

COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING 7/2/2026
DATE:

TO: Planning & Zoning Commission

FROM: Sonya Allen, Associate Planner
208-884-5533
sallen@meridiancity.org

APPLICANT: Derek Rindlisbacher, Bach Homes

SUBJECT: Regency at River Valley Phase 3 –
CUP, MDA
H-2026-0010

LOCATION: 3270 E. River Valley St., in the NW 1/4
of Section 4, T.3N., R.1E. (Parcels:
S1104233975, S1104234010 &
R7476320020)



I. PROJECT OVERVIEW

A. Summary

Modification to the existing development agreements (SGI Inst. #113005608 & Bach Storage Inst. #2020-062947) to remove the subject property from the existing agreements and enter into a new agreement with a change to the conceptual development plan and use from an indoor self-service storage facility, and retail store (Option A) or drive-through restaurant (Option B), to two (2) multi-family buildings with 88 dwelling units; and conditional use permit for an 88-unit multi-family development on 2.57 acres of land in the C-C and C-G zoning districts,

B. Issues/Waivers

No waivers are requested from UDC standards. Overall, off-street parking for Phases 1, 2 and 3 is short 11 parking spaces – revisions will either be needed to the plans to accommodate additional parking on this site for the spaces lost in Phase 1 or alternative compliance may be requested to the standards in UDC Table 11-3C-6 for multi-family dwellings per UDC 11-5B-5.

The proposed 4-story buildings are not compatible with the existing development pattern along this segment of N. Eagle Road/SH-55. The project is immediately adjacent to one-story commercial buildings (with higher parapets) to the north and south and does not provide an adequate transition in building height, massing, or scale. As a result, the proposal would create an abrupt height disparity with neighboring properties and would adversely alter the existing character of the corridor.

The Comprehensive Plan emphasizes compatibility between adjoining developments, preservation of community character, and the use of transitions between differing intensities and building forms. The Plan also emphasizes residential and non-residential areas within mixed-use designated areas should feel cohesive and integrated – the proposed apartment buildings appear

visually disconnected from the surrounding commercial corridor and overwhelms adjacent structures.

High-density residential immediately adjacent to a state highway/major transportation corridor, presents significant concerns related to quality of life and the health and well-being of future residents due to vehicle emissions and noise exposure.

Additional concerns include existing congestion, limited access options, and u-turn movements already present on East River Valley Drive, which may be exacerbated by the level of density proposed.

Staff finds the proposal is inconsistent with the Plan and would adversely change the essential character of the area. For the above reasons, Staff is of the opinion the current entitlement for an indoor storage facility is a more appropriate use than the proposed multi-family development and is of the opinion it's not in the City's best interest to modify the existing development agreement as proposed.

C. Recommendation

Planning Division: Staff recommends denial of the Development Agreement Modification and consequently the Conditional Use Permit per the Analysis in Section III and the Findings in Section IV below.

Planning and Zoning Commission: Pending

D. Decision

City Council: Pending

E. Table of Contents

Community Metrics.....	II
Staff Analysis.....	III
City/Agency Comments and Conditions.....	IV
Findings.....	V
Action.....	VI
Exhibits.....	VII

II. COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Vacant/undeveloped land	-
Proposed Land Use(s)	Multi-family residential apartments	-
Existing Zoning	C-C and C-G	VII.A.2
Adopted FLUM Designation	Mixed Use – Regional (MU-R)	VII.A.3

Table 2: Project Overview

Description	Details
History	AZ-12-010 (SGI – Development Agreement Inst. #113005608); H-2019-0121 (Bach Storage – Development Agreement Inst. #2020-062947); H-2021-0059 [Regency at River Valley Phase 3 – MDA (denied)]; H-2022-0057 [Regency at River Valley Phase 3 – MDA (denied)]
Acreage	2.57

Table 3: Process Facts

Description	Details
Preapplication Meeting date	2/27/2026
Neighborhood Meeting	2/3/2026

Table 4: Agency Comments

Agency / Element	Description / Issue	Reference
Ada County Highway District		IV.E
• Comments Received	Yes	-
• Commission Action Required	No	-
• Access	E. River Valley, no access via N. Eagle Rd.	-
• Traffic Level of Service	Not provided	-
ITD Comments Received	No	IV.F
Meridian Public Works Wastewater		IV.B
• Distance to Mainline	Available at the site	
• Impacts or Concerns	See Site Specific Comments	
Meridian Public Works Water		IV.B
• Distance to Mainline	Available at the site	
• Impacts or Concerns	No	

Note: See section IV City/Agency Comments & Conditions for comments received or see the public record. Paste the following link into your browser to access the public record:

<https://weblink.meridiancity.org/WebLink/browse.aspx?id=445120&dbid=0&repo=MeridianCity>

III. STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

A. History

There are two (2) existing Development Agreements in effect that govern future development of the subject properties (AZ-12-010 Inst. #113005608; H-2019-0121 Inst. #2020-062947). The existing approved development plan for the northern part of the subject property is a 3-story self-service storage facility and the existing approved development plan for the southern part of the subject property is retail (Option A) or a drive-through restaurant (Option B).

Two (2) previous development agreement modification applications for Regency at River Valley Phase 3 multi-family developments were denied for this property in 2021 (H-2021-0059) and 2022 (H-2021-0059). The application in 2021 was for one (1) 134-unit 5-story multi-family apartment building with podium parking on the first floor. The application in 2022 was for one (1) 128-unit 5-story multi-family apartment building, also with podium parking on the first floor.

The reasons for denial cited by City Council were as follows:

H-2021-0059:

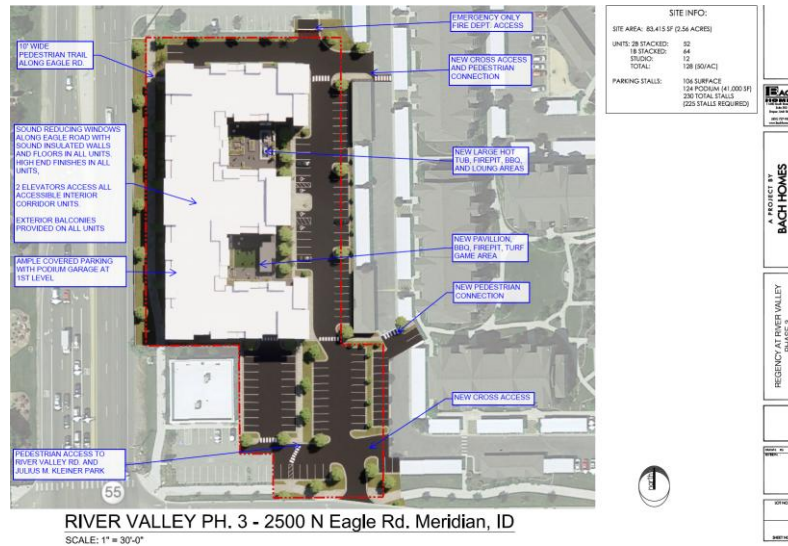
- City Council denied the requested DA modification as presented during the hearing due to the following reasons: not having the access with some of the contiguous properties to the north adequately “flushed out”; issues with traffic and parking and associated traffic circulation; and not the right time for the City to approve the modification. Concept plan below:



H-2022-0057:

- The proposed multi-family apartments would rely, in part, on the existing multi-family apartment complex to the east of the property for ingress & egress;
- Traffic circulation within the existing apartment complex is difficult, creating concerns for tenants, the Meridian Fire Dept. and the general public. The proposed multi-family development would compound these existing concerns.
- Ingress to the existing apartment complex is difficult due to the volume of traffic on E. River Valley Street, the prohibition of certain turning movements on E. River Valley St., and the design of the primary entrance to the existing apartment complex, which includes a roundabout. The proposed apartments would compound these existing concerns.
- Egress from the existing apartment complex is already challenging due to the volume of traffic on E. River Valley St. and the design of the street, particularly for vehicles proceeding south on N. Eagle Rd. The Applicant's proposed project, which includes a new point of egress near the intersection of E. River Valley St. and N. Eagle Rd., would compound these existing concerns.
- The Applicant failed to demonstrate that the proposed modifications, which would change the development plan for the site from self-service storage to multi-family apartments, is superior to the existing development agreement.
- Based on the forgoing, it was determined by City Council to not be in the City's best interest to modify the existing agreements.

Concept plan below:



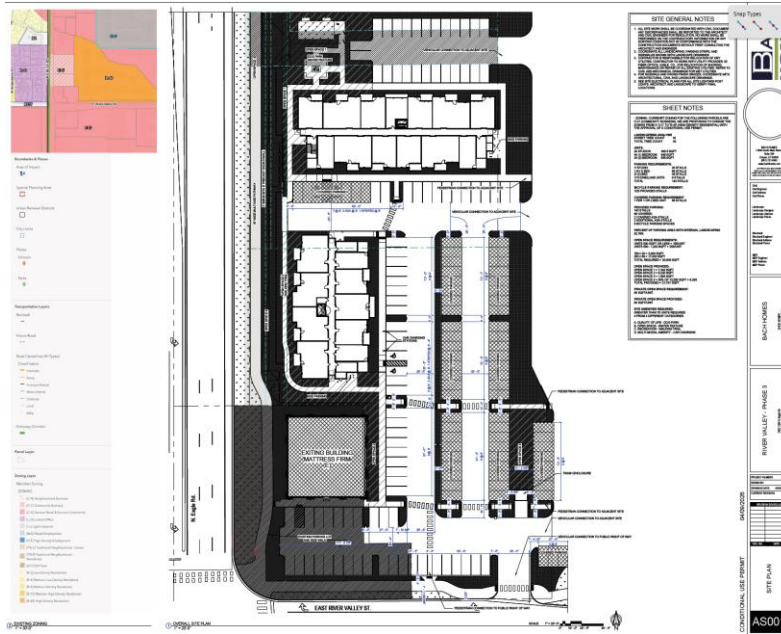
B. General Overview

The Future Land Use Map (FLUM) designation for this property is Mixed Use – Regional (MU-R). The purpose of this designation is to provide a mix of employment, retail, residential dwellings, and public uses near major arterial intersections.

A modification to the existing Development Agreements (DA's) is proposed to remove the subject property from the existing agreements and enter into a new agreement with a change to the conceptual development plans and uses from an indoor self-service storage facility on the northern portion of the property and retail store (Option A) or drive-through restaurant (Option B) on the southern portion of the property to two (2) 4-story multi-family apartment buildings with a total of 88 dwelling units.

The Applicant's reason for requesting a modification is that a market analysis they did shows the market is expected to fully absorb the 2023-2025 surplus by late 2026-2027, leaving the proposed units to help with demand in late 2028. Further analysis revealed an over saturation of storage units, especially in Idaho. The combination of these data points led to the Applicant's desire to expand the existing apartment complex rather than develop the site with a storage facility.

A Conditional Use Permit (CUP) is also proposed for approval of the use, contingent upon approval of the modification to the DA's, for an 88-unit multi-family development on 2.57 acres of land in the C-C and C-G zoning districts as required by UDC Table 11-2B-2. The proposed buildings will be constructed concurrently in one phase. This development is proposed to be an expansion of the two (2) earlier phases of Regency at River Valley directly to the east of this property. The proposed conceptual development plan is included below.



The proposed conceptual development plan depicts better vehicular connectivity to the east with the existing apartment complex, which allows emergency access to be provided via Records Ave. and River Valley. An emergency access drive was anticipated to be provided from the north if residential uses were to develop on this site but one isn't proposed and may not be required by the Fire Dept. if access via Records Ave. through the adjacent development is deemed to be sufficient.

Many of the same circumstances still exist that were previous reasons for denial of a multi-family development on this site, including issues with traffic circulation and ingress/egress within and to/from the existing apartment complex to the east due to the high volume of traffic & restricted turning movements on E. River Valley St. and the design of the primary entrance to the existing apartment complex with a roundabout, which will be compounded by adding another phase with more units and another access for the proposed/existing apartment complex via River Valley.

There are already at least 802 apartment units within a ¼ mile of this site on the east side of Eagle Rd./SH-55 [i.e. Regency at River Valley Phases 1 and 2 to the east (300 units), Village Apartments to the northeast (336 units) and Village at Meridian to the southeast (166 units)], none of which are located directly along the state highway. *The Applicant's narrative states a market analysis they did shows the 2023-2025 surplus of apartments in Meridian will be absorbed by late 2026-2027 and the additional proposed units will help with demand in 2028.*

The form of the proposed structures at 4-stories in height doesn't provide an adequate transition to existing single-story (with higher parapet) commercial structures to the north and south along Eagle Rd. A transition in building height should be provided from the commercial structures and the Eagle Road corridor to the 4-story buildings directly to the east.

Staff has concerns regarding the appropriateness of high-density residential immediately adjacent to a state highway/major transportation corridor, particularly related to quality of life and the health and well-being of future residents due to vehicle emissions and noise exposure. Because the proposed buildings are 4-stories in height, the 10' tall berm and wall required for noise abatement for residential uses adjacent to a state highway will not provide an adequate buffer. Additional concerns include existing congestion, limited access options, and u-turn movements

already present on East River Valley Drive, which may be exacerbated by the level of density proposed.

For the above reasons, Staff is of the opinion the current entitlement for an indoor storage facility is a more appropriate use than the proposed multi-family development and is of the opinion it's not in the City's best interest to modify the existing development agreement as proposed.

C. Comprehensive Plan Policies

- “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 and can be extended by the developer with development in accord with UDC 11-3A-21.

- “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)

The design of the proposed buildings isn't compatible with adjacent commercial buildings along the Eagle Road corridor in form or height and doesn't provide a transition to the 4-story multi-family buildings to the east; screening is proposed with a 10' tall berm & wall and landscaping within the street buffer along Eagle Road but will likely not be sufficient to screen 4-story buildings.

- “Protect public health and safety by guiding growth and development away from hazardous areas that pose a threat to people and property.” (4.10.00)

The proposed site layout situates multi-family housing directly adjacent to the state highway, which will expose residents to vehicle emissions and have a negative impact on public health and quality of life.

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

There is no transition in uses between existing commercial businesses to the north and south and the proposed multi-family residential development; however, the nature of the existing uses (retail stores) shouldn't negatively impact residents. The noise and emissions from traffic on Eagle Rd./SH-55 isn't compatible with residential uses. The proposed site design with 4-story structures adjacent to single-story structures (with higher parapets) maximizes land but creates a significant height disparity between structures along the Eagle Road corridor.

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

The proposed 4-story structures do not integrate well with existing single-story commercial structures to the north and south along Eagle Rd., creating a height disparity between structures along the entryway corridor. Landscaping and a 10' tall berm and wall is proposed within the street buffer; however, with the building height proposed, it provides for little screening.

- “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.

- “Encourage the safety, health, and well-being of the community.” (5.01.01)

The proposed development will increase the already high volume of traffic in this area and traffic circulation issues creating additional safety concerns. Situating apartments directly next to a state highway presents noise and air quality concerns for its residents and will not contribute to the well-being of the community.

- “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 will be provided to the proposed development; curb, gutter and sidewalks will be constructed with development along N. Eagle Rd./SH-55.

- “Slow the outward progression of the City's limits by discouraging fringe area development; encourage development of vacant or underutilized parcels currently within City limits.” (4.05.03B)

Development of the subject vacant land, currently in the City limits, is encouraged over parcels on the fringe of the City. The development of this property will result in better provision of City services.

Per the 2022 Existing Conditions Report, addendum to the City’s Comprehensive Plan, *Air Quality is also worse near highways, with disproportionate amounts of particulate matter, carbon monoxide, and oxides of nitrogen discharged into the air from vehicle exhaust systems, evaporative emissions, and debris. Infants, elderly, and those with preexisting cardiopulmonary disease and lower socioeconomic status are at higher risk without mitigation.* (p. 5-11)

D. Site Development and Use Analysis

1. Existing Structures/Site Improvements (UDC 11-1):

There are no existing structures on this site.

2. Proposed Use Analysis (UDC 11-2):

Multi-family developments are listed as a conditional use in the C-C and C-G zoning districts, subject to the specific use standards for such in UDC 11-4-3-27 – see analysis below for compliance with those standards. However, without a modification to the DA to change the entitled use of the property, a multi-family development is not allowed.

3. Dimensional Standards (UDC 11-2):

The proposed development is required to comply with the dimensional standards listed in UDC Table 11-2B-3 for the C-C and C-G zoning districts, as applicable.

4. Specific Use Standards (UDC 11-4-3-1):

The proposed multi-family development is subject to the specific use standards in UDC 11-4-3-27, as follows: *(Staff’s analysis of compliance with these standards is in italic text)*

B. Site design

1. Residential buildings shall provide a minimum setback of ten (10) feet unless a greater setback is otherwise required by this title and/or Title 10 of this Code.
Building setbacks shall take into account windows, entrances, porches and patios,

and how they impact adjacent properties. *The proposed structures comply with this standard.*

2. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, and transformer and utility vaults shall be located in an area not visible from a public street, or shall be fully screened from view from a public street. *A trash enclosure is depicted on the site plan at the south end of the development at the entry to the site, which is visible from River Valley St. A detail of the trash enclosure should be submitted with the Certificate of Zoning Compliance that depicts doors that screen the enclosure from the public street.*
3. A minimum of eighty (80) square feet of private, usable open space shall be provided for each unit. This requirement can be satisfied through porches, patios, decks, and/or enclosed yards. Landscaping, entryway and other accessways shall not count toward this requirement. In circumstances where strict adherence to such standard would create inconsistency with the purpose statements of this section, the Director may consider an alternative design proposal through the alternative compliance provisions as set forth in Section 11-5B-5 of this title. *The site plan states a minimum of 80 s.f. of private usable open space is provided per unit consisting of patios and balconies. The floor plans submitted with the Certificate of Zoning Compliance application should depict the square footage of private open space areas that demonstrate compliance with this standard.*
4. For the purposes of this section, vehicular circulation areas, parking areas, and private usable open space shall not be considered common open space. *None of these areas are included in the common open space.*
5. No recreational vehicles, snowmobiles, boats or other personal recreation vehicles shall be stored on the site unless provided for in a separate, designated and screened area. *Comply with this standard.*
6. The parking shall meet the requirements set forth in Chapter 3, "Regulations Applying to All Districts", of this title. *The proposed parking complies with these standards (see Section III.D. 4 below for more information).*
7. Developments with twenty (20) units or more shall provide the following:
 - a. A property management office.
 - b. A maintenance storage area.
 - c. A central mailbox location, including provisions for parcel mail, that provide safe pedestrian and/or vehicular access.
 - d. A directory and map of the development at an entrance or convenient location for those entering the development.

These items are not depicted on the site plan. The Applicant states the property management office, maintenance storage area and mailboxes will be in the clubhouse in the existing apartment complex and the existing directory & map will be updated with Phase 3 information. Staff recommends a directory & map be provided at the entry to Phase 3 from River Valley St. if approved.

C. Common open space design requirements

1. The total baseline land area of all qualified common open space shall equal or exceed ten (10) percent of the gross land area for multi-family developments of five (5) acres or more. When multi-family is approved concurrently with single-

family, the minimum open space requirements in Section 11-3G-3 shall apply to the gross land area of entire development. *The proposed multi-family development consists of 2.57 acres of land; therefore, the baseline requirement is not applicable.*

2. All common open space shall meet the following standards:
 - a. The development plan shall demonstrate that the open space has been integrated into the development as a priority and not for the use of land after all other elements of the development have been designed. Open space areas that has been given priority in the development design have:
 - (1) Direct pedestrian access;
 - (2) High visibility;
 - (3) Comply with Crime Prevention through Environmental Design (CTED) standards; and
 - (4) Support a range of leisure and play activities and uses. Irregular shaped, disconnected or isolated open spaces shall not meet this standard.
 - b. Open space shall be accessible and well connected throughout the development. This quality can be shown with open spaces that are centrally located within the development, accessible by pathway and visually accessible along collector streets or as a terminal view from a street.
 - c. The open space promotes the health and well-being of its residents. Open space shall support active and passive uses for recreation, social gathering and relaxation to serve the development.

The primary common open space area is located at the northwest corner of the development, rather than centrally within the development, but is accessible by pedestrian pathways and a parking area. Linear open space with a walking trail is proposed along the west boundary of the site adjacent to the street buffer along Eagle Rd./SH-55. All common open space areas have high visibility from the apartments, drives and parking areas.

3. Alternative compliance is available for the standards listed in subsections (C)1 and (C)2 above, if a project has a unique targeted demographic; utilizes other place-making design elements in Old-Town or mixed-use future land use designations with collectively integrated and shared open space areas.
4. All multi-family projects over twenty (20) units shall provide at least one (1) common grassy area integrated into the site design allowing for general activities by all ages. This area may be included in the minimum required open space total. Projects that provide safe access to adjacent public parks or parks under a common HOA, without crossing an arterial roadway, are exempt from this standard.
 - a. Minimum size of common grassy area shall be at least five thousand (5,000) square feet in area. This area shall increase proportionately as the number of units increase and shall be commensurate to the size of the multi-family development as determined by the decision-making body. Where this area cannot be increased due to site constraints, it may be included elsewhere in the development.

- b. Alternative compliance is available for the standards listed in subsections (C)1 and (C)2 above, if a project has a unique targeted demographic; utilizes other place-making design elements in Old-Town or mixed-use future land use designations with collectively integrated and shared open space areas.

The area depicted as “Open Space 1” is the only large open space area on this site and is 7,342 s.f. in area, including common open space where a walking trail is located leading to the common area. The common area is encumbered by a dog park and water feature with a sitting area so it doesn’t meet the grassy area requirement. The Applicant should submit an overall open space exhibit for Phases 1, 2 and 3 that demonstrates compliance with this standard for the overall development if the Commission and/or Council directs Staff to prepare conditions of approval.

- 5. In addition to the baseline open space requirement, a minimum area of outdoor common open space shall be provided as follows:
 - a. One hundred fifty (150) square feet for each unit containing five hundred (500) or less square feet of living area.
 - b. Two hundred fifty (250) square feet for each unit containing more than five hundred (500) square feet and up to one thousand two hundred (1,200) square feet of living area.
 - c. Three hundred fifty (350) square feet for each unit containing more than one thousand two hundred (1,200) square feet of living area.

A total of 20 units have 500 s.f. or less; 68 have between 500 and 1,200 s.f.; therefore, a minimum of 20,000 s.f. (or 0.46 acre) of open space is required.

An open space exhibit was submitted, included below in Section VII.L, that depicts a total of 21,751 s.f. is provided consisting of half the street buffer along the arterial street (i.e. Eagle Rd./SH-55), linear open space, and common open space area. Because the exhibit is not scaleable it’s unclear to Staff if the areas in Open Space 1 and 2 where the walking trails are located are a minimum of 20’ in width to be qualified open space.

The Applicant states Phase 3 residents will have access to the common area and amenities in Phases 1 and 2 through a shared amenity agreement; a copy of this agreement should be submitted with the Certificate of Zoning Compliance application if approved. The Applicant should submit an overall open space exhibit for Phases 1, 2 and 3 that demonstrates compliance with the open space standards if the Commission and/or Council directs Staff to prepare conditions of approval.

- 6. Common open space shall be not less than four hundred (400) square feet in area, and shall have a minimum length and width dimension of twenty (20) feet. ***It appears some of the area in Open Space 1 and 2 where the walking trails are located are less than 20’ in width; if so, they don’t qualify toward the minimum open space requirements. The Applicant should submit an overall open space exhibit for Phases 1, 2 and 3 that demonstrates compliance with this standard if the Commission and/or Council directs Staff to prepare conditions of approval.***
- 7. In phased developments, common open space shall be provided in each phase of the development consistent with the requirements for the size and number of dwelling units. *The development is not proposed to be phased.*

8. Unless otherwise approved through the conditional use process, common open space areas shall not be adjacent to collector or arterial street buffers unless separated from the street by a berm or constructed barrier at least four (4) feet in height, with breaks in the berm or barrier to allow for pedestrian access. *The common open space adjacent to N. Eagle Rd./SH-55 will be separated from the street by a 2' tall berm and 8' tall sound wall.*
9. Buffer(s): One hundred (100) percent of the landscape buffer along collector streets and fifty (50) percent of the landscape buffer along arterial streets that meet the enhanced buffer requirements below may count towards the required baseline open space.
 - a. Enhanced landscaping as set forth in Article 11-3B, Landscaping Requirements;
 - b. Multi-use pathways;
 - c. Enhanced amenities with social interaction characteristics;
 - d. Enhanced context with the surroundings.

Because the landscape buffer along the arterial street (i.e. N. Eagle Rd./SH-55) is counted toward the required common open space, compliance with these standards is required. Ten-foot-wide multi-use pathways are proposed along both the arterial and collector streets. If the use is approved, the landscape plan submitted with the Certificate of Zoning Compliance application should include details that demonstrate compliance with this standard.

D. Site development amenities

1. All multi-family developments shall provide for quality of life, open space and recreation amenities to meet the particular needs of the residents as follows:
 - a. Quality of life.
 - (1) Clubhouse
 - (2) Fitness facilities
 - (3) Enclosed bike storage
 - (4) Public art such as a statue
 - (5) Dog park with waste station
 - (6) Commercial outdoor kitchen
 - (7) Fitness course
 - (8) Enclosed storage
 - b. Open space
 - (1) Community garden
 - (2) Ponds or water features
 - (3) Plaza
 - (4) Picnic area including tables, benches, landscaping and a structure for shade.
 - c. Recreation

- (1) Pool
 - (2) Walking trails
 - (3) Children's play structures
 - (4) Sports courts
- d. Multi-modal amenity standards.
 - (1) Bicycle repair station
 - (2) Park and ride lot
 - (3) Sheltered transit stop
 - (4) Charging stations for electric vehicles
- 2. The number of amenities shall depend on the size of multi-family development as follows:
 - a. For multi-family developments with less than twenty (20) units, two (2) amenities shall be provided from two (2) separate categories.
 - b. For multi-family development between twenty (20) and seventy-five (75) units, three (3) amenities shall be provided, with one (1) from each category.
 - c. For multi-family development with seventy-five (75) units or more, four (4) amenities shall be provided, with at least one (1) from each category.
 - d. For multi-family developments with more than one hundred (100) units, the decision-making body shall require additional amenities commensurate to the size of the proposed development.

A total of 88 units are proposed; therefore, a minimum of four (4) amenities are required with at least one (1) from each category. The following amenities are proposed from each of the required categories in accord with the standard:

*Quality of life: dog park (**a waste station is required to be provided**)*

Open space: water feature with a seating area

Recreation: walking trails

Multi-modal: (2) charging stations for electric vehicles

- 3. The decision-making body shall be authorized to consider other improvements in addition to those provided under this subsection D, provided that these improvements provide a similar level of amenity.

E. Landscaping requirements

- 1. Development shall meet the minimum landscaping requirements in accord with Chapter 3, "Regulations Applying to All Districts", of this Title. *Street buffer landscaping is required with development of the subdivision per the standards in UDC 11-3B-7C. Parking lot landscaping is required with site development per the standards in UDC 11-3B-8C and will be reviewed for compliance with these standards with the Certificate of Zoning Compliance application.*
- 2. All street facing elevations shall have landscaping along their foundation. The foundation landscaping shall meet the following minimum standards:
 - a. The landscaped area shall be at least three (3) feet wide.

- b. For every three (3) linear feet of foundation, an evergreen shrub having a minimum mature height of twenty-four (24) inches shall be planted.
- c. Ground cover plants shall be planted in the remainder of the landscaped area.

*The landscape plan depicts landscaping along building foundations but a plant schedule or calculations table is not included to determine compliance. **If the use is approved, the landscape plan submitted with the Certificate of Zoning Compliance should clearly reflect compliance with these standards.***

- F. Maintenance and ownership responsibilities. All multi-family developments shall record legally binding documents that state the maintenance and ownership responsibilities for the management of the development, including, but not limited to, structures, parking, common areas, and other development features.
- G. Police access under exigent circumstances. Multifamily developments with units that take access via secured common corridors shall install and maintain a keyless entry system, or suitable alternative, to provide police access to the common corridors under exigent circumstances. The keyless entry system or alternative shall be subject to review and approval by the Meridian Police Department. ***The developer should obtain approval by MPD for any such systems.***

E. Design Standards Analysis

- 1. Structure and Site Design Standards (UDC 11-3A-19):
*There are no existing structures on this site. There is an existing 10' wide detached sidewalk and street buffer along E. River Valley St. **Future development of the site is required to comply with the structure and site design standards in UDC 11-3A-19 and the design standards in the Architectural Standards Manual.***

- 2. Lighting (UDC 11-3A-11)

Outdoor lighting should comply with the standards in UDC 11-3A-11.

Pedestrian lighting is required along the multi-use pathway adjacent to N. Eagle Rd./SH-55 as set forth in UDC 11-3H-4C.3 (see standards for specific details).

- 3. Landscaping (UDC 11-3B):

Landscape buffers along streets

UDC Requirement	Proposed/Analysis
Arterial Road/entryway corridor: 35' (Eagle Rd./SH-55)	A 38.5' wide street buffer is proposed as depicted on the cross-section included on the elevation plan sheet in accord with UDC standards; and a 20' wide buffer exists along River Valley.
Collector street: 20' (River Valley)	

The Applicant is proposing water conserving landscaping within the street buffer along N. Eagle Rd./SH-55, which must comply with the standards in UDC 11-3B-50. The buffer is also required to comply with the enhanced buffer standards listed in UDC 11-3B-7C.3f and 11-4-3-27C.9 – include call-outs/details on what is proposed toward these

requirements. The street buffer along E. River Valley St. was installed with previous development.

Parking lot landscaping

Landscaping is required to be provided in and around the perimeter of all parking areas per the standards listed in UDC 11-3B-8.

Storm integration

An adequate storm drainage system shall be required in all developments in accord with the city's adopted standards, specifications and ordinances. Design and construction shall follow Best Management Practice as adopted by the city.

Development will be required to meet UDC 11-3B-11 for stormwater integration.

4. **Parking (UDC 11-3C):**

Multi-family residential parking analysis (see UDC Table 11-3C-6, Multi-family Dwelling)

UDC Requirement	Proposed/Analysis
Studio (1 space) 1 bedroom (1.5 spaces) 2 bedrooms (2 spaces) Guest parking (1 per 10 units) Based on 20 studio, 44 1-bedroom and 24 2-bedroom units, a minimum of 143 spaces are required, including guest parking, with 58 of those being covered in a garage or carport.	A total of 143 spaces are proposed with 68 of those being covered spaces, which meets the minimum standard.

The overall site plan notes a total of nine (9) parking spaces were eliminated along the west boundary of Phase 1 that abuts this phase to accommodate cross-access drives. A parking analysis for the overall development is included – a total of 762 spaces are required, a total of 751 are provided, which is 11 fewer than the minimum required number. If Commission/Council decides to approve this application, revisions are needed to the site plan to accommodate the additional spaces on this site in order to comply with the minimum parking required for the overall development.

Bicycle parking analysis

A minimum of one (1) bicycle parking space must be provided for every 25 vehicle spaces or portion thereof per UDC 11-3C-6G; bicycle parking facilities are required to comply with the location and design standards listed in UDC 11-3C-5C.

A minimum of six (6) spaces are required based on the minimum number of spaces required. The applicant is proposing two bicycle racks – one at each of the buildings – with a total of six (6) bicycle parking spaces in accord with this standard.

5. **Building Elevations (Architectural Standards Manual):**

Conceptual building elevations were submitted for the proposed structures as shown in Section VII.G. Two (2) 4-story 44-unit apartment buildings are proposed. Perspective drawings were also submitted that are included in the [project file](#) (“Presentation for PZ

Meeting”). Building materials consist of stucco and fiber cement board and batten siding with stone veneer accents. **Final design is required to comply with the design standards in the Architectural Standards Manual.**

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

Noise abatement is required for residential uses along state highways per the standards in UDC 11-3H-4D. An 8’ tall pre-cast sound wall is proposed within the street buffer along N. Eagle Rd./SH-55 on top of a 2’ tall berm. A cross-section of the street buffer depicting the location of the wall is included below in Section VII.G and VII.J that depicts the top of the berm/wall to be 10’ higher than the elevation at the centerline of the state highway as required. **An exhibit should be submitted that demonstrates compliance with all of the required standards along with a detail of the wall that demonstrates it’s a sound attenuating material.**

If the use is approved, Staff recommends the multi-family apartment buildings incorporate sound-attenuating construction materials and design features sufficient to achieve an interior noise level of 45 dBA Ldn/CNEL or less in all habitable rooms, as verified by an acoustical analysis prepared by a qualified professional. Building permits should not be issued until compliance with this standard has been demonstrated.

F. Transportation Analysis

ACHD has reviewed this application and has determined there are no improvements required to the adjacent streets with development of this property as proposed. Comments have not been received from ITD, who has jurisdiction over SH-55.

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

A right-in/right-out access is proposed via E. River Valley St., a collector street along the southern boundary of the site; no access is proposed or allowed via N. Eagle Rd./SH-55. Access is also proposed through the adjacent Regency at River Valley apartment complex to the east under the same ownership via the main access to that development from E. River Valley St., which is a full-access and from N. Records Ave. to the east, also a full-access. **A reciprocal cross-access/ingress-egress easement will be required with the property to the east if approved.**

The property to the north was required to grant emergency vehicle access to this property if developed with a residential use (H-2022-0009 Copper Canary – DA Inst. #2022-048293). **The site plan does not depict an access drive from the north; the Fire Dept. will determine if this access is still necessary with access available through the adjacent development to the east via Records Ave.**

2. Pedestrian Connectivity (UDC 11-3A-5, UDC 11-3A-8, UDC 11-3A-17):

There is an existing 10’ wide detached pathway/sidewalk along E. River Valley St.; no sidewalk exists along N. Eagle Rd./SH-55. A 10’ wide detached multi-use pathway is proposed along N. Eagle Rd./SH-55 in accord with the Pathways Master Plan. **If the pathway lies outside of ACHD’s adjacent right-of-way for Eagle Rd., a 14’ wide public pedestrian easement should be provided for the pathway as required by the Park’s Dept. The pathway should align with and connect to the existing pathway segments to the north and south. The pathway on the property to the north stops short approximately 7’ from the south boundary of that property. The Applicant should make a good-faith effort to obtain permission from that land owner to complete the off-site portion of pathway to provide a continuous pathway along Eagle Rd./SH-55 in this area.**

Staff recommends a pedestrian connection is provided from the proposed development to the multi-use pathway if the project is approved.

Internal walking paths/sidewalks are proposed within the development to common open space and parking areas and to the apartment complex to the east for interconnectivity.

G. Services Analysis

1. Pressurized Irrigation (UDC 11-3A-15):

The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (UDC 11-3B-6). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.

2. Storm Drainage (UDC 11-3A-18):

An adequate storm drainage system is required in all developments in accord with the City's adopted standards, specifications and ordinances. Design and construction shall follow best management practice as adopted by the City as set forth in UDC 11-3A-18.

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

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. All utilities are available to the site. Water main, fire hydrant and water service require a twenty-foot (20) wide easement that extends ten (10) feet past the end of main, hydrant, or water meter. No permanent structures, including trees and walls/fences, are allowed inside the easement.

Existing sewer runs through the property. Any unused services shall be abandoned per the UDC.

IV. CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

Staff is recommending denial of the proposed development agreement modification and consequently the conditional use permit applications; therefore, conditions of approval are not included.

If the Commission and/or City Council determines the proposed development agreement modification is in the best interest of the City with the proposed development plan, the project should be continued to a later hearing date in order for Staff to prepare recommended conditions of approval.

B. Meridian Public Works

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=445128&dbid=0&repo=MeridianCity>

C. Meridian Parks Department

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=445129&dbid=0&repo=MeridianCity>

D. Idaho Department of Environmental Quality (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=445554&dbid=0&repo=MeridianCity>

E. Ada County Highway District (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=445673&dbid=0&repo=MeridianCity>

F. City of Meridian School Impact Memo for West Ada School District

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=446171&dbid=0&repo=MeridianCity>

G. Idaho Transportation Department (ITD)

No comments were received

V. FINDINGS

Note: Approval of the Conditional Use Permit is contingent upon City Council's approval of a modification to the existing Development Agreement to allow the proposed use and development plan.

A. Conditional Use (UDC 11-5B-6E)

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

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

Staff finds the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the districts in which the use is located for this Phase; however, with the provision of cross-access to the existing development, a total of 9 spaces will be removed from Phase 1, resulting in a shortage of 11 spaces overall for the development.

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

Staff finds that the proposed multi-family development is consistent with certain policies of the Meridian Comprehensive Plan as it contributes to the mix of land uses and provides higher-density housing opportunities envisioned under the MU-R Future Land Use Map (FLUM) designation. The site's proximity to major transportation corridors and activity centers also supports the Plan's goals for concentrating higher-density residential development in appropriate locations near these corridors.

However, the Comprehensive Plan also places significant emphasis on ensuring compatibility between adjacent developments through appropriate transitions in building height, massing, scale, and intensity, while protecting public health and safety. Staff finds that the proposed 4-story buildings do not provide an adequate transition to the adjacent existing commercial development along the Eagle Road corridor. The proposed building height, massing, and overall scale are not compatible with development patterns along Eagle Rd./SH-55 and fail to achieve the level of transition contemplated by the Comprehensive Plan.

In addition, Staff finds that the location of residential units immediately adjacent to the state highway raises public health and safety concerns. Future residents may be exposed to reduced air quality associated with highway traffic, while existing traffic volumes and vehicular conflicts in the area present additional safety concerns.

Therefore, while the proposed use is generally consistent with the site's MU-R future land use designation, Staff finds that the proposed development is not harmonious with the Meridian Comprehensive Plan because it does not adequately address the Plan's policies regarding compatibility, appropriate transitions, and the protection of public health and safety.

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

Staff finds that the proposed operation and maintenance of the use would be generally compatible with adjacent multifamily residential development to the east and commercial uses to the north and south. However, the proposed building design and scale are not compatible with the existing development pattern along N. Eagle Road. Specifically, the proposed building height and massing are substantially greater than the adjacent single-story

commercial buildings (with higher parapets) to the north and south, and the project does not provide an adequate transition in building height. As a result, the proposal would adversely alter the existing character of the corridor and is not consistent with the intended character of the general vicinity. Therefore, Staff finds that this criterion is not met.

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

Staff finds the proposed use as designed is not in the best interest of the City in the proposed location and recommends denial of the proposed development agreement modification and consequently the conditional use permit; therefore, conditions of approval are not included.

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

Staff finds the proposed use could be adequately served by essential public facilities and services as required. The school impact data submitted by the Planning Dept. anticipates area schools could accommodate the extra 18 students estimated to be generated from this development and would still be under capacity.

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

Staff finds the proposed use would not create additional costs for public facilities and services and would not be detrimental to the economic welfare of the community.

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

Staff finds that the proposed use does not satisfy this criterion. The proposed use is expected to exacerbate existing traffic and congestion issues in the area by adding vehicle trips and increasing exhaust emissions that will adversely affect nearby residents and the general welfare. While the proposed use is not anticipated to generate excessive noise, smoke, glare, or odors, the increased traffic impacts are considered detrimental to persons, property, and the general welfare.

8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance.

Staff finds the proposed use will not result in the destruction, loss or damage of any such features.

9. Additional findings for the alteration or extension of a nonconforming use:

Not applicable

10. That the proposed nonconforming use does not encourage or set a precedent for additional nonconforming uses within the area; and,

Not applicable

11. That the proposed nonconforming use is developed to a similar or greater level of conformity with the development standards as set forth in this title as compared to the level of development of the surrounding properties.

Not applicable

VI. ACTION

A. Staff:

Staff recommends denial of the Development Agreement Modification and consequently the Conditional Use Permit per the Analysis in Section III and the Findings in Section IV.

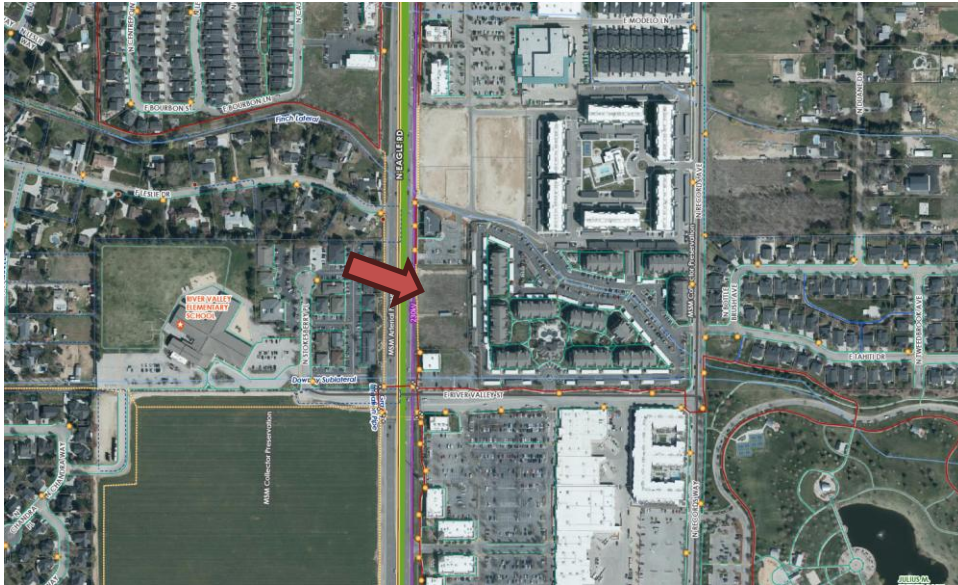
B. Commission: Pending

C. City Council: Pending

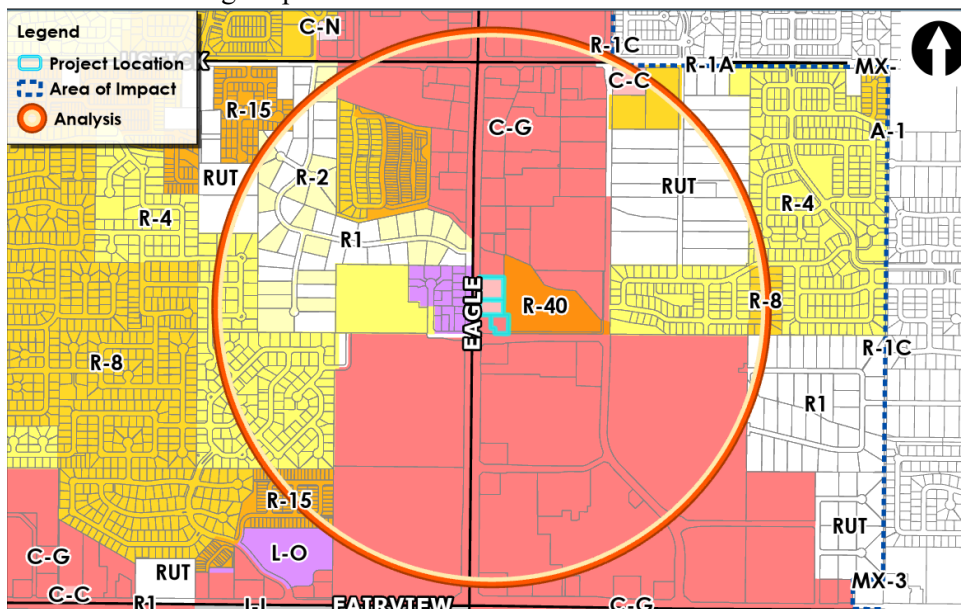
VII. EXHIBITS

A. Project Area Maps

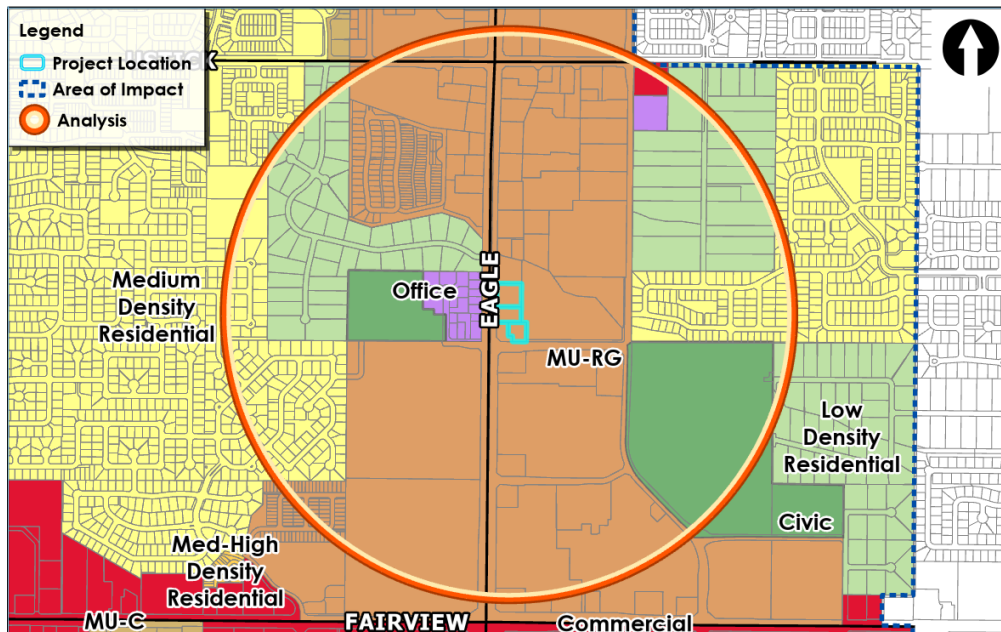
1. Aerial



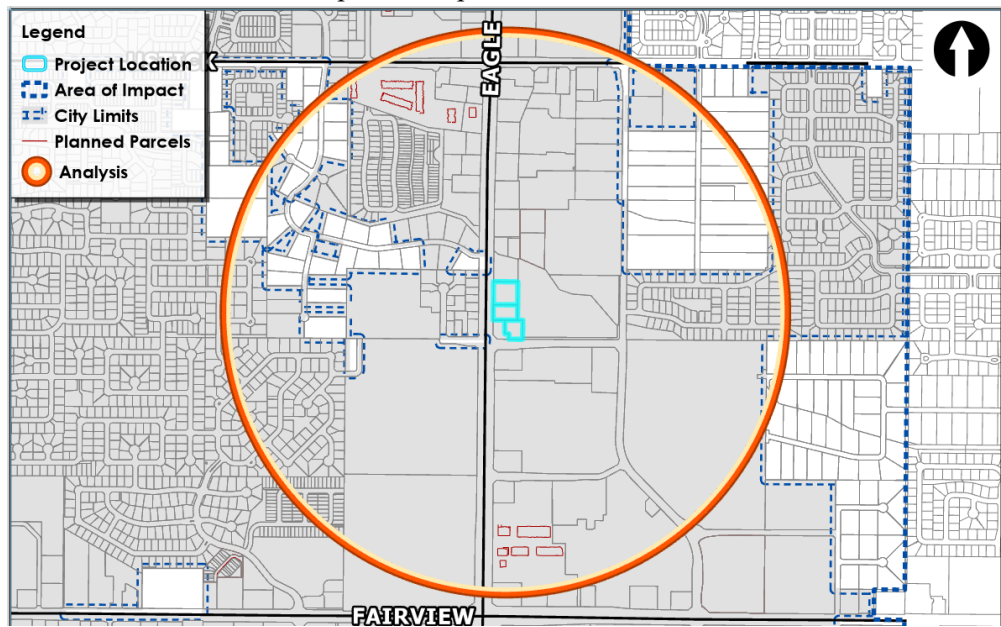
2. Zoning Map



3. Future Land Use



4. Planned Development Map



B. Service Accessibility Tool (Existing Conditions)

PARCEL S1104234010 SERVICE ACCESSIBILITY

Overall Score: 39	98th Percentile
--------------------------	------------------------

Criteria	Description
Location	In City Limits
Extension Sewer	Trunkshed mains < 500 ft. from parcel
Floodplain	Either not within the 100 yr floodplain or > 2 acres
Emergency Services Fire	Response time < 5 min.
Emergency Services Police	Reporting District meets response time goals most of
Pathways	Within 1/4 mile of current pathways
Transit	Within 1/4 mile of current transit route
Arterial Road Buildout Status	Ultimate configuration (# of lanes in master streets plan)
School Walking Proximity	Within 1/2 mile walking
School Drivability	Either a High School or College within 2 miles OR a
Park Walkability	Either a Regional Park within 1 mile OR a Community

Report generated on 06-22-2026 by MERIDIAN\sallen

C. Subject Site Photos (from Google)

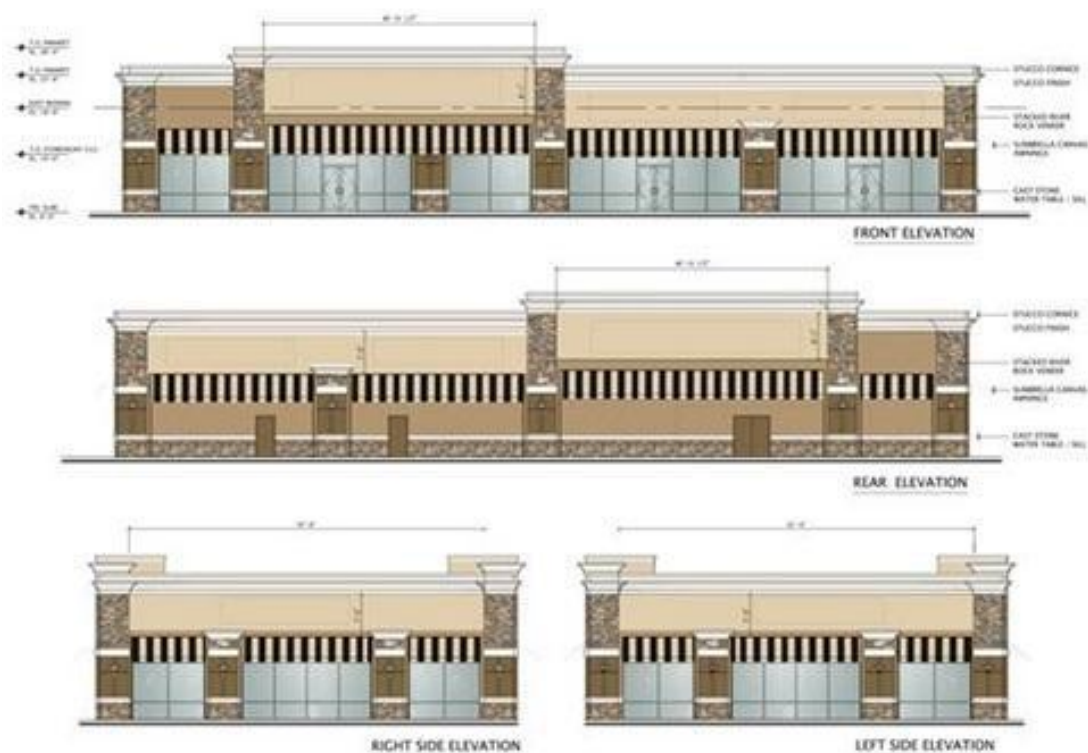
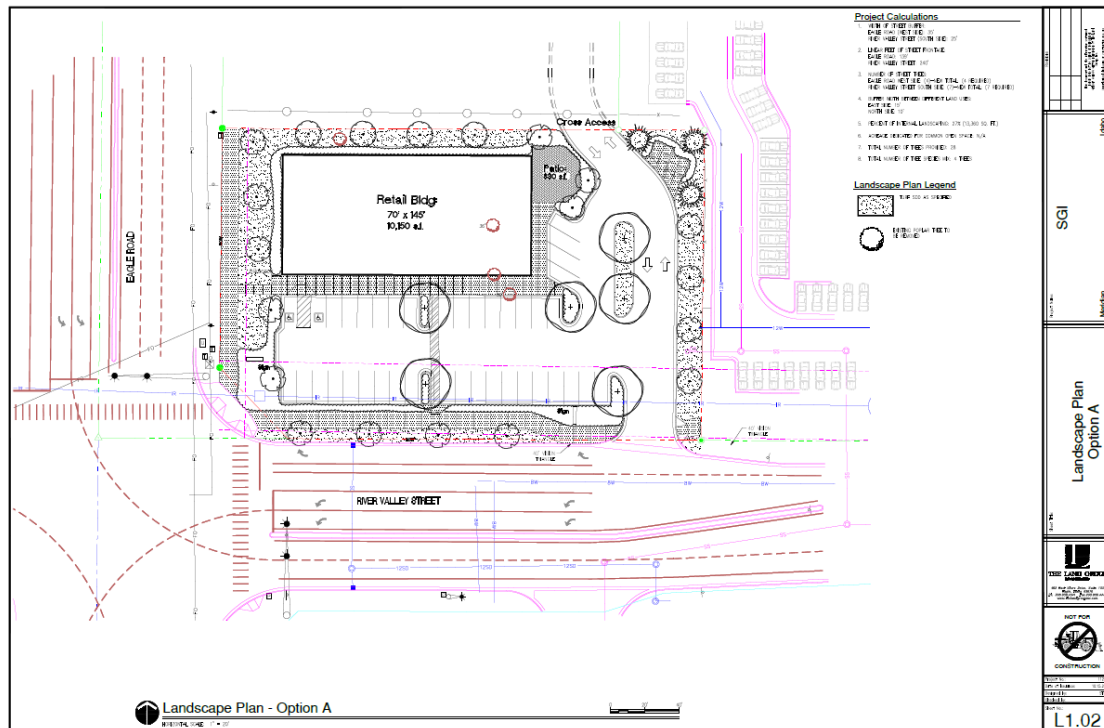
View looking southeast from N. Eagle Rd.:



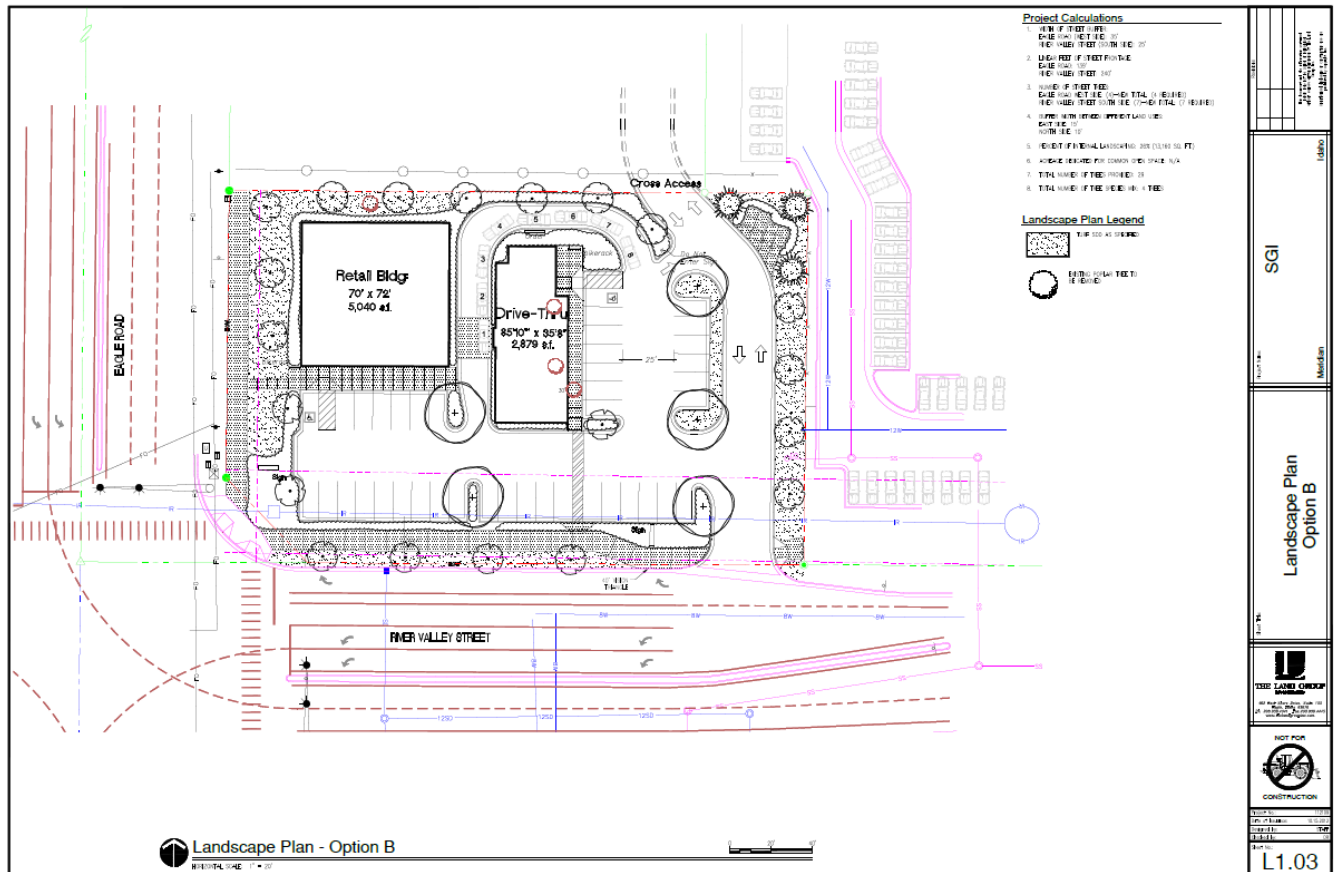
View looking north from E. River Valley St.:



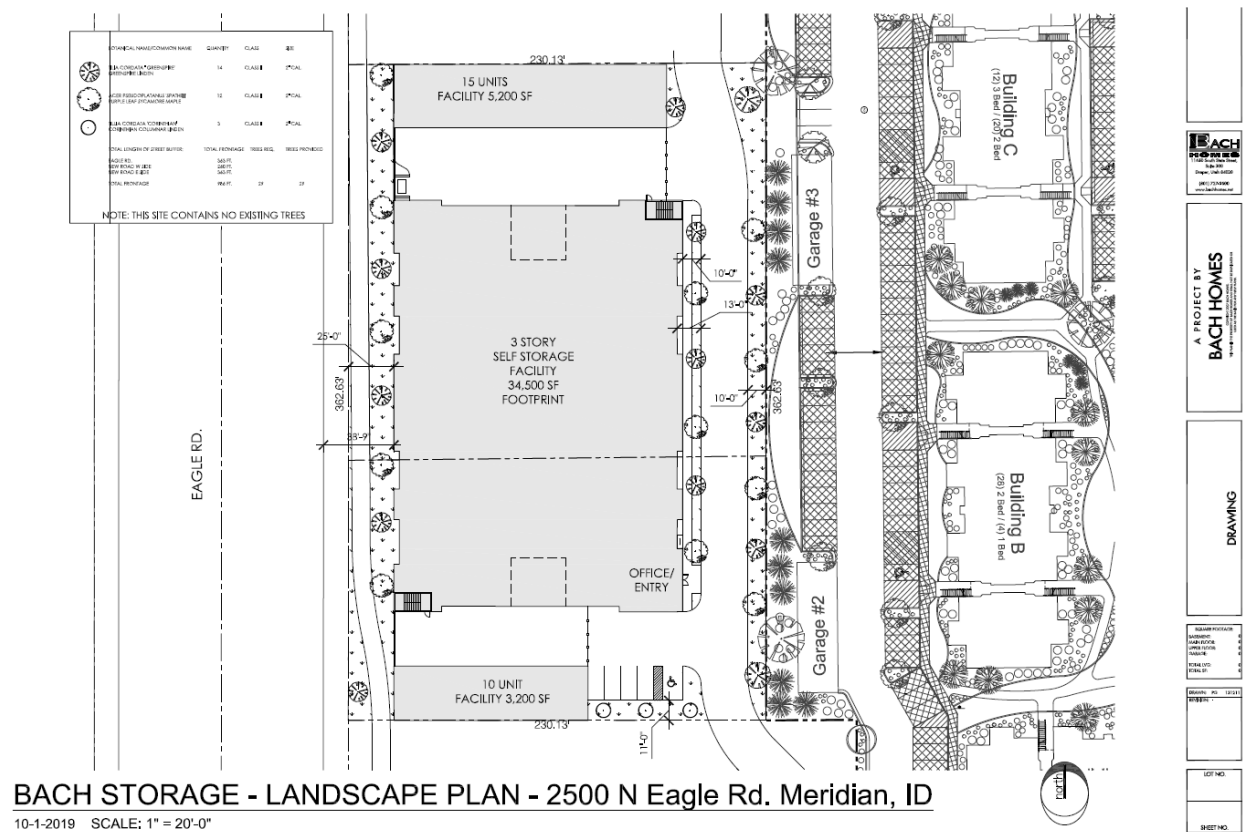
SGI (AZ-12-010 – Inst. #113005608) (south parcel):
Option A:



Option B:

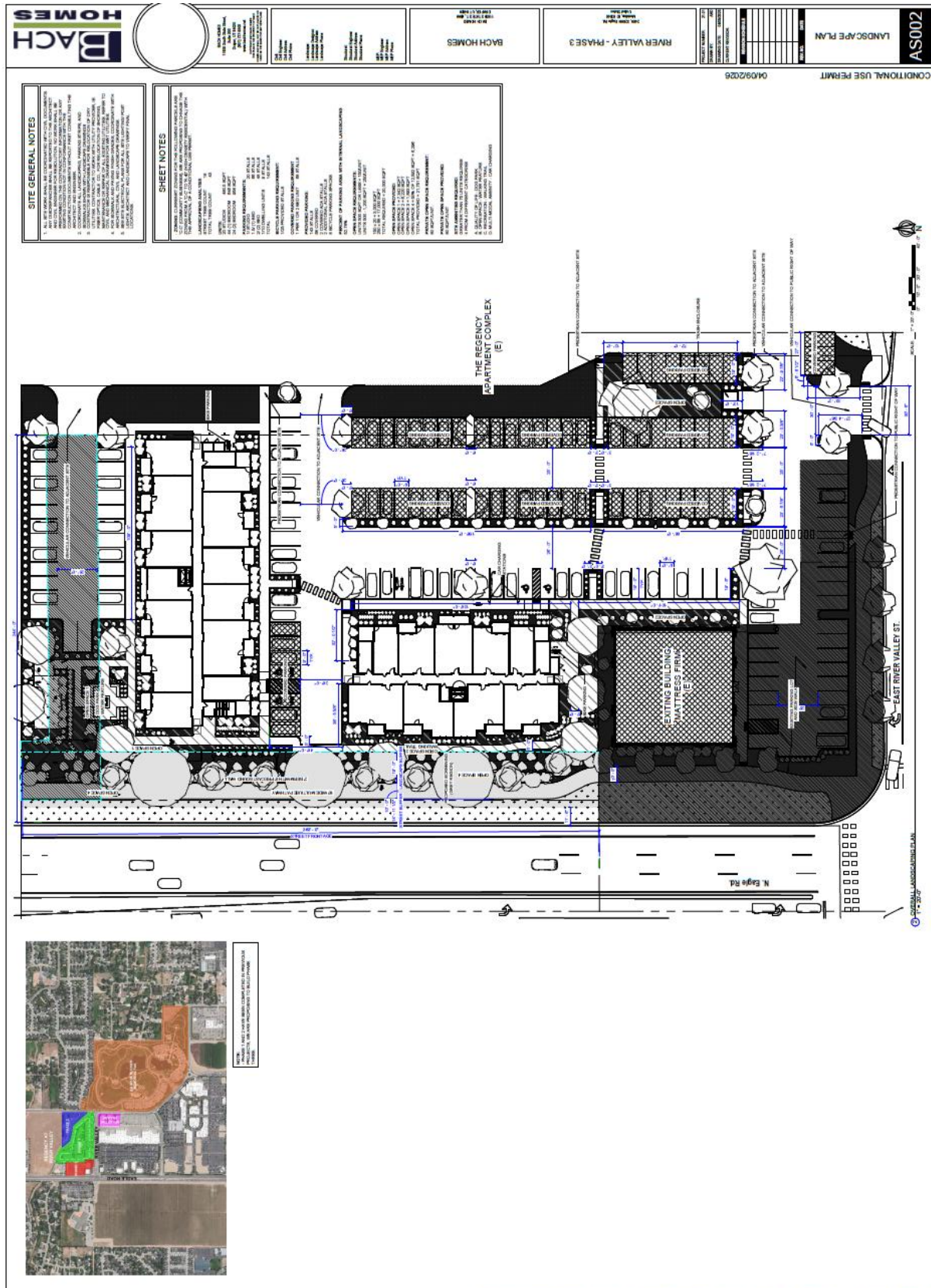


Bach Storage (H-2019-0121 – Inst. #2020-062947) (northern parcels):



[illegible]

F. Proposed Landscape Plan (date: 4/9/2026)



EXTERIOR MATERIALS LEGEND

1	BRICK	2	STONE	3	STUCCO
4	WOOD	5	GLASS	6	ROOFING
7	PAINT	8	LANDSCAPE	9	UTILITIES
10	DRIVEWAY	11	PARKING	12	WALKWAY
13	BIKEWAY	14	TRAIL	15	WATER
16	SEWER	17	ELECTRIC	18	TELEPHONE
19	CABLE	20	INTERNET	21	TELEVISION
22	RADIO	23	TELEPHONE	24	TELEVISION
25	RADIO	26	TELEPHONE	27	TELEVISION
28	RADIO	29	TELEPHONE	30	TELEVISION
31	RADIO	32	TELEPHONE	33	TELEVISION
34	RADIO	35	TELEPHONE	36	TELEVISION
37	RADIO	38	TELEPHONE	39	TELEVISION
40	RADIO	41	TELEPHONE	42	TELEVISION
43	RADIO	44	TELEPHONE	45	TELEVISION
46	RADIO	47	TELEPHONE	48	TELEVISION
49	RADIO	50	TELEPHONE	51	TELEVISION
52	RADIO	53	TELEPHONE	54	TELEVISION
55	RADIO	56	TELEPHONE	57	TELEVISION
58	RADIO	59	TELEPHONE	60	TELEVISION
61	RADIO	62	TELEPHONE	63	TELEVISION
64	RADIO	65	TELEPHONE	66	TELEVISION
67	RADIO	68	TELEPHONE	69	TELEVISION
70	RADIO	71	TELEPHONE	72	TELEVISION
73	RADIO	74	TELEPHONE	75	TELEVISION
76	RADIO	77	TELEPHONE	78	TELEVISION
79	RADIO	80	TELEPHONE	81	TELEVISION
82	RADIO	83	TELEPHONE	84	TELEVISION
85	RADIO	86	TELEPHONE	87	TELEVISION
88	RADIO	89	TELEPHONE	90	TELEVISION
91	RADIO	92	TELEPHONE	93	TELEVISION
94	RADIO	95	TELEPHONE	96	TELEVISION
97	RADIO	98	TELEPHONE	99	TELEVISION
100	RADIO	101	TELEPHONE	102	TELEVISION
103	RADIO	104	TELEPHONE	105	TELEVISION
106	RADIO	107	TELEPHONE	108	TELEVISION
109	RADIO	110	TELEPHONE	111	TELEVISION
112	RADIO	113	TELEPHONE	114	TELEVISION
115	RADIO	116	TELEPHONE	117	TELEVISION
118	RADIO	119	TELEPHONE	120	TELEVISION
121	RADIO	122	TELEPHONE	123	TELEVISION
124	RADIO	125	TELEPHONE	126	TELEVISION
127	RADIO	128	TELEPHONE	129	TELEVISION
130	RADIO	131	TELEPHONE	132	TELEVISION
133	RADIO	134	TELEPHONE	135	TELEVISION
136	RADIO	137	TELEPHONE	138	TELEVISION
139	RADIO	140	TELEPHONE	141	TELEVISION
142	RADIO	143	TELEPHONE	144	TELEVISION
145	RADIO	146	TELEPHONE	147	TELEVISION
148	RADIO	149	TELEPHONE	150	TELEVISION
151	RADIO	152	TELEPHONE	153	TELEVISION
154	RADIO	155	TELEPHONE	156	TELEVISION
157	RADIO	158	TELEPHONE	159	TELEVISION
160	RADIO	161	TELEPHONE	162	TELEVISION
163	RADIO	164	TELEPHONE	165	TELEVISION
166	RADIO	167	TELEPHONE	168	TELEVISION
169	RADIO	170	TELEPHONE	171	TELEVISION
172	RADIO	173	TELEPHONE	174	TELEVISION
175	RADIO	176	TELEPHONE	177	TELEVISION
178	RADIO	179	TELEPHONE	180	TELEVISION
181	RADIO	182	TELEPHONE	183	TELEVISION
184	RADIO	185	TELEPHONE	186	TELEVISION
187	RADIO	188	TELEPHONE	189	TELEVISION
190	RADIO	191	TELEPHONE	192	TELEVISION
193	RADIO	194	TELEPHONE	195	TELEVISION
196	RADIO	197	TELEPHONE	198	TELEVISION
199	RADIO	200	TELEPHONE	201	TELEVISION
202	RADIO	203	TELEPHONE	204	TELEVISION
20					

ELEVATIONS



West Façade With Year 1 Trees and Fence

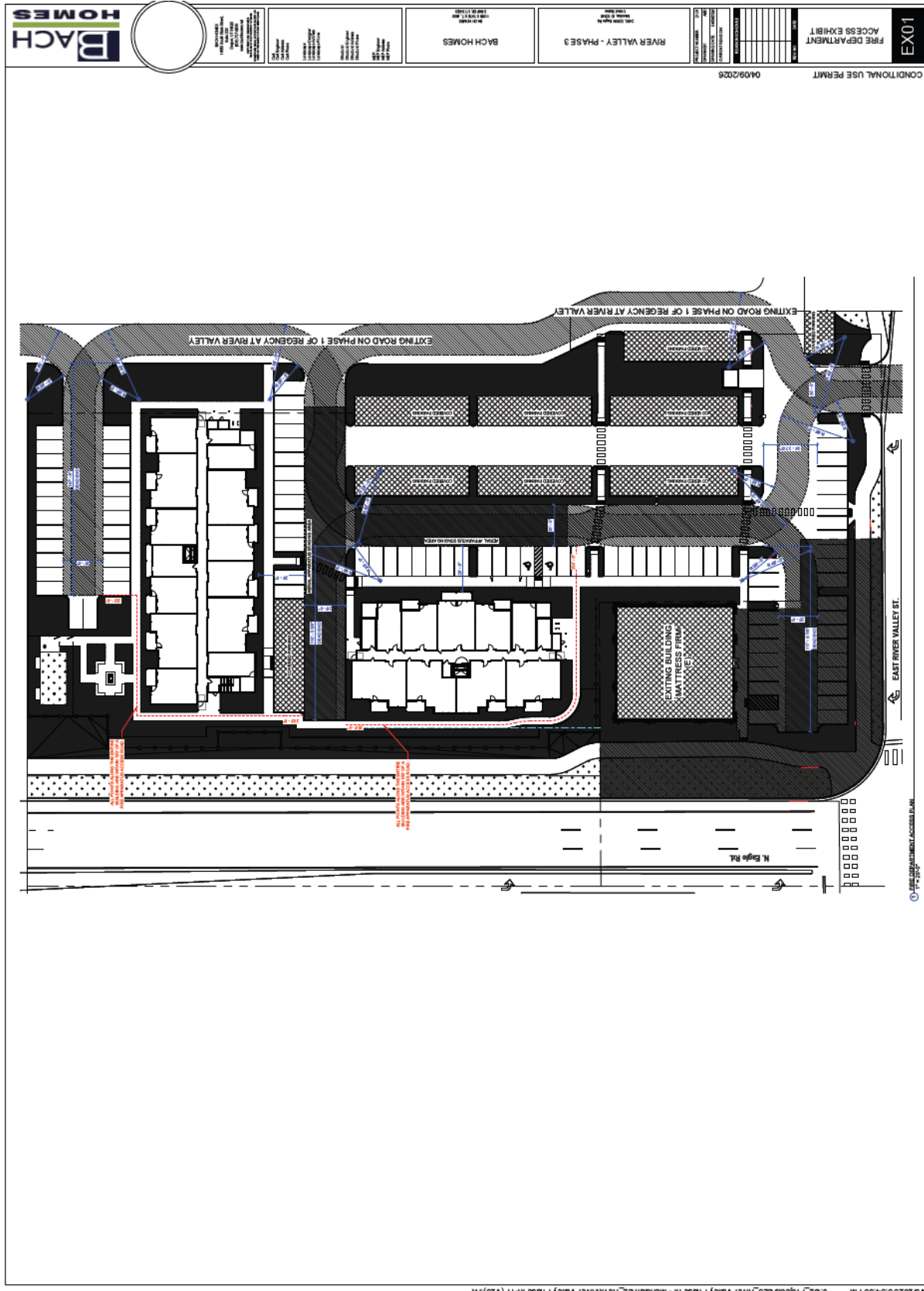


West Façade With Year 10 Trees and Fence



West Façade Without Trees and Fence

H. Fire Emergency Access Exhibit (date: 4/9/2026)



I. Legal Description for Property Subject to New Development Agreement



August 9, 2021
Project No. 21-159
Bach Investments, LLC
Conditional Use Permit
Legal Description

Exhibit A

A parcel of land being Lot 2, Block 1 of Rivervalley Retail Subdivision (Book 106 of plats, pages 14591-14593) and a portion of the Southwest 1/4 of the Northwest 1/4 of Section 4, Township 3 North, Range 1 East, Boise Meridian, City of Meridian, Ada County, Idaho and being more particularly described as follows:

Commencing at a found brass cap marking the West 1/4 corner of said Section 4, which bears S00°36'00"W a distance of 2,611.39 feet from a found brass cap marking the Northwest corner of said Section 4, thence following the westerly line of said Section 4, N00°36'00"E a distance of 180.44 feet;

Thence leaving said westerly line, S89°24'00"E a distance of 70.00 feet to a found 1/2-inch rebar marking the Northwest corner of said Rivervalley Retail Subdivision, on the easterly right-of-way line of North Eagle Road and being the **POINT OF BEGINNING**.

Thence following said easterly right-of-way line, N00°36'00"E a distance of 363.50 feet to a found 5/8-inch rebar;

Thence leaving said easterly right-of-way line, S89°23'52"E a distance of 230.02 feet to a found aluminum cap on the westerly boundary line of Bach Subdivision (Book 113 of plats, pages 16608-16611);

Thence following said westerly subdivision boundary line the following four (4) courses:

1. S00°33'50"W a distance of 217.06 feet to a found aluminum cap;
2. S00°36'08"W a distance of 145.00 feet to a found 5/8-inch rebar on the northerly boundary line of Rivervalley Retail Subdivision;
3. S89°45'23"E a distance of 49.86 feet;
4. S00°36'08"W a distance of 180.00 feet to the northerly right-of-way line of East River Valley Street;

Thence leaving said westerly subdivision boundary line and following said northerly right-of-way line, N89°45'23"W a distance of 129.75 feet to the westerly boundary line of said Lot 2;

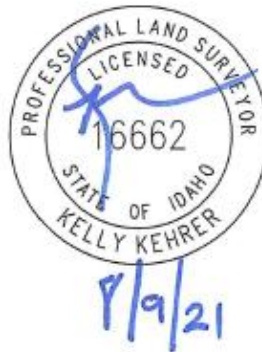
Thence leaving said northerly right-of-way line and following the westerly boundary line of said Lot 2 the following three (3) courses:

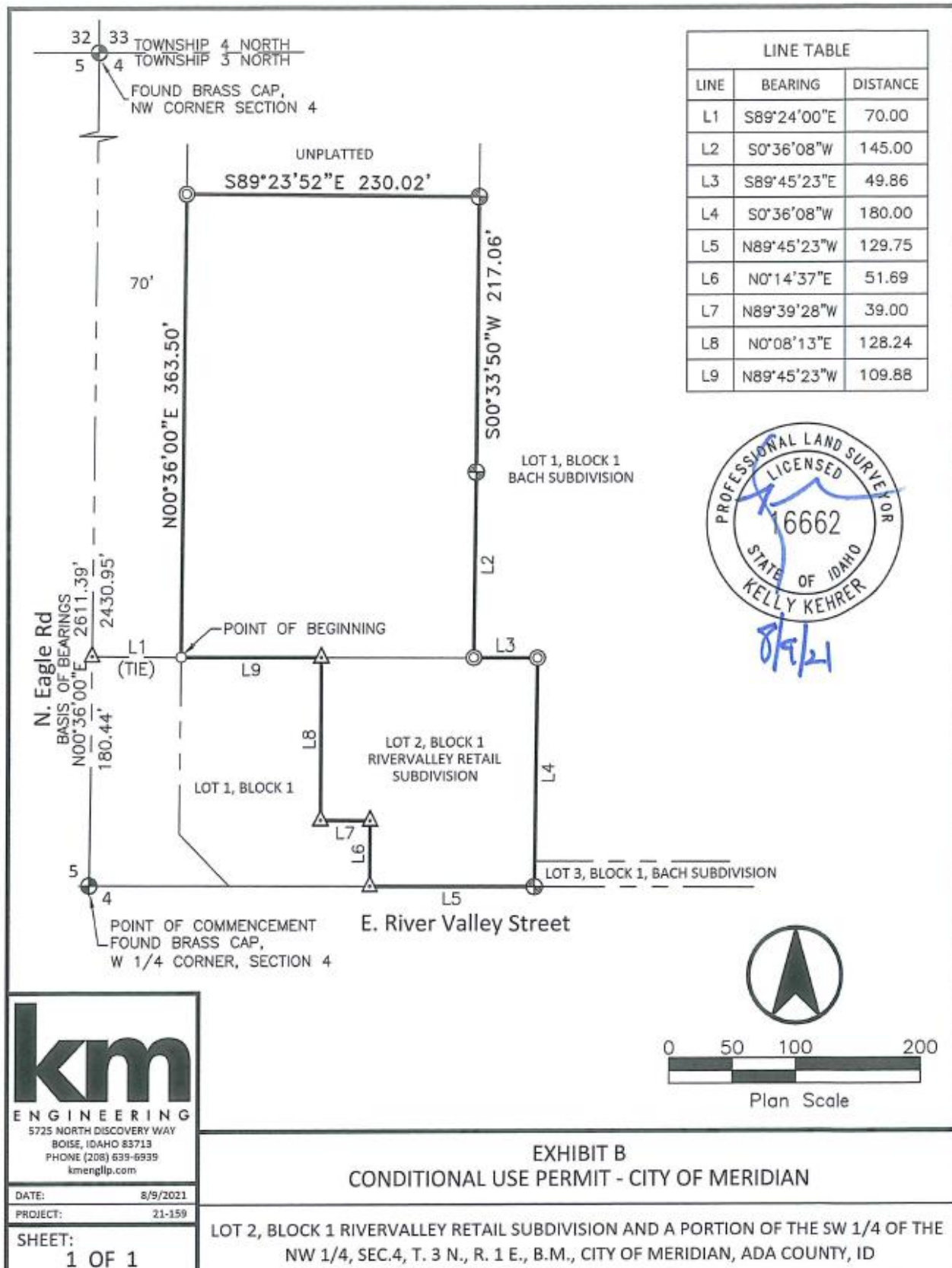
1. N00°14'37"E a distance of 51.69 feet;
2. N89°39'28"W a distance of 39.00 feet;
3. N00°08'13"E a distance of 128.24 feet to the northerly boundary line of said Rivervalley Retail Subdivision;

Thence leaving the westerly boundary line of said Lot 2 and following said northerly subdivision boundary line, N89°45'23"W a distance of 109.88 feet to the **POINT OF BEGINNING**. Said parcel contains 2.570 acres, more or less, and is subject to all existing easements and/or rights-of-way of record.

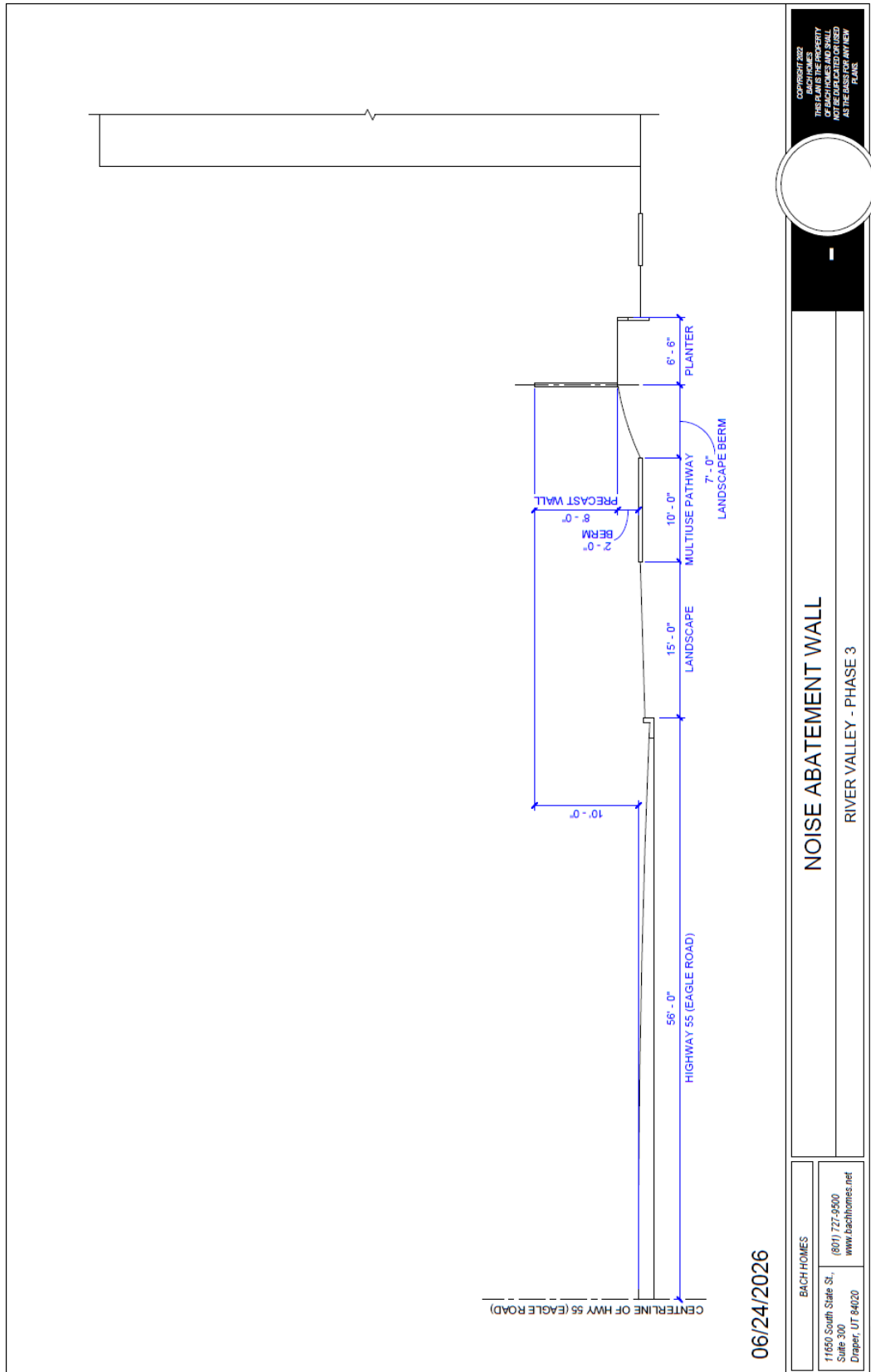
All subdivisions, deeds, records of surveys, and other instruments of record referenced herein are recorded documents of the county in which these described lands are situated in.

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



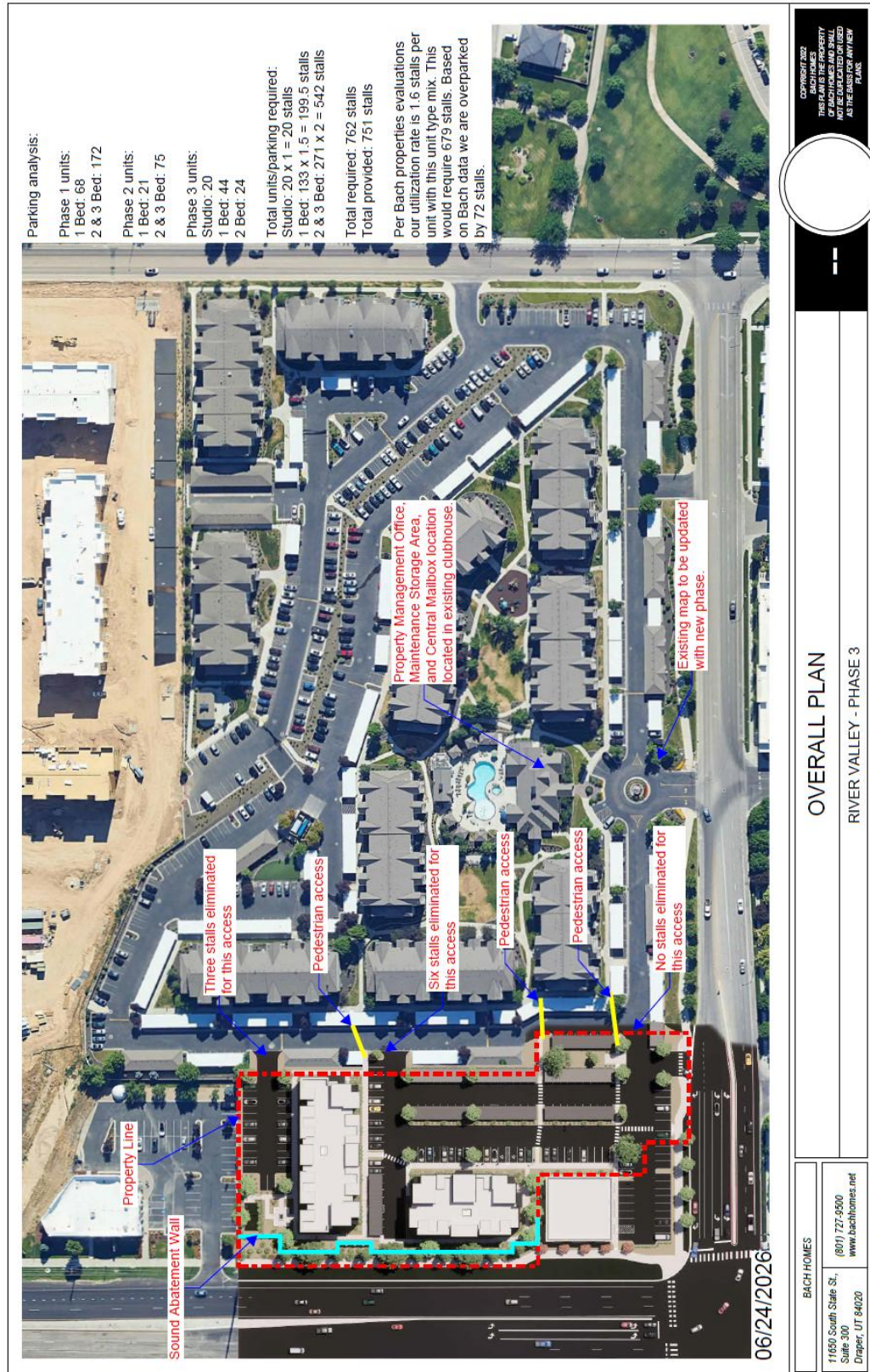


J. Cross-Section of Street Buffer along Eagle Rd. with Noise Abatement Berm & Wall

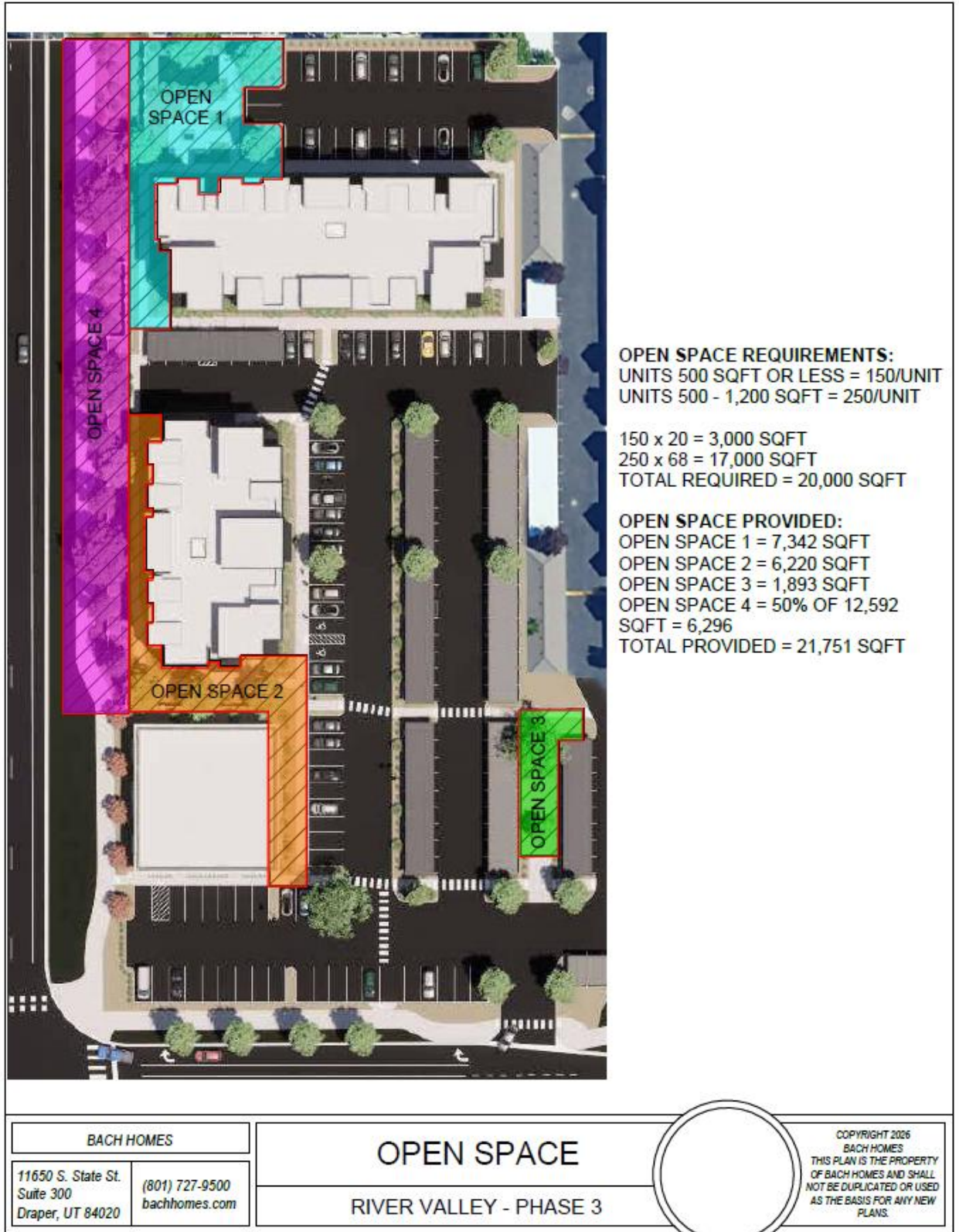




K. Overall Site Plan



L. Open Space Exhibit



VIII. ADDITIONAL NOTES & DETAILS FOR STAFF REPORT MAPS, TABLES, AND CHARTS

(link to [Community Metrics](#))

A. Service Assessment Notes

This data represents existing conditions derived from our enterprise application and GIS database, exported through dynamic reporting. The system references the most recent available data from various sources, including sewer main lines, sewer trunk sheds, floodplain, fire service areas and response times, police crime reporting, pathway information, existing and planned transit, roadway improvements, school and park proximity, and other resources.

The tool provides context for project review, using multiple indicators consistently. Data from similar topics may vary based on different levels of review.

The overall score is based on weighted criteria (not a ranked order), and the percentile score compares the parcel to others in the city (higher is better). This tool was developed as a City Council priority and outcome of the 2019 Comprehensive Plan. Scores, whether high or low, are just one data point and should not be the sole basis for decisions.