

# COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING DATE: 11/19/2024

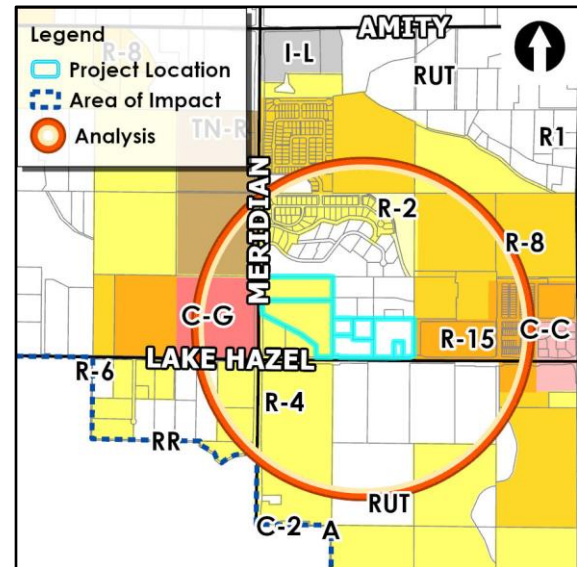
TO: Mayor & City Council

FROM: Linda Ritter, Associate Planner  
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APPLICANT: Laren Baily, Conger Group

SUBJECT: H-2024-0022  
Skyranch AZ, RZ, PP and MDA

**LOCATION:** Located in the S½ of the SW ¼ of Section 31, Township 3N, Range 1E, parcels: S1131336050, S1131336031, S1131346925, S1131346935, S1131346941, S1131347001, S1131347101



## I. PROJECT OVERVIEW

### A. Summary

Annexation of 20.039-acres of land with R-15 zoning; rezoning of 24.53 acres of land from R-4 to R-15; modification of the existing development agreement to create a new one to develop the proposed single-family residential development and Preliminary Plat consisting of 285 building lots (284 new and 1 existing), 28 common lots and 8 common drives on 43.82 acres of land zoned R-15.

### B. Issues/Waivers

Applicant is proposing a single use development which is not consistent with the Mixed-Use Regional FLUM designation. The proposed development lacks key design elements required by the Comprehensive Plan such as:

- Function integration
- Outward-facing design
- Physical integration and shared features
- Support for local services
- Design integration, purposeful open space
- Pedestrian connectivity and
- Limited reliance on arterial roads

The applicant is suggesting they utilize the property to the south as the commercial component of the mixed-use development, while their own proposed development would provide some of the residential units. However, the issue is that there are currently no conceptual plans illustrating

how these two properties would be integrated to create a cohesive mixed-use development. This lack of detailed planning makes it unclear how the two sites would work together to meet the requirements and function as a single, unified project.

The applicant has the option of applying for a Comprehensive Plan Map amendment in order to develop the property as proposed.

**C. Recommendation**

Staff: Denial

**D. Decision**

## II. COMMUNITY METRICS

**Table 1: Land Use**

| Description              | Details                             | Map Ref. |
|--------------------------|-------------------------------------|----------|
| Existing Land Use(s)     | Vacant/Residential                  | -        |
| Proposed Land Use(s)     | Residential                         | -        |
| Existing Zoning          | R-4, RUT                            | VII.A.2  |
| Proposed Zoning          | R-15                                |          |
| Adopted FLUM Designation | MU-RG, Med-High Density Residential | VII.A.3  |

**Table 2: Process Facts**

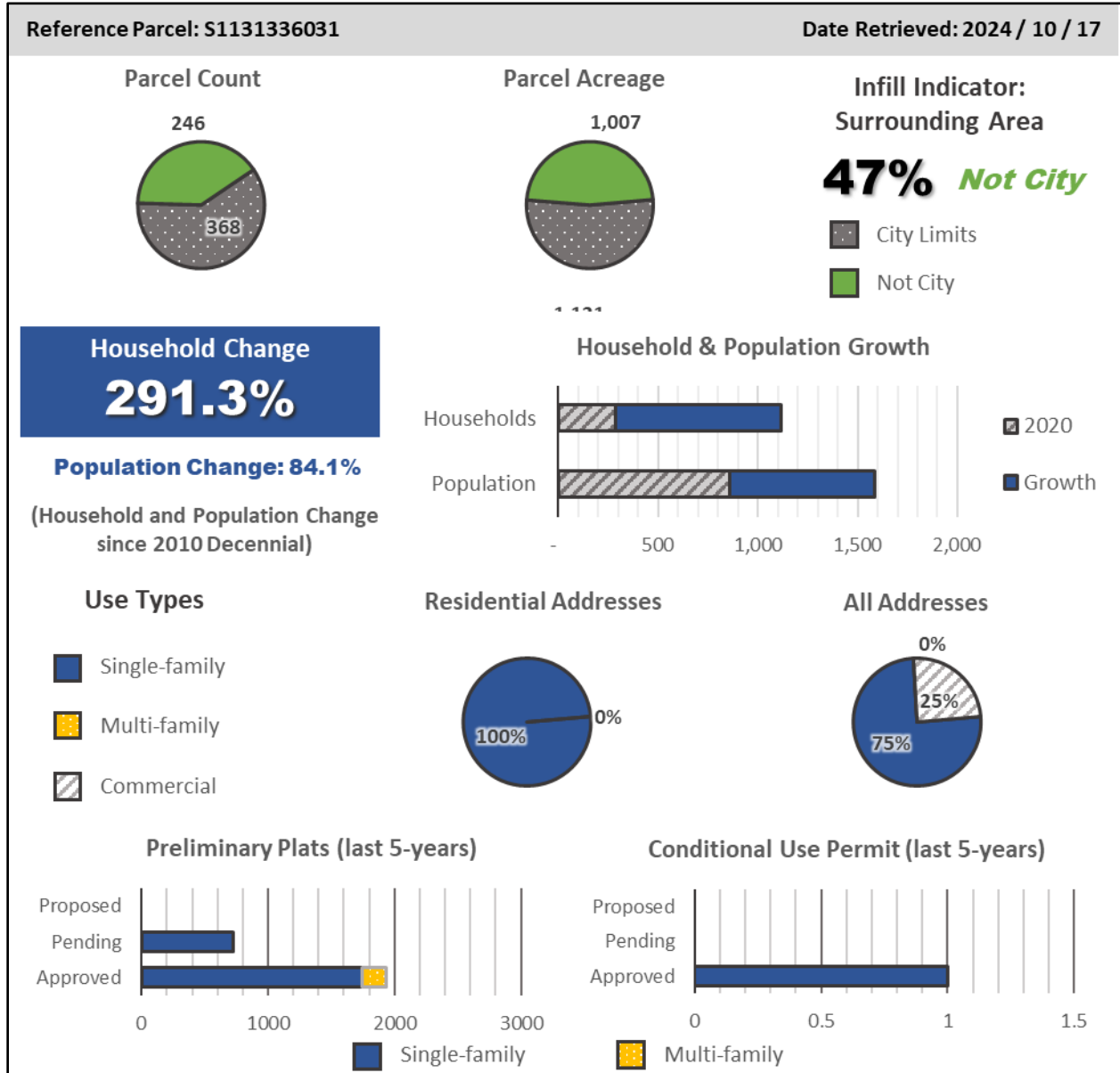
| Description                 | Details   |
|-----------------------------|-----------|
| Preapplication Meeting date | 5/28/2024 |
| Neighborhood Meeting        | 5/28/2024 |
| Site posting date           | 10/4/2024 |

**Table 3: Community Metrics**

| Agency / Element                 | Description / Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Reference |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Ada County Highway District      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | IV.G      |
| • Comments Received              | Comments were not received prior to issuance of this staff report                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | -         |
| • Commission Action Required     | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | -         |
| • Access                         | E. Lake Hazel Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | -         |
| • Traffic Level of Service       | Better than “E”                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | -         |
| ITD Comments Received            | Yes, Letter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | IV.I      |
| Meridian Public Works Wastewater |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | IV.B      |
| • Distance to Mainline           | Sewer available from the east along the future collector street                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |           |
| • Impacts or Concerns            | No - Must provide stub to S1131346650                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |
| Meridian Public Works Water      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | IV.B      |
| • Distance to Mainline           | Water available at the site                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |           |
| • Impacts or Concerns            | <p>Yes</p> <ul style="list-style-type: none"> <li>○ Only the first phase of the development can be constructed with a single connection to east. Before any additional phase are developed a second water connection is required.</li> <li>○ Ensure no permanent structures (trees, bushes, buildings, carports, trash receptacle walls, fences, infiltration trenches, light poles, etc.) are built within the utility easement.</li> <li>○ Engineer to verify if there is a well onsite. If a well is located on the site it must be abandoned per regulatory requirements and proof of abandonment must be provided to the City.</li> <li>○ Each phase of the development will need to be modeled to verify minimum fire flow pressure is maintained</li> <li>- - Locate meters and fire hydrants so they are at least 5' from trees or other permanent structure.</li> </ul> |           |
| School District(s)               | West Ada School District                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | IV.F      |
| • Capacity of Schools            | <p>Mary McPherson Elementary – 550</p> <p>Victory Middle School – 1,000</p> <p>Mountain View High School – 2,175</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | -         |
| • Number of Students Enrolled    | <p>Mary McPherson Elementary – 494</p> <p>Victory Middle School – 1,079</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | -         |

Note: See City/Agency Comments and Conditions Section and public record for all department/agency comments received. [Skyranch AZ, MDA, RZ, PP H-2024-0022](#) (copy this link into a separate browser).

**Figure 1: One-Mile Radius Existing Condition Metrics**



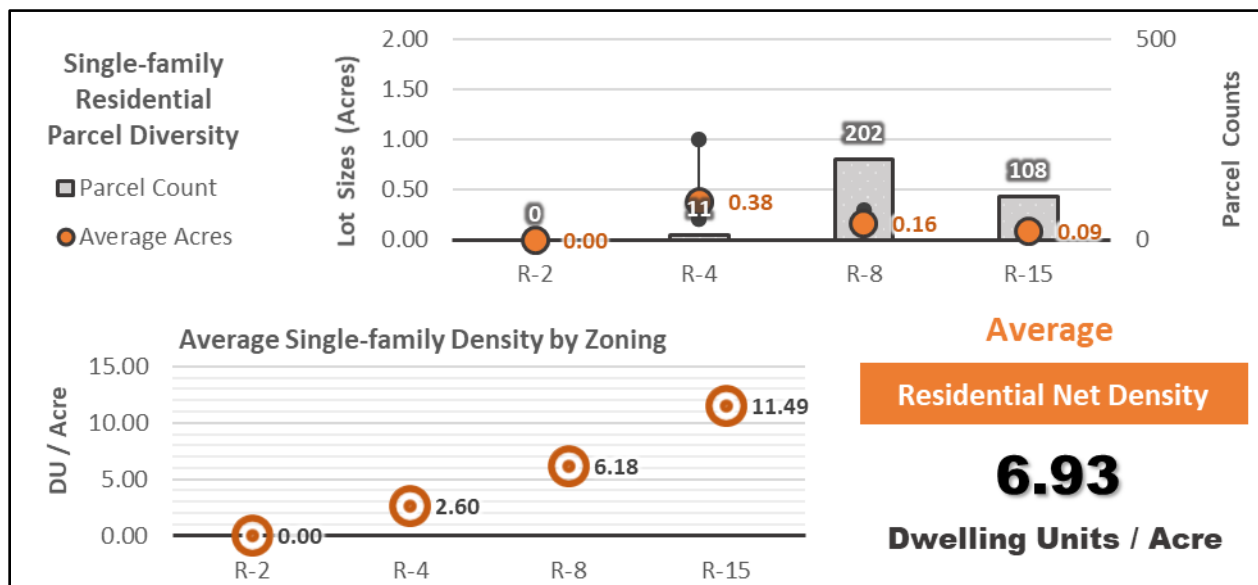
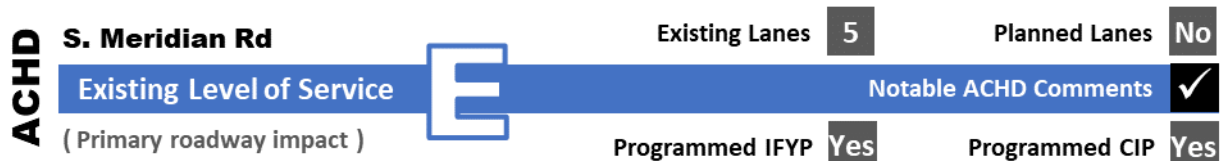


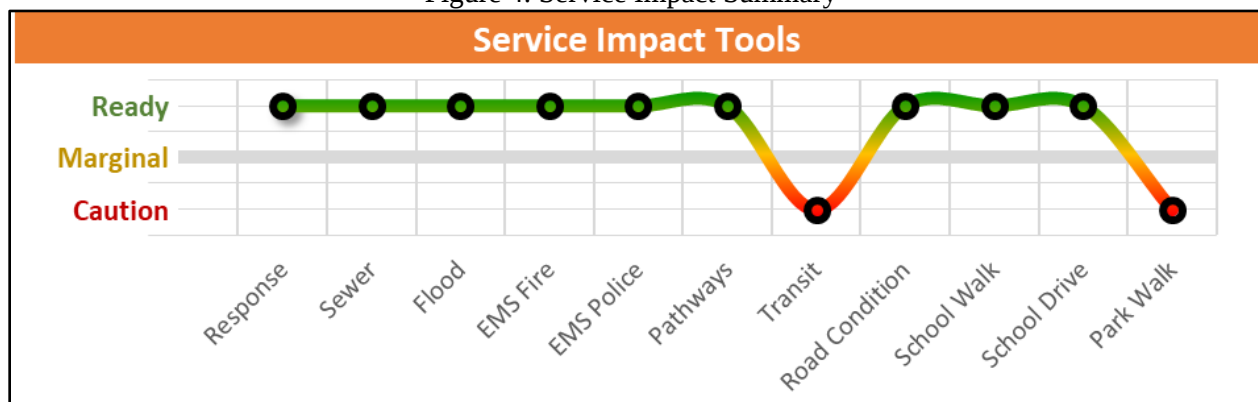
Figure 3: ACHD Summary Metrics



\*Traffic counts are from October 2023.

\*E. Lake Hazel Road is currently under construction and is being widened to 5 lanes from S. Meridian Road to S. Apex Avenue. The level of service listed above is for the existing 2-lane road. Traffic counts are from June 2018.

Figure 4: 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

The Future Land Use Map (FLUM) designates the area proposed to be rezoned as "Mixed-Use Regional," which is intended to encourage a balanced blend of employment opportunities, retail, residential dwellings, and public uses, particularly in areas near major arterial intersections. This designation supports a diverse and integrated community where residents can live, work, and shop without needing to travel far.

The area being annexed is designated as Medium Density High Residential. This designation allows for a mix of dwelling types including townhouses, condominiums, and apartments. Residential gross densities should range from eight to twelve dwelling units per acre. These areas are relatively compact within the context of larger neighborhoods and are typically located around or near mixed use commercial or employment areas to provide convenient access to services and jobs for residents. Developments need to incorporate high-quality architectural design and materials and thoughtful site design to ensure quality of place and should also incorporate connectivity with adjacent uses and area pathways, attractive landscaping and a project identity.

However, the applicant's current proposal is limited to single-family residential development, occupying the majority of the mixed-use designation area, and with no internal vehicle or pedestrian connectivity between the areas, which does not align with the intent of the comprehensive plan for the area. By focusing solely on an inward facing single-family home development, the proposal fails to meet the goal of creating a mixed-use environment that would foster a vibrant, self-sustaining community with neighborhood supportive uses, employment and/or retail options nearby. This lack of compliance with the comprehensive plan could raise concerns about whether the development will contribute to traffic issues, support a balanced community, or meet long-term growth objectives.

For mixed-use developments to be consistent with the plan, they need to demonstrate the following elements, which the current proposal lacks:

1. **Functional Integration:** Developments must show that even undeveloped parts of the area can be functionally integrated, either immediately or conceptually. The project should prove that all planned components can work together cohesively. Local connectivity is required to limit local trip impacts to the regional network, both for traditional single-family homes and in mixed-use areas.

*The current proposal lacks such connectivity and is located near a major regional intersection planned for expansion to seven lanes with additional access restrictions. Although the developer claims the proposal integrates with the surrounding commercial areas, no conceptual plans have been provided to support this claim.*

2. **Outward-Facing Design:** The development should not be insular or turn its back on neighboring properties or streets. Instead, it should engage with its surroundings, promoting interaction with adjacent areas and developments.

*The planned development does not setup or support any future physical, visual connectivity with the remainder of the mixed-use area.*

3. **Physical Integration and Shared Features:** There should be tangible connections between different parts of the development, such as shared amenities, walkways, or spaces. This physical integration supports local connectivity, making the area feel cohesive and accessible.

4. **Support for Local Services:** Developments must intentionally create opportunities for local services such as office, gyms, retail, employment, or public uses.

*The current single-use proposal fails to support this objective, as it does not include any local services within the development.*

5. **Design Integration:** There should be visual corridors or clear lines of sight connecting points of interest throughout the development. This creates a sense of openness and visual connectivity, making it easier for residents and visitors to navigate the space.

*The proposed development, however, is essentially isolated and does not provide connections to the property to the south. It is presented as a single-use development without the commercial component required by the Comprehensive Plan.*

6. **Purposeful Open Space:** Open spaces should not be incidental but purposefully designed to enhance connectivity and functional integration. They should serve as common areas that bring people together and provide opportunities for interaction.

*The open space provided is solely for the purpose of the single-family residents and is not designed to integrate. The open space was not designed to integrate with commercial.*

7. **Pedestrian Connectivity:** Pedestrian pathways and connectivity must be prioritized. Mixed-use areas should encourage walkability, allowing residents to move easily between homes, services, and public spaces without relying on vehicles.

*Pedestrian connectivity is crucial in mixed-use developments to encourage walkability. The absence of such connectivity in this proposal would force residents to walk along busy arterial roads to reach services and public spaces or depend on vehicles to access them. Further UDC 11-3B-9 requires pedestrian connections between residential and commercial areas.*

8. **Limited Reliance on Arterial Roads:** Vehicle connectivity should be designed so that local traffic does not depend entirely on arterial roads. Instead, developments should incorporate internal street systems that distribute traffic more effectively within the area.

*Staff and the Ada County Highway District (ACHD) are concerned that the short entrance road into the development could cause traffic backups along E. Lake Hazel Road. Additionally, the proposal lacks connectivity to commercial areas without requiring residents to cross a major arterial road, effectively isolating the development as a single-use area.*

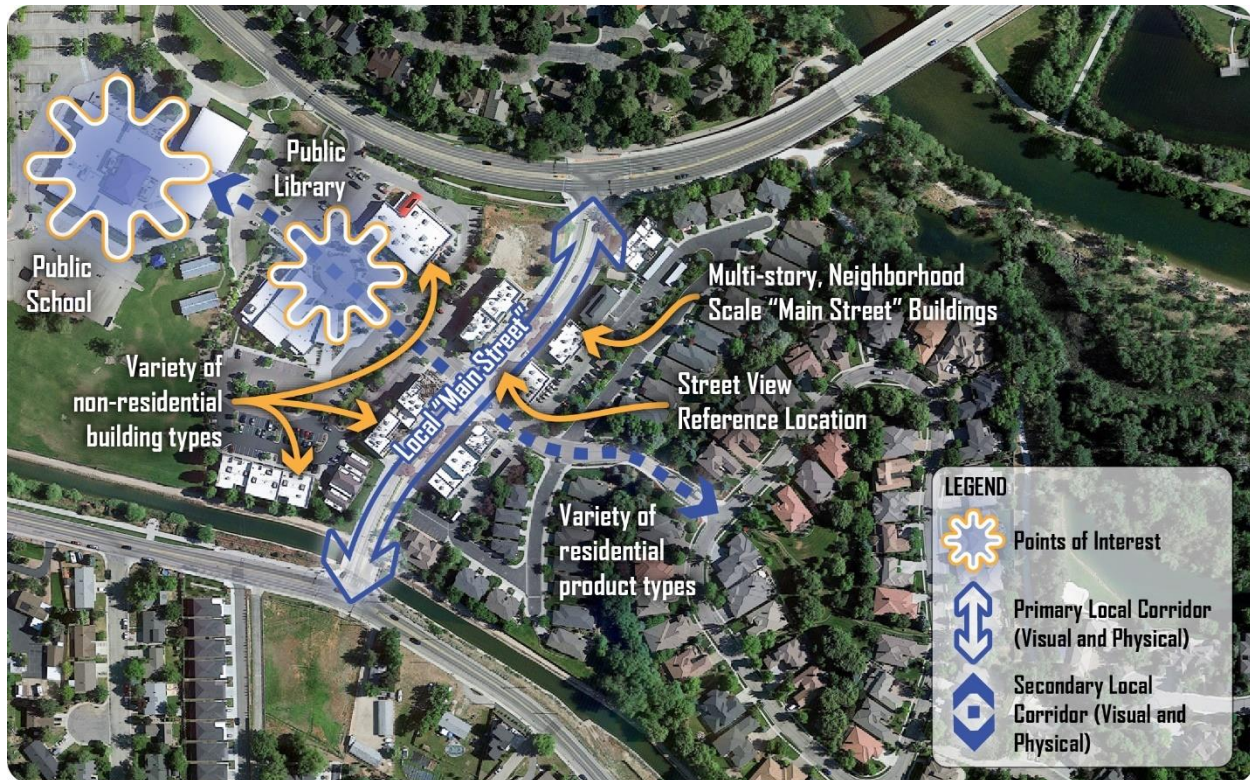
*The applicant indicates that residential uses will comprise between 10% and 30% of the development area, with gross densities ranging from six (6) to forty (40) units per acre within the residential portion. The proposed Sky ranch Neighborhood in the Mixed-Use Residential (MU-RG) area would occupy 11% of the 219 acres, providing a density of 6.5 units per acre, aligning with the Comprehensive Plan's vision. However, the applicant did not account for the Comprehensive Plan's requirement that mixed-use areas bisected by an arterial or highway are considered separate, independent areas for use and design integration, and will be evaluated as such. As a result, the applicant's approach of using their property as a single-use area does not align with the intent of the Comprehensive Plan for mixed-use development.*

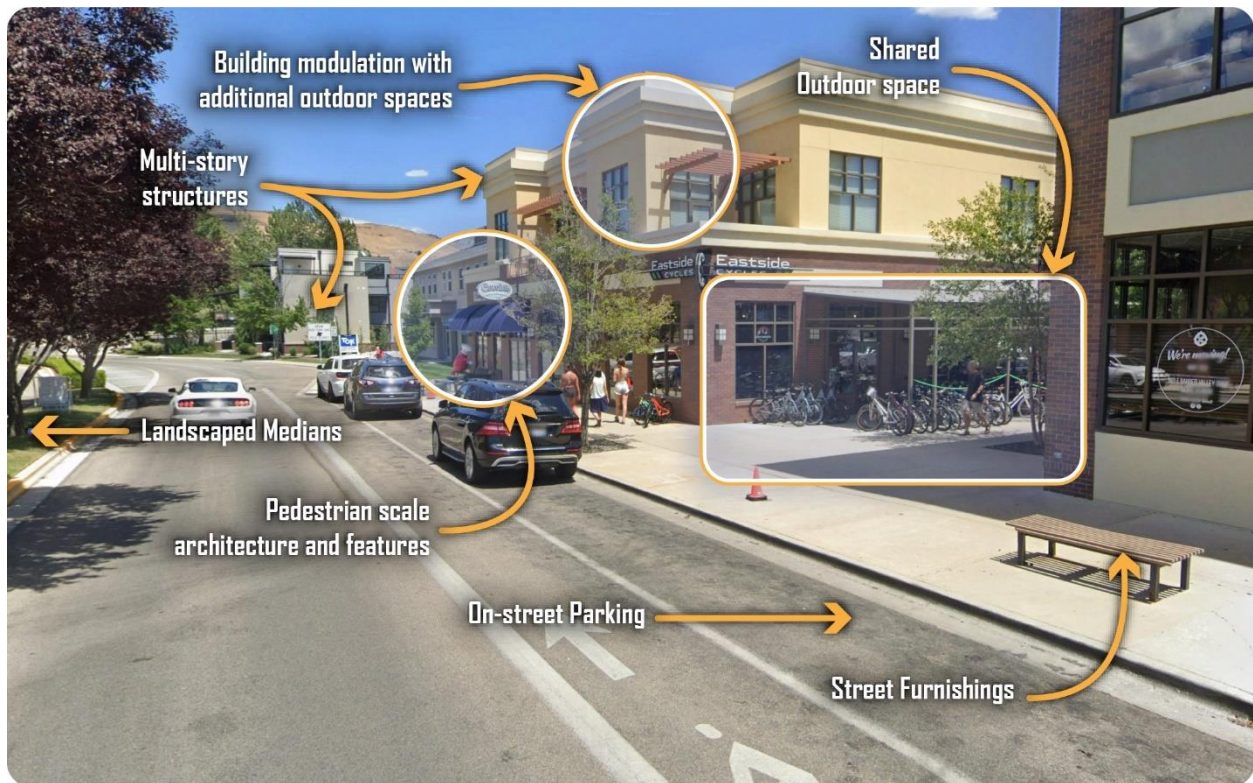
It should also be noted that there are no discrete office or commercial areas left for development in south Meridian. All of these future uses now or later (with more roof tops) are intended to be provided within mixed use areas. The proposed project disproportionately impacts the ability for future services to be provided to local residents. Staff very regularly have trouble finding places for many of these users outside of industrial areas as they are not preserved for within the intended mixed-use areas. The area preserved for non-residential uses and the access and connectivity to these future uses fall well short of the text and policies of the Comprehensive Plan.

Given these requirements, the current proposal for predominantly and disproportionately large single-family residential development does not meet the intent of the mixed-use designation. The developer

would need to revise the project to introduce more uses, foster greater physical and functional integration, and prioritize connectivity for both pedestrians and vehicles in order to comply with the Comprehensive Plan or submit for a Comprehensive Map Amendment to move forward with the plan as submitted.

Examples of an integrated mixed-use development below are Bown Crossing, Boise and Bethany Village, Oregon.







Per the Comprehensive Plan *"In developing the Comprehensive Plan, the City has typically designated Mixed-Use in areas of higher visibility (such as along arterial roadways). These Mixed-Use areas identified on the Future Land Use Map vary in size, intensity (both residential and commercial), and consider the visibility of the planned transportation network, number of residences planned within mixed use designation service areas, and location relevant to other commercial opportunities. The locations are intended to provide Meridian residents with a variety of opportunities for housing, leisure, activity, and commerce. Attractive and convenient prioritized elements such as multiuse pathways are paramount to functionally reducing impacts to the transportation network through proximity and density of services. Contiguous **Mixed-Use identified areas that are bisected by an arterial or highway are considered separate and independent areas for use and design integration and will be evaluated independently of each other.**"*

*Again, the applicant's proposal does not meet the intent of the Comprehensive Plan for mixed-use development as it does not provide a mix of uses.*

**Table 4: Project Overview**

| Description       | Details                                           |
|-------------------|---------------------------------------------------|
| History           | AZ-H-2015-0019, DA Inst # 2016-007088             |
| Phasing Plan      | 6 phases                                          |
| Residential Units | 284 detached single-family residents              |
| Open Space        | 7.49 acres/17.1%/0.72 non-qualifying              |
| Amenities         | Required: 9/ Proposed: 30                         |
| Physical Features | Rawson Lateral                                    |
| Acreage           | 43.82                                             |
| Lots              | 284 Buildable Lots/28 Common Lots/6 Common Drives |
| Density           | 6.50 dwelling units per acre                      |

## **B. History**

*In 2015, the City, at the request/consent of the property owners, annexed approximately 1,322 acres of land with the R-4, R-8, R-15 and C-G zoning districts. It was envisioned that some of the subject properties will seek re-zoning consistent with the Future Land Use Map (FLUM) designations in the future. At the time, no development was proposed with the subject annexation request and therefore a vast majority of the property (1,241 acres) was proposed to be annexed as R-4. All of the subject property owners signed a Development Agreement (DA) that was executed upon approval. Within each DA is a requirement that any proposed development plan be reviewed and approved as an amendment to the executed Development Agreement. Upon development/re-development of all these properties in the future, adherence to the characteristics of their respective land use designation described above will be required.*

*During the annexation properties were assigned zoning districts as placeholders until the property owner came in to develop the property.*

## **C. Site Development and Use Analysis**

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

*The current use of the property is agricultural with one (1) residential properties existing. The existing structure will remain but will be required to hook up to the city's water and sewer system. The existing well and septic system will be abandoned as required.*

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

*The applicant is proposing single-family detached dwellings which are listed as a principal permitted use in the R-15 zoning districts in UDC Table 11-2A-2. The future land use map identifies this area as medium-high density. This designation allows for dwelling units at gross densities of eight (8) to twelve (12) dwelling units per acre.*

*Per UDC 11-2A-7, R-15 is considered Medium High Density. Per the Meridian Comprehensive Plan, this designation allows for a mix of dwelling types including townhouses, condominiums, and apartments. Residential gross densities should range from eight to twelve dwelling units per acre. These areas are relatively compact within the context of larger neighborhoods and are typically located around or near mixed use commercial or employment areas to provide convenient access to services and jobs for residents. Developments need to incorporate high-quality architectural design and materials and thoughtful site design to ensure quality of place and should also incorporate connectivity with adjacent uses and area pathways, attractive landscaping and a project identity.*

*The proposal covers forty-three (43) acres, of which twenty-four (24) acres are designated as Mixed-Use Regional under the Future Land Use Map (FLUM). However, the current design proposes a single-use development of single-family detached residential homes across the site. This approach disregards the Mixed-Use Regional designation, which is intended to promote a blend of residential, commercial, and public uses, rather than focusing solely on one type of development.*

*By limiting the development to single-family homes, the proposal fails to meet the objectives of the Mixed-Use Regional designation, which aims to create dynamic, interconnected communities where residents can live, work, and access services in the same area. This mixed-use concept encourages economic growth, reduces reliance on external roadways, and supports walkability and community cohesion.*

*Comprehensive Plan policy 3.06.02B encourage and support mixed-use areas that provide the benefits of being able to live, shop, dine, play, and work in close proximity, thereby reducing vehicle trips, and enhancing overall livability and sustainability.*

*To comply with the Comprehensive Plan, the applicant needs to redesign the proposal and incorporate a mix of housing types (e.g., multi-family units), local services (retail or office spaces), and public amenities (parks, plazas) within the Twenty-four (24) acres of the Mixed-Use Regional area. This would not only align with the FLUM designation but also enhance the functionality and integration of the development with the surrounding area.*

*Staff recommends that the applicant provide a mix of dwelling types within the residential area such as single family attached or townhomes within Block 8 (lots 2-17 and lots 19-34) and Block 9 (lots 2-17 and lots 19-34) of the proposed development as allowed by the Comprehensive Plan within the R-15 zoning district.*

3. Dimensional Standards (UDC 11-2):

The preliminary plat and future development are required to comply with the dimensional standards listed in UDC Table 11-2A-7 and 11-2B-1 Commercial District for the Mixed-Use Regional and the R-15 zoning districts.

*The proposed lots and public streets for the R-15 zoning district appear to meet UDC dimensional standards per the submitted preliminary plat. However, the proposal does not comply with Mixed-Use Regional designation. As mentioned above, the applicant needs to redesign the proposal to comply with the Comprehensive Plan.*

*Eight (8) common driveways are proposed with this subdivision. The applicant has provided common drive exhibits which demonstrate no more than three (3) units are served whereas a maximum of 4 units are allowed. The common driveway meets the minimum width of twenty (20) feet and does not exceed the maximum length of one hundred and fifty (150) feet. Solid fencing adjacent to common driveways is prohibited, unless separated by a minimum five (5) foot wide landscaped buffer.*

**D. Design Standards Analysis**

*The proposed plat and subsequent development are required to comply with the dimensional standards listed in 11-2A-7 for the R-15 zoning district.*

*Staff finds that while the proposed lots comply with the dimensional standards for the R-15 zoning district, they do not meet the intent of the mixed-use designation due to the single-use nature of the proposal. Some block lengths exceed the 750-foot requirement and will necessitate a waiver from the Council. Additionally, the existing house that will remain as part of the proposed development abuts two streets, which is prohibited by the Unified Development Code (UDC). Furthermore, the lots to the north do not transition to align with the large estate-style lots zoned RUT within Ada County, which have a Future Land Use Map (FLUM) designation of Low Density Residential (LDR). Therefore, the applicant needs to revise their plat map to address the identified issues and demonstrate the necessary corrections.*

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

*The current use of the property is agricultural with two (2) residential properties existing. The 6285 S. Tarrega Lane house will remain and potentially redevelop at a later date. The structures at 520 E. Lake Hazel Road will be removed and existing wells and septic systems will be abandoned as required.*

*Per UDC 11-6C-3A.1, 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. The applicant needs to revise the plat to remove one of the frontage roads for Lot 40, Block 5.*

*Comprehensive Plan policy 3.07.0 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.*

2. **Qualified Open Space & Amenities (Comp Plan 2.02.00, Comp Plan 2.02.01B, UDC 11-3G):**  
*Based on the standards in UDC Table 11-3G-3, a minimum of 15% (or 12.05-acres) of qualified open space is required to be provided within the development. An open space exhibit was submitted as shown in Section VII.F, that depicts 17.1% (or 7.49-acres) of open space that meets the required quality and qualified open space standards. Based on the standards in UDC 11-3G-4A, a minimum of nine (9) amenity points are required to be provided. The amenities proposed are a park with a community pool, play structure, seating benches, climbing dome, swing set; two (2) pickleball courts; dog park with waste station and sitting benches; and pathways. All common open space areas are required to be landscaped with one deciduous shade tree for every 5,000 square feet of area and include a variety of trees, shrubs, lawn or other vegetative groundcover per UDC 11-3G-5B.3.*

*Although the applicant is proposing a berm, landscaping and fencing around the sports court, staff feels the location would be better if relocated to Lot 1 Block 10 or Lot 1 Block 7 away from the primary entrance to the subdivision which is supported by the Comprehensive Plan policies below.*

*Comprehensive Plan policy 2.02.00 requires the applicant to plan for safe, attractive, and well-maintained neighborhoods that have ample open space, and generous amenities that provide varied lifestyle choices.*

*Comprehensive Plan policy 2.02.01B requires the applicant to evaluate open space and amenity requirements for consistency with community needs and values.*

3. **Landscaping (UDC 11-3B):**
  - i. **Landscape buffers along streets**  
*UDC 11-2A-6 requires a thirty-five (35) foot wide buffer along entryway corridors (N. Meridian Road and twenty-five (25) foot wide buffers are required along arterial roads (E. Lake Hazel Road). A twenty (20) foot wide buffer along all collectors is required.*
  - ii. **Tree preservation**  
*Per UDC 11-3B-10, the applicant shall preserve existing trees four-inch caliper or greater from destruction during the development.*  
*Mitigation shall be required for all existing trees four-inch caliper or greater that are removed from the site with equal replacement of the total calipers lost on site up to an amount of one hundred (100) percent replacement (Example: Two (2) ten-inch caliper trees removed may be mitigated with four 5-inch caliper trees, five (5) four-inch caliper trees, or seven (7) three-inch caliper trees). Deciduous specimen trees four-inch caliper or greater may count double towards total calipers lost, when planted at entryways, within common open space, and when used as focal elements in landscape design.*  
*The applicant shall add a mitigation section to the landscape plan for trees meeting the criteria above that are removed.*
  - 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 for pathways shall meet the requirements outlined in UDC 11-3B-12.*

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

*The proposal will be required to meet the standards for parking as set forth in UDC 11-3C-6.*

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

*Four (4) conceptual building elevations were submitted for the proposed subdivision as shown in Exhibit VII.I. The applicant states the homes in the Skyranch Neighborhood will include 284 homes with a mix of different product types, two-story and single-story detached single-family homes.*

*Buildings shall be designed with elevations that create interest through the use of broken planes, windows, and fenestrations that produce a rhythm of materials and patterns. Design review is not required for single-family detached structures. However, because the rear and/or sides of homes facing E. Lake Hazel Road will be highly visible, Staff recommends a DA provision requiring those elevations incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines that are visible from adjacent public streets. Single-story homes are exempt from this requirement.*

*Design review is required for single-family attached and townhomes. Design review will have to meet the requirements outlined in the City's 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.*

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

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

7. Parkways (Comp Plan 3.07.01C, UDC 11-3A-17):

*Comprehensive Plan policy 3.07.01C requires appropriate landscaping, buffers, and noise mitigation with new development along transportation corridors (setback, vegetation, low walls, berms, etc.).*

*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 is proposing parkways along the entrance to Street A, Street F, Street N and Street P of the subdivision.*

## E. Transportation Analysis

### 1. Access (*Comp Plan 6.01.02B, UDC 11-3A-3, UDC 11-3H-4*):

Per UDC 11-3A-3, the intent of these standards is to improve safety by combining and/or limiting access points to collector and arterial streets and ensuring that motorists can safely enter all streets unless waived by City Council.

*Comprehensive Plan policy 6.01.02B requires the reduction in the number of existing access points onto arterial streets by using methods such as cross-access agreements, access management, and frontage/backage roads, and promoting local and collector street connectivity.*

*Access to the property is proposed from E. Lake Hazel Road. Per the Idaho Transportation Department, no direct access to the State Highway System is approved. Due to the type and proximity of this development to SH-69, ITD is requesting a Traffic Impact Study (TIS) for the proposed development. Access is also proposed from the east side of the property via the future collector road.*

*As the property is within close proximity to SH-69, the applicant will be required to provide noise abatement per UDC 11-3H-4D. Noise abatement could include but not limited to a berm or a berm and wall combination to help reduce the traffic noise.*

*Staff has concerns about the length of the entrance off of E. Lake Hazel Road. The potential for traffic to backup when trying to access the site is greater with the short distance.*

### 2. Pathways (*Comp Plan 3.07.02A, Comp Plan 4.04.01A, UDC 11-3A-8*):

*All pathways should be constructed in accord with the standards listed in UDC 11-3A-8.*

*Pedestrian connectivity is crucial in mixed-use developments to encourage walkability. The absence of such connectivity in this proposal would force residents to walk along busy arterial roads to reach services and public spaces or depend on vehicles to access them. Further UDC 11-3B-9 requires pedestrian connections between residential and commercial areas. The only pathway required for this development is along S. Meridian Road. Other pedestrian connectivity is limited except along the arterial roads which does not meet the Comprehensive Plan policies list below.*

*Comprehensive Plan policy 3.07.02A requires pedestrian circulation plans to ensure safety and convenient access across large commercial and mixed-use developments.*

*Comprehensive Plan policy 4.04.01A ensure that new development and subdivisions connect to the pathway system.*

### 3. 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.*

### 4. Private Streets (*UDC 11-3F-4*):

*There are no private streets proposed for this development.*

### 5. Subdivision Regulations (*UDC 11-6*):

#### i. Dead end streets

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. The City Council may approve a dead-end street 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. Cul-de-sac streets may serve a maximum of thirty (30) dwelling units.

*The applicant is proposing a cul-de-sac that exceeds the maximum five hundred (500) feet in length. The applicant needs to request a waiver from counsel for exceeding the maximum length for dead end streets.*

ii. Common driveways

Per UDC 11-6C-3D, common driveways shall serve a maximum of four (4) dwelling units. In no case shall more than three (3) dwelling units be located on one (1) side of the driveway.

*The applicant is proposing six (6) common driveways that meet the dimensional requirements as outlined in the UDC.*

iii. Block face

UDC 11-6C-3- regulates block lengths for residential subdivisions. Staff has reviewed the submitted plat for conformance with these regulations. The intent of this section of code is to ensure block lengths do not exceed 750 ft, although there is the allowance of an increase in block length to 1,000 feet if a pedestrian connection is provided. In no case shall a block face exceed one thousand two hundred (1,200) feet, unless waived by the City Council.

*It appears that some of the block lengths exceed the 750 feet. The applicant did not submit a revised block face length exhibit for review as requested.*

## **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. The applicant needs to request a waiver from City Council to keep the canal open.*

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

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.*

#### **IV. CITY/AGENCY COMMENTS & CONDITIONS**

##### **A. Meridian Planning Division**

**Staff is recommending denial, therefore there are no conditions of approval.**

##### **B. Meridian Public Works**

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

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity>

##### **C. Meridian Park's Department**

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

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity>

##### **D. 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=351919&dbid=0&repo=MeridianCity>

###### **2. Boise Project Board of Control**

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

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity>

##### **E. Idaho Department of Environmental Quality (DEQ)**

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

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity>

##### **F. West Ada School District (WASD) or Other District/School**

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

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity>

##### **G. Ada County Development**

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

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity>

##### **H. Ada County Highway District (ACHD)**

Staff report issued prior to final ACHD report was submitted to the City.

## I. Idaho Transportation Department (ITD)

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

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity>

## V. FINDINGS

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

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

1. The map amendment complies with the applicable provisions of the comprehensive plan;  
*Commission finds the Applicant's request to annex and rezone the subject property to R-15 zoning for single-family detached dwellings does not align with the intent of the Comprehensive Plan, specifically the Mixed-Use Regional (MU-RG) designation. The MU-RG designation is intended to foster a balanced blend of uses, including employment opportunities, retail, residential dwellings, and public uses, particularly in high-traffic areas near major arterial intersections.*

*By proposing only single-family detached residential development, the applicant's plan misses the mark on providing the necessary commercial and public uses that would support a mixed-use environment. This lack of commercial and employment spaces contradicts the goal of creating a self-sustaining, integrated community where residents can live, work, and access services locally, reducing the need for long commutes and external traffic reliance.*

*To meet the intent of the Comprehensive Plan, the applicant would need to incorporate a more diverse mix of uses, including commercial spaces for businesses and public amenities, that would foster job creation and provide essential services. This would bring the development into alignment with the MU-RG objectives of functional integration, connectivity, and the provision of local services near key intersections.*

2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;  
*The Future Land Use Map (FLUM) designates the area as "MU-RG" which is intended to provide a balanced blend of employment opportunities, retail, residential dwellings, and public uses, particularly in areas near major arterial intersections. This designation supports a diverse and integrated community where residents can live, work, and shop without needing to travel far.*

*However, the applicant's current proposal is limited to single-family residential development, which does not align with the intent of the comprehensive plan for the area. By focusing solely on single-family homes, the proposal fails to meet the goal of creating a mixed-use environment that would foster a vibrant, self-sustaining community with employment and retail options nearby.*

*The applicant needs to revise the proposal to incorporate a wider variety of uses as identified above to better align with the vision for the MU-RG designation.*

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;  
*Commission finds the proposed map amendment is considered detrimental to public health, safety, and welfare because it fails to align with key planning and design principles that safeguard the well-being of the community.*

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

*Commission finds without the design elements such as a balanced mix of residential, commercial, and public uses, functional and physical integration, and prioritized pedestrian connectivity, the development does not align with the Comprehensive Plan's standards for creating vibrant, integrated communities. The absence of these features can lead to missed opportunities for economic growth, inadequate infrastructure, and poor local connectivity, which are essential for the City's overall development strategy.*

*For the annexation to be considered, the applicant needs to revise the development plan to incorporate the design elements listed above, thereby ensuring it meets the City's objectives for mixed-use, sustainable, and well-connected neighborhoods.*

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

*Commission finds the annexation is not in the best interest of the City because the proposed development lacks key design elements (function integration, outward-facing design, physical integration and shared features, support for local services, design integration, purposeful open space, pedestrian connectivity and limited reliance on arterial roads) required by the Comprehensive Plan. These missing elements are critical for ensuring that new developments contribute to the City's long-term vision and goals, especially in areas designated for specific uses like Mixed-Use Regional.*

## **B. Preliminary Plat and Short 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;

*Commission finds that the plat is not in conformance with the comprehensive plan as a portion of the plat is designated as MU-RG on the FLUM. MU-RG is intended to provide a balanced blend of employment opportunities, retail, residential dwellings, and public uses, particularly in areas near major arterial intersections. This designation supports a diverse and integrated community where residents can live, work, and shop without needing to travel far.*

*However, the applicant's current proposal is limited to single-family residential development, which does not align with the intent of the comprehensive plan for the area. By focusing solely on single-family homes, the proposal fails to meet the goal of creating a mixed-use environment that would foster a vibrant, self-sustaining community with employment and retail options nearby.*

*The applicant needs to revise the proposal to incorporate a wider variety of uses as identified above to better align with the vision for the Mixed-Use Regional designation.*

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

*Commission 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;

*Commission finds the proposed plat is in substantial conformance with scheduled public improvements in accord with the City's Capital Improvement Program.*

4. There is public financial capability of supporting services for the proposed development; *Commission finds the primarily single-family residential nature of the proposed development may not generate sufficient tax revenue to offset the costs of public services. Mixed-use developments that include commercial and employment opportunities generally provide a better balance of revenue and service costs, something this proposal lacks.*

*The development could also put a strain on existing services (e.g., schools, emergency response) without providing additional funding or resources to accommodate the increased demand.*

5. The development will not be detrimental to the public health, safety or general welfare; and *Commission finds the proposed development is considered detrimental to public health, safety, and welfare because it fails to align with key planning and design principles that safeguard the well-being of the community. This could include several potential risks:*
  - **Increased Traffic and Congestion:** *Without proper mixed-use integration or necessary commercial services, the development may generate more traffic than the current infrastructure can handle. This could lead to unsafe road conditions and strain on the local transportation network, particularly if the area is heavily reliant on arterial roads.*
  - **Lack of Local Services:** *The absence of commercial and public uses in the development means that residents would need to travel farther for essential services such as groceries, healthcare, and employment. This not only increases reliance on vehicles but also reduces access to daily needs, negatively impacting public welfare.*

*In light of these concerns, approving the development could undermine the city's efforts to promote safe, healthy, and well-balanced growth. A more integrated development plan would be necessary to ensure it meets the standards for protecting public health, safety, and welfare.*

6. The development preserves significant natural, scenic or historic features. *Commission finds the development is preserving the Ransom Lateral by keeping it open as a natural feature.*

## VI. ACTION

### A. Staff:

Staff is recommending denial of the project because the current proposal does not align with the intent of the comprehensive plan for the area. The proposal is limited to single-family residential development, occupying the majority of the mixed-use designation area, and with no internal vehicle or pedestrian connectivity between the areas, which by focusing solely on an inward facing single-family home development, the proposal fails to meet the goal of creating a mixed-use environment that would foster a vibrant, self-sustaining community with neighborhood supportive uses, employment and/or retail options nearby. This lack of compliance with the comprehensive plan could raise concerns about whether the development will contribute to traffic issues, support a balanced community, or meet long-term growth objectives. In order to develop the property as proposed, the applicant has the option of continuing the hearing and applying for a Comprehensive Plan Map Amendment before the December 15<sup>th</sup> deadline.

### B. Commission:

The Meridian Planning & Zoning Commission heard these items on October 17, 2024. At the public hearing, the Commission moved to recommend denial of the subject annexation, rezone and preliminary plat requests.

1. Summary of Commission public hearing:
  - a. In favor: Hethe Clark, representing applicant

- b. In opposition: None
  - c. Commenting: Hethe Clark, on behalf of the applicant
  - d. Written testimony: None
  - e. Staff presenting application: Linda Ritter
  - f. Other Staff commenting on application: Bill Parsons
- 2. Key issue(s) of public testimony:
  - a. None
- 3. Key issue(s) of discussion by Commission:
  - a. A lack of mixed-use and compliant with the spirit of the Comprehensive Plan. Limited connectivity - limited interconnectivity. Limited transition from adjacent properties and pedestrian safety concerns.
- 4. Commission change(s) to Staff recommendation:
  - a. None
- 5. Outstanding issue(s) for City Council:
  - a. None

**C. City Council:**

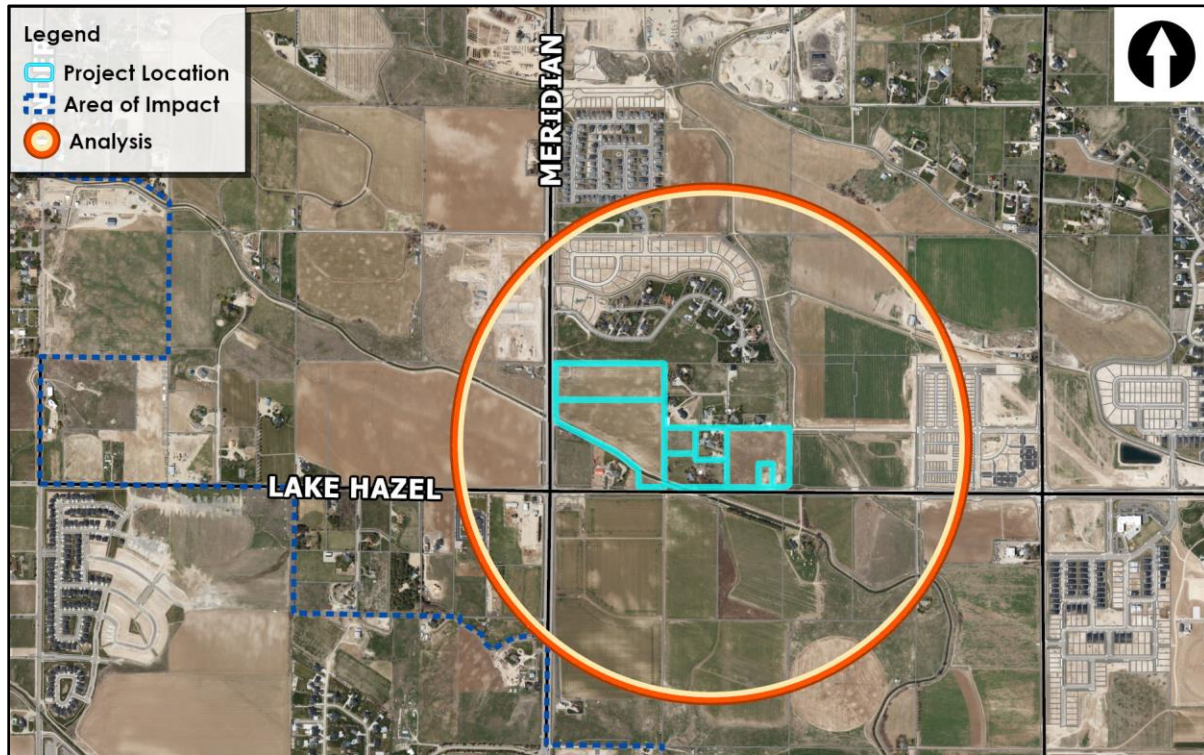
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## VII. EXHIBITS

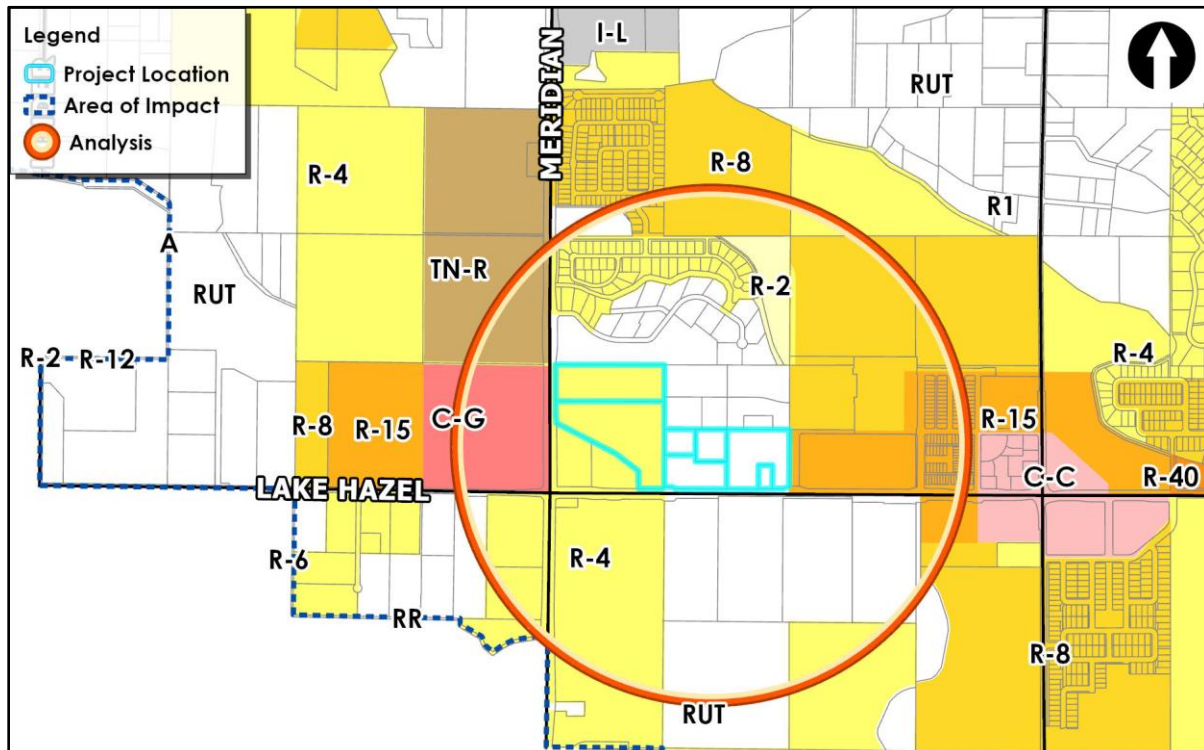
### A. Project Area Maps

(link to [Project Overview](#))

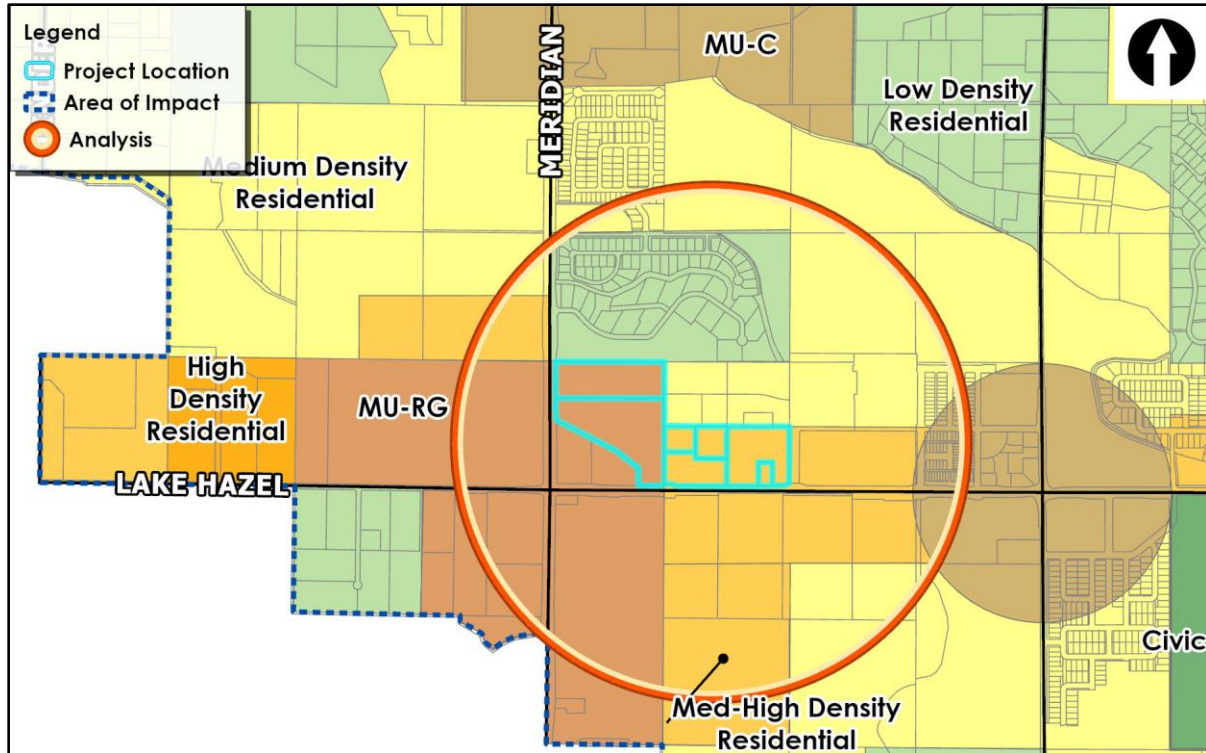
#### 1. Aerial



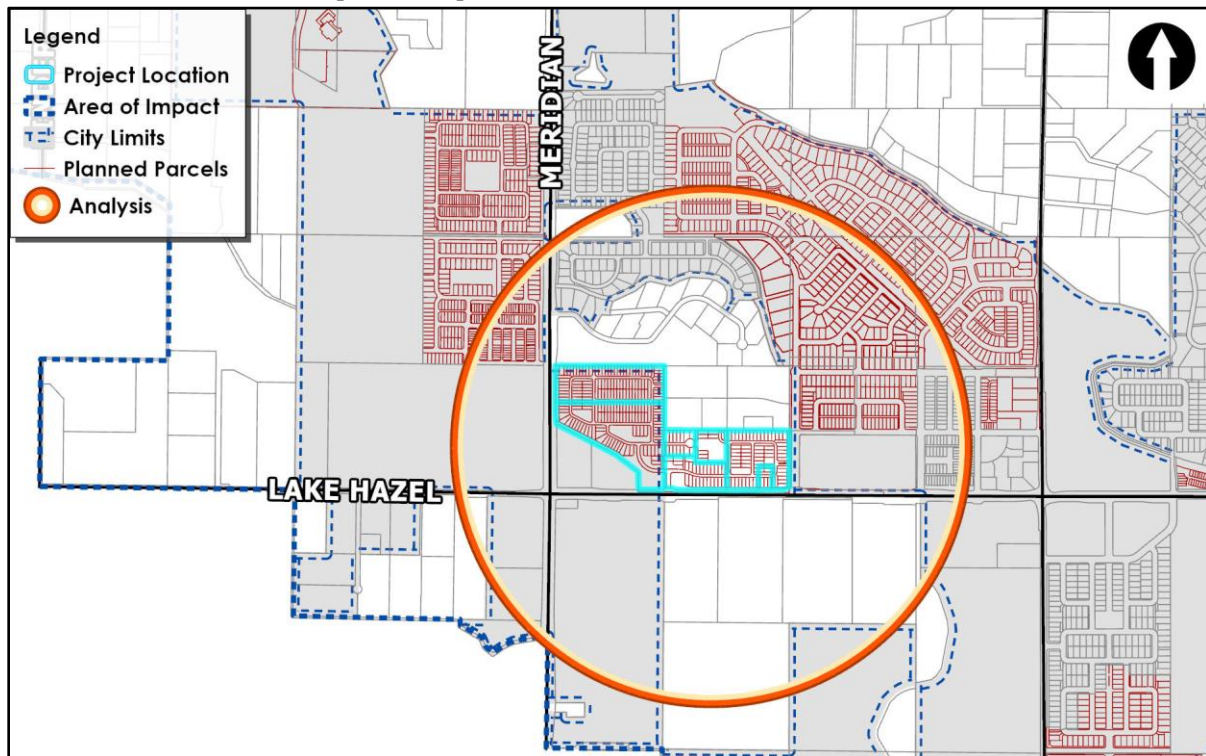
#### 2. Zoning Map



### 3. Future Land Use



### 4. Planned Development Map



5. Map Notes

|                                                              |
|--------------------------------------------------------------|
| <b>Nearby Recent Preliminary Plats (within last 5-years)</b> |
| H-2021-0020 H-2023-0041                                      |

|                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------|
| <b>Nearby Recent Conditional Use Permits (within last 5-years)</b>                                                                  |
| H-2020-0009 H-2020-0057 H-2020-0117 H-2021-0021 H-2021-0036 H-2021-0087 H-2020-0056 H-2019-0097 H-2022-0050 H-2023-0041 H-2024-0014 |

## B. Subject Site Photos







### C. Service Accessibility Report

## PARCEL S1131336031 SERVICE ACCESSIBILITY

|                          |                       |
|--------------------------|-----------------------|
| <b>Overall Score: 19</b> | <b>8th Percentile</b> |
|--------------------------|-----------------------|

| Criteria                      | Description                                                                                                             | Indicator |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------------|-----------|
| Location                      | In City Limits                                                                                                          | GREEN     |
| Extension Sewer               | Trunkshed mains 500-2,000 ft. from parcel                                                                               | YELLOW    |
| Floodplain                    | Either not within the 100 yr floodplain or > 2 acres                                                                    | GREEN     |
| Emergency Services Fire       | Response time < 5 min.                                                                                                  | GREEN     |
| Emergency Services Police     | Meets response time goals some of the time                                                                              | YELLOW    |
| Pathways                      | Within 1/4 mile of future pathways                                                                                      | YELLOW    |
| Transit                       | Not within 1/4 of current or future transit route                                                                       | RED       |
| Arterial Road Buildout Status | Ultimate configuration (# of lanes in master streets plan) > existing (# of lanes) & road IS in 5 yr work plan          | YELLOW    |
| School Walking Proximity      | From 1/2 to 1 mile walking                                                                                              | YELLOW    |
| School Drivability            | Not within 2 miles driving of existing or future school                                                                 | RED       |
| 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     |

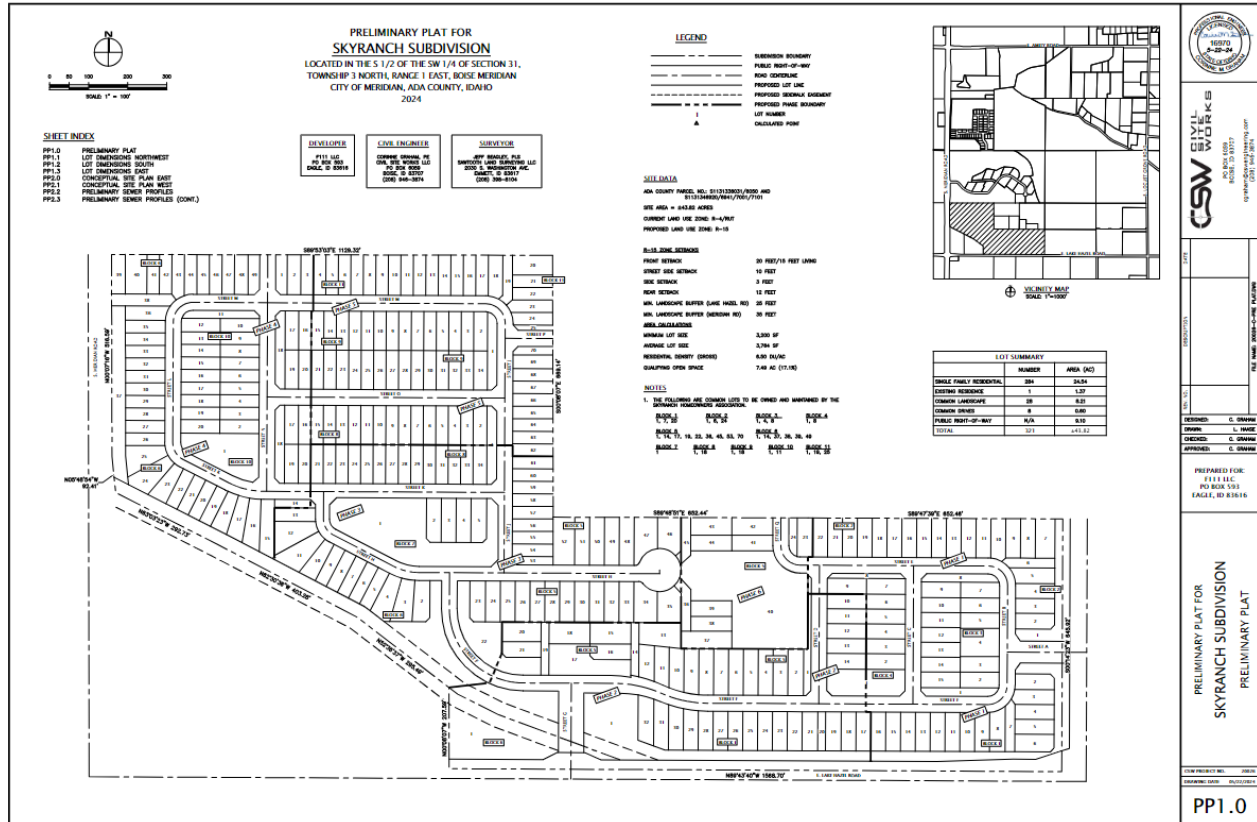
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**SKYRANCH SUBDIVISION**  
PRELIMINARY PLAT LANDSCAPE PLAN  
MERIDIAN, ID

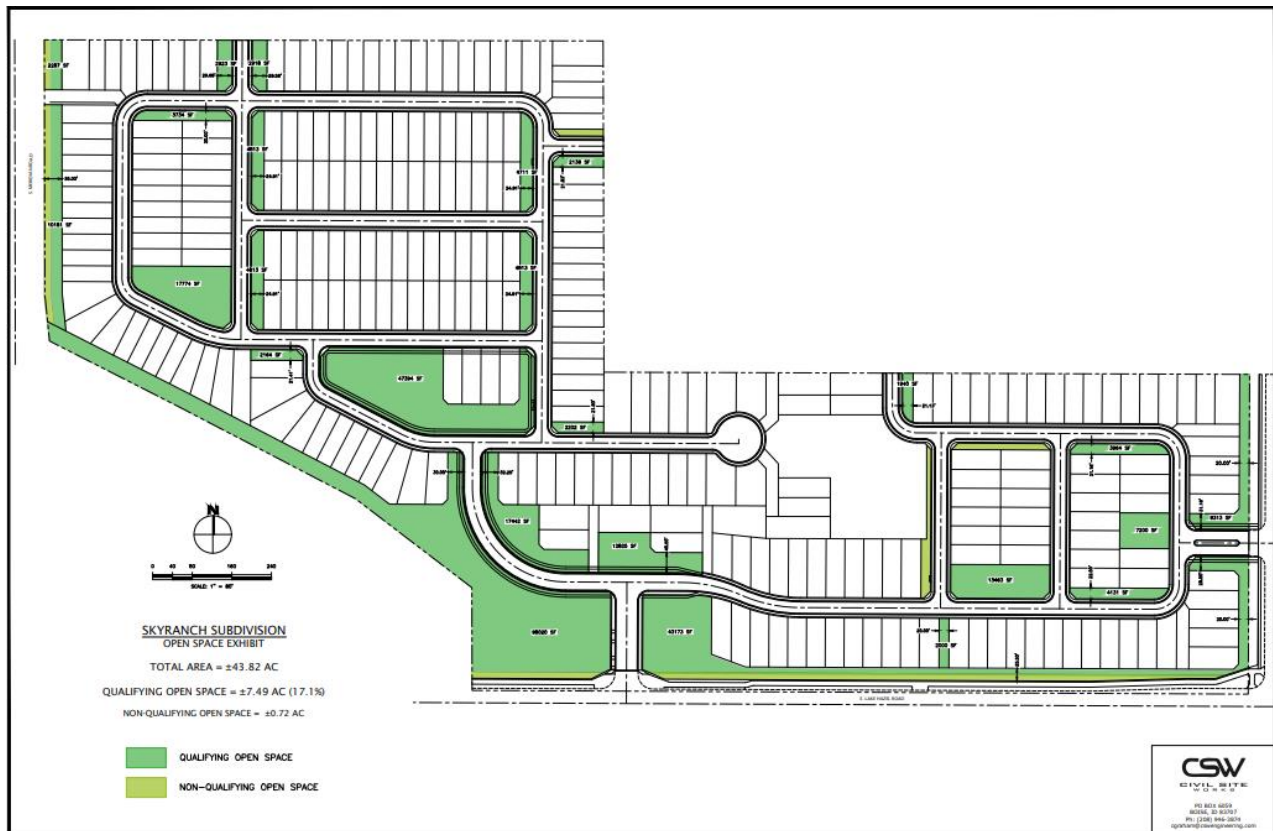
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|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------------------------------------------------------------------------|
| CIVIL ENGINEER<br>J. A. JENSEN<br>J. A. JENSEN & ASSOCIATES<br>1000 E. 1000 N.<br>MERIDIAN, ID 83442 | DEVELOPER<br>J. A. JENSEN<br>J. A. JENSEN & ASSOCIATES<br>1000 E. 1000 N.<br>MERIDIAN, ID 83442 | NORTH<br><br>SCALE 1" = 100'<br>MAY 24, 2014 | <br><b>JENSEN BELTS</b><br>LANDSCAPE ARCHITECTS<br>1000 E. 1000 N.<br>MERIDIAN, ID 83442 |
|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------------------------------------------------------------------------|



## F. Phasing Plan



### G. Qualified Open Space Exhibit (date: 6/6/2024)



## H. Site Amenities

**A. Park (Block 7, Lot 1)** - The one-and-a-half-acre park will contain the following recreation facilities:

- **Community Pool and Changing Rooms**
- **Fenced Play Structure**
- **Swing Set**
- **Seating Benches**
- **Climbing Dome**
- **Attractive Landscaping**



**B. Pickleball Courts (Block 1, Lot 1) - the entrance to Sky Ranch will feature:**

- Two pickleball courts
- Attractive landscaping



**C. Dog Parks (Block 4, Lot 1 & Block 10, Lot 1) - both parks will be over one-third of an acre and feature:**

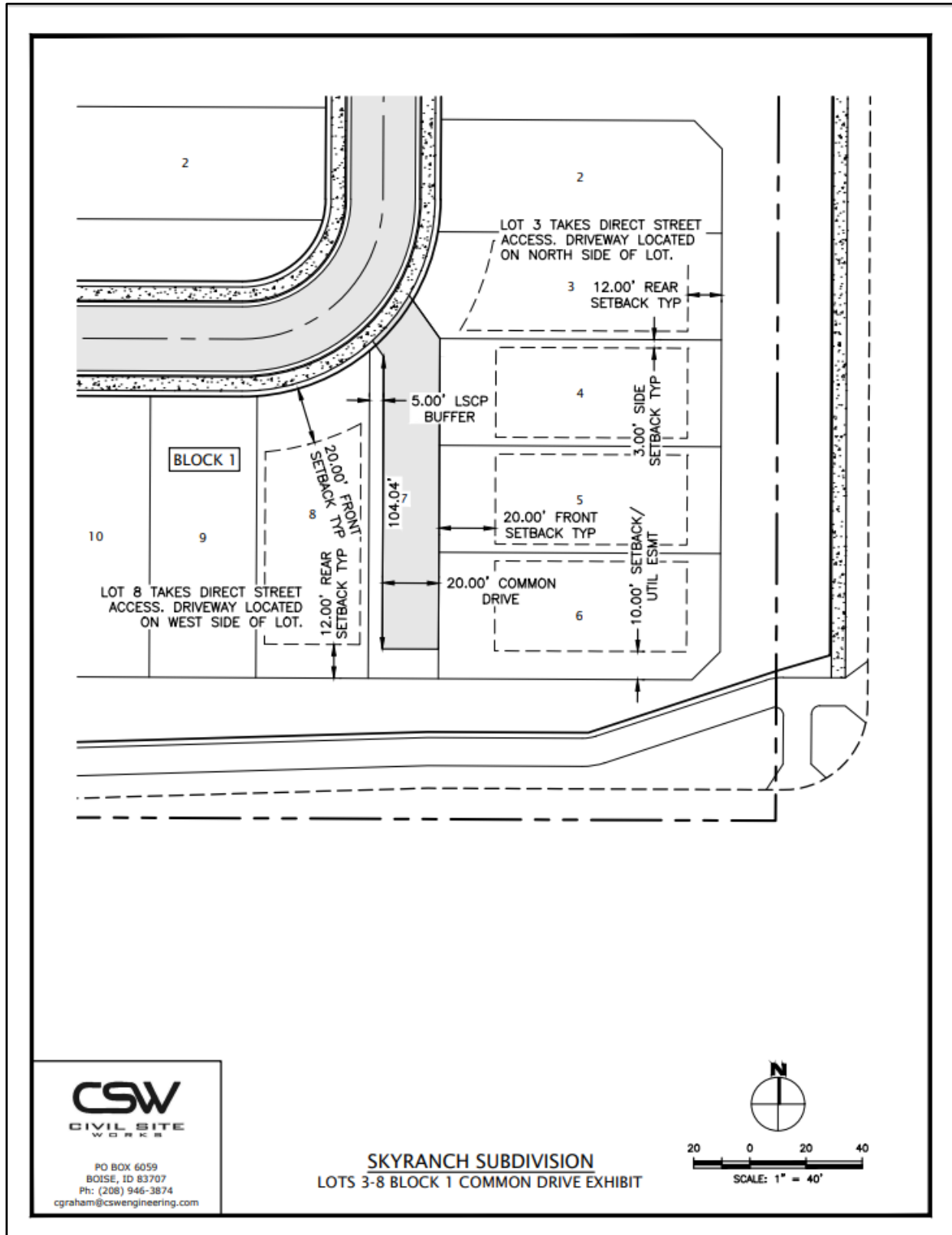
- Fenced Area
- Waste Station
- Sitting benches
- Attractive landscaping

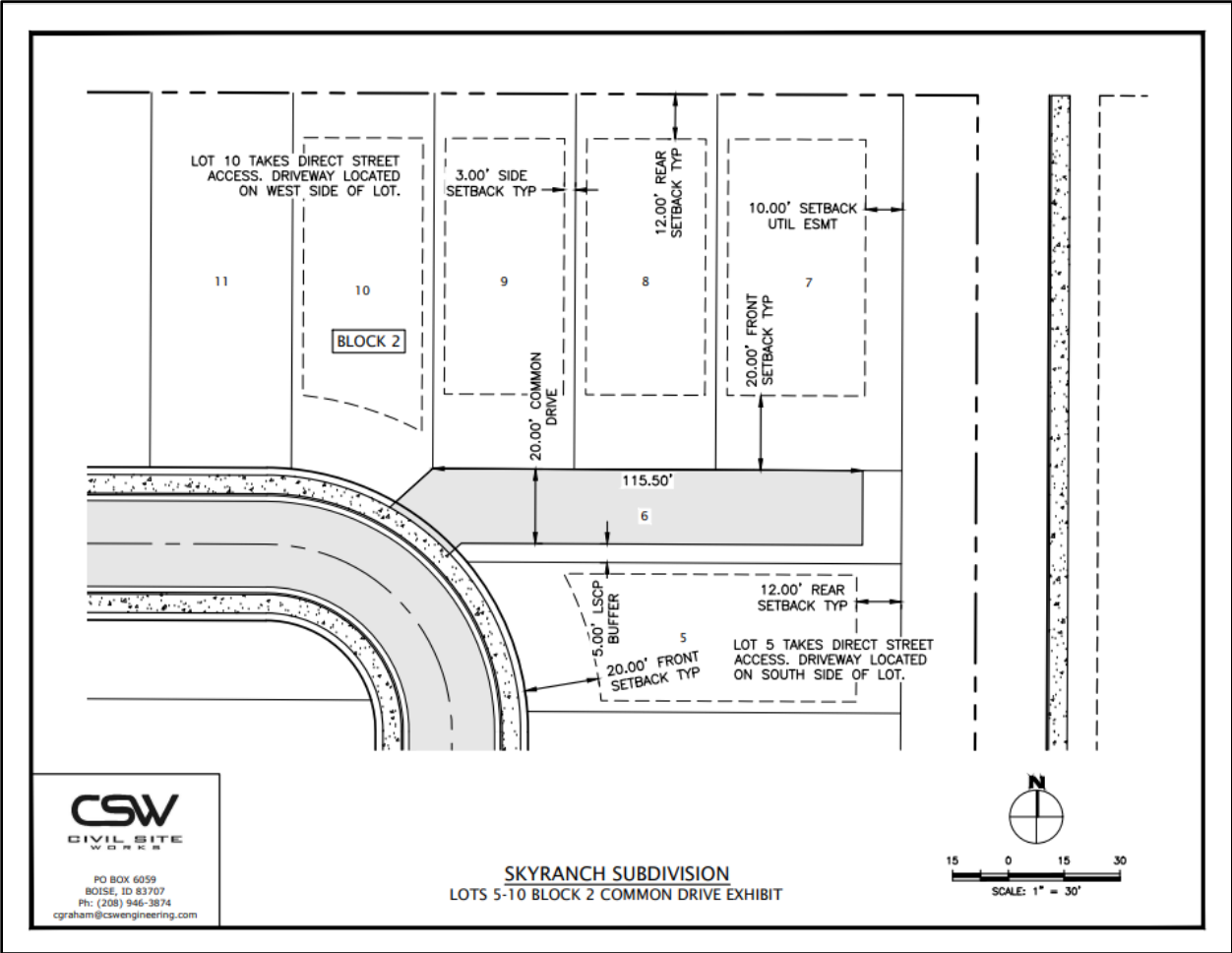


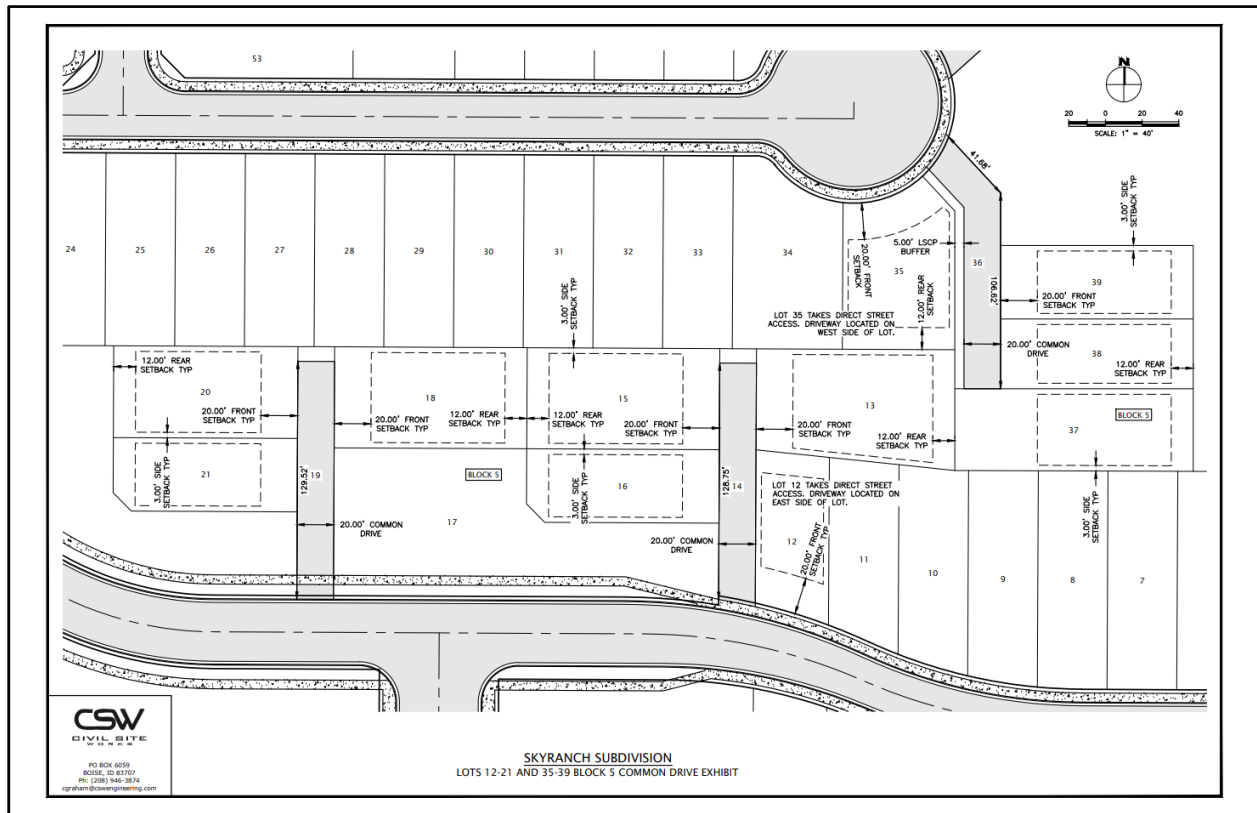
- D. Pathways** – The Skyranch Neighborhood will include the following pedestrian pathways:
- **10 ' Regional Pathways will be constructed along Lake Hazel (1,200 ft), S. Meridian Road (500 ft), and Future Collector (600 ft) for approximately 2,300 L.F. total.**

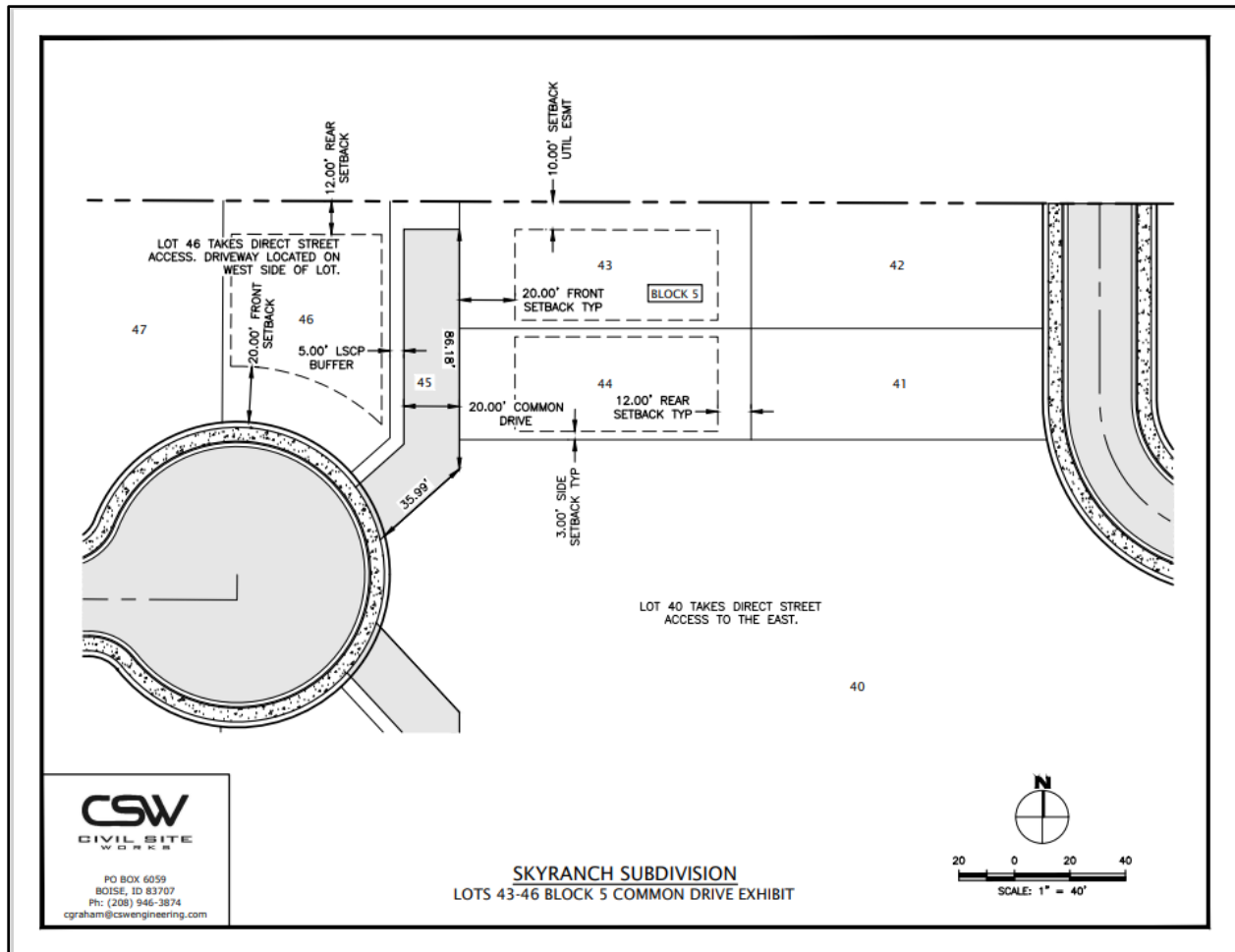


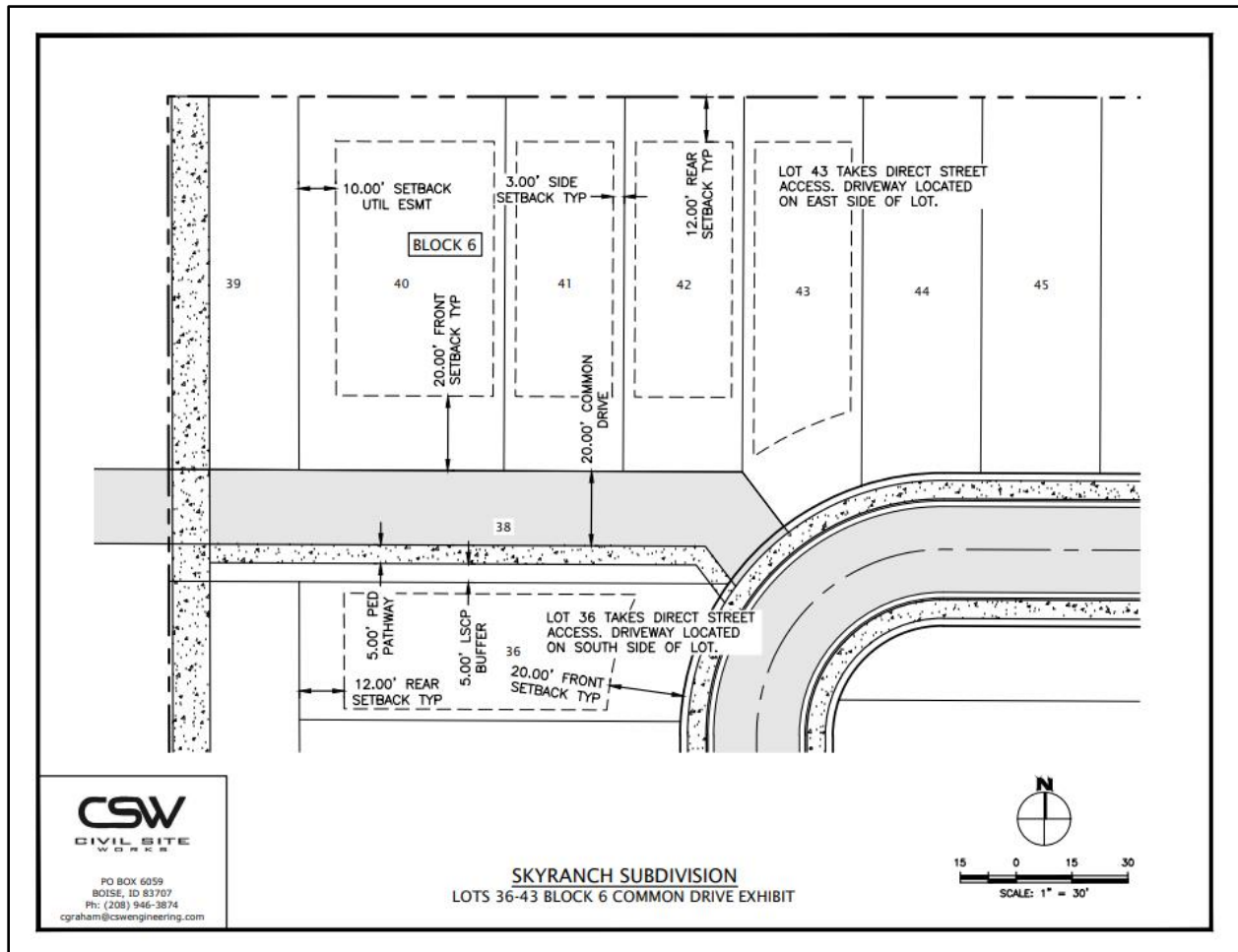
I. Common Drive Exhibit (date: 6/6/2024)

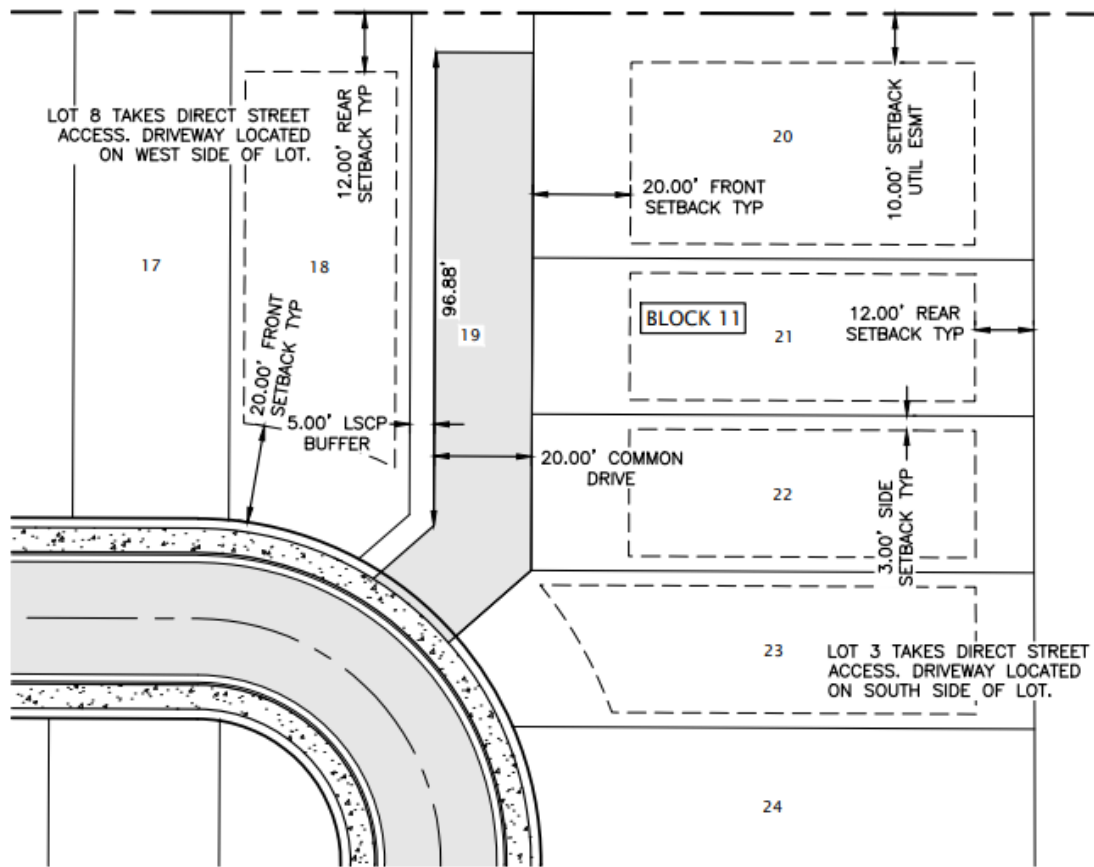








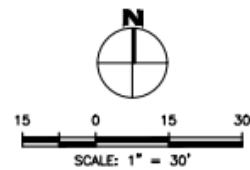




**CSW**  
CIVIL SITE  
WORKS

PO BOX 6059  
BOISE, ID 83707  
Ph: (208) 946-3874  
cgraham@cswwengineering.com

**SKYRANCH SUBDIVISION**  
LOTS 18-23 BLOCK 11 COMMON DRIVE EXHIBIT



J. Building Elevations (date: [Click here to enter a date.](#))

## Skyranch Elevations



**BILTMORE 174**  
1,780 sq. ft.

**SEDONA**  
1,410 sq. ft.

**TUSCAN**  
1,440 sq. ft.



**KIERLAND**  
1,360 sq. ft.

## K. Annexation Legal Description & Exhibit Map



Sawtooth Land Surveying, LLC

P: (208) 398-8104 F: (208) 398-8105  
2030 S. Washington Ave., Emmett, ID 83617

### Annexation Boundary Description

**BASIS OF BEARINGS** for this legal description is North 89°43'40" West, between a 5/8" rebar with no cap marking the S1/4 corner of Section 31 and an aluminum cap, PLS 7323 marking the southwest corner of Section 31, T. 3 N., R. 1 E., B.M., Ada County, Idaho.

A parcel of land being the S1/2 of the SE1/4 of the SW1/4 of Section 31, Township 3 North, Range 1 East of the Boise Meridian, Ada County, Idaho, more particularly described as follows:

**BEGINNING** at a 5/8" rebar with no cap marking the S1/4 corner of said Section 31;

Thence North 89°43'40" West, coincident with the south line of said SE1/4 of the SW1/4, a distance of 1300.52 feet to a 5/8" rebar with an illegible cap marking the W1/16 corner of said Section 31;

Thence leaving said south line, North 0°08'07" West, coincident with the west line of said SE1/4 of the SW1/4, a distance of 669.16 feet to a 1/2" rebar/cap PLS 5359 marking the NW corner of said S1/2 of the SE1/4 of the SW1/4;

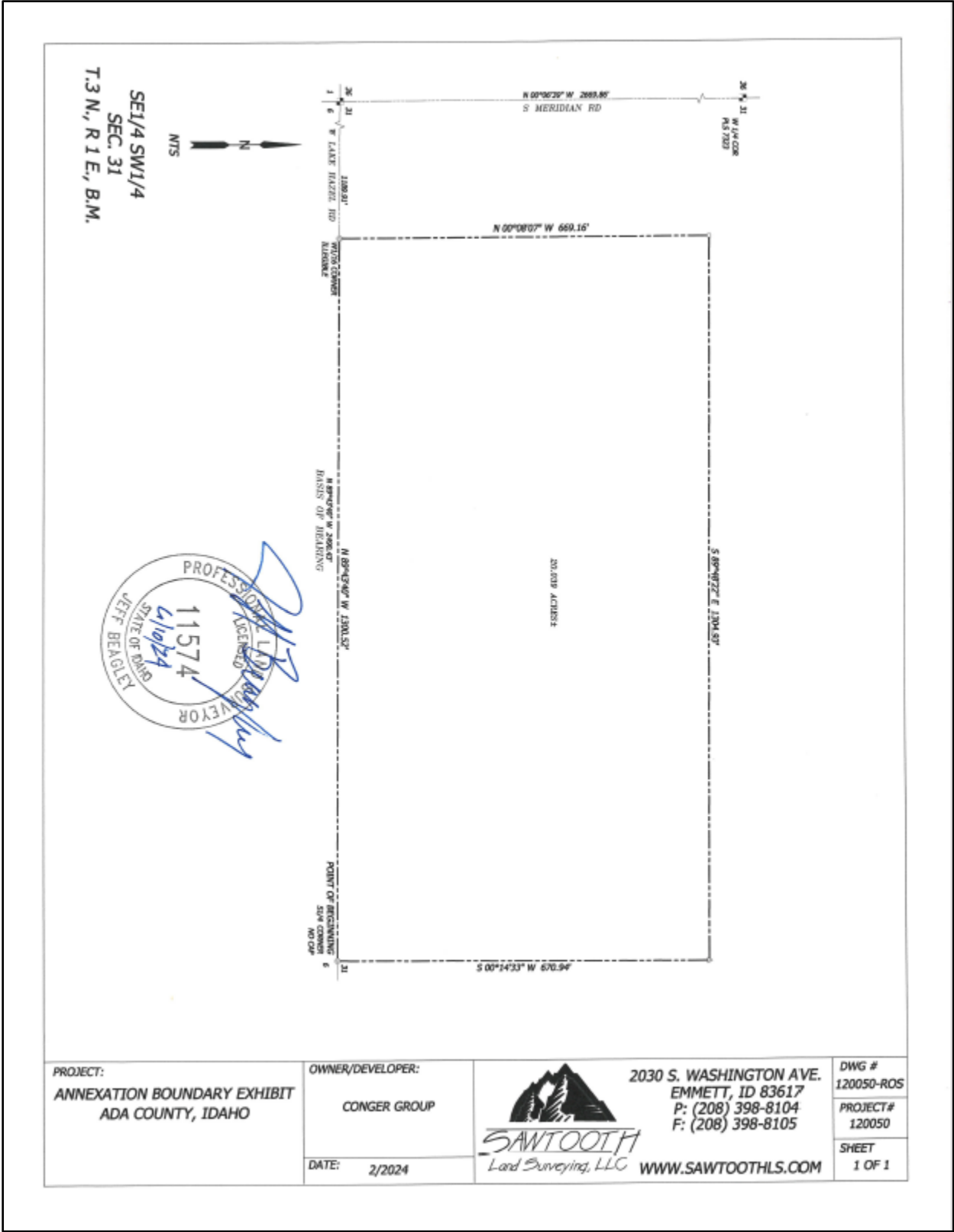
Thence South 89°48'22" East, coincident with the north line of said S1/2 of the SE1/4 of the SW1/4, a distance of 1304.93 feet to the east line of said SE1/4 of the SW1/4;

Thence South 0°14'33" West, coincident with said east line, 670.94 feet to the **POINT OF BEGINNING**.

The above described parcel contains 20.039 acres, more or less.



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Page | 1



## L. Rezone Legal Description & Exhibit Map



Sawtooth Land Surveying, LLC

P: (208) 398-8104 F: (208) 398-8105  
2030 S. Washington Ave., Emmett, ID 83617

### Rezone Legal Description

**BASIS OF BEARINGS** for this legal description is North 89°43'40" West, between the southwest corner and the S1/4 corner of Section 31, T. 3 N., R. 1 E., B.M., Ada County, Idaho.

A parcel of land being a portion of Government Lot 4 of Section 31, Township 3 North, Range 1 East of the Boise Meridian, Ada County, Idaho, more particularly described as follows:

**COMMENCING** at a 5/8" rebar with no cap marking the S1/4 corner of said Section 31;

Thence North 89°43'40" West, coincident with the south line of the SW1/4 of said Section 31, a distance of 1300.52 feet to the W1/16 corner of said Section 31 and the southeast corner of said Government Lot 4, marked by a 5/8" rebar/cap illegible;

Thence North 00°08'07" West, coincident with the east line of said Government Lot 4, a distance of 25.00 feet to a 5/8" rebar/cap PLS 2471 and the **POINT OF BEGINNING**;

Thence North 89°43'40" West, parallel with said south line, 268.01 feet to a 5/8" rebar/cap PLS 11574;

Thence North 00°08'07" West, parallel with said east line, 207.59 feet to the centerline of the Rawson Canal, marked by a 5/8" rebar/cap PLS 11574 witness corner, bearing South 00°08'07" East, 41.63 feet;

Thence coincident with said centerline the following three (3) courses and distances:

Thence North 52°36'37" West, 295.49 feet, marked by a 5/8" rebar/cap PLS 11574 reference monument, which bears North 32°21'59" East, 33.11 feet;

Thence North 62°30'36" West, 403.28 feet, marked by a 5/8" rebar/cap PLS 11574 reference monument, which bears North 27°08'31" East, 33.00 feet;

North 63°03'23" West, 292.73 feet to the easterly right of way of S. Meridian Road, marked by a copper plug PLS 11574;

Thence North 05°48'54" West, coincident with said easterly right of way, 92.41 feet to an Idaho Transportation Department brass cap;

Thence North 00°06'16" West, coincident with said easterly right of way, 135.61 feet to a 5/8" rebar/cap PLS 11574;

Thence North 00°07'37" West, coincident with said easterly right of way, 380.98 feet to an aluminum cap on the north line of said Government Lot 4;

Thence South 89°53'03" East, coincident with said north line, 1129.32 feet to the northeast corner of said Government Lot 4, marked by a found chiseled X in a stone;

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Page | 1

Thence South 00°08'07" East, coincident with the east line of said Government Lot 4, a distance of 1313.33 feet to the **POINT OF BEGINNING**.

The above described parcel contains 24.530 acres, more or less.





## 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. Date 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.