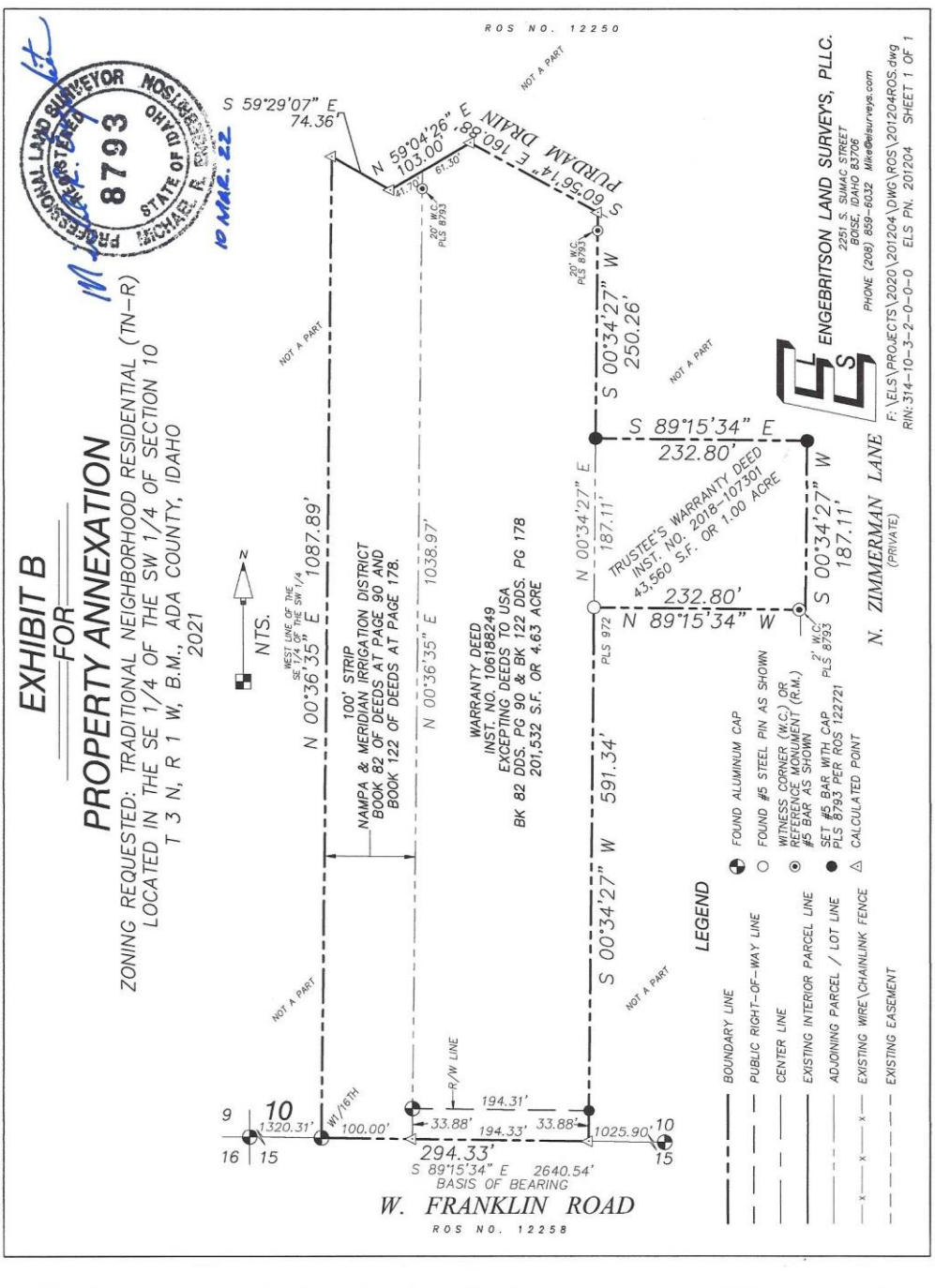
Thence northerly along the west line of said SE ¼ of the SW 1/4 N 00°36'35" E a distance of 1087.89 feet to a point;
Thence leaving said line S 59°29'07" E a distance of 74.36 feet to a point;
Thence N 59°04'26" E a distance of 103.00 feet to a point on the center line of the Purdam Drain;
Thence along said center line S 60°56'14" E a distance of 160.88 feet to a point from which a witness corner bears S 00°34'27" W a distance of 20.00 feet;
Thence leaving said Drain S 00°34'27" W a distance of 250.26 feet to a found steel pin;
Thence S 89°15'34" E a distance of 232.80 feet to a found steel pin on the westerly rights-of-way line of a private road easement known as North Zimmerman Lane;
Thence southerly along said rights-of-way S 00°34'27" W a distance of 187.11 feet to a point from which a found witness corner bears N 89°15'34" W a distance of 2.00 feet;
Thence leaving said line N 89°15'34" W a distance of 232.80 feet to a found steel pin;
Thence S 00°34'27" W a distance of 557.46 feet to a found steel pin on the northerly rights-of-way line of West Franklin Road;
Thence leaving said rights-of-way and continuing S 00°34'27" W a distance of 33.88 feet to a point on the southerly line of said SE ¼ of the SW ¼ of Section 10;
Thence westerly along said southerly line N 89°15'34" W a distance of 294.33 feet to the POINT OF BEGINNING.

The above-described tract of land contains 8.227 acres more or less and is subject to all existing easements and rights-of-way.

(See Exhibit B attached hereto and made part of)



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ELS ENGBRITSON LAND SURVEYS, PLLC.

2251 S. Sumac Street, Boise, Idaho 83706

(208) 859-6032 – mike@elsurveys.com

11 March 2022

Project No. 201204
Marala Investments, LLC.
Amended Boundary Alamar Subdivision
Contains 245,100 square feet or 5.627 acres +/-

PROPERTY LAND DESCRIPTION

Alamar Subdivision

A tract of land located within the SE ¼ of the SW ¼, Section 10, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho described as follows:

Commencing at a found aluminum cap monumenting the SW corner of said Section 10, from which a found aluminum cap monumenting the S ¼ corner of said Section bears S 89°15'34" E a distance of 2640.54 feet; thence easterly along the southerly line of said SW ¼ S 89°15'34" E a distance of 1320.31 feet to a found aluminum cap monumenting the W 1/16th corner; thence continuing along said Section line S 89°15'34" E a distance of 100.00 feet to a point; thence leaving said section line and running parallel to and 100.00 feet easterly of the westerly line of said SE ¼ of the SW ¼ N 00°36'35" E a distance of 33.88 feet to a found aluminum cap on the northerly rights-of-way line of West Franklin Road the POINT OF BEGINNING.

Thence leaving said rights-of-way and continuing along said parallel line N 00°36'35" E a distance of 1038.98 feet to a point from which a witness corner bears S 00°36'35" W a distance of 20.00 feet;

Thence leaving said parallel line N 59°04'26" E a distance of 61.30 feet to a point on the center line of the Purdam Drain;

Thence along said center line S 60°56'14" E a distance of 160.88 feet to a point from which a witness corner bears S 00°34'27" W a distance of 20.00 feet;

Thence leaving said Drain S 00°34'27" W a distance of 250.26 feet to a found steel pin;

Thence S 89°15'34" E a distance of 232.80 feet to a found steel pin on the westerly rights-of-way line of a private road known as North Zimmerman Lane;

Thence southerly along said rights-of-way S 00°34'27" W a distance of 187.11 feet to a point from which a found steel pin witness corner bears N 89°15'34" W a distance of 2.00 feet;

Thence leaving said rights-of-way N 89°15'34" W a distance of 232.80 feet to a found steel pin;

Thence S 00°34'27" W a distance of distance of 557.46 feet to a found steel pin on the northerly rights-of-way line of West Franklin Road;

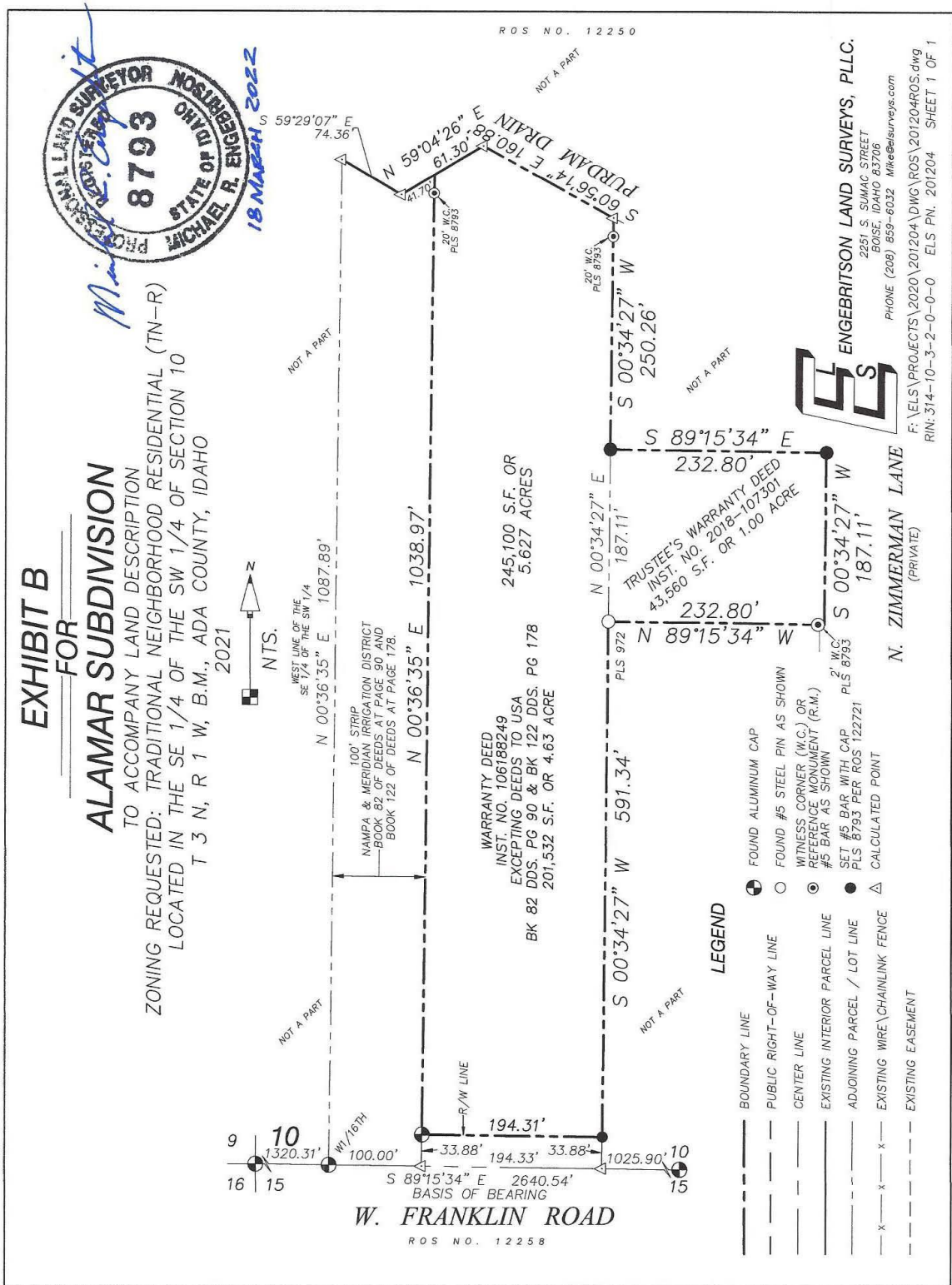
Thence westerly along said rights-of-way line N 89°15'34" W a distance of 194.31 feet to the POINT OF BEGINNING.

The above-described tract of land contains 5.627 acres more or less and is subject to all existing easements and rights-of-way.

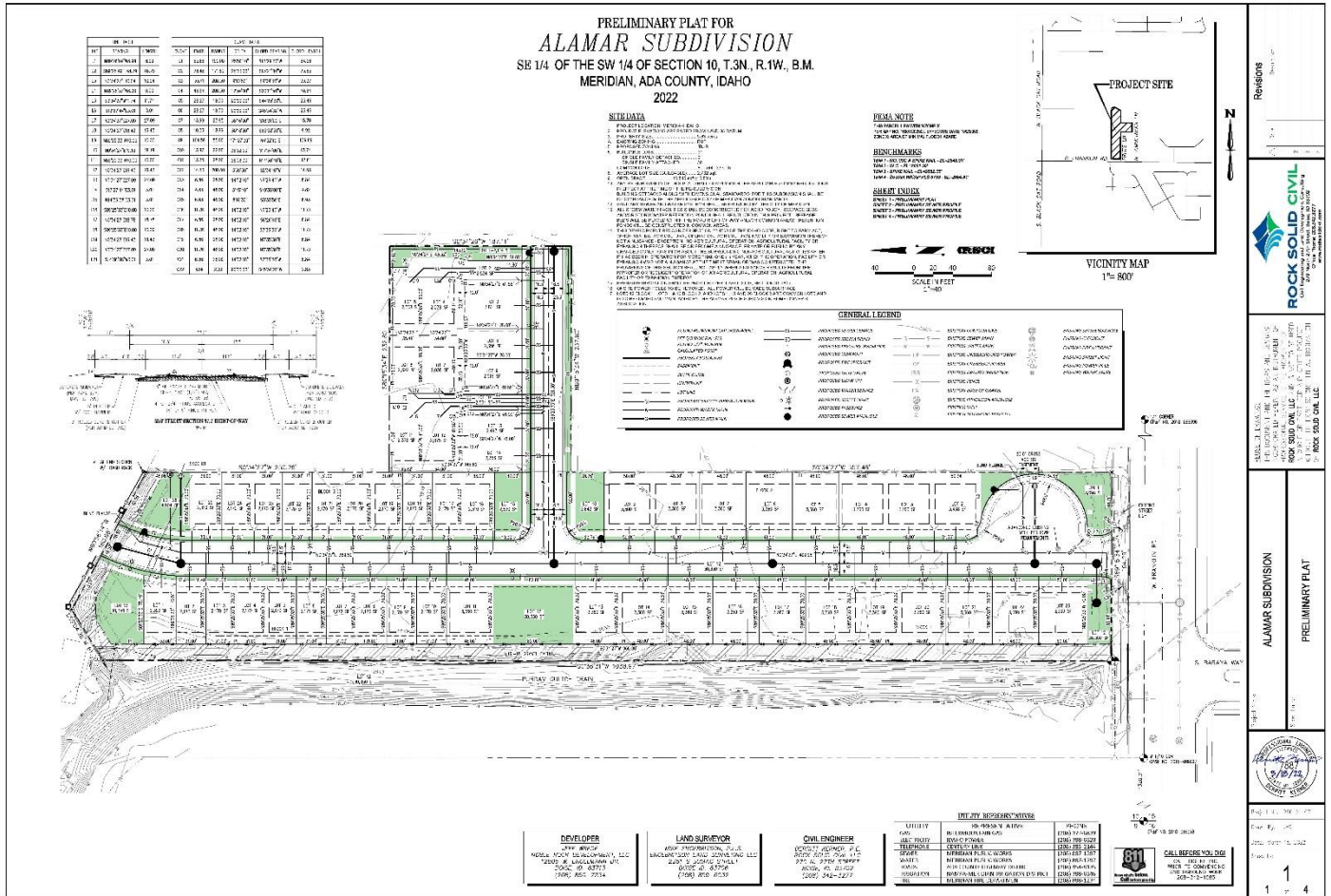
Michael R. Engbritson

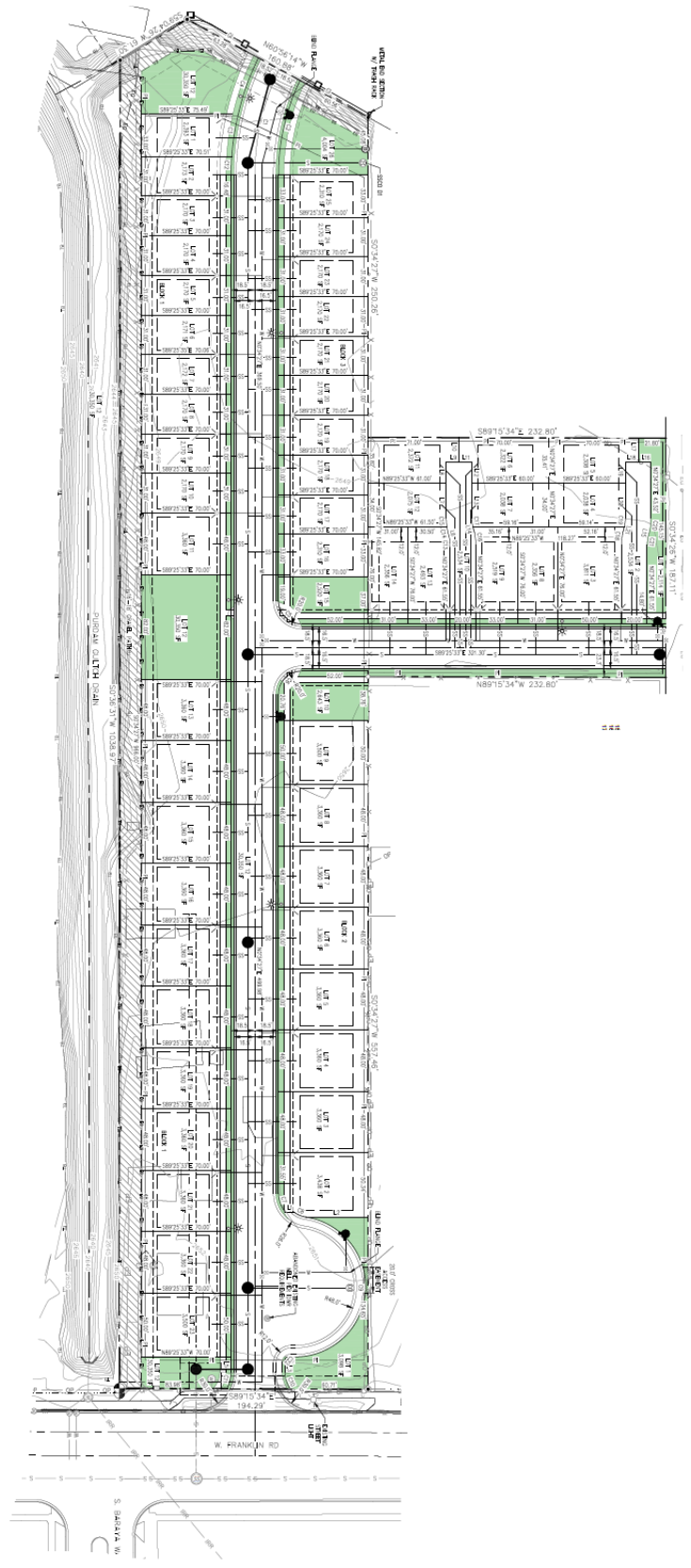
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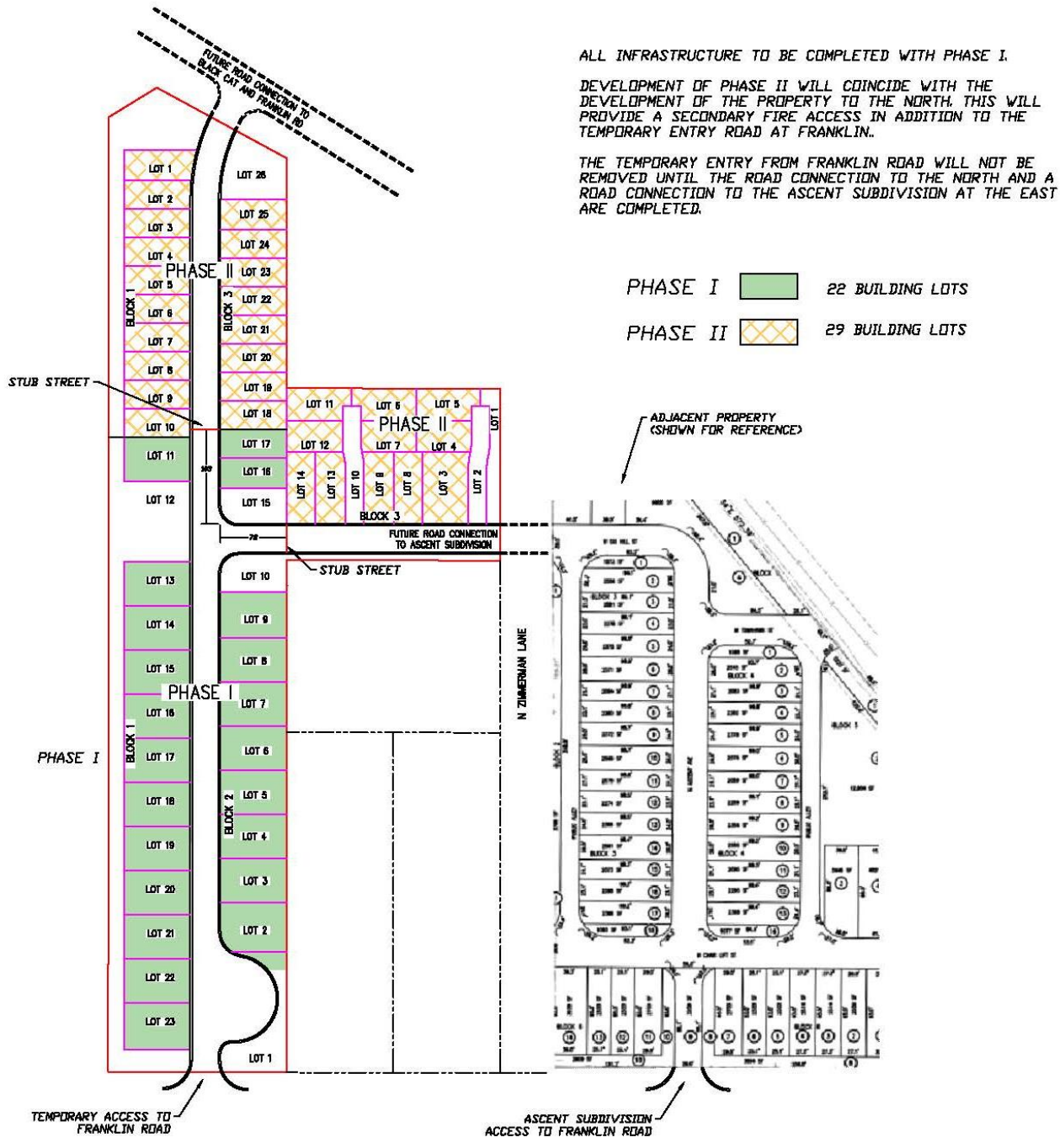


B. Preliminary Plat (dated: March 18, 2022)





D. Phasing Plan (dated: March 15, 2022)



E. Conceptual Building Elevations (dated: March 15, 2022)

SINGLE FAMILY HOMES



DUPLEX TOWNHOMES



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 and the property owner(s)/developer 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 substantially consistent with the approved plat, landscape plan, phasing plan, and conceptual building elevations and floor plans included in Section VII and the provisions contained herein.
- b. Final alignment at the north property line of the north-south local street proposed with the subject applications shall be determined at the time of the second final plat submittal to allow the Applicant flexibility to work with the adjacent developer to the north/northeast—the Applicant shall not be permitted to increase the number of buildable lots with any road alignment revisions.
- c. Future development of the residential units shall be generally consistent with the required design elements outlined in the Ten Mile Interchange Specific Area Plan (TMISAP) and include second story decks on at least half of the future residential units to better comply with the design standards.
- d. The access to W. Franklin Road is approved as a temporary access until such time an additional public road access is available to the project site (connection to W. Aviator Street or W. Atomic Street); at that time, this access shall be closed OR converted to an emergency-only access with Fire Department approved bollards.
- e. No final plat shall be accepted by the City until the Annexation and Zoning ordinance and Development Agreement are executed.

Preliminary Plat (PP) Conditions:

2. Applicant shall obtain approval from NMID to install a micro-path through the common lot along the project's west boundary (Lot 12, Block 1) containing the Purdam Gulch Drain easement and provide a copy of the executed license agreement to the Planning Division with the first final plat submittal in order to meet the minimum open space requirements OR the Applicant shall add a minimum of 4,300 square feet of additional qualified open space to the project in accord with UDC 11-3G-3.
3. Future development shall be consistent with the minimum dimensional standards listed in UDC Table 11-2D-6 for the TN-R zoning district.
4. The Applicant shall comply with all ACHD conditions of approval.
5. Future development shall comply with UDC 11-3A-7 and UDC 11-3A-6 for any future fencing constructed within the development.
6. The Applicant shall obtain Administrative Design Review approval for the single-family attached units prior to building permit submittal—this shall be submitted with the first final plat application due to the inclusion of two single-family attached lots in Phase 1.

7. 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.
8. The submitted preliminary plat, dated March 15, 2022, shall be revised as follows with the first final plat submittal:
 - a. Revise the plat to include the required revisions to meet the minimum open space requirements as outlined in Condition VIII.A.2 above.
9. The submitted landscape plan, dated March 15, 2022, shall be revised prior to the first final plat submittal, unless otherwise noted:
 - a. Depict the revisions outlined in Condition VIII.A.2.
 - b. Add data to the landscape plans showing compliance with UDC 11-3B-7C for the proposed parkways.
 - c. Remove the most central tree shown in the center of the centralized open space lot within Lot 12, Block 1 to add an area of openness in the center of this lot.
10. 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.
11. Prior to building permit submittal for any structure in each phase, the Applicant shall record the associated final plat for that phase.
12. Applicant shall remove any existing structures on the subject sites with the first phase of development.
13. Applicant shall provide a pressurized irrigation system consistent with the standards as set forth in UDC 11-3A-15, UDC 11-3B-6 and MCC 9-1-28.
14. In accordance with the approved plans and UDC 11-3A-6, the Applicant shall tile the Purdam Gulch Stub Drain along the north property boundary the time of final plat submittal for the relevant development phase.

B. PUBLIC WORKS

Site Specific Conditions of Approval

1. To meet the City to and through policy, developer shall be required to continue a sewer main extension from manhole SSMH C1 to the eastern property boundary and install a cleanout for future extension.
2. A fire hydrant is required at the dead end main at the north side of the subdivision due to water quality concerns. The hydrant tee should have a blind flange on the north leg, place the tee as far south of the gravity irrigation pipe as possible to allow for future crossing and vertical offset without having to remove the tee.
3. The water tee to the east near 11+00 requires two valves, with one of those valves being located on the north leg.
4. Provide a fire hydrant at the end of the 8 inch water main to the east on the south end, which shall have two valves. Configure this with a tee and blind flange for future connection.
5. It appears that water and sewer mains run through a landscaped area with a fence. This landscaping and fencing must be reconfigured so there are no permanent structures over City mains and / or easements.
6. As noted in the Geotechnical Engineering Report prepared by Atlas Materials Testing & Inspection, there are shallow cemented soils across the site. Particular attention needs to be focused on ensuring that all residences constructed with crawl spaces should be designed in a manner that will inhibit water in crawl spaces. This may include the installation of foundation drains, and the installation of rain gutters and roof drains that will carry storm water at least 10-feet away from all residences. Foundation drains are not allowed to drain into the sanitary sewer system, nor the trench backfill for the sewer and/or water service lines.

Standard Conditions of Approval

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 then alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
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.
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.
4. The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 9-1-28.C). 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.

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.
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.
7. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources. The Developer's Engineer shall provide a statement addressing whether there are any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment.
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.
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.
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.
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.
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.
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.
14. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
15. Developer shall coordinate mailbox locations with the Meridian Post Office.
16. 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.
17. 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.
18. 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.

19. 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.
20. 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.
21. 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.
22. 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=251688&dbid=0&repo=MeridianCity>

D. ADA COUNTY

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=251863&dbid=0&repo=MeridianCity>

E. NAMPA MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=254211&dbid=0&repo=MeridianCity>

F. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252443&dbid=0&repo=MeridianCity>

G. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=254121&dbid=0&repo=MeridianCity>

H. WEST ADA SCHOOL DISTRICT (WASD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=255719&dbid=0&repo=MeridianCity>

I. DEVELOPMENT SERVICES SCHOOL IMPACT TABLE

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=258750&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 annex the property into the City of Meridian with the Traditional Neighborhood Residential (TN-R) zoning district and subsequent development is consistent with the Comprehensive Plan and the Ten Mile Interchange Specific Area Plan (TMISAP), if all conditions of approval are met.

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 request for different types of residential dwelling types will contribute to the range of housing opportunities available within the City and specifically within this area. Staff finds the proposed development is generally consistent with the purpose statement of the residential district included as part of the application.

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.

Because of the proposed addition of differing dwelling types within a neighborhood zoning district and the general site design, Staff finds the annexation is in the best interest of the City.

B. Preliminary Plat:

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 and the specific area plan (Ten Mile Interchange Specific Area 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 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 V and 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 has approved the proposed road layout and street connections.

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 Continued from April 21, 2022 for Burnside Ridge Estates (H-2021-0070) by Kimley-Horn and Associates, Inc., Located Near the Southwest Corner of S. Linder Rd. and W. Victory Rd., Including 2365 W. Victory Rd., 3801 S. Linder Rd., and Parcels S1226142251, R0831430030, R0831430022, and R0831430010

A. Request: Annexation and Zoning of 121.29 acres of land from RUT to the R-2 (11.76 acres) and R-4 (109.53) zoning districts.

B. Request: A Preliminary Plat consisting of 299 total lots (275 single-family residential lots and 24 common lots) on 119.31 acres of land.



PUBLIC HEARING INFORMATION

Staff Contact: Joseph Dodson

Meeting Date: April 21, 2022

Topic: **Public Hearing** for Burnside Ridge Estates (H-2021-0070) by Kimley-Horn and Associates, Inc., Located Near the Southwest Corner of S. Linder Rd. and W. Victory Rd., Including 2365 W. Victory Rd., 3801 S. Linder Rd., and Parcels S1226142251, R0831430030, R0831430022, and R0831430010

- A. Request: Annexation and Zoning of 121.29 acres of land from RUT to the R-2 (11.76 acres) and R-4 (109.53) zoning districts.
 - B. Request: A Preliminary Plat consisting of 299 total lots (275 single-family residential lots and 24 common lots) on 119.31 acres of land.
-

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



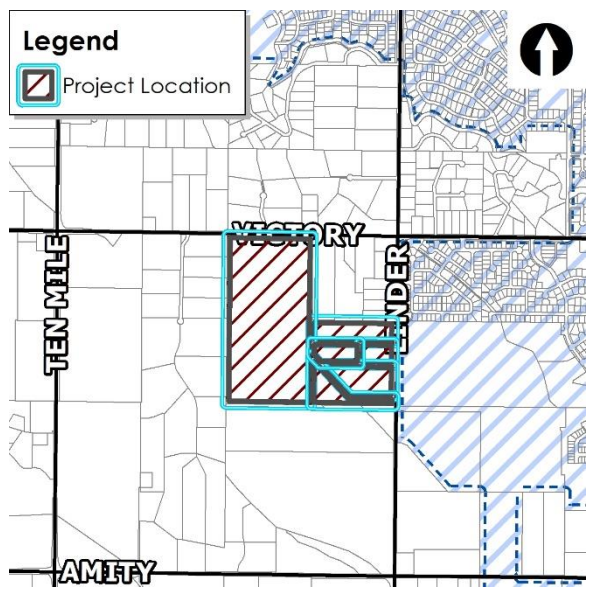
HEARING DATE: 4/28/2022

TO: Planning & Zoning Commission

FROM: Joe Dodson, Associate Planner
208-884-5533

SUBJECT: H-2021-0070
Burnside (Jackson) Ridge Estates Subdivision

LOCATION: The site is located near the southwest corner of S. Linder Road and W. Victory Road, including 2365 W. Victory Road, 3801 S. Linder Road, and parcels S1226142251, R0831430030, R0831430022, and R0831430010, in the NE ¼ of Section 26, Township 3N., Range 1W.



I. PROJECT DESCRIPTION

Request for Annexation & Zoning of 121.29 acres of land from RUT in Ada County to the R-2 (11.76 acres) and R-4 (109.53) zoning districts and a preliminary plat consisting of 299 total lots (275 single-family residential lots and 24 common lots) on 119.31 acres of land, by Kimley-Horn and Associates, Inc.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	121.29 AZ acres (R-2 – 11.76 acres; R-4 – 109.53 acres); Preliminary Plat on 119.3 acres.	
Future Land Use Designation	Medium Density Residential & Low Density Residential	
Existing Land Use(s)	County residential and farm land	
Proposed Land Use(s)	Detached single-family residential	
Lots (# and type; bldg./common)	299 total lots – 275 single-family residential lots and 24 common lots	
Phasing Plan (# of phases)	Proposed as five (5) phases	
Number of Residential Units (type of units)	275 detached single-family units	
Density (gross)	2.31 du/ac	
Open Space (acres, total [%]/buffer/qualified)	12.19 acres of qualified open space (approximately 10.22%). Further analysis below in Section V.J.	

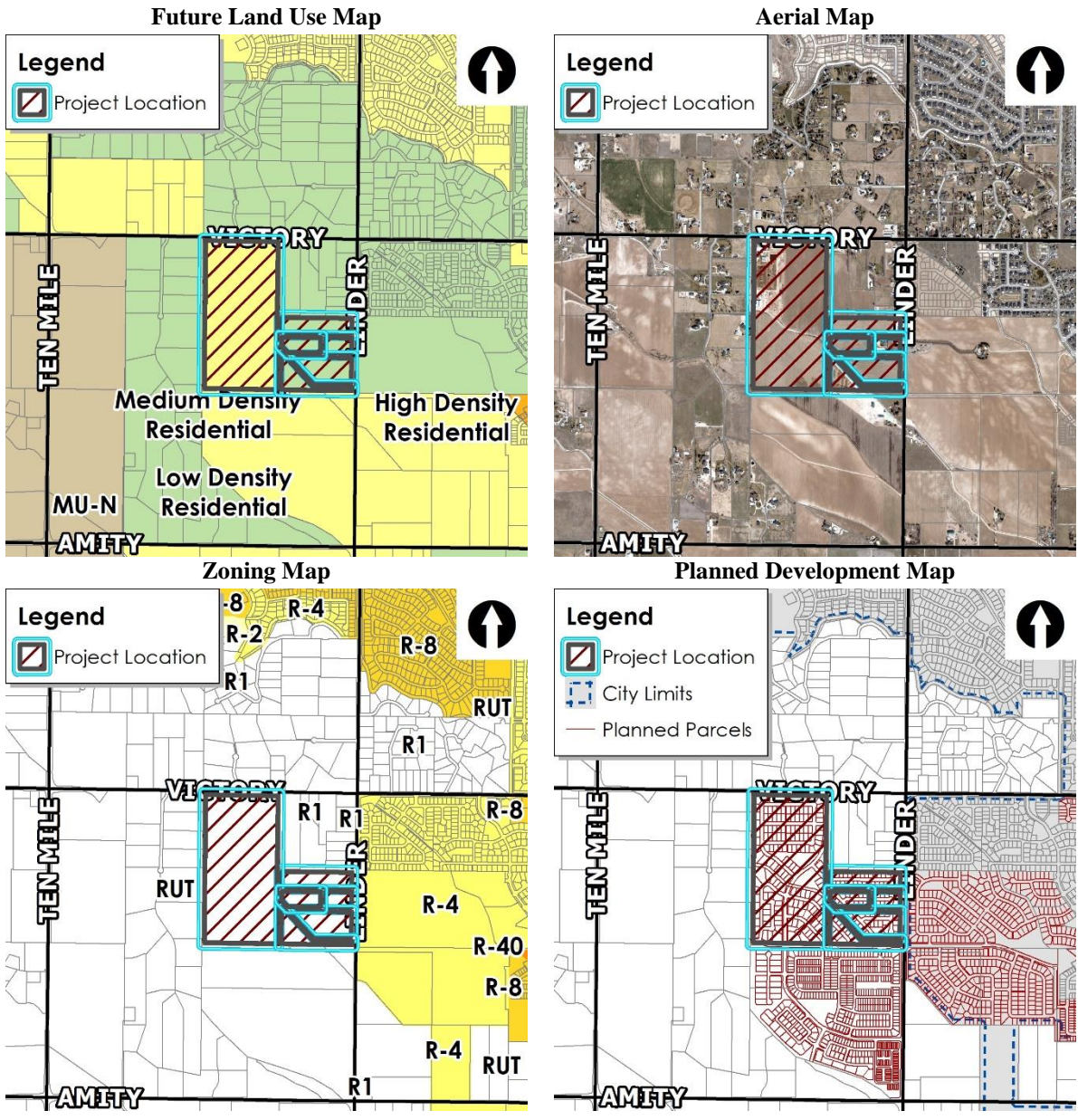
Description	Details	Page
Amenities	At least eight (8) qualifying amenities are proposed with this project – Clubhouse, swimming pool, Children’s play structures, pickleball court, multi-use pathways, shaded picnic area, public art, and outdoor fitness equipment.	
Physical Features (waterways, hazards, flood plain, hillside)	Calkins Lateral bisects the property – no floodplain on property.	
Neighborhood meeting date	June 18, 2021	
Distance to nearest City Park (+ size)	Approximately 2 miles to Bear Creek Park (18.34 acres in size and to the northeast of the site)	
History (previous approvals)	No application history with City of Meridian	

B. Community Metrics

Description	Details	Page
Ada County Highway District		
<ul style="list-style-type: none"> Staff report (yes/no) 	No	
<ul style="list-style-type: none"> Requires ACHD Commission Action (yes/no) 	No	
<ul style="list-style-type: none"> Traffic Impact Study (yes/no) 	Yes – ACHD has accepted the TIS and is reviewing it to be part of their final staff report.	
Access (Arterial/Collectors/State Hwy/Local) (Existing and Proposed)	Three (3) new accesses are proposed to the adjacent arterial streets, Linder and Victory Roads. Two of these are new collector streets per the Master Street Map (shown as S. Farmyard Avenue and E. Holstein Drive) with each one connecting to the arterials. All other access to proposed homes is via new local streets.	
Stub Street/Interconnectivity/Cross Access	Applicant is proposing to stub the new collector street (E. Holstein) to the west boundary for future connectivity. E. Holstein is also proposed along the entire southern boundary for future connectivity to the south. Proposed north-south collector street, S. Farmyard, provides a stub street to the east property line adjacent to 1995 W. Victory Road (Parcel #S1226110255). No other stub streets are proposed.	
Traffic Level of Service Existing Road Network	Unknown until ACHD report is received. W. Victory Road and N. Linder Road are existing arterial streets. All other roads proposed would be new development.	
Existing Arterial Sidewalks / Buffers	No sidewalks or buffers along Victory or Linder Road frontages.	
Proposed Road Improvements	Unknown until ACHD report is received.	
Fire Service		
<ul style="list-style-type: none"> Distance to Fire Station 	Approx. 1.4 miles from Fire Station #6	
<ul style="list-style-type: none"> Fire Response Time 	This project <i>does</i> fall within the Meridian Fire response time goal of 5 minutes.	
<ul style="list-style-type: none"> Resource Reliability 	Fire Station #6 reliability is 85% (above goal of 80%).	
<ul style="list-style-type: none"> Risk Identification 	Risk Factor 2 – residential with hazards (waterway)	
<ul style="list-style-type: none"> Accessibility 	Proposed project meets all required access, road widths, and turnarounds. Proposed phasing plan shall be adhered to; any changes in the phasing shall be approved by the Fire Department. Applicant shall have strict adherence to proposed phasing plan.	
Police Service		
<ul style="list-style-type: none"> Distance to Station 	Approximately 4.3 miles from MPD Headquarters	
<ul style="list-style-type: none"> Response Time 	Approximately 3:14 response time to an emergency in this reporting district.	

Description	Details	Page
<ul style="list-style-type: none"> • Call Data 	Between 2/1/2020 – 1/31/2022, the Meridian Police Department responded to 1,380 calls for service within a mile of the proposed development. The crime count on the calls for service was 127. See attached documents for more details. Between 2/1/2020 – 1/31/2022, the Meridian Police Department responded to 12 crashes within a mile of the proposed development. See attached documents for more details.	
<ul style="list-style-type: none"> • Additional Concerns 	None	
West Ada School District		
Estimated Additional School Aged Children	157 estimated children at full build out (specific to the area)	
<ul style="list-style-type: none"> • Capacity of Schools 	Mary McPherson Elementary – 675 students Victory Middle School – 1,000 students Meridian High School – 2,075 students	
<ul style="list-style-type: none"> • # of Students Enrolled 	Mary McPherson Elementary – 442 students Victory Middle School – 996 students Meridian High School – 1,698 students	
School of Choice Options	<ul style="list-style-type: none"> • Christine Donnell Elementary (Arts) – 480 enrolled w/capacity of 500) • Spalding Elementary (STEM) – 651 enrolled w/capacity of 750) 	
See West Ada letter for additional context and analysis (Section VIII.H)		
Wastewater		
<ul style="list-style-type: none"> • Distance to Sewer Services 	Directly adjacent	
<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 • See Public Works Site Specific Conditions 	
Water		
<ul style="list-style-type: none"> • Distance to Services 	Directly adjacent	
<ul style="list-style-type: none"> • Pressure Zone 	5	
<ul style="list-style-type: none"> • Water Quality Concerns 	None	
<ul style="list-style-type: none"> • Project Consistent with Water Master Plan 	Yes	
<ul style="list-style-type: none"> • Impacts/Concerns 	Fittings should be used instead of pipe deflection.	

C. Project Area Maps



III. APPLICANT INFORMATION

A. Applicant:

Jay Walker, Kimley Horn & Associates – 950 W. Bannock Street, Suite 1100, Boise, ID 83702

B. Owner:

Linder Holdings, LLC – 849 E. State Street, Suite 101, Eagle, ID 83616

C. Representative:

Nicolette Womack, Kimley Horn & Associates – 950 W. Bannock Street, Suite 1100, Boise, ID 83702

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	4/5/2022	
Radius notification mailed to properties within 500 feet	4/4/2022	
Site Posting	4/6/2022	
Nextdoor posting	4/18/2022	

V. STAFF ANALYSIS

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

The subject project area contains two future land use designations, Low Density Residential (LDR) and Medium Density Residential (MDR), with the MDR designation taking up a larger area of the project, approximately 80 acres compared to 39 acres respectively.

Low Density Residential (LDR) – This designation allows for the development of single-family homes on large and estate lots at gross densities of three dwelling units or less per acre. These areas often transition between existing rural residential and urban properties. Developments need to respect agricultural heritage and resources, recognize view sheds and open spaces, and maintain or improve the overall atmosphere of the area. The use of open spaces, parks, trails, and other appropriate means should enhance the character of the area. Density bonuses may be considered with the provision of additional public amenities such as a park, school, or land dedicated for public services.

Medium Density Residential (MDR) – 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 property has two future land use designations on the property, as noted above. The majority of the site is designated Medium Density Residential (approximately 80 acres compared to 39 acres) which calls for a different type of lot size and density than the LDR designation. MDR allows a gross density range of 3-8 du/ac while the LDR designation allows gross densities of 3 du/ac and less. Future Land Use designations are not parcel specific. An adjacent, abutting designation, when appropriate and approved as part of a public hearing with a land development application, may be used. A designation may not be used however, across planned or existing collector or arterial roadways, must not be used on a parcel not directly abutting the designation, and may not apply to more than 50% of the land being developed.

Based on this policy, the LDR designation can be “floated” beyond the area depicted on the future land use map up to the east side of the north-south collector street proposed with this development (S. Farnyard Avenue). Subsequently, the gross density west of S. Farnyard must meet the minimum gross density for the MDR designation (at least 3 du/ac.). Additionally, the plan allows gross densities to be rounded up or down, therefore the minimum gross density of this area must be at least 2.5 du/ac. According to the submitted plans, the area west of the proposed collector is approximately 54 acres and contains 126 units which is approximately 2.33 du/ac and does not meet the minimum gross density of the MDR designation. Therefore, the Applicant should add at least 9 additional building lots to meet the minimum density requirement. If the Applicant does not wish to increase the number of lots, then a Comprehensive Plan Map Amendment is required and this project should be delayed to allow

the applicant to submit a concurrent CPAM application which could be processed no earlier than June 15th. The Applicant is proposing larger lots throughout the development (minimum lot size of 9,900 square feet in this area of the plat) so Staff believes there may be ample area west of the proposed collector to add these additional building lots. However, to increase the number of lots in this area it would require the applicant to amend their annexation request to incorporate an R-8 zoning district due to differing dimensional standards from the R-4 district. Staff recommends the applicant include an area of R-8 zoning in the north area of the plat (Blocks 2 & 3) to allow for some lot sizes smaller than R-4 dimensional standards. Fifteen (15) days prior to the City council hearing the applicant should submit an amended annexation legal description and exhibit map to incorporate R-8 zoning as recommended by staff.

The subject project is comprised of six (6) county parcels located near the southwest corner of W. Victory Road and N. Linder, directly west of Brundage Estates on the east side Linder that has yet to record a phase I final plat despite obtaining initial City approval for a preliminary plat in 2016. This project's path to annexation is via the existing R-4 zoning of Brundage Estates to the east; no other City zoning is adjacent to the subject project area. Therefore, City Council should determine if the requested development is a logical expansion of City zoning.

Overall, the Applicant is proposing 275 detached single-family residences with an average lot size of 10,125 square feet within the R-2 and R-4 zoning districts; the proposed lot sizes and requested zoning districts are not common in recent City development approvals. The Applicant is also proposing to develop the project in five (5) phases with adequate Fire access in each phase.

The submitted plans depict a number of new local streets throughout the site anchored by a collector street along the south boundary and an additional collector that generally bisects the property and connects to Victory Road from the southern collector street at the ¼ mile mark west of Linder Road. Both collector streets are shown on the Master Street Map (MSM) but the north-south collector street is shown at the mid-mile mark on Victory and along the entire west boundary, it is not shown bisecting the property nor connecting to Victory at the ¼ mile mark as proposed. Staff has not received the ACHD staff report to know if the collector street alignment is acceptable to them. Staff is supportive of this alignment, if approved by ACHD.

In terms of nearby and adjacent development, Staff recognizes this area is lacking neighborhood serving commercial uses. Specifically, the closest commercial developments are more than a mile from the project boundary which incentivizes the use of vehicles instead of pedestrian or bicycle facilities, which are also absent. The Comprehensive Plan does contemplate the development of a Mixed-Use Neighborhood node approximately a ½ mile to the west of this project but it may not develop in the immediate future. Therefore, staff believes, the Commission and Council should determine if the project is a logical expansion of city limits given the lack of public infrastructure and neighborhood serving uses in the area.

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 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. A final plat will not be accepted until the DA is executed and the AZ ordinance is approved by City Council.

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

Staff finds the following Comprehensive Plan policies are applicable to this development; Staff analysis is in italics:

“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). *Burnside Ridge Estates proposes different lot sizes than what is existing most adjacent to the subject properties. A majority of the county residential lots adjacent to this development range in size with the smallest being 2 acres in size. Furthermore, the proposed lot sizes in this development are most consistent with the approved R-4 lots on the east side of Linder Road. Because of the disparity of lot sizes along the west boundary, the Applicant is proposing R-2 zoning and lots at least 21,000 square feet (almost half an acre) in size along the entire west boundary. In addition to what is proposed, Staff is recommending an area of R-8 is added to the north end of the project in order add additional lots to meet the minimum density requirements of the plan. The addition of a block of smaller lots would further the housing type and lot size available in this project. Therefore, Staff finds the proposed project complies with this policy, especially with the recommended zoning revision.*

“Require all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices” (3.07.01A). *As noted above, the properties nearest the subject development vary in size but are no smaller than 2 acres in size. Because of this, the Applicant has proposed its largest lots along the west boundary adjacent to existing County lots of approximately 5 acres. Furthermore, the Applicant has proposed to place the required north-south collector street along the east boundary in the northwest quadrant for future connectivity opportunities to the east and subsequently acts as a buffer between that 10 acre parcel and the proposed development. The proposed layout in the southeast quadrant abuts multiple county parcels but is removed from existing structures except for the 2 acre parcel directly adjacent to the very northeast corner of this area. In order to help mitigate this, the Applicant has proposed an extended buffer lot directly adjacent to the existing County residence which should offer adequate transition and screening. In general, the proposed development consisting of lots averaging at least 10,000 square feet are consistent with the City’s anticipated land uses and lot sizes in this area of the City.*

“Establish and maintain levels of service for public facilities and services, including water, sewer, police, transportation, schools, fire, and parks” (3.02.01G). *All public utilities are available for this project site due to the existing network abutting the site to the east and north, per Public Works comments. Subsequently, all public utilities will be extended at the Applicant’s expense in order to connect to the existing services within the right-of-way. Further, the entire site is within the Fire Department response time goal of 5-minutes.*

West Ada School District has offered comments on this project and estimates 157 additional school aged children from this development. West Ada discusses within their letter there are thousands of homes not yet constructed in the same area of this project which will also add to school enrollment. However, there is currently capacity at each designated school.

The adjacent roadways will be impacted by this development because neither Victory nor Linder Road have been widened. ACHD has not submitted their report but a TIS was completed. According to the submitted TIS, it contemplates 261 single-family residential units which is lower than what was submitted with the subject applications. Based on 261 units, the proposed development is estimated to generate approximately 2,513 vehicle trips per weekday. Further analysis of the TIS is below in the Access section of this report and will be even further analyzed by ACHD within their future staff report. Based upon the data presented in the TIS, the proposed development appears to be of minimal impact to the adjacent roadways and intersections but ACHD will determine what arterial road improvements are required.

“Preserve, protect, and provide open space for recreation, conservation, and aesthetics” (4.05.01F). *The proposed project offers open space that exceeds the minimum requirements in the unified development code (UDC) at the time of application submittal (prior to the open space*

code changes in October 2021) by proposing slightly above 10% qualified open space. According to the submitted open space exhibit, approximately a quarter of the qualified open space is street buffers along the proposed collector streets and adjacent to Victory and Linder Roads and an additional quarter of the area consists of the Calkins Lateral easement and regional pathway. The remaining qualified open space consists of two large common lots in the center of the development consisting of approximately 5.5 acres of land with one of the lots containing the proposed clubhouse and swimming pool; the other large open space lot has a series of connected micro-paths and open grassy areas. The entire development will share the open space and amenities which add to the walkability and usability of the open space within this development. The proposed centralized open space and pedestrian connectivity to it is an example of what the comprehensive plan and our development code currently aims to deliver to Meridian residents, despite leaving some areas without usable open space in their respective 40 acre quadrants.

“Require pedestrian access connectors in all new development to link subdivisions together and to promote neighborhood connectivity as part of a community pathway system.” (6.01.01H). The Applicant is proposing multiple micro-paths and regional pathway segments with the development consistent with the Master Pathways Plan. Further, the Applicant is proposing detached sidewalks and parkways throughout the subdivision and along the arterials as required by code. Because there is currently no other adjacent City development, there are no opportunities to connect to any existing facilities. However, the Applicant has the capacity to lay the foundation for a connected neighborhood with this development. The Applicant’s proposed road layout offers some of this desired interconnectivity by placing S. Farmyard along the east boundary for easy connectivity to the detached sidewalks on its east side and by including the required regional pathway along the collectors and the Calkins Lateral. However, there is minimal connectivity to the west boundary or the north boundary of the southeast quadrant of the site. Staff is recommending specific revisions to address these two areas and increase the connectivity in this area for future development.

“Work with transportation partners to identify locations for future park & ride lots, shuttle buses, and/or transit stations.” (6.01.05). According to the Community Planning Association of Southwest Idaho (COMPASS), a future express bus route is planned along Linder Road from Downtime Kuna to Chinden Boulevard. COMPASS and Staff recommend the Applicant work with Valley Regional Transit (VRT) to include a bus stop along this development’s Linder Road frontage. Staff has included a DA provision consistent with this recommendation.

With the recommended revisions, Staff finds this development to be generally consistent with the Comprehensive Plan.

C. Access (UDC 11-3A-3):

NOTE: Staff has not received ACHD’s staff report for the subject development, which includes analysis on the accepted traffic study. Therefore, there is minimal information regarding ACHD analysis of the proposed and existing transportation network.

Main access to the project is proposed via two new collector streets proposed with this development – one to W. Victory Road and one to S. Linder Road, both arterial streets. The north-south collector is shown as S. Farmyard Avenue and the east-west collector that runs along the southern boundary is shown as E. Holstein Drive. These two collector streets are required to be constructed per the Master Street Map. However, the north-south collector street is shown at the mid-mile mark on Victory and along the entire west boundary on the Master Street Map (MSM), it is not shown bisecting the property nor connecting to Victory at the ¼ mile mark.

ACHD will determine if this revised location of Farmyard requires a formal modification to the MSM. In general, Staff is supportive of the proposed collector street placement.

In addition, the third access to the adjacent arterials is via a local street connection to Linder Road (shown as E. Pivot Drive) that aligns with a local street connection on the east side of Linder that was approved with the approved Brundage Estates development (currently undeveloped but approved). According to the submitted TIS, all proposed arterial connections comply with ACHD offset requirements but the ACHD staff report will verify this. All local streets are shown as 33-foot of pavement within 60 feet of right-of-way—the right-of-way includes the pavement and the parkways and detached 5-foot sidewalk on each side. ACHD will confirm if this right-of-way design complies with their policies.

According to the submitted plat, the required collector street along the south boundary (E. Holstein Drive) is fully on the subject property at the east and west boundaries but curves down to be evenly split along the majority of the south property line. Specifically, this road is shown to be constructed with 18 feet of pavement from the property line to the back of curb on Burnside Ridge side of the property line. Typically, the first development in is required to construct their half of the street section (18 feet in this instance) plus 12 feet of pavement which would total 30 feet of pavement instead of the 18 feet proposed. This is important to note because this segment of road is adjacent to a County parcel that is not part of the subject annexation request and may require the road to shift 12 feet north to accommodate the additional ROW if ACHD does not accept this road segment as proposed.

Lastly, the subject development abuts a number of county parcels to its northeast and the Applicant has proposed to stub a street to their shared property line near the northeast corner of the site (east side of Farmyard Avenue). Because of the number of parcels adjacent to this project, Staff recommends an additional stub street be added to the north property boundary from E. Pivot Drive in the southeast third of the project to help create better opportunity for interconnectivity in the future. Specifically, Staff is recommending this stub street be located approximately in the area of Lot 11 or 12, Block 5.

Traffic Impact Study Analysis:

The proposed project proposes more than 100 units and therefore requires a Traffic Impact Study (TIS). The Applicant's traffic impact study has been analyzed by ACHD and specific conditions of approval will be outlined in their future staff report.

D. Existing Structures/Site Improvements:

The subject development consists of 6 county parcels and contains multiple agricultural based structures on the property; specifically, at the northwest corner of the site and near the southern boundary south of the Calkins Lateral. In addition, there is an existing residence in the southeast quadrant of the development that takes access from Linder Road and was illegally split from one of the lots with the County. This home and associated outbuilding are proposed to remain until the final phase of the development. All other structures on the properties are proposed to be removed at the time of site development.

In addition, a portion of an unknown irrigation facility was piped along the west boundary of the site but appears to be outside of the property boundary. Boise Project Board of Control, the governing irrigation district in this area of the City, did not call this facility or easement out within their submitted letter so Staff assumes there are no issues with this facility and its proximity to the project.

Staff has concerns surrounding the existing home shown to remain until the final phase of development. Unless specific provisions are outlined in the DA, the home may never connect to

City services or provide the required frontage improvements if allowed to wait until the noted phase only. Because of this and consistent with UDC 9-1-4 & UDC 9-4-8, Staff is recommending a DA provision the existing home connect to City water & sewer within 60 calendar days after Council has granted approval of the annexation ordinance.

E. Proposed Use Analysis:

The Applicant is proposing detached single-family residential homes for the entire project area. This residential use is a permitted use in the requested R-2 and R-4 zoning districts, per UDC Table 11-2A-2; this use is also permitted within the recommended R-8 zoning district.

The Applicant has provided a phasing plan notating the project is to be constructed in five (5) phases with each phase showing adequate Fire access, per Meridian Fire Department review. According to the phasing plan, the first phase includes a segment of the required north-south collector street (S. Farmyard) and the proposed local street connection to Linder Road at the northeast corner of the southeast quadrant of the project. Phase 1 depicts 56 building lots with minimal open space and no amenities beyond a segment of multi-use pathway along Farmyard. Staff is not supportive of this phasing of open space inclusion so Staff is recommending a revision to the phasing plan to include the central open space lot containing the clubhouse and pool, Lot 1, Block 12, and is approximately 102,000 square feet; including this with the first phase instead of phase 3 creates better opportunity for equitable use of these amenities by all residents.

Phase 2 is depicted to include 92 lots and the remaining area of the northwest quadrant with the full area of the largest open space lot, Lot 6, Block 4. This second phase contains the first R-2 lots along the west boundary and includes the area of the plat Staff is recommending being revised to include an area of R-8 to meet the minimum density requirement.

Phase 3 is shown to include the southeast corner of the property, the east third of the collector street required along the south boundary (E. Holstein Drive), a large segment of the Calkins Lateral regional pathway, and the proposed clubhouse and swimming pool. Based on the submitted phasing plan, the first 148 building lots are proposed prior to the inclusion of the clubhouse and pool; this accounts for slightly more than half of the proposed homes and is why Staff has recommending placing these amenities and lot within phase 1 instead.

Phase 4 includes the remaining R-2 lots along the west boundary, the remaining Calkins regional pathway, and the remaining length of E. Holstein along the southern boundary. Phase 5 contains the noted outparcel along Linder Road, 3801 S. Linder, and the remaining 12 building lots and last piece of the Linder Road street buffer.

Staff finds the proposed use meets all UDC requirements. Furthermore, with Staff's recommended revisions noted in this section and the next, the phasing of the project should provide livability and access to usable open space through each phase of development.

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

The proposed building lots meet all UDC dimensional standards for the requested zoning districts for lot size, lot frontage, and proposed use.

All subdivision developments are also required to comply with Subdivision Design and Improvement Standards (UDC 11-6C-3).

The Applicant has proposed a number of streets within the development with block lengths that exceed the allowed 750 linear feet. The three east-west local streets in the northwest quadrant are allowed to be up to 1,000 feet because each one has a micro-path lot approximately mid-block

that provides a pedestrian access from the Victory Road sidewalk into the development and the large central open space lot.

E. Pivot Drive along the north boundary in the southeast quadrant is approximately 1,200 linear feet with no breaks in the block length. To correct this, Staff recommends an additional stub street is stubbed to the north boundary near Lot 11 & Lot 12, Block 5 for future connectivity and to break up this block length consistent with UDC provisions. Further, Staff recommends an additional 15-foot wide micro-path lot is added to the south side of E. Pivot in line with the recommended stub street location to head south between pivot and E. Drawbar to provide a more convenient pedestrian access through this area of the site.

S. Agronomy Avenue near the west boundary is block that exceeds 750 feet on its west side (approximately 900 feet) but does have two streets on its east side. However, consistent with other areas of the site noted above, Staff recommends an additional micro-path lot is added along the west boundary of this street for future pedestrian connectivity.

*Lastly, S. Red Angus Way is a local street that goes at a diagonal angle to the arterial streets in the south half of the development and is approximately 1,400 feet in length with a micro-path connection near mid-block. However, UDC 11-6C-3F specifically limits the maximum block length allowed to 1,200 feet regardless of a pedestrian connection without site constraints; this code section also outright prohibits any block length greater than 1,200 feet without obtaining a City Council waiver. **Because the proposed block length is greater 1,200 feet, Staff recommends the Applicant provide an additional cross street from Red Angus northeast to S. International Way across the Calkins Lateral in alignment with E. Drawbar Street to create a compliant block length. Furthermore, this new cross street would also provide better interconnectivity within the site and better access to the multi-use pathway along the Calkins Lateral. Staff finds this solution favorable to a Council waiver.***

In addition to block lengths, UDC 11-6C-3 discusses double fronted homes and prohibits this type of lot configuration unless unusual topography or other conditions make it impossible to meet this requirement; no such circumstances exist for this development so the Applicant must comply with this requirement. Lots 1-4, Block 8 are depicted as having frontage on both S. Agronomy and S. Cultivator which does not comply with this section of code. In order to comply with the UDC, the Applicant should attach the sidewalk and include a minimum 10-foot wide common lot measured from the back of sidewalk to the rear property line adjacent to one of these local streets; Staff does not have a preference as to which street has the common lot added.

The Applicant should make the noted revisions in order to comply with the subdivision design and improvement standards in UDC 11-6C-3.

G. 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 dwellings based on the number of bedrooms per unit.

Staff will analyze compliance with this standard at the time of each building permit submittal.

H. Sidewalks & Parkways (UDC [11-3A-17](#)):

5-foot wide detached sidewalks with parkways are proposed along all of the proposed local streets serving the detached single-family homes. The proposed sidewalks meet the standards listed in UDC 11-3A-17.

The sidewalks in this development create connections throughout the project including to and from the proposed open space lots, the multi-use pathway segment along the Calkins Lateral, and adjacent arterial roads. All open space areas also appear to be directly adjacent to sidewalks and

include micro-paths which add to the pedestrian accessibility of the development. Staff believes the additional micro-path connections recommended above further the pedestrian network within this development. With the proposed sidewalk network in conjunction with the recommended revisions, Staff supports the overall pedestrian facilities for this development.

As noted, the Applicant is proposing detached sidewalks with parkways throughout the development. The pathways appear to measure at least 8 feet wide in all areas as required by code. However, these parkways do not contain the required number of trees per the UDC. Staff has analyzed this further in the subsequent landscape section below.

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

A minimum 25-foot wide street buffer is required adjacent to W. Victory Road and S. Linder Road, arterial streets, required to be landscaped per the standards listed in *UDC 11-3B-7C*. According to the submitted plat, a minimum 25-foot common lot is depicted along both arterial streets. The submitted landscape plans appear to show landscaping in excess of code requirements.

A 20-foot wide landscape buffer is required adjacent to Farmyard Avenue, the north-south collector street, and Holstein Drive, the east-west collector street along the south boundary—the submitted plat depicts a common lot at least 20 feet wide along all required areas but depicts the required detached sidewalks outside of the common lot and instead within the right-of-way. This is not typical but is allowed. Therefore, the submitted landscape plans depict an actual buffer width of greater than 30 feet adjacent to the collector roadways. Further, the submitted landscape plans appear to show the correct amount of landscaping per the UDC standards for these buffers.

Landscaping is required along all pathways (including micro-pathways) in accord with the standards listed in *UDC 11-3B-12C*. The total lineal feet of *all* pathways with the required and proposed number of trees is included in the Landscape Calculations table on the submitted landscape plans. This table should be revised following the addition of the recommended micro-path lots throughout the site as discussed in sections above. Currently, the correct number of trees appear to be shown on the submitted plans.

The Calkins Lateral currently bisects the south half of the project site and the Applicant is proposing to keep this lateral open as it is a relatively large facility. Further, as noted above, the Applicant is proposing a multi-use pathway segment along the north side of the Calkins consistent with the Master Pathways Plan. According to the letter submitted by the irrigation district, the easement for this lateral consists of 27 feet on its west side and 25 feet on its north side, measured from the centerline of the facility. The submitted plans depict a 40-foot wide irrigation easement which is inaccurate and does not clearly depict the centerline of the lateral. Therefore, it is unclear if any of the buildable lots on the west/southwest side of the lateral are encumbered by the easement. The Applicant should revise the plat to depict the correct width of the irrigation easement and depict whether any buildable lots are encumbered by its easement. Typically, no trees are allowed within irrigation easements which may present an issue since the submitted plans do not accurately depict the irrigation easement and the required regional pathway is shown within this common lot with the required trees. In order for this area to be qualified open space, the Applicant is required to landscape this area per code. If it turns out the irrigation easement prevents the inclusion of trees along the regional pathway, Staff recommends this common lot is widened to allow for at least 5 feet of landscaping on the north/northeast side of the lot and pathway to allow for the required number of trees for the purpose of creating areas of shade along the pathway. Should this revision be required because of the irrigation easement, the Applicant will be required to obtain for Alternative Compliance approval per UDC 11-3B-12C. The Applicant should submit for this approval with the second Final Plat application to propose how this revision meets or exceeds code requirements;

alternatively, the Applicant can propose a regional pathway and landscaping that meets these standards.

8-foot wide parkways with street trees are shown along all local streets within the development and are required to be landscaped per the standards listed in UDC 11-3B-7C. According to the submitted landscape plan, the correct number of trees ***are not*** shown and the table does not list the parkways at all. *Prior to City Council, the Applicant should correct this by adding the correct number of trees (1 per 35 linear feet) and list the linear feet of parkway within the landscape table and show the correct number trees per the provisions outlined in UDC 11-3B-7C.*

Common open space is required to be landscaped in accord with the old standards listed in UDC 11-3G-3E. The total square footage of common open space and the required number of trees to demonstrate compliance with UDC standards is not included in the Landscape Calculations table but the submitted plans appear to show UDC compliance. *Prior to City Council, the Landscape Calculations table should be corrected to include this requirement and reference the requirement of 1 tree/8,000 square feet of common open space.*

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

Per the previous open space code, a minimum of 10% ***qualified*** open space meeting the standards listed in UDC 11-3G-3B is required for the overall development. Based on the proposed plat of 119.3 acres, a minimum of 11.9 acres of qualified common open space should be provided to satisfy the requirements.

According to the Applicant's open space exhibit, a total of 12.19 acres of qualified open space (approximately 10.22%) is proposed which meets the minimum code required. However, the open space exhibit does not include the parkways proposed throughout the entire development. As discussed above, these parkways do not include the required number of street trees but if those were added, the parkways could also be added to the amount of qualified open space. Therefore, with Staff's recommended revision to include the required number of trees, the actual amount of qualified open space is much greater than what is shown on the open space exhibit. The Applicant should revise the open space exhibit prior to City Council to reflect the qualified area of the parkways per code (linear feet of parkway minus 26 feet for each lot for the driveway, and then multiplied by 8; this will obtain the qualified open space area).

Despite the proposed open space exceeding the minimum 10% requirement, a majority of this open space is centrally located within the 119 acres. Generally, the comprehensive plan and City code desire this but with a project of this size, it has left areas of the development without usable open space where residents will have to walk or drive almost a quarter mile to the central open space lots. For a child or a moderately healthy adult, this should not be an issue. But, for the elderly or those who cannot physically walk that far for other reasons, smaller areas of open space should be available in other parts of the development for more equitable access to green space. Therefore, Staff is including a condition of approval to replace a lot in each of the two southern quadrants (southwest third and southeast third) with an additional open space lot. Staff will leave the ultimate placement of these to the Applicant but does recommend Lot 21 or 22, Block 13 in the southeast third be utilized as an open space lot to be consistent with the recommendation to add a micro-path through this area of the plat. In addition, Staff recommends Lot 7 or 8, Block 7 be utilized as an open space lot and be aligned with S. Brown Swiss Way on the east side of Farmyard Avenue for efficient pedestrian access to and from different areas of the development. With Staff's recommendation to revise Blocks 2 & 3 of the plat to be R-8 lots, the Applicant should be able to add at least 12 lots that area which would meet the 9 additional lots required to meet the minimum density and recoup the two lots lost with this recommendation.

NOTE: If the subject development was required to comply with the current open space standards for the requested R-2 & R-4 zoning districts, the minimum amount of open space required would be approximately 14 acres instead of 11.9 acres. With the additional area of the parkways and two additional open space lots that will be qualified open space, Staff anticipates the additional 2 acres of open space would be present within the development.

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

Based on the area of the proposed plat (119.3 acres), a minimum of six (6) qualified site amenities are required to be provided per the old open space standards listed in UDC 11-3G-3C (1 amenity for every 20 acres).

According to the submitted plans, the Applicant is proposing at least eight (8) qualifying amenities to satisfy UDC requirements: Clubhouse, swimming pool, children's play structures, pickleball court, multi-use pathways, shaded picnic area, public art, and outdoor fitness equipment. The proposed amenities exceed code requirements. Further, according to the submitted narrative from the Applicant, the proposed play structure is more consistent with a natural play area than traditional playground equipment which Staff fully supports. A majority of these amenities are proposed within the two central open space lots which leaves the other areas of the development without an amenity outside of sidewalk connections to the regional pathway along the Calkins Lateral.

As discussed above, Staff is recommending a loss of a few lots in different areas of the project to increase the accessibility to open space for all areas of the development. In conjunction with this, the Applicant should include an amenity within each of these areas for recreation purposes. Staff is not recommending three additional amenities be added but is anticipating amenities can be moved from the central open space to these areas. If this is not possible, additional amenities should be required.

NOTE: If the subject development was analyzed against the current open space and amenity code, the minimum amount of amenity points for the development would be 24 points and an amenity from each category would be required. The proposed amenities would exceed the required amount of amenity points.

L. Fencing (UDC [11-3A-6](#), [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-7.

Privacy fencing is proposed in essentially all areas of the development which does not comply with the UDC and no exhibit is shown depicting the actual type of fencing proposed. Specifically, all fencing along irrigation facilities cannot be 6-foot tall privacy fencing and instead must be 6-foot tall open vision fencing per UDC 11-3A-6C—this requirement applies to all lots abutting the Calkins Lateral as well as the rear of lots abutting the piped irrigation facility abutting the west property boundary, as discussed above.

In addition, 6-foot tall privacy fencing is not allowed along micro-paths unless they are no deeper than 2 lots, or 250 feet in length, and connect two public roads. Therefore, the fencing along the micro-paths on Lot, 35, Block 1, Lot 7, Block 12, and the recommended micro-path along the west boundary must be no more than 4 feet solid fencing or be constructed as semi-private fencing with 4 feet of solid fencing and no more than 2 feet of open vision fencing (at least 80% open) to total 6 feet in height.

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

The applicant has submitted conceptual elevations of the proposed detached single-family homes. Unless specifically required by City Council, single-family residential homes do not require Administrative Design Review (DES) approval prior to building permit submittal.

The conceptual elevations submitted depict estate homes with multiple finish and accent materials, home sizes, and color concepts. Based on the submitted images, the future single-family homes appear to be custom homes that will add to the quality of housing in the City of Meridian.

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

A segment of the Calkins Lateral bisects the southern half of the development with no floodplain present. As noted above, the Applicant is proposing to keep this lateral open and include a regional pathway on its north/northeast side to count this area as qualified open space.

According to the submitted plat, the lateral and regional pathway are shown in a common lot approximately 55 feet wide and shows the irrigation easement as 40 feet of this width. As discussed above, the Boise Project Board of Control notes the easement width for the Calkins Lateral is 52 feet in total; 27 feet on its south/southwest side and 25 feet on its north/northeast side, measured from the centerline of the facility. The Applicant should revise the plat to depict the correct easement width so Staff can adequately analyze this piece of the development. Regardless, the Applicant is required to comply with all standards in UDC 11-3A-6.

Fencing and landscaping have been analyzed in other sections of the report and includes specific recommendations consistent with the analysis in this section.

VI. 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 application per the conditions of approval in Section VIII and 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)



Client: Kimley Horn
Date: February 4, 2022
Job No.: 9519

**ANNEXATION
PROPERTY DESCRIPTION**

A parcel of land being the W 1/2 NE 1/4 and a portion of the SE 1/4 NE 1/4 all of Lot 1 and Lot 3 and a portion of Lot 2 of Basslin Ridge Estates as on file in Book 64 of Plats at Page 6469 in the Office of the Recorder of Ada County, Idaho, all located in Section 26, Township 3 North, Range 1 West, Boise Meridian, Ada County Idaho, more particularly described as follows:

BEGINNING at a found Brass Cap marking the NW corner of said NE 1/4, (North 1/4 corner), from which a found Aluminum cap stamped "PLS 17665" marking the NE corner of said NE 1/4, (Section corner common to Sections 23, 24, 25 and 26) bears S. 89° 06' 38" E., a distance of 2655.71 feet;

Thence along the Northerly boundary of said W 1/2 NE 1/4, S. 89° 06' 38" E., a distance of 1328.23 feet to the NE corner of said W 1/2 NE 1/4, (East 1/16 corner common to sections 23 and 26);

Thence along the Easterly boundary of said W 1/2 NE 1/4, S. 00° 33' 37" W., a distance of 1326.54 feet to a found 5/8 inch diameter iron pin with illegible cap marking the Northwest corner of said Basslin Ridge Estates;

Thence along the Northerly boundary of said Basslin Ridge Estates, S. 89° 08' 36" E., a distance of 1326.07 feet to the NE corner of said SE 1/4 NE 1/4, (North 1/16 corner common to sections 25 and 26);

Thence along the Easterly boundary line of said SE 1/4 NE 1/4, S. 00° 37' 17" W., a distance of 1325.84 feet to the SE corner of said SE 1/4 NE 1/4, (East 1/4 corner);

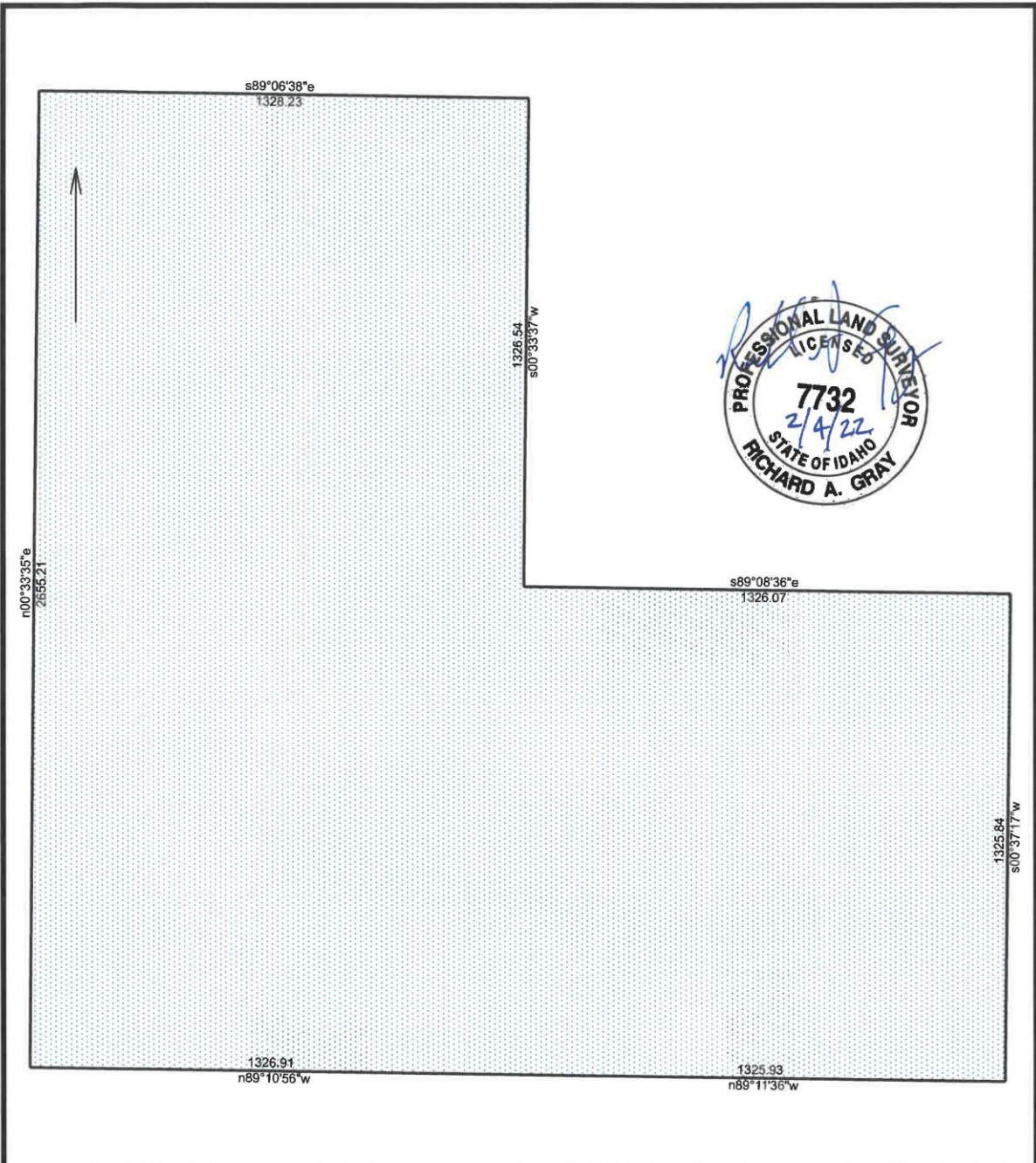
Thence along the Southerly boundary of said SE 1/4 NE 1/4, N. 89° 11' 36" W., a distance of 1325.93 feet to the Southeast corner of said of said W 1/2 NE 1/4, (Center east 1/16 corner);

Thence along the Southerly boundary of said W 1/2 NE 1/4, N. 89° 10' 56" W., a distance of 1326.91 feet to a found 5/8 inch diameter iron pin with cap stamped "PLS 6901" marking the Southwest corner of said of said W 1/2 NE 1/4, (Center 1/4 corner);

Thence along the Westerly boundary of said W 1/2 NE 1/4, N. 00° 33' 35" E., a distance of 2655.21 feet to the POINT OF BEGINNING.

This parcel contains 121.29 acres more or less.





9519 Revised Annexation 2/4/2022

Scale: 1 inch = 350 feet File:

Tract 1: 121.2924 Acres, Closure: s47.4756w 0.01 ft. (1/999999), Perimeter=10615 ft.

01 s89.0638e 1328.23	07 n00.3335e 2655.21
02 s00.3337w 1326.54	
03 s89.0836e 1326.07	
04 s00.3717w 1325.84	
05 n89.1136w 1325.93	
06 n89.1056w 1326.91	



Client: Kimley Horn
Job No.: 9519

Date: February 8, 2022
Re: Jackson Ridge Estates

REZONE R-4
PROPERTY DESCRIPTION

A parcel of land being a portion of the W 1/2 NE 1/4 and a portion of the SE 1/4 NE 1/4 all of Lot 1 and Lot 3 and a portion of Lot 2 of Basslin Ridge Estates as on file in Book 64 of Plats at Page 6469 in the Office of the Recorder of Ada County, Idaho, all located in Section 26, Township 3 North, Range 1 West, Boise Meridian, Ada County Idaho, more particularly described as follows:

Commencing at a found Brass Cap marking the NW corner of said NE 1/4, (North 1/4 corner), from which a found Aluminum cap stamped "PLS 17665" marking the NE corner of said NE 1/4, (Section corner common to Sections 23, 24, 25 and 26) bears S. 89° 06' 38" E., a distance of 2655.71 feet;

Thence along the Northerly boundary of said W 1/2 NE 1/4, S. 89° 06' 38" E., a distance of 118.31 feet to the POINT OF BEGINNING;

Thence continuing along the Northerly boundary of said W 1/2 NE 1/4, S. 89° 06' 38" E., a distance of 1209.92 feet to the NE corner of said W 1/2 NE 1/4, (East 1/16 corner common to Sections 23 and 26);

Thence along the Easterly boundary of said W 1/2 NE 1/4, S. 00° 33' 37" W., a distance of 1326.54 feet to a found 5/8 inch diameter iron pin with illegible cap marking the Northwest corner of said Basslin Ridge Estates;

Thence along the Northerly boundary of said Basslin Ridge Estates, S. 89° 08' 36" E., a distance of 1326.07 feet to the NE corner of said SE 1/4 NE 1/4, (North 1/16 corner common to sections 25 and 26);

Thence along the Easterly boundary line of said SE 1/4 NE 1/4, S. 00° 37' 17" W., a distance of 1325.84 feet to the SE corner of said SE 1/4 NE 1/4, (East 1/4 corner);

Thence along the Southerly boundary of said SE 1/4 NE 1/4, N. 89° 11' 36" W., a distance of 1325.93 feet to the Southeast corner of said of said W 1/2 NE 1/4, (Center east 1/16 corner);

Thence along the Southerly boundary of said W 1/2 NE 1/4, N. 89° 10' 56" W., a distance of 1326.91 feet to a found 5/8 inch diameter iron pin with cap stamped "PLS 6901" marking the Southwest corner of said of said W 1/2 NE 1/4, (Center 1/4 corner);

Thence along the Westerly boundary of said W 1/2 NE 1/4, N. 00° 33' 35" E., a distance of 75.78 feet;

Thence leaving said Westerly boundary, S. 89° 07' 51" E., a distance of 88.77 feet to the beginning of a tangent curve right;

Thence a distance of 73.14 feet along the arc of said curve right, having a radius of 250.00 feet, a central angle of 16° 45' 49", the long chord of which bears S. 80° 44' 57" E., a distance of 72.88 feet;

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Thence non tangent to said curve right, N. 11° 11' 16" E., a distance of 112.50 feet to the beginning of a tangent curve left;

Thence a distance of 37.10 feet along the arc of said curve left, having a radius of 200.00 feet, a central angle of 10° 37' 41", the long chord of which bears N. 05° 52' 26" E., a distance of 37.05 feet;

Thence N. 00° 33' 35" E., a distance of 734.35 feet to the beginning of a tangent curve right;

Thence a distance of 144.30 feet along the arc of said curve right, having a radius of 100.00 feet, a central angle of 82° 40' 31", the long chord of which bears N. 41° 53' 51" E., a distance of 132.10 feet;

Thence non tangent to said curve right, N. 06° 45' 54" W., a distance of 284.12 feet;

Thence N. 22° 27' 48" E., a distance of 232.34 feet to the beginning of a non tangent curve right;

Thence a distance of 256.60 feet along the arc of said curve right, having a radius of 203.00 feet, a central angle of 72° 25' 30", the long chord of which bears N. 35° 39' 10" W., a distance of 239.86 feet;

Thence N. 00° 33' 35" E., a distance of 709.53 feet;

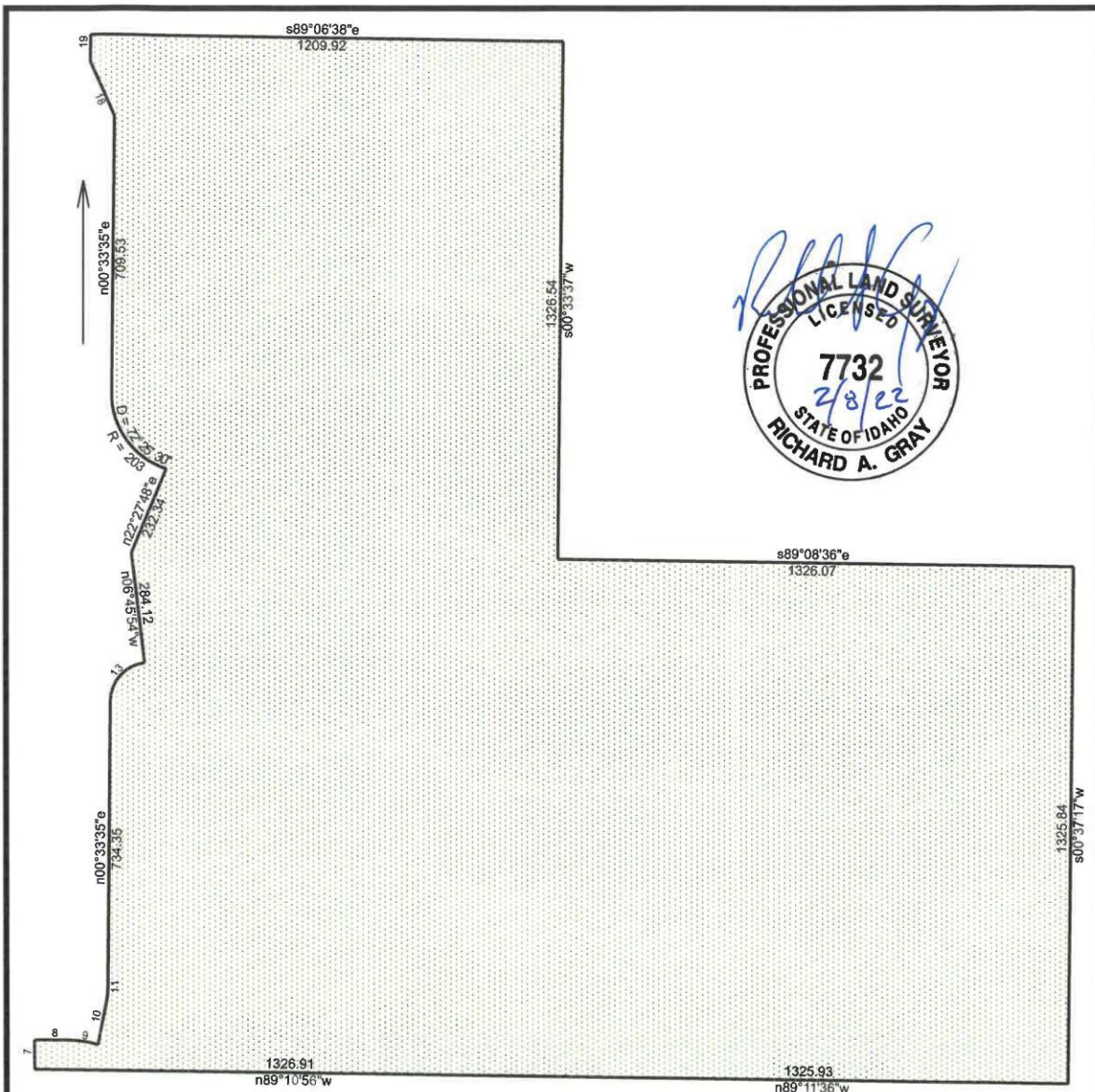
Thence N. 23° 43' 26" W., a distance of 153.41 feet;

Thence N. 00° 53' 22" E., a distance of 69.00 feet to the POINT OF BEGINNING.

This parcel contains 109.53 acres more or less.



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9519 Revised R-4 Zone Jackson Ridge Estates 2/8/2022

Scale: 1 inch= 350 feet File:

Tract 1: 109.5353 Acres, Closure: s04.5931e 0.01 ft. (1/812335), Perimeter=10812 ft.

01 s89.0638e 1209.92	14 n06.4554w 284.12
02 s00.3337w 1326.54	15 n22.2748e 232.34
03 s89.0836e 1326.07	16 Rt, r=203.00, delta=072.2530, chord=n35.3910w 239.86
04 s00.3717w 1325.84	17 n00.3335e 709.53
05 n89.1136w 1325.93	18 n23.4326w 153.41
06 n89.1056w 1326.91	19 n00.5322e 69
07 n00.3335e 75.78	
08 s89.0751e 88.77	
09 Rt, r=250.00, delta=016.4549, chord=s80.4457e 72.88	
10 n11.1116e 112.5	
11 Lt, r=200.00, delta=010.3741, chord=n05.5226e 37.05	
12 n00.3335e 734.35	
13 Rt, r=100.00, delta=082.4031, chord=n41.5351e 132.10	



Client: Kimley Horn
 Date: November 29, 2021
 Job No.: 9519
 Re: Jackson Ridge Estates

REZONE R2
 PROPERTY DESCRIPTION

A parcel of land being a portion of the W 1/2 NE 1/4 and a portion of the SE 1/4 NE 1/4 all of Lot 1 and Lot 3 and a portion of Lot 2 of Basslin Ridge Estates as on file in Book 64 of Plats at Page 6469 in the Office of the Recorder of Ada County, Idaho, all located in Section 26, Township 3 North, Range 1 West, Boise Meridian, Ada County Idaho, more particularly described as follows:

BEGINNING at a found Brass Cap marking the NW corner of said NE 1/4, (North 1/4 corner), from which a found Aluminum cap stamped "PLS 17665" marking the NE corner of said NE 1/4, (Section corner common to Sections 23, 24, 25 and 26) bears S. 89° 06' 38" E., a distance of 2655.71 feet;

Thence along the Northerly boundary of said W 1/2 NE 1/4, S. 89° 06' 38" E., a distance of 118.31 feet;

Thence leaving said Northerly boundary, S. 00° 53' 22" W., a distance of 69.00 feet;

Thence S. 23° 43' 26" E., a distance of 153.41 feet;

Thence S. 00° 33' 35" W., a distance of 709.53 feet to the beginning of a tangent curve left;

Thence a distance of 256.60 feet along the arc of said curve left, having a radius of 203.00 feet, a central angle of 72° 25' 30", the long chord of which bears S. 35° 39' 10" E., a distance of 239.86 feet;

Thence non tangent to said curve, S. 22° 27' 48" W., a distance of 232.34 feet;

Thence S. 06° 45' 54" E., a distance of 284.12 feet to the beginning of a non tangent curve left;

Thence a distance of 144.30 feet along the arc of said curve left, having a radius of 100.00 feet, a central angle of 82° 40' 31", the long chord of which bears S. 41° 53' 51" W., a distance of 132.10 feet;

Thence S. 00° 33' 35" W., a distance of 734.35 feet to the beginning of a tangent curve right;

Thence a distance of 37.10 feet along the arc of said curve right, having a radius of 200.00 feet, a central angle of 10° 37' 41", the long chord of which bears S. 05° 52' 26" W., a distance of 37.05 feet;

Thence S. 11° 11' 16" W., a distance of 112.50 feet;

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Kimley-Horn-9519\Survey\Descriptions\R-2 Rezone.doc
Page 2 of 2

Thence a distance of 73.14 feet along the arc of said curve left, having a radius of 250.00 feet, a central angle of 16° 45' 49", the long chord of which bears N. 80° 44' 57" W., a distance of 72.88 feet to a point;

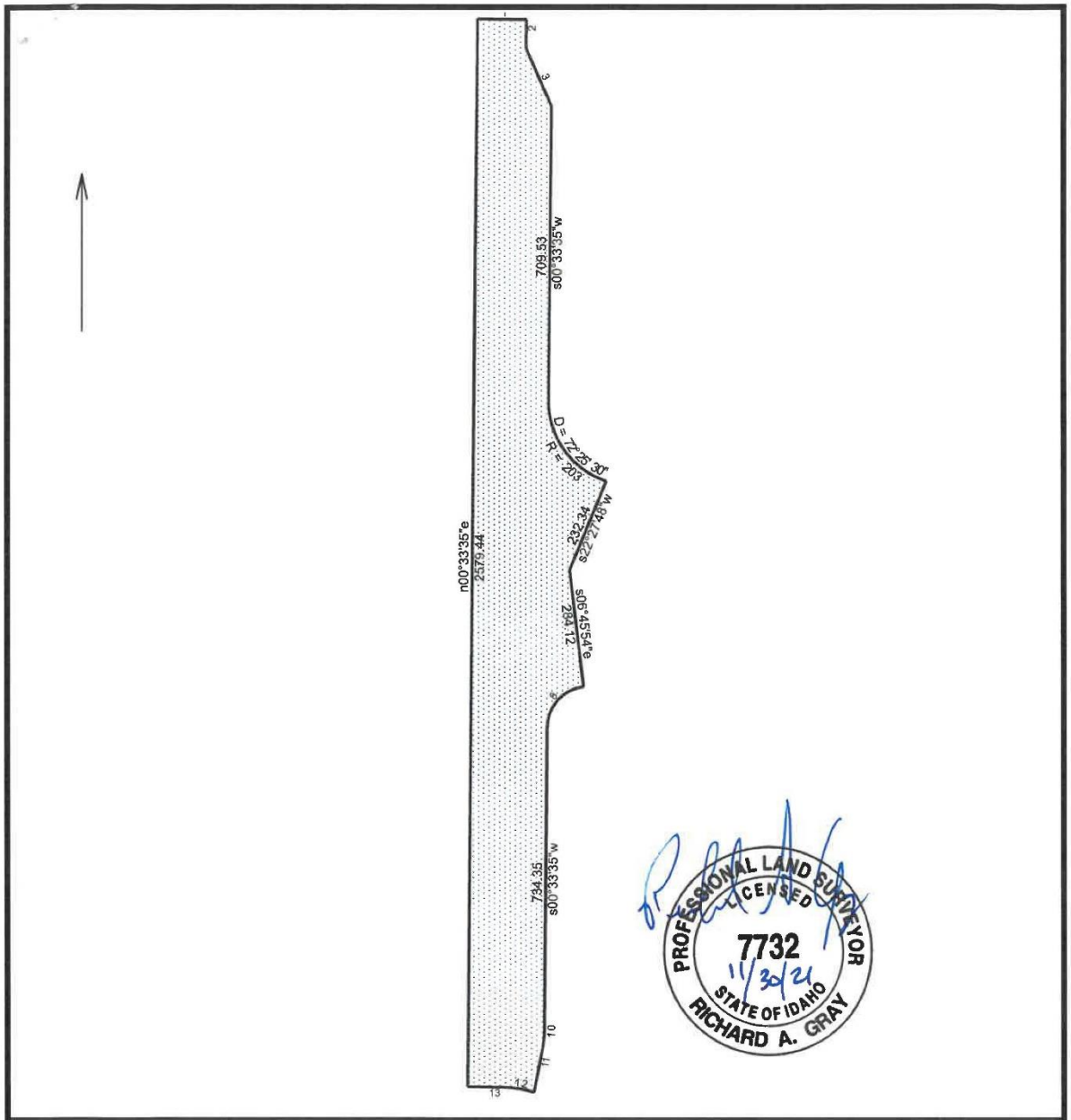
Thence tangent to said curve, N. 89° 07' 51" W., a distance of 88.77 feet to the Westerly boundary of said W 1/2 NE 1/4;

Thence along the Westerly boundary of said W 1/2 NE 1/4, N. 00° 33' 35" E., a distance of 2579.44 feet to the POINT OF BEGINNING.

This parcel contains 11.76 acres more or less.

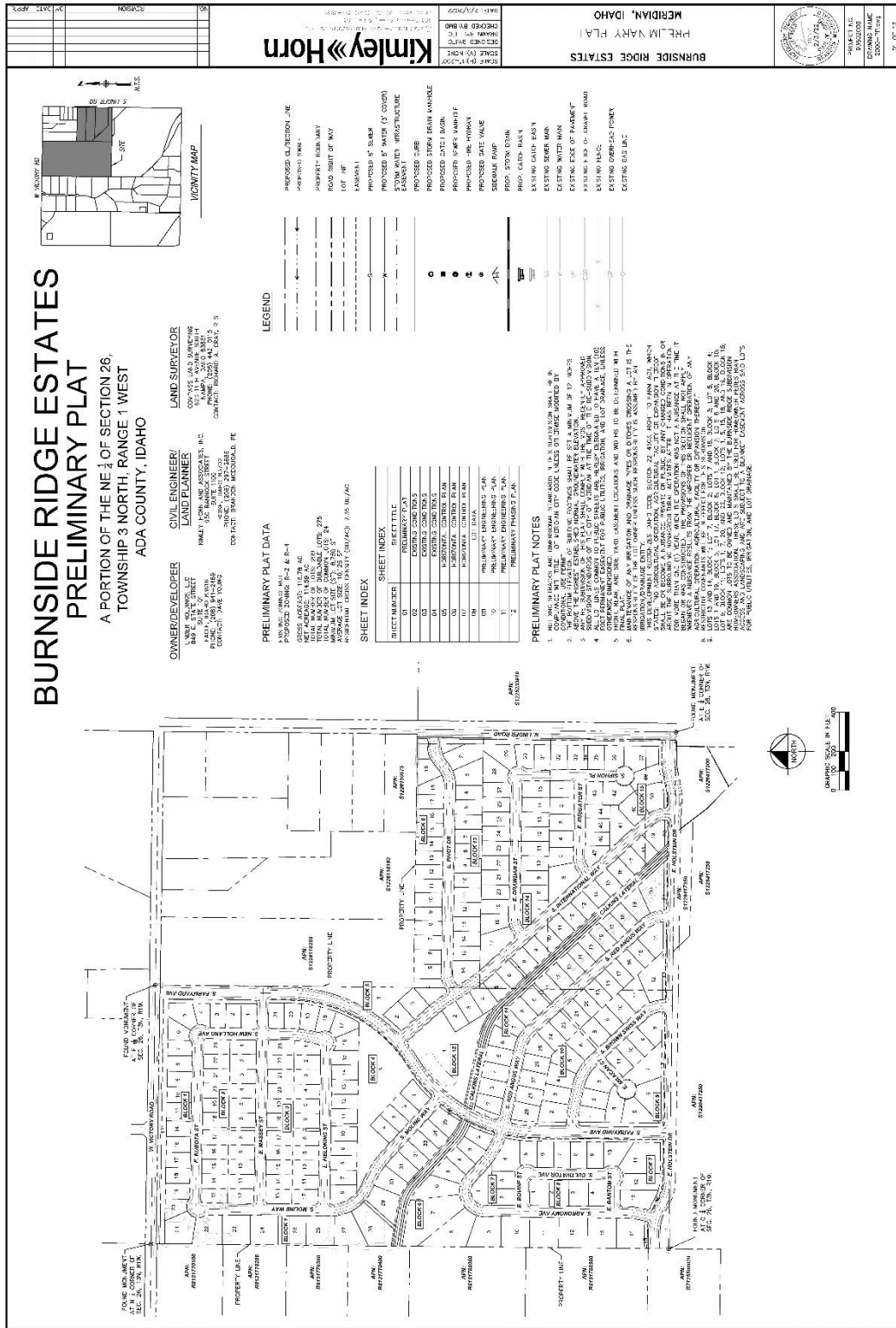


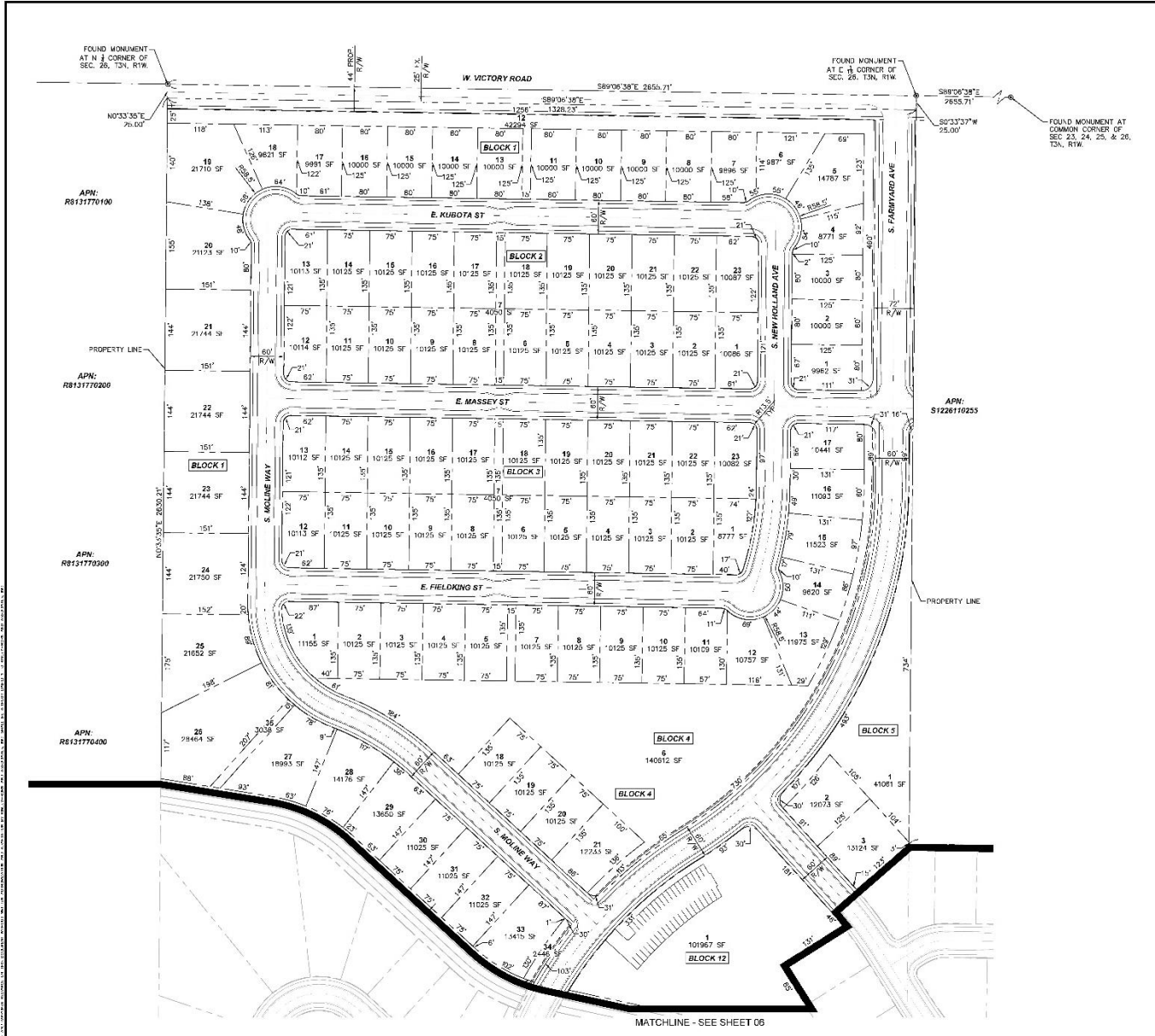
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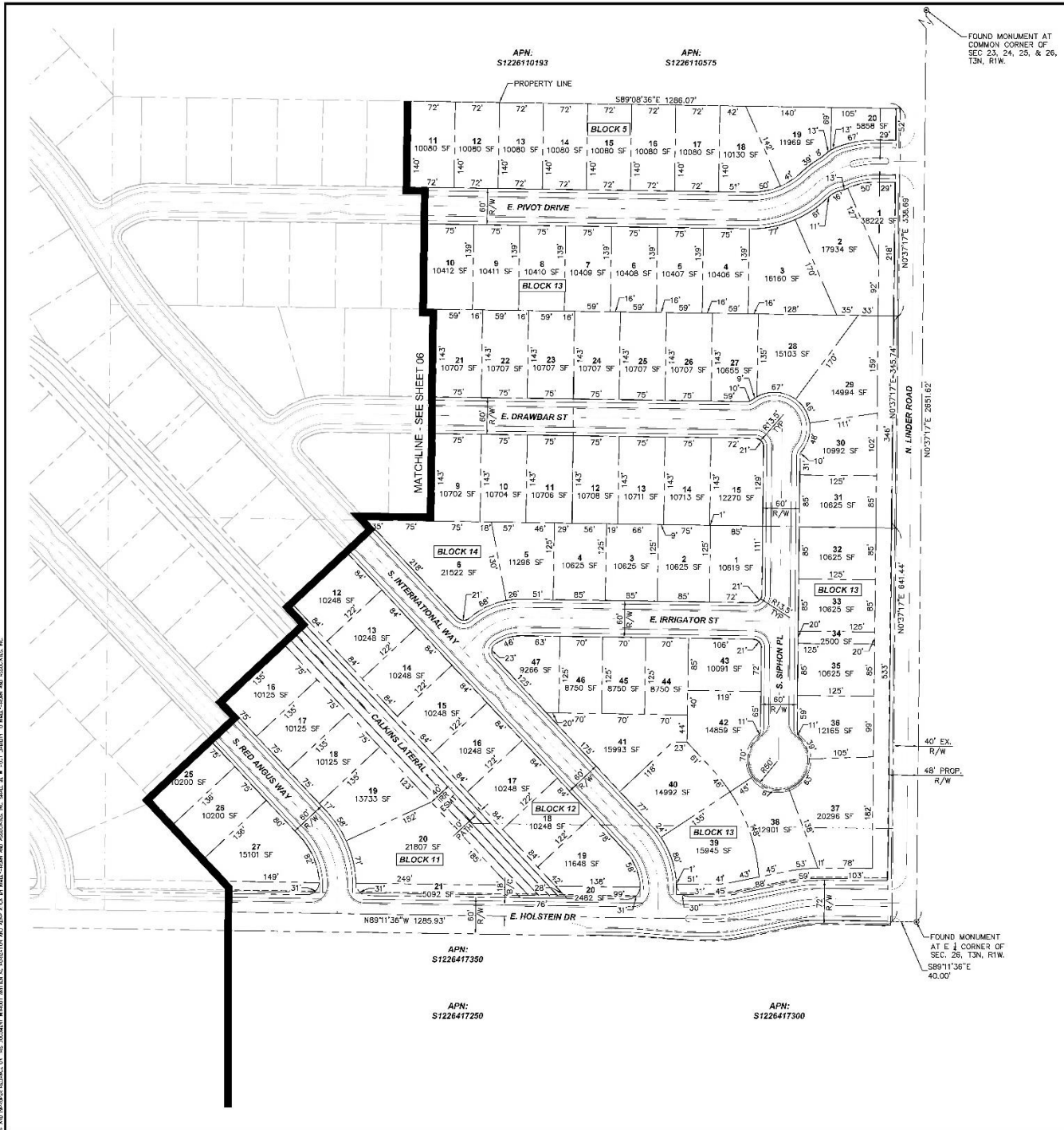
9519 R-2 Zoning Jackson Ridge Estates		11/30/2021
Scale: 1 inch= 318 feet	File: 9519 Zone R-2.ndp	
Tract 1: 11.7573 Acres, Closure: s72.2943w 0.01 ft. (1/717202), Perimeter=5593 ft.		
01 s89.0638e 118.31	11 s11.1116w 112.5	
02 s00.5322w 69	12 Lt, r=250.00, delta=016.4549, chord=n80.4457w 72.88	
03 s23.4326e 153.41	13 n89.0751w 88.77	
04 s00.3335w 709.53	14 n00.3335e 2579.44	
05 Lt, r=203.00, delta=072.2530, chord=s35.3910e 239.86		
06 s22.2748w 232.34		
07 s06.4554e 284.12		
08 Lt, r=100.00, delta=082.4031, chord=s41.5351w 132.10		
09 s00.3335w 734.35		
10 Rt, r=200.00, delta=010.3741, chord=s05.5226w 37.05		

B. Preliminary Plat (dated: 2/3/2022) (NOT APPROVED)









C. Open Space Exhibit (NOT APPROVED)



D. Landscape Plans (dated: 1/31/2022) (NOT APPROVED)

NOTE: THIS



NOTED: ALL DESIGN ELEMENTS, INCLUDING PLANTINGS, SHALL BE PROVIDED BY THE DEVELOPER. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE DEVELOPER SHALL ALSO BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPING ELEMENTS THROUGHOUT THE LIFE OF THE PROJECT.

OWNER/DEVELOPER

THE HORN GROUP LLC
 1000 W. BROADWAY
 SUITE 1000
 DENVER, CO 80202
 CONTACT: CHRIS ROSE, PLA

LANDSCAPE ARCHITECT

KIMLEY-HORN AND ASSOCIATES, INC.
 850 BANCROFT STREET
 SUITE 1000
 DENVER, CO 80202
 CONTACT: CHRIS ROSE, PLA

BURNSIDE RIDGE ESTATES PRELIMINARY LANDSCAPE COVER SHEET

MERIDIAN, IDAHO
 DATE: 02/20/2024
 SCALE: 1/8" = 1'-0"
 SHEET NO. 101
 PROJECT NO. 202300020

CHAPTER 3 LANDSCAPING REQUIREMENTS

3.1. LANDSCAPING SHALL BE DESIGNED TO BE AESTHETICALLY PLEASANT AND TO PROVIDE A SENSIBLE AND FUNCTIONAL LANDSCAPE.

3.2. LANDSCAPING SHALL BE DESIGNED TO BE SUSTAINABLE AND TO PROVIDE A SENSIBLE AND FUNCTIONAL LANDSCAPE.

3.3. LANDSCAPING SHALL BE DESIGNED TO BE SUSTAINABLE AND TO PROVIDE A SENSIBLE AND FUNCTIONAL LANDSCAPE.

PLANT SCHEDULE

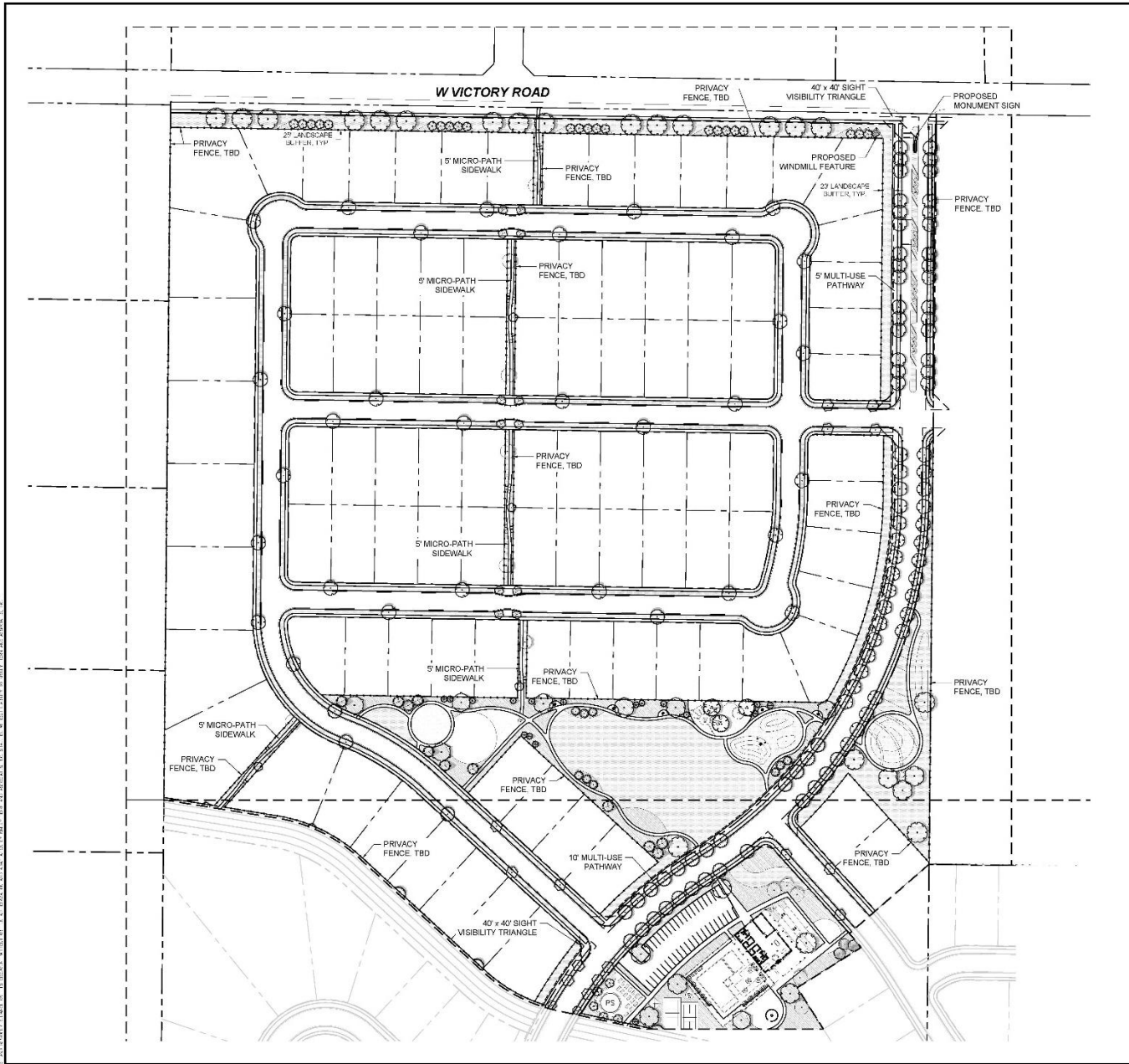
PLANT	QUANTITY	LOCATION	REMARKS
1.00	1	1	1.00
2.00	1	2	2.00
3.00	1	3	3.00
4.00	1	4	4.00
5.00	1	5	5.00
6.00	1	6	6.00
7.00	1	7	7.00
8.00	1	8	8.00
9.00	1	9	9.00
10.00	1	10	10.00
11.00	1	11	11.00
12.00	1	12	12.00
13.00	1	13	13.00
14.00	1	14	14.00
15.00	1	15	15.00
16.00	1	16	16.00
17.00	1	17	17.00
18.00	1	18	18.00
19.00	1	19	19.00
20.00	1	20	20.00
21.00	1	21	21.00
22.00	1	22	22.00
23.00	1	23	23.00
24.00	1	24	24.00
25.00	1	25	25.00
26.00	1	26	26.00
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28.00	1	28	28.00
29.00	1	29	29.00
30.00	1	30	30.00

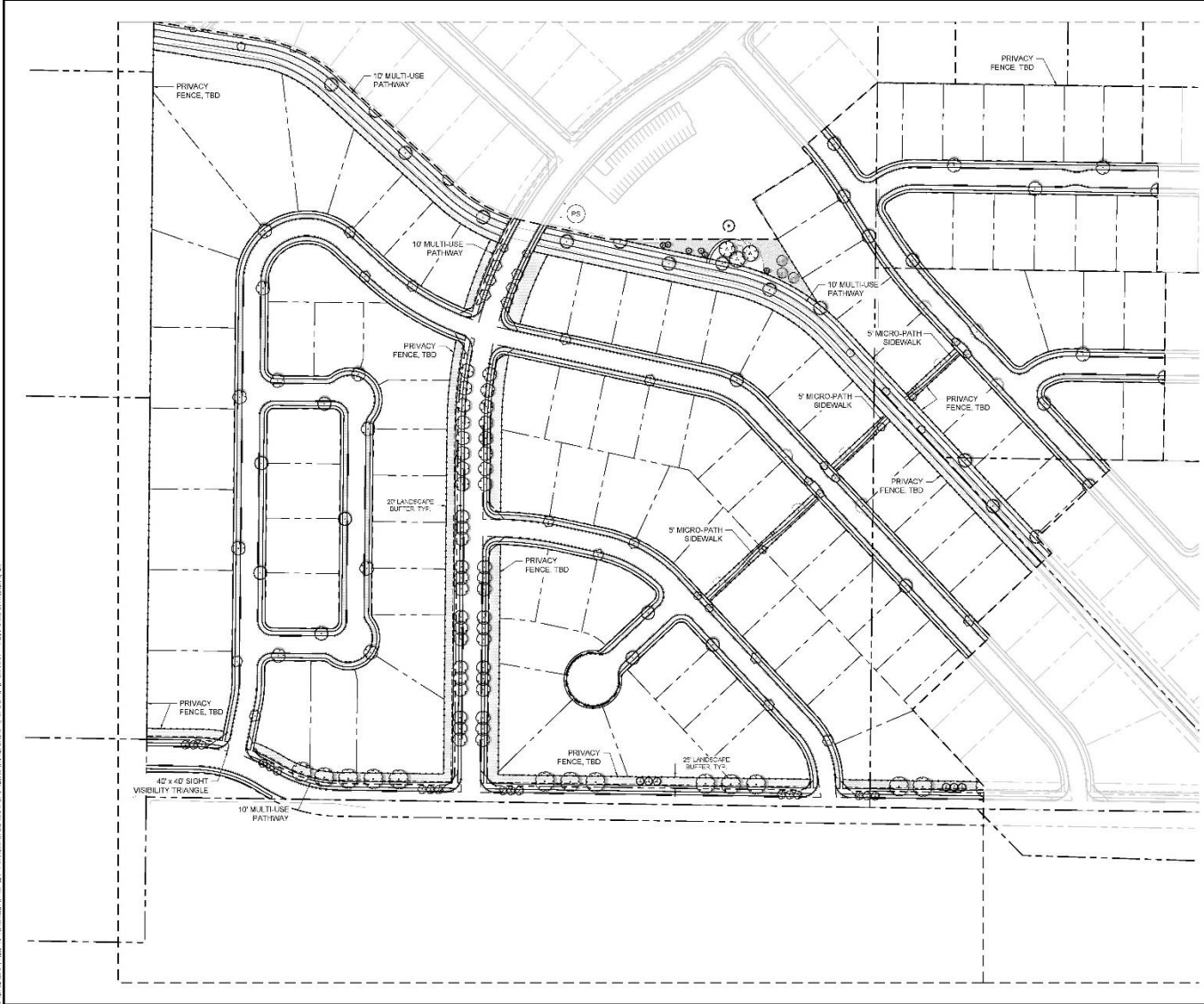
CONCEPT PLANT SCHEDULE

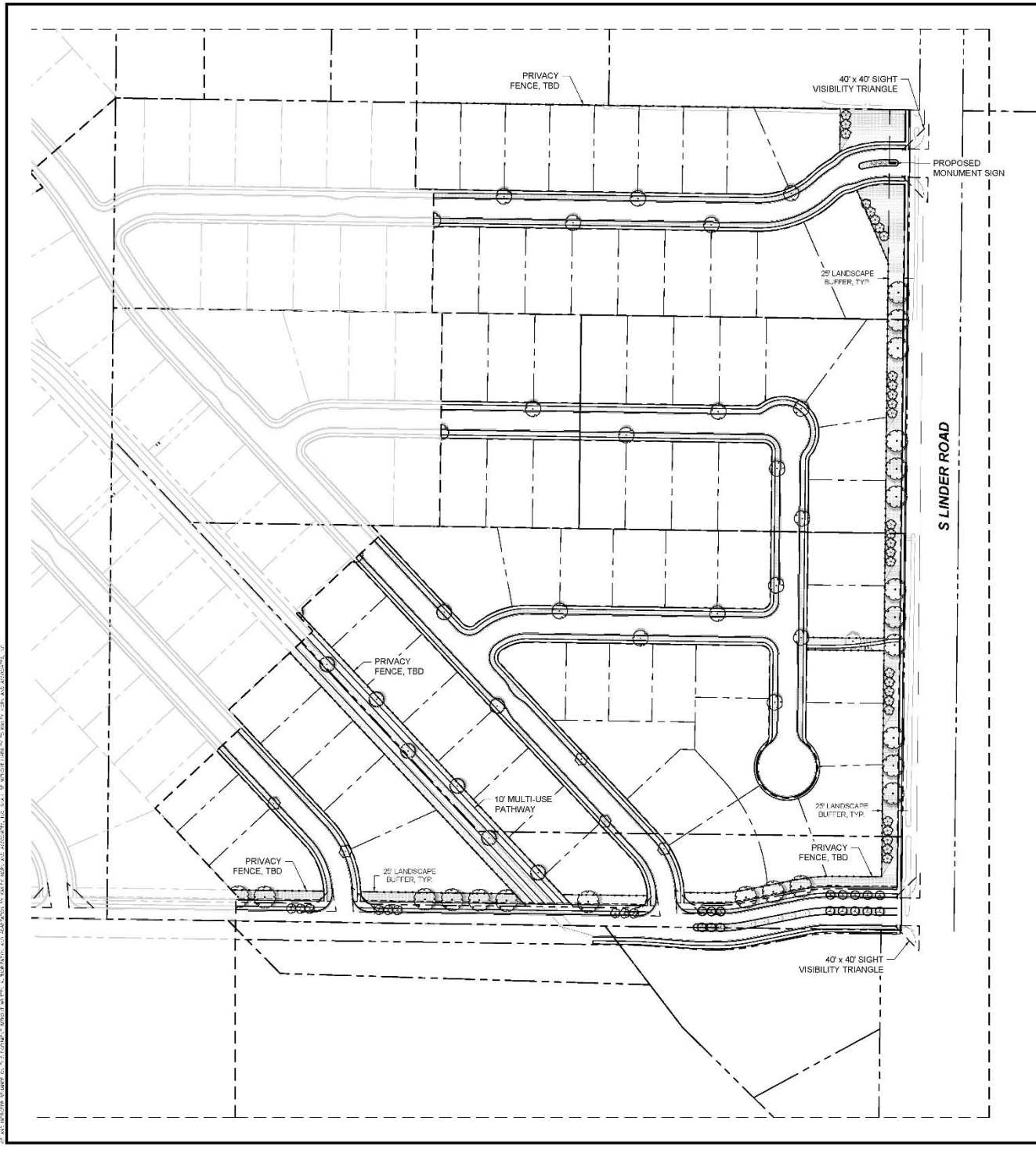
3.1. LANDSCAPING SHALL BE DESIGNED TO BE AESTHETICALLY PLEASANT AND TO PROVIDE A SENSIBLE AND FUNCTIONAL LANDSCAPE.

3.2. LANDSCAPING SHALL BE DESIGNED TO BE SUSTAINABLE AND TO PROVIDE A SENSIBLE AND FUNCTIONAL LANDSCAPE.

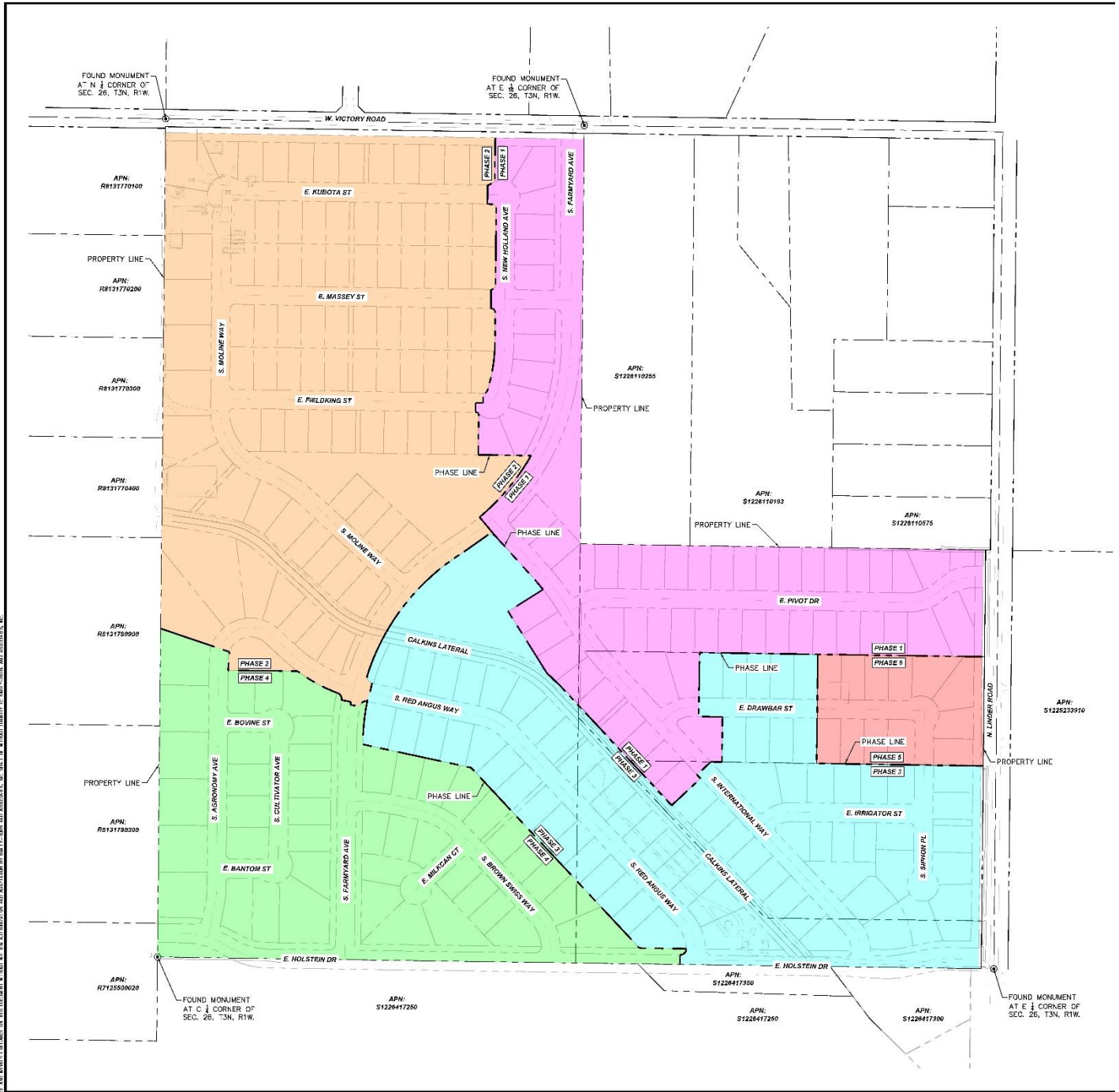
3.3. LANDSCAPING SHALL BE DESIGNED TO BE SUSTAINABLE AND TO PROVIDE A SENSIBLE AND FUNCTIONAL LANDSCAPE.







E. Proposed Phasing Plan



F. Proposed Amenity Examples:



Figure 4: Shade Structure



Figure 6: 'Nature' Play Area



Figure 7: Site Furnishings

Bench –

G. Conceptual Building Elevations:





VIII. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

Applicant shall provide revised zoning district legal descriptions and Exhibit Maps to include the recommended area of R-8 and subsequent reduction in area of R-4 zoning at least 15 days prior to the City Council hearing.

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. **A final plat will not be accepted until the DA is executed and the Annexation and Zoning ordinance is approved by City Council.**

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 substantially consistent with the approved plat, phasing plan, landscape plan, open space exhibit, conceptual building elevations, and amenity examples included in Section VII and the provisions contained herein.
- b. Future development shall be substantially consistent with the proposed phasing plan with the modification to include the clubhouse and pool and the entirety of Lot 1, Block 12 with the first phase of development.
- c. Applicant shall work with Valley Regional Transit (VRT) to include a bus stop along the Linder Road frontage prior to the final phase of development.
- d. The required landscape street buffer, detached pedestrian facilities, and road improvements along W. Victory Road and S. Linder Road shall be constructed and vegetated with the first phase of development.
- e. The existing home at 3801 S. Linder Road shall connect to City services within 60 days of the City Council approving the Annexation ordinance per UDC 9-1-4 & UDC 9-4-8, unless City Council grants a different timeline of service connection—the home's existing access to Linder may remain until phase 3 when the property will have access to Linder through internal local streets and the first leg of E. Holstein, as shown on the approved phasing plan.
- f. The rear and/or sides of homes abutting all arterial and collector roadways 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.*

Preliminary Plat Conditions:

2. The preliminary plat included in Section VII.B, dated February 3, 2022, shall be revised as follows at least fifteen (15) days prior to the City Council hearing:
 - a. Revise Blocks 2 & 3 to include R-8 compliant lots and add additional building lots to comply with the minimum gross density requirements west of S. Farmyard Avenue (at least 2.5 du/ac).

- b. Shift E. Holstein at least 12 feet to the north to allow for the standard requirement of constructing half of the street section plus 12 additional feet of pavement for safe vehicular access—the stub location of this collector street along the west project boundary should also be shifted this distance to mitigate future connectivity issues with the adjacent county residence to the west.
 - c. Add an additional stub street to the north boundary near Lot 11 or Lot 12, Block 5 for future connectivity and to break up the block length of E. Pivot Drive.
 - d. Add an additional cross street from S. Red Angus Way heading northeast to S. International Way across the Calkins Lateral in alignment with E. Drawbar Street to create a compliant block length, provide better interconnectivity, and provide an additional access to the multi-use pathway along the Calkins Lateral.
 - e. Attach the sidewalk and include a minimum 10-foot wide common lot measured from the back of sidewalk to the rear property line adjacent to one of the local streets abutting Lots 1-4, Block 8 to remove the double frontage on these lots.
 - f. Add the following additional micro-path lots at least 15 feet in width with a 5-foot wide pathway: 1) south side of E. Pivot in line with the recommended stub street location to head south between pivot and E. Drawbar and; 2) along the west boundary from S. Agronomy Avenue to the west property line near the shared property line of Lots 10 & 11, Block 6.
 - g. Depict the correct width of the Calkins Lateral easement and depict whether any buildable lots are encumbered by said easement.
3. The landscape plan included in Section VII.D, dated January 31, 2022, shall be revised as follows at least fifteen (15) days prior to the City Council hearing:
 - a. Revise the landscape plans to match the revised preliminary plat as detailed above;
 - b. Per UDC 11-3B-7C, depict the correct number of trees (1 per 35 linear feet) within the proposed parkways and list the linear feet of parkway within the landscape calculations table.
 - c. Include the required number of trees for the common open space areas within the landscape calculations table at the ratio of 1 tree per 8,000 square feet.
 - d. Replace a lot in each of the two southern quadrants (southwest third and southeast third) with an additional open space lot—Staff recommends Lot 21 or 22, Block 13 in the southeast third and Lot 7 or 8, Block 7 in the southwest third.
 - e. Per UDC 11-3A-6C, depict 6-foot tall open vision fencing along both sides of the Calkins Lateral.
 - f. Remove the micro-path common lots of Lot 7, Block 12 & Lot 10, Block 11 in lieu of the recommended new cross street noted in VIII.A.2d.
 - g. Depict the proposed type of fencing on a sheet within the landscape plans to ensure compliance with development code.
4. The Applicant shall revise the open space exhibit to match the revised plat and landscape plans and include the eligible parkway area per the provisions in UDC 11-3G-3B.4.
5. If required landscaping along the regional pathway adjacent to the Calkins Lateral is not allowed in the irrigation easement, the Applicant shall submit Alternative Compliance per UDC 11-3B-12C to propose an alternative that meets or exceeds code requirements OR

propose a wider common lot that allows the regional pathway and landscaping to meet UDC standards.

6. Future development shall be consistent with the minimum dimensional standards listed in UDC Table 11-2A-4, UDC Table 11-2A-5, and UDC Table 11-2A-6 for the R-2, R-4, and R-8 zoning districts, respectively.
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. The Applicant shall comply with all ACHD conditions of approval.
9. Prior to City Engineers signature on a final plat, the applicant shall submit a public access easement for the multi-use pathway segment along the north-south collector street (shown as S. Farmyard Avenue), the east-west collector street (shown as E. Holstein Drive), and along the Calkins Lateral to the Planning Division for approval by City Council and subsequent recordation. The easement shall be a minimum of 14' in width (10' pathway and 2' shoulder on each side).
10. Comply with the outdoor service and equipment area standards as set forth in UDC 11-3A-12.
11. Provide a pressurized irrigation system consistent with the standards as set forth in UDC 11-3A-15, UDC 11-3B-6 and MCC 9-1-28.
12. 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.
13. 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.
14. The proposed clubhouse and swimming pool on Lot 1, Block 12 shall obtain Certificate of Zoning Compliance and Administrative Design Review approval prior to building permit submittal.
15. Prior to building permit submittal for any structure in each phase, the Applicant shall record the associated final plat for that phase.
16. Applicant shall tile all irrigation facilities within the development area per UDC 11-3A6, unless waived by City Council. The applicant is seeking a waiver to leave the Calkins Lateral open as linear open space.

B. PUBLIC WORKS

Site Specific Conditions of Approval

1. There is an existing 8-inch sewer stub to the property. It must either be utilized, or abandoned per City of Meridian requirements. If it is utilized, end the line in a manhole.
2. Any sewer main outside of right-of-way must have a City of Meridian utility easement provided.
3. Ensure no sewer services pass through infiltration trenches.
4. Use pipe fittings to provide water main bends instead of deflecting the pipe.

General Conditions of Approval

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 then alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
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.
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.
4. The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 9-1-28.C). 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.
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.
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.
7. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources. The Developer's Engineer shall provide a statement addressing whether there are any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment.
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.
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.

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.
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.
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.
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.
14. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
15. Developer shall coordinate mailbox locations with the Meridian Post Office.
16. 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.
17. 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.
18. 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.
19. 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.
20. 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.
21. 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.
22. 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=254441&dbid=0&repo=MeridianCity>

D. POLICE DEPARTMENT (MPD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=254500&dbid=0&repo=MeridianCity>

E. COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=256164&dbid=0&repo=MeridianCity&cr=1>

F. BOISE PROJECT BOARD OF CONTROL (BPBC)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=255027&dbid=0&repo=MeridianCity>

G. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=255751&dbid=0&repo=MeridianCity>

H. WEST ADA SCHOOL DISTRICT (WASD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=259251&dbid=0&repo=MeridianCity>

I. MERIDIAN PARKS DEPARTMENT – PATHWAYS

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=254505&dbid=0&repo=MeridianCity>

J. ADA COUNTY HIGHWAY DISTRICT (ACHD)

No staff report at this time.

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 annex the property into the City of Meridian with the requested R-2 & R-4 zoning districts and recommended R-8 zoning district is consistent with the Comprehensive Plan, if all conditions of approval are met.

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 site design will contribute to the range of housing opportunities available within the City and within this area. Staff finds the

proposed development is generally consistent with the purpose statement of the residential districts included as part of the application.

- 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.**

Because of the proposed addition of estate lots, adequate open space, and the general site design, Staff finds the annexation is in the best interest of the City, if all conditions of approval are met.

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 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 VII 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. So, Staff finds, if all recommended conditions of approval are met, the proposed development meets this finding.

6. The development preserves significant natural, scenic or historic features.

The Applicant is proposing to keep the Calkins Lateral open and preserved for added open space and aesthetics therefore preserving a significant natural feature of the project area.



AGENDA ITEM

ITEM TOPIC: Public Hearing Continued from April 21, 2022 for Grayson Subdivision (H-2022-0014) by Schultz Development, LLC, Located at 1710 E. Amity Rd., Near the Northeast Corner of E. Amity Rd. and S. Locust Grove Rd.

A. Request: Annexation and Zoning of 3.39 acres from RUT to the R-8 zoning district.

B. Request: A Preliminary Plat consisting of 15 single-family residential building lots and 3 common lots on 3.1 acres of land in the requested R-8 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Joseph Dodson

Meeting Date: April 21, 2022

Topic: **Public Hearing** for Grayson Subdivision (H-2022-0014) by Schultz Development, LLC, Located at 1710 E. Amity Rd., Near the Northeast Corner of E. Amity Rd. and S. Locust Grove Rd.

- A. Request: Annexation and Zoning of 3.39 acres from RUT to the R-8 zoning district.
- B. Request: A Preliminary Plat consisting of 15 single-family residential building lots and 3 common lots on 3.1 acres of land in the requested 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



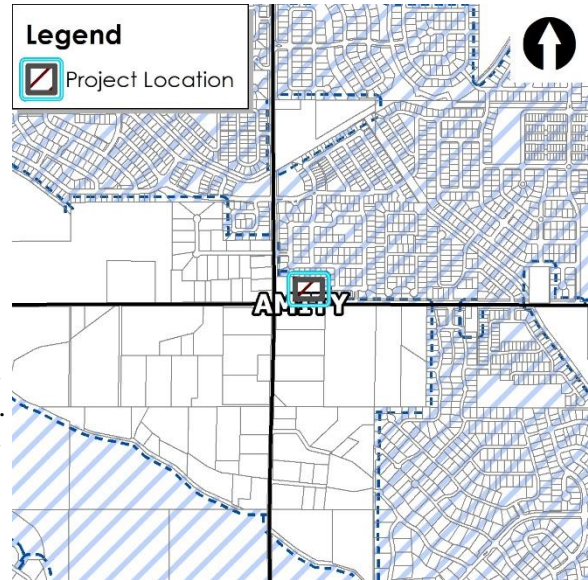
HEARING DATE: 4/28/2022

TO: Planning & Zoning Commission

FROM: Joe Dodson, Associate Planner
208-884-5533

SUBJECT: H-2022-0014
Grayson Subdivision

LOCATION: Located at 1710 E. Amity Road, near the northeast corner of E. Amity Road and S. Locust Grove Road, in the SW 1/4 of the SW 1/4 of Section 29, Township 3N, Range 1E.



I. PROJECT DESCRIPTION

Request for Annexation and Zoning of 3.39 acres from RUT to the R-8 zoning district and a Preliminary Plat consisting of 15 single-family residential building lots and 3 common lots on 3.1 acres of land in the requested R-8 zoning district, by Schultz Development, LLC.

II. SUMMARY OF REPORT

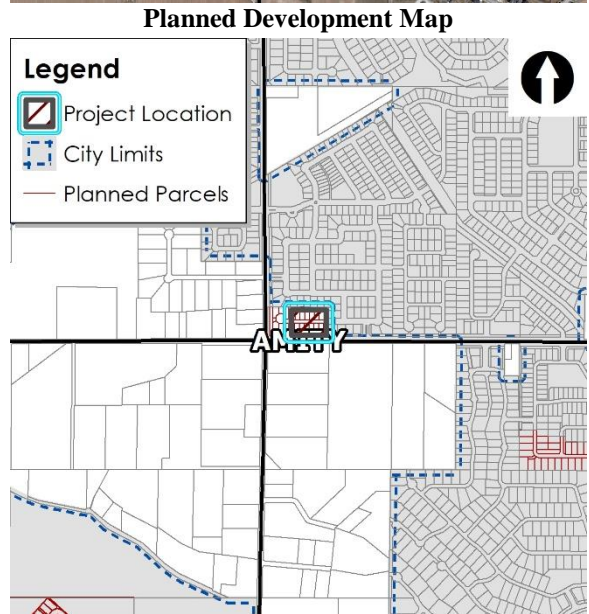
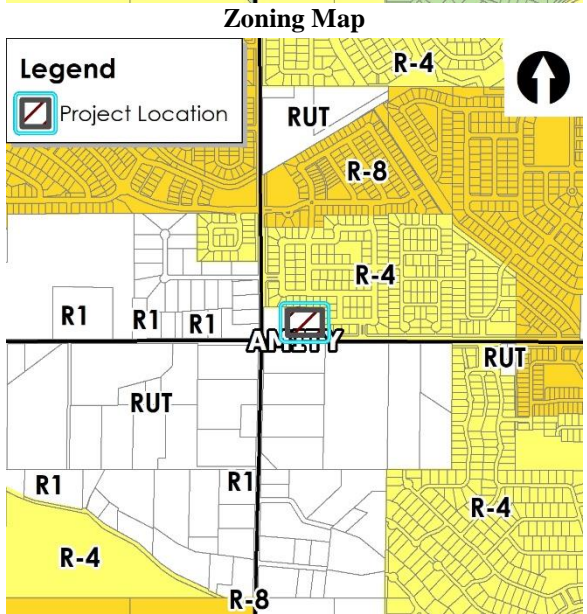
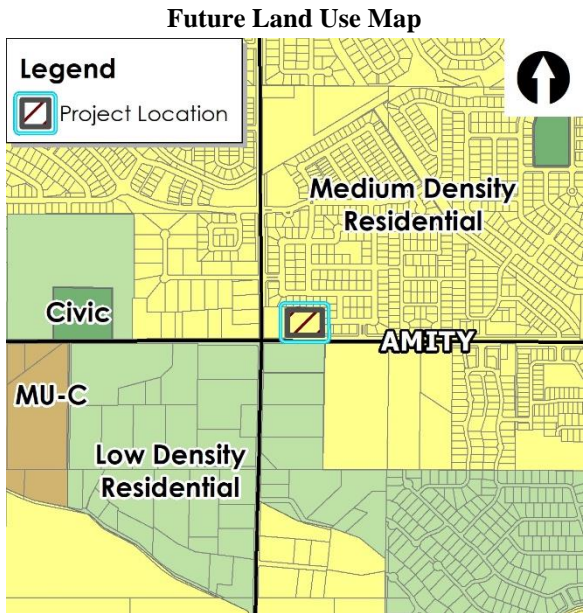
A. Project Summary

Description	Details	Page
Acreage	AZ – 3.39 acres; PP – 3.1 acres	
Future Land Use Designation	Medium Density Residential (MDR, 3-8 du/ac)	
Existing Land Use(s)	County Residential	
Proposed Land Use(s)	Detached Single-family Residential	
Lots (# and type; bldg./common)	18 total lots – 15 residential building lots and 3 common lots	
Phasing Plan (# of phases)	1 phase	
Number of Residential Units	15 single-family units	
Density	Gross – 4.84; Net – 7.1	
Open Space (acres, total [%]/buffer/qualified)	None required – Approximately 12,000 square feet proposed (half of the arterial buffer, micro-path lot, and parkways)	
Neighborhood meeting date	December 9, 2021	
History (previous approvals)	No application history with the City	

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 at this time</p> <p>No</p>	
Access (Arterial/Collectors/State Hwy/Local) (Existing and Proposed)	Access is proposed via extension of the existing stub street, E. Grayson Street stubbed to the east property boundary; it is proposed to be extended into the site and terminate in a hammerhead-type turnaround by encumbering a building lot.	
Stub Street/Interconnectivity/Cross Access	Grayson Street is proposed to be stubbed to the west property line for future connectivity.	
Existing Road Network	No	
Proposed Road Improvements	The Applicant is required to extend Grayson Street into the site and dedicate additional right-of-way for a future Amity Road widening and for intersection improvements at the Locust Grove and Amity intersection to the west.	
Fire Service		
<ul style="list-style-type: none"> Distance to Fire Station Fire Response Time Resource Reliability Accessibility 	<p>2.4 miles from Fire Station #4; project area will eventually be serviced by Fire Station 7, currently under construction.</p> <p>The project lies <i>inside</i> of the Meridian Fire response time goal of 5 minutes. Once Station 7 is constructed, response times will be reduced in this area.</p> <p>Fire Station #4 reliability is 78% (below the goal of 80%)</p> <p>Proposed project meets all required road widths, and turnaround dimensions but proposed design of a hammerhead-type turnaround will likely be denied by ACHD. In anticipation of this, an alternative design with an offset cul-de-sac was submitted.</p>	
Wastewater		
<ul style="list-style-type: none"> Distance to Sewer Services Project Consistent with WW Master Plan/Facility Plan Impacts/Concerns 	<p>Directly adjacent</p> <p>Yes</p> <ul style="list-style-type: none"> Flow is committed See Public Works Site Specific Conditions 	
Water		
<ul style="list-style-type: none"> Distance to Services Pressure Zone Project Consistent with Water Master Plan Water Quality Concerns Impacts/Concerns 	<p>Directly adjacent</p> <p>4</p> <p>Yes</p> <p>None</p> <p>See Public Works Site Specific Conditions</p>	

C. Project Area Maps



III. APPLICANT INFORMATION

A. Developer:

Matt Schultz, Schultz Development, LLC – PO Box 1115, Meridian, ID 83680

B. Property Owner:

Robert Weast – 1710 E. Amity Road, Meridian, ID 83642

C. Representative:

Same as Applicant

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	4/5/2022	
Radius notification mailed to properties within 500 feet	4/4/2022	
Site Posting	4/8/2022	
Nextdoor posting	4/18/2022	

V. STAFF ANALYSIS

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

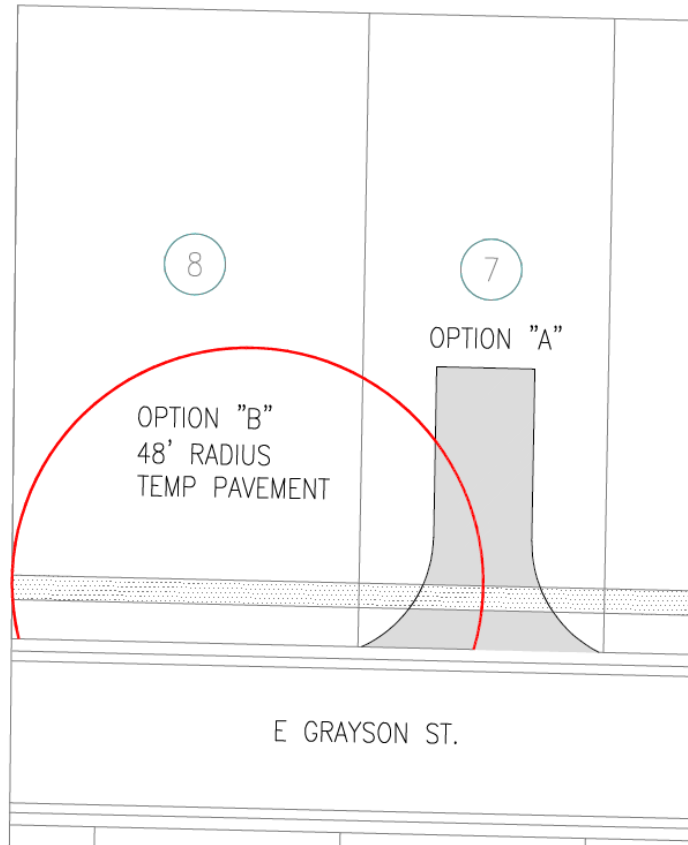
Medium Density Residential (MDR) – This designation allows for dwelling units at gross densities of three to eight dwelling units per acre. Density bonuses may be considered with the provision of additional public amenities such as a park, school, or land dedicated for public services.

The subject 3.1 acres currently contains a number of buildings and non-functional vehicles through the property. The property is designated as Medium Density Residential on the future land use map consistent with existing development to the east and north, Estancia Subdivision. The subject site has an existing local street (E. Grayson Street) stubbed to its east property line through Estancia so the Applicant is proposing to take access from this location which is consistent with the comprehensive plan. Directly to the west of the subject site is a smaller county residential parcel that would be required to take access through this site should it ever request annexation into the City. Because of this, the Applicant has included an anticipated redevelopment plan for that property on the submitted preliminary plat at the request of Staff—the dashed lines on this plat are only representative of a potential option and that property (1670 E. Amity) is not part of this application.

The Applicant is proposing 15 building lots on 3.1 acres of land which constitutes a gross density of 4.84 units per acre and is well within the allowable range of the MDR designation. The minimum building lot size proposed is 5,489 square feet which is nearly 1,500 square feet above the minimum lot size for the requested R-8 zoning district. The adjacent Estancia Subdivision is of lower density and has larger building lots than what are proposed with this project. There are no more than 2 building lots proposed adjacent to any single existing lot along the north boundary and the Applicant has placed their drainage lot in the northeast corner of the project adjacent to two Estancia lots. Furthermore, there are 6 building lots within Estancia along the north boundary where the Applicant has proposed 7 building lots and 1 common lot with this project. Staff does not find the difference of one (1) building lot along this shared property line to be significant enough to recommend any lot count revision.

Consistent with the existing Estancia development, the Applicant is proposing to continue the parkways and detached sidewalks into this development to match that design characteristic. The Applicant is also proposing a micro-path at the southwest corner of the property to add a pedestrian connection to the required arterial sidewalk. Outside of the 18 feet of additional right-of-way required to be dedicated to ACHD, the Applicant is proposing the required street buffer and depicts a 5-foot detached sidewalk along Amity. The sidewalk along Amity should be constructed as a 10-foot wide multi-use pathway per the Meridian Parks Pathway Coordinator so Staff has included this revision with the future final plat application.

In addition to these elements, the proposed termination of the Grayson Street extension should be discussed. Specifically, this Applicant has proposed to stub Grayson to the west boundary as required by ACHD and the UDC but is showing a temporary hammerhead-type turnaround that encumbers a building lot, Lot 7, Block 1. Typically, ACHD has not allowed this type of turnaround in recent years, even on a temporary basis. The Fire Department and Planning Staff support the proposed design as it meets Fire requirements and does not make two future lots non-buildable for the near future. However, Staff anticipates ACHD will not approve this temporary turnaround. So, the Applicant has provided an exhibit showing Lots 7 & 8, Block 1 encumbered by an offset cul-de-sac as an alternative temporary turnaround should ACHD not allow the hammerhead. See snip below and Exhibit VII.E for this proposal:



Because the proposed development extends parkways and detached sidewalks and a logical site design, Staff believes annexing this land into the City to remove this small county enclave is in the best interest of the City so long as the Applicant adheres to Staff’s recommended DA provisions and conditions of approval.

Staff finds the proposed project to be generally consistent with the Comprehensive Plan, as discussed above. Specific Comprehensive Plan policies are discussed and analyzed below.

The City may require a development agreement (DA) in conjunction with an annexation and rezone pursuant to Idaho Code section 67-6511A. *In order to ensure the site develops as proposed with this application, Staff recommends a new DA that encompasses the land proposed to be annexed and zoned 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 and annexation approval. A final plat will not be accepted until the DA is executed and the AZ ordinance is approved by City Council.

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

The applicable Comprehensive Plan policies are cited below with Staff analysis in italics. Staff is not analyzing the project against any mixed-use policies but is instead analyzing the project against general policies as the project is being reviewed with the MDR designation.

“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 project offers a density similar to the Estancia Subdivision to the north and east but is generally denser due to smaller lot sizes. However, this policy calls for a variety of housing products in every part of the City and the proposed plat accomplishes this without cramming incompatible building lots on the subject 3.1 acres by proposing slightly smaller lots than what exists in Estancia.

“Establish and maintain levels of service for public facilities and services, including water, sewer, police, transportation, schools, fire, and parks” (3.02.01G). All public utilities are available for this project site due to the existing stub street on its east boundary. Applicant is required to dedicate additional right-of-way for future Amity Road improvements. The future Fire Station 7 will place this project further within the Fire Department response time goal and Fire has approved the accesses for the proposed plat. West Ada School District has not sent a letter regarding this application but with a relative low number of homes a large number of school aged children is not anticipated to be generated by this development.

Staff finds that the existing and planned development of the immediate area create appropriate conditions for levels of service to and for this proposed project.

“Require pedestrian access in all new development to link subdivisions together and promote neighborhood connectivity.” (2.02.01D). Proposed project is extending the detached sidewalks along Grayson Street and is proposing a micro-path connection to the arterial street buffer and detached sidewalk along Amity. Staff finds the proposed pedestrian facilities show compliance with this policy.

“Ensure that new development within existing residential neighborhoods is cohesive and complementary in design and construction.” (2.02.02F). As discussed, the Applicant is proposing lot sizes smaller than the adjacent Estancia Subdivision to the north and east but is not maximizing the allowable density. Specifically, the north property boundary is shared with 6 existing building lots and the Applicant is proposing 7 building lots and one common lot adjacent to these 6 homes. Staff finds this difference in lot number and size to be marginal and therefore cohesive with the existing neighborhood. Furthermore, the Applicant is extending the detached sidewalks and parkways into the development and adding an additional micro-path connection to Amity for better pedestrian circulation in the area. Because of the proximity of the Estancia open space and an assumption future residents would naturally utilize this existing open space area, Staff is hopeful the subject development can be made a part of the existing Estancia homeowners association to spread the maintenance cost of said open space for additional users. In addition, the Applicant is proposing a drainage lot in the northeast corner of this development which has the potential for some green space within this development. Staff recommends a small shade structure and seating area is added to this lot in order to provide some usable open space within the subject 3 acres.

“Require new development to establish street connections to existing local roads and collectors as well as to underdeveloped adjacent properties.” (6.01.02C). The Applicant is required to and is proposing to extend Grayson Street into the site and stubbing it to the west boundary for future

connectivity to the underdeveloped county parcel at the northeast corner of Amity and Locust Grove.

Staff finds this development to be generally consistent with the Comprehensive Plan.

C. Existing Structures/Site Improvements:

According to GIS imagery, there appears to be a couple residential structures multiple out-buildings, and dozens of dilapidated vehicles on the subject site. Any and all structures and debris are proposed to be removed upon **development** of this project. Furthermore, the existing access for this site is via a driveway connection to E. Amity that will also be closed upon development.

D. Proposed Use Analysis:

The proposed use is detached single-family residential with an average lot size of 6,169 square feet and a minimum lot size of 5,489 square feet, based on the submitted plat (Exhibit VII.B). This use is a permitted use in the requested R-8 zoning district per UDC Table 11-2A-2 and all lots meet the minimum lot size requirement of 4,000 square feet and minimum street frontage requirement of 40 feet by proposing lots with a minimum of 50 feet of frontage. The Applicant has noted the development is expected to develop as one phase due to the size of the proposed project. However, any lot(s) encumbered by the temporary turnaround/cul-de-sac would be platted and labeled as **non-buildable on the plat until** such time as Grayson Street is extended to the west.

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

The residential lots appear to meet all UDC dimensional standards per the submitted plat. In addition, all subdivision developments are also required to comply with Subdivision Design and Improvement Standards (UDC 11-6C-3). *The proposed preliminary plat and submitted plans appear to meet all UDC requirements except for Grayson Street being a dead-end street and greater than 500 feet in length. Per UDC 11-6C-3B.4, City Council may approve a dead-end street up to 750 in length where there is a physical barrier such as a steep slope, railroad tracks, an arterial roadway, or a large waterway that makes extension impractical. In the case of the subject site and underdeveloped county parcel to the west, the site is bordered by two arterials in Amity and Locust Grove. Furthermore, the intersection of Amity and Locust Grove just to the southwest of this development is planned for a roundabout which has specific designs and will not allow for additional connections to these arterial streets for either of these parcels. Therefore, the subject site is encumbered by a “physical barrier” as outlined in code and the project requires a City Council waiver for Grayson Street to be a dead-end street longer than 500 feet. Staff notes that the length of Grayson Street from the existing intersection in Estancia to the west boundary of the subject site is approximately 550 feet.*

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

The Applicant submitted conceptual building elevations for the proposed detached single-family homes. Note that detached single-family homes do not require Design Review approval therefore Staff does not review these for compliance with any architectural standards.

The submitted elevations depict a number of different architectural and design styles with field materials of lap siding and fiber cement board and differing accent materials, roof profiles, and overall varying home styles. Staff finds the conceptual elevations should be adhered to closely in order to offer an array of potential home designs for this subdivision. Furthermore, half of the proposed development has the rear of homes adjacent to Amity Road, an arterial street. In these cases, Staff includes a DA provision that the rear and/or side elevations of any two-story home incorporates 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 arterial street. Staff has included this provision as noted.

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

Access is proposed via extension of E. Grayson Street (an existing residential local street) into the site and is proposed to terminate within the site at the west boundary for future connectivity. As discussed above, the Applicant is proposing to provide a temporary hammerhead-type turnaround instead of a temporary cul-de-sac. Staff supports this temporary turnaround design in order to save space and minimize the waste of asphalt within this development but anticipates ACHD will not approve this type of temporary turnaround. **If ACHD does not approve the hammerhead design as recommended by Staff, the applicant shall restrict Lots 7 and 8 as non-buildable lots as proposed and place a note on the final plat stating these lots will be developable with the extension of the public street.**

Further, according to the proposed plat, Grayson is proposed as 33-foot wide local street with 5-foot detached sidewalks and 8-foot wide parkways; this street design complies with all UDC standards.

H. 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 dwellings based on the number of bedrooms per unit. Staff will confirm compliance with these standards at the time of building permit submittal for each residence. In addition, there is opportunity for on-street parking where there are no driveways because Grayson is proposed as a 33-foot wide street section. The submitted landscape plan best shows the areas within the development where on-street parking could occur (see Exhibit VII.C).

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

5-foot wide detached sidewalks and 8-foot wide parkways are proposed along the E. Grayson Street extension, consistent with UDC and ACHD requirements. The proposed sidewalks meet UDC 11-3A-17 and ACHD standards. The proposed parkways meet the minimum width requirement but do not show the correct number of trees per UDC 11-3B-7. Further analysis is in the Landscaping section below.

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

Per the Pathways Coordinator and the Master Pathways Plan, a 10-foot wide multi-use pathway is required along the E. Amity Road frontage. This required pathway should be located within the required landscape buffer and outside of the ACHD right-of-way. In addition, the Applicant is proposing a 5-foot wide micro-path within a 15-foot wide common lot in the southwest corner of the project to provide a connection from the internal sidewalks to the pedestrian network along Amity.

The Applicant has proposed a 5-foot wide detached sidewalk within the Amity Road street buffer which does not comply with this requirement. Therefore, Staff is including a condition of approval for the Applicant to revise the landscape plans to depict the required regional pathway within this buffer. Furthermore, this pathway should be at least four (4) feet north of the ultimate right-of-way line to allow for landscaping on both sides of the pathway and ensure the pathway is detached from the roadway and allow the 25-foot buffer to be measured from the ultimate right-of-way instead of the back of the pathway, per UDC 11-3B-7C.1a.

The proposed micro-path and common lot comply with UDC standards. Further, the proposed landscaping within this lot also comply with the minimum UDC requirements.

K. Landscaping (UDC 11-3B):

A 25-foot wide street buffer is required along E. Amity Road, an arterial street, landscaped per the standards in UDC Table 11-3B-7C. In addition, the proposed parkways are required to be landscaped per UDC 11-3B-7 and the proposed micro-path is required to comply with the landscape requirements in UDC 11-3B-12.

The Applicant is showing a 25-foot wide common lot with 16 trees, multiple landscape beds, and other vegetative ground cover along E. Amity; this proposed landscaping complies with UDC requirements. The micro-path lot is 15 feet wide and is depicted with two (2) trees which exceeds the minimum ratio in code of 1 tree per 100 linear feet as the pathway lot is approximately 100 feet long.

As noted above, the proposed 8-foot wide parkways do not appear to depict the correct number of street trees. Each parkway is approximately 420 feet long which requires a minimum of 12 trees on each side of Grayson Street. The submitted landscape plans depict 8 trees within each parkway so an additional four (4) trees are needed on each side of the street. Staff is including a condition of approval consistent with this requirement.

NOTE: In lieu of analyzing the common open space in a specific section because the project is below the 5 acre minimum to require common open space, Staff has analyzed this within the Comprehensive Plan analysis in Section V.A and V.B above. Within this analysis, Staff recommended a seating area be added to the drainage common lot in the northeast corner of the site for the purpose of providing some passive open space component to the development. Staff has included a condition of approval consistent with this analysis.

L. Fencing (UDC [11-3A-6](#), [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-7. The Applicant is proposing 6-foot vinyl fencing along the rear lot lines adjacent the Amity Road landscape buffer and the subdivision boundary and is proposing 6-foot tall steel tub fencing on the west property line of Lot 8, Block 2 adjacent to the micro-path common lot. In addition, the Applicant is proposing to protect the existing 6-foot tall wood fence along the north property line. The proposed fencing meets or exceeds all UDC requirements.

Staff notes, the proposed steel tube fencing along the micro-path lot is not required by code because the micro-path is one (1) lot deep and is fully visible from a public street. Per UDC 11-3A-7, 6-foot tall privacy fencing is allowed on both sides of this micro-path if the Applicant or future homeowner desires it.

VI. DECISION

A. Staff:

Staff recommends approval of the requested annexation and preliminary plat applications with the requirement of a Development Agreement per the conditions of approval in Section VIII of this report 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 Description and Exhibit Map



**IDAHO
SURVEY
GROUP**

**9955 W Emerald St
Boise, ID 83704**

**Phone: (208) 846-8570
Fax: (208) 884-5399**

**Grayson Subdivision
City of Meridian Annexation Description**
Project Number 21-547 February 10, 2021

Situated in the southwest quarter of the southwest quarter of Section 29, Township 3 North, Range 1 East, Boise Meridian, Ada County, Idaho, and being more particularly described as follows:

Commencing at a brass cap marking the southwest corner of Section 29, Township 3 North, Range 1 East, Boise Meridian, which bears S00°30'07"W, 2651.95 feet from the west quarter-section corner of Section 29;
Thence S89°43'41"E, 238.00 feet along the south line of Section 29 to the Point of Beginning:

Thence N00°27'04"W, 350.30 feet to the south boundary of Estancia Subdivision as filed in Book 97 of Plats at Pages 12,189 through 12,194, records of Ada County, Idaho;

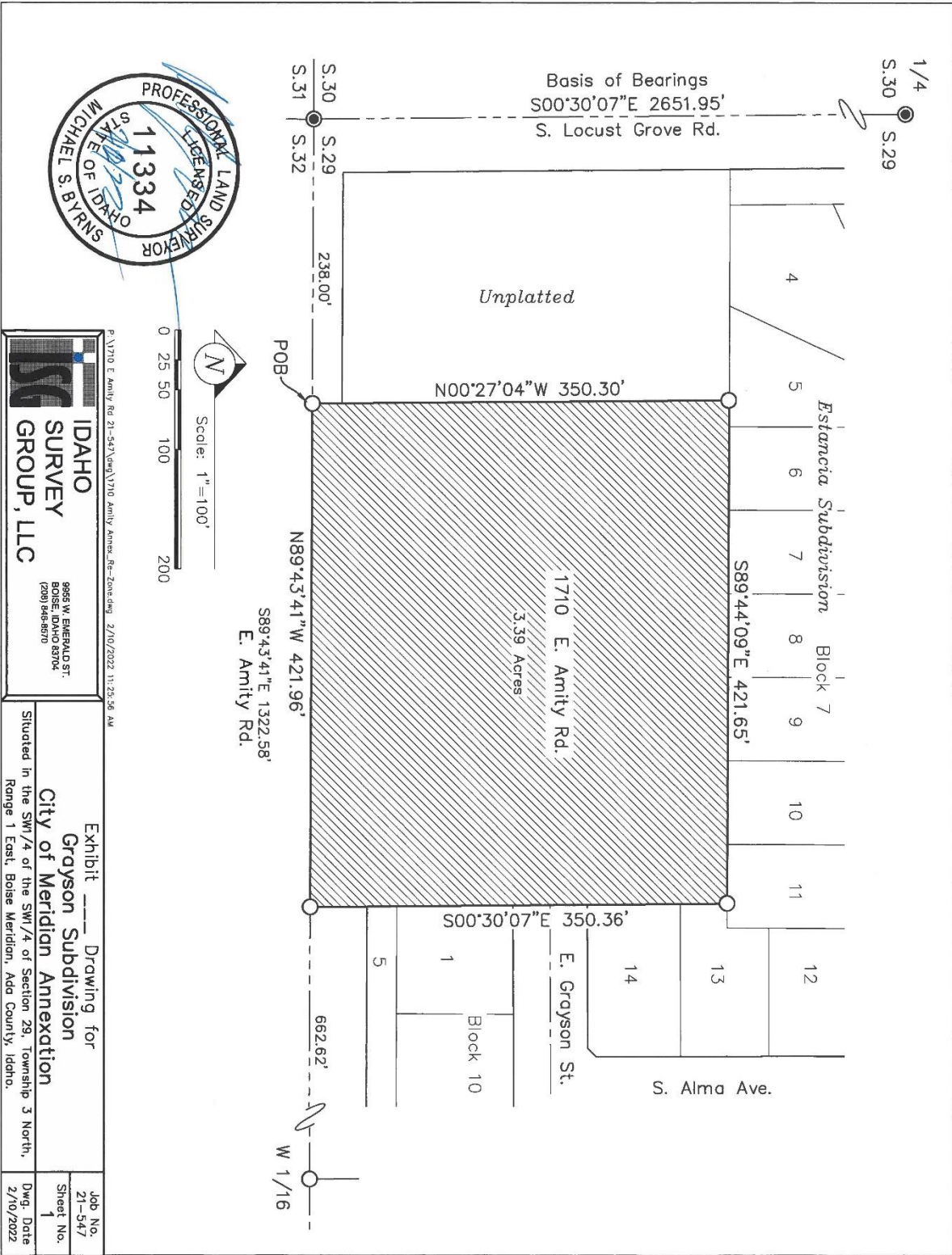
Thence S89°44'09"E, 421.65 feet along the south boundary of Estancia Subdivision;

Thence S00°30'07"E, 350.36 feet along the west boundary of Estancia Subdivision to the south line of Section 29;

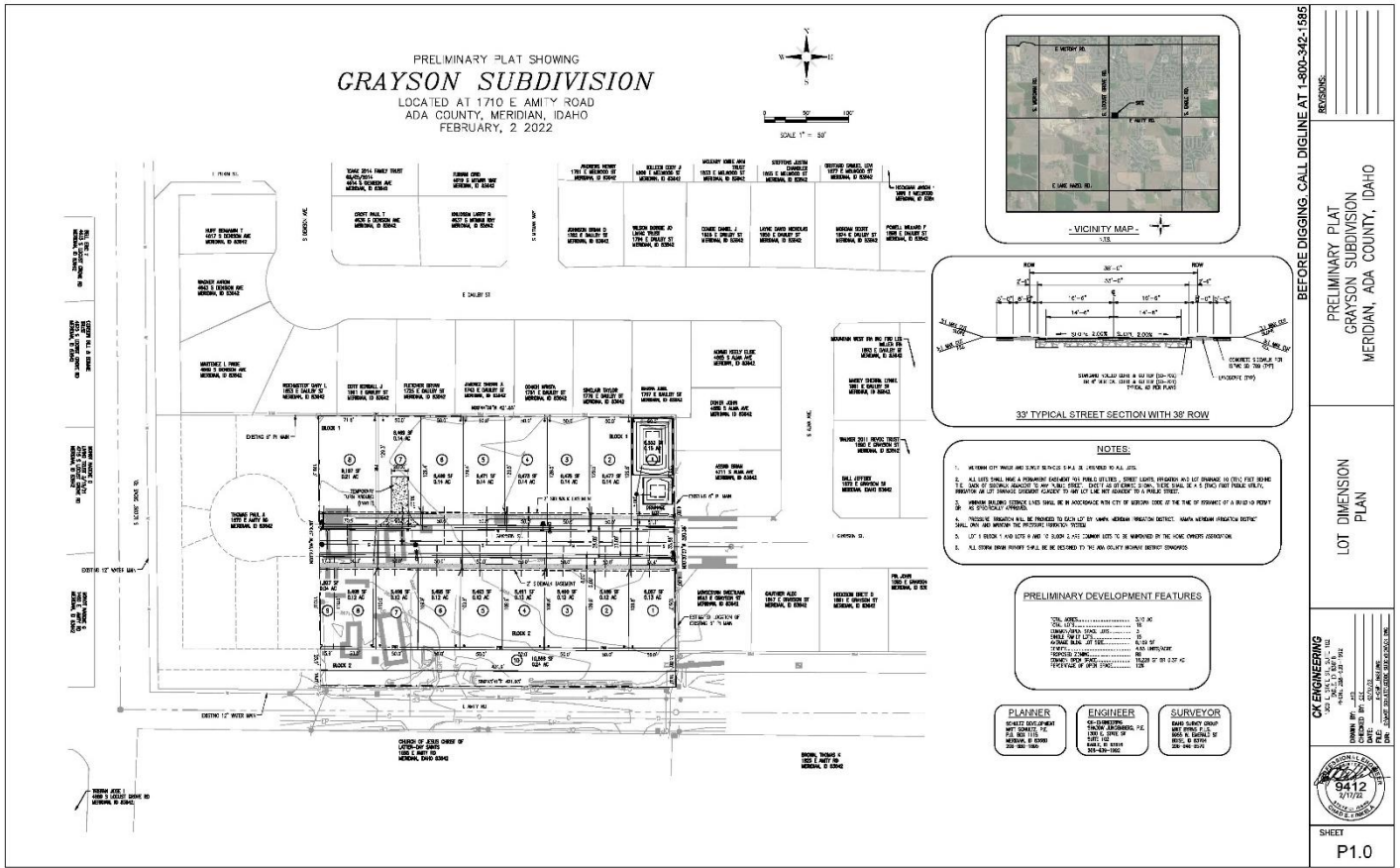
Thence N89°43'41"W, 421.96 feet along the south line of Section 29 to the POINT OF BEGINNING.

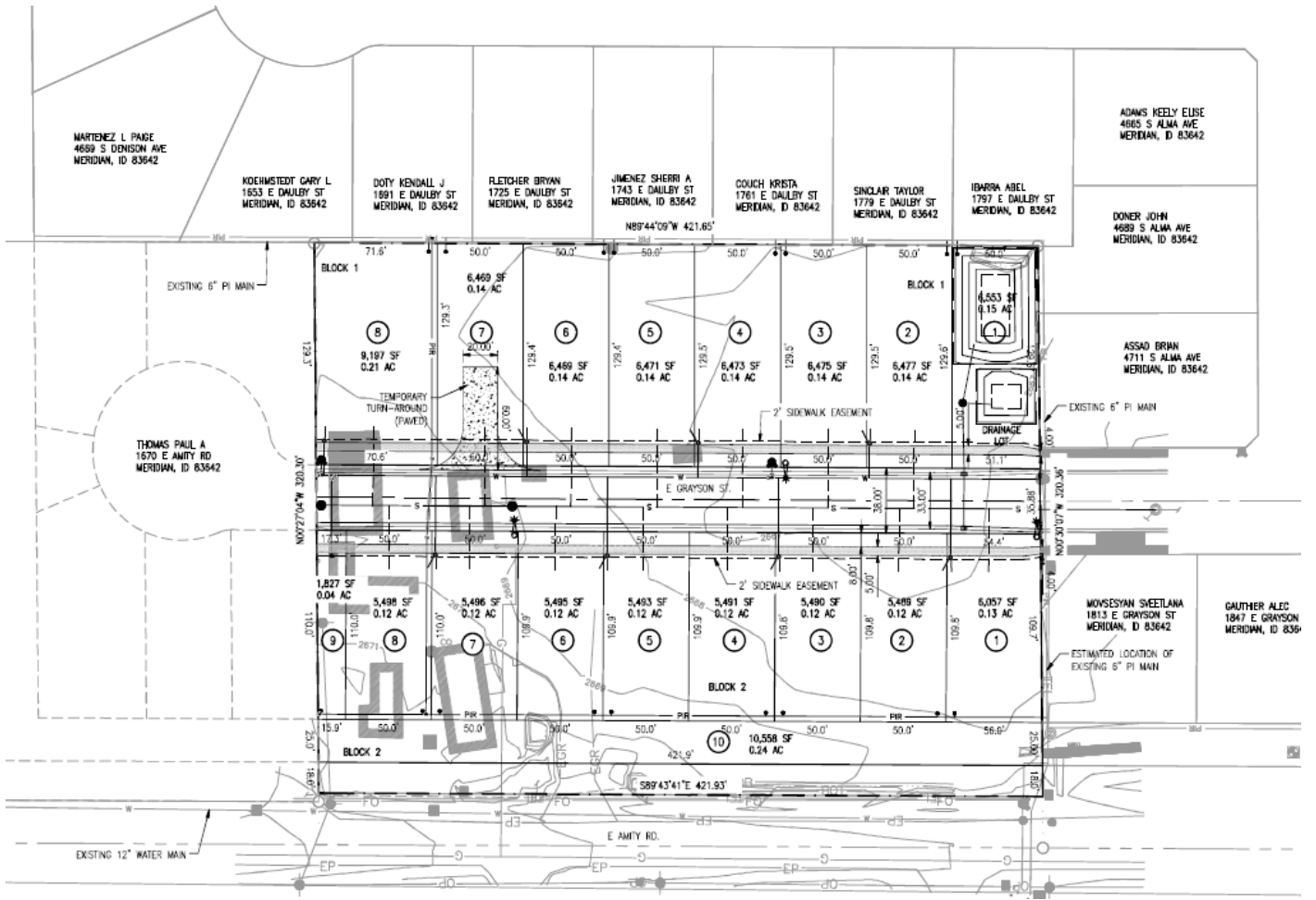
The above-described parcel contains 3.39 acres, more or less.



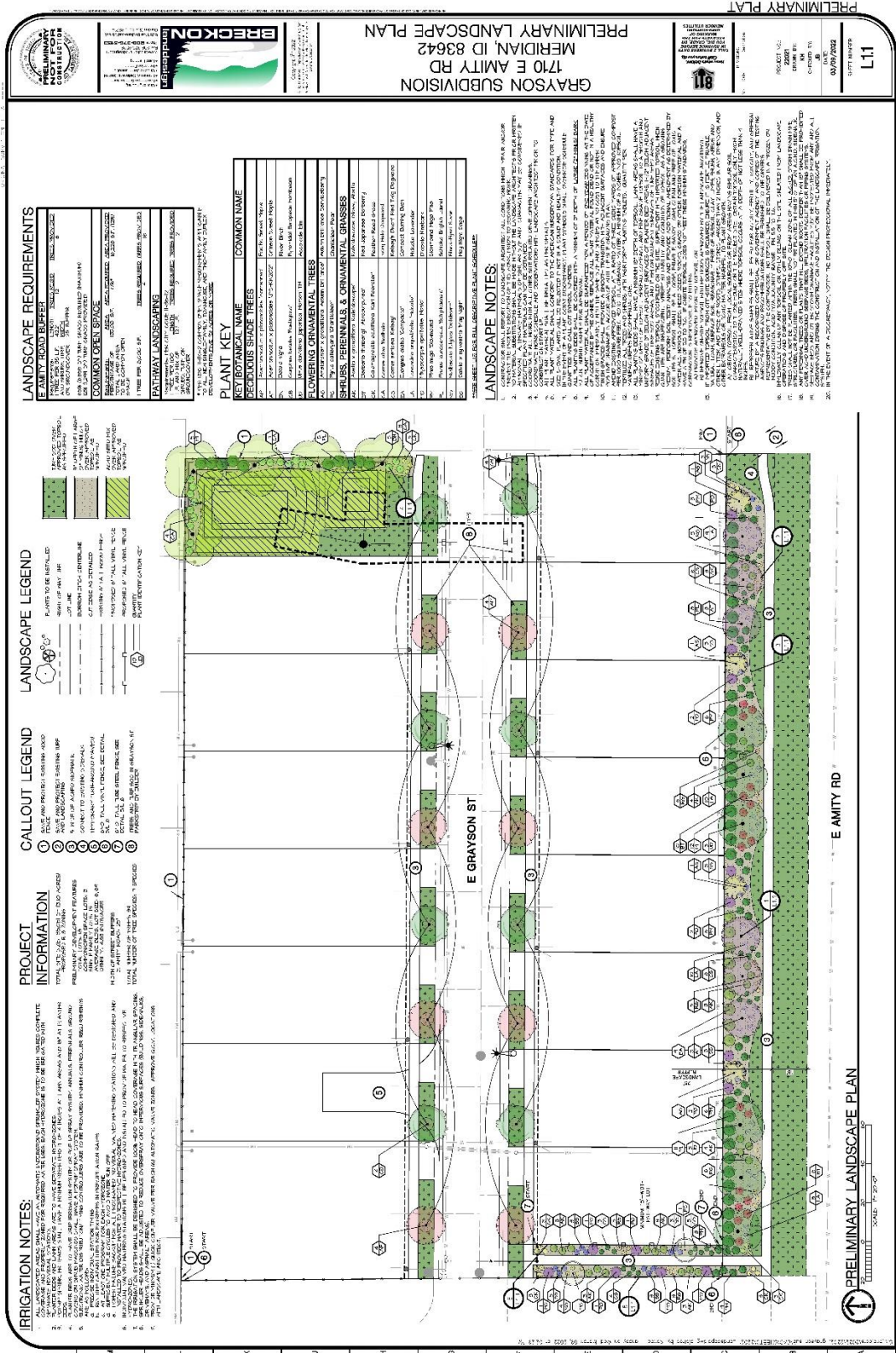


B. Preliminary Plat (dated: 2/17/2022)





C. Landscape Plans (date: 3/9/2022)



IRRIGATION NOTES:

1. ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM WHICH INSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER PRESS. EACH HYDROZONE IS TO BE IRRIGATED WITH SEPARATE ZONING (MAX. 100').
2. PLANTER BEDS AND LAWN AREAS ARE TO HAVE SEPARATE HYDROZONES.
3. POP-UP SPRINKLER HEADS SHALL HAVE A MINIMUM RISE HEIGHT OF 4 INCHES AT LAWN AREAS AND 18" AT PLANTER BEDS.
4. PLANTER BEDS ARE TO HAVE DRIP IRRIGATION SYSTEM OR POP-UP SPRAY SYSTEM. ANIMALS, PERENNIALS, GROUND COVERS OR SHRUB MASSINGS SHALL HAVE A POP-UP SPRAY SYSTEM.
5. ELECTRONIC WATER DISTRIBUTION SYSTEM CONTROLLERS ARE TO BE PROVIDED. MINIMUM CONTROLLER REQUIREMENTS ARE AS FOLLOWS:
 - a. RESERVE WATER, STATION TIME.
 - b. RUN TIME CAPABILITY FOR EXTREMES IN PRECIPITATION RATES.
 - c. AT LEAST ONE PROGRAM FOR EACH HYDROZONE.
 - d. RUN TIME CAPABILITY FOR EXTREMES IN PRECIPITATION RATES.
 - e. SCHEDULE TIME CYCLES TO AVOID WATER RUN OFF.
 - f. NON-RELIABLE BACKUP FOR ALL PROGRAMS.
 - g. INDIVIDUAL VALVED WATERING STATIONS SHALL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDROZONES.
6. INDIVIDUAL VALVED WATERING STATIONS SHALL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDROZONES.
7. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 60% HEAD TO HEAD COVERAGE WITH TRIANGULAR SPACING. SPRINKLER HEADS SHALL BE ADJUSTED TO REDUCE OVERSPRAY ONTO IMPERVIOUS SURFACES (BUILDINGS, SIDEWALKS, DRIVEWAYS, AND ASPHALT AREAS).
8. PROVIDE MINIMUM 60 GPM GPM VALVE PER EACH (60) AIRMATIC VALVE ZONES. APPROVE G.C.V. LOCATIONS WITH LANDSCAPE ARCHITECT.

PROJECT INFORMATION

TOTAL SITE SIZE: 10,000 SF (0.23 ACRES)
 PROPOSED R-S ZONING

PRELIMINARY DEVELOPMENT FEATURES
 TOTAL LOTS: 10
 COMMON OPEN SPACE LOTS: 5
 SINGLE-FAMILY LOTS: 5
 MAX. RISE: 18.0% (LOT SIZE: 6,000)
 DENSITY: 4.00 UNITS/ACRE

WIDTH OF STREET BUFFERS
 E. AMITY ROAD: 25'

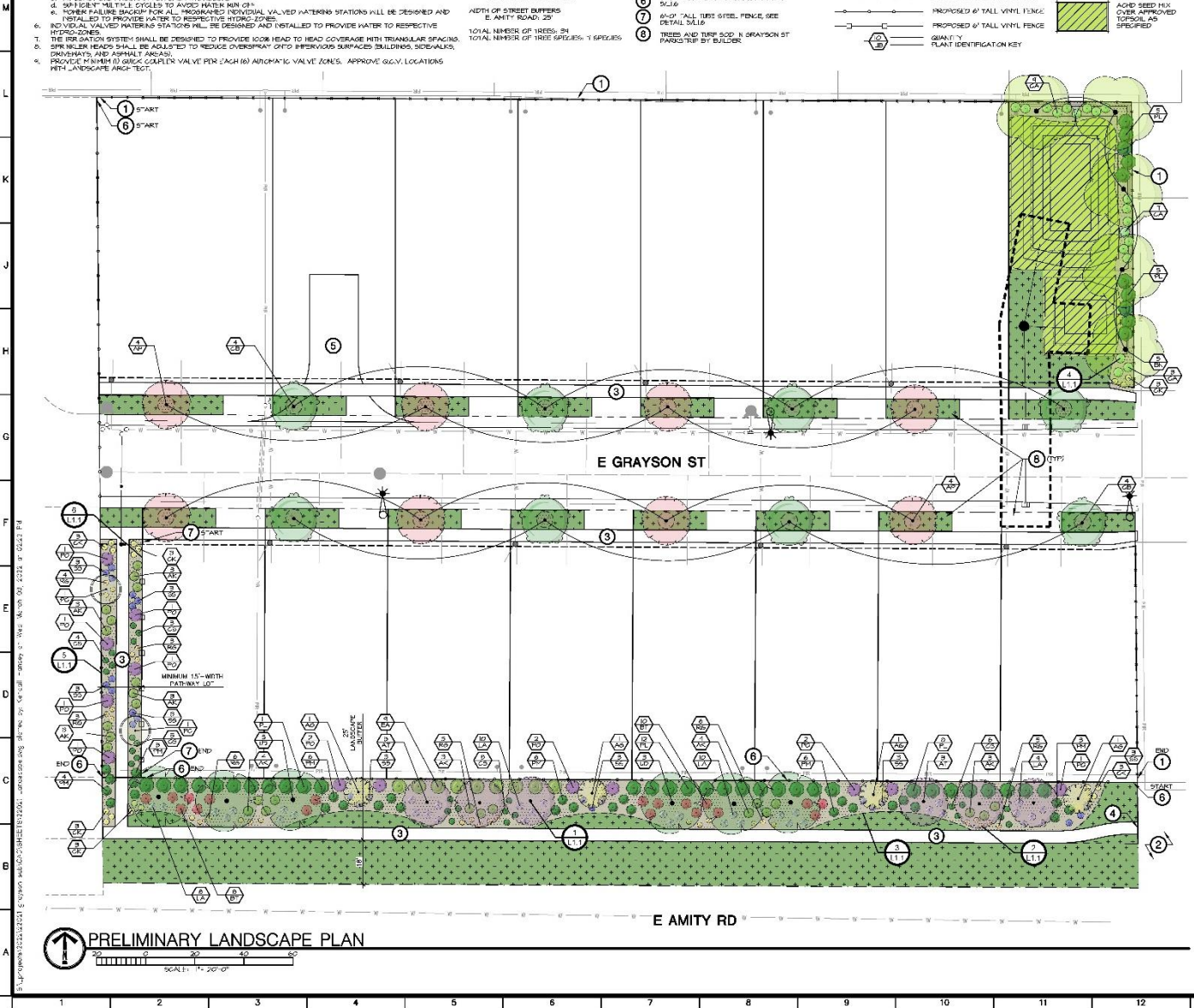
TOTAL NUMBER OF TREES: 31
 TOTAL NUMBER OF IRRIE SPEIGERS: 1 (6) PIPES

CALLOUT LEGEND

- 1 SAVE AND PROTECT EXISTING ADD FENCE
- 2 SAVE AND PROTECT EXISTING TURF AND LANDSCAPING
- 3 5" WIDE DETACHED SIDEWALK
- 4 CONNECT TO EXISTING SIDEWALK
- 5 TEMPORARY TEMPORALD (PAVED)
- 6 6" x 6" TALL VINYL FENCE, SEE DETAIL S-10.1
- 7 6" x 6" TALL TUBS STEEL FENCE, SEE DETAIL S-10.1
- 8 TREES AND TURF SOUP N. GRAYSON ST PARALLEL BY BUILDER

LANDSCAPE LEGEND

- PLANTS TO BE INSTALLED
- RIGHT-OF-WAY LINE
- LOT LINE
- WORKING DITCH CENTERLINE
- CUT EDGE AS DETAIL
- EXISTING 6" TALL WOOD FENCE
- PROPOSED 6" TALL VINYL FENCE
- PROPOSED 6" TALL TUBS STEEL FENCE
- QUANTITY PLANT IDENTIFICATION KEY
- TURF SOUP OVER APPROVED TOPSOIL AS SPECIFIED
- 3" DEPTH OF LARGER OR SMALLER CALYPSO APPROVED TOPSOIL AS SPECIFIED
- ACID SEED MIX OVER APPROVED TOPSOIL AS SPECIFIED



PRELIMINARY LANDSCAPE PLAN

D. Conceptual Building Elevations

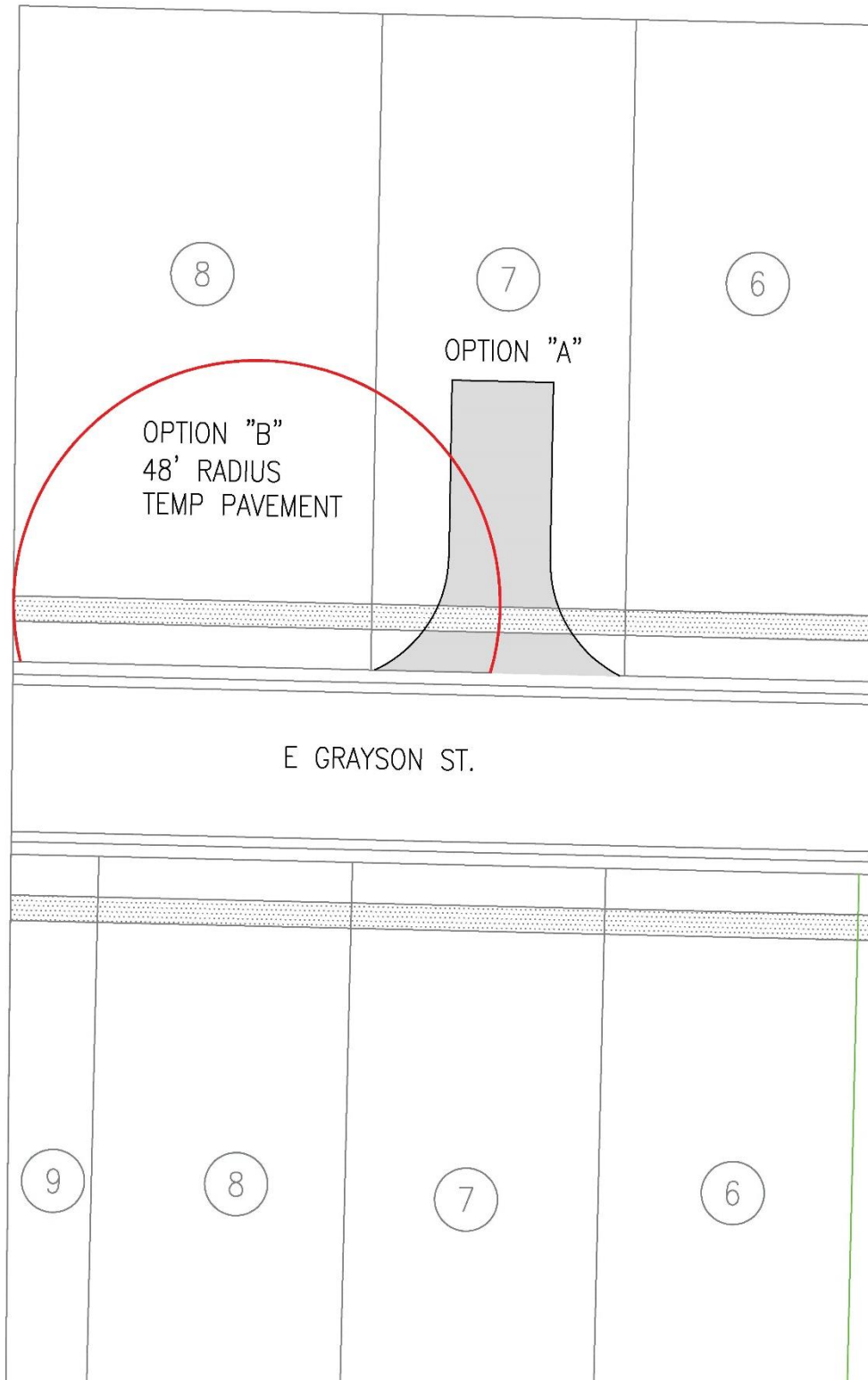




Photo Similar



E. Temporary Turnaround Options – West terminus of E. Grayson Street extension



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 and the property owner(s)/developer 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 substantially consistent with the approved plat, landscape plan, and conceptual building elevations included in Section VII and the provisions contained herein.
- b. The rear and/or sides of homes visible from E. Amity Road (Lots 1-8, Block 2) 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.*
- c. A final plat will not be accepted until the DA is executed and the Annexation and Zoning ordinance is approved by City Council.

Preliminary Plat Conditions:

2. The applicant is seeking a Council waiver for E. Grayson Street to be a dead-end street greater than 500 feet in length, per UDC 11-6C-3B.4.
3. Per Exhibit VII.E attached hereto, E. Grayson Street shall terminate along the west property boundary as either a temporary cul-de-sac or hammerhead type turnaround—if a hammerhead type turnaround is approved by ACHD, Lot 7, Block 1 shall be a non-buildable lot until such time as Grayson is further extended; if a cul-de-sac turnaround is required, Lots 7 & 8, Block 1 shall be non-buildable lots until such time as Grayson is further extended.
4. The preliminary plat included in Section VII.B, dated February 17, 2022, is approved as submitted.
5. The landscape plan included in Section VII.C, dated March 9, 2022, shall be revised as follows prior to submitting for Final Plat approval:
 - a. Depict the correct number of street trees within the parkway per UDC 11-3B-7.
 - b. Add seating and a shade structure within the drainage common lot (Lot 1, Block 1).
 - c. Depict the required 10-foot wide regional pathway within the Amity Road landscape buffer and place it at least four (4) feet north of the ultimate right-of-way line to allow for landscaping on both sides of the pathway and ensure the pathway is detached from the roadway and allow the 25-foot buffer to be measured from the ultimate right-of-way instead of the back of the pathway, per UDC 11-3B-7C.1a.
 - d. Common Lot 1, Block 1 shall meet minimum standards in UDC 11-3B-11.
 - e. Common Lot 9, Block 2 shall be landscaped as proposed.

6. Future development shall be consistent with the minimum dimensional standards listed in UDC Table 11-2A-6 for the R-8 zoning district.
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. The Applicant shall comply with all ACHD conditions of approval.
9. Provide a pressurized irrigation system consistent with the standards as set forth in UDC 11-3A-15, UDC 11-3B-6 and MCC 9-1-28.
10. 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.
11. 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

Site Specific Conditions of Approval

1. The walking path from the proposed development to Amity Road will require a 20-foot-wide water main easement, which shall be free from any permanent structures or encumbrances.
2. Relocate the fire hydrant at the west end of the site so it is located at the furthest east property boundary line. The line serving this hydrant shall be 8" diameter; this hydrant will be used as a blow-off until future extension of the main occurs.
3. Minimum slope for a dead-end sewer main is 0.6%.
4. Ensure no sewer services pass through infiltration trenches.
5. The geotechnical investigative report prepared by SITE Consulting, LLC indicates some very specific construction considerations. The applicant shall be responsible for the adherence of these recommendations.

General Conditions of Approval

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 then alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
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.
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.

4. The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 9-1-28.C). 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.
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.
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.
7. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources. The Developer's Engineer shall provide a statement addressing whether there are any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment.
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.
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.
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.
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.
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.
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.
14. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
15. Developer shall coordinate mailbox locations with the Meridian Post Office.
16. 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.

17. 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.
18. 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.
19. 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.
20. A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-7 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.
21. 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.
22. 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=255656&dbid=0&repo=MeridianCity>

D. MERIDIAN PARKS DEPARTMENT - PATHWAYS

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=255690&dbid=0&repo=MeridianCity>

E. MERIDIAN PARKS DEPARTMENT – TREE MITIGATION

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=255631&dbid=0&repo=MeridianCity>

F. ADA COUNTY DEVELOPMENT SERVICES

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=255804&dbid=0&repo=MeridianCity&cr=1>

G. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=256396&dbid=0&repo=MeridianCity>

H. NAMPA/MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=258729&dbid=0&repo=MeridianCity&cr=1>

I. ADA COUNTY HIGHWAY DISTRICT (ACHD)

No staff report at this time

IX. FINDINGS**A. Annexation and 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 zoning map amendment to annex the property into the City of Meridian with the R-8 zoning district with the proposed preliminary plat and site design is consistent with the Comprehensive Plan, if all conditions of approval are met.

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 the request for the development complies with the regulations outlined in the requested R-8 zoning district and is consistent with the purpose statement of the requested zone.

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 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 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 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 VII 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.

- 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 Continued from April 21, 2022 for I-84 and Meridian Rd. (H-2021-0099) by Hawkins Companies, Generally Located at the Northwest Corner of S. Meridian Rd. and Interstate 84.

A. Request: Annexation of 18.30 acres of land with a C-G zoning district.

B. Request: A Comprehensive Plan Future Land Use Map Amendment to change the future land use designation on 33.13 acres of land from Mixed Use – Community (MU-C) to Mixed Use – Regional (MU-R).



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: April 21, 2022

Topic: **Public Hearing** for I-84 and Meridian Rd. (H-2021-0099) by Hawkins Companies, Generally Located at the Northwest Corner of S. Meridian Rd. and Interstate 84.

- A. Request: Annexation of 18.30 acres of land with a C-G zoning district.
- B. Request: A Comprehensive Plan Future Land Use Map Amendment to change the future land use designation on 33.13 acres of land from Mixed Use – Community (MU-C) to Mixed Use – Regional (MU-R).

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: April 28, 2022
 DATE: Continued from: April 21, 2022
 TO: Planning & Zoning Commission
 FROM: Sonya Allen, Associate Planner
 208-884-5533
 SUBJECT: H-2021-0099
 I-84 + Meridian Road – CPAM, AZ
 LOCATION: Generally located at the northwest corner of S. Meridian Rd. and I-84 in the southeast ¼ of Section 13, T.3N., R.1W.



I. PROJECT DESCRIPTION

Amendment to the Comprehensive Plan Future Land Use Map (FLUM) to change the future land use designation on 33.13-acres of land from Mixed Use – Community (MU-C) to Mixed Use – Regional (MU-R); and annexation of 18.30-acres of land with a C-G (General Retail and Service Commercial) zoning district.

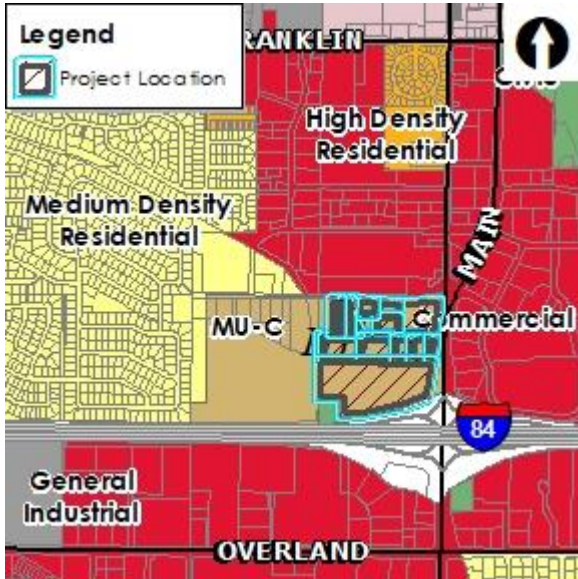
II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	33.13 acres (CPAM); 18.30 acres (AZ)	
Future Land Use Designation	MU-C (Mixed Use – Community)	
Existing Land Use	Single-family residential and vacant/undeveloped land	
Proposed Land Use(s)	Commercial retail and office uses	
Current Zoning	R1 and RUT in Ada County; and C-G (General Retail and Service Commercial)	
Proposed Zoning	C-G (General Retail and Service Commercial)	
Physical Features (waterways, hazards, flood plain, hillside)	The Ten Mile Creek runs along the west boundary of the site.	
Neighborhood Meeting Date	12/9/2021	
History (previous approvals)	Annexation Ordinance #435 (High Country of Idaho) & 02-987 (Urban Renewal MDC)	

B. Project Maps

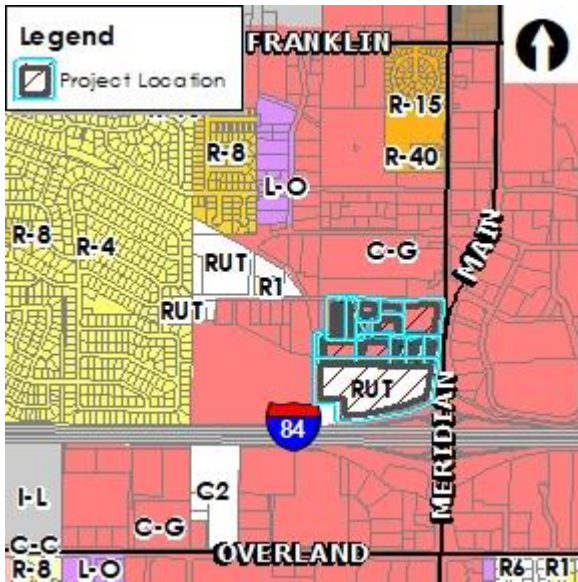
Future Land Use Map



Aerial Map



Zoning Map



Planned Development Map



III. APPLICANT INFORMATION

A. Applicant:

Ethan Mansfield, Hawkins Companies – 855 W. Broad Street, Boise, ID 83702

B. Owner:

Hawkins Companies – 855 W. Broad Street, Boise, ID 83702

C. Representative:
Same as Applicant

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper notification published in newspaper	4/5/2022	
Radius notification mailed to property owners within 300 feet	4/4/2022	
Public hearing notice sign posted on site	4/7/2022	
Nextdoor posting	4/5/2022	

V. COMPREHENSIVE PLAN ANALYSIS

EXISTING LAND USE DESIGNATION: This property is currently designated as Mixed Use – Community (MU-C) on the Future Land Use Map (FLUM) contained in the [Comprehensive Plan](#) (see map in Section VIII.A). *The purpose of this designation is to allocate areas where community-serving uses and dwellings are seamlessly integrated into the urban fabric. The intent is to integrate a variety of uses, including residential, and to avoid mainly single-use and strip commercial type buildings. Non-residential buildings in these areas have a tendency to be larger than in Mixed Use Neighborhood (MU-N) areas. Goods and services in these areas tend to be of the variety that people will mainly travel by car to, but also walk or bike to (up to 3 or 4 miles). Employment opportunities for those living in and around the neighborhood are encouraged. Developments are encouraged to be designed according to the conceptual MU-C plan depicted in Figure 3C. (See pgs. 3-11 through 3-16 for more information.)*

PROPOSED LAND USE DESIGNATION: The proposed FLUM designation for this property is Mixed Use – Regional (see map in Section VIII.A). *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. (See pgs. 3-16 & 3-17 for more information.)*

LAND USE FOCUS – ADHERENCE TO PROPOSED COMPREHENSIVE PLAN LAND USE POLICY:

The following analysis is specific to the request for a Mixed Use Regional (MU-R) designation, and not the merits or benefits of the project or proposed uses. Analysis for either compliance with the adopted future land use designation of MU-C, or another one, may result in very different analysis. A property designated MU-R must comply with both the general mixed used polices and the MU-R policies below.

The purpose and intent of Mixed Use (General) is: *In general, the purpose of this designation is to provide for a combination of compatible land uses within a close geographic area that allows for easily accessible and convenient services for residents and workers. The intent is to promote developments that offer functional and physical integration of land uses, to create and enhance neighborhood sense of place, and to allow developers a greater degree of design and use flexibility.*

The proposed project is comprised entirely of commercial uses, primarily high traffic generating retail (i.e. two big box retail and junior anchor retail spaces along with drive-through restaurants), along with a single

dedicated office site. There are no residential or public uses proposed. The subject proposal is for a commercial project without any mixed-use elements. There are no community supportive services such as locations for day cares, flex space, or small locations for doctors, dentists, or other typical community serving uses. There is also no integrated residential with or consideration for the planned project to the west. *Note: A Development Agreement modification was previously proposed to change the development plan on the adjacent property to the west from commercial to residential but was denied (i.e. [Tanner Creek](#)). The current entitlements for that property are approximately 400,000 square feet of professional office, hotel, and retail uses (for more information, see existing Development Agreement AZ-06-063 Inst. #[108131100](#)). Although a subsequent application for a residential development is planned to be submitted for that property, it has not yet been submitted as an updated Traffic Impact Study is under review by ACHD. In the pre-application meeting, Staff recommended to the Applicant that they wait and submit their application for this development at the same time as the adjacent development to the west so that the projects could be reviewed together for overall consistency with the requested map amendment but the Applicant decided to proceed forward on their own against Staff's recommendation.*

Staff finds the integration of land uses in the proposed concept is not consistent with many of the MU-R and existing MU-C policies. The proposed concept plan is more indicative of a commercial development and minimal effort have been made to address mixed use requirements. The following items are additional requirements of the general mixed-use designation, the majority of which are not met with the proposed site plan.

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.”

This is a 33+/- acre site with only commercial and office uses proposed. This is not a “small” site and additional land use types should be included. Open space areas shown on the project site are disconnected, difficult to access, unsafe (i.e. located in or adjacent to vehicular use areas), and do not support the purpose or intent of a mixed-use designation.

- “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.”

The subject project proposes no residential uses. The requested future land use designation does not address the land to the west, which currently contains the same MU-C designation. If approved there would be adjacent properties with different FLUM designations, design standards, and lack of integration.

- “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.”

No master plan was submitted and the property to the west is not considered or integrated into the subject application and concept plan. The property to the west, is walled off, adjacent to loading and mechanical areas of the large and mid-box sites, and is connected only by a drive aisle that inadequately addresses safety or connectivity for bikes and pedestrians between the two sites.

- “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.”

No such arrangement is made for any of the commercial or office sites on the submitted site plan. There is no shared space for restaurants, business gatherings, or destination-oriented retail (creating third place and encouraging visitors and customers to spend time), and there is no clustering of office or commercial pad sites to make use of quiet and easily accessible open space. Open space and common area in the proposed site plan are disjointed and pedestrian connectivity is circuitous and indirect.

- “The site plan should depict a transitional use and/or landscaped buffering between commercial and existing low- or medium-density residential development.”

No transition or transitional uses are provided. The smaller users are located along Meridian Road and the largest proposed users and pad sites with the greatest impacts are located adjacent to multi-family residential planned to the west. The site plan does not integrate other community serving uses close to existing or proposed residential, such as doctors’ offices, flex spaces, a daycare, or smaller office pad sites that do not need as much visibility from the interstate, interchange or Meridian Road.

- “Community-serving facilities such as hospitals, clinics, churches, schools, parks, daycares, civic buildings, or public safety facilities are expected in larger mixed-use developments.”

The site plan does not contemplate any community-serving uses, or designate space for them to occur in the future.

- “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.”

The proposed site plan includes several areas of open space. However, these areas are in remnant locations or in the middle of a parking area with no integration and difficult/unsafe pedestrian access. No other public or quasi-public spaces are provided in alignment with the purpose and intent of the mixed-use designation.

- “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.”

See above. Uses are commercial islands separated by parking with no central feature or activity area.

- “All mixed-use projects should be directly accessible to neighborhoods within the section by both vehicles and pedestrians.”

The site plan depicts a vehicular link to the project to the west, however the properties appear to no longer be working together to make this a safe and integrated connection. (Staff did a concurrent pre-application meeting with representatives from both projects and was under the impression they would be submitting plans that were coordinated in accordance with City policy. They have talked and coordinated, but the projects have not been master planned together despite both seeking entitlements for development). The connection to the west is a commercial drive aisle, with no pedestrian accommodation, through the middle of a multi-family project that is not suitable for traffic, which will not benefit existing or proposed single-family to the west without creating an attractive nuisance.

- “Alleys and roadways should be used to transition from dissimilar land uses, and between residential densities and housing types.”

The proposed site plan does include a drive aisle located behind the large retail anchor, that in combination with a landscape buffer provides “a” transition to future residential to the west. This however is not the point of the mixed-use transition standards. As shown in the mixed use general and mixed use regional comprehensive plan figures (3A and 3D, below), roads are generally used to transition with fronting uses. These roads are intended to both integrate and to transition, and not to simply create a visual or physical barrier which is the antithesis of the purpose and intent of the mixed-use designation.

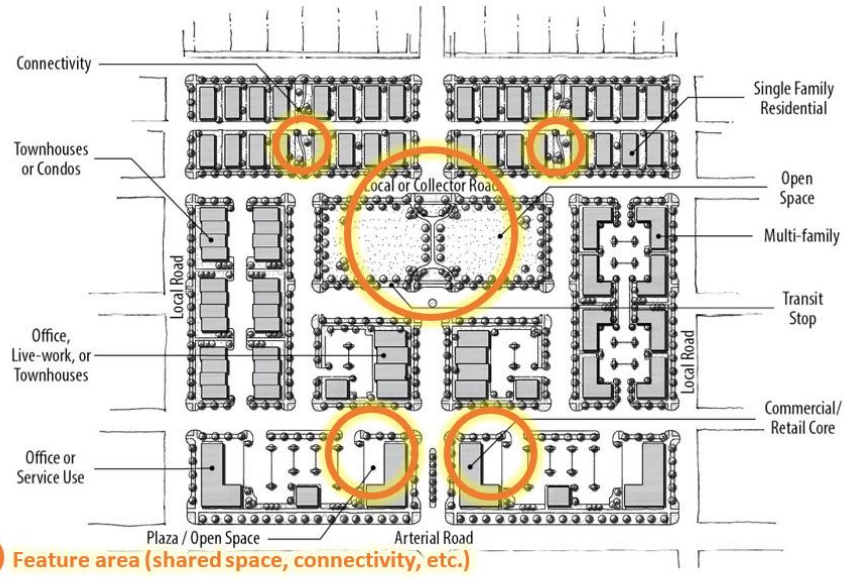


Figure 3A from City of Meridian Comprehensive Plan. Note the focus on roadway frontage that transitions and integrates uses, and the open space amenities both integrated and shared.

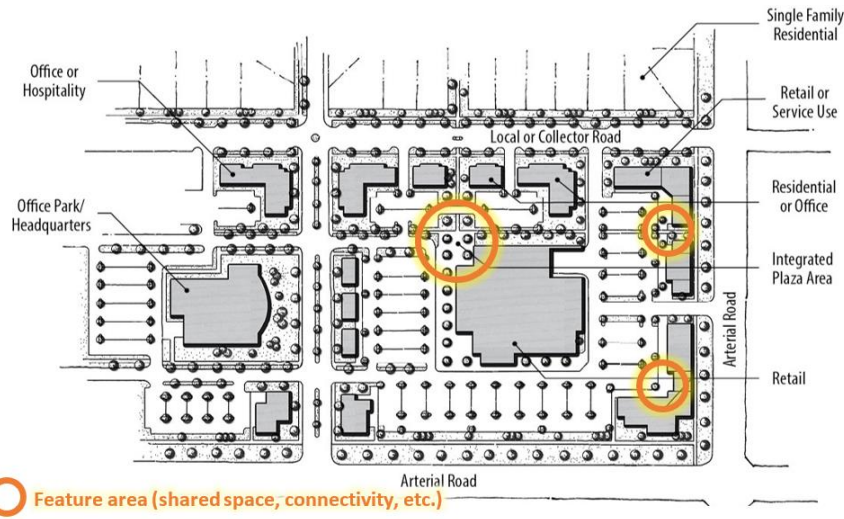


Figure 3D from City of Meridian Comprehensive Plan. Note the special focus on uses with roadway frontage, the unimpeded and direct pedestrian access without traversing frequent parking aisles, the opportunities for a variety of community serving uses (not just high visibility pad sites) and the shared amenity spaces and open space for both the large anchor and smaller pad sites and uses.

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.

The project does not comply with the provisions of the general mixed-use areas, either the purpose and intent, or with the most of the specific standards. The subject application requests Mixed Use Regional for a project entirely commercial and without any of the integration required in mixed use areas. This site and the one to the west are not integrated simply because an access point is provided; secondary access to the west would be required by staff for any modern project in the City. These connections reduce congestion, provide alternatives and redundancy, and to improve quality of life. NOTE: Staff recognizes that the Ten Mile Creek separates these two projects. However, both projects are turning their back to the Creek and not proposing to embrace it as an amenity that ties the project together. While it may be cost prohibitive to have several crossings of the Creek, it is critical that both pedestrian and vehicular crossings exist.

- 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.

No residential is proposed on this site, nor is it entitled on the adjacent property to the west. Staff would not be supportive of residential given the commercial nature and focus (site design and connectivity) of the proposed site plan, now with the lack of integration, access, and safety. Residential planned to the west is not included in the request for a mixed-use regional future land use designation; that area would follow different guidelines (likely making it impossible to meet them), and neither of the proposed projects are integrated into a cohesive design.

- There is neither a minimum nor maximum imposed on non-retail commercial uses such as office, clean industry, or entertainment uses.

The site is predominately retail with a single office pad. No attempts are made to include or integrate other non-commercial uses.

- Retail commercial uses should comprise a maximum of 50% of the development area.

The proposed concept is almost entirely retail with no other community serving uses. At previous hearings for the application to the west (i.e. Tanner Creek), the applicant specifically told the City Council that community type services should occur on Waltman to the east; neither application is proposing community-serving uses.

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 such public/quasi-public uses are proposed.

Additional Analysis:

As outlined, the proposed project is a commercial development, not mixed use. There are no significant attempts to integrate any of the on-site uses or with any proposed adjacent uses.

Internal Circulation and Pedestrian Access: Some effort has been made to elevate the site plan to support pedestrian safety. Increased sidewalks throughout the parking areas have been provided, unlike commercial strip malls and power centers of decades past. These improvements however really only support and benefit users that arrive to the site via automobile.

The maze of parking spaces and drive aisle crossings is unsafe for users not arriving on the site via car. Pad sites have all been located on the outer edges of the site with pedestrian crossings occurring frequently throughout the interior parking areas. The uses likely most attractive to adjacent residents for repeat trips, are the pad sites along Meridian Road. These have no direct pedestrian access and require meandering through the larger parking area. The primary east-west drive aisle has a nice pedestrian spine, until it abruptly ends at no particular destination (the small retail Pad 2 site). These outer pad sites with drive throughs are not even connected to each other, and there is no perimeter circulation system around the outside of the site instead. Adding more sidewalks to a large parking area and creating token open space that is surrounded by parking with no direct access or unattractive areas (near dumpsters and loading areas) does not further mixed-use principles. Increased pedestrian access for auto users arriving to the site is positive, but that would be a standard requirement for any modern commercial project.

Besides circulation and access, the proposed uses are the primary concern. This especially when considering the planned residential development to the west, also features no community serving uses and has no integration with this site. A single drive aisle connection between the two is not integration, and is a baseline requirement for all projects in the City for access, circulation, and safety. Mixed use areas are intended to serve neighboring communities. There are no smaller community serving uses proposed in either project. The project is laid out to attract regional automotive users and generate quick trips, without also providing locations and uses for residents to benefit. These community services are intended and essential to reduce local trips.

Uses from the subject site require new residents to get into their cars for virtually all trips, and most of that would be funneled down Waltman and through an already problematic and congested intersection. There are no secondary areas for flex uses, arts, daycare, live/work, small office sites for therapists, doctors, dentist, attorneys, or other community services. The 4-story class A office space, is not likely to support most of these uses at an affordable price point given the scale, location, and interstate visibility. The smaller Retail 2 pad site (in the middle) may support some multi-tenant uses, but none of the listed examples are typically attracted to these types of locations given access, circulation, physical building design, and general location.

Site Design: To be considered a mixed-use project, an entire site redesign is very likely required. No small number of changes will resolve the underlying design issues. A large retail anchor could easily be integrated into a mixed-use project, but for this site in this location, it would likely need to be located along the interstate or Meridian Road. This is normal and typical both for sites such as this, and for major retailers, in other suburban areas of the Country. The location as designed prohibits any integration with the adjacent uses to the west, and disallows the potential for any lesser community serving commercial uses from occupying space along Waltman Lane. Waltman is the ideal location for community serving uses that do not need and cannot afford the visibility of the interstate and Meridian Road. The site needs to realize better clustering of non-residential uses to frame and benefit relocated open space, and there needs to be significantly re-thought connectivity that prioritizes pedestrians and bicyclists from the adjacent future and

existing residential areas. Destination uses, both retail and community services for local residents should be efficient and safe.

The secondary mid-box (larger retail 2 along the interstate) may be difficult to integrate, and likely instead needs the square footage rededicated for better integration of community serving uses. While office space is also desired, there is a considerable amount of it being constructed elsewhere in the community and could also be rededicated. The large Retail 1 anchor could be easily provided with a central spine access from Waltman if it was relocated with the back facing the interstate. It would have greater visibility, be no less accessible, and allow much better integration for a variety of other uses. The planned residential to the west would also then not be literally walled off by the unattractive side of a large big box, and could make better use of views across the Ten Mile creek. None of the pad sites on Meridian Road need to be lost, though direct access for local bicycle and pedestrian trips should be improved.

Open space provided in the subject layout is wasteful and without significant benefit to future, potential users. Provision of open space is not a checkbox requirement that can be provided and just make a project comply with mixed use standards. The purpose and intent of mixed-use designations is the context for all specific policy. The space behind the loading docks is unattractive and likely to be a nuisance and CPTED issue. The area surrounded by parking near office pads is a heat island, unsafe, and difficult to access, both for nearby employees and for residents. While the central open space could serve as something of an outdoor market, it does not meet the intent of the mixed-use principles and is poorly located (see above).

Finally, and as previously stated, the site lacks integrated design features for users to leisure and remain. There are no elements of destination regional, no places designed for business visits and outdoor meetings to happen, or for users to visitors to simple 'stay' and enjoy services with synergies. The site plan is standard highway commercial, designed to usher in as many vehicles as possible, and then to get them out as quickly out after.

TRANSPORTATION FOCUS – EXISTING TRANSPORTATION NETWORK CONCERNS

Staff has some concerns with the ability of the existing transportation network to support the proposed development. It should be noted that a Traffic Impact Study (TIS) was not prepared or submitted for the subject project. There is already a struggle to balance the green light time at the Waltman and Meridian intersection. The dominant movements are north-south on Meridian Road. Any additional green time given to the Waltman movements for these high intensity and high traffic-generating uses will negatively impact these movements. Several turning movements at Meridian and Waltman are very likely to create additional complexity.

- Northbound Left Turn from Meridian Road: There is inadequate storage for northbound left turns into the project site, onto Waltman. A dual left-turn is likely needed in this location, even with community uses occurring here, let alone regional serving uses. Further, a single left-turn lane requires longer green light time to provide the needed access for major big box retailer, mid box, and several drive throughs, ironically each rivaling the stacking capacity of this turn lane.
- Southbound Right Turn from Waltman Lane onto Meridian Road: There is inadequate southbound right turn lane capacity for all return trips originating from either the interstate or south side of the interstate. While not a direct correlation to signal timing and capacity, each retail pad site can accommodate more cars than this lane without blocking the proposed full turn access on Waltman, nearest to Meridian Road. There are multiple proposed high traffic generating pad sites, never mind the large retail anchor and variety of other pad sites.

The existing Meridian/Waltman intersection is made of concrete and rebar, and exceptionally complex in design. Reconfiguring the intersection to add additional travel lanes would not only eat into the proposed concept plan, which is not shown (but may support some transportation expansion), but would also need to contend with improvements that will affect intersection alignment, grading, and drainage. The southbound turn lane north of McDonalds for example, already has an exceptionally wide, partially obscured, and very

awkward turning arc. Additional northbound left turn lanes onto Waltman from this light will compound existing deficiencies. Islands and signals may also need to be reset, but this project should not seek to benefit at the expense of the community identity without making equivalent or better improvements to wayfinding and community identity. This all remains unknown, and is without commitments. The very large intersection is softened substantially by the existing landscaping, and that should continue with development of this site. Anything can be engineered, but understanding the impacts of the entire area developed and operating at the worst part of the day, where traffic flow is already compromised through several intersection lights, is essential. The Meridian/Waltman intersection was not designed to accommodate the proposed impacts, in the existing conditions and with the single point urban interchange (SPUI). Timing will be further complicated by the proximity of the existing lights at Meridian and the SPUI, of existing conditions where vehicles already stack through these adjacent signals and block other directions of travel, and which is further complicated by the proximity of the Overland intersection which imposes significant restrictions on traffic operations through this area.

Other Transportation Concerns: No frontage roads are provided to integrate the parcels in this area. All traffic, local and regional, is focused onto Waltman. A robust local network should integrate with a planned north-south Corporate Drive extension and not require east-west travel on Waltman exclusively. The east-west drive-aisle proposed with this project, crossing through the middle of a planned private multi-family development, is not designed to safely accommodate higher-volume through traffic. Further, if this connection exists, the planned multi-family project on the west should not have back out parking, should have wide detached sidewalk to accommodate bicyclists and pedestrians, and the buildings should include greater buffers from the roadway.

Speculative Entitlement: Staff believes that amending the Future Land Use Map as proposed, given the existing status of speculative development is unwise. It is not clear if one or both of the projects tentatively proposed for the “Waltman area” can reasonably afford or engineer improvements that adequately compensate for their impacts. Projects for the entire adopted Mixed-Use Community area need to have completed traffic impact studies, have been fully reviewed, and have considered improvements that adequately address the aggregated impacts of projects for the larger area. This is not possible when neither project has a solid and cohesive master plan, when both may still change dramatically, and when they are being reviewed and considered independently. The subject site is exceptionally unique in the Treasure Valley, not just for opportunity, but also impacts.

It is essential that analysis by both the Idaho Transportation Department and the Ada County Highway District be fully and thoroughly reviewed, and that Commission and City Council be able to consider the full array of both land use and transportation impacts before making a decision. **Considering approvals in silos, either iteratively through subsequent requests by different projects, or by multiple agencies in different stages of review, may cause irreparable harm to the City’s flagship and namesake interchange and entryway into the City. There should be lingering or unanswered questions, and nothing left to chance or change later given the importance of this area.**

Master Street Map (MSM): The MSM depicts W. Waltman Ln. and W. Corporate Dr. to the north, which is planned to be extended across the Ten Mile Creek to Waltman, as commercial collector streets but does not depict any collector streets across this property.

Note: ACHD has submitted [comments](#) based on their preliminary review of the TIS, which may be considered with the future development application (see Section IX.I for more information).

VI. STAFF ANALYSIS

A. COMPREHENSIVE PLAN MAP AMENDMENT (CPAM)

See above analysis in Section V.

B. ANNEXATION (AZ)

The Applicant proposes to annex 18.30-acres of land with a C-G (General Retail and Service Commercial) zoning district consistent with the proposed FLUM amendment to MU-R. The subject property is part of an enclave area surrounded by City annexed property. A legal description and exhibit map for the annexation area is included in Section VIII.B.

The proposed C-G zoning district is consistent with both the existing FLUM designation of MU-C and the proposed FLUM designation of MU-R.

A conceptual development plan was submitted as shown in Section VIII.C that depicts how the property proposed to be annexed, as well as the area currently zoned C-G, is planned to develop with two (2) big box retail stores and a junior anchor retail space [Retail 1 (130,000-150,000 square feet (s.f.)), Retail 2 (80,000+/- s.f.), Retail 3/Lot 2 (20,000-30,000 s.f.)], 3 out-pads, and a 4-story 80,000 square foot office building. The area shown on the concept plan on the bottom (south) portion of the development area (delineated by a red line) is the portion of the site currently in Ada County proposed to be annexed; the area on the top (north) portion of the development area is the portion of the site currently in the City. The portion of the site currently in the City is entitled to develop subject to UDC [Table 11-2B-2](#) Allowed Uses in the Commercial Districts, regardless of whether or not the proposed annexation is approved, as there is not a Development Agreement in effect for that property.

A vehicular connection/stub is depicted on the concept plan to the property to the west for future extension across the Ten Mile creek and interconnectivity. The Applicant has submitted an emergency access easement agreement with the property owner to the west for access to Ruddy Dr. and Waltman Ln.

As noted above in Section V, mixed use designated areas should include at least three (3) types of land uses. The proposed conceptual development plan for the annexation area (and larger area) only includes two (2) land use types – commercial retail and office. Although residential land uses are *planned* to develop on the adjacent property to the west, the property is currently entitled to develop solely with commercial uses; the previous residential development proposed for that property was denied (i.e. Tanner Creek). Reasons for denial included Council's determination that the sole residential use of the property was not consistent with the MU-C designation because a mix of uses wasn't proposed and they didn't want to burden this property with providing only the non-residential component of the mix of uses desired for this area. Hence, Staff's recommendation for this property and the adjacent property to the west to come in for review concurrently in order to ensure the overall development is consistent with the development guidelines in the Comprehensive Plan for the mixed-use designation.

In accord with Staff's analysis above, the proposed development is *not* consistent with the general mixed-use development guidelines, the existing MU-C or the proposed MU-R guidelines. Therefore, Staff is *not* in support of the requested annexation with the conceptual development plan proposed due to its inconsistency with the Comprehensive Plan.

As recommended in the pre-application meetings for this property and the adjacent property to the west, Staff recommends development applications are submitted concurrently for these properties with a master plan for the overall area that demonstrates consistency with the guidelines in the Comprehensive Plan for mixed use developments and specifically the MU-C designation or an alternate designation if proposed. Alternatively, if submitted separately, the development plan for each property should demonstrate consistency with the Plan on its own merits. The TIS should also be updated to take into

consideration the development impacts of both properties and the necessary road and intersection improvements needed in this area in order for the street network to function sufficiently with the intensity of development proposed.

VII. DECISION

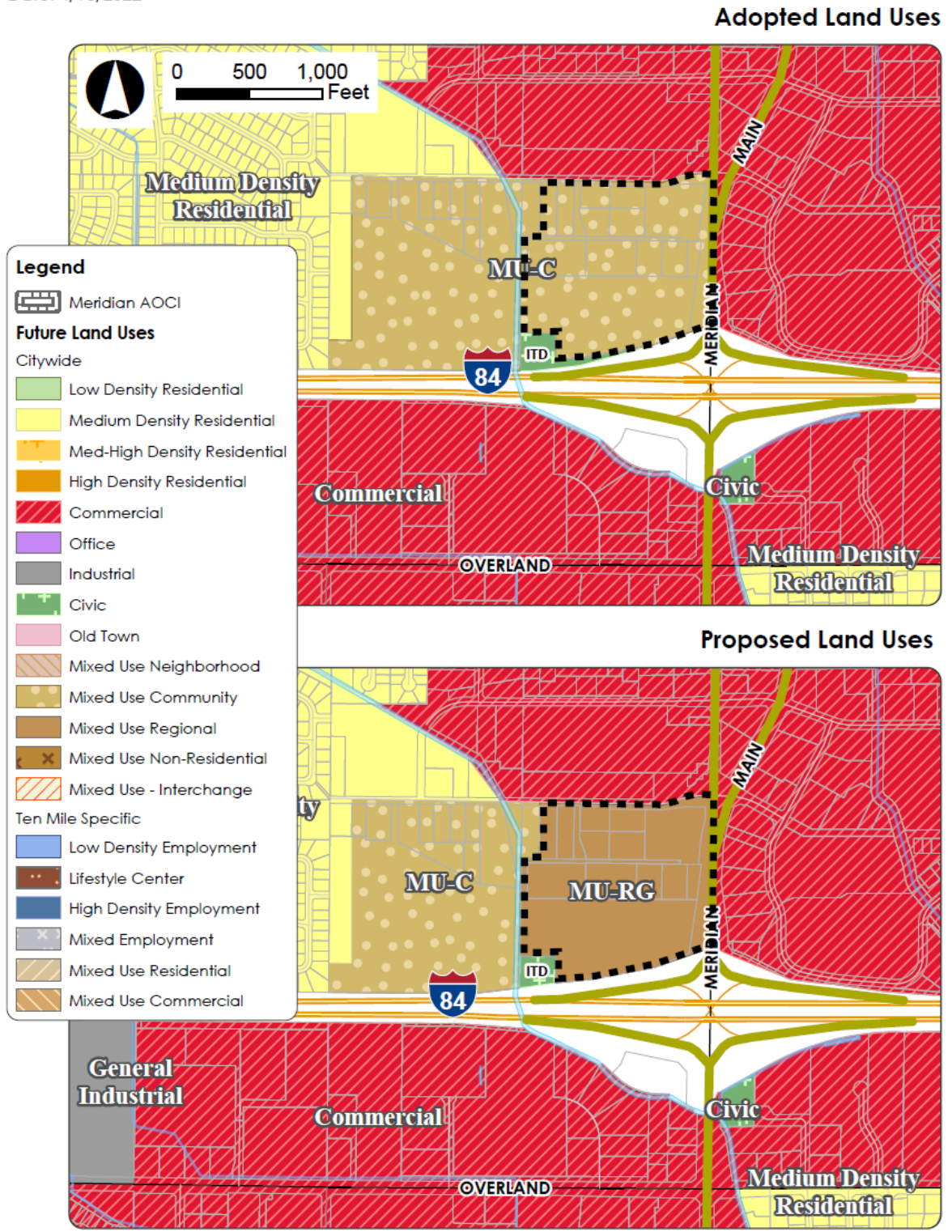
A. Staff:

Staff recommends denial of the proposed amendment to the Future Land Use Map and the proposed annexation per the analysis above in Sections V and VI and the Findings in Section X.

VIII. EXHIBITS

A. Future Land Use Map – Adopted & Proposed Land Uses

Date: 4/18/2022



B. Annexation Legal Description and Exhibit Map



February 4, 2022
Project No.: 20-176
I-84/Meridian Road

Exhibit A
Legal Description for Annexation and Rezone to C-G

A parcel of land being a portion of the Northeast 1/4 of the Southeast 1/4 of Section 13, Township 3 North, Range 1 West, B.M., Ada County, Idaho being more particularly described as follows:

Commencing at a brass cap marking the East 1/4 corner of said Section 13, which bears S89°26'10"E a distance of 2,642.64 feet from a 5/8-inch rebar marking the Center 1/4 corner of said Section 13, thence following the easterly line of the Southeast 1/4 of said Section 13, S01°01'43"W a distance of 420.62 feet to the **POINT OF BEGINNING**.

Thence following said easterly line, S01°01'43"W a distance of 614.71 feet to the boundary of the City of Meridian per ordinance number 341, also known as South Gate Annexation, dated May 7, 1979;

1. Thence leaving said easterly line and following said boundary the following five (5) courses:
N88°58'17"W a distance of 96.37 feet;
2. S71°02'14"W a distance of 373.86 feet;
3. S74°40'17"W a distance of 471.15 feet;
4. S83°28'13"W a distance of 332.84 feet;
5. N89°34'12"W a distance of 85.20 feet to the westerly line of said Northeast 1/4 of the Southeast 1/4;

Thence leaving said boundary and following said westerly line, N00°43'22"E a distance of 664.99 feet to a 5/8-inch rebar;

Thence leaving said westerly line, S89°32'05"E a distance of 968.55 feet to a 5/8-inch rebar;

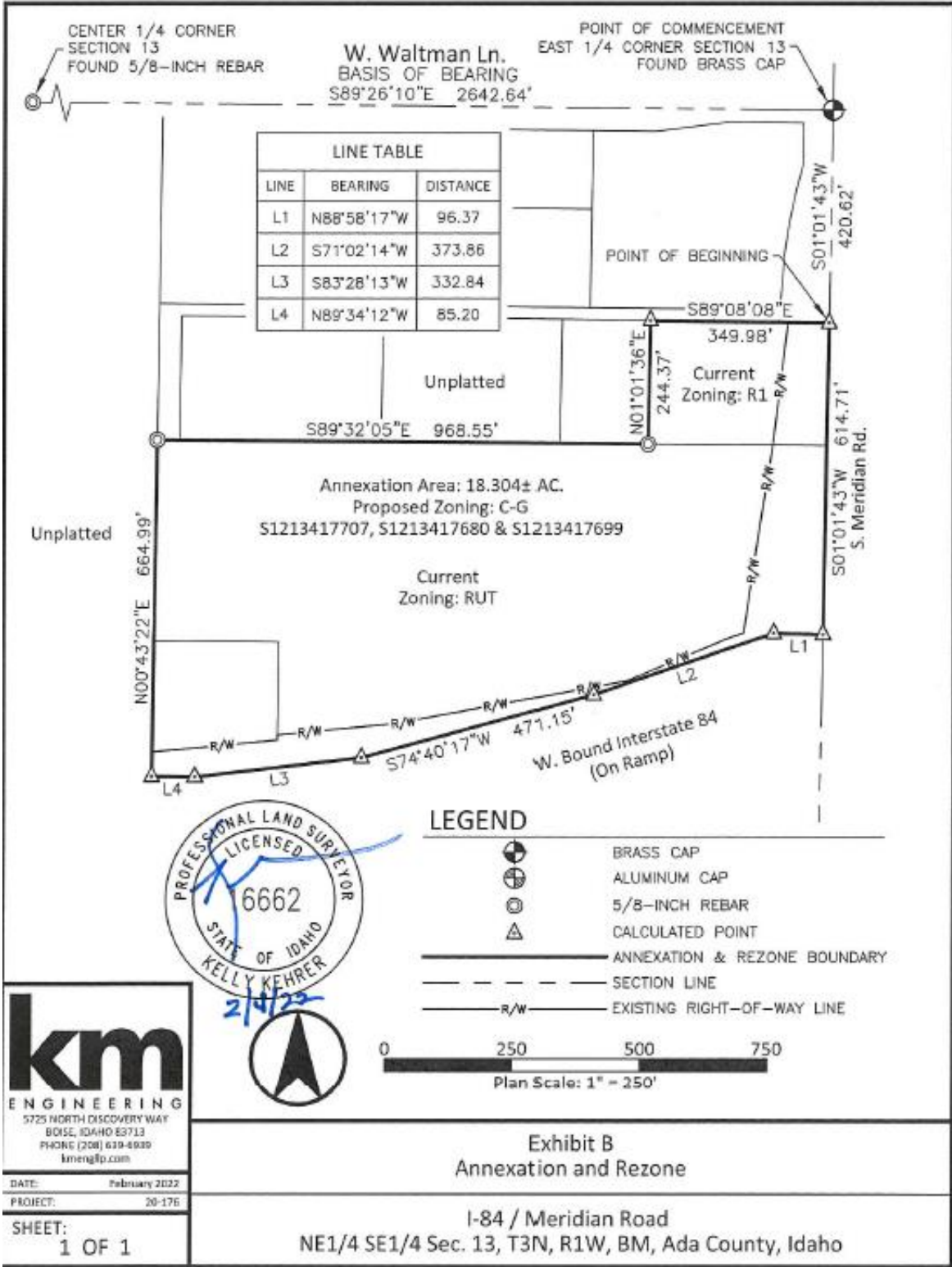
Thence N01°01'36"E a distance of 244.37 feet;

Thence S89°08'08"E a distance of 349.98 feet to the **POINT OF BEGINNING**.

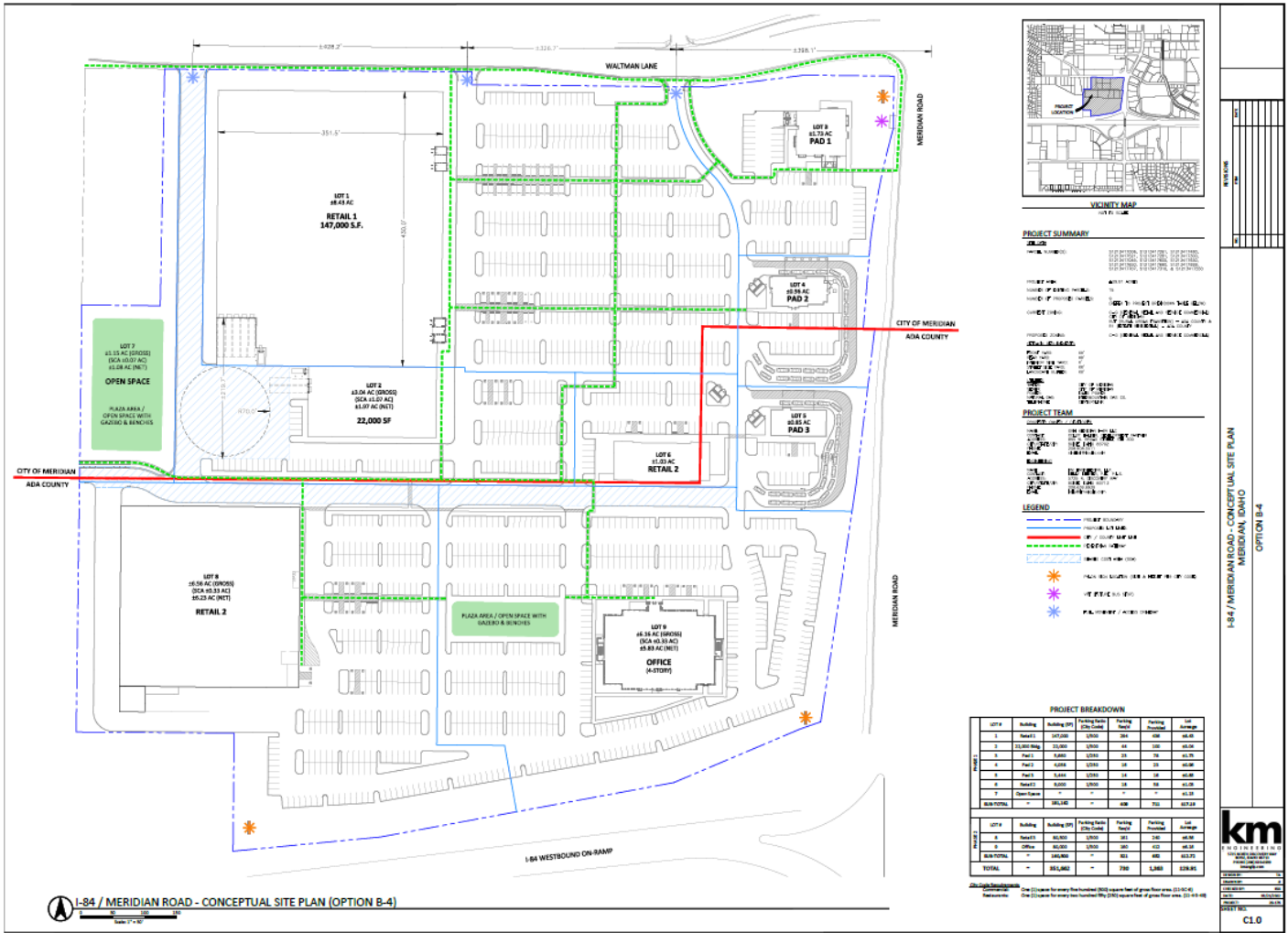
Said parcel contains a total of 18.304 acres, more or less.

Attached hereto is Exhibit B and by this reference is made a part hereof.





C. Conceptual Development Plan



IX. CITY/AGENCY COMMENTS

A. PLANNING DIVISION

The Planning Division has no conditions on this application because the recommendation is for denial. If the Commission and/or City Council deems the application appropriate for approval, the project should be continued to a subsequent hearing in order for Staff to prepare conditions and Findings for approval.

B. PUBLIC WORKS

Site Specific Comments

1. No Public Works infrastructure was provided as part of this submittal, any changes must be approved by Public Works.
2. Water main must connect to the existing main in Waltman Lane at two locations.
3. Provide a water main connection to the west.
4. Ensure no permanent structures are built within a utility easement including but not limited to tree, shrubs, buildings, carports, trash enclosures, infiltration trenches, light poles, etc.).
5. Ensure no sewer services pass through infiltration trenches.

General Comments

6. 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 alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
7. 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.
8. 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. 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.
9. The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 9-1-28.C). 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.
10. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
11. 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.

12. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources. The Developer's Engineer shall provide a statement addressing whether there are any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment.
13. 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.
14. All improvements related to public life, safety and health shall be completed prior to occupancy of the structures.
15. 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.
16. 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.
17. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
18. Developer shall coordinate mailbox locations with the Meridian Post Office.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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=257681&dbid=0&repo=MeridianCity>

D. NAMPA & MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=258727&dbid=0&repo=MeridianCity>

E. PARK'S DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=257725&dbid=0&repo=MeridianCity>

F. COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=258617&dbid=0&repo=MeridianCity>

G. IDAHO TRANSPORTATION DEPARTMENT (ITD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=257906&dbid=0&repo=MeridianCity>

H. ADA COUNTY DEVELOPMENT SERVICES

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=259278&dbid=0&repo=MeridianCity>

I. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=259453&dbid=0&repo=MeridianCity>

X. FINDINGS**A. Comprehensive Plan Map Amendment**

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 amendment to the Comprehensive Plan, the Council shall make the following findings:

1. The proposed amendment is consistent with the other elements of the Comprehensive Plan.

Staff finds the proposed amendment to Mixed Use – Regional (MU-R) and conceptual development plan is not consistent with the intent of the MU-R designation in the Comprehensive Plan in that it's predominantly a single-use development (retail) and does not include any residential uses as desired, as noted in Section V.

2. The proposed amendment provides an improved guide to future growth and development of the city.

Staff finds that the proposal to change the FLUM designation from Mixed Use – Community (MU-C) to Mixed Use - Regional (MU-R) does not provide an improved guide to future growth and development of the City as the proposed development plan does not include the appropriate mix of uses as desired in the MU-R designation as discussed in Section V above.

3. The proposed amendment is internally consistent with the Goals, Objectives and Policies of the Comprehensive Plan.

Staff finds that the proposed amendment is not consistent with the Goals, Objectives, and Policies of the Comprehensive Plan for the proposed MU-R designation as noted above in Section V.

4. The proposed amendment is consistent with the Unified Development Code.

Staff finds that the proposed amendment is consistent with the Unified Development Code.

5. The amendment will be compatible with existing and planned surrounding land uses.

Staff finds the proposed amendment and conceptual development plan will not be compatible with existing and planned surrounding land uses for the reasons noted in Section V above.

6. The proposed amendment will not burden existing and planned service capabilities.

Staff finds that the proposed amendment will likely burden transportation capabilities in this portion of the city without significant improvements to Waltman, the extension of Corporate, and the Meridian/Waltman intersection. Sewer and water services are available to be extended to this site.

7. The proposed map amendment (as applicable) provides a logical juxtaposition of uses that allows sufficient area to mitigate any anticipated impact associated with the development of the area.

Staff finds the proposed map amendment provides a logical juxtaposition of uses but doesn't meet many of the mixed-use guidelines for development as discussed in Section V above; there should be sufficient area to mitigate any development impacts to adjacent properties.

8. The proposed amendment is in the best interest of the City of Meridian.

For the reasons stated in Section V and the subject findings above, Staff finds that the proposed amendment is not in the best interest of the City.

B. 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 map amendment to the C-G zoning district and plan to develop solely commercial retail and office uses on the property per the proposed conceptual development plan does not demonstrate consistency with the general mixed use or the MU-R guidelines in the Plan as noted above in Section V. (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 to C-G and conceptual development plan generally complies with the purpose statement of the C-G district in that it will provide for the retail and service needs of the community.

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 commercial uses should be conducted entirely within a structure.

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. No residential development is proposed; therefore, enrollment at area schools shouldn't be affected.

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

Staff finds the proposed annexation with the conceptual development plan proposed is not in the best interest of the City per the analysis in Sections V and VI above.



AGENDA ITEM

ITEM TOPIC: Public Hearing Continued from April 21, 2022 for Future Land Use Map Ada County Area of City Impact Cleanup (H-2021-0098) by City of Meridian Planning Division, Located Citywide

A. Request: Comprehensive Plan Map Amendment to clean up the map to better align with the adopted Ada County Area of City Impact (AOCI) boundary AND removing Civic designations and areas that will be serviced by other jurisdictions (Boise).



PUBLIC HEARING INFORMATION

Staff Contact: Brian McClure

Meeting Date: April 21, 2022

Topic: **Public Hearing** for Future Land Use Map Ada County Area of City Impact Cleanup (H-2021-0098) by City of Meridian Planning Division, Located Citywide

- A. Request: Comprehensive Plan Map Amendment to clean up the map to better align with the adopted Ada County Area of City Impact (AOCI) boundary AND removing Civic designations and areas that will be serviced by other jurisdictions (Boise).

Information Resources:

[Click Here for Application Materials](#)

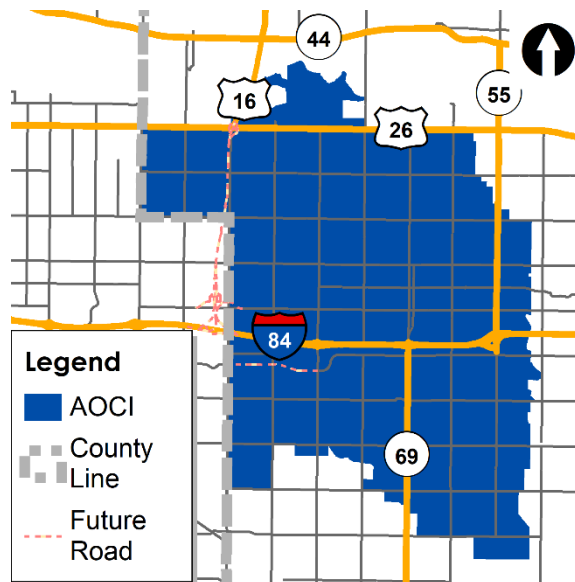
[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT

COMMUNITY DEVELOPMENT DEPARTMENT



HEARING DATE: 4/21/2022
TO: Planning & Zoning Commission
FROM: Brian McClure, Comprehensive Associate Planner
208-884-5533
SUBJECT: H-2021-0098
2022 Future Land Use Map AOCI Cleanup, CPAM
LOCATION: Various; Citywide



I. PROJECT DESCRIPTION

The City of Meridian Planning division submitted an application for a Comprehensive Plan Map (CPAM) amendment. This amendment includes cleanup, or administrative-type changes to the Future Land Use Map (FLUM; Map), and modifies the boundaries of the Area of City Impact (AOCI) shown on the FLUM. Additionally, Planning staff have modified the future land use symbols to improve visual recognition, and better-defined sub-area type plans in the legend. This amendment does not modify any policies or text of the Comprehensive Plan.

II. PROJECT OVERVIEW

There are seven proposed areas of change for this Map amendment that either modify the boundaries of the Area of City Impact (AOCI), or the future land use designations shown on the FLUM. All of these changes are north of Interstate 84, and the majority of them have had some previous type of decision or action by either Meridian, the County, or an adjacent City. There are 34 unique parcels affected by the proposed changes, with 23 unique owners. Letters notifying each of these owners with the specific change were mailed on March 4, 2022. The following are descriptions of the changes, organized by each of the seven areas. **Maps of each of these areas are included in the Exhibits section**, with all changes being categorized as either AOCI (an AOCI change), or Cleanup (a change to the future land use designation).

A. Area 01 Description

The only change to this area is to remove all affected parcels and right-of-way from Meridian’s AOCI. This area has already been removed from Meridian’s AOCI by Ada County, in coordination with Meridian and the City of Star, but is not yet reflected on the City’s Future Land

Use Map. This area is not planned for water or sewer service by Meridian, and is not accessible from within the City.

B. Area 02 Description

The only change in this area is a cleanup for a prior CPAM approval, resolution 21-2266, which was not drawn consistently and affects only right-of-way. Staff try to recommend Map changes that consistently follow parcel or centerlines, but this was not the case in this area. This is frankly a drawing error that staff would otherwise simply correct with map cleanup (once discovered), but this application presented an opportunity to daylight the desire for consistency in designation boundaries. *All applications for changes to the FLUM should consider the alignment of adjacent boundaries, either following the centerline of roadways (preferred), or parcel lines.*

C. Area 03 Description

The only change to this area is the removal of all affected parcels and right-of-way from the AOCI. All four parcels impacted are owned by the Ada County Highway District (ACHD). The ACHD is developing a new Traffic Operations Center that falls in both the City of Boise and Meridian AOCI, and it is not realistic to develop the project in multiple jurisdictions. This project has already been initiated in the City of Boise, in coordination with Meridian, but the AOCI has not been modified by the City or Ada County to date.

D. Area 04 Description

The changes in this area overlap and are a little complex, but the basis for all of the changes are to recognize the County approved AOCI (and previous decisions by Meridian). There are five impacted parcels and four unique owners. Only one parcel is not already annexed into either Boise or Meridian. The County parcel which is an enclave, #R4582530100, is planned for services in Boise but is currently shown as split between Meridian and Boise in the adopted Future Land Use Map. All of the other changes are expansions or retractions of the adopted future land uses, and all of which align with existing or entitled developments.

E. Area 05 Description

The only change to this area is the removal of a single parcel and adjacent right-of-way from the AOCI. This modification was previously approved by Ada County, in coordination with Meridian and Boise. Further, it is an older existing County development and has been annexed into the City of Boise.

F. Area 06 Description

There are two changes affecting three parcels and adjacent right-of-way in this area. All three parcels have a Civic future land use designation but are not civic uses. Parcel #R5672000315 is the former, Old City Hall site, and is now being developed as a mixed-use project in private ownership. The proposed Map designation is Old Town, which surrounds the site and corresponds to the parcel's Old-Town zoning. The other affected properties have had a Civic designation going back to at least the 2002 Comprehensive Plan. It is not known if there was once a reason, or if it was simply an error not caught until now. The proposed designation is Medium Density Residential, which other adjacent properties are currently designated. The existing uses have R-4 zoning, but likely include non-conforming uses (which are unaffected by this change). The Civic designations under both the 2010 and 2019 Comprehensive Plans are intended for facilities owned by public agencies, or by quasi-public agencies such as Idaho Power, and which should have some public awareness on the FLUM.

G. Area 07 Description

There are two different changes in this area with 14 impacted parcels. The first change is updating the future land use designations of the properties which the West Ada School District and Idaho State University have made improvements to. This area includes parking along Commercial Drive and I-84, and also the new Idaho Fine Arts Academy. The current designation is Commercial, and proposed for Civic (matching the rest of the adjacent school/university owned properties.)

The second change affects the other 12 parcels along Franklin Road. These parcels all contain commercial operations, in both the County and City, and which are surrounded by Industrial uses or the Meridian Cemetery. The adopted land use is High Density Residential, and the proposed change is Commercial to reflect the existing uses. The office park has a few undeveloped pad sites, but are all zoned C-G. The Ada County parcel along Franklin Road has an R6 zoning designation (residential), but operates several businesses. The Commercial future land use designation would not disallow uses already allowed within C-G. Annexation and zoning of the adopted High Density Residential future land use designation, would require a conditional use permit for multi-family in all consistent zoning, just like a commercial designation.

H. Summary of Future Land Use Changes

1. Summary by Future Land Use Areas

The following table summarizes changes to the AOCI and future land use designations.

Change Type	Current Designation	Proposed Designation	Acres
Cleanup	Civic	Old Town	1.34
Cleanup	Civic	MDR	0.75
Cleanup	MHDR	Commercial	5.00
Cleanup	Commercial	Civic	19.99
AOCI Remove	MU-RG		2.94
AOCI Remove	MDR		31.91
AOCI Remove	MU-I		6.96
AOCI Remove	MDR		1.14
AOCI Add		MU-RG	1.44
AOCI Add		MU-RG	1.64
AOCI Remove	MU-RG		0.41
AOCI Remove	Commercial		1.91
AOCI Remove	Industrial		6.77
Cleanup	Mixed Employment		0.13
Total Area Impacted			82.31
Total Cleanup Area			27.20
Total Area Added to AOCI			3.07
Total Area Removed from AOCI			52.04

2. Summary by Parcel

The following table describes the future land use designation changes for each affected parcel.

Parcel #	Current Zoning	Acres	Description of Future Land Use Change
R0797730010	C-G	0.81	High Density Residential to Commerical
R0797730020	C-G	0.14	High Density Residential to Commerical
R0797730030	C-G	0.15	High Density Residential to Commerical
R0797730042	C-G	0.21	High Density Residential to Commerical
R0797730052	C-G	0.14	High Density Residential to Commerical
R0797730060	C-G	0.15	High Density Residential to Commerical
R0797730070	C-G	0.36	High Density Residential to Commerical
R0797730080	C-G	0.15	High Density Residential to Commerical
R0797730090	C-G	0.15	High Density Residential to Commerical
R0797730100	C-G	0.25	High Density Residential to Commerical
R0888210100	C-G	13.22	Commercial to Civic
R0888210200	C-G	5.69	Commercial to Civic
R1798151400	R-40	3.49	Mixed Use Regional to Mixed Use Regional (entire property)
R4582530100	<i>RUT</i>	5.00	Mixed Use Regional to None (remove from AOCI)
R4582530281	C-G	0.63	Mixed Use Regional to Mixed Use Regional (entire property)
R5672000315	O-T	0.91	Civic to Old Town
R9322500043	R-4	0.02	Civic to Medium Density Residential
R9322500045	R-4	0.30	Civic to Medium Density Residential
R9322500077	R-4	0.30	Civic to Medium Density Residential
R9846840100	<i>L-OD</i>	0.78	Medium Density Residential to None (remove from AOCI)
S0420449850	<i>RUT</i>	2.30	Mixed Use Interchange to None (remove from AOCI)
S0421325480	<i>RUT</i>	0.46	Medium Density Residential to None (remove from AOCI)
S0421325620	<i>RUT</i>	4.64	Medium Density Residential to None (remove from AOCI)
S0421325800	<i>RUT</i>	5.26	Medium Density Residential to None (remove from AOCI)
S0421326015	<i>RUT</i>	3.42	Medium Density Residential to None (remove from AOCI)
S0421336200	<i>RUT</i>	6.28	Medium Density Residential to None (remove from AOCI)
S0532417376	C-G	0.87	None to Mixed Use Regional (add entire property to AOCI)
S1104438500	<i>C-2D</i>	1.59	Commercial to None (remove from AOCI)
S1109438931	<i>RUT</i>	3.88	Industrial to None (remove from AOCI)
S1109438940	<i>RUT</i>	1.04	Industrial to None (remove from AOCI)
S1109438950	<i>MI</i>	0.52	Industrial to None (remove from AOCI)
S1109448970	<i>MI</i>	1.07	Industrial to None (remove from AOCI)
S1118120731	<i>R6</i>	0.57	High Density Residential to Commerical
S1118120740	<i>R6</i>	0.69	High Density Residential to Commerical

Note: Current Zoning shown in italic font style represents a non-Meridian zoning designation (i.e. County or adjacent city). Total acreages will not match Summary by Future Land Use Area, which includes right-of-way and other non-parcel area.

I. Other Changes

1. Area of City Impact Boundary

The AOCI boundary line on the current Map will be revised to reflect all future land use area additions and subtractions. See the Exhibit section, Future Land Use Map (with all changes).

2. Graphic Revisions

The proposed Map includes several other graphic type changes. First, the legend is modified to show “Special Planning Areas”. This was previously dedicated to the Ten Mile Interchange Specific Area Plan, but has now been expanded to cover other planning areas, like the Fields District. These areas will be labeled with their relevant plans, and the web maps will have links to their respective plans in popup dialogs.

The other change is to the symbology of the various future land use designations. Many of the adopted designations are difficult to differentiate accurately. The base color for each designation is generally the same or very similar, but additional hatching and patterns have been selectively added to better differentiate designations that currently share similar hues and intensities. There was a concerted effort to balance differentiation of the symbols while minimizing complexity.

III. APPLICANT INFORMATION

A. Applicant:

City of Meridian Planning Division, 33 E Broadway Ave, Suite 102, Meridian, Idaho 83642

B. Owner:

Not applicable

C. Representative:

Not applicable

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Notification published in newspaper	4/5/2022	
Notification mailed to property owners within 300'	N/A	
Applicant posted public hearing notice sign on site	N/A	
Nextdoor posting	4/5/2022	

V. COMPREHENSIVE PLAN ANALYSIS ([Comprehensive Plan](#))

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

This application does not include any annexation, rezones, or new entitlements. As such, no specific analysis is provided for the proposed changes. Never-the-less, the following future land use designations with descriptions (copy and paste from the Comprehensive Plan) are included in the application:

- **Medium Density Residential (MDR):** 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.
- **Medium High Density Residential (MHDR):** This 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.
- **Commercial:** This designation will 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. Sample zoning include: C-N, C-C, and C-G.
- **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. Sample zoning include: I-L and I-H.
- **Civic:** The purpose of this designation is to preserve and protect existing and planned municipal, state, and federal lands for area residents and visitors. This category includes public lands, law enforcement facilities, post offices, fire stations, cemeteries, public utility sites, public parks, public schools, and other government owned sites within the Area of City Impact.
- **Old Town:** This designation includes the historic downtown and the true community center. The boundary of the Old Town district predominantly follows Meridian's historic plat boundaries. In several areas, both sides of a street were incorporated into the boundary to encourage similar uses and complimentary design of the facing houses and buildings. Sample uses include offices, retail and lodging, theatres, restaurants, and service retail for surrounding residents and visitors. A variety of residential uses are also envisioned and could include reuse of existing buildings, new construction of multi-family residential over ground floor retail or office uses.

The City has developed specific architectural standards for Old Town and other traditional neighborhood areas. Pedestrian amenities are emphasized in Old Town via streetscape standards. Additional public and quasi-public amenities and outdoor gathering area are encouraged. Future planning in Old Town will be reviewed in accordance with Destination Downtown, a visioning document for redevelopment in Downtown Meridian. Please see Chapter 2 Premier Community for more information on Destination Downtown. Sample zoning include O-T.

- **Mixed Use Regional (MU-RG):** The purpose of this 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. For example, an employment center should have supporting retail uses; a retail center should have supporting residential uses as well as supportive neighborhood and community services. The standards for the MU-R designation provide an incentive for larger public and quasi-public uses where they provide a meaningful and appropriate mix to the development. The developments are encouraged to be designed consistent with the conceptual MU-R plan depicted in Figure 3D.

- **Mixed Use Interchange (MU-I):** The purpose of this designation is to call-out areas where construction of future SH-16 interchanges is likely to occur, and to acknowledge that this land will have a high degree of visibility. These areas will be served by highway interchange ramps and restricted local access. There are two interchange areas, one located at US 20-26 and one at Ustick Road, that differ from the other Mixed Use categories in that a much stronger emphasis will be placed upon gateway elements and traffic flow/trip generation factors when reviewing new land use applications. Uses in these areas will need to be compatible with the impacts of a freeway interchange. These areas are not intended for high volume uses such as retail. The intention is to protect the immediate vicinity of the interchange from traffic conflicts and shift the high traffic-generating uses away from the immediate vicinity of the interchange.

In reviewing development applications, the following items will be considered in MU-I areas:

- Land uses within the MU-I areas and adjacent to the SH-16 corridor should be carefully examined for their potential impacts on nearby existing and planned retail and restaurant in Commercial and Mixed Use areas.
- A traffic impact study may be required for larger developments in these areas.
- Vehicular access points are prohibited near interchange ramps. Future uses should be planned to integrate with a frontage/backage road type circulation system.
- Any new development at or near MU-I areas should promote a nodal development pattern where buildings are clustered, off-street parking is screened in the rear of the parcel and, where practical, development is inter-connected with adjoining parcels.
- The SH-16/US 20-26 interchange will be one of only two regional gateways to the City of Meridian for travelers coming from north of the Boise River (the other being Linder Road). As such, buildings, landscaping, and other design features at this interchange should reflect Meridian's heritage, quality, and character.
- Regional ridesharing, park-and-ride and transit transfer facilities are strongly encouraged.
- The MU-I area at Ustick Road, west of SH-16, should minimize retail and auto-oriented services and transition rapidly from the interchange to residential uses near the county line.

- Examples of uses include schools, post office or library branches, office uses, light residential developments, athletic clubs, and technology/research parks.
- Mixed Employment (designation is specific to the Ten Mile Interchange Specific Area Plan): encourage a diversity of compatible land uses that may include a mixture of office, research and specialized employment areas, light industrial including manufacturing and assembly, and other miscellaneous uses. These areas generally do not include retail and consumer service uses serving the wider community. However, a small amount of retail and service establishments, primarily serving employees and users of the Mixed Employment areas or nearby industrial areas, are allowed. Such retail would be the exception and not the rule.

Mixed Employment areas should provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises. Mixed Employment areas should be designed to encourage multimodal travel and convenient circulation to supporting uses located within the area. This would include multiple access points to help disperse traffic, and a complete system of streets, sidewalks and pedestrian and bicycle paths to provide circulation within the area and connections to the surrounding roadway, pedestrian and trail systems.

Mixed Employment areas should be designed as lower density suburban-style developments. Design and development standards are recommended that would help to make developments more attractive, engaging and accessible places. While there are no fixed limits on size of establishment or development intensity in Mixed Employment areas, it is anticipated that buildings will range in height from 1-4 stories, have total floor areas of 10,000-1,000,000 square feet, and that FAR will exceed .75.

Land Use Types in Mixed Employment Areas

- Corporate and business offices.
- Research facilities and laboratories.
- Light Industrial uses including manufacturing and assembly.
- Occasional, complementary uses which focus on serving area employees and users, such as business services, child care, and convenience retail.

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

The following policies are relevant to the project:

- 3.04.01B, Maintain and update the Unified Development Code and Future Land Use Map to implement the provisions of this Comprehensive Plan.
The primary purpose of this application is to maintain and update the Future Land Use Map. The proposed changes will more accurately depict future land uses that are in alignment with service planning and in coordination with partner agencies.
- 3.06.01A, Maintain the Future Land Use Map to reflect existing facilities.
The proposed changes will better reflect existing facilities and no longer suggest them in locations that are privately owned.

VI. DECISION

A. Staff:

Staff finds that approval of the proposed CPAM application is in the best interest of the City and recommends the P&Z Commission recommend to Council adoption.

B. Commission:

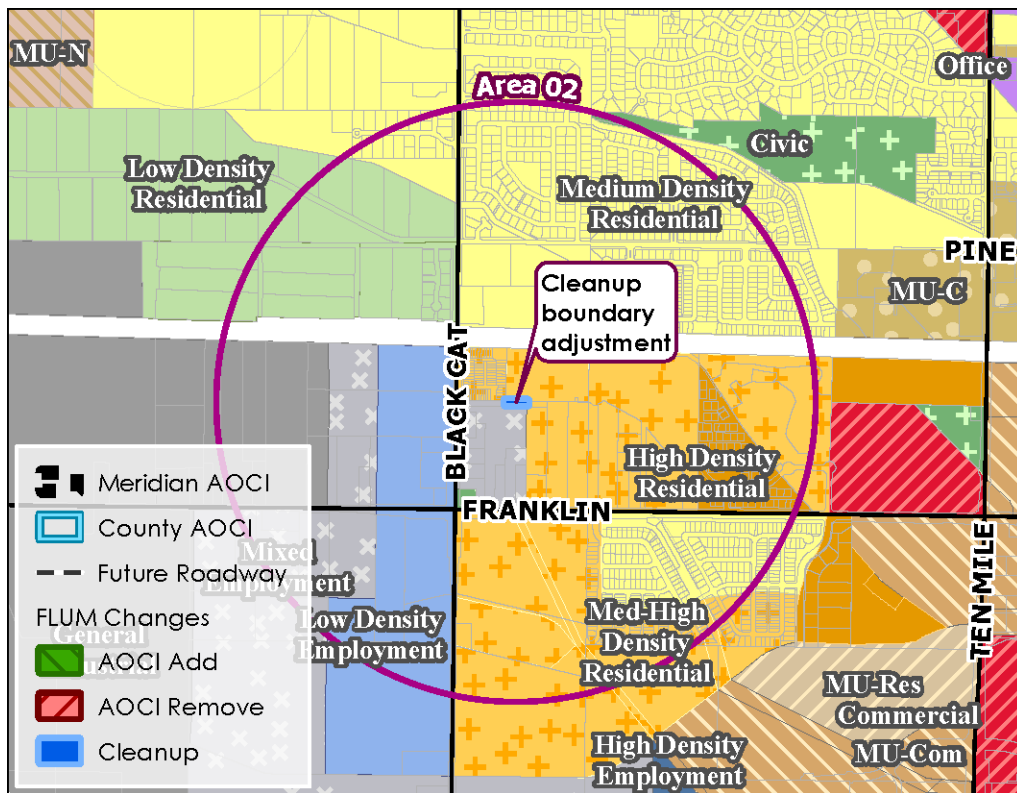
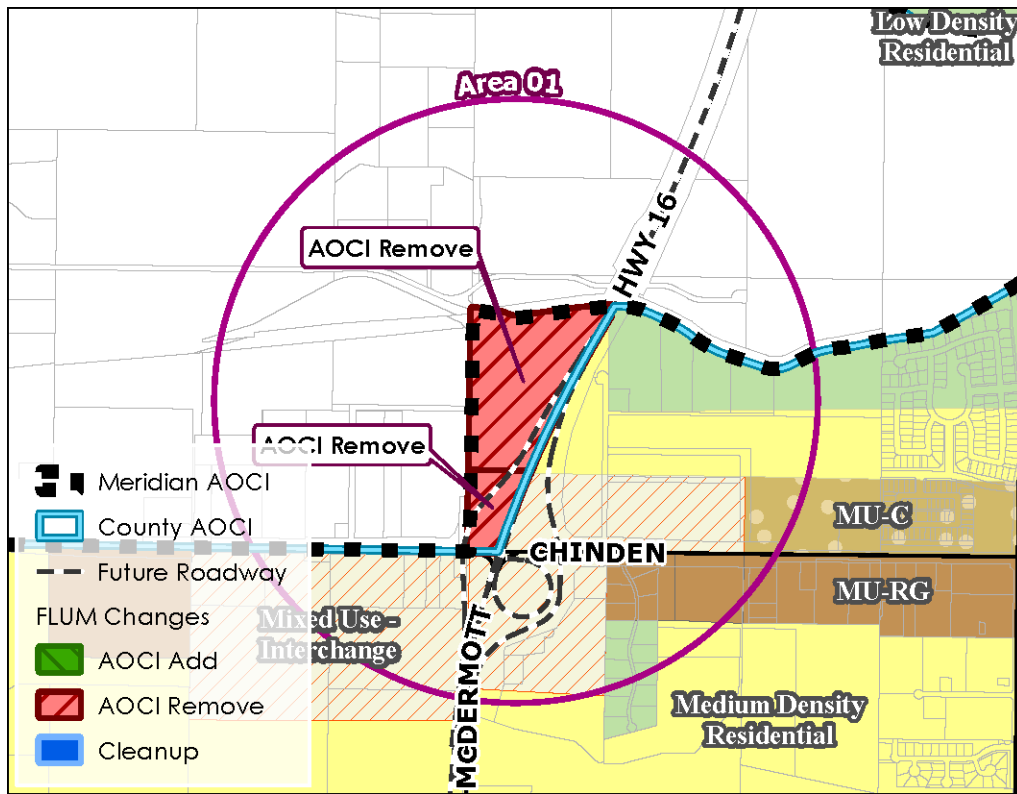
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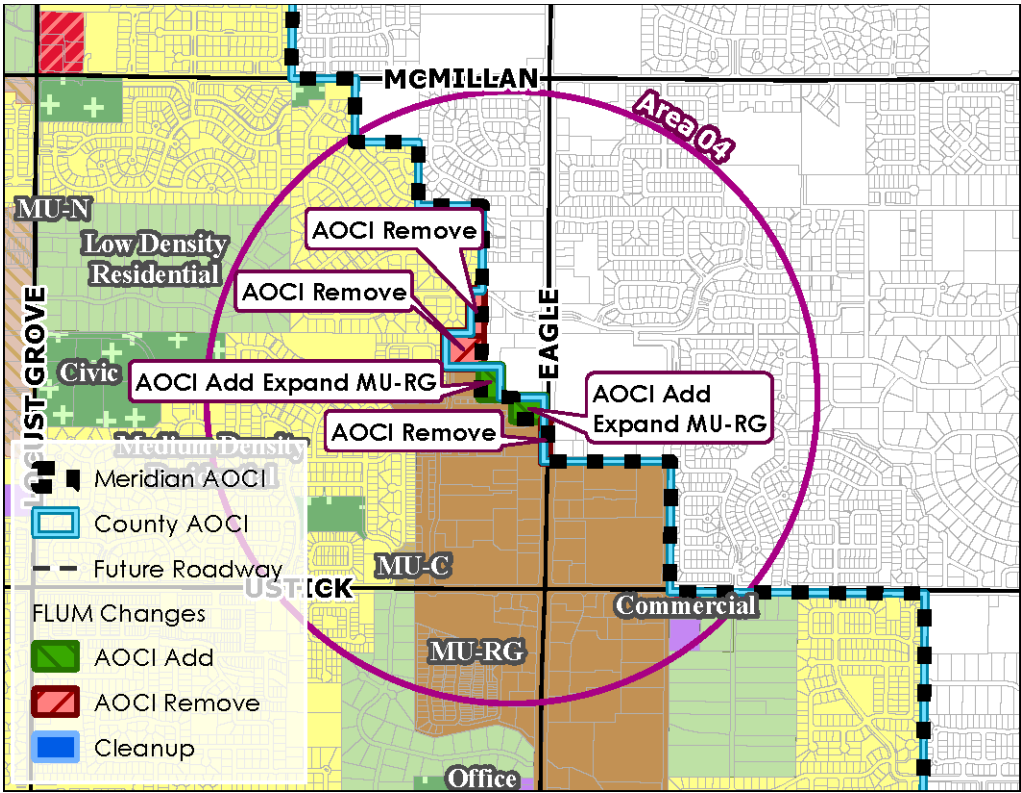
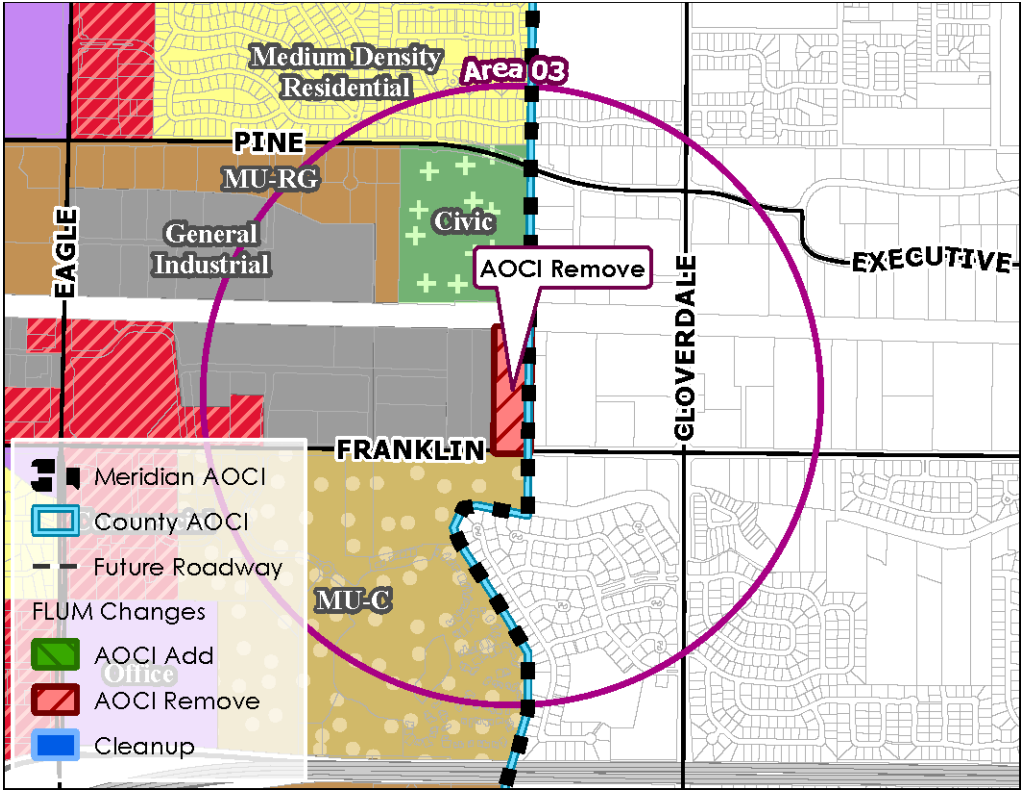
C. City Council:

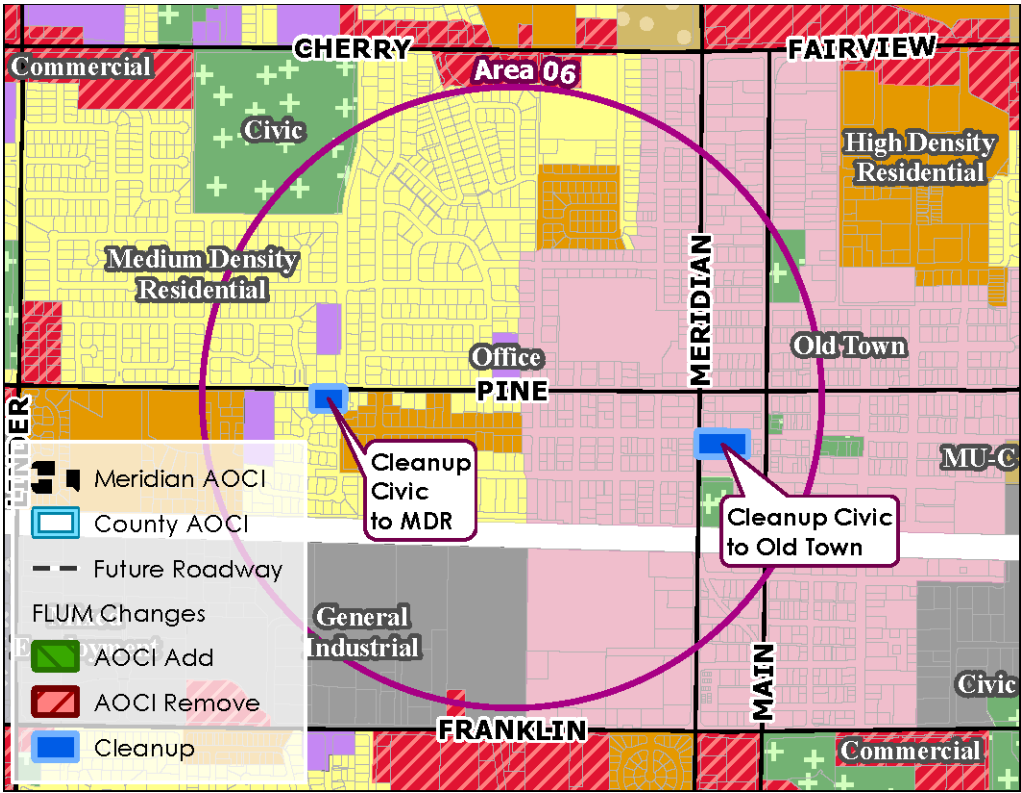
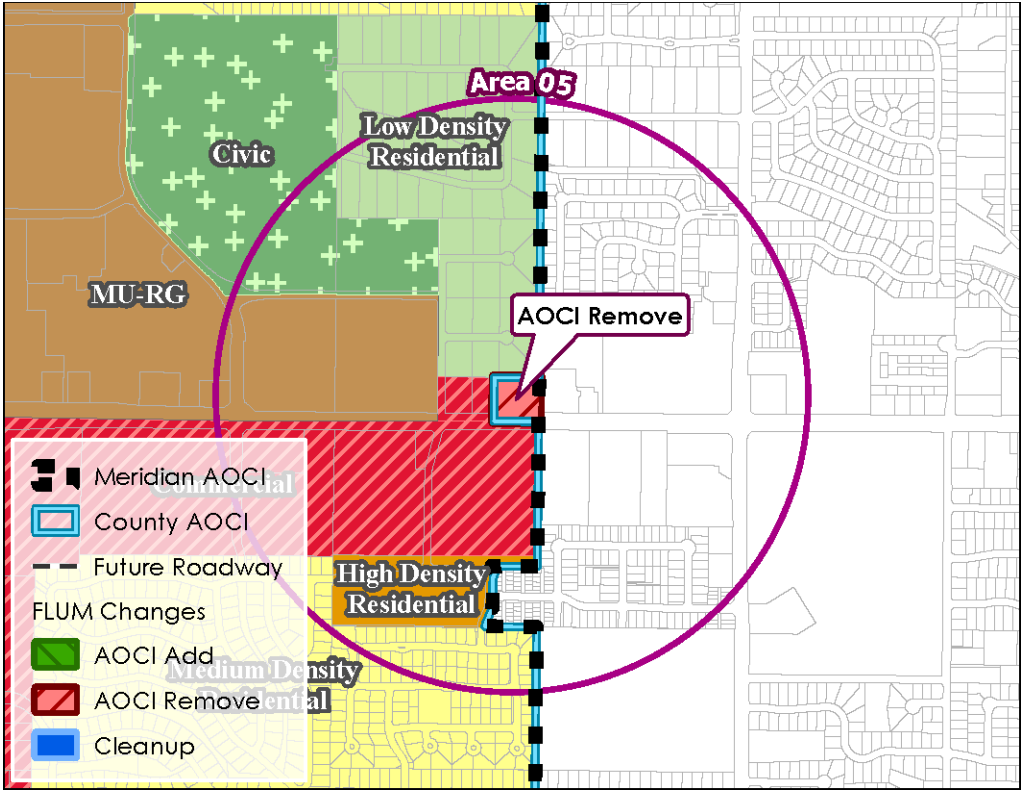
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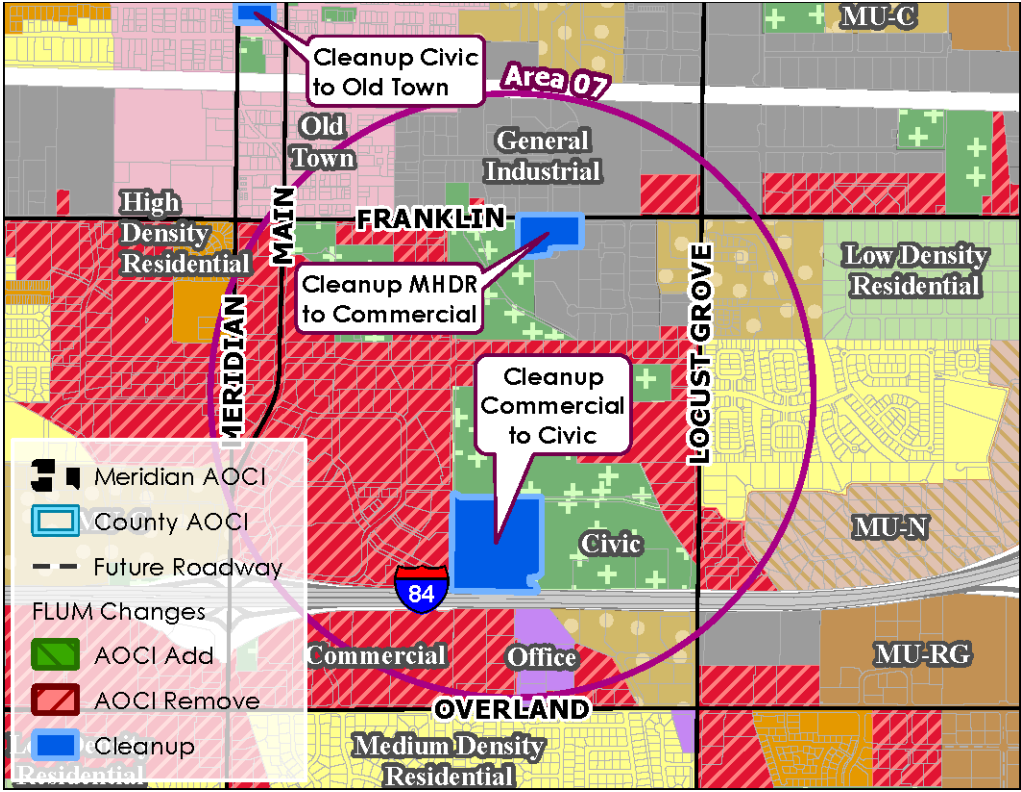
VII. EXHIBITS

A. Area Exhibits

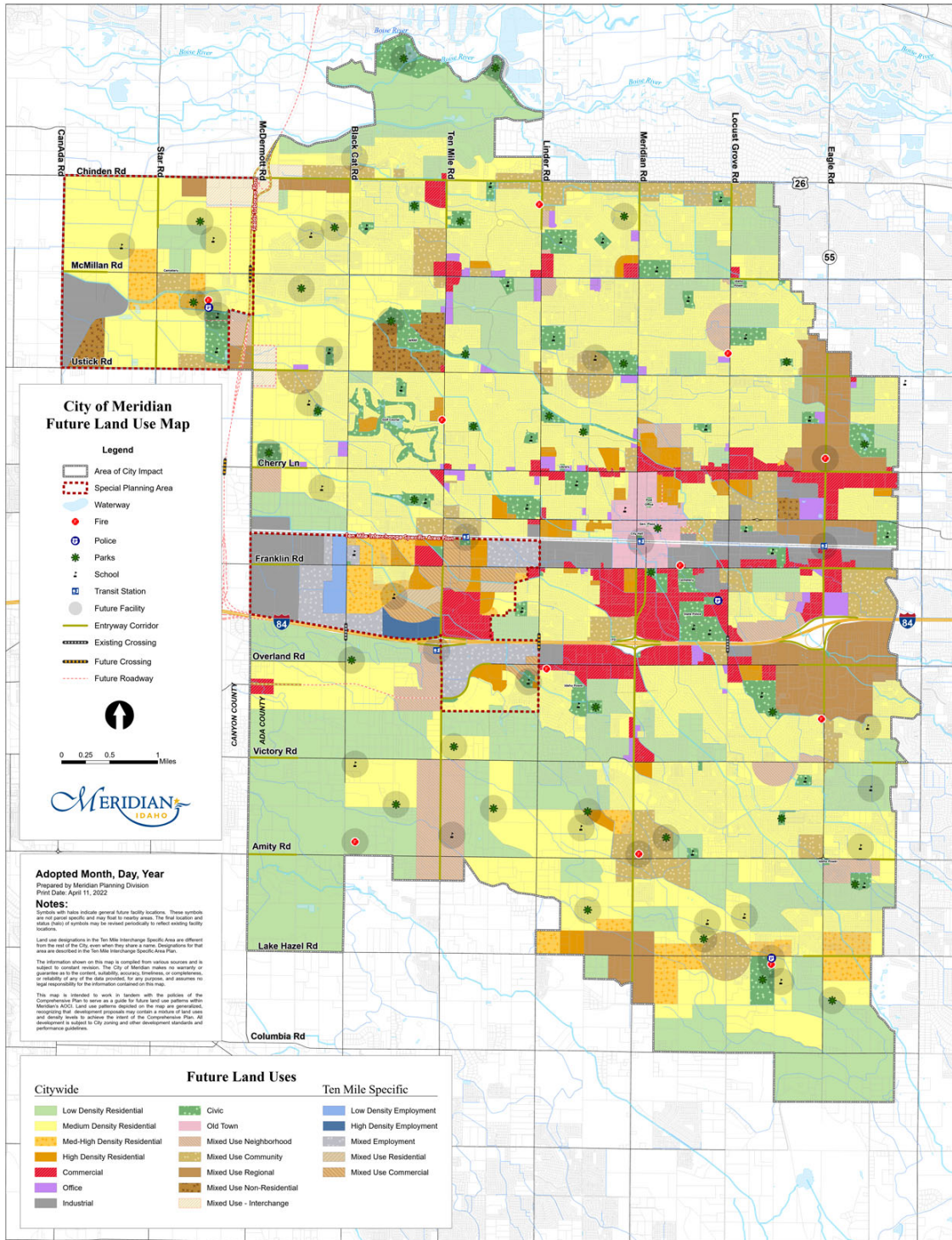








B. Future Land Use Map (with all changes)



A full size exhibit of this map will be available in the project folder on Laserfische, here:
<https://weblink.meridianty.org/WebLink/Browse.aspx?id=251825&dbid=0&repo=MeridianCity>

VIII. CITY/AGENCY COMMENTS & CONDITIONS

As of April 11, 2022, only Ada County Development Services has submitted comments associated with this application. They are supportive of the application, with no conditions. The Ada County Highway District has previously requested the change for their project on Franklin Road, but no comments have been received.

Any comments can be found on Laserfische here:

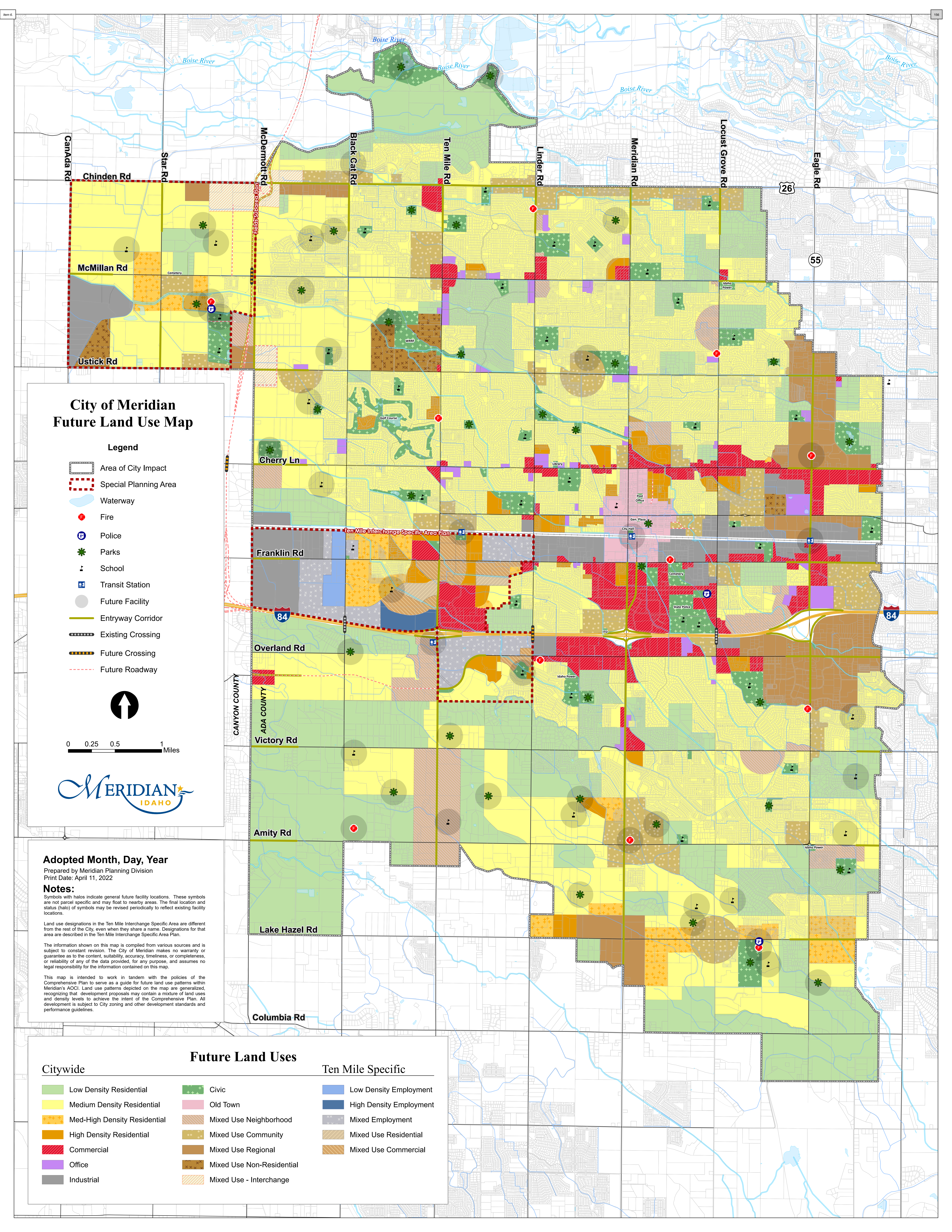
<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=254980&dbid=0&repo=MeridianCity>

IX. FINDINGS

A. Required Findings from the Unified Development Code

1. The proposed amendment is consistent with the other elements of the comprehensive plan.
The proposed amendment is maintenance of the Comprehensive Plan and which contains all seventeen (17) elements required by Idaho State Statute. Staff finds the amendment maintains this consistency as no changes are substantive to policy.
2. The proposed amendment provides an improved guide to future growth and development of the city.
By maintaining and keeping the Comprehensive Plan relevant, Staff finds that the proposed Plan provides an improved and more relevant guide to future growth and development with the City.
3. The proposed amendment is internally consistent with the goals, objectives and policies of the Comprehensive Plan.
Staff finds the proposed amendment is consistent with the goals of the Comprehensive Plan. Maintenance of the Plan is directed by policy.
4. The proposed amendment is consistent with this Unified Development Code.
Staff finds the proposed amendment is consistent with the Unified Development Code, as no policies in the Comprehensive Plan modified, and no development proposed.
5. The amendment will be compatible with existing and planned surrounding land uses.
Along with improving consistency between the area of city impact and other planning work, the primary purpose of this amendment is to better relate existing and planned land uses. Staff finds the proposed Plan will be compatible with existing and planned surrounding land uses.
6. The proposed amendment will not burden existing and planned service capabilities.
Staff finds that the proposed Plan will not burden existing and planned service capabilities. This amendment improves the relationship between service planning, and better reflects coordination with partner agencies in service planning.
7. The proposed map amendment (as applicable) provides a logical juxtaposition of uses that allows sufficient area to mitigate any anticipated impact associated with the development of the area.
The proposed amendment is minor and intended only to address existing uses and changes in service planning. Staff finds that the amendment does not require mitigation of impacts associated with development.

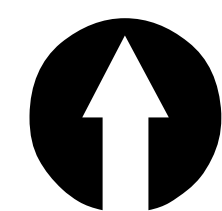
8. The proposed amendment is in the best interest of the City of Meridian.
Staff finds the proposed amendment is in the best interest of the City; it implements adopted (existing) policy, and maintaining the plan improves visibility and relevancy.



City of Meridian Future Land Use Map

Legend

- Area of City Impact
- Special Planning Area
- Waterway
- Fire
- Police
- Parks
- School
- Transit Station
- Future Facility
- Entryway Corridor
- Existing Crossing
- Future Crossing
- Future Roadway



0 0.25 0.5 1 Miles



Adopted Month, Day, Year

Prepared by Meridian Planning Division
Print Date: April 11, 2022

Notes:

Symbols with halos indicate general future facility locations. These symbols are not parcel specific and may float to nearby areas. The final location and status (halo) of symbols may be revised periodically to reflect existing facility locations.

Land use designations in the Ten Mile Interchange Specific Area are different from the rest of the City, even when they share a name. Designations for that area are described in the Ten Mile Interchange Specific Area Plan.

The information shown on this map is compiled from various sources and is subject to constant revision. The City of Meridian makes no warranty or guarantee as to the content, suitability, accuracy, timeliness, or completeness, or reliability of any of the data provided, for any purpose, and assumes no legal responsibility for the information contained on this map.

This map is intended to work in tandem with the policies of the Comprehensive Plan to serve as a guide for future land use patterns within Meridian's AOCI. Land use patterns depicted on the map are generalized, recognizing that development proposals may contain a mixture of land uses and density levels to achieve the intent of the Comprehensive Plan. All development is subject to City zoning and other development standards and performance guidelines.

Future Land Uses

Citywide

- Low Density Residential
- Medium Density Residential
- Med-High Density Residential
- High Density Residential
- Commercial
- Office
- Industrial

- Civic
- Old Town
- Mixed Use Neighborhood
- Mixed Use Community
- Mixed Use Regional
- Mixed Use Non-Residential
- Mixed Use - Interchange

Ten Mile Specific

- Low Density Employment
- High Density Employment
- Mixed Employment
- Mixed Use Residential
- Mixed Use Commercial