

STAFF REPORT
COMMUNITY DEVELOPMENT DEPARTMENT

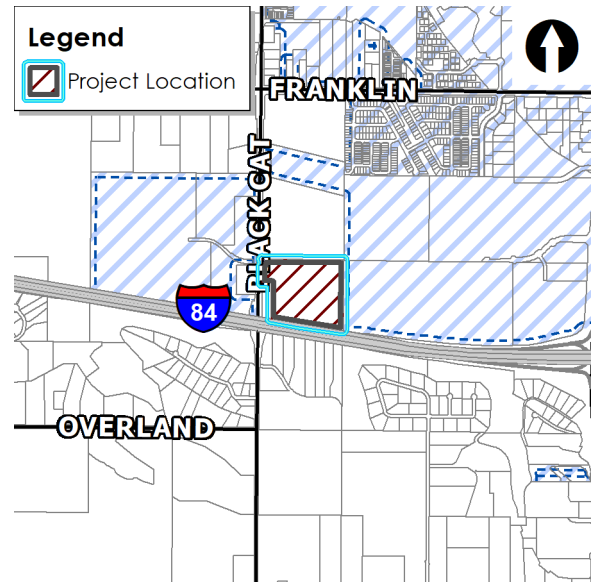


HEARING DATE: ~~March 26, 2024~~ Continued to
May 7, 2024

TO: Mayor & City Council
FROM: Stacy Hersh, Associate Planner
208-884-5533

SUBJECT: Farmstone Crossing Subdivision AZ,
PP
[H-2023-0045](#)

LOCATION: 820 S. Black Cat Road in the Northwest
¼ of the Southwest ¼ of Section 15,
T.3N. R.1W.



I. PROJECT DESCRIPTION

The Applicant has submitted an application for the following:

- Annexation of 33.89 acres of land from RUT to the M-E (Mixed Employment) zoning district.
- Preliminary Plat consisting of 6 building lots and 1 common lot on 27.47-acres of land in the M-E zoning district for Farmstone Crossing Subdivision.

NOTE: This project has undergone multiple continuances to allow more time for the plans to be modified. The staff report and conditions of approval have been updated accordingly to reflect the most recent changes.

II. SUMMARY OF REPORT

a. Project Summary

Description	Details	Page
Acreage	33.89 acres overall	
Existing/Proposed Zoning	RUT in Ada County; M-E (Mixed Employment)	
Future Land Use Designation	Mixed Employment (ME)	
Existing Land Use(s)	Vacant/agricultural land	
Proposed Land Use(s)	light industrial, commercial/office, research and development, and other uses.	
Lots (# and type; bldg./common)	5 buildable lots and 1 common lot	
Phasing Plan (# of phases)	2 phases (plat)	
Number of Residential Units (type of units)	NA	

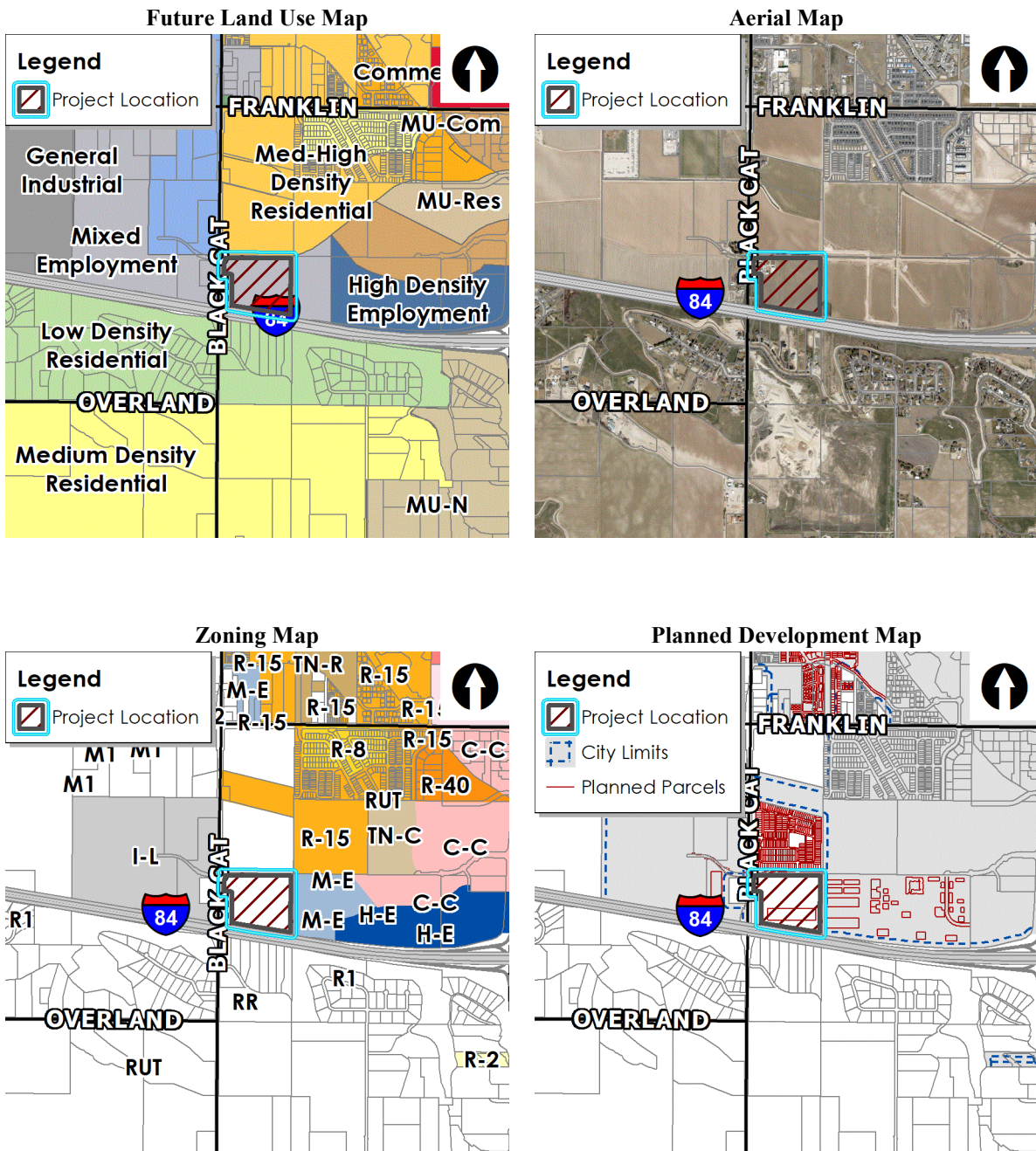
Description	Details	Page
Physical Features (waterways, hazards, flood plain, hillside)	None	
Neighborhood meeting date; # of attendees:	7/06/2023	
History (previous approvals)	None	

b. Community Metrics

Description	Details	Pg.															
Ada County Highway District																	
<ul style="list-style-type: none">Staff report (yes/no)Requires ACHD Commission Action (yes/no)	Yes No No. A Traffic Impact Study (TIS) was submitted.																
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	Access is proposed from the new collector road (Vanguard Way) that connects to Black Cat Road (arterial road). Vanguard Way will be constructed prior to development commencing on the property.																
Traffic Level of Service	<div>Condition of Area Roadways Traffic Count is based on Vehicles per hour (vph)</div> <table><thead><tr><th>Roadway</th><th>Frontage</th><th>Functional Classification</th><th>PM Peak Hour Traffic Count</th><th>PM Peak Hour Level of Service</th></tr></thead><tbody><tr><td>Franklin Road</td><td>None</td><td>Principal Arterial</td><td>565</td><td>Better than "E"</td></tr><tr><td>Black Cat Road</td><td>396-feet</td><td>Minor Arterial</td><td>544</td><td>Better than "E"</td></tr></tbody></table> <div>* Acceptable level of service for a five-lane principal arterial is "E" (1,780 vph). * Acceptable level of service for a two-lane minor arterial is "E" (575 vph).</div>	Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Franklin Road	None	Principal Arterial	565	Better than "E"	Black Cat Road	396-feet	Minor Arterial	544	Better than "E"	
Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service													
Franklin Road	None	Principal Arterial	565	Better than "E"													
Black Cat Road	396-feet	Minor Arterial	544	Better than "E"													
Stub Street/Interconnectivity/Cross Access	Cross access with BVA’s development to the east																
Existing Road Network	Black Cat Road & Franklin Road																
Existing Arterial Sidewalks / Buffers	None																
Proposed Road Improvements	<div>Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):</div> <ul style="list-style-type: none">Franklin Road is scheduled in the IFYWP to be widened to 5-lanes from McDermott Road to Black Cat Road with the design year in 2026 and the construction date has not been determined.The intersection of Franklin Road and McDermott Road is scheduled in the IFYWP to be reconstructed as a single-lane expandable roundabout. There is no design year or construction year, and this project requires coordination with the Nampa Highway District.Black Cat Road is listed in the CIP to be widened to 5-lanes from Franklin Road to Overland Road between 2036 and 2040. Funding for ITD’s portion is not included with this project.																
Fire Service																	
<ul style="list-style-type: none">Distance to Fire StationFire Response Time	2 miles This project currently falls on an area where we don’t have a total response times that meet NFPA 1710 standards or current City of Meridian adopted standards. The first due station is Fire Station 2. This fire station is approximately 3.5 miles from the project.																
<ul style="list-style-type: none">Resource ReliabilityRisk Identification	82% - does meet the target goal of 80% or greater 3 – current resources would <i>not</i> be adequate to supply service to this project. Risk factors include fire fighting in large commercial warehouses. This entails a great risk for the occupants as well ad firs responders.																
<ul style="list-style-type: none">AccessibilitySpecial/resource needs	Project meets all required access, road widths and turnaround. In the event of a hazmat event, there will need to be mutual aid required for the development. In the event of a structure fire an																

Description	Details	Pg.
	additional truck company will be required, This will require additional time delays as a second truck company may not be available in the City.	
• Water Supply	Water supply for this proposed development required 4750 gallons per minute for two hours.	
• Other Resources		
Wastewater		
• Distance to Sewer Services		
• Sewer Shed		
• Estimated Project Sewer ERU's		
• WRRF Declining Balance		
• Project Consistent with WW Master Plan/Facility Plan		
• Impacts/concerns	<ul style="list-style-type: none"> • Flow is committed • See Public Works Site Specific Conditions in Section VII.B 	
Water		
• Distance to Water Services	Water available on-site	
• Pressure Zone	2	
• Estimated Project Water ERU's	See application	
• Water Quality Concerns	None	
• Project Consistent with Water Master Plan	Yes	
• Impacts/Concerns	<ul style="list-style-type: none"> • If a well is located on the site it must be abandoned per regulatory requirements and proof of abandonment must be provided to the City. • Each phase of the development will need to be modeled to verify minimum fire flow pressure is maintained. • 12" water main in Vanguard needs to be on the north side of the road, currently shown in the center of the road. • See Public Works Site Specific Conditions in Section VIII.B 	

c. Project Area Maps



A. Applicant:

Judy Schmidt, Bailey Engineering – 1119 E. State Street, Suite 210, Eagle, ID 83616

B. Owners:

Corey Barton, Endurance Holdings, LLC – 1977 E. Overland Road, Meridian, ID 83642

C. Representative: Shawn Brownlee, Trilogy Development – 9839 W. Cable Car Street, Suite 101, Boise, ID 83709

III. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Notification published in newspaper	10/17/2023	3/10/2024
Notification mailed to property owners within 500 feet	10/14/2023	3/1/2024
Applicant posted public hearing notice on site	10/20/2023	3/12/2024
Nextdoor posting	10/16/2023	3/1/2024

IV. COMPREHENSIVE PLAN ANALYSIS ([Comprehensive Plan](#) and [Ten Mile Interchange Specific Area Plan](#))

Land Use: The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates the 20.5+/- acres as Mixed Employment (ME).

ME: The purpose of ME designated areas is to 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 ME areas or nearby industrial areas, are allowed. ME 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. ME areas should be designed to encourage multimodal travel and convenient circulation to supporting uses located within the area.

This ME-designated area is intended to develop with a mix of uses, across six (6) structures totaling 378,360 s.f., which may include office, light industrial, along with research and development and/or distribution and light manufacturing. Buildings will range in size from 21,280 up to 185,760 square feet. The project is adjacent to Mixed Employment designated land on the east, light industrial to the west, I-84 to the south, and RUT to the north proposed to be annexed as medium-high density residential. This site will have access to a collector street as desired. The proposed M-E zoning encompasses the entire 27.466 acres that is currently designated ME on the FLUM - *See Pg. 3-11 in the TMISAP for more information on the ME designation (see cut sheet below).*

MIXED EMPLOYMENT (ME)

TEN MILE SPECIFIC PLAN LAND USE MAP DESIGNATIONS

General Information

Map Color



Zoning

C-C | C-G | TN-C | M-E

Sample Use(s)

- ☐ Office, research & development, information & light industrial, daycare, and ancillary convenience retail

General Standards

- ☐ Recommended FAR: 0.75 or more
- ☐ Height: 4 stories maximum
- ☐ Design Review required; see Architectural Standards Manual
- ☐ Comply with Pathways Master Plan

Design Characteristics

- ☐ Relate proposed development, including land uses and activities, to adjacent and surrounding uses and public spaces as appropriate to maintain compatibility and establish the continuity of the planned urban form and character.
- ☐ Coordinate routes, placement of facilities, and infrastructure improvements with the appropriate transportation authorities and any adopted or accepted long-range plans.
- ☐ Locate buildings to establish an appropriate development character that enhances the compatibility and attractiveness of the site, buildings, and surrounding uses.
- ☐ Design surface parking as an integrated and attractive element of the built environment that promotes pedestrian comfort and safety and adds to the aesthetic character of developments, in addition to accommodating vehicular uses.
- ☐ Use a parking strategy that includes one or a combination of the following: structured parking, onstreet parking, integrated small parking areas, and/ or shared parking as an alternative to general surface parking.
- ☐ Building design should enhance public and urban spaces, articulate an urban form, and provide human and pedestrian scale.

Site Pattern



Note: This information is a summary of the Ten Mile Interchange Specific Area Plan and City of Meridian Comprehensive Plan. Please see those documents for complete information.



• Questions? Contact the Planning Division at 33 E Broadway Ave, Suite 102, Meridian ID 83642 or 208.884.5533

MIXED EMPLOYMENT (ME)

Page | ME.2

TEN MILE SPECIFIC PLAN LAND USE MAP DESIGNATIONS

Building Envelope and other references



Placement

- » Mostly detached / smaller setbacks. No more than 30% parking on the front

Heights

- » 1 to 4 stories

Vertical Form

- » Base, Body, & Top

Frontage

- » 20% Windows. Single plane wall maximum distance = building height

Additional Cut Sheet References

Page

- » Building Facades & Heights

BFC.2

- » Base, Body, & Top

BFC.3

- » Roofs – Flat or Pitched

BFC.4

- » Signs & Public Art

SGN.1



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 (Ten Mile Interchange Specific Area Plan).

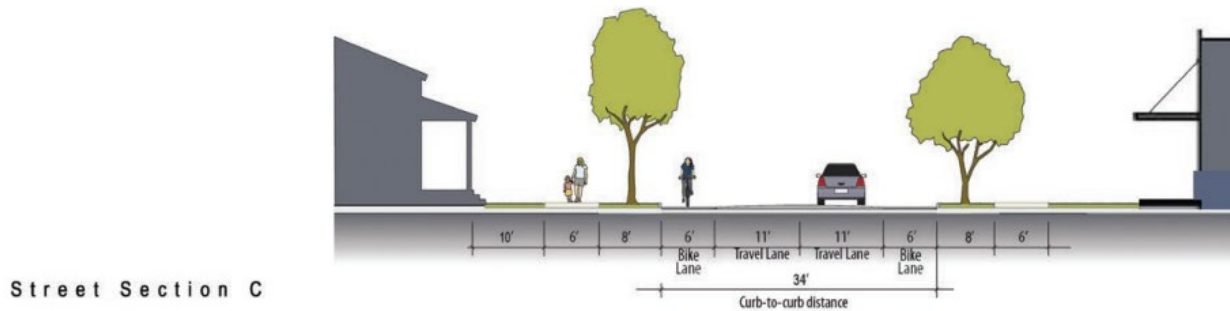


» Questions? Contact the Planning Division at 33 E Broadway Ave, Suite 102, Meridian ID 83642 or 208.894.5533



Transportation: The Transportation System Map in the TMISAP depicts a collector street through this site that connects to S. Black Cat Rd. an adjacent arterial street. The collector street network depicted on the proposed development plan is generally consistent with the Transportation System Map (see pg. 3-18 in the TMISAP).

The Street Section Map depicts Vanguard (major collector) as being appropriate to provide access from adjacent arterial streets (i.e. Black Cat, Franklin & Ten Mile Roads) into the employment area. Streetlights should be located in the tree lawn area and should be of a pedestrian scale.



The collector street (i.e. Vanguard Way) in the commercial mixed-use area of the development should be constructed in accord with this street section with the following exceptions as required by ACHD: (3) travel lanes instead of (2); and 10-foot wide detached sidewalks/pathways instead of 6-foot wide detached sidewalks in lieu of on-street bike lanes.

Design: The TMISAP emphasizes the quality of the built environment and includes recommendations on the location, scale, form, height and design quality of public and private buildings in the form of building placement, orientation, and massing; types and design treatments for building frontages; as well as recommendations for the incorporation of art in public and private projects.

The design elements in the Plan are intended to serve as the basic framework for any given project within the Ten Mile Area. The primary components that the design elements address include: architecture and cultural heritage; building placement whereby build-to lines are identified; heights and step backs; the definition of a base, body and top; and frontage types.

The proposed development should be designed in the accord with the TMISAP (see pgs. 3-31 thru 3-51). See the Application of the Design Elements table on pg. 3-49 to determine specific design element requirements according to the associated FLUM designation. Future development applications should include the applicable design elements.

Comprehensive Plan Policies: The following Comprehensive Plan Policies are applicable to this development:

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

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

- Focus on developing industries that exceed the living wage, such as technology, healthcare and other similar industries. (2.06.01E)

The TMISAP designates the subject property for mixed employment. These areas are intended to capture full economic advantage of the Ten Mile interchange to enhance the long-term fiscal health of the City of Meridian and the Treasure Valley. The proposed annexation and zoning of this area to M-E will result in the creation of primary jobs as anticipated by the Plan.

- “With new subdivision plats, require the design and construction of pathways connections, easy pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities.” (2.02.01A)

Multi-use pathway segments are proposed within this development for interconnectivity between the commercial and employment portions of the development and neighboring

developments within the area.

- “Encourage the development of supportive commercial near employment areas.” (3.06.02C)

The proposed commercial, flex space, light industrial with manufacturing, and office should provide supportive uses for the proposed employment area.

- “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 required to be provided to and through this development in accord with current City plans.

- Evaluate development proposals based on consistency with the vision as well as physical, social, economic, environmental, and aesthetic criteria. (3.01.01D)

The TMISAP vision for this area is an employment-generating center that buffers the community from I-84 and the future extension of Highway 16, and serves the employment areas with easy access to markets, high-speed transportation facilities, and employees across the Treasure Valley. The TMISAP incorporates specific design standards for this area to create a sense of place and a unique identity. In line with this vision, the proposed annexation and zoning to M-E are intended to accommodate a mix of uses which is consistent with the overall vision and the design principles for this area.

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

City water and sewer services are available to this site and can be extended by the developer with development in accord with UDC 11-3A-21. The emergency response times for Police Dept. and Fire Dept. meet the established goals.

- “Require appropriate landscaping, buffers, and noise mitigation with new development along transportation corridors (setback, vegetation, low walls, berms, etc.).” (3.07.01C)

A 50-foot wide landscaped street buffer is required to be provided along the southern boundary of the site adjacent to I-84.

- “Encourage the integration of public art as an integrated component with new development.” (5.03.01B)

The Applicant is proposing the installation of a historical monument for the existing silos located in the plaza near the site’s entrance. The proposal involves utilizing materials from the Silo in the construction of the monument. Additionally, the Applicant plans to accompany the monument with a plaque featuring pictures of the original silo along with historical details for the public. This initiative aligns with the goals of preservation and seamlessly integrates public art into the site.

- “Coordinate with the Meridian Historic Preservation Commission to recommend use, restoration, and preservation of historical structures and sites throughout Meridian.” (5.02.02A)

- “Stimulate private and public investment in the restoration and preservation of historic buildings, outdoor spaces, and natural historical features.” (5.02.02D)

- “Support the efforts of the Historic Preservation Commission to foster preservation and conservation.” (5.02.02E)
- “Develop policies to preserve and protect or document and memorialize historic and culturally significant structures and sites.” (5.02.02J)

Encompassing the aforementioned policies, there are currently multiple historic buildings situated on this site. The Applicant intends to proceed with one of the following options, aiming to install a historical monument for the existing silos located in the plaza area near the site’s entrance. Option (1): involves careful disassembling and storage of the structure, with the intention to find an interested agency that may preserve the silo on another site. An agency would need to be identified before disassembly and prior to the commencement of the road. Alternatively, if no interested agency is identified prior to the commencement of the road construction, Option (2): entails utilizing some materials from the silo in the construction of the monument in the plaza (Lot 3, Block 1).

- “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 are proposed as required with this development.

In summary, Staff believes the proposed development plan is generally consistent with the vision of the Comprehensive Plan for this area per the analysis above.

V. UNIFIED DEVELOPMENT CODE ANALYSIS ([UDC](#))

A. Annexation and Zoning (AZ):

Annexation is requested of 33.89-acres from RUT to the M-E zoning district as shown on the Annexation description and Exhibit in Section VII.B. A conceptual development plan and elevations are included in Section VII.D that show how the site is anticipated to develop.

The development abuts Mixed Employment designated land to the east and borders I-84 to the south. This development is proposed to have access to a collector street as desired. Medium-high-density residential uses are proposed to the north and light industrial to the west. Allowed uses in the M-E district consist of offices, medical centers, research and development facilities, and light industrial uses with ancillary support services. This area is intended to develop with approximately 378,360 s.f., encompassing various potential uses like office, light industrial operations, and research and development components such as distribution and light manufacturing.

The City may require a development agreement (DA) in conjunction with an annexation pursuant to Idaho Code section 67-6511A. **If this property is annexed, Staff recommends a DA is required with the provisions discussed herein and included in Section VIII.A.**

Proposed Use Analysis:

A variety of uses are proposed including office, commercial, flex space, light industrial, research and development, and other uses; see UDC Table [11-2B-2](#) for allowed uses in the applicable zoning districts. Compliance with the dimensional standards listed in UDC Table [11-2B-3](#) is required, as applicable. **The inclusion of loading docks on the elevations for the proposed flex buildings implies that all of the intended uses are primarily related to distribution/warehousing, which requires a Conditional Use Permit (CUP) in the M-E zoning district.**

The proposed zoning and uses are generally consistent with the associated FLUM designations as discussed above in Section IV.

B. Preliminary Plat (PP):

The proposed preliminary plat consists of 6 building lots and 1 common lot on 27.59-acres of land in the M-E zoning districts for Farmstone Crossing Subdivision. The subdivision is proposed to develop in two (2) phases as shown on the phasing plan in Section VII.C. **Staff recommends that the collector street (Vanguard Way) be constructed prior to development commencing on the property. Additionally, the first phase of development should encompass the construction of both the 10' detached sidewalks along S. Black Cat Road and Vanguard Way including the entire street buffers. The second phase of development should encompass the completion of the remaining 10-foot pathway along the I-84 Interstate.**

Existing Structures/Site Improvements:

According to GIS imagery, there is an existing home and other historic outbuildings adjacent to Black Cat Road that will be removed upon development of the Farmstone Crossing Subdivision. **Staff recommends that the Applicant preserve some elements of the historic buildings. As mentioned above, the Applicant presented their proposed plan for the existing silos to the Historic Preservation Commission on January 25, 2024 with the following: Option (1): involves careful disassembling and storage of the structure, with the intention to find an interested agency that may preserve the silo on another site. An agency would need to be identified before disassembly and prior to the commencement of the road. Alternatively, if no interested agency is identified prior to the commencement of the road construction, option (2): entails utilizing some materials from the silo in the construction of the monument (refer to Applicants narrative below).**

The meeting concluded with the Historic Preservation Commission expressing a preference for recommending to the Planning and Zoning Commission that both existing silos be disassembled and reassembled at a yet-to-be-determined future location. It was emphasized that the specifics of the relocation be clarified prior to disassembly, and the new site would need to be determined within a reasonable period of time. As an alternative proposal, the Commission advocates for the creation of a scale replica of the facilities on the current site. The Historic Preservation Commission wishes to review the details of the proposed monument with the initial Certificate of Zoning Compliance submittal for the site. Additionally, the Historic Preservation Commission wishes to retain the ability to provide comments on the final proposed monument presented by the Applicant.

As part of the proposed first phase of development, all existing structures that do not conform to the district's setbacks must be removed, except for those agreed upon for historic preservation. No other site improvements are known.



Throughout the course of designing this project, we have worked with numerous agencies and explored options for preserving the Silo. Here are the findings:

- The silo is located in the middle of a required ACHD right-of-way, therefore it cannot stay in its' current location. We reached out to ACHD to see if the road could be shifted, due to the existing construction of the road on the West - the road cannot be moved (*see ACHD comment*).
- A structural analysis was complete, and the structure is not safe (*see Structural letter*).
- The silo was evaluated by a moving company - they determined that it cannot be moved without the structure falling apart.

Based on these findings, our proposal is to proceed with one of the following options and build a monument on site:

1. Disassemble and store the structure for an agency that may be interested in preserving the silo on another site. An agency would need to be identified prior to disassembly and prior to construction of the road.
2. In the event an interested agency cannot be found prior to construction of the road, we will use some of the materials from the Silo in the construction of the monument.

The monument will be placed in the Plaza of this development. In addition, we will install a plaque to accompany the monument which will include pictures of the original Silo along with historical details for the public. We believe this is an ideal way to memorialize the history of the Double Grain Silos and provide the community with a beautiful monument.

We have met with the Historic Preservation Commission as a part of their monthly meeting and the commission is in agreement with the proposal. The commission requested to review the renderings of the monument once those have been prepared - the developer has agreed to do so.

Summary

The preliminary plat has been thoughtfully designed to be consistent with the UDC, TMISAP and Pathways Master Plan. This new light industrial and office/flex space development will provide employment opportunities for the area. Additionally, the plan has also been adapted to add a smaller user providing greater synergy with the planned residential densities.

1119 E. State Street, Ste. 210 Eagle, Idaho 83616 208-938-0013

Dimensional Standards:

Development of the proposed lots is required to comply with the dimensional standards of the M-E zoning district in UDC Table [11-2B-3](#), as applicable. **The proposed preliminary plat appears to comply with the dimensional standards of the district.**

Subdivision Design and Improvement Standards (UDC [11-6C-3](#)):

Development of the subdivision is required to comply with the subdivision design and improvement standards listed in UDC 11-6C-3. **The proposed subdivision appears to comply with these standards.**

Access (UDC [11-3A-3](#))

Access is proposed to be provided from the northern boundary of the site from the extension of Vanguard Way to Black Cat Road to the west. Vanguard Way is designed as a collector street in accordance with the Master Street Map and the Transportation System Map in the TMISAP. A driveway is proposed to the adjacent property to the east for future extension.

Prior to Certificate of Occupancy, the applicant shall record a cross-access/ingress-egress easement to adjoining property to the east [S1215427850] and submit copy of said easement to the Planning Division in accordance with the provisions of UDC 11-3A-3A2. Direct access via S. Black Cat Road is prohibited.

Streets:

Vanguard Way should be constructed in accordance with Street Section C (major collector street) in the TMISAP, which requires (2) 11-foot travel lanes, 6-foot bike lanes, 8-foot parkways with streetlights at a pedestrian scale, and minimum 6-foot wide detached sidewalks (see pg. 3-20, 3-22, 3-23). The Applicant proposes a modification of the street section to include 10-foot wide detached sidewalks/pathways in lieu of on-street bike lanes, which is required by ACHD and as set forth in the Meridian Master Pathways Plan.

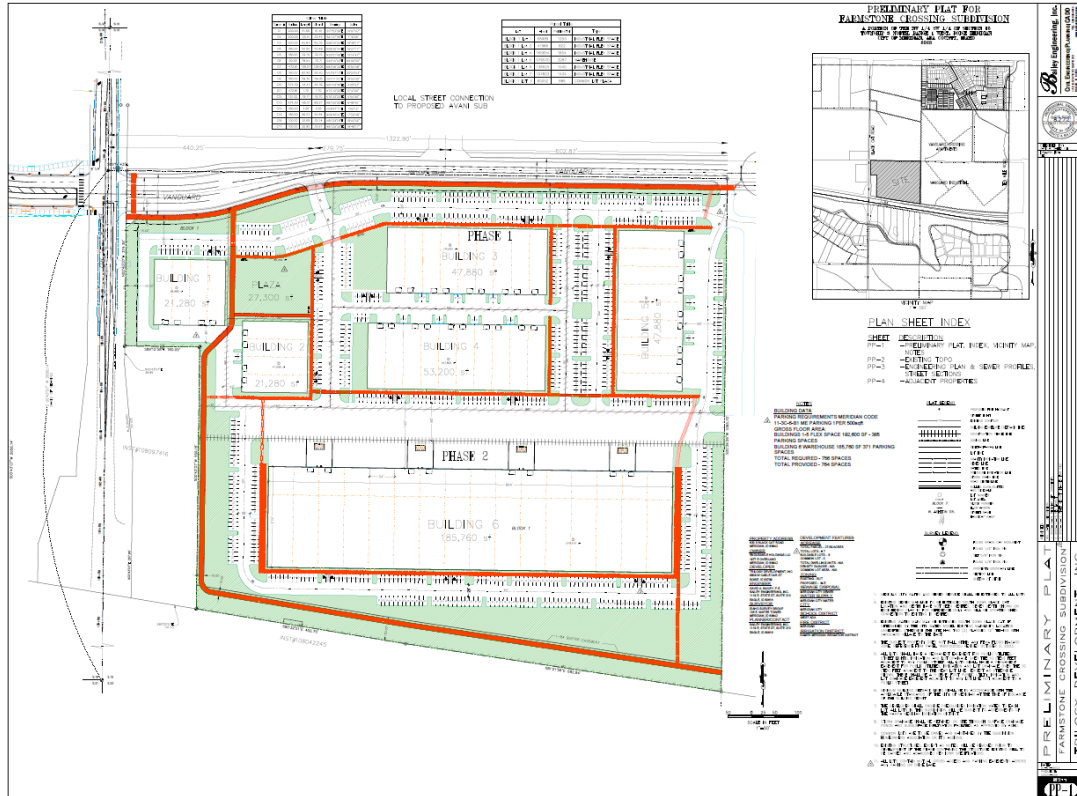
All streets should be constructed as complete streets as defined in the TMISAP (see pg. 3-19 & 3-20). Prior to submitting the final plat, the Applicant shall coordinate with the property owner to the north and east to construct Vanguard Way and deed the right-of-way to ACHD. The Applicant should ensure that the intersection of Vanguard Way and S. Black Cat Road aligns with the entrance of the Black Cat Industrial projects on the west side of S. Black Cat Road.

The Applicant is proposing two curb cuts off of Vanguard Way, a planned collector street in the TMISAP. In accordance with UDC 11-3A-3 (Access to streets), multiple accesses off an arterial and/or collector roadway shall be restricted. **The Applicant has chosen to eliminate the curb cut aligned with the proposed subdivision to the north and has instead opted for the one closest to the intersection of Black Cat Road. Typically, Staff recommends that curb cuts align directly across roadways; however, Staff supports the offset change, given that the entrance effectively highlights the features of the proposed plaza, provided it adheres to ACHD's requirements. Additionally, the Applicant has proposed establishing a shared access on the east side of this site in collaboration with the property owner to the east, intended for future shared access.**

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

Ten (10) foot-wide multi-use pathways are proposed on the site in accordance with the Pathways Master Plan. One segment follows Vanguard Way across the northern portion of this site; one segment runs along the southern boundary within the street buffer along I-84; and another segment runs along the west side of the site adjacent to S. Black Cat Road to the plaza on the north. **The proposed pathway is intended to cross the drive aisle between Buildings 1 & 2**

(refer to figure below). Staff recommends removing the loading docks from the rear of Buildings 1 & 2 to mitigate potential conflicts between pedestrians using the pathway and delivery trucks accessing that area. A 14-foot wide public use easement for all multi-use pathways shall be submitted to the Planning Division prior to submittal for City Engineer's signature on the final plat(s).



Landscaping is required along all pathways per the standards in UDC [11-3B-12C](#). The landscape plan appears to comply with this standard.

Sidewalks & Pedestrian Walkways (UDC [11-3A-17](#) & UDC [11-3A-19.B.4](#)):

The UDC requires minimum 5-foot wide sidewalks to be provided adjacent to all streets with detached sidewalks along collector streets and attached or detached sidewalks along local streets. However, the guidelines in the TMISAP for the collector street sections (i.e. C) depict 6-foot wide sidewalks, which should be provided within the development at a minimum. The applicant is proposing to construct 10-foot wide sidewalks adjacent to the applicable roadways based on the design approved with the Vanguard Village project to the east.

A continuous internal pedestrian walkway that is a minimum of five (5) feet in width shall be provided from the perimeter sidewalk to the main building entrance(s) for nonresidential uses. The walkway width shall be maintained clear of any obstructions, such as vehicles, outdoor sale displays, vending machines, or temporary structures in accordance with UDC 11-3A-19. **The Applicant has provided a pedestrian circulation plan in Section VII.E. The internal pedestrian walkways shall be distinguished from the vehicular driving surfaces through the use of pavers, colored or scored concrete, or bricks; striping is not an approved material. The plans appears to comply with this standard.**

Sidewalks, walkways, and pathways should include a dedicated crosswalk at the intersection of S. Black Cat Road with changes in color, markings, materials, texture and/or

surface to distinguish them from the surrounding pavement as set forth in the TMISAP (see pg. 3-28, Crosswalks).

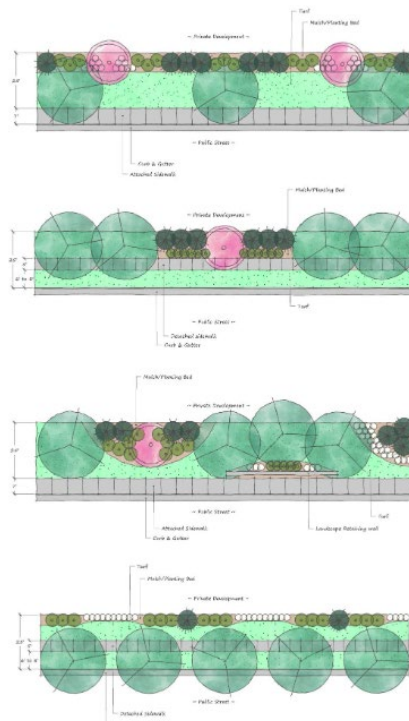
Landscaping (UDC [11-3B](#)):

Street buffers are required to be provided as set forth in UDC [Table 11-2A-7](#). A minimum 25-foot wide street buffer is required along all arterial streets (i.e. S. Black Cat Road) in commercial districts. A 20-foot wide street buffer is required along all collector streets (i.e. Vanguard Way) – the buffer may be placed in an easement rather than a common lot in accord with UDC 11-3B-7C.2a. A minimum 50-foot wide street buffer is required along I-84, landscaped per the standards listed in UDC [11-3B-7C.3](#), which requires a variety of trees, shrubs, lawn or other vegetative groundcover (see updated code for specifics & figures below). **The proposed buffer dimensions appear to meet the requirements of the UDC code; however, there is a lack of a combination of planters (shrubs and rock mulch) within the buffer along Vanguard Way. The Applicant has provided fifty-two (52) trees and only thirty-four (34) are required along Vanguard Way. Staff recommends that the Applicant enhance the street buffer by reducing the number of trees and incorporating additional planters. The landscape buffer along Black Cat Road adjacent to the open drainage swale, lacks vegetation in front of the 10-foot pathway, not meeting the requirements of the UDC.**

The Applicant proposes a plaza area between Building #1 and Building #2, featuring benches, a pergola, landscaping, and a potential historical monument of the existing silo on the site.

The Applicant should revise the landscape plan to reflect landscaping within the required buffers along Vanguard Way and Black Cat Road adjacent to the drainage swale in front of the 10-foot pathway in accordance with the standards listed in UDC [11-3B-7](#), which requires a variety of trees, shrubs, lawn or other vegetative groundcover (see figures below).

FIGURE 1



Landscaping is required within parkways per the standards listed in UDC [11-3A-17](#) and [11-3B-7C](#). **Class II trees shall be provided in parkways in accord with UDC 11-3A-17E.**

Landscaping is required along all pathways per the standards in UDC [11-3B-12C](#). **The landscape plan appears to comply with this standard.**

Mitigation is required for all existing trees 4" caliper or greater that are removed from the site in accord with the standards in UDC 11-3B-10C.5. Mitigation calculations are depicted on the landscape plan in accord with UDC standards (i.e. 149 trees at 2 caliper inches each for a total of 284 caliper inches). **The location of mitigation trees shall be depicted on a revised landscape plan submitted with the final plat application.**

Parking lot: Provide a five-foot wide minimum landscape buffer adjacent to parking, loading, or other paved vehicular use areas, including driveways, vehicle sales areas, truck parking areas, bus parking areas, and vehicle storage areas, subject to the following exceptions: (1) This requirement may be reduced or waived at the determination of the Director where there is a shared driveway and/or recorded cross parking agreement and easement with an adjacent property. (2) This requirement may be reduced or waived at the determination of the Director for truck maneuvering areas in industrial, mixed-employment and high-density employment districts

To improve the integration of this property with the neighboring M-E zoned property to the east, Staff encourages the Applicant to consider removing the entire landscape buffer along the eastern side and coordinate the alignment of parking with the adjacent property owner. This would facilitate shared access to the east and improve integration with the eastern property.

Storm Drainage:

An adequate storm drainage system is required in all developments in accord with the City's adopted standards, specifications and ordinances. Design and construction is required to follow Best Management Practices as adopted by the City. The Applicant submitted a [Geotechnical Evaluation](#) for the subdivision.

Pressure Irrigation (UDC [11-3A-15](#)):

Underground pressurized irrigation water is required to be provided for each and every lot in the subdivision as required in UDC 11-3A-15.

Utilities (UDC [11-3A-21](#)):

Utilities are required to be provided to the subdivision as required in UDC 11-3A-21.

Waterways (UDC [11-3A-6](#)):

There are no waterways on this site.

Fencing (UDC [11-3A-6](#) and [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-7. The Applicant is proposing a 5-foot wrought iron fence along the west property line adjacent to the pathway and the ACHD drainage swale. **The proposed fencing complies with the UDC code.**

Parking: Off-street vehicle parking is required for the proposed commercial subdivision as set forth in UDC Table [11-3C-6.B](#). Based on approximately 378,360 square feet of proposed floor space, a minimum of 757 off-street spaces are required; a total of 764 off-street parking spaces are proposed (7 additional parking spaces). Based on 764 parking spaces proposed, a minimum of 31 bicycle spaces are required to be provided; none are proposed. **Bicycle parking facilities should comply with the standards in UDC [11-3C-5C](#). Bike racks should be provided as close as possible to each building entrance totaling 31 spaces or in a designated area within**

the plaza. Staff is recommending the removal of the loading docks at the rear of Building #1 and Building #2, which will create additional parking. Staff recommends that Applicant submit revised plans incorporating the aforementioned changes with the CZC Application.

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

Conceptual building elevations were submitted for the proposed flex buildings and light industrial building as shown in Section VII.F. Building materials consist of horizontal metal or Hardie plank siding in white, wood colors; stucco in dark and light gray colors; metal awnings; and gray wrapped cornice moulding.

The proposed conceptual elevations are *not* approved. Final design must comply with the design standards in the Architectural Standards Manual (ASM) and the design guidelines in the TMISAP for the Commercial designation (see the matrix for Application of the Design Elements on pg. 3-49). A Certificate of Zoning Compliance and Design Review application is required to be submitted for approval of the site and building design prior to submittal of building permit applications.

VI. DECISION

A. Staff:

Staff recommends approval of the requested annexation and preliminary plat per the provisions noted in Section VIII, per the Findings in Section IX.

B. The Meridian Planning & Zoning Commission heard these items on February 15, 2024. At the public hearing, the Commission moved to recommend approval of the subject Annexation and Preliminary Plat requests.

1. Summary of Commission public hearing:

- a. In favor: David Bailey, Bailey Engineering
- b. In opposition: None
- c. Commenting: Blaine Johnston, President of the Meridian Historic Preservation Commission
- d. Written testimony: None
- e. Staff presenting application: Stacy Hersh, Associate Planner
- f. Other Staff commenting on application: None

2. Key issue(s) of public testimony:

The Applicant's consideration and proposal for the monument sign is appreciated; however, it would be nice to see the historic silos preserved somehow.

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

- a. Retaining the Historic Silos on another property (i.e. Northeast Corner of Ten Mile & Franklin or in the middle of a roundabout).
- b. Questions to the Historic Preservation Commission regarding funding to move the silos to another suitable location owned by the City.
- c. The proposed timing for the extension of Vanguard Way and the disassembly of the dual silos to relocate them out of the right-of-way.
- d. Concerns with the silo being placed somewhere else in the Treasure Valley and losing its distinguished heritage as being part of Meridian.

4. Commission change(s) to Staff recommendation:

- a. None

5. Outstanding issue(s) for City Council:

- a. Commission would like to recommend City Council retain the dual silos as a historical monument somewhere within our city, preventing them from being given or sold to

another part of the Treasure Valley or discarded, and the Developer build a monument on site to commemorate the silos.

VII. EXHIBITS

A. Annexation Legal Description and Exhibit Map

Description for
Annexation
Farmstone Crossing Subdivision
August 29, 2023

A portion of the Northwest 1/4 of the Southwest 1/4 of Section 15, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho more particularly described as follows:

BEGINNING at the 1/4 corner common to said Sections 15 and 16, T.3N., R.1W., B.M., from which the Section corner common to Sections 15, 16, 21 and 22 T.3N., R.1W., B.M., bears South 00°43'07" West, 2,656.14 feet;

thence South 89°14'43" East, 1,322.85 feet to the Center-West 1/16 corner of said Section 15;

thence on the east line of the Northwest 1/4 of the Southwest 1/4 of said Section 15, South 00°39'26" West, 1,216.87 feet to the centerline of U.S. Interstate 84;

thence on said centerline, North 80°32'51" West, 1,339.69 feet to the west section line of said Section 15;

thence on said west section line, North 00°43'07" East, 1,014.28 feet to the **POINT OF BEGINNING**.


Containing 33.893 acres, more or less.

End of Description.





P:\Farmstone Crossing (820 Black Cat) 22-074\dwg\Annex Ex.dwg 8/29/2023 10:37:37 AM

 <div>IDAHO SURVEY GROUP, LLC</div> <div>9955 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570</div>	Exhibit Drawing for Annexation Farmstone Crossing Subdivision		Job No. XX-XXX
	A portion of the NW1/4 of the SW1/4 of Section 15, T.3N., R.1W., B.M., Ada County, Idaho.		Sheet No. 1
			Dwg. Date 8/29/2023

B. Farmstone Crossing Plat Boundary Legal Description and Exhibit Map

Description for
Farmstone Crossing Subdivision
July 18, 2023

A parcel of land located in the Northwest 1/4 of the Southwest 1/4 of Section 15, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho more particularly described as follows:

Commencing at the 1/4 corner common to said Sections 15 and 16, T.3N., R.1W., B.M., from which the Section corner common to Sections 15, 16, 21 and 22 T.3N., R.1W., B.M., bears South 00°43'07" West, 2,656.14 feet; thence on the east-west centerline of said Section 15, South 89°14'43" East, 50.00 feet to the **POINT OF BEGINNING**;

thence continuing, South 89°14'43" East, 1,272.85 feet to the Center-West 1/16 corner of said Section 15;

thence on the east line of the Northwest 1/4 of the Southwest 1/4 of said Section 15, South 00°39'26" West, 1,095.70 feet to the north right-of-way line of U.S. Interstate 84;

thence on said north right-of-way line the following two (2) courses and distances:

North 81°21'56" West, 682.94 feet;

North 80°32'51" West, 452.75 feet;

thence leaving said north right-of-way line, North 00°43'07" East, 559.16 feet;

thence North 89°12'58" West, 150.09 feet to the easterly right-of-way line of S. Black Cat Road;

thence on said easterly right-of-way line the following four (4) courses and distances:

North 00°43'07" East, 273.37 feet;

North 45°50'37" East, 30.09 feet;

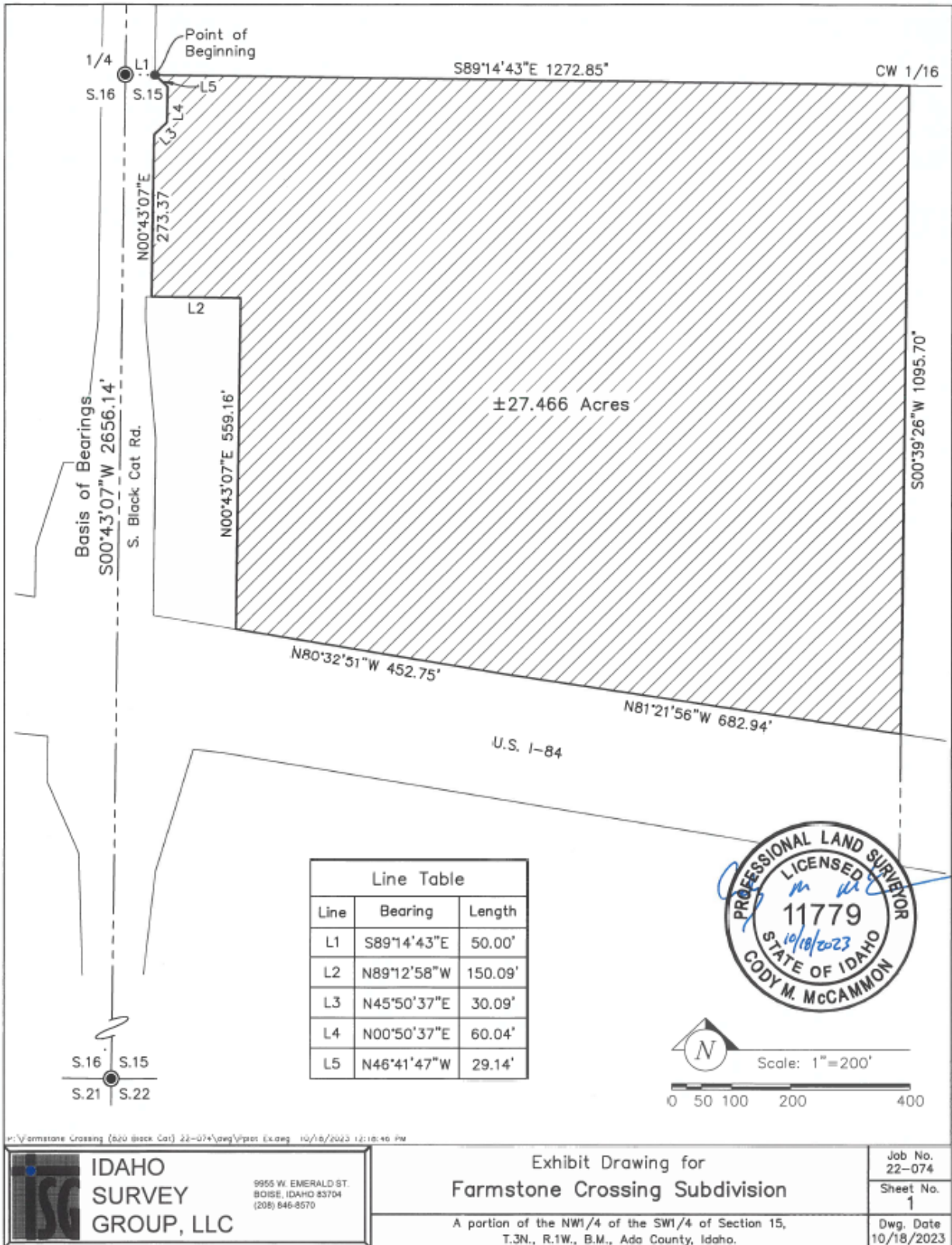
North 00°50'37" East, 60.04 feet;

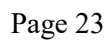
North 46°41'47" West, 29.14 feet to the **POINT OF BEGINNING**.

Containing 27.466 acres, more or less.

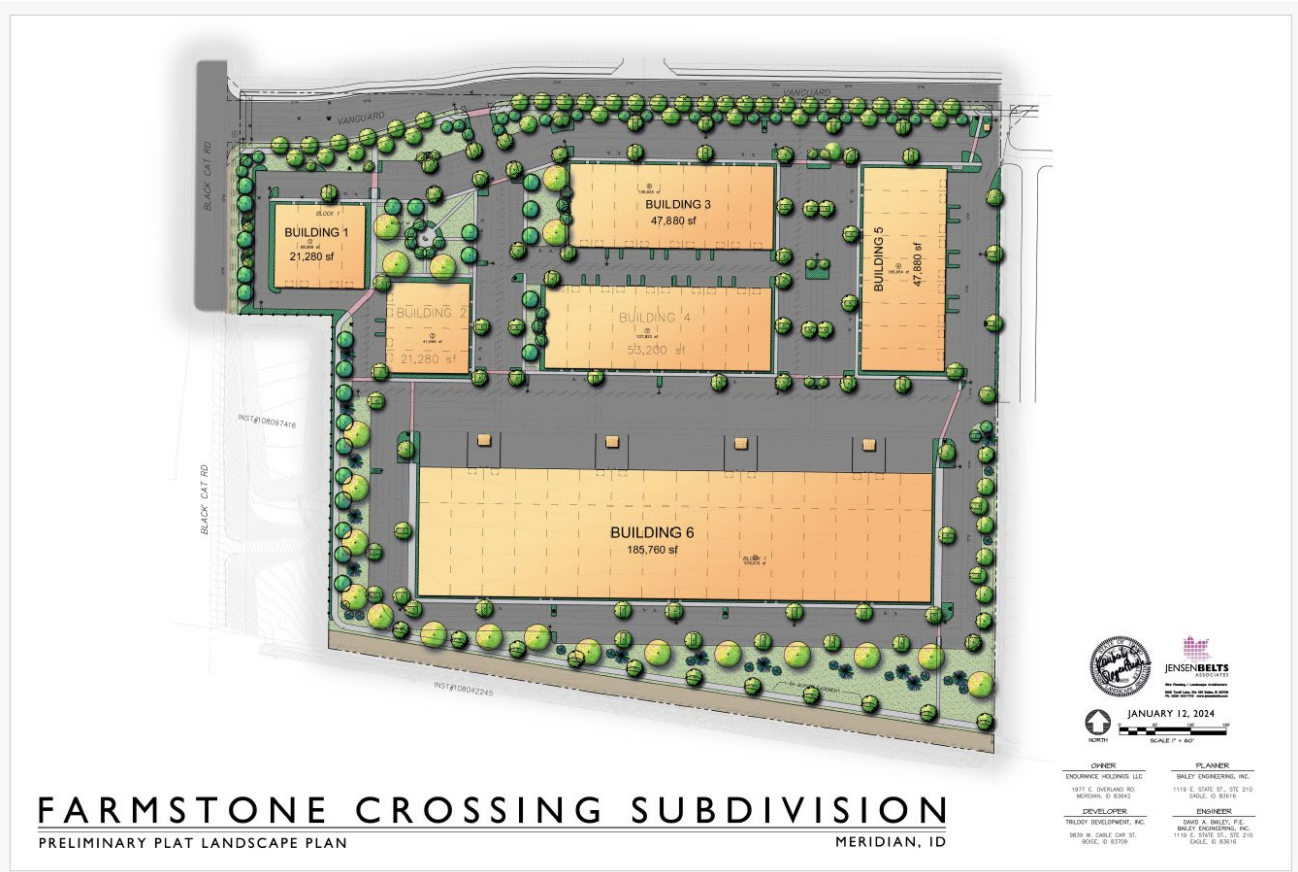
End of Description.



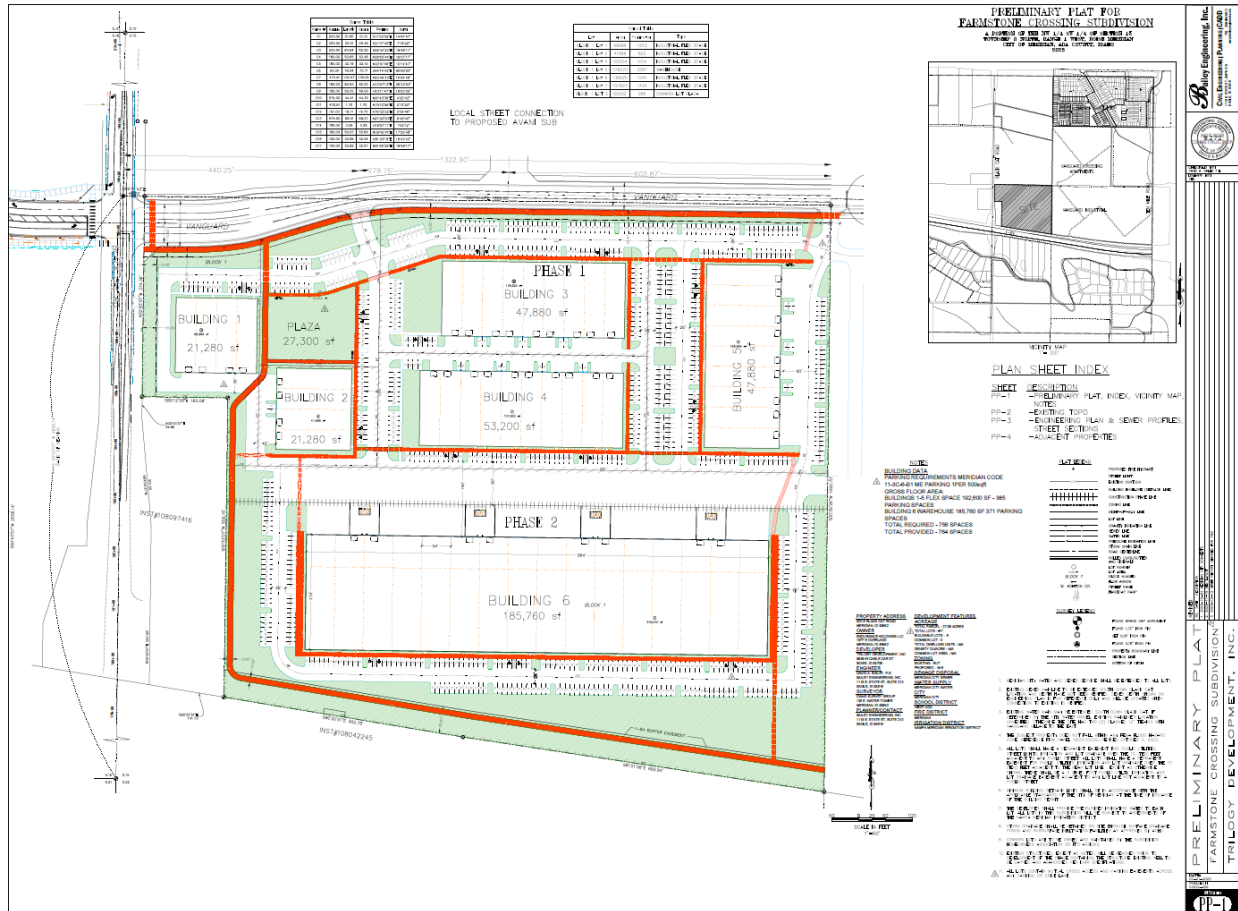


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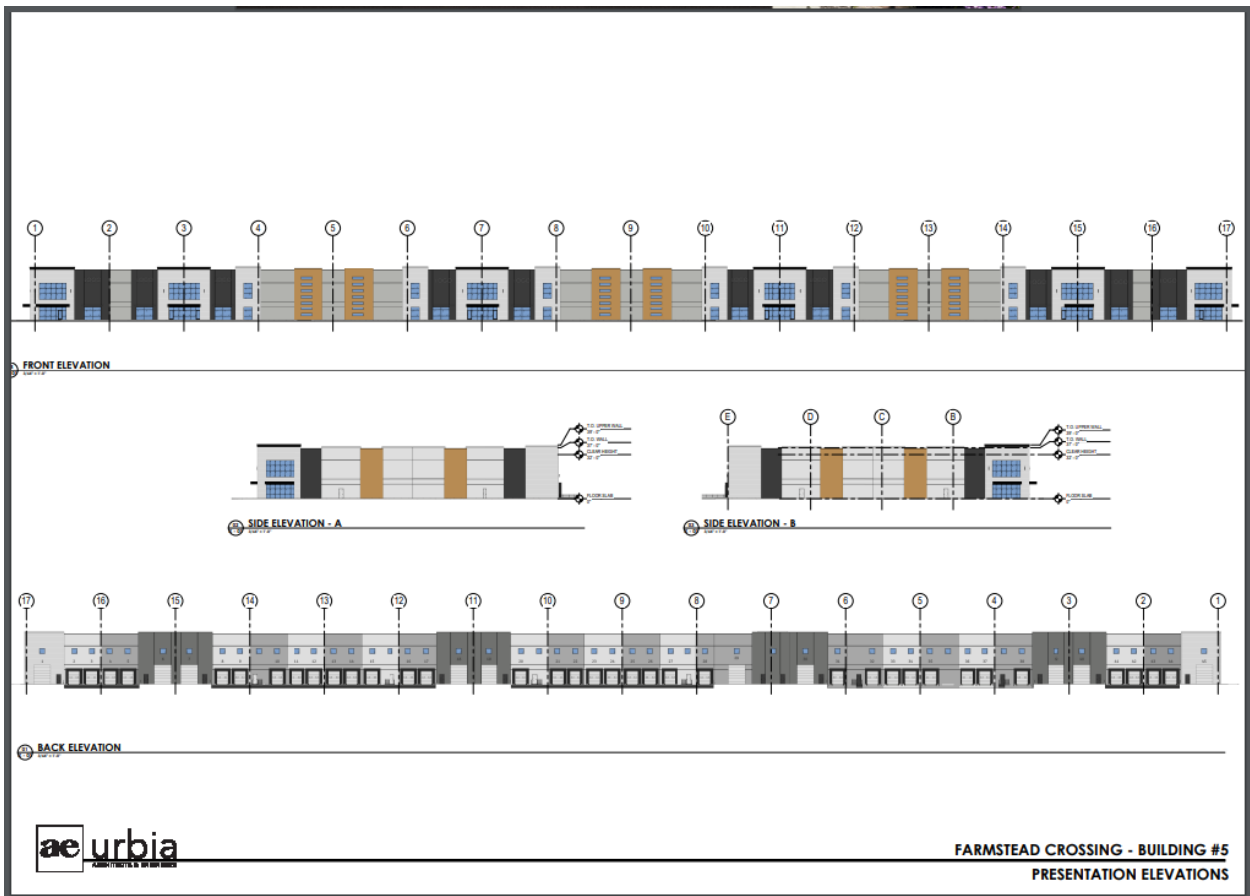
D. Landscape Plan Rendering

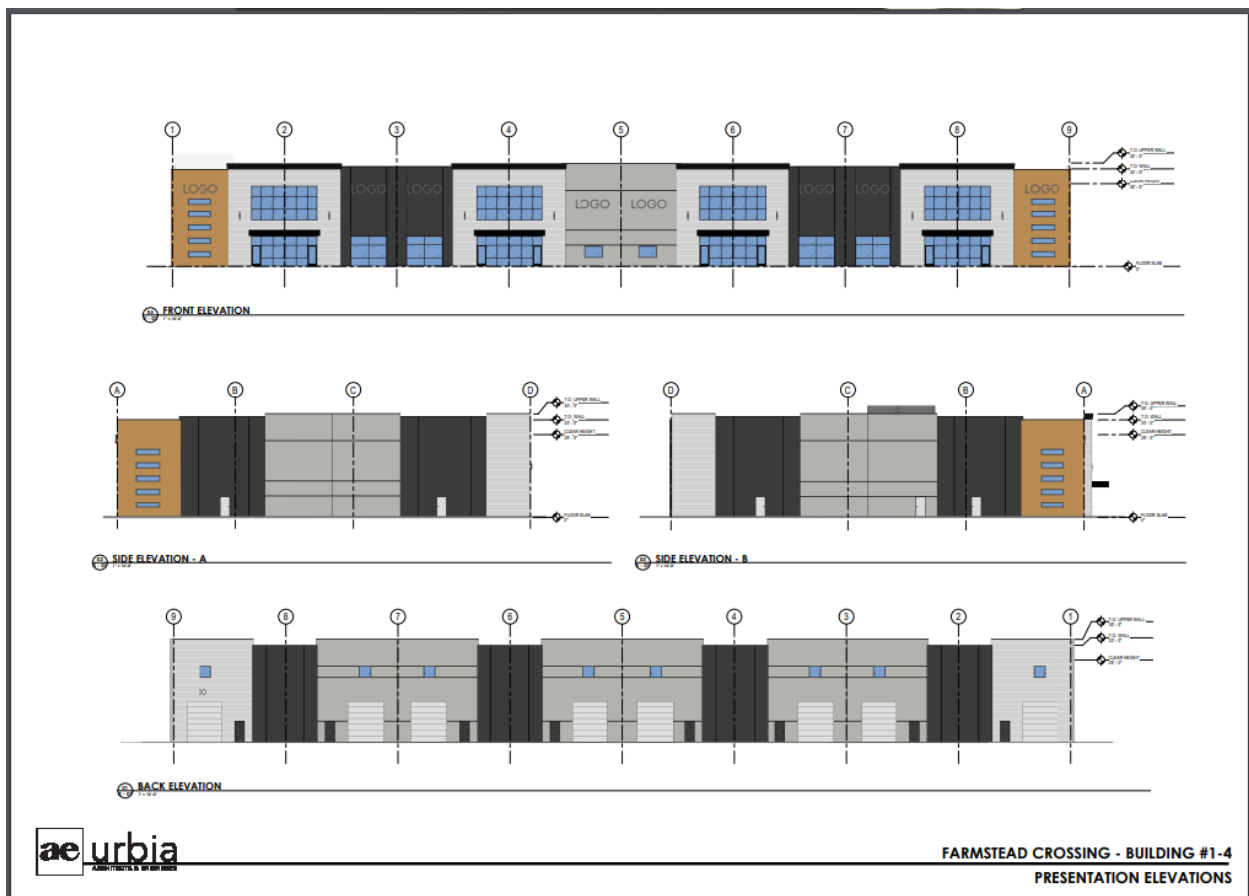


E. Pedestrian Circulation Plan



F. Conceptual Building Elevations for Buildings 1 - 5









II. 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, a DA shall be entered into between the City of Meridian and the property owner(s)/developer at the time of ordinance adoption. **A final plat will not be accepted until the DA is executed and the AZ 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 and rezone. The DA shall, at minimum, incorporate the following provisions:

- a. Development of the subject property shall be generally consistent with the site plan, landscape plan, preliminary plat, phasing plan, and conceptual building elevations included in Section VII and the provisions contained herein. **Prior to the Council hearing, the Applicant shall provide elevations for Building #1 and Building #2 incorporating a more traditional office design to complement the plaza area. Additionally, the Applicant shall remove the loading docks from the rear of the buildings in favor of more parking.**
- b. All future development, site design and building design shall comply with the Design Elements matrix on pg. 3-49 in the Ten Mile Interchange Specific Area Plan and the standards in the Architectural Standards Manual, as applicable.
- c. Prior to submittal of a certificate of zoning application the applicant should coordinate with the historic preservation on either of the following options:
 - (1) Disassemble and store the structure, with the intention of finding an interested agency to preserve the silo on another site prior to the commencement of the collector road extension OR
 - (2) construct a monument of the silos in the plaza utilizing some of the materials from the dissembled silos.
- d. The collector street (Vanguard Way) shall be constructed prior to development commencing on the property. The applicant may deed the right-of-way to ACHD prior to the submittal of the first phase of a final plat.
- e. Sidewalks, walkways and pathways shall include dedicated crosswalks at the intersection with all streets of S. Black Cat Road with changes in color, markings, materials, texture and/or surface to distinguish them from the surrounding pavement as set forth in the TMISAP (see pg. 3-28, Crosswalks).
- f. Public art in a high quality of design shall be provided in shared spaces and incorporated into the design of streetscapes as set forth in the TMISAP (see pg. 3-47). ***The proposed monument of the historic silo will satisfy this requirement.***
- g. The subject property shall be subdivided prior to submittal of any Certificate of Zoning Compliance application(s) and/or building permit application.

2. Preliminary Plat:

- 2.1 Future development of the proposed lots is required to comply with the dimensional standards M-E zoning districts in UDC [*Table 11-2B-3*](#), as applicable.

2.2 The plat shall be revised prior to submitting the first phase of a final plat as follows: :

- a. Include a note prohibiting direct access via S. Black Cat Road and Vanguard other than the access points approved by the City and ACHD with this application.
- c. Depict street sections for Vanguard Way consistent with Street Section C in the TMISAP with a modification that allows (3) 11-foot travel lanes, 8-foot parkways and detached 10-foot wide sidewalks/pathways in lieu of on-street bike lanes as required by ACHD. Streetlights are required at a pedestrian scale, unless another alternative is approved (see pg. 3-20, 3-22, 3-23).
- e. The intersection of Vanguard Way and S. Black Road shall align with the entrance of the Black Cat Industrial project on the west side of S. Black Cat Road.
- f. Depict required street landscape buffers in common lots or on permanent dedicated buffer easements, maintained by the property owner or business owners' association, as applicable, as set forth in UDC 11-3B-7C.2.
- g. The Applicant shall coordinate with the property owner to the north and east to construct Vanguard Way and dedicate the right-of-way on the final plat to ACHD.
- h. Coordinate with the property owner to the east for the shared curb cut and explore the possibility of removing the landscape buffer on the eastern side of the site to align parking with the adjacent property owner, if desired.

2.3 The landscape plan shall be revised prior to submitting the first phase of a final plat as follows:

- a. Depict landscaping within required street buffers along Black Cat Road adjacent to the drainage swale in front of the 10-foot pathway and Vanguard Way in accord with the recently amended standards listed in UDC [11-3B-7C and 11-3B-8C](#); all required landscape buffers along streets shall be designed and planted with a variety of trees, shrubs, lawn, or other vegetative ground cover. Plant materials in conjunction with site design shall elicit design principles including rhythm, repetition, balance, and focal elements
 - b. Sidewalks, walkways and pathways shall include dedicated crosswalks at the intersection with all streets of S. Black Cat Road with changes in color, markings, materials, texture and/or surface to distinguish them from the surrounding pavement as set forth in the TMISAP (see pg. 3-28, Crosswalks).
 - c. The location of mitigation trees shall be depicted on a revised landscape plan submitted with the final plat application.
- 2.4 A 14-foot wide public use easement for the multi-use pathways within this site shall be submitted to the Planning Division prior to submittal for City Engineer signature on the final plat(s).
- 2.5 Prior to Certificate of Occupancy, the applicant shall record a cross-access/ingress-egress easement to adjoining property to the east [S1215427850] and submit copy of said easement to the Planning Division in accordance with the provisions of UDC 11-3A-3A2.
- 2.6 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.

2.7 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.

B. PUBLIC WORKS

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=308331&dbid=0&repo=MeridianCity&cr=1>

C. FIRE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=308338&dbid=0&repo=MeridianCity>

D. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=308539&dbid=0&repo=MeridianCity>

E. ADA COUNTY DEVELOPMENT SERVICES

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=308789&dbid=0&repo=MeridianCity>

F. IDAHO TRANSPORTATION DEPARTMENT (ITD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=308414&dbid=0&repo=MeridianCity>

G. MERIDIAN PARK'S DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=308329&dbid=0&repo=MeridianCity&cr=1>

H. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=309887&dbid=0&repo=MeridianCity>

I. IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=308539&dbid=0&repo=MeridianCity>

J. NAMPA MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=310445&dbid=0&repo=MeridianCity>

K. COMPASS

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=310273&dbid=0&repo=MeridianCity>

L. MERIDIAN HISTORIC PRESERVATION COMMISSION

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=310712&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 and subsequent development is generally consistent with the Comprehensive Plan if the plans are revised.
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
Staff finds the proposed map amendment will allow for the development of a mix of commercial, office, flex space, light industrial and employment uses which will provide for the service needs of the community consistent with the purpose statement of the commercial districts in accord with the Comprehensive Plan if the plans are revised.
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 if the plans are revised.

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

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

1. The plat is in conformance with the Comprehensive Plan;
Staff finds that the proposed plat is in substantial compliance with the adopted Comprehensive Plan in regard to land use and transportation if the plans are revised. (Please see Comprehensive Plan Policies in, Section IV of this report for more information.)
2. Public services are available or can be made available and are adequate to accommodate the proposed development;
Staff finds that public services will be provided to the subject property with development. (See Exhibit B of the Staff Report for more details from public service providers.)
3. The plat is in conformance with scheduled public improvements in accord with the City's capital improvement program;

Because City water and sewer and any other utilities will be provided by the development at their own cost, Staff finds that the subdivision will not require the expenditure of capital improvement funds.

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

Staff finds there is public financial capability of supporting services for the proposed development based upon comments from the public service providers (i.e., Fire, ACHD, etc.). (See Section VIII for more information.)

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

Staff is not aware of any health, safety, or environmental problems associated with the platting of this property. ACHD considers road safety issues in their analysis.

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

Staff is aware of the significant natural, scenic or historic features that exist on this site that require preserving.