

COMMUNITY DEVELOPMENT DEPARTMENT REPORT

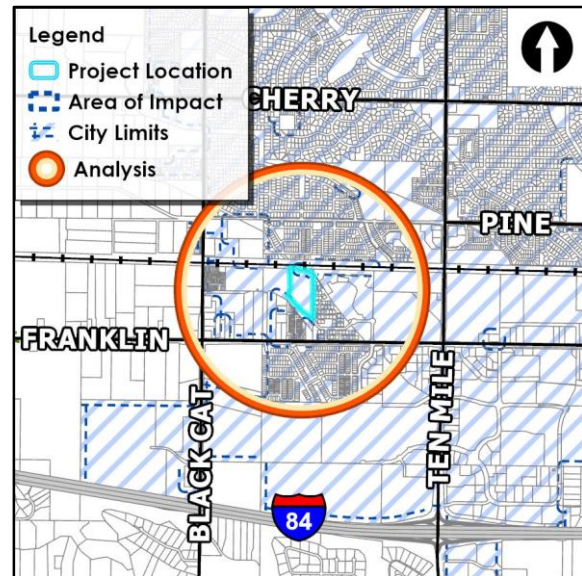


HEARING DATE: 2/6/2025
TO: Planning & Zoning Commission
FROM: Linda Ritter, Associate Planner
208-884-5533
lritter@meridiancity.org

APPLICANT: Laren Bailey, Conger Group

SUBJECT: H-2024-0043
Newkirk East MDA, PP

LOCATION: Located in the SE ¼ of the SW ¼ of
Section 10 Township 3N, Range 1W,
Parcel: S1210346850



I. PROJECT OVERVIEW

A. Summary

A Preliminary Plat and Development Agreement Modification to convert 216 apartments into 95 single-family attached homes on 10.08 acres of land zoned Traditional Neighborhood Residential (TN-R).

B. Issues/Waivers

- Kenndey Lateral Property Annexation:
 - The Kennedy Lateral crosses the applicant's plat and should have been included in the previous annexation for this project. However, the parcel containing the Kennedy Lateral is owned by the Nampa Meridian Irrigation District, as verified by deed and legal determination, and was not part of this project. Due to timing constraints, staff proceeded with the current plat.
- Noncontiguous Parcel:
 - Parcel # S1210346890 is not contiguous to the plat, as it is bisected by the Kennedy Lateral parcel, which is owned by the Nampa Meridian Irrigation District, as shown in Exhibit VII.J. Since this parcel is neither contiguous nor included in the proposed plat, staff requires the applicant to demonstrate how access to Parcel # S1210346890 will be provided to ensure maintenance, as required by the original approval. City staff is coordinating with the Ada County Assessor's office to determine if this outparcel can be incorporated as part of the plat.
- Density Compliance:
 - The proposed development has a density of 9.42 units/acre, which is below the targeted density of 12 units/acre per the Ten Mile Interchange Specific Area. The project was previously approved with 13.2 units/acre. However, the proposed

density does meet the net density standards of 6 dwelling units per acre in the TN-R zoning district.

- Block Length/Dead End Street Length Exceedance (see analysis below)
 - There are several block lengths which exceed the maximum 500-foot length.
 - The dead-end street exceeds the maximum 500-foot length

C. Recommendation

Staff recommends approval of the modification of the development agreement to convert 216 apartments into 95 single-family attached homes and the proposed preliminary plat in accordance with Findings in Section V and the conditions of approval in Section IV.

D. Decision

II. COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Multi-Family Residential	-
Proposed Land Use(s)	Single Family Residential	-
Existing Zoning	Traditional Neighborhood – Residential (TN-R)	VII.A.2
Proposed Zoning	Traditional Neighborhood – Residential (TN-R)	
Adopted FLUM Designation	Medium High Density Residential	VII.A.3
Proposed FLUM Designation	Medium High Density Residential	

Table 2: Process Facts

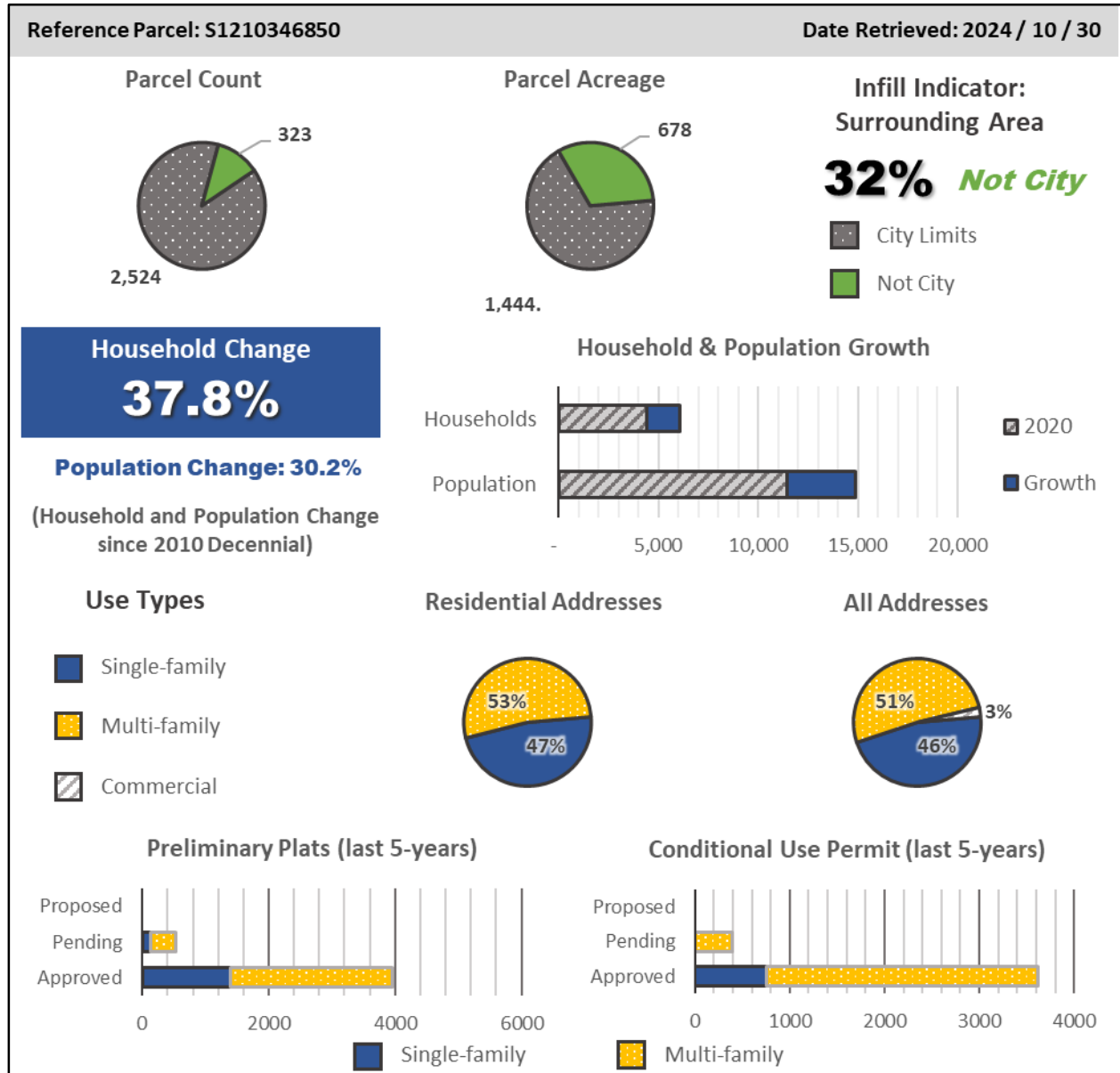
Description	Details
Preapplication Meeting date	5/28/2024
Neighborhood Meeting	7/9/2024
Site posting date	1/23/2025

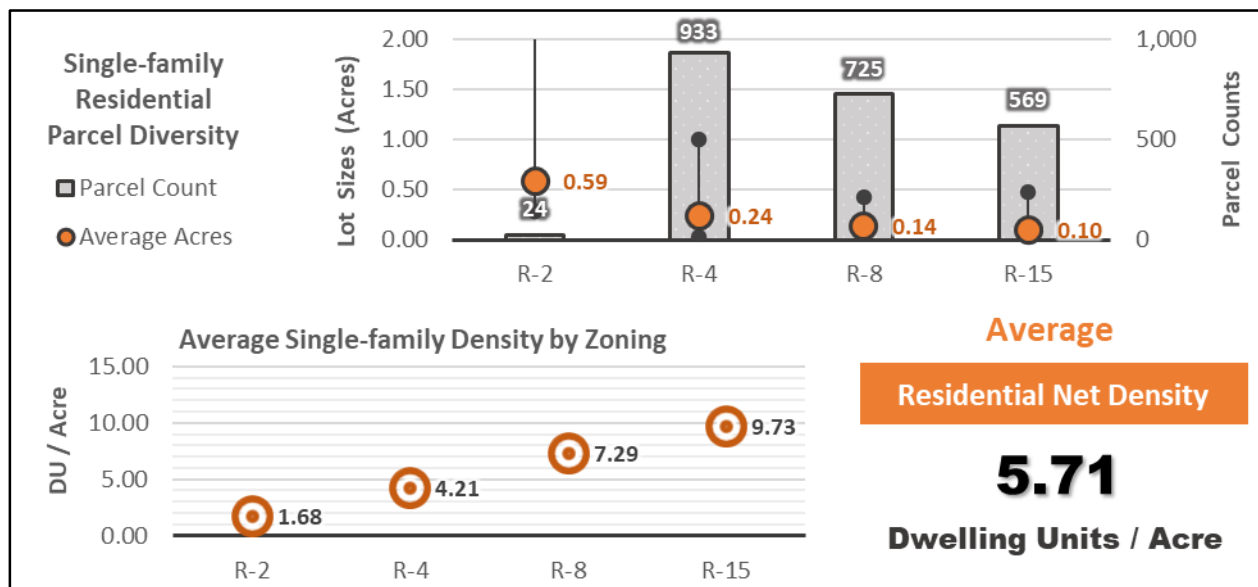
Table 3: Community Metrics

Agency / Element	Description / Issue	Reference
Ada County Highway District		IV.F
• Comments Received	Yes, Staff Report	-
• Commission Action Required	No	-
• Access	Access to the property is via N. San Marco Way.	-
• Traffic Level of Service	There are no existing average daily traffic counts for San Marco Way and Zimmerman Way.	-
ITD Comments Received	No Comments	IV.G
Meridian Fire	No Comments	
Meridian Police	No Comments	
Meridian Public Works Wastewater		IV.B
• Distance to Mainline	Available at the site	
• Impacts or Concerns	No	
Meridian Public Works Water		IV.B
• Distance to Mainline	Water available at the site	
• Impacts or Concerns	An easement and extension of the water main at W. Atomic Street is required along Zimmerman Lane is required along with an easement at W. Chair Lift Streett across Zimmerman Lane. The Final Plat will not be approved without this.	
School District(s)	West Ada School District	IV.E
• Capacity of Schools (Architectural Capacity)	Chaparral Elementary School - 550 Meridian Middle School - 1250 Meridian High School - 2075	-
• Number of Students Enrolled	Chaparral Elementary School - 538 Meridian Middle School - 963 Meridian High School - 1808	-

Note: See City/Agency Comments and Conditions Section and public record for all department/agency comments received. **Newkirk East MDA, PP H-2024-0043** (copy this link into a separate browser).

Figure 1: One-Mile Radius Existing Condition Metrics





Notes: See VIII. Additional Notes & Details for Staff Report Maps, Tables, and Charts.

Figure 2: ACHD Summary Metrics

Level of Service Planning Thresholds

1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
San Marco Way	742-feet	Collector	N/A	N/A
Zimmerman Way	631-feet	Local	N/A	N/A

* Acceptable level of service for a two-lane collector is "D" (425 VPH).

** ACHD does not set level of service thresholds for local roadways.

2. Average Daily Traffic Count (VDT)

Average daily traffic counts are based on ACHD's most current traffic counts.

- There are no existing average daily traffic counts for San Marco Way and Zimmerman Way.

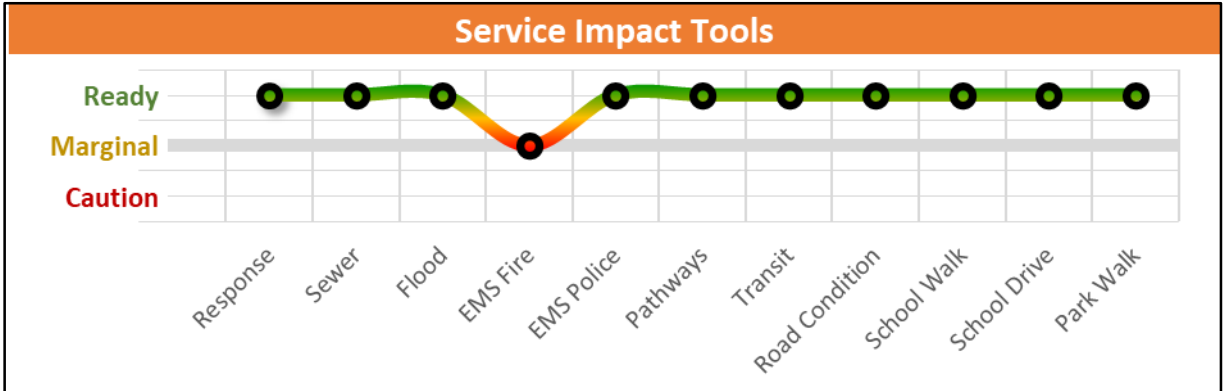
ACHD Planned Improvements

1. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):

- Black Cat Road is scheduled in the IFYWP to be widened to 5-lanes from Franklin Road to Cherry Road with a design year of 2029-2030 and a construction year yet to be determined.
- Franklin Road is scheduled in the IFYWP to be widened to 5-lanes from McDermott Road to Black Cat Road between 2028 and 2029.
- Black Cat Road railroad crossing is scheduled in the IFYWP to be resurfaced and have safety lights and gates installed in 2029.
- Black Cat Road is listed in the CIP to be widened to 5-lanes from Overland Road to Franklin Road between 2036 and 2040.

Notes: See VIII. Additional Notes & Details for Staff Report Maps, Tables, and Charts.

Figure 3: Service Impact Summary



Notes: See VIII. Additional Notes & Details for Staff Report Maps, Tables, and Charts.

III. STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

A. General Overview

This property is designated Medium High-Density Residential (MHDR) on the Future Land Use Map (FLUM) and is located within the area governed by the Ten Mile Specific Area Plan (TMISAP). MHDR areas are locations recommended primarily for relatively dense multi-family housing types, such as row houses, townhouses, and condominium and apartment buildings and complexes. These areas should have a mix of housing types that achieve an overall average density target of 12 dwelling units per gross acre with densities ranging from 8-15 units per acre. MHDR areas typically are relatively compact areas within a larger neighborhood and generally should be located around and near more intensely developed areas, such as Mixed Use Commercial or Employment areas, in order to provide convenient access to these commercial activity and employment centers for the greatest number of residents. Apartment buildings are desired to be accessed via shared entrances and hallways.

The proposed development, reviewed independently of the original proposal, features a mix of single-family attached homes, including 90 front-loaded garages and 5 alley-loaded townhouses. NOTE: The plat does not include any alley-loaded lots (see analysis below). The overall gross density is 9.42 units per acre, which falls within the density range specified by the MHDR FLUM designation. However, it does not meet the targeted density of 12 dwelling units per acre recommended in the TMISAP.

Since the first phase of the development has not been recorded (may soon), the overall gross density of the Newkirk project, with the multi-family removed and the additional residential units added equates to 7 dwelling units per acre. This figure is below the desired gross density for the MHDR FLUM designation but aligns with the net density standards for the TN-R zoning district which is based on net density. The gross density for the new preliminary plat, excluding the first phase is 9.42 dwelling units per acre. In this case, zoning is the predominant factor when analyzing density associated with this project.

The table below highlights the surrounding developments within the TMISAP area, detailing the required and approved densities for each.

Density (Dwelling Units Per Acre) Consistency Matrix

TMISAP Requires an Overall Target Density of 12 Dwelling Units Per Gross Acre with Densities Ranging from 8-15 Unites Per Acre				
TN-R Requires Six (6) Net Dwelling Units Per Acre				
Development	Acres	Dwelling Units	Zoning/Density Required	Submitted
*Newkirk East	10.08	95	TNR-6 (12 per TMISAP)	7.33 – Entire Plat (20.44 acres) 9.42 -New Plat (10.08 acres)
Newkirk Subdivision	20.44	278	TNR-6 (12 per TMISAP)	13.2 du/ac
Aviation	9.8	75	R-15/8-12 (12 per TMISAP)	7.65 du/ac
Modern Craftsman	11.47	122	(12 per TMISAP)	10.64 du/ac
Alamar	8.23	51	TNR-6 (12 per TMISAP)	9.06 du/ac
Entra Farms	18.18	238	R-15/8-15 (16-25 per TMISAP) Council granted approval of a “step” down in density from HDR (15+ units/acre) to MDHR (8-15 units/acre)	13 du/ac
Ascent	4.97	43	R-15/8-12 (12 per TMISAP)	8.65 du/ac
Total	73.09 acres	807 units		11 du/ac

**The reduction of the number of units for Newkirk Subdivision brings the overall dwelling units per acre to 9 units per acre.*

Table 4: Project Overview

Description	Details
History	H-2022-0088 (AZ, PP); DA Inst. #2023-051358, PBA Inst # 2023-047023 and A-2023-0135
Phasing Plan	1
The Residential Units	95
Open Space	7.21 acres/35% (overall) 1.69 acres/16.8% Phase 2
Amenities	2 points required/2.5 points provided
Acreage	20.44 overall/ 10.08 Phase 2
Lots	95 single-family residential lots/ 8 Common lots
Density	7.33 du/ac overall/ 9.42 Phase 2 (gross density)

B. History

The Newkirk Subdivision, approved by City Council on April 25, 2023, involved the annexation of 22.667 acres with TN-R zoning. The original plan included 63 building lots (44 single-family attached homes, 18 townhomes, and one multi-family development with 216 units) and eight

common lots on 20.44 acres, to be developed in two phases: single-family residential in Phase 1 and multi-family in Phase 2.

The applicant now proposes removing the multi-family component and replacing it with a mix of single-family attached homes with front-loaded garages and alley-loaded townhouses. This modification reduces the gross density from 13.2 to 7.33 dwelling units per acre, meeting the TN-R district minimum net density of 6 units per acre but falling below the Ten Mile Interchange Plan's target gross density of 12 units per acre.

Phase 2 (Newkirk East) is now shown as a separate parcel, though the original plat treated the subdivision as one parcel. It appears the property was subdivided without City approval, as the final plat for Phase 1 is not yet recorded with the Ada County Assessor's office. Phase 1 final plat has been signed by the City Engineer and submitted to Ada County for final review and recording, recording is eminent.

Additionally, the annexation of the Kennedy Lateral, a gap area owned by the Nampa Meridian Irrigation District, was overlooked during prior approvals. This unincorporated area between parcels will need to be annexed by the City to resolve the issue.

C. Site Development and Use Analysis

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

The property was part of 20.44 acres of land annexed and zoned Traditional Neighborhood Residential (TN-R) zoning district in 2023. This 10.08 parcel was approved as Phase 2 with 216 multi-family units. The applicant is proposing a modification to the development agreement to remove the multi-family units and replace them with 95 single family residential lots.

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

The applicant proposes single-family attached dwellings, a principal permitted use in TN-R zoning districts as outlined in UDC Table 11-2A-2. The future land use map designates this area as medium-high density residential, which permits gross densities of 8–12 dwelling units per acre. While the proposal meets the TN-R zoning district's minimum density requirement of 6 units per acre, it falls short of the medium-high density designation's target range.

3. Dimensional Standards (UDC 11-2):

The proposed plat and subsequent development must comply with the dimensional standards outlined in UDC Table 11-2D-6 for the TN-R zoning district. While there is no minimum lot size in the TN-R district, each building site must be of sufficient size to meet the district's minimum setback requirements. The development includes the required minimum of two (2) housing types.

Although street-accessed properties are permitted within this district, they are generally expected to be located along the perimeter of a TN-R development. The applicant must demonstrate that the proposed design aligns with the purpose statement of the TN-R district.

Additionally, the applicant shall provide justification for the limited number of alley-loaded homes included in the proposal in the form of a waiver. The regulating authority will determine whether the applicant has met the intent of the TN-R district's street design requirements or require a revision of the plat to achieve compliance.

D. Design Standards Analysis

1. Structure and Site Design Standards (*Comp Plan 3.07.00, Comp Plan 3.07.01A, TMISAP, UDC 11-3A-19*):

Comprehensive Plan policy 3.07.00 encourages compatible uses and site design to minimize conflicts and maximize use of land.

Comprehensive Plan policy 3.07.01A requires all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices.

All residential neighborhoods in the Ten Mile Interchange area should be developed in consideration of Traditional Neighborhood Design (TND) principals and concepts and the standards established by the City for the TN-R district. Future development should be consistent with the design elements in the TMISAP for the MHDR FLUM designation as determined by the Application of the Design Elements table (see pg. 3-49), as follows:

Design Elements:

3.33. Street Design: Useable porches should be a dominant element of residential buildings and should be located along at least 30% of the front façade of the buildings – a higher percentage is recommended as is the location of porches on one or more side facades. When possible, garages should be loaded from a rear alleyway. Where garages must be accessed from the front, the garages must be located no less than 20’ behind the primary façade. Front-loaded 2-car garages that are visible from the primary street must be designed with two (2) separate garage doors.

3.34. Buildings to Scale: Everything seen and experienced from the sidewalk – building fronts, lighting, open space – should be designed for human interaction at a pedestrian’s perspective. Key elements to consider are the continuity of the building sizes, how the street-level and upper-level architectural detailing is treated, elements that anchor and emphasize pedestrian scale, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas and other open space. Human-scale design is critical to the success of built places for pedestrians. Building entrances should be placed close to the street; ground floor windows, articulated facades, appropriately scaled lighting, awnings and other weather protection should be provided.

3.36. Neighborhood Design: All residential neighborhoods in the Ten Mile interchange area should be developed in consideration of traditional neighborhood design principles and concepts, which pertain to mixed housing stock, architecture and design, streetscapes and streets. Front porches and garages accessed from an alley are usually the standard in residential areas; parking for homes is primarily located behind buildings. Streetscape design relates to the street itself and consists of landscaped parkways with trees between curbs and sidewalks, adjacent sidewalks and front yard spaces and provides public space for street trees, street furniture and view corridors. Other aspects of neighborhood design that contribute to a traditional streetscape are connected network of streets, alleys and sidewalks. Roadways and pedestrian ways are interconnected so that access for pedestrians, cyclists and automobile drivers is direct and convenient and allows traffic to be dispersed through a variety of streets and ways. Narrower streets designed with TND characteristics result in slower moving traffic and provide a safer, more pleasant pedestrian environment and encourages interaction among residents.

Building Character Form:

- **Building Facades** - Buildings should be designed so that their primary facades relate to active public spaces and pedestrian areas. The primary façade of a structure is that

frontage of the building that has been designed and detailed so as to represent the building's most important elevations. The primary façade should always include an entry into the building. Entries should be located so as to provide direct access from adjacent public spaces, primary streets and activity areas. Access from walkways should be uninterrupted by vehicular traffic. Buildings should be located so as to help frame adjacent public spaces and to provide an architectural backdrop for associated passive and active activities. The space between a building façade and the adjacent walkway should be appropriately landscaped with a combination of lawns, groundcover, shrubs and trees.

- **Building Heights** - Low-rise buildings of 2-4 stories over much of the area is recommended.
- **Pitched Roofs** -A mix of flat and pitched roofs are anticipated in the Ten Mile area based on a wide variety of individual buildings. Pitched roofs should be, where possible, symmetrical hips or gables, with a pitch between 4:12 and 12:12 with an overhang of at least 12 inches and a maximum of 2.5'. Roof brackets and rafter tail treatments are encouraged.

3.47. Public Art: Public art should be incorporated into the design of streetscapes, public buildings, parks, transit, infrastructure, and other public projects in the Ten Mile area. Public art should be meaningful and encourage the free flow of ideas and cultural ideologies. Public art should be integrated into either the architectural design or the design of plazas and public spaces associated with a building and should be easily visible to the public (e.g. visible from the street or publicly accessible open spaces rather than interior courtyards).

The applicant has based the proposed building designs on those that were previously approved with the design review for Newkirk Subdivision. The conceptual designs shown are consistent with recorded DA (2023-051358) as Council approved exceptions to the required TMIASP standards with the original plat H-2022-0088.

2. Qualified Open Space & Amenities (Comp Plan, UDC 11-3G):

A minimum of 15% qualified open space is required to be provided within the single-family and townhome portion of the development per Table 11-3G-3 for the TN-R zoning district. Based on 10.08 acres of land, a minimum of 1.5 acres is required to be provided that complies with the standards listed in UDC 11-3G-3B.

A minimum of two (2) points of site amenities are required based on the area of the single-family/townhome development. Qualified amenities should include features listed in UDC Table 11-3G-4. A dog park (2 points) with a seating area and waste station (.5 points) is proposed which meets the minimum standard. Overall, the proposed amenities exceed the minimum standards. Per the applicant, the amenities in the original Newkirk Subdivision will be available for use by the residents within the Newkirk East Subdivision.

The previously approved preliminary plat provided 3.55 acres (34.4%) open space for Phase 1 as the multi-family for Phase 2 had separate requirements for open space. However, when multi-family is approved concurrently with single-family, the minimum open space requirements in UDC 11-3G-3 shall apply to the gross land area of the entire development. Therefore, the development exceeded the required 15% open space.

3. Landscaping (UDC 11-3B):

- i. Landscape buffers along streets

A 20-foot-wide street buffer with an 8-foot-wide parkway planted with Class II trees and a 5-foot-wide detached sidewalk has been installed along N. San Marco Way with the Phase 1.

An 8-foot-wide parkway with Class II trees is required along all local streets per UDC Table 11-2D-6, landscaped per the standards listed in UDC 11-3B-7C.

ii. Tree preservation

There were several existing trees on this site that were removed and mitigated with Newkirk Subdivision Phase 1.

iii. Storm integration

Per UDC 11-3B-11, the applicant shall meet the intent to improve water quality and provide a natural, effective form of flood and water pollution control through the integration of vegetated, well designed stormwater filtration swales and other green stormwater facilities into required landscape areas, where topography and hydrologic features allow if part of the development.

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

iv. Pathway landscaping

Landscaping is required along all pathways per the standards listed in UDC 11-3B-12C.

4. Parking (UDC 11-3C):

Off-street parking is required to be provided for each home based on the total number of bedrooms per unit as set forth in UDC Table 11-3C-6. On-street parking is also available on the proposed streets.

i. Residential parking analysis

All single-family attached and townhouse dwelling units are proposed to have a 2-car garage with a 2-space parking pad consistent with UDC Table 11-3C-6 for 1- to 4-bedroom units; if any units contain more than 4 bedrooms, an additional two (2) spaces are required with at least one (1) of those being an enclosed space. Per the applicant, an additional 48 on-street parking spaces (0.5+ per home) are available for residents and guests as shown on the parking exhibit in Section VII.H.

5. Building Elevations (Comp Plan 2.01.01C, Architectural Standards Manual):

Comprehensive Plan policy 2.01.01C encourages the applicants to maintain a range of residential land use designations that allow diverse lot sizes, housing types, and densities. To support this policy staff recommends the applicant provide additional housing options (i.e. townhomes, single family attached) in the development.

Conceptual building elevations were submitted for the proposed structures within the development as shown in Section VII.J. Two (2) elevations were submitted for the 2-story attached units and for the 2-story townhome units attached in units of three (3); building materials consist of a mix of board & batten siding, soffit board siding, cottage lap siding and shake siding. These plans were previously approved through design review for Phase 1.

Design Review: A design review application is required to be submitted for all single-family attached and townhouse structures within the development. Final design of all structures should comply with the standards for traditional neighborhood design listed in the Architectural Standards Manual (ASM) and the recorded DA.

6. Fencing (*UDC 11-3A-6, 11-3A-7*):
Fencing should comply with the standards listed in UDC 11-3A-7. A six-foot tall solid vinyl fencing is proposed along the eastern and northern property boundary. A five-foot tall open vision iron fence is proposed along the southern and western boundary.
7. Parkways (*Comp Plan 3.07.01C, UDC 11-3A-17*):
Per Comp Plan policy 3.07.01C appropriate landscaping, buffers, and noise mitigation with new development along transportation corridors (setback, vegetation, low walls, berms, etc.) is required.

Per the UDC the minimum width of parkways planted with Class II trees shall be eight (8) feet. The width can be measured from the back of curb where there is no likely expansion of the street section within the right-of-way; the parkway width shall exclude the width of the sidewalk. Class II trees are the preferred parkway trees. The applicant will be required to revise their landscape plan to show Class II trees.

E. Transportation Analysis

1. Access (*Comp Plan 6.01.02B, UDC 11-3A-3, UDC 11-3H-4*):
Access is proposed via the extension of N. Zimmerman Way, a local street. San Marco Way extends to the west boundary and connects with W. Aviator St. to be extended with Aviator Subdivision (H-2020-0111). ACHD required the applicant to extend Ski Hill Street from the Ascent Subdivision as part of the preliminary plat approval. After further review of the area, ACHD determined the grade was too steep and removed this condition of approval. Therefore, staff is not recommending this street to be extended with this plat.
2. Multiuse Pathways (*UDC 11-3A-5*):
Multiuse pathways shall be constructed in accord with the city's comprehensive plan, the Meridian Pathways Master Plan, the Ada County Highway District Master Street Map and Roadways to Bikeways Master Plan.

The Pathways Master Plan does not depict a multi-use pathway on this site. No pathways are proposed except for sidewalks required along streets within the development.
3. Pathways (*Comp Plan 4.04.01A, UDC 11-3A-8*):
Comprehensive Plan policy 4.04.01A ensure that new development and subdivisions connect to the pathway system. The proposed development

The Pathways Master Plan does not depict a multi-use pathway on this site. No pathways are proposed except for sidewalks required along streets within the development.
4. Sidewalks (*UDC 11-3A-17*):
All sidewalks constructed as part of this proposal are required to comply with the standards listed in UDC 11-3A-17.
5. Subdivision Regulations (*UDC 11-6*):
 - i. Dead end streets
Per UDC 11-6C-3B.4, (a) no streets or series of streets that ends in a cul-de-sac or a dead end shall be longer than five hundred (500) feet except as allowed in subsection (b) of this section. Dead end streets may be approved up to seven hundred fifty (750) feet in length where an emergency access is proposed; or where there is a physical barrier such as a steep slope, railroad tracks, an arterial roadway, or a large waterway that prevents or makes impractical extension; and where a pedestrian connection is provided from the street to an adjacent existing or planned pedestrian facility.

The proposed dead-end street is approximately 569 feet and requires City Council waiver. The applicant is required to provide a pedestrian connection from the street to an adjacent existing or planned pedestrian facility. The applicant shall revise their plat map to show how they meet the requirements or provide justification as to why they cannot meet the requirement. The applicant has the option of providing an open space tract within the lots along N. San Marco Way to break up the length of the dead-end road.

Revise the plat map to bring the dead-end street into compliance per UDC 11-6C-3B-4 by adding a pedestrian facility along N. Midford Way (Lot 46 or 47, Block 1) to the open space area along N. San Marco Way located within Lot 63, Block 1.

ii. Block face

UDC 11-6C-3- regulates block lengths for residential subdivisions. Staff has reviewed the submitted plat for conformance with these regulations. In the TN-C and TN-R districts, no block face shall be more than five hundred (500) feet in length without an intersecting street or alley, except as allowed in subsection (F)(3). Subsection (F)(3) states where a pedestrian connection is provided, the maximum block face may be extended up to seven hundred fifty (750) feet in length in the TN-R District.

The applicant has several blocks lengths that exceed the 500 feet which need to be shorten or justification needs to be provided as to why they cannot meet the requirement. The applicant has provided an emergency access to N. Manship Lane within the Entrata Farms Subdivision No. 2, which counts towards a break in the block length on the east side of the roadway. The applicant can provide access to the open space area along N. Ascent Avenue from N. Wolfsburg Avenue to break up the block length on the west side of the road. Revise the plat map to bring the block length along A. Wolfsburg Avenue into compliance by adding a pedestrian facility along Block 3, in the vicinity of lots 20-23 to connect to the common lot on Lot 3, Block 3.

iii. Alley

UDC 11-6C-3B.5 requires alleys to have a minimum of sixteen (16) feet of paving. All alleys shall serve as fire lanes. All alleys shall be concrete or asphalt with a concrete ribbon curb. The entrance to the alley from the public street shall provide a minimum twenty-eight (28) foot inside and forty-eight (48) foot outside turning radius. No parking shall be allowed on either side of the street within fifty (50) feet of the alley entrance as measured from the centerline of the alley. Alleys shall be designed so that the entire length is visible from a public street.

The applicant's narrative states that there are five (5) single-family attached three-plex, two-story alley-loaded garage homes. However, the preliminary plat does not depict an alley to accommodate these alley-loaded garages. The applicant must revise the plat map to clearly indicate the location of these homes and the corresponding alleys. Additionally, all alleys must comply with the requirements set forth in the Unified Development Code (UDC).

iv. Noncontiguous Parcel:

Parcel # S1210346890 is not contiguous to the plat, as it is bisected by the Kennedy Lateral parcel, which is owned by the Nampa Meridian Irrigation District, as shown in Exhibit VII.J. Since this parcel is neither contiguous nor included in the proposed plat, staff requires the applicant to demonstrate how access to Parcel # S1210346890 will be provided to ensure maintenance, as required by the original approval. City staff is coordinating with the Ada County Assessor's office to determine if this outparcel can be incorporated as part of the plat.

v. Street Access:

Through properties are prohibited except where it is shown that unusual topography or other conditions make it impossible to meet this requirement. Through properties shall be limited to one (1) street access on one (1) frontage, designated by a note on the final plat.

Lots 2-8 front both N. Ascent Avenue and N. Zimmerman Way. The applicant shall revise the plat map to remove the double street frontage which is prohibited per UDC 11-6C-3. The applicant needs to add a ten (10) foot landscape buffer along the west side of the lots to eliminate the double frontage and access to the parcels will be from N. Ascent Avenue.

F. Services Analysis

1. Waterways (Comp Plan 4.05.01D, UDC 11-3A-6):

Per UDC 11-3A-6, requires limiting the tiling and piping of natural waterways, including, but not limited to, ditches, canals, laterals, sloughs and drains where public safety is not a concern as well as improve, protect and incorporate creek corridors (Five Mile, Eight Mile, Nine Mile, Ten Mile, South Slough and Jackson and Evan Drains) as an amenity in all residential, commercial and industrial designs. When piping and fencing is proposed, the standards outlined in UDC 11-3A-6B shall apply.

Comprehensive Plan policy 4.05.01D requires improving and protecting creeks and other natural waterways throughout commercial, industrial, and residential areas.

The Kennedy Lateral bisects the northeast corner of this site within a parcel of land owned by the irrigation district. This parcel bisects the subject property into two (2) parcels.

A 6-foot-tall closed vision vinyl fence is proposed adjacent to the lateral; UDC 11-3A-6C.3 requires an open vision fence at least 6-feet in height and having an 11-gauge, 2-inch mesh or other construction, equivalent in ability to deter access to the lateral. Staff recommends a 6-foot-tall wrought iron fence is provided in this area to deter access to the lateral.

2. 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.

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

An adequate storm drainage system is required in all developments by the City's adopted standards, specifications, and ordinances. Design and construction shall follow best management practices as adopted by the City as outlined in UDC 11-3A-18. Storm drainage will be proposed with a future Certificate of Zoning Compliance application and shall be constructed to City and ACHD design criteria.

4. Utilities (Comp Plan 3.03.03G, 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 are allowed inside the easement.

Comprehensive Plan policy 3.03.03G require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.

G. Development Agreement

The Applicant is requesting the following modifications to the existing Development Agreement [Inst. #2023-051358]:

- e. ~~A bicycle rack should be provided for each of the multi-family buildings and the clubhouse in accord with the standards listed in UDC 11-3C-5C. A minimum of 18 spaces are required.~~
- f. ~~A minimum of 442 off-street parking spaces shall be provided for the multi-family development with a minimum of 221 of those spaces in a covered carport or garage as proposed, in accord with UDC Table 11-3C-6.~~
- g. A maximum of ~~216~~ ⁹⁵ multi-single-family units shall be constructed within this development.
- h. ~~A Certificate of Zoning Compliance application shall be submitted for the multi-family portion of the development; compliance with the specific use standards listed in UDC 11-4-3-27 is required.~~

IV. CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

Fifteen days prior to the City Council public hearing, the applicant shall provide revised plans showing the following:

- **Alley access for the 3-unit alley-loaded townhomes.**
 - **Exhibit showing the location of the different housing types.**
 - **Include the triangle piece in the boundary of the plat and demonstrate how you will gain access to this parcel for maintenance by the HOA as previously approved by Council.**
 - **Revise the plat map as Lots 2-8, Block 2 have double street frontage which is prohibited per UDC 11-6C-3. Add a ten (10) foot landscape buffer along the west side of the lots to eliminate the double frontage and access to the parcels will be from N. Ascent Avenue.**
 - **Revise the plat map to bring the block length along A. Wolfsburg Avenue into compliance by adding a pedestrian facility along Block 3, in the vicinity of lots 20-23 to connect to the common lot on Lot 3, Block 3.**
 - **Revise the plat map to bring the dead-end street into compliance per UDC 11-6C-3B-4 by adding a pedestrian facility along N. Midford Way (Lot 46 or 47, Block 1) to the open space area along N. San Marco Way located within Lot 63, Block 1.**
1. Development Agreement Modification as shown in section G. above.
 2. The applicant shall comply with the previously approved Development Agreement and conditions of approval for Phase 1 of the Newkirk Subdivision.
 3. Add a pedestrian facility along N. Midford Way (Lot 46 or 47, Block 1) to the open space area along N. San Marco Way located within Lot 63, Block 1.
 4. Add a pedestrian facility along Block 3, in the vicinity of lots 20-23 to connect to the common lot on Lot 3, Block 3.
 5. The final plat shall include the following revisions:
 - a. The proposed plat and subsequent development is required to comply with the dimensional standards listed in UDC Table 11-2D-6 for the TN-R zoning district.
 - b. Change the fencing type along the Kennedy Lateral to a 6-foot-tall open vision fence per UDC 11-3A-6C.3.

- c. The alley shall be designed and constructed per the standards listed in UDC [11-6C-3B.5](#). A detail of the alley shall be submitted with the final plat that demonstrates compliance with these standards.
- d. The space between the building façade and adjacent walkway should be appropriately landscaped with a combination of lawns, groundcover, shrubs and trees in accord with the TMISAP (pg. 3-37).
- e. Pedestrian-scale lighting should be provided on all building facades facing the street and internal walkways in accord with the TMISAP (pg. 3-34).
- f. Per UDC [11-2D-6F](#), all dwelling units shall have a minimum of two (2) lights at the front of the unit. All dwelling units on alley accessed properties shall have a minimum of two (2) lights along the alley. All lighting shall prevent uplighting and shall be on a photocell that activates the lighting at dusk and turns it off at dawn.
- g. Depict an 8-foot wide parkway with Class II trees along all local streets per UDC [Table 11-2D-6](#), landscaped per the standards listed in UDC [11-3B-7C](#). Include the linear feet of parkways with the number of required vs. provided trees in the Landscape Calculations table that demonstrates compliance with UDC standards.
- h. Depict shrubs in common open space areas in accord with UDC [11-3G-5B.3](#).
- i. Provide documentation from the Irrigation District allowing access across the Kennedy Lateral to maintain parcel S1210346890 and place a note on the final plat with the license agreement number.
- j. Approval of a preliminary plat shall become null and void if the applicant fails to obtain the city engineer's signature on the final plat within two (2) years of the approval of the preliminary plat. Upon written request and filing by the applicant prior to the termination of the period in accord with subsections (A) and (B) of UDC 11-6B-7, the director may authorize a single extension of time to obtain the city engineer's signature on the final plat not to exceed two (2) years. Additional time extensions up to two (2) years as determined and approved by the City Council may be granted. With all extensions, the director or City Council may require the preliminary plat, combined preliminary and final plat or short plat to comply with the current provisions of this title.

B. Meridian Public Works

See public record (copy the link into a separate browser)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=365973&dbid=0&repo=MeridianCity>

C. Irrigation Districts

1. Nampa & Meridian Irrigation District

See public record (copy the link into a separate browser)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=365973&dbid=0&repo=MeridianCity>

D. Idaho Department of Environmental Quality (DEQ)

See public record (copy the link into a separate browser)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=365973&dbid=0&repo=MeridianCity>

E. West Ada School District (WASD) or Other District/School

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=365973&dbid=0&repo=MeridianCity>

F. Ada County Highway District (ACHD)

See public record (copy the link into a separate browser)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=365973&dbid=0&repo=MeridianCity>

[Y](#)

G. Idaho Transportation Department (ITD)

See public record (copy the link into a separate browser)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=365973&dbid=0&repo=MeridianCity>

[Y](#)

V. FINDINGS

A. Preliminary Plat (UDC-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 and is consistent with this unified development code;
Staff finds the proposed plat is generally in conformance with the UDC and the Comprehensive Plan.
2. Public services are available or can be made available and are adequate to accommodate the proposed development;
Staff finds public services can be made available to the subject property and will be adequate to accommodate the proposed development.
3. The plat is in conformance with scheduled public improvements in accord with the city's capital improvement program;
Staff finds the plat is in conformance with scheduled public improvements for this area in accord with the City's CIP.
4. There is public financial capability of supporting services for the proposed development;
Staff finds there is public financial capability of supporting services for the proposed development.
5. The development will not be detrimental to the public health, safety or general welfare; and
Staff finds the proposed development will not be detrimental to the public health, safety or general welfare.
6. The development preserves significant natural, scenic or historic features.
Staff is unaware of any significant natural, scenic or historic features that need to be preserved with this development. The Kennedy Lateral is a separate parcel and not currently part of the proposed plat. Staff has recommended a 6-foot-tall wrought iron fence to be provided in this area for safety reasons and to deter access to the lateral.

VI. ACTION

A. Staff:

Staff recommends approval of the requested preliminary plat and Development agreement modification per the conditions of approval included in Section IV in accordance with Findings in Section V.

B. Commission:

Pending

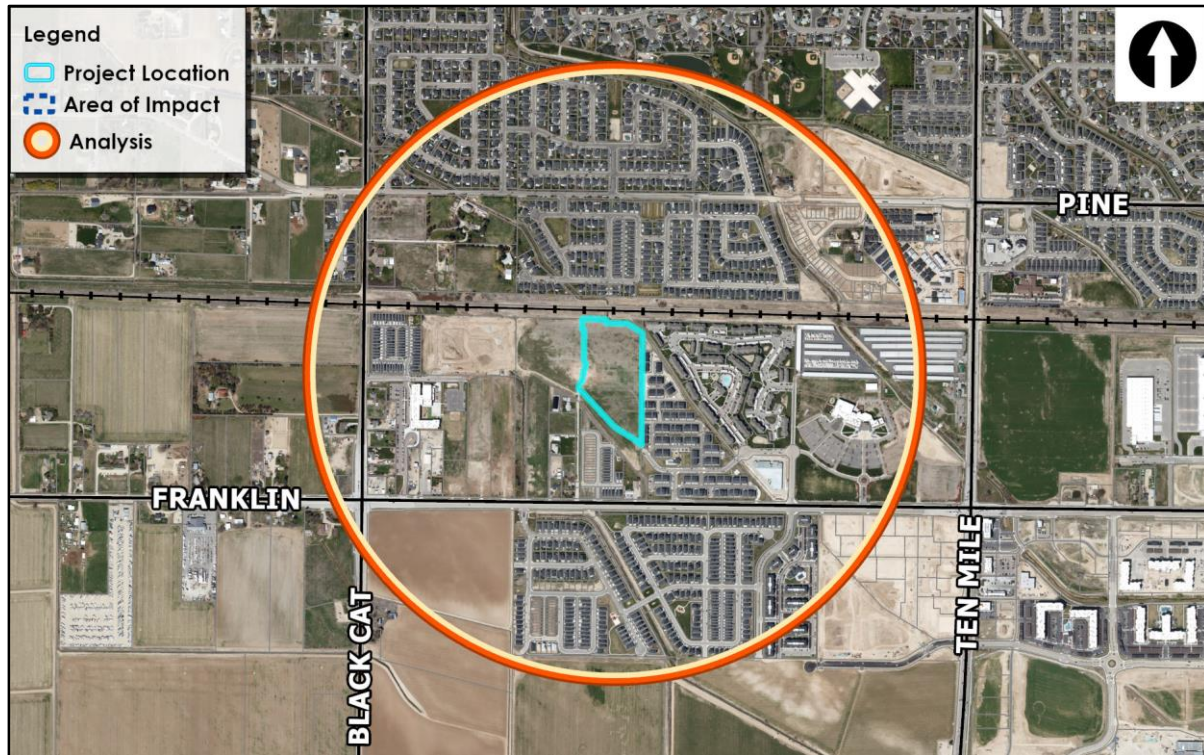
C. City Council:
Pending

VII. EXHIBITS

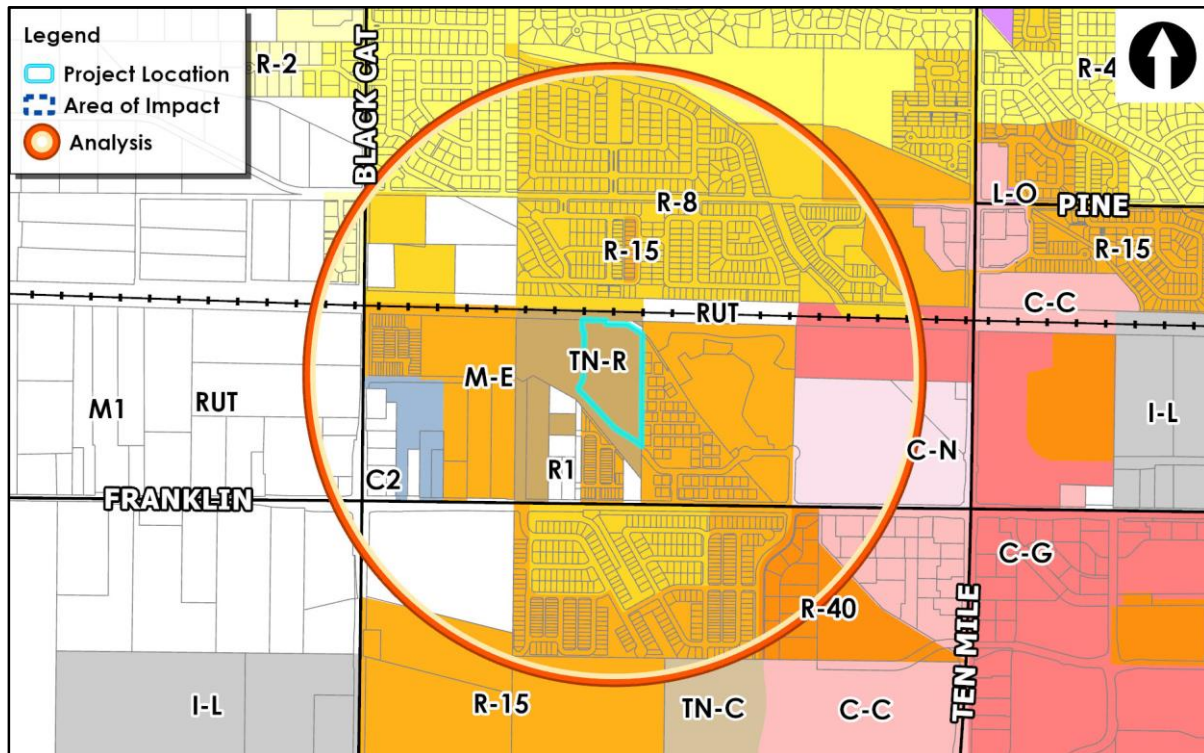
A. Project Area Maps

(link to [Project Overview](#))

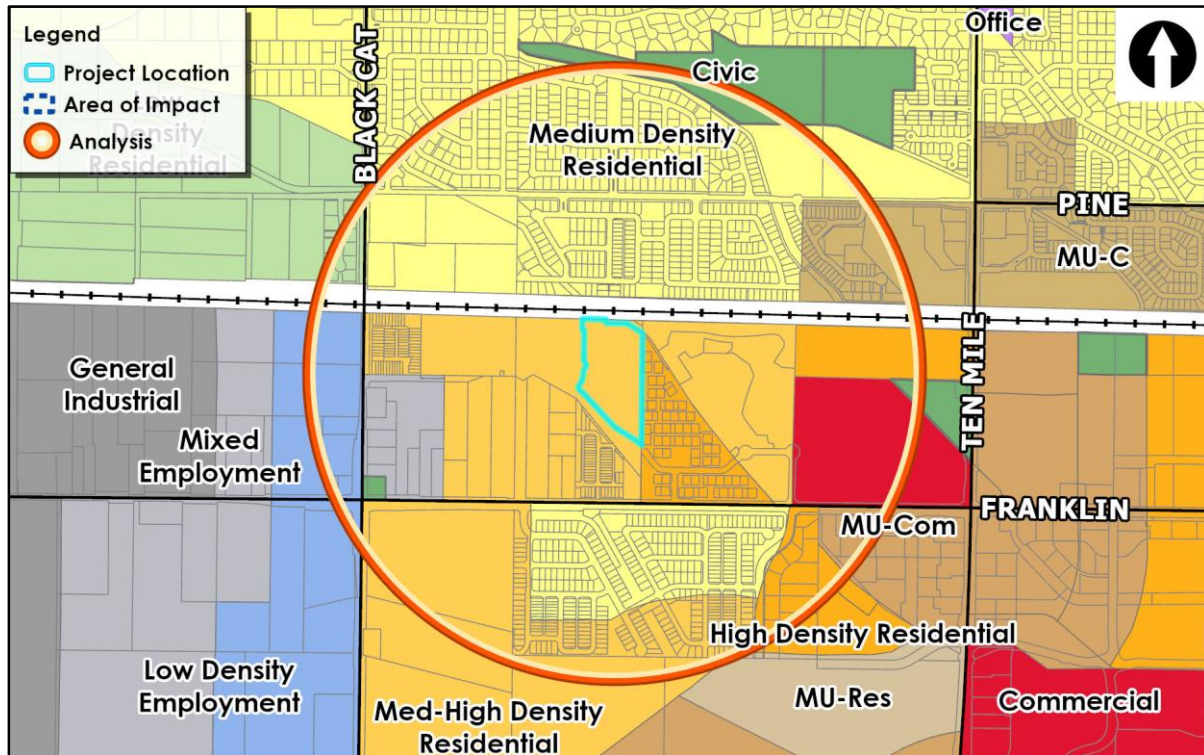
1. Aerial



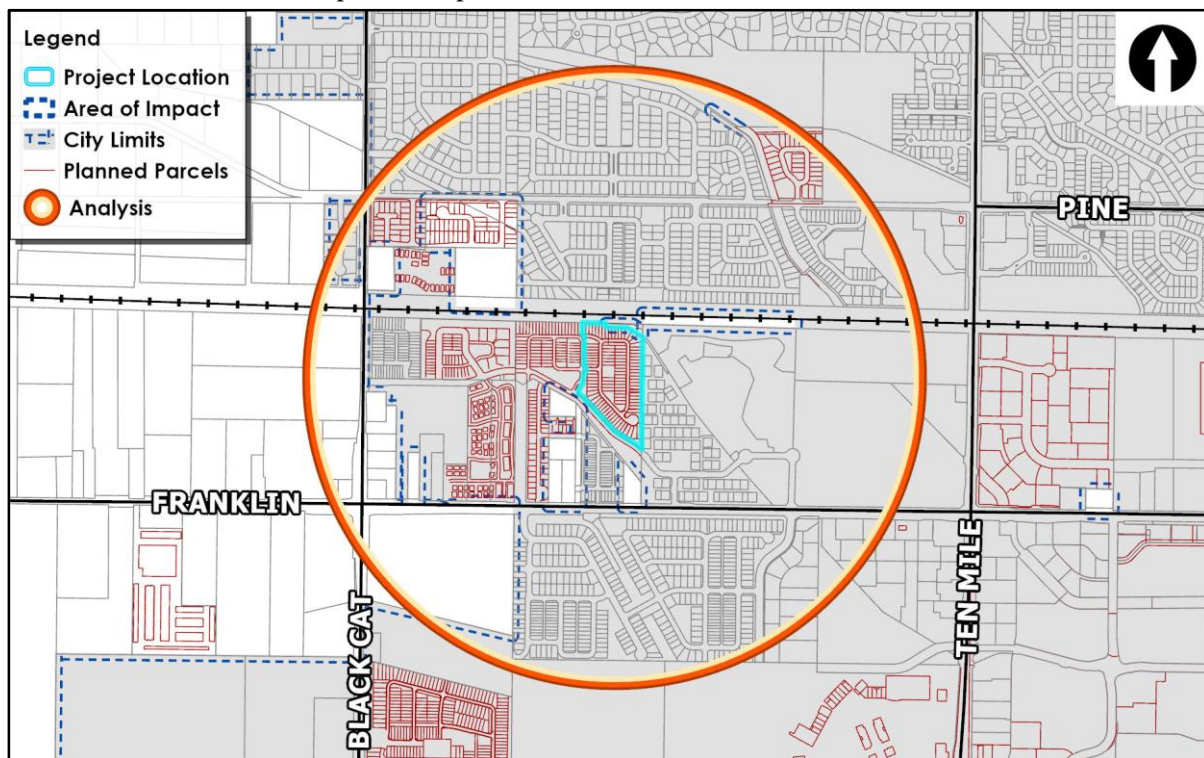
2. Zoning Map



3. Future Land Use



4. Planned Development Map



5. Map Notes

Nearby Recent Preliminary Plats (within last 5-years)									
H-2018-0110 H-2019-0076 H-2019-0089 H-2020-0010 H-2020-0099 H-2020-0113 H-2021-0035 H-2021-0063 H-2021-0081 H-2018-0125 H-2021-0096 H-2022-0079 H-2023-0020 H-2023-0018 H-2023-0054 H-2024-0006 H-2024-0010 H-2024-0011 H-2024-0018 H-2024-0030 H-2024-0026 H-2024-0051									
Nearby Recent Conditional Use Permits (within last 5-years)									
H-2019-0066 H-2019-0120 H-2020-0039 H-2020-0060 H-2020-0074 H-2020-0099 H-2020-0113 H-2020-0120 H-2021-0063 H-2021-0081 H-2018-0125 H-2021-0096 H-2022-0004 H-2022-0001 H-2022-0088 H-2022-0084 H-2022-0079 H-2023-0045 H-2023-0053 H-2023-0049 H-2024-0010 H-2023-0071 H-2024-0029									

[illegible]



C. Service Accessibility Report

PARCEL S1210346850 SERVICE ACCESSIBILITY

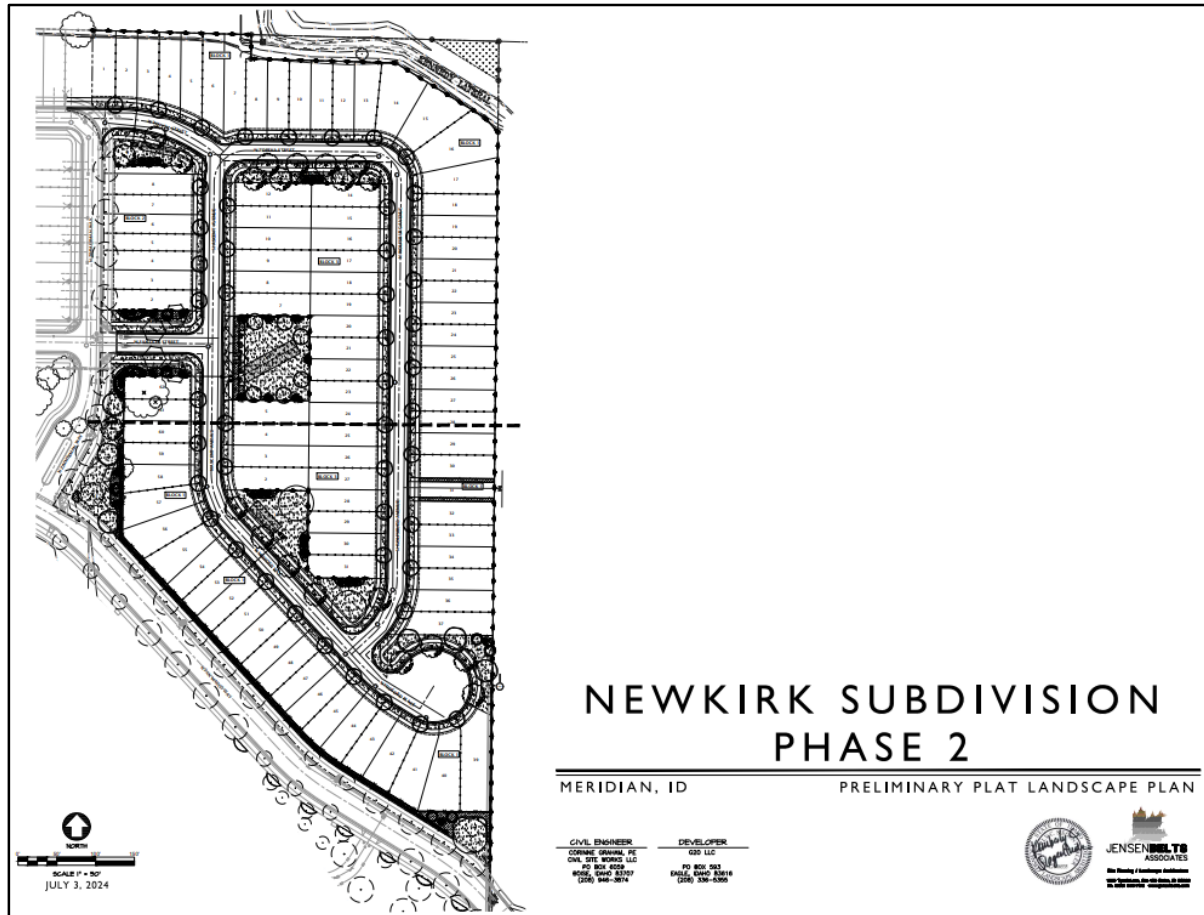
Overall Score: 35	63rd Percentile
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Criteria	Description	Indicator
Location	In City Limits	GREEN
Extension Sewer	Trunkshed mains < 500 ft. from parcel	GREEN
Floodplain	Either not within the 100 yr floodplain or > 2 acres	GREEN
Emergency Services Fire	Response time 5-9 min.	YELLOW
Emergency Services Police	Meets response time goals most of the time	GREEN
Pathways	Within 1/4 mile of current pathways	GREEN
Transit	Within 1/4 mile of current transit route	GREEN
Arterial Road Buildout Status	Ultimate configuration (# of lanes in master streets plan) matches existing (# of lanes)	GREEN
School Walking Proximity	Within 1/2 mile walking	GREEN
School Drivability	Either a High School or College within 2 miles OR a Middle or Elementary School within 1 mile driving (existing or future)	GREEN
Park Walkability	Either a Regional Park within 1 mile OR a Community Park within 1/2 mile OR a Neighborhood Park within 1/4 mile walking	GREEN

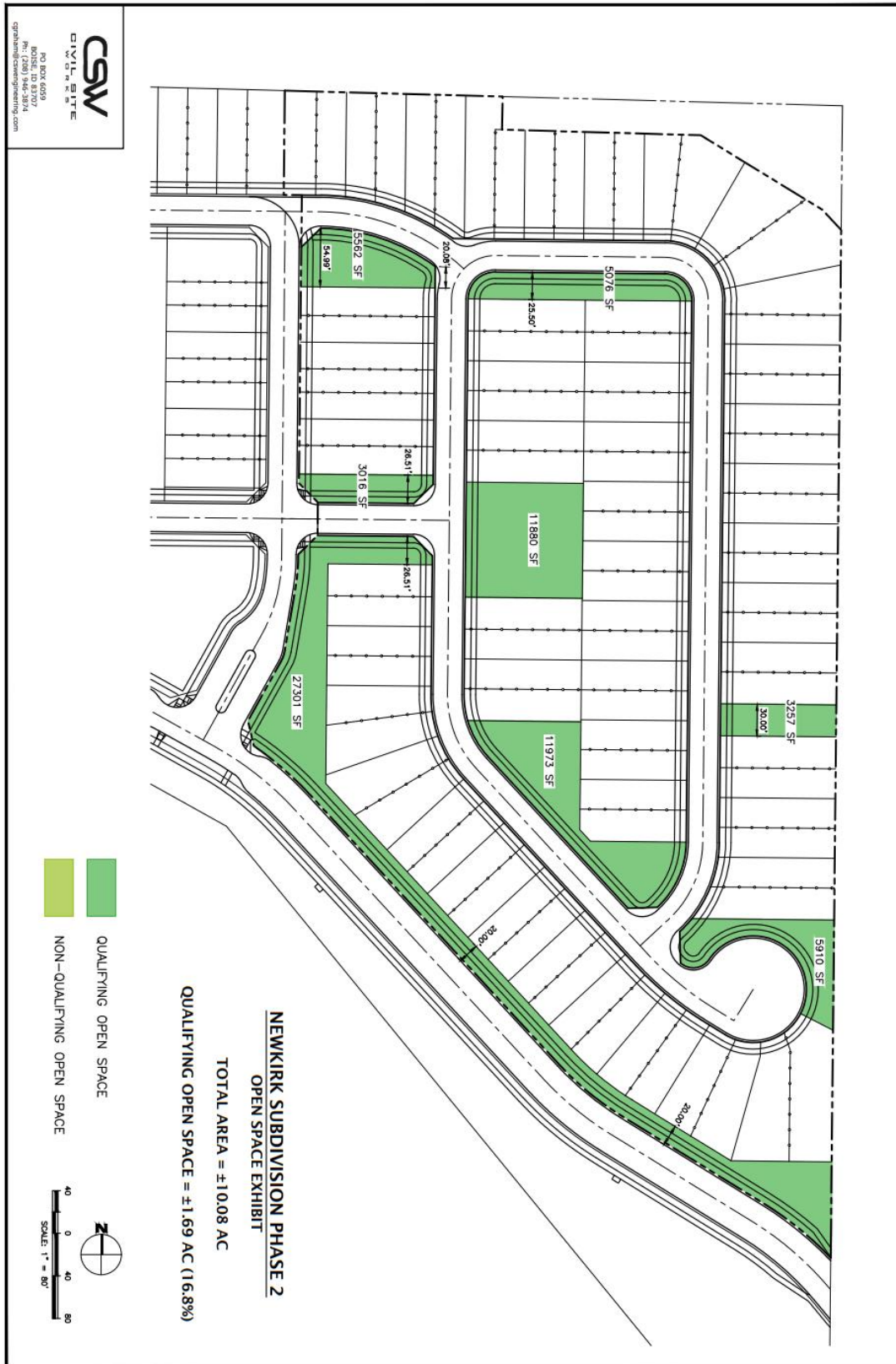
City of Meridian | Department Report

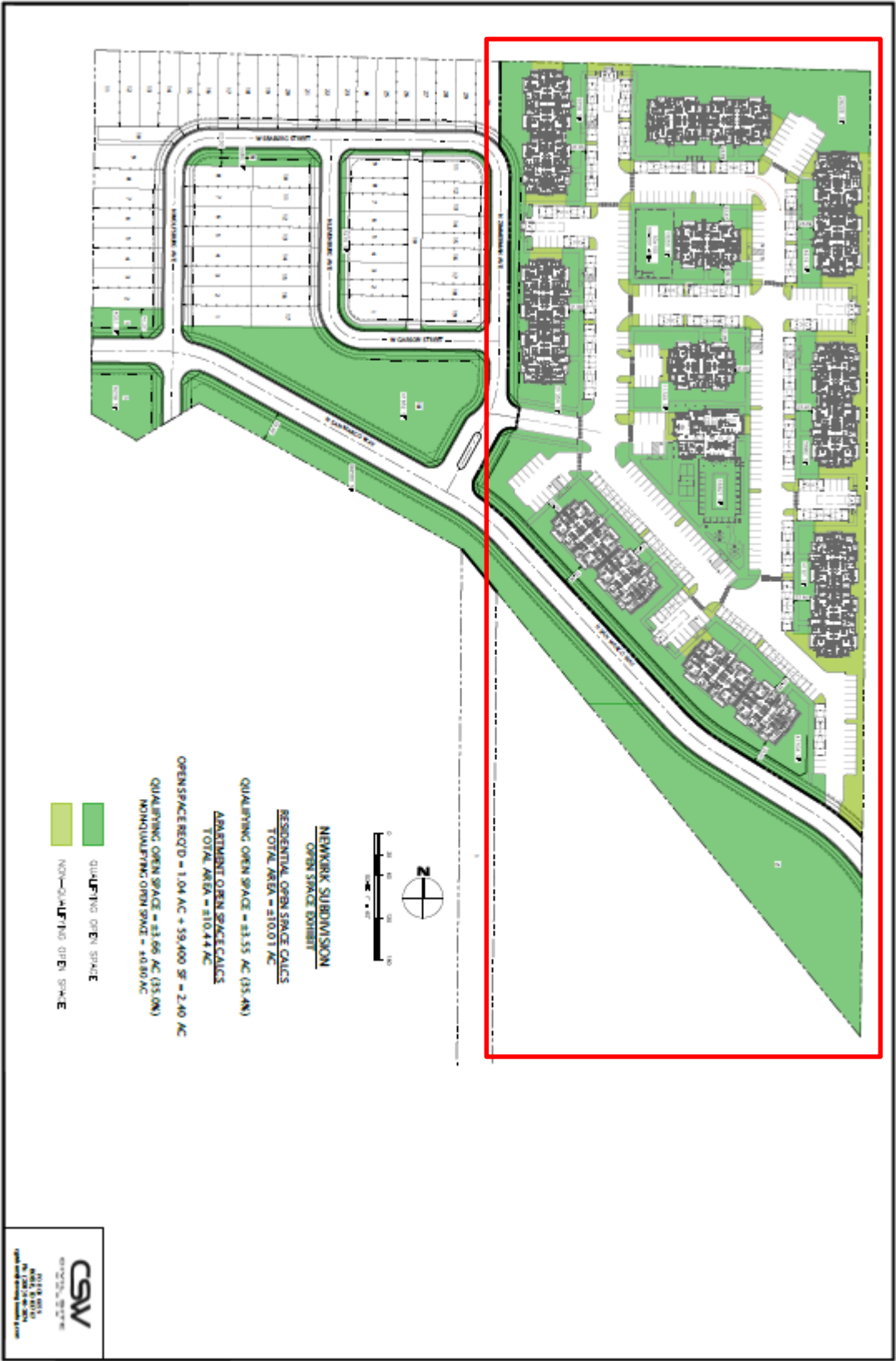


E. Landscape Plan (date: 7/3/2024)



F. Qualified Open Space Exhibit (date: 8/27/2024)



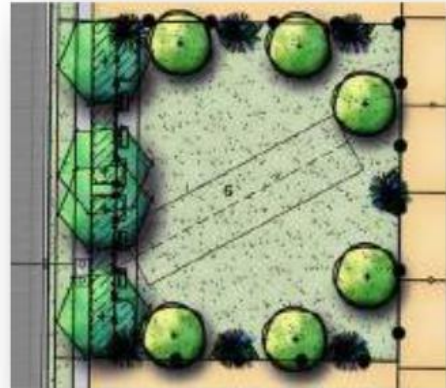


G. Site Amenities (date: 7/3/2024)

Newkirk 2

A. Quarter Acre Dog Park (Block 3, Lot 6) (11,880 sq ft)

- Fenced area
- Waste Station
- Sitting Benches



Newkirk (approved in 2023)

A. Large One-Acre Play Park – The Newkirk Neighborhood Park will contain the following recreation facilities:

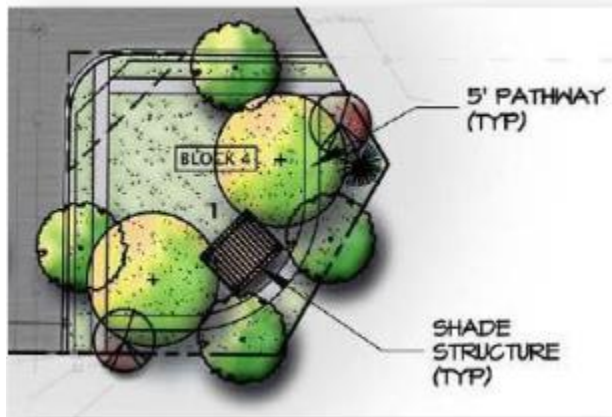
- Play Structure
- Swings
- Seating Benches
- Shade Structure
- Climbing Rocks
- Climbing Dome
- Large Grass play area
- Attractive Landscaping
- Playground fencing for safety



B. Pathways – The Newkirk Neighborhood will include the following pedestrian pathways:

- **5' Wide Separated Pedestrian Pathway on Both sides of N. San Marco Way – 2,770 LF**

Pedestrian pathways within the Newkirk Neighborhood will total over one half mile in length.



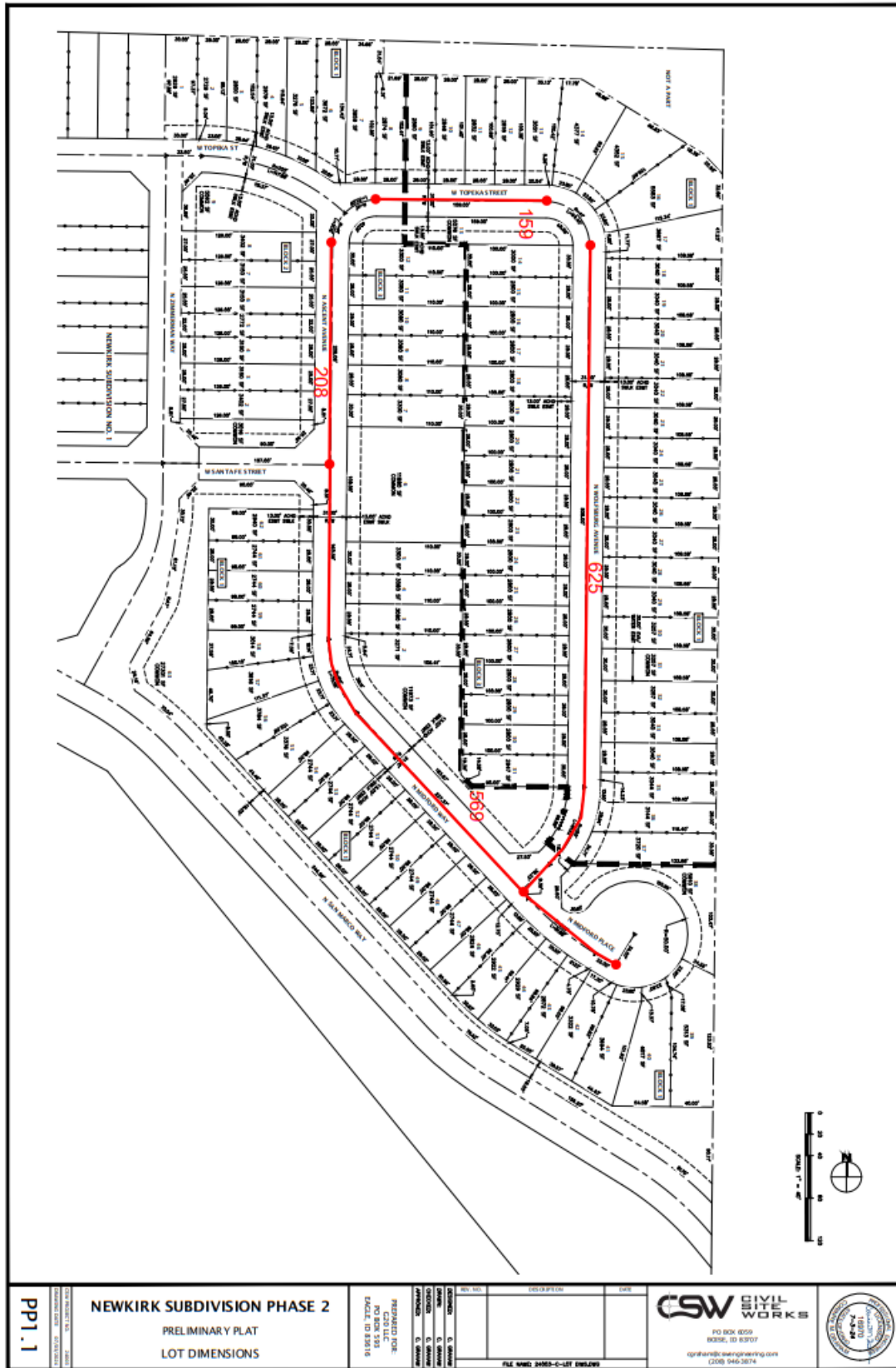
C. Pathway Park - The Newkirk Neighborhood Park will contain a small pedestrian park including:

- **Shade Structure**
- **Additional Pathway**
- **Seating Areas**
- **Attractive Landscaping**

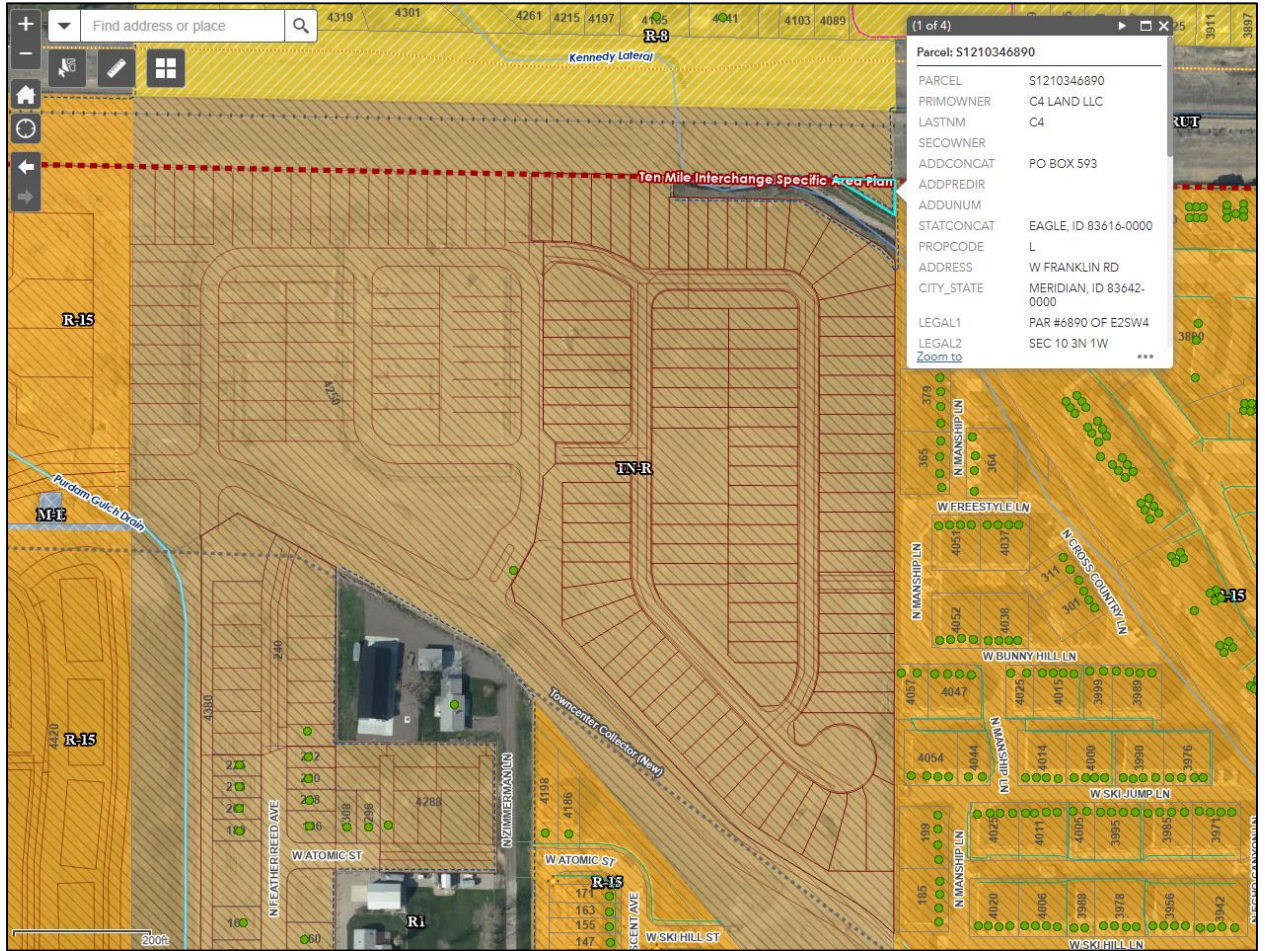
H. Parking Exhibit



I. Block Length Exhibit (date: 7/3/2024)



J. Outlying Parcel Dedicated to the Homeowner's Association



K. Building Elevations (date: 6/29/2024)

Single-Family
Attached



Alley Loaded
Three-plex



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

(link to [Community Metrics](#))

A. One-Mile Radius Existing Condition Notes

This data is automatically derived from enterprise application and GIS databases, and exported dynamically. Data retrieved notes generally reflect data acquired or processed within the last 30-days. Analysis is based on a one-mile radius from the centroid of the identified parcel. Parcel based data excludes certain properties and represents land as it exists now. Properties considered are only those with a total assessed value greater than 0 (i.e. excludes most HOA area, transitional development, government, and quasi government facilities). The following values also constrain included property acreage to reduce outliers and non-conforming instances from distorting averages: $R-2 < 5.0$; $R-4 < 2.0$; $R-8 < 1.0$; $R-15 < 0.5$; $R-40 < 0.25$.

Conditional Use Permits and Preliminary plat data likely include duplicate project submittals as they may be for the same project, approved at different times through multiple application types. Consider each independently or review prior application approvals. Some approved entitlements, and particularly older ones, may be constructed.

Decennial population counts and household counts are based on the most recent Decennial Census. Current population and current household values are COMPASS estimates, usually for the year previous, and are based on traffic analysis zone boundaries (TAZ's).

B. Mixed Use Analysis Notes

This data is derived from enterprise application and GIS databases, and exported dynamically. Data considered for analysis are only those areas overlapping the overall Mixed Use boundary area. Mixed Use areas across arterial roadways are distinct, separate, and not considered as they do not meet the mixed use principles in the Comprehensive Plan (e.g. pedestrian safety, transportation efficiency, etc.). Mixed Use parcel areas may be greater or smaller than the future land use area designation boundary due parcel size, configuration, right-of-way, and other factors. Conditional Use Permits and Preliminary plat data likely include duplicate project submittals as they may be for the same project, approved at different times through multiple application types. Consider each independently or review prior application approvals.

C. 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 trunksheds, 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.

D. ACHD Roadway Infographic Notes

The Ada County Highway District utilizes a number of planning and analysis tools to understand existing and future roadway conditions.

- **Existing Level of service (LOS).** LOS indicator is a common metric to consider a driver's experience with a letter ranking from A to F. Letter A represents free flow conditions, and on the other end Level F represents forced flow with stop and go

conditions. These conditions usually represent peak hour driver experience. ACHD considers Level D, stable flow, to be acceptable. The LOS does not represent conditions for bikes or pedestrians, nor indicate whether improvements: are possible; if there are acceptable tradeoffs; or if there is a reasonable cost-benefit.

- **Integrated Five Year Work Plan (IFYWP).** The IFYWP marker (yes/no) indicates whether the specified roadway is listed in the next 5-years. This work may vary, from concept design to construction.
- **Capital Improvement Plan (CIP).** The CIP marker (yes/no) indicates whether the specified roadway is programmed for improvement in the next 20-years.