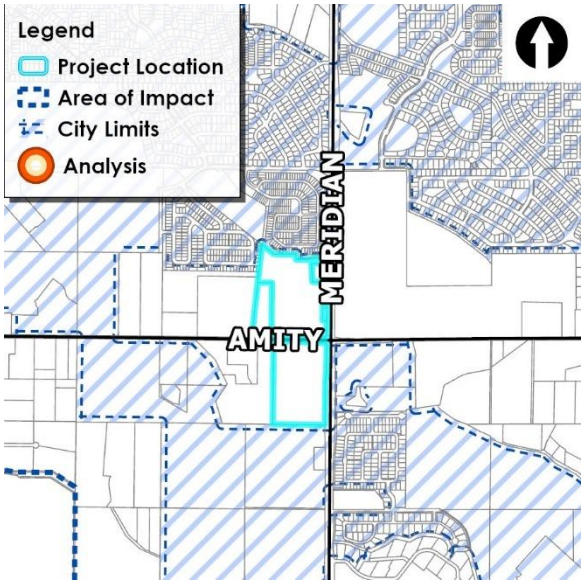
COMMUNITY DEVELOPMENT

DEPARTMENT REPORT

HEARING DATE:	April 2, 2026 *Continued from: 12/18/2025, 2/5/26 & 2/19/26*
TO:	Planning & Zoning Commission
FROM:	Sonya Allen, Associate Planner 208-884-5533 sallen@meridiancity.org
APPLICANT:	Hawkins Companies
SUBJECT:	H-2025-0007 Syringa Crossing Mixed-Use Development (aka Hawkins Syringa Crossing Subdivision) – AZ, CUP, PP
LOCATION:	Generally located at the northwest and southwest corners of S. Meridian Rd./SH-69 & W. Amity Rd., in the SE 1/4 of Section 25, T.3N., R.1W and the NE 1/4 of Section 36, T.3N., R.1W.



I. PROJECT OVERVIEW

A. Summary

The Applicant has submitted the following application requests:

- Annexation of 62.43-acres of land with R-15 (9.76 acres), R-40 (18.01 acres), L-O (TBD acres), C-N (2.07 acres), and C-C (~~9.12~~ TBD acres)~~, and C-G (23.47 acres)~~ zoning districts;
- Preliminary Plat consisting of 8 building lots on 24.46 acres of land in the proposed R-40 and C-C zoning districts for Hawkins Syringa Crossing Subdivision; and
- Conditional Use Permit (CUP) for a multi-family development consisting of 322 residential apartment units on 16.35-acres of land in the R-40 zoning district.

B. Issues/Waivers

Issues: The proposed conceptual development plan ~~and C-G zoning~~ is not consistent with the general mixed use and MU-C principles in the Comprehensive Plan for the following reasons:

- The proposed development is not functionally integrated in holistic design and integration of uses per the design principles in the Plan (i.e. the uses function as individual components, not together, as desired).
- The southwest corner (SWC) of the development is 72% residential with a gross density of 18.23 units per acre, which is 22% more residential than the maximum allowed of 50% and 3.23 units per acre over the maximum allowed density of 15 units per acre. Commensurate

levels of employment and other non-residential elements supporting residents and reducing local vehicle trips are not provided due to the excess of residential area and density provided.

- ~~The proposed C-G zoning district on the northwest corner is too intense for the MU-C designated area for the following reasons:~~
  - ~~The C-G district is not listed as a sample zoning district in the MU-C designation as it's a more intense district typically reserved for the largest scale and broadest mix of retail, office, service, and light industrial uses in Commercial and Mixed Use – Regional (MU-R) designated areas.~~
  - ~~The C-G zoning district for the planned office and commercial areas doesn't provide for a transition in zoning and uses between the proposed commercial and multi-family residential development on the northern portion of the development area and future residential uses to the west.~~
  - ~~The C-G zoning district allows a variety of more intense non-office uses, which may not be appropriate adjacent to residential uses and could limit the mix of uses in the development below that which is required.~~
- A mix of three (3) different land use types (i.e. commercial, office, residential, civic and industrial) are required to be provided in each development area. ~~The northwest corner (NWC) includes a mix of three (3) different land use types (commercial, office and residential), which if developed, meets the required mix of land use types. However, Staff is concerned if other non-office commercial uses develop in the C-G district, the mix of uses will not be adequate.~~ The SWC of the development only includes a mix of two (2) different land use types (residential and commercial).
- Community-serving facilities such as hospitals, clinics, churches, schools, civic buildings, or public safety facilities are not provided in either development, which increases service and transportation network impacts.
- Supportive and proportional outdoor public and/or quasi-public spaces and places such as parks, plazas, outdoor gathering areas, linear open space and schools, do not comprise a minimum of 5% of the development area on the SWC. These areas are not located in spaces between residential and non-residential uses to provide integration and transition between uses in either development area.
- The updated conceptual engineering plans for sewer and water service for the proposed development, submitted on ~~February 13th~~March 17th, have not yet been reviewed by the Public Works Dept. as of the date of transmittal of this report; therefore, it's unknown if this development can be serviced as proposed.

Waivers: 1) The UDC 11-4-3-27C.8 states common open space areas in multi-family developments shall not be adjacent to collector or arterial street buffers unless separated from the street by a berm or constructed barrier at least four (4) feet in height, with breaks on the berm or barrier to allow for pedestrian access. **The Applicant requests approval through the CUP for common open space areas in the multi-family development to be located adjacent to a collector street buffer without a berm or barrier separating it from the street.** The reason for such is an enhanced interaction is desired between the street and 10' multi-use pathway along the collector street with a narrower street section and wider pathway adjacent to common areas.

2) The UDC (11-3H-4B.2a) prohibits new approaches directly accessing a state highway. City Council may consider and approve a modification to the standard upon specific recommendation of the Idaho Transportation Dept. or if strict adherence is not feasible, as determined by City Council. **The Applicant is requesting Council approval of the proposed access; a recommendation has not yet been received from ITD on the access.**

C. Recommendation

Staff: Denial

Commission: Pending

D. Decision

Council: Pending

II. COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Northwest corner (NWC): Single-family residential, vacant/undeveloped agricultural land. (There is an existing multi-tenant building with a church and office space and a transfer station for Northwest Pipeline Corp. along Meridian Rd., which will remain and are included in the annexation but not the development area.) Southwest corner (SWC): Wholesale nursery (Victory Greens)	-
Proposed Land Use(s)	NWC: Commercial (grocery store, retail shops, restaurants and a bank, some with drive-throughs), office (i.e. medical office, gym, daycare, personal service, professional service), and multi-family residential (townhome-style & apartments). SWC: Commercial (restaurants, retail shops, drive-through establishments, fuel sales facility/convenience store) and multi-family residential.	-
Existing Zoning	RUT & LO in Ada County	VII.A.2
Proposed Zoning	R-15 (9.76 acres), R-40 (18.01 acres), L-O (TBD acres), C-N (2.07 acres), C-C (~~9.12~~ TBD acres)~~, and C-G (23.47 acres)~~	
Future Land Use Designation	Mixed Use – Community (MU-C)	VII.A.3

Table 2: Process Facts

Description	Details
Preapplication Meeting date	1/21/2025
Neighborhood Meeting	1/21/2025

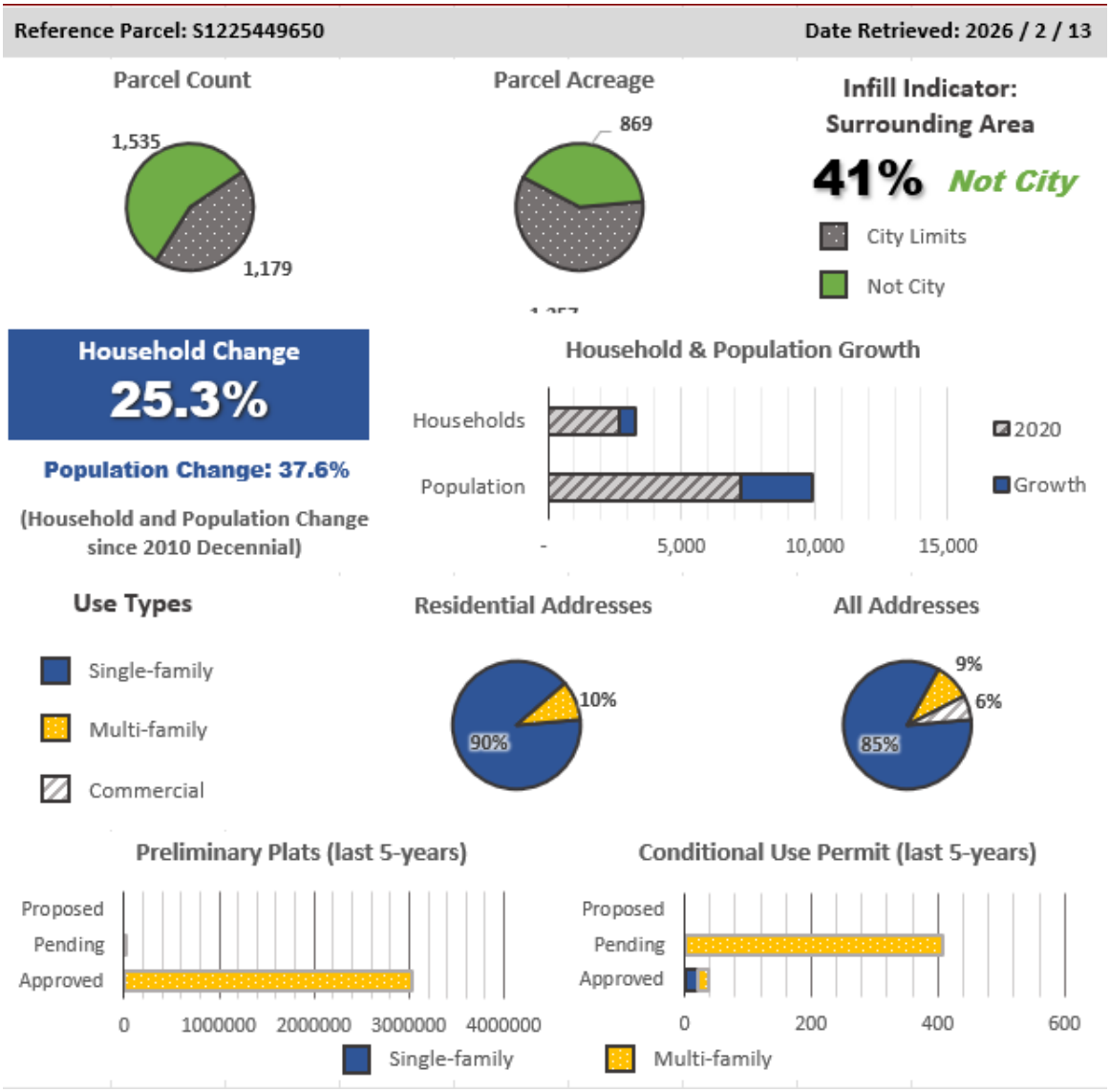
Table 3: Community Metrics

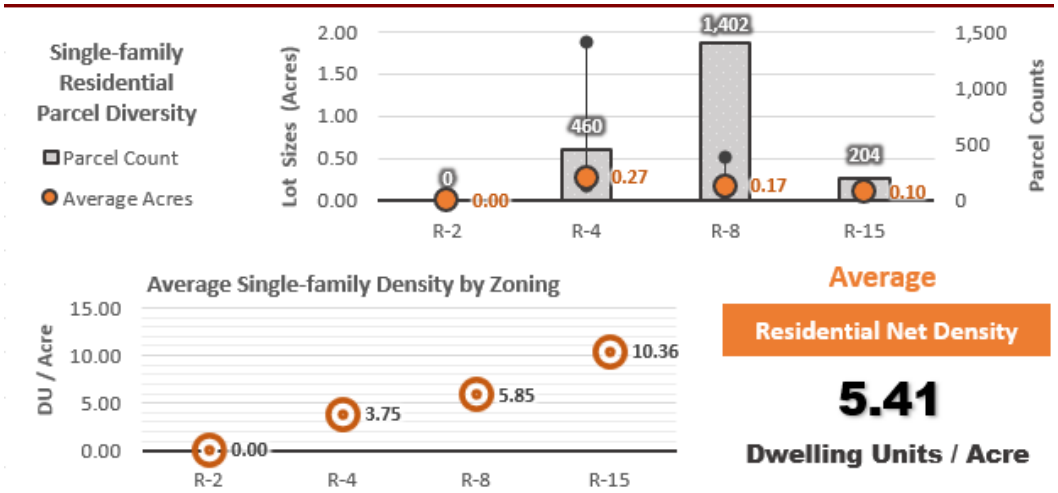
Agency / Element	Description / Issue	Reference
Ada County Highway District		IV.J
• Comments Received	Yes – The proposed development requires revisions to meet ACHD policies.	-
• Commission Action Required	No	-
• Access	Access is proposed via S. Meridian Rd./SH-69, W. Amity Rd., W. Lyra St., S. Solaris Ave. and S. Hermatite Ave. as shown on the concept plan and preliminary plat.	-
• Traffic Level of Service (LOS)	Meets ACHD's LOS planning thresholds	-
• TIS Required?	Yes, mitigation is reuqired	
ITD Comments Received	ITD is reviewing the TIS and working on a staff report.	IV.L

Meridian Public Works Wastewater	Distance to Mainline: See Public Works site specific conditions; Impacts or Concerns: See Public Works site specific conditions	IV.B
Meridian Public Works Water	Distance to Mainline: available at site; Impacts or Concerns: none	IV.B
School District(s)	(Enter school district providing service)	IV.I
• Capacity of Schools	See *Community Development School Impact Data*	III.I
• Number of Students Enrolled	Mary McPherson Elementary School: Enrollment 526, Capacity 550* Program Capacity Victory Middle School: Enrollment 1094, Capacity 1000 Meridian High School: Enrollment 1739, Capacity 2075	-
• Estimated # of students	This development could have 67 school aged children	

See City/Agency Comments and Conditions Section for all department/agency comments received.

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

ACHD Planned Improvements

1. **Capital Improvements Plan (CIP)/ Five Year Plan (FYP):**

- Amity Road is scheduled in the FYP as the Amity Corridor A project to be widened to 5-lanes from SH-69 (Meridian Road) to Locust Grove Road with a construction year yet to be determined.
- Victory Road is scheduled in the FYP as the Victory Corridor A project to be widened to either 3-lanes or 5-lanes from SH-69 (Meridian Road) to Locust Grove road with a construction year yet to be determined.
- The intersection of Amity Road and Margaret Avenue is scheduled in the FYP as part of the Amity Corridor A project to be improved with a pedestrian crossing with a construction year yet to be determined.
- The intersection of Amity Road and Locust Grove Road is scheduled in the FYP to be reconstructed as a multi-lane roundabout with 1-lane on the north leg, 1-lane on the south, 2-lanes east, and 2-lanes on the west leg with a construction year yet to be determined.
- Victory Road is listed in the CIP to be widened to 3-lanes from Linder Road to Meridian Road between 2031 and 2035.
- Lake Hazel Road is listed in the CIP to be widened to 3-lanes from Linder Road to SH-69 (Meridian Road) between 2036 and 2040.
- Linder Road is listed in the CIP to be widened to 3-lanes from Lake Hazel Road to Amity Road between 2036 and 2040.
- Linder Road is listed in the CIP to be widened to 3-lanes from Amity Road to Victory Road between 2036 and 2040.
- The intersection of Amity Road and SH-69 (Meridian Road) is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 7-lanes east, and 7-lanes on the west leg, and re-signalized between 2031 and 2035.
- The intersection of Amity Road and Linder Road is listed in the CIP to be reconstructed as a single lane roundabout 4-lanes on the north leg, 4-lanes on the south, 2-lanes east, and 2-lanes on the west leg between 2036 and 2040.
- The intersection of Lake Hazel Road and SH-69 (Meridian Road) is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 7-lanes east, and 7-lanes on the west leg, and re-signalized between 2036 and 2040.

Note: Notice the timing of the above-noted planned improvements.

Northwest Parcel:

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
*** SH-69 (Meridian Road)	1,219-feet	Principal Arterial	1,561	N/A
* Amity Road	1,169-feet	Minor Arterial	347	Better than "E"
** Lyra Street	450-feet	Collector	N/A	N/A

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

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

*** ACHD does not set level of service thresholds for State Highways.

2. **Average Daily Traffic Count (VDT)**
   Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for SH-69 (Meridian Road) south of Victory Road was 33,588 on October 7th, 2021.
- The average daily traffic count for Amity Road between Linder Road and SH-69 (Meridian Road) was 7,602 between October 16th and November 21st, 2024.
- There are no current traffic counts available for Lyra Street.

Southwest Parcel:

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
** SH-69/Meridian Road	1,263-feet	Principal Arterial	1,798	N/A
* Amity Road	829-feet	Minor Arterial	347	Better than "E"

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

** ACHD does not set level of service thresholds for State Highways.

2. **Average Daily Traffic Count (VDT)**
   Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for SH-69/Meridian Road south of Amity Road was 39,548 on October 8th, 2024.
- The average daily traffic count for Amity Road between Linder Road and SH-69/Meridian Road was 7,602 between October 16th and November 21st, 2024.

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

III. STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

Table 4: Project Overview

Description	Details
History	CPA-08-004/AZ-08-005/VAR-08-008 - Meridian & Amity [an amendment to the FLUM was approved from Medium Density Residential (MDR) to Mixed Use – Regional (MU-R); Annexation with R-15, L-O, C-C and C-G zoning approved pending DA; variance for (3) accesses via Meridian/SH-69 – withdrawn]; MDA-11-010 (2-year time extension to sign DA - approved); VAR-12-001 [(3) accesses via Meridian/SH-69 – approved] *Because the DA was never signed, the property wasn't annexed.*
Phasing Plan	1 phase of development is proposed for the preliminary plat at the SWC.
Residential Units	NWC: 101 multi-family units (mix of apartments and townhome-style) - conceptual SWC: 322 multi-family apartment units
Open Space	SWC multi-family development: 1.85-acres required/3.14-acres proposed
Amenities	SWC multi-family development: tot lot, swimming pool & spa, (2) dog parks, (3) pickleball courts, half basketball court, basketball court, (2) community gardens, and a shade structure
Physical Features	NWC: Carlson Lateral runs along west boundary of site; the Williams Northwest gas pipeline bisects the site. There is approximately a 10' grade difference on the site, sloping down from Amity Rd. to the north. SWC: The Carlson Lateral bisects the site in two (2) different locations. There is approximately a 25' grade difference on the site, sloping up from the northeast corner of the site to the center and sloping back down again to the south (see topography on Sheet PP2.0 of the plat).
Acreage	The annexation area is 62.43 acres, the preliminary plat area is 24.46 acres and the CUP area is 16.35 acres.
Lots	SWC: 8 building lots (6 commercial & 2 residential)/0 common lots NWC: NA (plat is not proposed)
Density	NWC: 9.57 units/acre (gross) – Net density has not been provided SWC: 18.23 units/acre (gross) – Net density has not been provided

A. History

In 2010, the property at the NWC of Meridian/Amity received approval of an amendment to the Future Land Use Map (FLUM) in the Comprehensive Plan from Medium Density Residential (MDR) to Mixed Use – Regional (MU-R) and annexation with R-15, L-O, C-C and C-G zoning districts, contingent upon approval of a Development Agreement (DA) within 12 months. A concurrent application for a variance for three (3) access points via S. Meridian Rd./SH-69 was submitted but later withdrawn due to ITD's denial of the access.

In 2011, a modification to the DA was approved, which allowed an additional two (2) years for the developer to sign the DA. In 2012, a variance was again submitted for the three (3) access points via S. Meridian Rd./SH-69, which was approved based on ITD's approval of the access due to policy changes. The DA was not signed within the required timeframe and the annexation approval expired. An amendment to the FLUM designation from MU-R to Mixed Use – Community (MU-C) was later approved with the Comprehensive Plan update in 2019.

In 2021, the property owner of Parcel #R4622730010, Jessica Condominiums, Inc., entered into a Consent to Annexation agreement with the City, recorded as Inst. #*2021-112368*, and an Agreement for Provision of Water Service Outside Meridian City Limits, recorded as Inst. #*2021-112398*. The Consent to Annexation agreement states the owner consents to annexation when such units are eligible for annexation and execution of such agreement is a condition of City's

commitment to provide water service to the property. The property is currently provided with City sewer and water service.

B. General Overview

Proposed development application summary:

The Applicant proposes to annex a total of 62.43-acres of land located on the NWC and SWC of S. Meridian Rd./SH-69 and W. Amity Rd. with R-15 (9.76 acres), R-40 (18.01 acres), L-O (TBD acres), C-N (2.07 acres – out-parcel with church/office uses), and C-C (~~9.12~~ TBD acres)~~, and C-G (23.47 acres)~~ zoning districts. At the request of Staff so as not to create County enclaves with the proposed annexation, the Applicant included the 1.59-acre property owned by Jessica Condominiums Inc. (Parcel #R4622730010), developed with a multi-tenant building with a church and office space; the 0.07-acre property owned by Intermountain Gas Co. (Parcel #S1225449220) with utility infrastructure; and the 0.29-acre property owned by Northwest Pipeline Corp. (Parcel #S1225449910) with a transfer station.

A conceptual development plan is proposed for the overall annexation area, included below in Section V.E., showing how the property is anticipated to develop with 423 multi-family dwelling units consisting of 4-story podium apartments with parking on the ground floor, 3-story garden-style walk-up apartments and 3-story townhome-style units; 146,840+/- square feet (s.f.) of commercial space and 20,800+/- s.f. of office space. The property at the SWC is proposed to annex and develop at this time (i.e. Phase 1) with a preliminary plat and conditional use permit for a multi-family development. The NWC is only proposed to be annexed at this time (i.e. Phase 2) with a conceptual development plan. Both portions are eligible for annexation separately as each are contiguous to City annexed land.

Phase 1 is proposed to consist of approximately 35,000 s.f. of commercial area anticipated to include restaurants, retail shops, a coffee shop and a gas station/convenience store in the C-C zoning district; and a 322-unit multi-family residential development in the R-40 zoning district. Commercial structures are anticipated to be a single-story in height; residential structures are anticipated to be 3 to 4-stories in height.

Phase 2 consists of 30.6 acres of land proposed to develop with a 65,000+/- s.f. grocery store with retail shops, restaurants and a bank and 21,000+/- s.f. of office uses that could include medical office, a gym, a daycare, personal care services or professional services in the ~~C-G~~ L-O zoning district; all structures are anticipated to be a single-story in height. A 101-unit multi-family residential development is proposed consisting of a mix of 4-story apartments and 2 to 3-story townhome-style units in the R-15 zoning district.

A Preliminary Plat and Conditional Use Permit (CUP) are proposed for the SWC of the annexation area. The plat consists of 8 building lots (6 commercial & 2 residential) on 24.46 acres of land in the proposed R-40 and C-C zoning districts and is proposed to develop in one (1) final plat phase.

The CUP is for a multi-family residential development consisting of 322 apartment units on 16.35-acres of land in the R-40 zoning district, located on the southern portion of the SWC property. A mix of 1, 2 and 3-bedroom units are proposed for a variety of living situations.

The Applicant requests the following be included in the development agreement to provide for flexibility to develop the commercial and residential areas in accordance with changing community preferences and values. All changes would remain in compliance with the Comprehensive Plan: *(Staff's comments in italics)*

- Allowance for up to 15 dwelling units per acre across the residential area of the overall site for a total of 423 residential units. *Because an arterial street bisects the project, the density is calculated on each of the mixed-use development areas and not the overall property;*

therefore, Staff is not supportive of this request. As proposed, the density of 18.23 units/acre on the SWC exceeds the maximum allowed of 15 units per acre by 3.23 units/acre; and the residential area (72%) exceeds the maximum allowed (50%) by 22%.

- Allowance for a deviation of up to 15% (higher or lower) of total gross floor area within each use type and Phase (Office, Commercial, Residential). The general layout of the site will be consistent with the submitted concept plan. *The MU-C designation only includes a minimum and maximum percentage of residential uses – there is no such requirement for office and commercial uses. To achieve the mix of uses desired to support residential uses by providing employment opportunities, neighborhood services and other non-residential supporting services within the development, which reduces vehicle trips, residential uses should not exceed the established 50% maximum. Staff is not supportive of any deviations to the provisions in the Comprehensive Plan that would increase the allowed residential area or density.*
- Cross-access to the existing church/office parcel shall be granted at such time when development plans are submitted for the northwest corner of the site. The reason is because the exact location for cross-access will be determined by the final configuration of the proposed development and the future use of the office and church space at the time when cross-access is provided. *Staff is amenable to this request as access is currently provided via S. Meridian Rd./SH-69.*

Consistency with the Comprehensive Plan:

This property is designated Mixed Use – Community (MU-C) on the FLUM contained in the Comprehensive Plan and is part of a larger enclave area surrounded by City annexed land.

The purpose of the mixed-use land use designations is to provide for a combination of compatible land uses within a close geographic area that allows for easily accessible and convenient services for residents, workers, and visitors.

The purpose of the MU-C designation is to allocate areas where community-serving uses and dwellings are seamlessly integrated into the urban fabric. The intent is to integrate a variety of uses, including residential, and to avoid mainly single-use and strip commercial type buildings.

Non-residential buildings in these areas tend to be larger than in Mixed Use Neighborhood (MU-N) areas, but not as large as in Mixed Use Regional (MU-R) areas. Goods and services in these areas tend to be of the variety that people will mainly travel by car to but also walk or bike to (up to three or four miles). Employment opportunities for those living in and around the neighborhood are encouraged. Developments are encouraged to be designed according to the conceptual MU-C plan depicted in Figure 3E.

Functional Integration

Development review for consistency with the Comprehensive Plan will consider the integration of use and holistic design sub-sections (below) in all mixed-use areas unless otherwise noted. To be successful, the principles outlined must be considered as interrelated features serving the basis of plan design. **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 per the Plan (pp. 3-14 & 3-16).**

FA3. Mixed Use Community Concept Color Diagram with Markup

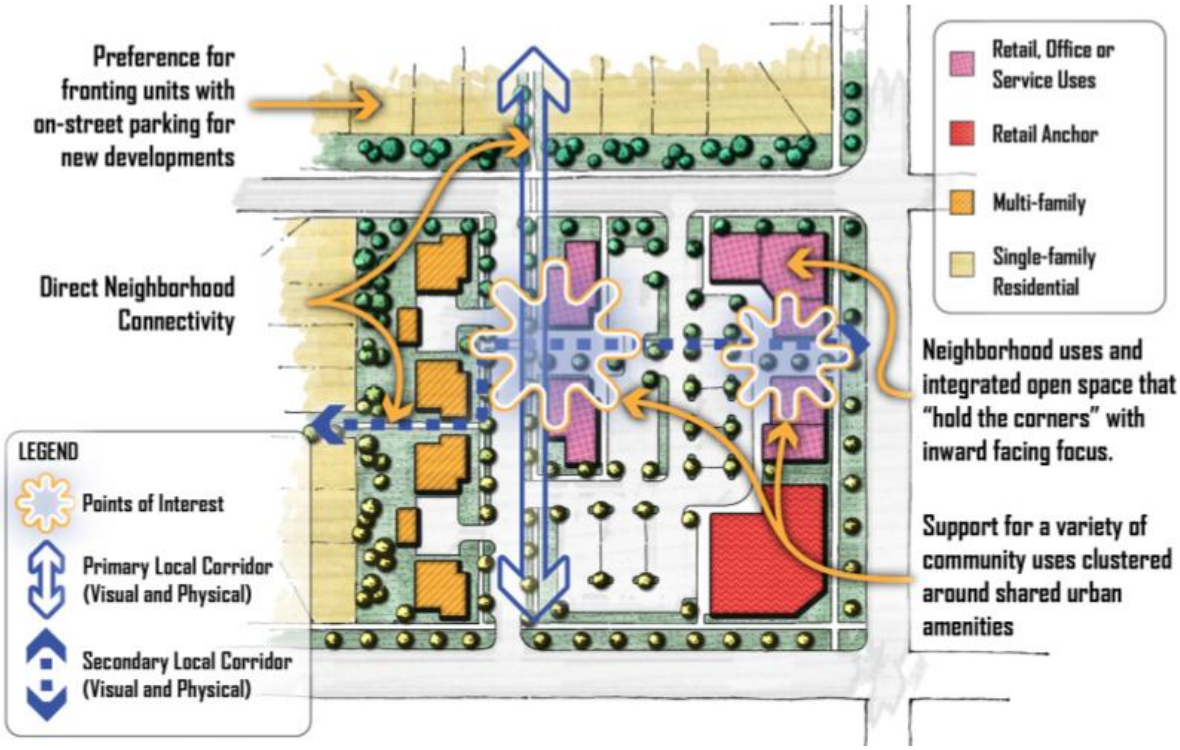
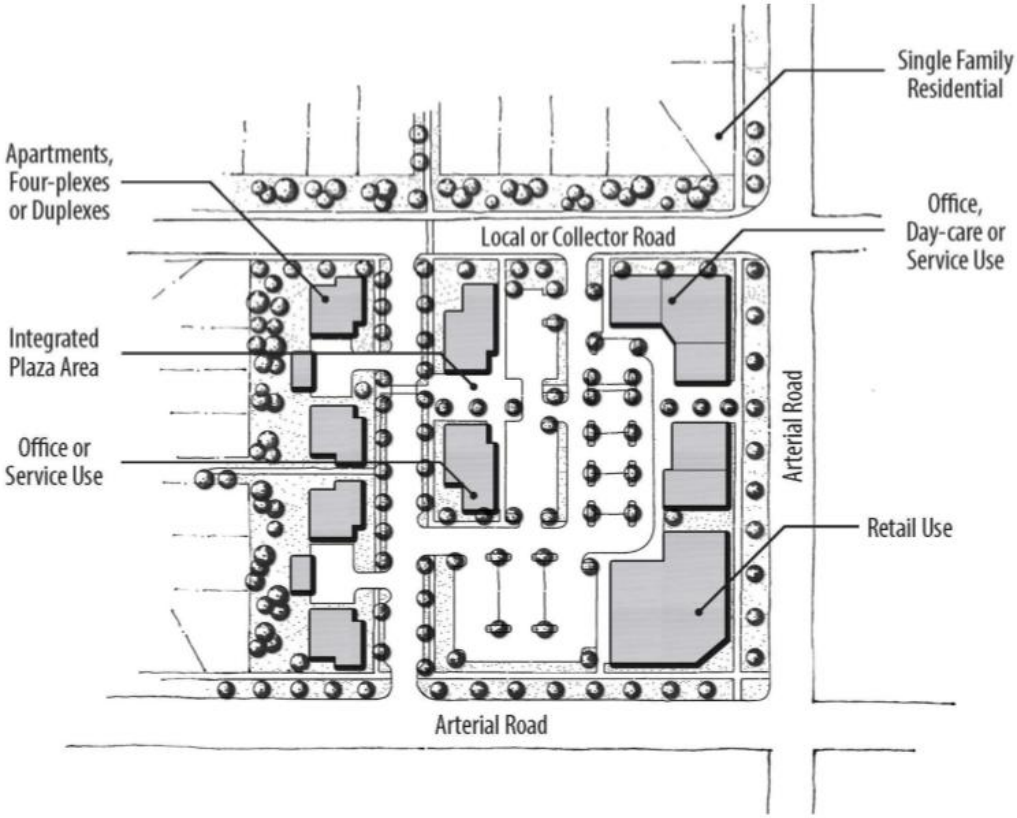


Figure 3E: Mixed Use Community Concept Diagram



Integration of Uses – Review

Successful projects reduce vehicle trips for nearby residents and/or visitors by having frequent, accessible and safe pedestrian connections. Residential and non-residential areas feel cohesive, as one neighborhood, even when developed across multiple properties over multiple years or by different developers.

Consistent with the Plan Review

Yes	No	N/A	Design Principle & Review
☑	☐	☐	**Design Principle:** Mixed use projects are to be developed with an overall master or conceptual plan for the larger mixed-use area; during an annexation or rezone request, a development agreement will typically be required for projects with a Mixed Use, future land use designation.
			Review: A conceptual development plan was submitted for the overall annexation area. If the property is annexed, a development agreement (DA) will be required as a provision of annexation.
☑	☑	☐	**Design Principle:** Mixed use areas must include at least three land use types within a designation. Exceptions may be granted for Mixed Use designations smaller than 10 acres on a case-by-case basis. Individual projects within a large mixed use designation area may not warrant a mix of uses, provided compliance with a larger vision and integration of uses. *Note: For the purposes of the Mixed-Use section, the City identifies five (5) different generalized land use types: commercial (includes retail, restaurants, daycares, etc.); office; residential; civic (includes both public and quasi-public open space for leisure, active play, or enhanced natural spaces); and industrial.*
			Review: The NWC includes a mix of three (3) different land use types consisting of multi-family residential (apartment and townhome style units), office and commercial, which complies with this design principle. **The SWC only includes two (2) different land use types consisting of multi-family residential (apartments) and commercial, which does not comply with this design principle.** *See the conceptual development plan below in Section V.E.*
☑	☑	☐	**Design Principle:** High intensity residential (higher density or significant percent of an overall mixed-use area) requires commensurate levels of employment or other non-residential elements supporting residents and reducing local vehicle trips (see specific allowances of residential and non-residential within each sub-category). *The specific allowance of residential is 20-50% of the development area with gross densities ranging from 6 to 15 units per acre; if transit is available, an additional 15% is allowed.*
			Review: In the NWC, 34% of the 30.66-acre site is residential at a gross density of 9.57 units per acre based on 101 units on 10.55 acres of land, which complies with this design principle. **In the SWC,**

			72% of the 24.45-acre development area is residential at a gross density of 18.23 units per acre based on 322 units on 17.66 acres of land, which is not consistent with this principle. The excess residential area and density limits commensurate levels of employment or other non-residential supporting elements that reduce local vehicle trips.
☑	☐	☐	**Design Principle:** Mixed use projects must inherently support intentional opportunities for neighborhood and community services such as recreation centers (e.g. – specialized gyms), daycares, and office (e.g. -professional offices). Some of these uses do not need prominent arterial road visibility to be successful but instead rely on strong connectivity and access nearer to residential and employment areas.
			Review: Office pads are proposed on the NWC as a transition between the grocery store and multi-family residential area that could house such neighborhood and community services in accord with this design principle~~; however, there is no guarantee these specific uses will be provided, especially in the C-G district, which allows the largest scale and broadest mix of retail, office, service and light industrial uses, unless restricted for such through the DA~~. **No such uses are proposed on the SW portion of the development, which is not consistent with this design principle.**
☐	☑	☐	**Design Principle:** Community-serving facilities such as hospitals, clinics, churches, schools, civic buildings, or public safety facilities are expected in most mixed-use developments thereby reducing extraordinary service and transportation network impacts.
			Review: No such facilities are included in the proposed development, which does not comply with this design principle and will have a negative impact on the service and transportation network. There is an existing church on the periphery of the NW portion of the site in the multi-tenant building oriented toward Meridian Rd./SH-69 that is not part of the proposed development.
☑	☑	☐	**Design Principle:** Supportive and proportional outdoor public and/or quasi-public spaces and places including, but not limited to, parks, plazas, outdoor gathering areas, linear open space, and schools are expected. These areas may be located in spaces between residential and non-residential uses to provide both integration and transition between uses. Outdoor seating areas at restaurants are not considered supportive public spaces unless integrated into shared open space, natural amenities, and interconnected with cohesive pathway elements.
			Review: On the NWC, a plaza area is proposed at the southeast corner between Pads A & B with a pathway connecting to a linear

			open space area adjoining Pads D & E; and another plaza area is proposed between the office buildings on Pads J & K, which complies with this design principle. **On the SWC, a plaza area is proposed at the northeast corner of the development area but no other significant quasi-public areas are provided, which does not comply with this design principle.** No schools are proposed. Neither of the quasi-public areas are located between the multi-family and non-residential uses for integration and transition of uses**.**

Holistic Design – Review

The uses and site elements of a proposed mixed-use project will be designed foremost around the idea of visible, attractive, and accessible destinations. The designer(s) must purposefully layout features to create focal elements that are visibly and physically linked within a development, to ensure that residents and employees have prioritized access to the places and services of most interest.

Consistency with the Plan Review

Yes	No	N/A	Design Principle & Review
☐	☑	☐	**Design Principle:** Mixed use areas are to be centered around spaces that are well-designed public and quasi-public centers of activity. Spaces must be designed with community supportive purpose, incorporate permanent design elements with features to promote frequent use, and support amenities that foster a wide variety of interests ranging from relaxation to play. These areas must be strategically integrated into the overall development, interconnected with meaningful points of interest, prioritize pedestrian infrastructure, be highly visible and accessible, and designed to enhance both the adjacent uses and larger mixed-use area.
			Review: On the NWC, commercial building pads are arranged around a linear quasi-public space with pedestrian pathways and green space that connects to the plaza area at the southeast corner of the site that is highly visible. **Only the commercial area is situated around the area, which doesn't meet this design principle as the larger mixed-use area is not centered around it and therefore doesn't provide an integration and transition of uses as desired.** **On the SWC, the plaza at the northeast corner of the site is the only significant quasi-public area and uses aren't centered around it, it's on the periphery of the development. Other common open space areas are part of the multi-family development, are private in nature and situated internal to the multi-family development, which does not comply with this**

			design principle. Permanent design elements to promote frequent use and amenities that foster a wide range of interests are not identified other than pedestrian pathways and hardscape areas with planters.
☑	☐	☐	**Design Principle:** In developments where multiple commercial and/or office buildings are proposed, the buildings should be arranged to create some form of common, usable area, such as a plaza or green space.
			Review: On the NWC, commercial Pads D & E on the eastern portion of development are arranged to create a common, usable green space area; commercial Pads A & B are arranged to create a plaza area; and office Pads J & K are arranged to create a small green space area between the buildings, which complies with the design principle. On the SWC, commercial Pads C & D at the northeast corner of the site are arranged to create a plaza area, which complies with the design principle.
☐	☑	☐	**Design Principle:** Open space should be purposeful in supporting a visible community and utilized to enhance synergies between residential and non-residential uses.
			Review: Open space in the proposed development is not situated to enhance synergies between residential and non-residential uses – open space is provided separately in the residential and commercial portions of the development, which does not provide interaction between uses and does not comply with this design principle.
☑	☐	☐	**Design Principle:** Open space should be prioritized along natural or naturalized amenities (i.e. creeks and canals), integrated with pathways and pedestrian corridors, and located away from site features that may obscure visibility and attract dangerous or illegal behavior.
			Review: There are no natural amenities on this site – existing laterals are proposed to be piped. On the NWC, the commercial open space area is integrated with pathways, is highly visible and located away from site features that may obscure visibility, which complies with this design principle. On the SWC, the open space areas in the multi-family development are integrated with pathways and are highly visible from within the development and from the collector street, which complies with this design principle.
☑	☐	☐	**Design Principle:** Commercial drive aisles must contemplate a pedestrian friendly built environment with a minimal number of conflict points, and oriented so that aisle ingress and egress is

			generally parallel to multiuse pathways, sidewalks, and linear open space. Drive aisles supporting primary pedestrian connectivity for a site must feel safe and should include planted and/ or hardscaped parkway treatment, or other enhanced separation with both aesthetic and safety benefits.
			Review: The proposed drive aisles contemplate a pedestrian friendly environment with landscaped parkways providing separation between adjacent drive aisles, with aisles generally parallel to pedestrian walkways, which complies with this design principle.
☑	☐	☐	**Design Principle:** All mixed-use projects should be accessible to adjacent neighborhoods by both automotive and alternative-vehicular transportation opportunities. Pedestrian circulation must be convenient and interconnect different land use types. Vehicle connectivity must not rely on arterial streets for neighborhood access.
			Review: The proposed projects are accessible to adjacent existing and future neighborhoods by streets, sidewalks and multi-use pathways, which complies with this design principle.
☐	☐	☑	**Design Principle:** A mixed-use project should be designed to support alternative transportation such as public transit stops, park-and-ride lots, other ride sharing services including auto, bike, or scooter, and/or other innovative or alternative modes of transportation. Alternative transportation improvements should be integrated as functional, convenient, and comfortable spaces. Electric charging stations for a variety of transportation modes is encouraged.
			Review: No public transit routes exist or are planned in this area, nor are ride share lots or other such services. **Electric charging stations are encouraged.**
☑	☐	☐	**Design Principle:** Non-residential buildings should transition to and complement adjacent residential buildings in mass and form, and include safe and meaningful mitigation for operational impacts such as loading docks, storage, and outdoor equipment.
			Review: On the NWC, single-story office buildings are planned adjacent to 2 and 3-story multi-family structures, which shouldn't have negative operational impacts and complies with this design principle. On the SWC, single-story commercial buildings are separated from 3 and 4-story multi-family residential buildings by a local street with landscape buffers on each side, which complies with this design principle. There shouldn't be any negative

			operational impacts from commercial uses on the adjacent residential development.
☑	☐	☐	**Design Principle:** New buildings on pad sites adjacent to existing single-family neighborhoods should be limited to no more than a 1-story disparity in building height (or floor height equivalent). Natural features, differences in grade, and other context sensitive neighborhood preservation design features should be considered with transitions.
			Review: There are no existing single-family neighborhoods adjacent to proposed pad sites. Proposed pad sites are anticipated to have single-story buildings.
☑	☑	☐	**Design Principle:** Transitions between different residential product types and dissimilar land uses should include the use of alleys, roadways with landscaped parkways, or highly connected open space. The use of barriers such as closed vision fencing or walls that limit connectivity and reduce visibility are typically not appropriate as transitions.
			Review: On the NWC, there is no such transition between the residential and non-residential portion of the development, which doesn't comply with this design principle. On the SWC, the proposed multi-family buildings are separated from commercial uses by a local street and landscaped parkways, which complies with this design principle.

Mixed-Use Community (MU-C) – Review

*The **purpose** of this designation is to allocate areas where community-serving uses and dwellings are seamlessly integrated into the urban fabric. The **intent** is to integrate a variety of uses, including residential, and to avoid mainly single-use and strip commercial type buildings. Non-residential buildings in these areas tend to be larger than in Mixed Use Neighborhood (MU-N) areas, but not as large as in Mixed Use Regional (MU-R) areas. Goods and services in these areas tend to be of the variety that people will mainly travel by car to, but also walk or bike to (up to three or four miles). Employment opportunities for those living in and around the neighborhood are encouraged.*

Consistency with the Plan			
Yes	**No**	**N/A**	**Design Principle & Review**
☑	☑	☐	**Design Principle:** Development must comply with the Functional Integration principles for development in all Mixed-Use areas.
			Review: See above analysis.
☑	☑	☐	**Design Principle:** Residential uses are expected to comprise between 20% and 50% of the development area, with gross densities ranging from 6 to 15 units/acre (of the residential area).
			Review: On the NWC, 34% of the 30.66-acre site is conceptually residential at a gross density of 9.57 units per acre based on 101 units on 10.55 acres of land, which complies with the design principle. **On the SWC, 72% of the 24.45-acre site is residential at a gross density of 18.23 units per acre based on 322 units on 17.66 acres of land, which exceeds the maximum allowed and does not comply with the design principle.** *Note: The density is not calculated cumulatively between the NWC & the SWC because the development is bisected by an arterial street.*
☑	☑	☐	**Design Principle:** Supportive and proportional public and/or quasi-public spaces and places should comprise a minimum of 5% of the development area are required.
			Review: On the NWC, quasi-public spaces and places appear to comply with the minimum percentage of the development area required in accord with this design principle. On the SWC, quasi-public spaces and places do not meet the minimum percentage required in the commercial area and the open space areas in the multi-family development don't qualify toward this requirement since they're private in nature and meant for residents of the multi-family development, which does not comply with this design guideline.
☐	☑	☐	**Design Principle:** Where the development site has transit available or stops are planned, an additional 15% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.
			Review: Public transit is not available in this area, no routes or stops are planned and no ride-share-parking exists or is planned in this area, thus making more neighborhood-serving uses essential in this area to capture local trips.
☑	☐	☐	**Design Principle:** Sample uses appropriate in MU-C areas include: All MU-N categories, community scale grocers, clothing stores, garden centers,

			hardware stores, restaurants, banks, drive-thru facilities, auto service station, retail shops, and other appropriate community-serving uses. Sample zoning includes: R-15, R-40, TN-R, TN-C, C-C, and L-O.
			Review: A 65,000 s.f. grocery store, restaurants, coffee shop, a bank, drive-through facilities, fuel sales facility/convenience store, retail shops, office type uses (i.e. professional/personal services, medical office, gym, daycare, etc.) and multi-family residential uses are proposed, which is generally consistent with the MU-C designation. **Staff recommends the grocery store not exceed 65,000 s.f. to ensure a traditional community scale grocer.**

Based on the above-noted general mixed-use and MU-C design principles and analysis, Staff does not find the proposed development plan is consistent with the Comprehensive Plan and therefore, cannot provide a recommendation of approval on the annexation request and consequently the preliminary plat and conditional use permit requests. Additionally, the plans for extension of sewer and water service for this development area do not meet City standards as submitted and are not approved.

If City Council determines the proposed annexation *is* in the best interest of the City at this time, Staff recommends the following modifications to the Applicant's request:

- **Removal of the NWC development from the annexation area until such time as development is proposed to ensure zoning isn't granted without a more firm plan in place for development that complies with the Comprehensive Plan.**
- ~~**The zoning of the office uses on the NWC of the development (i.e. Pads I, J, K and L) is L-O instead of C-G for the following reasons:**~~
  - ~~The L-O district is less intense and provides a better transition in zoning and uses between the grocery store to the south and the multi-family residential development to the north and future residential to the west.~~
  - ~~The hours of operation are limited from 6:00 am to 10:00 pm in the L-O district to ensure less impact on adjacent residential neighbors. The business hours of operation in the C-G district are limited from 6:00 am to 11:00 pm when the property abuts a residential use or district; extended hours may be requested through a conditional use permit.~~
  - ~~The L-O district ensures a mix of uses is provided consistent with the Comprehensive Plan so the area doesn't end up developing with more commercial non-office uses.~~

  ~~*Note: All the anticipated possible uses in the office portion are allowed uses in the L-O district. However, a gym would require a CUP, whereas it's principally permitted in the C-G district, and a daycare center would be principally permitted, whereas it's a CUP in the C-G district.*~~ *The Applicant is now requesting L-O zoning.*
- ~~**The zoning of the commercial uses on the NWC of the development is C-C instead of C-G for the following reasons:**~~
  - ~~The zoning is a more appropriate and less-intense preferred zoning option in the MU-C designation as allowed uses in that district are a larger scale and broader mix of retail, office and service uses with access to arterials or non-residential collectors per UDC Table 11-2B-3. *The C-G district is typically for the largest scale and broadest mix of such uses in close proximity and/or access to interstate or arterial intersections, which more closely aligns with the Commercial and Mixed-Use Regional (MU-R) FLUM designations.*~~

    ~~*Note: All anticipated possible uses in this area are allowed as principle permitted uses or conditional uses per the specific use standards, as applicable, in either district. The hours*~~

~~*of operation are the same in either district. The only difference in the dimensional standards is the maximum building height, which is 65' in the C-G district and 50' in the C-C district, which shouldn't be an issue since all buildings are anticipated to be a single-story in height.*~~

- ~~It provides a better transition to future medium density residential uses to the west and office uses proposed to the north in the recommended L-O zone.~~

~~*Note: All the anticipated possible uses in the commercial portion are allowed uses in the C-C district. A drive-through establishment requires a CUP in either district. Business hours of operation within either district are limited from 6:00 a.m. to 11:00 p.m. when the property abuts a residential use or district; a CUP may be requested for extended hours in either district.*~~ *The Applicant is now requesting C-C zoning.*

- **The conceptual development plan for the SWC of the development should be revised to reflect residential uses comprising between 20% and 50% of the development area with gross densities ranging from 6 to 15 units/acre (of the residential area).** *Currently, 72% of the 24.45-acre site is residential at a gross density of 18.23 units per acre.*
- **If the NWC property is annexed, the conceptual development plan for that development should be revised to include driveway(s) accesses to the out-parcels (#R4622730010, #S1225449220 & #S1225449910) along S. Meridian Rd./SH-69 that currently take access via S. Meridian Rd./SH-69 for internal access from within the site.**

C. Site Development and Use Analysis

Comprehensive Plan Policy #2.02.02E – Encourage the development of high quality, dense residential and mixed-use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.

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

   NWC: There is an existing multi-tenant building with a church and office space and an existing utility infrastructure for Intermountain Gas Co. and transfer station for Northwest Pipeline Corp. with associated improvements on three (3) out-parcels along S. Meridian Rd./SH-69 included in the annexation area. There is also an existing home and accessory structures on the west parcel that will be removed with redevelopment of the site. The remainder of the site is vacant/undeveloped agricultural land.

   SWC: There is an existing structure and accessory structures on the property that will be removed with redevelopment of the site.

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

   The proposed uses as shown on the proposed conceptual development plan and described in the application narrative are all desired uses in the MU-C designation, although the percentage and density of residential uses on the SWC of the project exceeds the maximum allowed.

   The proposed uses are all principally permitted in the proposed zoning districts except for multi-family residential, which requires conditional use approval, and drive-through establishments, which also require conditional use approval *if* they're within 300' of an existing residence or residential district.

3. Dimensional Standards *(UDC 11-2)*:

   See UDC Tables 11-2A-7 and 11-2A-8 for dimensional standards of the R-15 and R-40 zoning districts, respectively; UDC 11-4-3-27B.1 for multi-family residential; and UDC Table 11-2B-3 for dimensional standards of the L-O, C-N, and C-C ~~and C-G~~ zoning districts.

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

   Staff has included links to the specific use standards below applicable to the identified uses for information purposes only. Staff is only including analysis on consistency with these standards for the multi-family residential proposed on the southwest portion of the SWC development with the CUP application. Analysis of the other use's consistency with these standards will take place with future Certificate of Zoning Compliance (CZC) and/or CUP application(s), as applicable.

   Restaurant – UDC 11-4-3-49

   Financial institution – UDC 11-4-3-17

   Fuel Sales Facility – UDC 11-4-3-20

   Daycare Facility – UDC 11-4-3-9

   Arts, entertainment or recreation facility, indoors and outdoors (i.e. gym) – UDC 11-4-3-2

   Drive-through Establishment – UDC 11-4-3-11

   Multi-family Development – UDC 11-4-3-27
   A CUP is only requested for the multi-family residential development on the SWC of the development; therefore, the following analysis only applies to that multi-family development and not the one proposed on the NWC of the development.

   Multi-family developments with multiple properties shall be considered as one (1) property for the purpose of implementing the standards set forth in this section. *Note: Although two (2) lots are proposed for flexibility of ownership and financing/refinancing opportunities for the multi-family development, the development will share all common areas, open space, amenities, and maintenance responsibilities and operate as a single development.*

   A. Purpose

      1. To implement the goals and policies of the Comprehensive Plan:

         a. Plan for safe, attractive, and well-maintained neighborhoods that have ample open space, and generous amenities that provide varied lifestyle choices.

         b. Require the design and construction of pathways connections, easy pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities as part of new multi-family residential and mixed-use developments.

      2. To create multi-family housing that is safe and convenient and that enhances the quality of life of its residents.

         a. To create quality buildings and designs for multi-family development that enhance the visual character of the community.

         b. To create building and site design in multi-family development that is sensitive to and well-integrated with the surrounding neighborhood.

         c. To create open space areas that contribute to the aesthetics of the community, provide an attractive setting for buildings, and provide safe, interesting outdoor spaces for residents.

   B. Site design

      1. Residential buildings shall provide a minimum setback of ten (10) feet unless a greater setback is otherwise required by this title and/or Title 10 of this Code.

Building setbacks shall take into account windows, entrances, porches and patios, and how they impact adjacent properties. *The proposed structures comply with this standard.*

2. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, and transformer and utility vaults shall be located in an area not visible from a public street, or shall be fully screened from view from a public street. *All such areas should be depicted on the plans submitted with the Certificate of Zoning Compliance in accord with this standard.*

3. A minimum of eighty (80) square feet of private, usable open space shall be provided for each unit. This requirement can be satisfied through porches, patios, decks, and/or enclosed yards. Landscaping, entryway and other accessways shall not count toward this requirement. In circumstances where strict adherence to such standard would create inconsistency with the purpose statements of this section, the Director may consider an alternative design proposal through the alternative compliance provisions as set forth in Section 11-5B-5 of this title. *The open space exhibit states 80 s.f. will be provided for each unit.* ***The floor plans submitted with the Certificate of Zoning Compliance application should demonstrate compliance with this standard if the use is approved.***

4. For the purposes of this section, vehicular circulation areas, parking areas, and private usable open space shall not be considered common open space. *None of these areas are included in the common open space.*

5. No recreational vehicles, snowmobiles, boats or other personal recreation vehicles shall be stored on the site unless provided for in a separate, designated and screened area. *Comply with this standard.*

6. The parking shall meet the requirements set forth in Chapter 3, "Regulations Applying to All Districts", of this title. *The proposed parking complies with these standards (see Section III.D. 4 below for more information).*

7. Developments with twenty (20) units or more shall provide the following:

   a. A property management office.

   b. A maintenance storage area.

   c. A central mailbox location, including provisions for parcel mail, that provide safe pedestrian and/or vehicular access.

   d. A directory and map of the development at an entrance or convenient location for those entering the development.

   The location of these items are required to be depicted on plans submitted with the Certificate of Zoning Compliance application if the use is approved.

C. Common open space design requirements

1. The total baseline land area of all qualified common open space shall equal or exceed ten (10) percent of the gross land area for multi-family developments of five (5) acres or more. When multi-family is approved concurrently with single-family, the minimum open space requirements in Section 11-3G-3 shall apply to the gross land area of entire development. *The proposed multi-family development consists of 16.35 acres of land; therefore, the baseline requirement is 1.64 acres; a total of 2.28 acres is provided per the open space exhibit included below in Section V.M.*

2. All common open space shall meet the following standards:

   a. The development plan shall demonstrate that the open space has been integrated into the development as a priority and not for the use of land after all other elements of the development have been designed. Open space areas that has been given priority in the development design have:

      (1) Direct pedestrian access;

      (2) High visibility;

      (3) Comply with Crime Prevention through Environmental Design (CTED) standards; and

      (4) Support a range of leisure and play activities and uses. Irregular shaped, disconnected or isolated open spaces shall not meet this standard.

   b. Open space shall be accessible and well connected throughout the development. This quality can be shown with open spaces that are centrally located within the development, accessible by pathway and visually accessible along collector streets or as a terminal view from a street.

   c. The open space promotes the health and well-being of its residents. Open space shall support active and passive uses for recreation, social gathering and relaxation to serve the development.

   The proposed open space areas have been integrated into the development as a priority, are accessible by pathways and internal drive-aisles, are highly visible and incorporate a mix of active and passive uses as desired.

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

4. All multi-family projects over twenty (20) units shall provide at least one (1) common grassy area integrated into the site design allowing for general activities by all ages. This area may be included in the minimum required open space total. Projects that provide safe access to adjacent public parks or parks under a common HOA, without crossing an arterial roadway, are exempt from this standard.

   a. Minimum size of common grassy area shall be at least five thousand (5,000) square feet in area. This area shall increase proportionately as the number of units increase and shall be commensurate to the size of the multi-family development as determined by the decision-making body. Where this area cannot be increased due to site constraints, it may be included elsewhere in the development.

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

   Several common grassy areas are provided that meet and exceed this standard.

5. In addition to the baseline open space requirement, a minimum area of outdoor common open space shall be provided as follows:

a. One hundred fifty (150) square feet for each unit containing five hundred (500) or less square feet of living area.

b. Two hundred fifty (250) square feet for each unit containing more than five hundred (500) square feet and up to one thousand two hundred (1,200) square feet of living area.

c. Three hundred fifty (350) square feet for each unit containing more than one thousand two hundred (1,200) square feet of living area.

All 322 units have between 500 and 1,200 square feet of living area. Therefore, a minimum of 1.85 acres of outdoor common open space is required – a total of 3.14 acres is provided, exceeding the minimum standard by 1.29 acres.

6. Common open space shall be not less than four hundred (400) square feet in area, and shall have a minimum length and width dimension of twenty (20) feet. *All common open space areas counted toward qualified open space meet this standard.*

7. In phased developments, common open space shall be provided in each phase of the development consistent with the requirements for the size and number of dwelling units. *The development is not proposed to be phased.*

8. Unless otherwise approved through the conditional use process, common open space areas shall not be adjacent to collector or arterial street buffers unless separated from the street by a berm or constructed barrier at least four (4) feet in height, with breaks in the berm or barrier to allow for pedestrian access. *The common open space adjacent to S. Meridian Rd./SH-69 will be separated from the street by a 3-4' tall berm and barrier.* ***The common open space adjacent to S. Hermatite Ave. is proposed to not have a berm/barrier – the Applicant requests City Council approval of such through the CUP.***

9. Buffer(s): One hundred (100) percent of the landscape buffer along collector streets and fifty (50) percent of the landscape buffer along arterial streets that meet the enhanced buffer requirements below may count towards the required baseline open space.

   a. Enhanced landscaping as set forth in Article 11-3B, Landscaping Requirements;

   b. Multi-use pathways;

   c. Enhanced amenities with social interaction characteristics;

   d. Enhanced context with the surroundings.

   Because the landscape buffers along the collector street (i.e. S. Hermatite Ave.) and arterial street (i.e. S. Meridian Rd./SH-69) are both counted toward the required common open space, compliance with these standards is required. *Ten-foot-wide multi-use pathways are proposed along both streets.*

D. Site development amenities

1. All multi-family developments shall provide for quality of life, open space and recreation amenities to meet the particular needs of the residents as follows:

   a. Quality of life.

      (1) Clubhouse

      (2) Fitness facilities

(3) Enclosed bike storage

(4) Public art such as a statue

(5) Dog park with waste station

(6) Commercial outdoor kitchen

(7) Fitness course

(8) Enclosed storage

b. Open space

(1) Community garden

(2) Ponds or water features

(3) Plaza

(4) Picnic area including tables, benches, landscaping and a structure for shade.

c. Recreation

(1) Pool

(2) Walking trails

(3) Children's play structures

(4) Sports courts

d. Multi-modal amenity standards.

(1) Bicycle repair station

(2) Park and ride lot

(3) Sheltered transit stop

(4) Charging stations for electric vehicles

2. The number of amenities shall depend on the size of multi-family development as follows:

a. For multi-family developments with less than twenty (20) units, two (2) amenities shall be provided from two (2) separate categories.

b. For multi-family development between twenty (20) and seventy-five (75) units, three (3) amenities shall be provided, with one (1) from each category.

c. For multi-family development with seventy-five (75) units or more, four (4) amenities shall be provided, with at least one (1) from each category.

d. For multi-family developments with more than one hundred (100) units, the decision-making body shall require additional amenities commensurate to the size of the proposed development.

The amenity rendering included below in Section V.M depicts the following amenities from each category:

Quality of life: Clubhouse, (2) dog parks

Open space: Community garden, shade structure

Recreation: Swimming pool and spa, walking trails, children's play structure and sports courts [(3) pickleball courts and a half basketball court].

If the use is approved, based on 322 units, Staff recommends the following additional amenities from the Multi-modal category: bicycle repair station and charging stations for electric vehicles. As part of the proposed amenities, waste stations in the dog parks and a picnic area, including tables, benches and landscaping are required with the shade structure. A detail of the proposed children's play equipment should also be submitted.

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

E. Landscaping requirements

1. Development shall meet the minimum landscaping requirements in accord with Chapter 3, "Regulations Applying to All Districts", of this Title. *Street buffer landscaping is required with development of the subdivision per the standards in UDC 11-3B-7C. Parking lot landscaping is required with site development per the standards in UDC 11-3B-8C and will be reviewed for compliance with these standards with the Certificate of Zoning Compliance application.*

2. All street facing elevations shall have landscaping along their foundation. The foundation landscaping shall meet the following minimum standards:

   a. The landscaped area shall be at least three (3) feet wide.

   b. For every three (3) linear feet of foundation, an evergreen shrub having a minimum mature height of twenty-four (24) inches shall be planted.

   c. Ground cover plants shall be planted in the remainder of the landscaped area.

If the use is approved, the landscape plans submitted with the final plat and Certificate of Zoning Compliance, as applicable, should be revised to reflect compliance with these standards.

F. Maintenance and ownership responsibilities. All multi-family developments shall record legally binding documents that state the maintenance and ownership responsibilities for the management of the development, including, but not limited to, structures, parking, common areas, and other development features.

G. Police access under exigent circumstances. Multifamily developments with units that take access via secured common corridors shall install and maintain a keyless entry system, or suitable alternative, to provide police access to the common corridors under exigent circumstances. The keyless entry system or alternative shall be subject to review and approval by the Meridian Police Department. ***The developer should obtain approval by MPD for any such systems.***

D. Design Standards Analysis

Comprehensive Plan Policy #2.02.02D – Apply appropriate design and construction standards to infill development in order to reduce adverse impacts to existing development.

1. Existing structure and Site Design Standards *(Comp Plan, UDC 11-3A-19)*:
   Compliance with the structure and site design standards in UDC 11-3A-19 is required. The purpose of UDC 11-3A-19 is to encourage site design that provides an interconnected network of walkways, pathways, streets, and/or drive aisles that combined promote pedestrian and vehicular mobility within the development and connect to adjacent

developments; and to facilitate the efficient movement of traffic into, out of, and through a site, protect pedestrian and bicycle users, establish an aesthetically consistent street presence and limit the visual impacts of large parking areas on a site.

NWC: There is an existing home and associated outbuildings on the west side of the development area and an existing multi-tenant building with a church/office space, utility infrastructure for Intermountain Gas Co. and a transfer station for Northwest Pipeline Corp. along the east side of the development area adjacent to Meridian Rd./SH-69.

SWC: There is a wholesale nursery (Victory Greens) occupying the site.

Future development is required to comply with the structure and site design standards listed in UDC 11-3A-19.

2. Qualified Open Space & Amenities *(Comp Plan, UDC 11-3G)*:
   The standards in this section are not applicable; see the standards in UDC 11-4-3-27C for common open space and site amenity requirements for multi-family developments addressed above in Section C.4.

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

   i. Landscape buffers along streets
      Landscaped street buffers are required to be constructed as part of the subdivision improvements on the SWC of the site, as follows:

      - A 35' wide buffer is required along S. Meridian Rd./SH-69, an arterial street and entryway corridor;
      - A 25' wide buffer is required along W. Amity Rd., an arterial street;
      - A 20' wide buffer is required along S. Hermatite Ave. and W. Lyra St., both collector streets; and
      - A 10' wide buffer(s) is required along local/private streets.

      Street buffers are conceptually proposed for the overall site as required. **On the portion of the site being platted (SWC), all street buffers should be depicted on the plat in a common lot or on a permanent dedicated buffer easement, maintained by the property owner, homeowner's association or business owner's association.** Landscaping is required within the buffers per the standards in UDC 11-3B-7C.

      Additional landscape design features are required within street buffers along entryway corridors per UDC 11-3B-7C.3f, which may include berms of no less than four to one (4:1) slope to at a three-foot minimum height, decorative landscape walls (no greater than three (3) feet in height), decorative open vision fencing (no greater than four (4) feet in height), or design elements with a similar level of effort (Example: a dry creek design with river rock, boulders, etc.). Detached sidewalks within landscaped buffers are required along entryway corridors.

      On the SWC, in the southern portion of the street buffer along Meridian Rd./SH-69 adjacent to residential uses, a 3-4' tall berm at a 4:1 slope is proposed with a 10' wide detached sidewalk/pathway, trees, shrubs, vegetative groundcover and decorative boulders/rocks. In the northern portion of the buffer adjacent to commercial uses, a dry stream bed with river rock is incorporated into the buffer with a 10' wide detached sidewalk/pathway, trees, shrubs, vegetative groundcover and decorative boulders/rocks.

   ii. Parking lot landscaping
      Parking lot landscaping is required with development per the standards listed in UDC 11-3B-8C. Development of the area *not* included in the CUP application will be reviewed for

consistency with these standards with the Certificate of Zoning Compliance (CZC) application for future development.

The landscape plan submitted with the CUP application generally complies with the required standards; a detailed review will take place with the CZC application. **The "hatched" areas identified in the Plant Schedule as internal parking lot landscaping should be further defined to demonstrate compliance with the standards in UDC 11-3B-8C.2d and 11-3B-5N, which requires planter islands to be covered with low shrubs, lawn, or other vegetative groundcover at a coverage of at least 70% at maturity.**

iii. Landscape buffers to adjoining uses

A 20' wide buffer is required to adjoining residential uses in the L-O and C-N districts and a 25' wide buffer is required to adjoining residential uses in the C-C ~~and C-G~~ zoning district~~s~~ per UDC Table 11-2B-3, landscaped per the standards in UDC 11-3B-9C.

Because the out-parcel proposed to be zoned C-N is already developed, Staff recommends a 20' wide buffer is provided on the subject property to buffer the proposed residential uses to the west in Building H.

iv. Tree preservation

Mitigation is required for all existing trees 4" caliper or greater that are removed from the site with equal replacement of the total calipers lost on site up to an amount of 100% replacement per the standards in UDC 11-3B-10C.5.

There are several existing trees on the SWC that will be removed with development, some in poor and some in good condition. The Mitigation Calculations shown on the landscape plan submitted with the preliminary plat included below in Section V.J, state 190 caliper inches are required for mitigation with 200 caliper inches provided, in accord with UDC standards.

There are also several existing trees on the NWC that will be evaluated for mitigation requirements with submittal of a development application for that property.

v. Stormwater integration

An adequate storm drainage system shall be required in all developments in accord with the city's adopted standards, specifications and ordinances per UDC 11-3A-18. Design and construction shall follow Best Management Practice as adopted by the city.

vi. Pathway landscaping

Landscaping is required along all pathways per the standards listed in UDC 11-3B-12C. Minimum 5' wide landscape strips are required on each side of all pathways with landscaping consisting of a mix of trees (one per 100 linear feet), shrubs, lawn, and/or other vegetative groundcover. **The landscape plan should reflect compliance with these standards. Because trees are not allowed within the Northwest gas pipeline easement on the NWC, an alternative compliance application should be submitted to UDC 11-3B-12C.2, which requires one (1) tree per 100 linear feet of pathway.**

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

All parking spaces shall comply with the required stall dimensions in UDC Table 11-3C-5.

i. Residential parking analysis

Off-street parking is required per the standards listed in UDC Table 11-3C-6 for multi-family dwellings; the number of parking spaces is based on the number of bedrooms per unit.

SWC: Based on (116) 1-bedroom units, (168) 2-bedroom units and (38) 3-bedroom units, a minimum of 656 spaces are required with 322 of those in covered carports or garages. A total of 693 spaces are provided, with 330 of those being covered in podium (129), carports (145) and garages (56), which exceeds the minimum standard by 37 spaces.

NWC: Parking will be evaluated for compliance with these standards with future CUP and/or CZC applications.

ii. Nonresidential parking analysis

Off-street parking is required per the standards listed in UDC 11-3C-6B.1, unless otherwise required by the specific use standards for the use. Parking will be evaluated for compliance with these standards with future development applications for detailed site plan approval.

iii. Bicycle parking analysis

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

For the multi-family development on the SWC, a total of 693 vehicle parking spaces are provided; therefore, a minimum of 28 bicycle parking spaces are required – 28 are provided.

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

Conceptual building elevations were submitted for the single-story commercial Pad A at Plaza A building along with perspective drawings of Plaza A and B and the adjacent commercial buildings, included below in Section V.F. All commercial buildings are anticipated to be a single-story in height. Building materials consist of brick veneer, stucco and wood siding in neutral colors with flat roofs and parapets. Conceptual elevations were not submitted for the grocery store.

The multi-family structures (Building F) at the NWC are anticipated to be 2 to 3-stories in height, depending on the number of bedrooms, with first floor garages similar to the photos below in Section V.O of the Broadstone project in Nampa. Building H is proposed to be of similar architecture to Building E on the SWC shown below in Section V.N.

Elevations were also submitted for the 3-story garden-style and 4-story podium-style multi-family buildings with parking on the ground floor on the SWC, included below in Section V.M. Building materials consist of fiber cement siding variegated board & batten in a variety of colors and styles (8" clapboard, 10.25" vertical shiplap, lap siding), stucco and brick.

All structures are required to comply with the design standards in the Architectural Standards Manual.

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

No fencing is proposed.

The UDC (11-3H-4D) requires traffic noise abatement to be provided for residential uses adjoining SH-69 consisting of a berm or a berm and wall combination parallel to the state highway that meets the standards listed in UDC 11-3H-4D. A detail of such should be depicted on the landscape plan submitted with the final plat application.

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

Detached sidewalks with landscaped parkways are proposed along all streets. The minimum width of parkways planted with Class II trees shall be 8'; **the planter width for Class II trees may be reduced to 6' if there are root barriers that are a**

minimum of 18" below subgrade adjacent to the sidewalk and a minimum of 24" below subgrade adjacent to the curb. The root barriers shall extend 2" above grade. Compliance with these standards is required.

E. Transportation Analysis

Comprehensive Plan Policy #3.01.01A – Evaluate comprehensive impacts of growth and consider City Master Plans and Strategic Plans in all land use decisions (e.g., traffic impacts, school enrollment, and parks).

The primary transportation considerations for this development involve the timing and coordination of required off-site improvements, access management along Amity Road and SH-69, and completion of internal street and pathway connections needed to support a functional mixed-use neighborhood pattern. The project would add measurable traffic to a network that already experiences operational strain during peak hours, underscoring the need to align development phasing with programmed intersection and signal improvements. Because of its proximity to two major transportation corridors, the design must emphasize efficient site access, safe circulation, and continuous pedestrian and bicycle connections consistent with the City's adopted street and pathway standards. The Ada County Highway District's recommended conditions and findings addressing intersection mitigation, access spacing, and collector completion reflect these shared objectives and are consistent with the City's Comprehensive Plan and Unified Development Code policies for coordinated land use and transportation planning.

While traditional traffic modeling evaluates vehicular capacity, it does not fully capture the pedestrian, bicycle, and access-conflict dynamics that accompany higher-intensity mixed-use and multi-family development. Within these contexts, design features—such as continuous multi-use pathways, clearly defined pedestrian crossings, separated sidewalks, and internal circulation loops—serve a critical safety function that extends beyond aesthetic or amenity value. The City's Comprehensive Plan and adopted Pathways Master Plan identify these elements as necessary infrastructure to ensure that residents and visitors can move safely and efficiently between uses without over-reliance on the arterial network. For this site, intentional design of frontage paths, internal connections, and collector stubs is essential to mitigating localized conflicts and supporting the overall transportation performance of the surrounding system.

The City's mixed-use policies emphasize pedestrian-oriented design as the foundation for functional, higher-density development. These areas are intended to place walking and biking at the top of the circulation hierarchy, with vehicular access and parking designed to complement—not dominate—the public realm. As projects seek both greater residential densities and auto-attractive commercial uses, design quality must correspondingly increase to manage the intensity and ensure safe, direct, and convenient pedestrian movement throughout the site. Features such as continuous sidewalks, building-oriented pathways, compact block structure, and minimized driveway conflicts are integral components of this expectation. This approach aligns with the Comprehensive Plan's mixed-use and transportation policies, which direct that density and design be balanced through form, connectivity, and safety rather than by roadway expansion alone. **The proposed site plan includes elements that are detrimental to this concept that should be revised if the application is approved.**

Additionally, as noted in the ACHD report under Traffic Impact Study – Summary and Findings, **"The applicant has indicated that site is multi-use and that contributes to trip capture rate. While there are a mix of uses proposed on the site plan they are not integrated, as the multi-family is stand alone and separated from the commercial uses by parking lots with no clear vehicular access via drive aisles or dedicated pedestrian facilities. The commercial uses are oriented towards SH-69 and include auto-oriented uses (fast- food with drive- thru, drive-thru coffee shop, gas station, etc.).** Because of the mix of uses, the layout of the site plan and

parking lots, and prior experience with trip capture, ACHD will not be accepting any trip capture for this development."

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

   Comprehensive Plan Policy #3.07.02B – Locate smaller-scale, neighborhood-serving commercial and office use clusters so they complement and provide convenient access from nearby residential areas, limiting access to arterial roadways and multimodal corridors.

   Comprehensive Plan Policy #3.02.01G - Establish and maintain levels of service for public facilities and services, including water, sewer, police, transportation, schools, fire, and parks.

   Comprehensive Plan Policy #6.01.02B - Reduce 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 is required to comply with the standards listed in UDC 11-3A-3 and 11-3H-4 for state highways. 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.

   Access is proposed for the overall site (NWC & SWC) as shown on the conceptual development plan, included below in Section V.E. ACHD's Master Street Map (MSM) depicts a planned collector street along the west boundary of the NWC property connecting to W. Lyra St at the north boundary and S. Meridian Rd./SH-69.

   See the ACHD *report* for existing conditions, analysis of the project and improvements required with the proposed development (SWC).

   NWC: This portion of the development is estimated to generate 10,366 vehicle trips per day, 1,166 trips per hour in the PM peak hour, based on the Traffic Impact Study (TIS).

   The conceptual development plan depicts two (2) driveway accesses via W. Amity Rd. as well as a collector street (S. Hermatite Ave.) access at the west boundary of the site in accord with the MSM; one (1) driveway access via S. Meridian Rd./SH-69; two (2) accesses via W. Lyra St., a collector street; and two (2) accesses via S. Hermatite Ave., a collector street. South Solaris Ave. is proposed to extend into the site 45' from the north property line.

   ACHD only supports one (1) access via Amity located a minimum of 660' west of the Amity & Meridian/SH-69 intersection since the property will have access to a lesser classified street (i.e. Hermatite) – UDC 11-3A-3 supports this by limiting access to arterial and collector street to improve safety and ensure motorists can safely enter all streets. ACHD recommends this access is a temporary full access, restricted to a left-in/right-in/right-out when the Hermatite/Amity intersection is signalized in the future. This driveway may be further restricted in the future as traffic conditions warrant, as determined by ACHD or if the west leg of the Amity & Meridian/SH-69 intersection is widened beyond 5 lanes.

   Comments have not been received from ITD pertaining to the access via Meridian/SH-69. In 2012, the City granted a Variance (*VAR-12-001*) to UDC 11-3H-4B.2a, which prohibits new accesses to a state highway, to allow three (3) access points to SH-69/Meridian Rd. between Harris St. & Amity Rd., one of which lies on the subject property. This approval was based on ITD's approval of the access. All existing approaches should be removed.

   UDC 11-3A-3A.2 requires cross-access/ingress-egress easements to adjoining properties, either by recorded easement or as a note on the final plat. Additionally, UDC 11-3A-3A.3 requires all subdivisions to provide local street access to any use that currently takes direct access from an arterial or collector street – this applies to the three (3) out-parcels along Meridian Rd./SH-69 (i.e. Parcel #R4622730010, #S1225449220 and

#S1225449910) – the existing accesses shall be removed with development of the site and sole access should be provided internally from within the development area.

The access points depicted on the conceptual development plan are not approved and should be evaluated with a future subdivision application.

SWC: This portion of the development is estimated to generate 6,378 vehicle trips per day, 551 trips per hour in the PM peak hour, based on the Traffic Impact Study (TIS).

There are three (3) existing driveways via Meridian/SH-69 – the use of these driveways should cease upon development, and the approaches should be abandoned and removed in accord with UDC 11-3H-4B.

The conceptual development plan depicts one (1) driveway access via W. Amity Rd. and one (1) driveway/private street access via S. Meridian Rd./SH-69. A portion of a future collector street (Hermatite) via W. Amity Rd. is depicted along the southern portion of the west boundary of the site and stubs to the property to the south – the portion that connects to Amity Rd. is off-site on the adjacent property to the west and is not proposed to be constructed with this development. **The collector street access is needed for emergency service providers to adequately provide service the multi-family development; therefore, the collector street should be extended from W. Amity Rd. to the site prior to issuance of the first Certificate of Occupancy within the multi-family development.** Two (2) access driveways are proposed via Hermatite in the multi-family development.

The UDC (11-3H-4B.2a) prohibits new approaches directly accessing a state highway. City Council may consider and approve a modification to the standard upon specific recommendation of the Idaho Transportation Dept. or if strict adherence is not feasible, as determined by City Council. The Applicant is requesting Council approval of the proposed access; comments have not yet been received from ITD on whether they already have granted or will grant the access.

A backage road generally paralleling Amity Rd. and Meridian/SH-69 is proposed for access to the properties fronting those roads in accord with UDC 11-3H-4B.3.

As part of the development, the Applicant proposes improvements to the existing Amity & Meridian Rd./SH-69 signalized intersection. ACHD has modified these improvements to include widening of the west leg of the intersection to 5-lanes, with two (2) receiving through-lanes, one (1) left-turn lane, one (1) through-lane and one (1) shared through/right-turn lane, which will require adjustments to the striping on the east leg to reflect this configuration and any necessary modifications to the existing signal. **Although ACHD cannot require the Applicant to improve/widen the eastern leg of the intersection, ACHD Staff recommends the Applicant improve/widen the eastern leg of the intersection to 5-lanes to match the west leg. If the proposed development is approved, City Staff recommends these off-site improvements are required as a provision in the DA.**

2. Multiuse Pathways *(UDC 11-3A-5)*:

   All multi-use pathways should be constructed in accord with the City's Comprehensive Plan, the Meridian Pathways Master Plan, the ACHD Master Street Map and Roadways to Bikeways Master Plan per UDC 11-3A-5.

   The Pathways Master Plan (PMP) depicts multi-use pathways along S. Meridian Rd. and along the Northwest gas pipeline corridor with a connection across the northwest corner the NWC property to the future north/south collector street to the west at the half mile between Meridian & Linder Roads. The conceptual development plan depicts 10' wide pathways in accord with the Plan.

All pathways should be located outside of irrigation district easements unless permission is specifically obtained from the governing irrigation district. For pathway segments and other improvements within the pipeline easement, the developer should work with Williams Pipeline Co. to secure the necessary permissions and approvals.

Easements for the pathways should be a minimum of 14 feet wide (10' pathway + 2' shoulder each side). Public use easements are only required to be dedicated for multi-use pathways that lie outside the public right-of-way.

If this project is approved and *if* the developer can obtain permission from the property owners, Staff recommends a DA provision that requires the developer construct a 10' wide detached pathway across the frontage of the out-parcels (i.e. #R4622730010, #S1225449220 and #S1225449910) along Meridian Rd. for continuity and pedestrian safety.

3. Pathways *(Comp Plan, UDC 11-3A-8)*:

   All pathways shall comply with the standards in UDC 11-3A-8. Internal pathways are proposed through common open space areas in the residential and commercial areas and throughout the development for pedestrian connectivity as shown on the exhibit below in Section V.G.

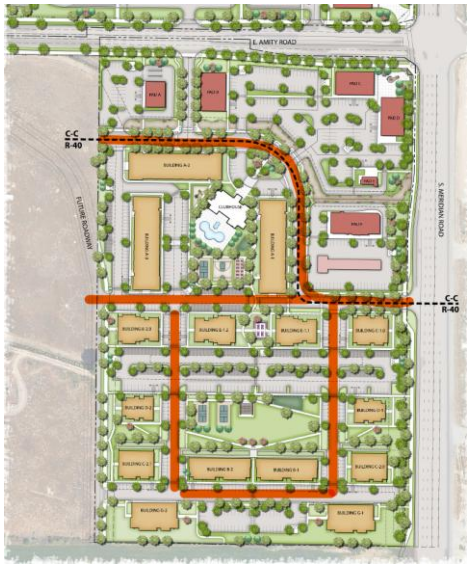
4. Sidewalks *(UDC 11-3A-17)*:

   Sidewalks are required along all streets in accord with the standards listed in UDC 11-3A-17. Detached 10' wide sidewalks are required along all arterial and collector streets and 5' wide attached sidewalks are required along all local streets although detached sidewalks may be provided.

   The proposed plat depicts sidewalks as required. ~~**The proposed conceptual development plan for the NWC doesn't include 10' wide sidewalks along the collector streets (Lyra/Hermatite) and should.**~~ *The concept plan was revised to include 10' wide sidewalks along Lyra & Hermatite.*

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

   Private streets are not proposed but should be provided for addressing purposes in the locations shown on the exhibit below. A private street application should be submitted with the final plat application for approval of these streets and should be depicted on the final plat. *The requirement for private streets on the NWC will be evaluated with a future subdivision application for that property.*



6. Subdivision Regulations *(UDC 11-6C)*:
   The design, location and widths of all street and street intersections shall comply with the requirements of the transportation authority, unless alternative standards are adopted by the City. All driveway openings in curbs shall comply with the requirements of the transportation authority.

   i. Dead end streets
      The proposed plat does not depict any dead-end streets.

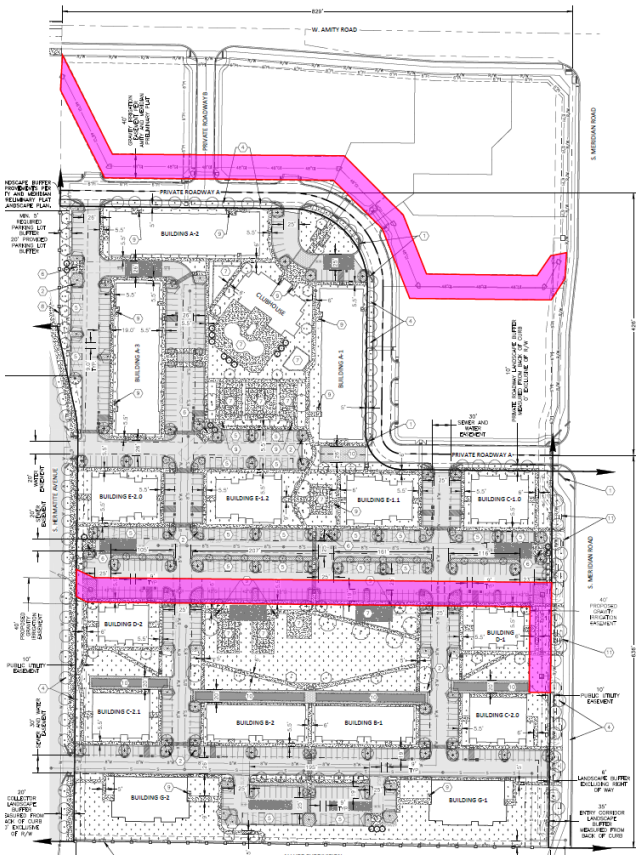
   ii. Common driveways
      The proposed plat does not depict any common driveways.

   iii. Block face
      The proposed plat complies with the block face standards.

F. Services Analysis

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

1. Waterways *(Comp Plan, UDC 11-3A-6)*:
   The Carlson Lateral runs along the west boundary of the NWC and crosses the SWC property in two (2) locations. The laterals on the SWC property are proposed to be relocated and piped with development in accord with UDC 11-3A-6B. **Easements for such should be depicted on the plat; any development within the easements should be approved by the easement holder.** The Applicant has secured agreements with the Bureau of Reclamation to relocate the easements as shown below.



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

   An underground pressurized irrigation system is required with development to provide irrigation water to each lot within the subdivision as set forth in UDC 11-3A-15.

   There is a 30-40' wide gravity irrigation easement on the commercial portion of the SWC proposed to be improved with a drivable rock dry stream bed for access when needed by Boise Project Board of Control vehicles (see exhibit in Section V.P below). Irrigation piping, trees, and large herbaceous shrubs are not allowed within the easement.

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

   An adequate storm drainage system shall be required in all developments in accord with the city's adopted standards, specifications and ordinances. Design and construction shall follow Best Management Practice as adopted by the city. A *Geotechnical Investigation report* was submitted with the application, included in the public record.

4. Utilities *(Comp Plan, UDC 11-3A-21)*:

   Comprehensive Plan Policy #3.02.01E - Phase-in developments in accordance with their connection to the municipal sewer and water system and the provision of other necessary infrastructure and services.

   All utilities for an approved use should be installed at or below grade in accord with the City's adopted standards, specifications and ordinances.

   Street lighting should be installed in accord with the City's adopted standards, specifications and ordinances.

   All development should connect to the City water and sewer systems, unless otherwise approved by the City engineer. *ITD* has granted conditional approval for this development to install a sewer line within the SH-69 right-of-way.

Adequate fire protection is required in accord with the appropriate fire district standards.

IV. CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

Staff is recommending denial of the annexation application and consequently the preliminary plat and conditional use permit applications; therefore, conditions of approval are not included.

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

B. Meridian Public Works

The updated conceptual engineering plans for sewer and water service for the proposed development, submitted on ~~February 13th~~ March 17th, have not yet been reviewed by the Public Works Dept. as of the date of transmittal of this report; therefore, it's unknown if this development can be serviced as proposed.

C. Meridian Fire Department

Based on the review of the current Fire Access Exhibit provided by KM Engineering, the proposed access outlined for the Commercial Development is acceptable however the access for the Multi-Family Residential Development is only sufficient upon the completion of S. Hematite Avenue before being acceptable and meeting the criteria as outlined in the 2018 IFC, Appendix D for secondary access and remoteness.

D. Meridian Police Department

https://weblink.meridiancity.org/WebLink/DocView.aspx?id=420383&dbid=0&repo=MeridianCity See Service Accessibility Reports below in Section V.B.

E. Meridian Park's Department

https://weblink.meridiancity.org/WebLink/DocView.aspx?id=420384&dbid=0&repo=MeridianCity

F. Community Planning Association of Southwest Idaho (COMPASS)

https://weblink.meridiancity.org/WebLink/DocView.aspx?id=421739&dbid=0&repo=MeridianCity

G. Irrigation Districts

Boise-Kuna Irrigation District
https://weblink.meridiancity.org/WebLink/DocView.aspx?id=423842&dbid=0&repo=MeridianCity

Boise Project Board of Control
https://weblink.meridiancity.org/WebLink/DocView.aspx?id=421301&dbid=0&repo=MeridianCity

H. Idaho Department of Environmental Quality (DEQ)

https://weblink.meridiancity.org/WebLink/DocView.aspx?id=421645&dbid=0&repo=MeridianCity

I. West Ada School District (WASD)

https://weblink.meridiancity.org/WebLink/DocView.aspx?id=422248&dbid=0&repo=MeridianCity

J. Community Development School Impact Data

https://weblink.meridiancity.org/WebLink/DocView.aspx?id=420985&dbid=0&repo=MeridianCity

K. Ada County Highway District (ACHD)

NW portion:
https://weblink.meridiancity.org/WebLink/DocView.aspx?id=418302&dbid=0&repo=MeridianCity

SW portion:
https://weblink.meridiancity.org/WebLink/DocView.aspx?id=418301&dbid=0&repo=MeridianCity

L. Idaho Transportation Department (ITD)

ITD has not yet issued a staff report for this project.

https://weblink.meridiancity.org/WebLink/DocView.aspx?id=422848&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;

   Staff finds the proposed conceptual development plan associated with the map amendment to the R-15, R-40, L-O, C-N, and C-C ~~and C-G~~ zoning districts is not consistent with the general mixed-use and Mixed Use – Community development guidelines in the Comprehensive Plan as noted above in Section III.

2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;

   Staff finds the proposed map amendment to the R-15 and R-40 zoning districts and conceptual development plan with a mix of multi-family housing types (i.e. apartment and townhome-style units) complies with the purpose statement of the residential districts in that it provides for a range of housing opportunities. However, the percentage and density of residential uses on the SWC is greater than allowed in the MU-C designation; therefore, the map amendment with the proposed development plan is not consistent with the Comprehensive Plan.

   Staff finds the proposed map amendment to the L-O, C-N, and C-C ~~and C-G~~ zoning districts and conceptual development plan complies with the purpose statement of the commercial district in that it provides for the retail and service needs of the community. However, the percentage of commercial uses and public/quasi-public uses on the SWC is less than desired in MU-C designated areas. Therefore, the map amendment with the proposed development plan is not consistent with the Comprehensive Plan.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;

   Staff finds the proposed map amendment with the traffic generation anticipated from the proposed uses and intensity of development will be detrimental to the public health, safety and welfare.

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

   Staff finds the map amendment may result in an adverse impact upon the West Ada School District as the 2024-2025 enrollment for Victory Middle School was over capacity and additional children from this development could further adversely impact services.

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

   Staff finds the annexation is not in the best interest of the City with the proposed development plan as it isn't consistent with the mixed use and specifically the Mixed Use – Community development guidelines as noted above in Section III. Further, the revised conceptual engineering plans for sewer and water service for the site have not yet been approved by Public Works so it's uncertain if services can be provided in accord with City requirements.

B. Conditional Use (UDC 11-5B-6E) – Multi-family Development on SWC

Because the annexation request is recommended for denial, the subject property would remain in the unincorporated area and outside the City's jurisdiction. The City does not have legal authority to approve a conditional use permit for property located outside its corporate limits. Therefore, no findings analysis is provided for the associated conditional use permit request.

C. Preliminary Plat (UDC-6B-6) – SWC

Because the annexation request is recommended for denial, the subject property would remain in the unincorporated area and outside the City's jurisdiction. The City does not have legal authority to approve a conditional use permit for property located outside its corporate limits. Therefore, no findings analysis is provided for the associated preliminary plat request.

VI. ACTION

A. Staff:

Staff recommends denial of the proposed annexation based on the proposed development not being consistent with the mixed-use and MU-C development guidelines as discussed above in Section III. Consequently, Staff recommends denial of the associated preliminary plat and conditional use permit requests since the City doesn't have legal authority to approve land use applications outside its corporate limits.

B. Commission:

Pending

C. City Council:

Pending

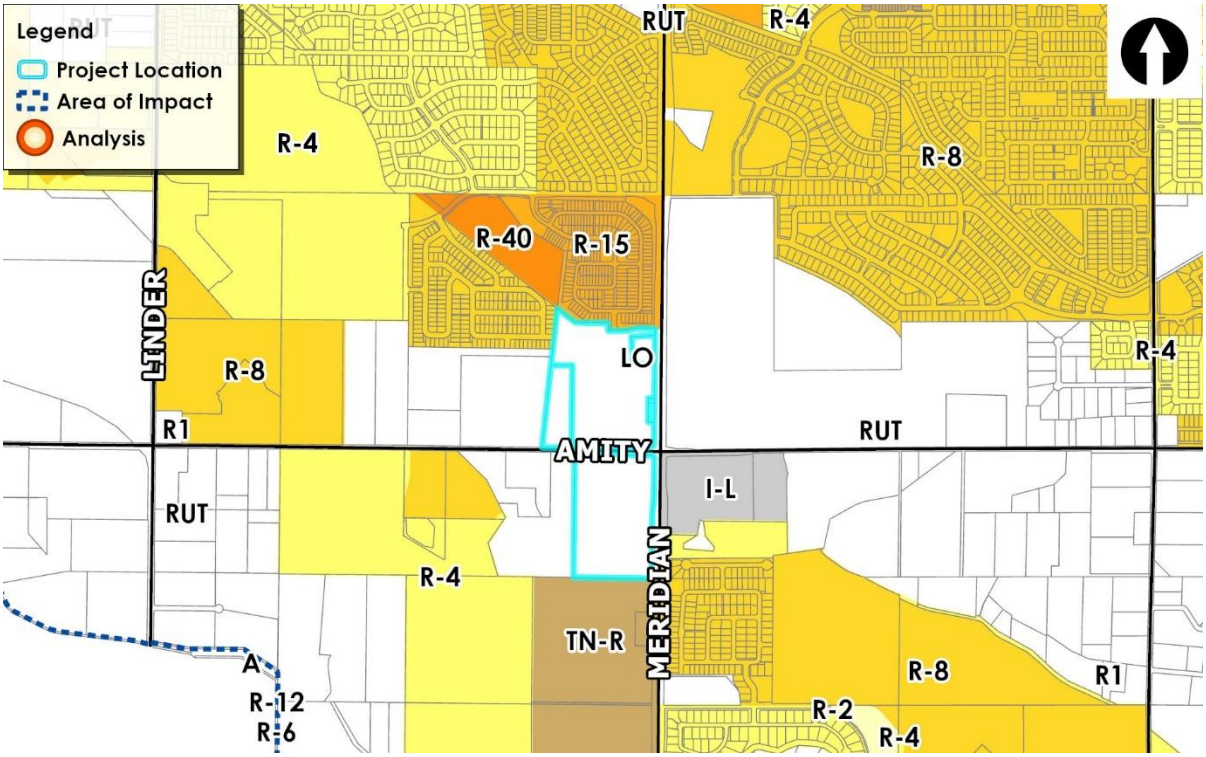
VII. EXHIBITS

A. Project Area Maps

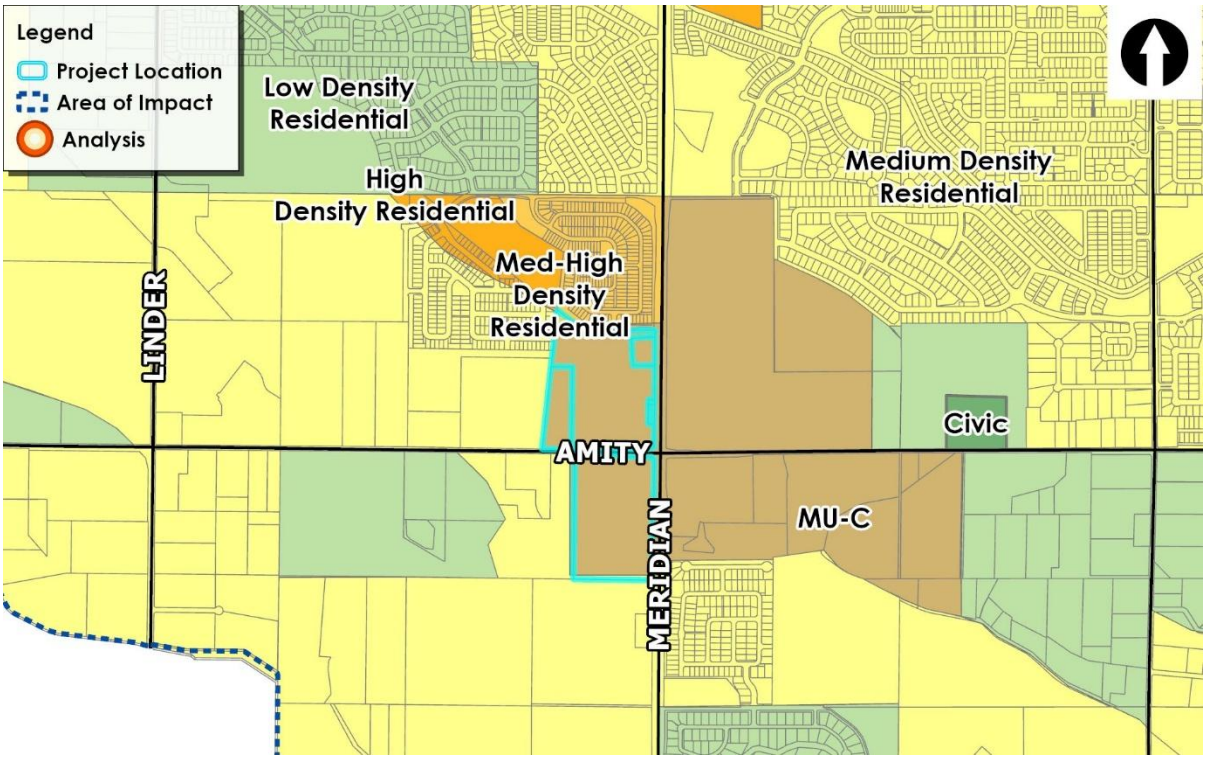
(link to Project Overview)

1. Aerial

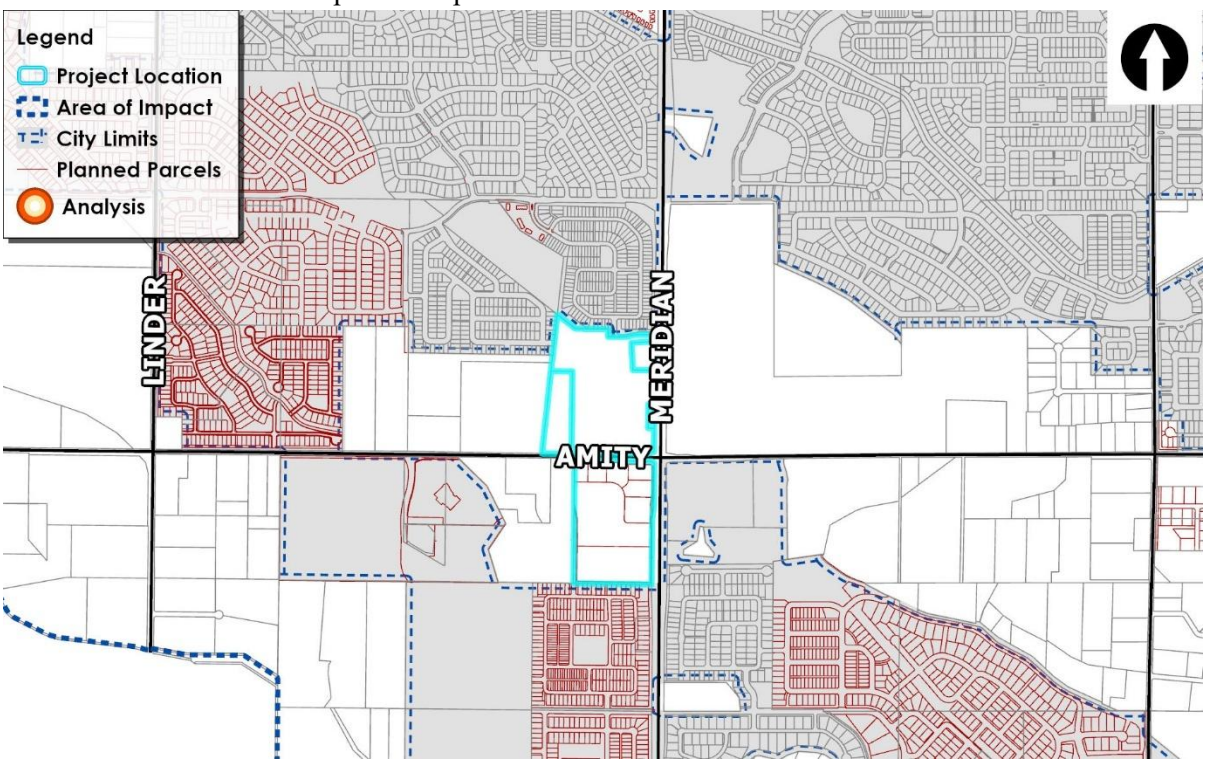
2. Zoning Map



3. Future Land Use



4. Planned Development Map



5. Map Notes

Northwest Parcels:

Recent Area Preliminary Plats (last 5 years): H-2023-0033; H-2023-0041
Recent Area Conditional Use Permits: H-2018-0100 H-2018-0054 H-2018-0129 H-2019-0129 H-2020-0067 H-2019-0150 H-2020-0117 H-2021-0021 H-2021-0036 H-2021-0087 H-2015-0005 H-2019-0097 H-2022-0050 H-2023-0031 H-2023-0041 H-2023-0055 H-2024-0014 H-2024-0022 H-2024-0067

Southwest Parcel:

Recent Area Preliminary Plats (last 5 years): H-2023-0033; H-2023-0041
Recent Area Conditional Use Permits: H-2018-0100 H-2018-0054 H-2018-0129 H-2019-0129 H-2020-0067 H-2020-0117 H-2021-0021 H-2021-0036 H-2021-0087 H-2019-0097 H-2022-0050 H-2023-0031 H-2023-0041 H-2024-0014 H-2024-0022 H-2024-0041 H-2024-0067 H-2025-0041

B. Service Accessibility Reports

Northwest parcel:

PARCEL S1225449650 SERVICE ACCESSIBILITY

Overall Score: 8	2nd Percentile

Criteria	Description	Indicator
Location	Within 1/2 mile of City Limits	YELLOW
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 > 9 min.	RED
Emergency Services Police	Reporting District does not meet most response time goals	RED
Pathways	Within 1/4 mile of current pathways	GREEN
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 NOT in 5 yr work plan	RED
School Walking Proximity	From 1/2 to 1 mile walking	YELLOW
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	No park within walking distance by park type	RED

Report generated on 01-07-2026 by MERIDIAN\sallen

Southwest parcel:

PARCEL S1236110060 SERVICE ACCESSIBILITY

Overall Score: 8	2nd Percentile

Criteria	Description	Indicator
Location	Within 1/2 mile of City Limits	YELLOW
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	Reporting District does not have enough data to report results	RED
Pathways	Within 1/4 mile of current pathways	GREEN
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 NOT in 5 yr work plan	RED
School Walking Proximity	From 1/2 to 1 mile walking	YELLOW
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	No park within walking distance by park type	RED

Report generated on 01-07-2026 by MERIDIAN\sallen

C. Site Photos

NWC (looking northwest):

SWC (looking southeast):

D. Annexation Legal Description & Exhibit Map – ***L-O & REVISED C-C EXHIBIT TO BE SUBMITTED PER COLOR EXHIBIT BELOW***

km ENGINEERING

September 1, 2023
Project No. 23-151
Annexation
Legal Description

Exhibit A

A parcel of land situated in a portion of the East 1/2 of the Southeast 1/4 of Section 25 and a portion of the Northeast 1/4 of the Northeast 1/4 of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

BEGINNING at a found aluminum cap marking the Southeast corner of said Section 25, which bears S00°32'50"W a distance of 2,664.88 feet from a found aluminum cap marking the East 1/4 corner of said Section 25, thence following the easterly line of said Northeast 1/4 of Section 36, S00°37'50"W a distance of 1,320.65 feet to the North 1/16 corner of said Section 36;
Thence leaving said easterly line and following the southerly line of said Northeast 1/4 of the Northeast 1/4, N89°13'03"W a distance of 893.66 feet to a found 5/8-inch rebar;
Thence N00°36'05"E a distance of 1,322.93 feet to the northerly line of said Northeast 1/4 of Section 36;
Thence following said northerly line, N89°04'18"W a distance of 343.66 feet;
Thence leaving said northerly line, N06°15'42"E a distance of 1,480.39 feet to a found 5/8-inch rebar;
Thence S52°04'27"E a distance of 240.08 feet to a found 5/8-inch rebar;
Thence S89°15'25"E a distance of 274.79 feet to a found 5/8-inch rebar on the boundary of Stapleton Subdivision No. 1 (Book 120 of Plats, Pages 18746-18750);
Thence following the boundary of said Stapleton Subdivision No. 1 the following six (6) courses:

1. S89°15'25"E a distance of 66.00 feet to a found 5/8-inch rebar;
2. S00°32'50"W a distance of 79.93 feet to a found 5/8-inch rebar;
3. S89°18'36"E a distance of 144.81 feet to a found 5/8-inch rebar;
4. 89.63 feet along the arc of a curve to the left, said curve having a radius of 300.00 feet, a delta angle of 17°07'04", a chord bearing of N82°07'52"E, and a chord distance of 89.30 feet to a found 5/8-inch rebar;
5. 88.88 feet along the arc of a curve to the right, said curve having a radius of 300.00 feet, a delta angle of 16°58'30", a chord bearing of N82°03'35"E, and a chord distance of 88.56 feet to a found 5/8-inch rebar;
6. S89°27'10"E a distance of 156.27 feet to a found 5/8-inch rebar;

Thence leaving said subdivision boundary, S89°27'10"E a distance of 82.00 feet to the easterly line of said Southeast 1/4 of Section 25;
Thence following said easterly line, S00°32'50"W a distance of 1,280.20 feet to the **POINT OF BEGINNING**.

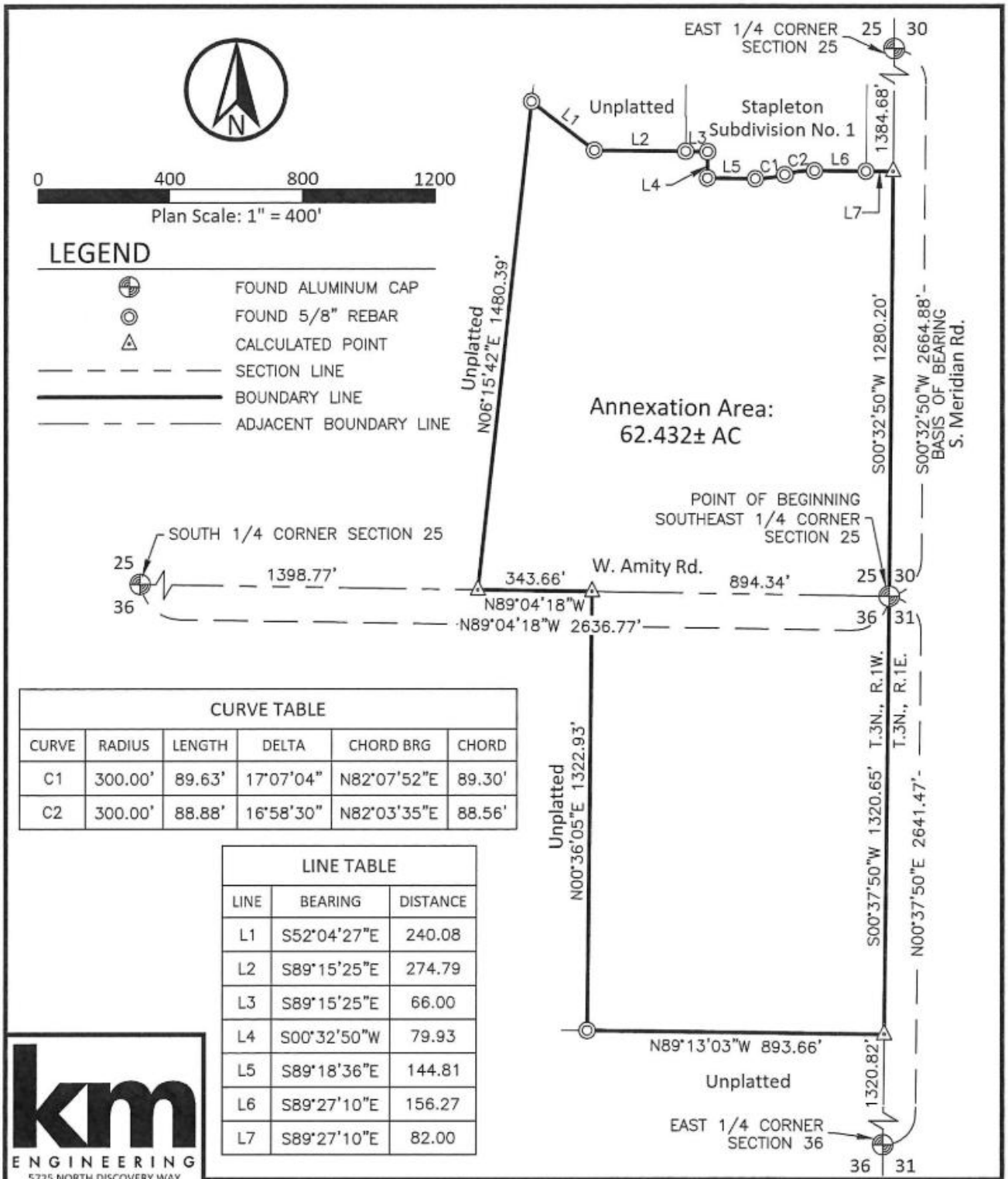
Said parcel contains 62.432 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

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

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

PROFESSIONAL LAND SURVEYOR
LICENSED
20906
STATE OF IDAHO
BILL HYNSON
9/1/2023

5725 North Discovery Way • Boise, Idaho 83713 • 208.639.6939 • kmengllp.com



CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	300.00'	89.63'	17°07'04"	N82°07'52"E	89.30'
C2	300.00'	88.88'	16°58'30"	N82°03'35"E	88.56'

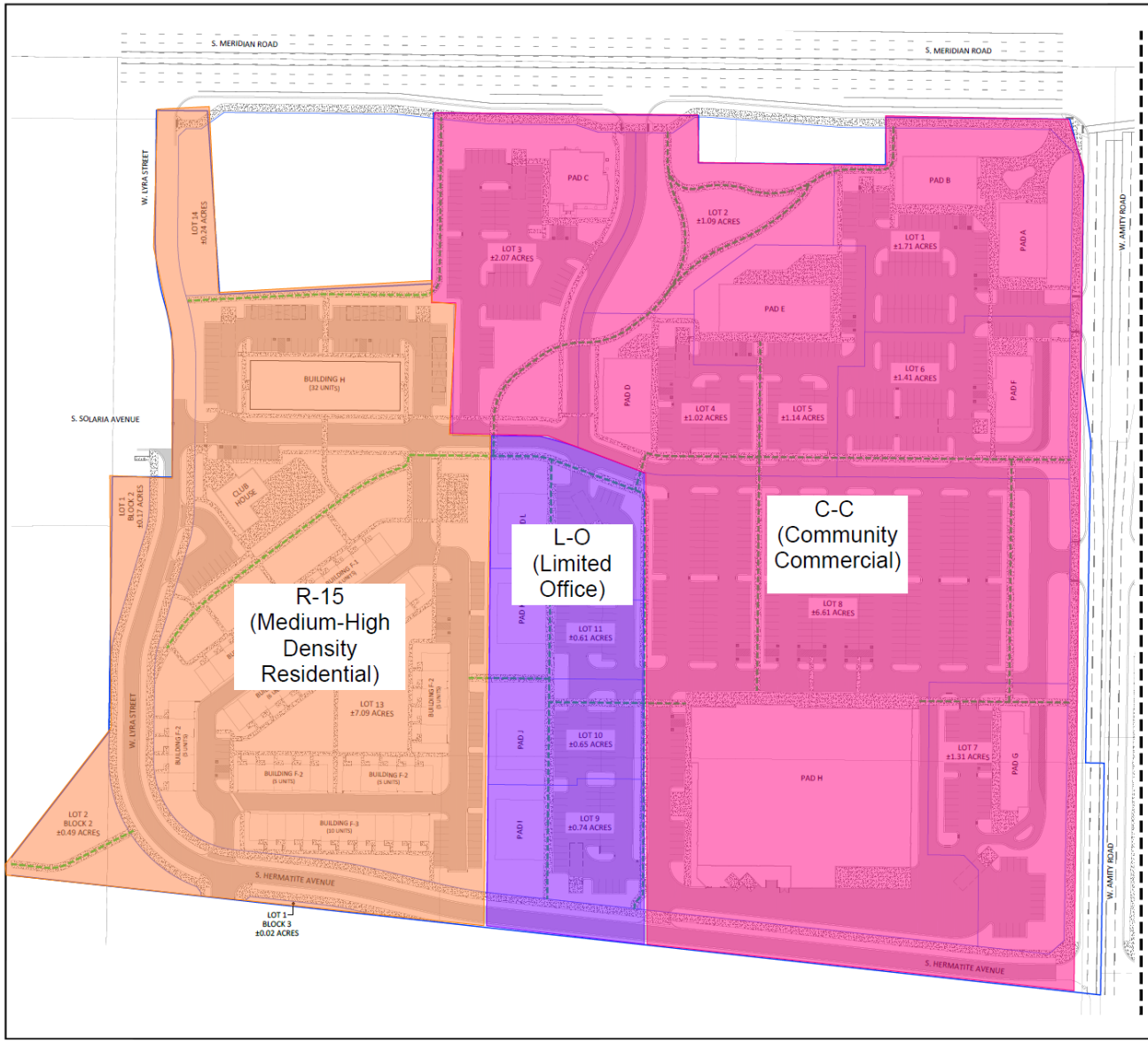
LINE TABLE		
LINE	BEARING	DISTANCE
L1	S52°04'27"E	240.08
L2	S89°15'25"E	274.79
L3	S89°15'25"E	66.00
L4	S00°32'50"W	79.93
L5	S89°18'36"E	144.81
L6	S89°27'10"E	156.27
L7	S89°27'10"E	82.00

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmenglip.com

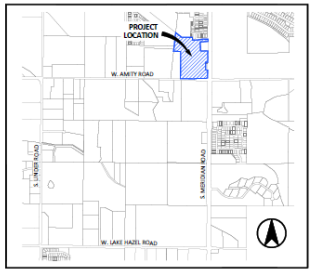
DATE: September 2023
PROJECT: 23-151
SHEET: 1 OF 1

Exhibit B
Annexation

A portion of the E 1/2 of the SE 1/4 of Sec. 25 and a portion of the NE 1/4 of the NE 1/4 of Sec. 36, T3N., R1W., B.M., Ada County, Idaho



SEE SHEET EX1.0 FOR CONTINUATION



VICINITY MAP

NOT TO SCALE

PROJECT BREAKDOWN (COMMERCIAL)

Lot #	Pad #	Bldg. (SF)	Lot Area	Parking Ratio	Parking Req'd	Parking Provided
1	A	6,500	±1.71 AC.	1/250	26	74
	B	6,500				
2	Common Lot		±1.09 AC.	~	~	~
3	C	5,460	±2.07 AC.	1/250	22	79
4	D	6,500	±1.02 AC.	1/250	26	42
5	E	9,750	±1.14 AC.	1/250	39	58
6	F	4,700	±1.41 AC.	1/250	19	74
7	G	4,883	±1.31 AC.	1/250	19	47
8	H	63,332	±6.61 AC.	1/250	253	344
9	I	5,200	±0.74 AC.	1/500	10	37
10	J	5,200	±0.65 AC.	1/500	10	28
11	K	5,200	±0.61 AC.	1/500	10	27
12	L	5,200	±0.84 AC.	1/500	10	30
14	Common Lot		±0.24 AC.	~	~	~
1	Common Lot		±0.17 AC.	~	~	~
2	Common Lot		±0.49 AC.	~	~	~
1	Common Lot		±0.02 AC.	~	~	~
TOTAL		±128,405	±20.12 AC.	~	446	840

City Code Requirements

Commercial: One (1) space for every five hundred (500) square feet of gross floor area. (11-3C-6)
Restaurant: One (1) space for every two hundred fifty (250) square feet of gross floor area. (11-4-3-49)

PROJECT BREAKDOWN (MULTI-FAMILY)

Bldg.	# of Bldg.'s	# of Stories	1-Bed	2-Bed	3-Bed	Total Units
F-1	4	2	~	6	~	6
			~	6	~	6
			~	6	~	6
			~	6	~	6
F-2	4	2	~	5	~	5
			~	5	~	5
			~	5	~	5
			~	5	~	5
F-3	1	2	~	10	~	10
H	1	3	11	18	3	32
TOTAL UNITS			11	72	3	86
Parking Requirements			1.5	2.0	3.0	10 / Unit
Total Parking Per Unit			17	144	9	~
Total Parking + Guest			170			9
TOTAL PARKING REQUIRED			179			
Parking Provided - Standard			105			
Parking Provided - Handicap			10			
Parking Provided - Carport			24			
Parking Provided - Garage			54			
TOTAL PARKING PROVIDED			193			
Total Parking Per Unit			2.24			
Total Parking Per Unit *			2.13			
Difference			+14 Stalls			

PROJECT BREAKDOWN (RESIDENTIAL DENSITY)

	NW Corner	SW Corner	Project Total
Multi-Family Area***	±10.55 AC.	±17.66 AC.	±28.21 AC.
Total Area *****	±30.66 AC.	±24.45 AC.	±55.11 AC.
Total Multi-Family Units	86	322	408
Gross Density of Multi-Family Site Area	±8.15 U.P.A.	±18.23 U.P.A.	±14.46 U.P.A.
Gross Density of Total Area	±2.80 U.P.A.	±13.17 U.P.A.	±7.40 U.P.A.

* Parking Ratio Does NOT Include Handicap or Guest Spaces
*** Areas shown are Multi-Family NET Acreage + Right of Way Dedication
**** Areas shown are GROSS Acreage of Project Area

**** SEE SHEET EX1.0 FOR PROJECT SUMMARY**

10' PEDESTRIAN PATHWAY

0 60 120 180
Plan Scale: 1" = 60'

REVISIONS

NO.	ITEM	DATE

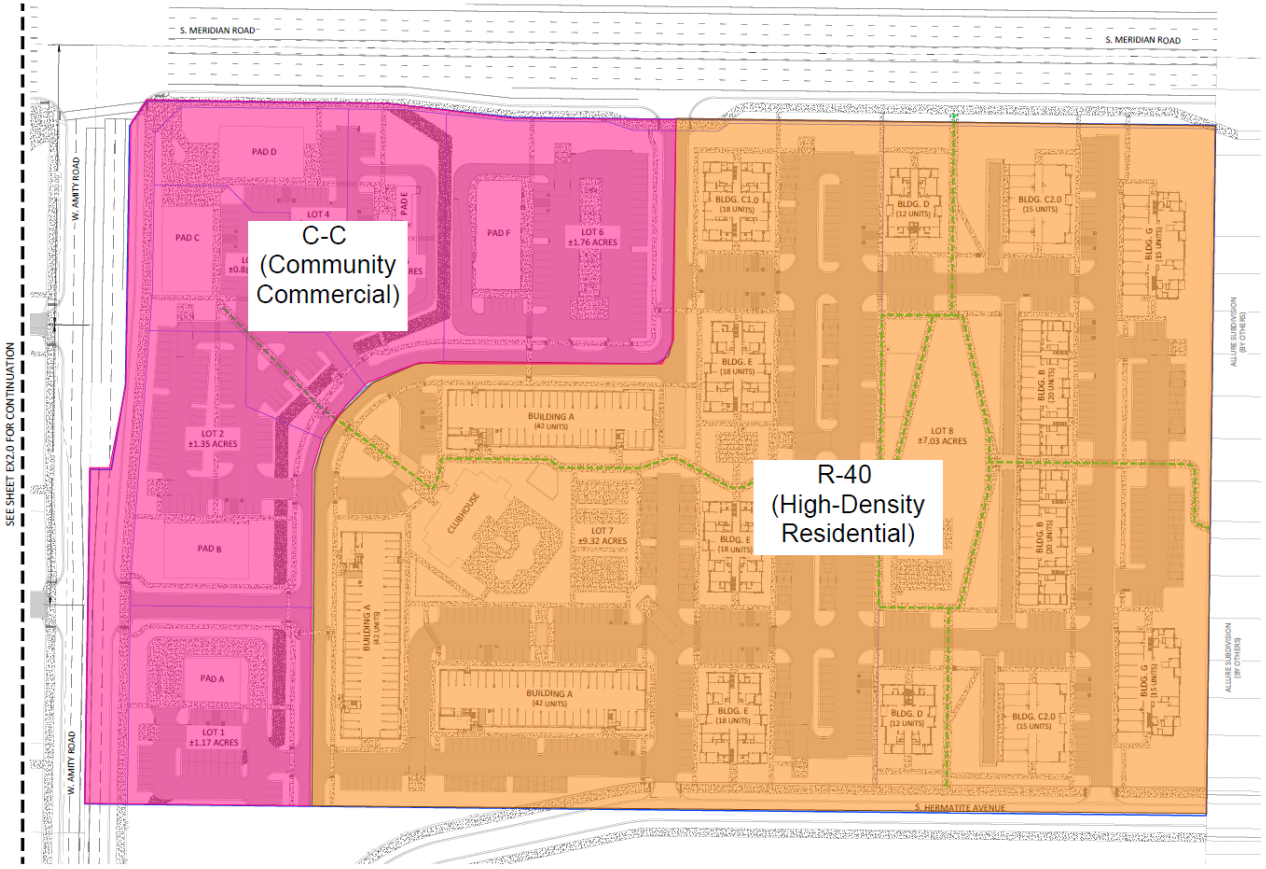
AMITY & MERIDIAN - NORTHWEST CORNER
MERIDIAN, IDAHO

CONCEPTUAL SITE PLAN

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DESIGN BY:	BR
DRAWN BY:	JJ
CHECKED BY:	KSK
DATE:	3/4/24
PROJECT:	23-151

SHEET NO.
EX2.0



PROJECT SUMMARY (NORTHWEST CORNER)

SITE DATA

PARCEL NUMBER(S):	S1225449650 & S1225449450
PROPERTY ADDRESS: CITY/STATE/ZIP:	320 W. AMITY ROAD MERIDIAN, IDAHO 83642
PROJECT AREA:	±30.66 ACRES (GROSS)
COMMERCIAL PROJECT AREA:	±18.10 ACRES
MULTI-FAMILY PROJECT AREA:	±7.09 ACRES
RIGHT OF WAY DEDICATION:	±3.46 ACRES
COMMON LOTS:	±2.01 ACRES
PROJECT TOTAL:	±27.20 ACRES (NET)
CURRENT ZONING:	RUT

COMMERCIAL

PROPOSED ZONING:	C-G (GENERAL RETAIL AND SERVICE COMMERCIAL DISTRICT)
TOTAL LOTS:	10 LOTS
TOTAL BUILDING SF:	±128,405 SF

MULTI-FAMILY

PROPOSED ZONING:	R-40 (HIGH DENSITY RESIDENTIAL DISTRICT)
TOTAL LOTS:	1 LOT
TOTAL UNITS:	86 UNITS
TOTAL COMMON LOTS:	5 LOTS

(REFER TO PROJECT BREAKDOWN TABLE ON SHEET EX2.0 FOR DETAIL)

PROJECT SUMMARY (SOUTHWEST CORNER)

SITE DATA

PARCEL NUMBER(S):	S1236110060
PROPERTY ADDRESS: CITY/STATE/ZIP:	4975 S. MERIDIAN ROAD MERIDIAN, IDAHO 83642
PROJECT AREA:	±24.45 ACRES (GROSS)
COMMERCIAL PROJECT AREA:	±6.77 ACRES
MULTI-FAMILY PROJECT AREA:	±16.20 ACRES
RIGHT OF WAY DEDICATION:	±1.48 ACRES
PROJECT TOTAL:	±22.97 ACRES (NET)
CURRENT ZONING:	RUT

COMMERCIAL

PROPOSED ZONING:	C-G (GENERAL RETAIL AND SERVICE COMMERCIAL DISTRICT)
TOTAL LOTS:	6 LOTS
TOTAL BUILDING SF:	±29,879 SF

MULTI-FAMILY

PROPOSED ZONING:	R-40 (HIGH DENSITY RESIDENTIAL DISTRICT)
TOTAL LOTS:	2 LOT
TOTAL UNITS:	322 UNITS

(REFER TO PROJECT BREAKDOWN TABLE ON THIS SHEET FOR DETAIL)

PROJECT TEAM

PROPERTY OWNER / DEVELOPER

NAME:	GRBH AMITY LLC
CONTACT:	PAUL STEPHENS
ADDRESS:	850 BROAD STREET, SUITE 300
CITY/STATE/ZIP:	BOISE, IDAHO 83702
PHONE:	208.908.5512
EMAIL:	pstephens@bhcollc.com

ARCHITECT

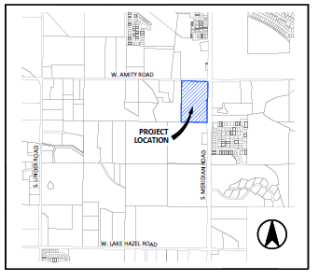
NAME:	JACKSON | MAIN ARCHITECTURE, P.S.
CONTACT:	MATTHEW LAASE, AIA
ADDRESS:	311 FIRST AVENUE SOUTH
CITY/STATE/ZIP:	SEATTLE, WASHINGTON 98104
PHONE:	206.324.4800
EMAIL:	matt.laase@jacksonmain.com

ENGINEERING

NAME:	KM ENGINEERING, LLP
CONTACT:	KELLY ARMBER, P.E., P.L.S.
ADDRESS:	5725 N. DISCOVERY WAY
CITY/STATE/ZIP:	BOISE, IDAHO 83713
PHONE:	208.639.6939
EMAIL:	kelly@kmengllp.com

LANDSCAPE ARCHITECT

NAME:	KM ENGINEERING, LLP
CONTACT:	ALYSSA YENSEN, PLA
ADDRESS:	5725 N. DISCOVERY WAY
CITY/STATE/ZIP:	BOISE, IDAHO 83713
PHONE:	208.639.6939
EMAIL:	ayensen@kmengllp.com



VICINITY MAP

NOT TO SCALE

PROJECT BREAKDOWN (COMMERCIAL)

Lot #	Pad #	Bldg. (SF)	Lot Area	Parking Ratio	Parking Req'd	Parking Provided
1	A	3,366	±1.17 AC.	1/250	13	31
2	B	6,500	±1.35 AC.	1/250	26	62
3	C	6,000	±0.88 AC.	1/250	24	28
4	D	6,000	±0.78 AC.	1/250	24	33
5	E	863	±0.83 AC.	1/250	3	15
6	F	7,150	±1.76 AC.	1/250	29	42
TOTAL		±29,879	±6.77 AC.	1/250	120	211

City Code Requirements

Commercial: One (1) space for every five hundred (500) square feet of gross floor area. (11-3C-6)
Restaurant: One (1) space for every two hundred fifty (250) square feet of gross floor area. (11-4-3-49)

PROJECT BREAKDOWN (MULTI-FAMILY)

Bldg.	# of Bldg.'s	# of Stories	1-Bed	2-Bed	3-Bed	Total Units
A*	3	4	18	24	~	42
			18	24	~	42
			18	24	~	42
B	2	3	8	12	~	20
			8	12	~	20
C1.0	2	3	6	12	~	18
C2.0	2	3	5	10	~	15
			5	10	~	15
D	2	3	6	~	6	12
			6	~	6	12
E1.0	2	3	6	6	6	18
			6	6	6	18
E2.0	2	3	6	6	6	18
G	2	3	~	11	4	15
			~	11	4	15
TOTAL UNITS			116	168	38	322
Parking Requirements			1.5	2.0	3.0	10 / Unit
Total Parking Per Unit			174	336	114	~
Total Parking + Guest			624			32
TOTAL PARKING REQUIRED			656			
Parking Provided - Standard			320			
Parking Provided - Handicap			28			
Parking Provided - Carport			143			
Parking Provided - Podium			129			
Parking Provided - Garage			56			
TOTAL PARKING PROVIDED			676			
Total Parking Per Unit			2.10			
Total Parking Per Unit **			1.91			
Difference			+20 Stalls			

* (6) Studio Units and (12) 1 Bed Units
** Parking Ratio Does NOT Include Handicap or Guest Spaces
*** Areas shown are Multi-Family NET Acreage + Right of Way Dedication
**** Areas shown are GROSS Acreage of Project Area

10' PEDESTRIAN PATHWAY

PROJECT BREAKDOWN (RESIDENTIAL DENSITY)

	NW Corner	SW Corner	Project Total
Multi-Family Area***	±10.55 AC.	±17.66 AC.	±28.21 AC.
Total Area *****	±30.66 AC.	±24.45 AC.	±55.11 AC.
Total Multi-Family Units	86	322	408
Gross Density of Multi-Family Site Area	±8.15 U.P.A.	±18.29 U.P.A.	±14.46 U.P.A.
Gross Density of Total Area	±2.80 U.P.A.	±13.17 U.P.A.	±7.40 U.P.A.

0 60 120 180
Plan Scale: 1" = 60'

REVISIONS

NO.	ITEM	DATE

AMITY & MERIDIAN - SOUTHWEST CORNER
MERIDIAN, IDAHO

CONCEPTUAL SITE PLAN

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DESIGN BY:	BR
DRAWN BY:	JJ
CHECKED BY:	KSK
DATE:	3/30/26
PROJECT:	23-151

SHEET NO.
EX1.0

km
ENGINEERING

February 25, 2025
Project No. 23-151
Rezone to R-15
Legal Description

Exhibit A

A parcel of land situated in a portion of the East 1/2 of the Southeast 1/4 of Section 25, Township 3 North, Range 1 West, Boise Meridian, City of Meridian, Ada County, Idaho and being more particularly described as follows:

Commencing at a found aluminum cap marking the Southeast corner of said Section 25, which bears S00°32'50"W a distance of 2,664.88 feet from a found aluminum cap marking the East 1/4 corner of said Section 25;
Thence following the easterly line of said Southeast 1/4, N00°32'50"E a distance of 910.29 feet to the boundary of the Plat of Jessica Condos Project Amendment No. 1 (Book 123 of Plats, Pages 19519-19522);
Thence leaving said easterly line and following said subdivision boundary, N89°27'10"W a distance of 297.81 feet to the **POINT OF BEGINNING**.

Thence leaving said subdivision boundary, N89°27'10"W a distance of 25.11 feet;
Thence S00°32'50"W a distance of 30.00 feet;
Thence N89°27'10"W a distance of 177.12 feet;
Thence S00°32'50"W a distance of 51.96 feet;
Thence N89°27'10"W a distance of 655.87 feet;
Thence N06°15'42"E a distance of 656.20 feet to a found 5/8-inch rebar;
Thence S52°04'27"E a distance of 240.08 feet to a found 5/8-inch rebar;
Thence S89°15'25"E a distance of 274.79 feet to a found 5/8-inch rebar on the boundary of Stapleton Subdivision No. 1 (Book 120 of Plats, Pages 18746-18750);
Thence following the boundary of said Stapleton Subdivision No. 1 the following six (6) courses:

1. S89°15'25"E a distance of 66.00 feet to a found 5/8-inch rebar;
2. S00°32'50"W a distance of 79.93 feet to a found 5/8-inch rebar;
3. S89°18'36"E a distance of 144.81 feet to a found 5/8-inch rebar;
4. 89.63 feet along the arc of a curve to the left, said curve having a radius of 300.00 feet, a delta angle of 17°07'04", a chord bearing of N82°07'52"E, and a chord distance of 89.30 feet to a found 5/8-inch rebar;
5. 88.88 feet along the arc of a curve to the right, said curve having a radius of 300.00 feet, a delta angle of 16°58'30", a chord bearing of N82°03'35"E, and a chord distance of 88.56 feet to a found 5/8-inch rebar;
6. S89°27'10"E a distance of 156.27 feet to a found 5/8-inch rebar;

Thence leaving said subdivision boundary, S89°27'10"E a distance of 82.00 feet to said easterly line;
Thence following said easterly line, S00°32'50"W a distance of 68.23 feet;
Thence leaving said easterly line, N89°27'10"W a distance of 70.00 feet to the Northeast corner of said Plat of Jessica Condos Project Amendment No. 1;

Thence following the boundary of said Jessica Condos Project Amendment No. 1 the following two (2) courses:

1. S86°13'04"W a distance of 245.22 feet;
2. S02°49'51"E a distance of 283.67 feet to the **POINT OF BEGINNING.**

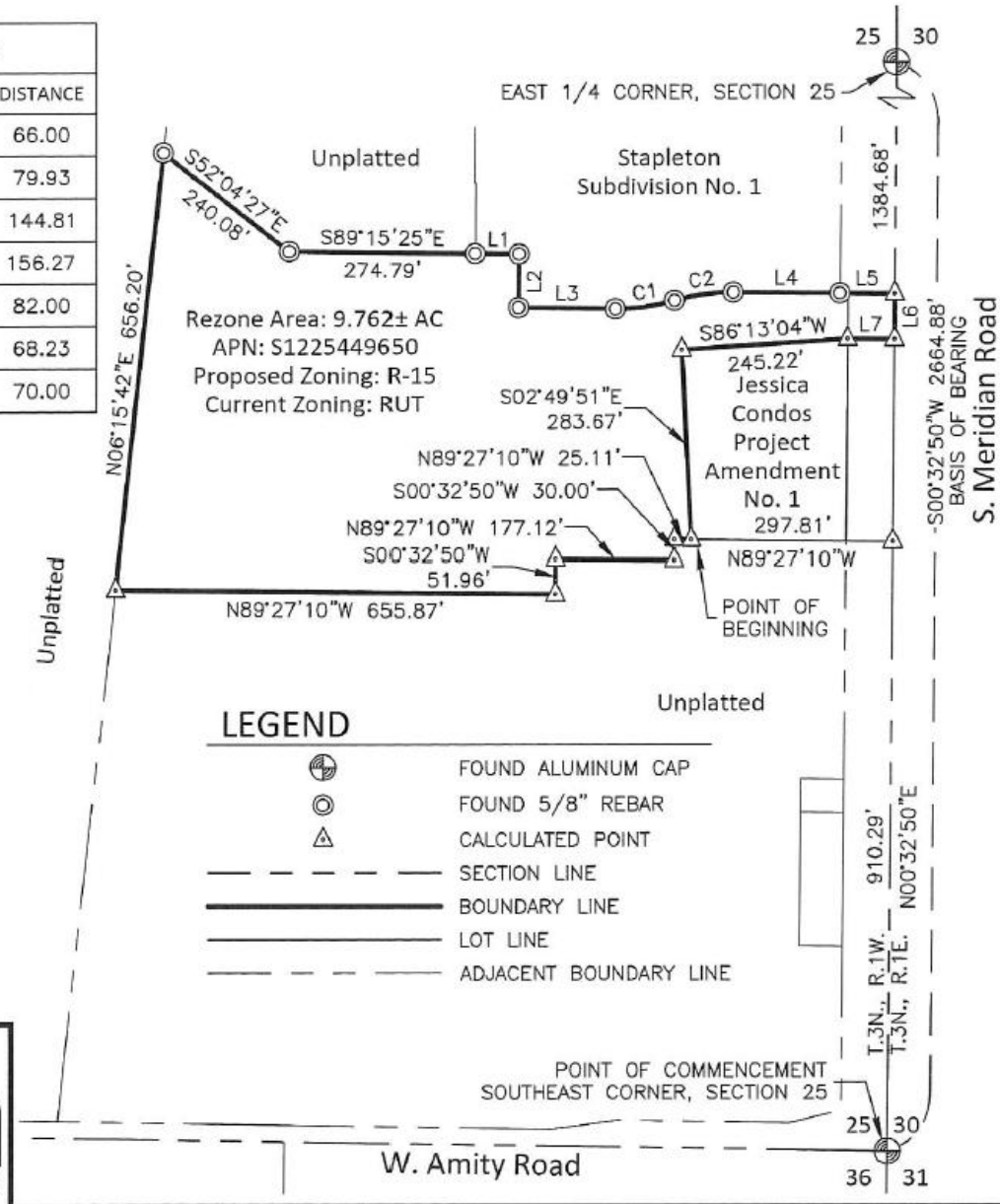
Said parcel contains 9.762 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

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

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

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	300.00'	89.63'	17°07'04"	N82°07'52"E	89.30'
C2	300.00'	88.88'	16°58'30"	N82°03'35"E	88.56'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S89°15'25"E	66.00
L2	S00°32'50"W	79.93
L3	S89°18'36"E	144.81
L4	S89°27'10"E	156.27
L5	S89°27'10"E	82.00
L6	S00°32'50"W	68.23
L7	N89°27'10"W	70.00



km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: February 2025
PROJECT: 23-151
SHEET: 1 OF 1

Exhibit B
Rezone to R-15

A portion of the E 1/2 of the SE 1/4 of Section 25, T.3N., R.1W., B.M., City of Meridian, Ada County, Idaho

km ENGINEERING

September 1, 2023
Project No. 23-151
Rezone to R-40
Legal Description

Exhibit A

A parcel of land situated in a portion of the Northeast 1/4 of the Northeast 1/4 of Section 36, Township 3 North, Range 1 West, Boise Meridian, City of Meridian, Ada County, Idaho and being more particularly described as follows:

Commencing at a found aluminum cap marking the Northeast corner of said Section 36, which bears N00°37'50"E a distance of 2,641.47 feet from a found aluminum cap marking the East 1/4 corner of said Section 36, thence following the easterly line of said Northeast 1/4 of Section 36, S00°37'50"W a distance of 684.11 feet to the **POINT OF BEGINNING**.

Thence following said easterly line, S00°37'50"W a distance of 636.54 feet to the North 1/16 corner of said Section 36;
Thence leaving said easterly line and following the southerly line of said Northeast 1/4 of the Northeast 1/4, N89°13'03"W a distance of 893.66 feet to a found 5/8-inch rebar;
Thence N00°36'05"E a distance of 1,055.25 feet;
Thence S89°22'10"E a distance of 375.19 feet;
Thence 235.62 feet along the arc of a curve to the right, said curve having a radius of 150.00 feet, a delta angle of 90°00'00", a chord bearing of S44°22'10"E, and a chord distance of 212.13 feet;
Thence S00°37'50"W a distance of 238.08 feet;
Thence 51.84 feet along the arc of a curve to the left, said curve having a radius of 33.00 feet, a delta angle of 90°00'00", a chord bearing of S44°22'10"E, and a chord distance of 46.67 feet;
Thence S89°22'10"E a distance of 336.00 feet to the **POINT OF BEGINNING**.

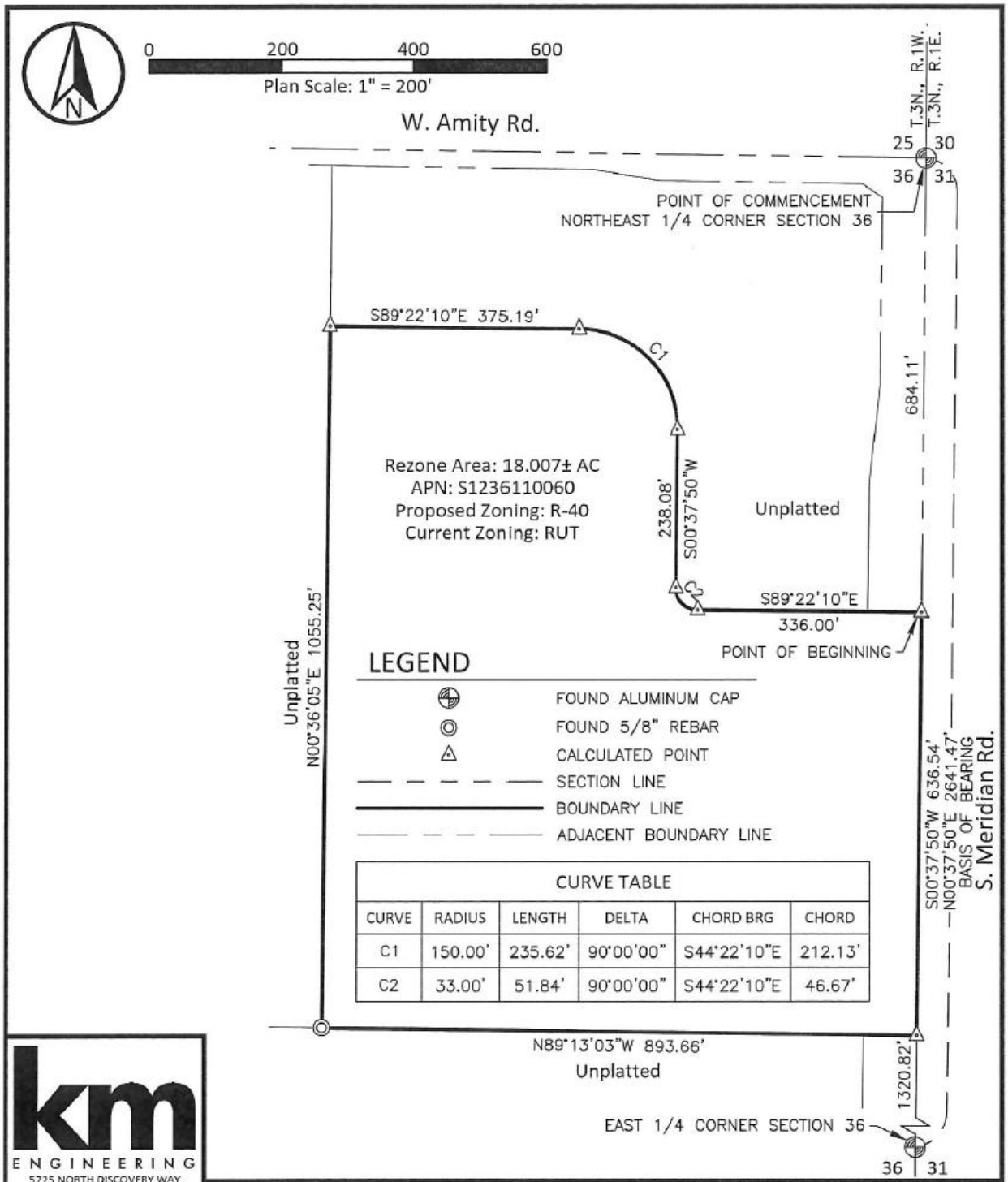
Said parcel contains 18.007 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

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

PROFESSIONAL LAND SURVEYOR
LICENSED
20906
STATE OF IDAHO
BILL HYNSON

9/1/2023

5725 North Discovery Way • Boise, Idaho 83713 • 208.639.6939 • kmengllp.com



CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	150.00'	235.62'	90°00'00"	S44°22'10"E	212.13'
C2	33.00'	51.84'	90°00'00"	S44°22'10"E	46.67'

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmenglip.com

DATE: September 2023
PROJECT: 23-151
SHEET: 1 OF 1

Exhibit B
Rezone to R-40

A portion of the NE 1/4 of the NE 1/4 of Section 36,
T3N., R1W., B.M., City of Meridian, Ada County, Idaho

km ENGINEERING

November 6, 2023
Project No. 23-151
Rezone to CN
Legal Description

Exhibit A

A parcel of land situated in a portion of the Southeast 1/4 of the Southeast 1/4 of Section 25, Township 3 North, Range 1 West, Boise Meridian, City of Meridian, Ada County, Idaho and being more particularly described as follows:

Commencing at a found aluminum cap marking the Southeast corner of said Section 25, which bears S00°32'50"W a distance of 2,664.88 feet from a found aluminum cap marking the East 1/4 corner of said Section 25, thence following the easterly line of said Southeast 1/4, N00°32'50"E a distance of 910.29 feet to the **POINT OF BEGINNING**.

Thence leaving said easterly line, N89°27'10"W a distance of 70.00 feet to the westerly right-of-way line of S. Meridian Road and being the Southeast corner of the Plat of Jessica Condos Project Amendment No. 1 (Book 123 of Plats, Pages 19519-19522);
Thence following the boundary of said Jessica Condos Project Amendment No. 1 the following three (3) courses:

1. N89°27'10"W a distance of 227.81 feet;
2. N02°49'51"W a distance of 283.67 feet;
3. N86°13'04"E a distance of 245.22 feet to said westerly right-of-way line;

Thence leaving said subdivision boundary, S89°27'10"E a distance of 70.00 feet to said easterly line of the Southeast 1/4;
Thence following said easterly line, S00°32'50"W a distance of 301.69 feet to the **POINT OF BEGINNING**.

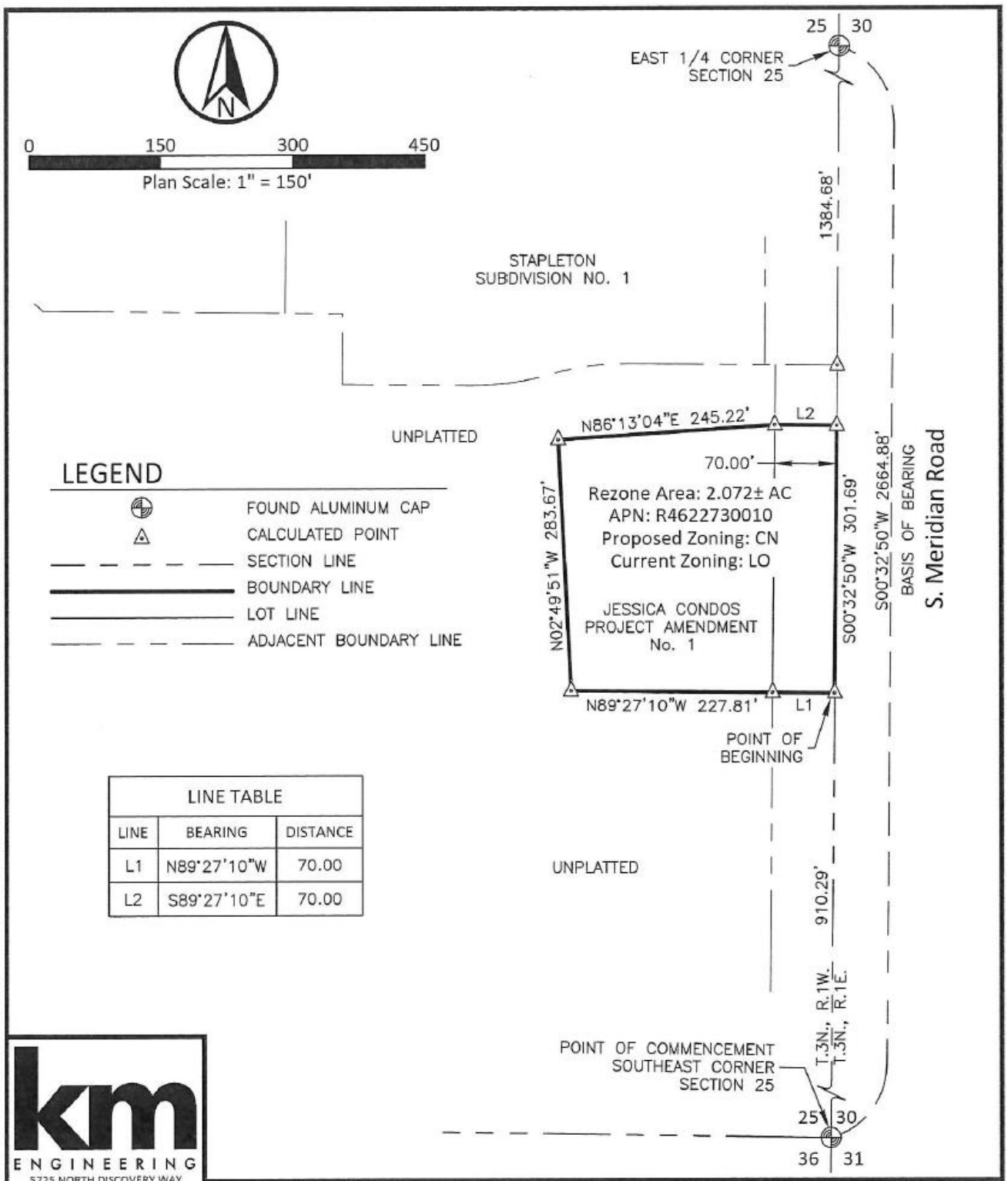
Said parcel contains 2.072 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

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

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

PROFESSIONAL LAND SURVEYOR
LICENSED
20906
STATE OF IDAHO
BILL HYNSON
11/6/2023

5725 North Discovery Way • Boise, Idaho 83713 • 208.639.6939 • kmengllp.com



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N89°27'10"W	70.00
L2	S89°27'10"E	70.00

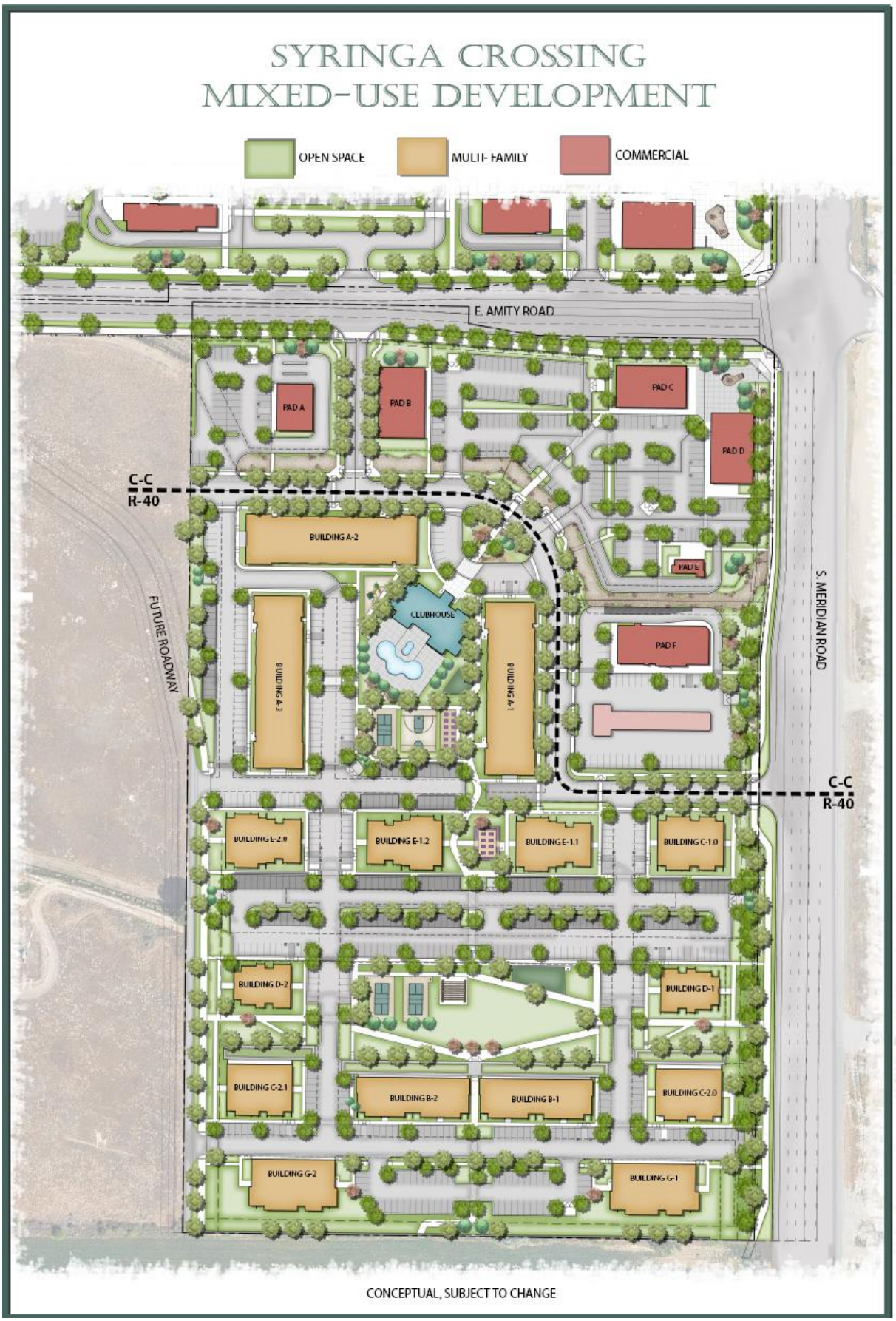
km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

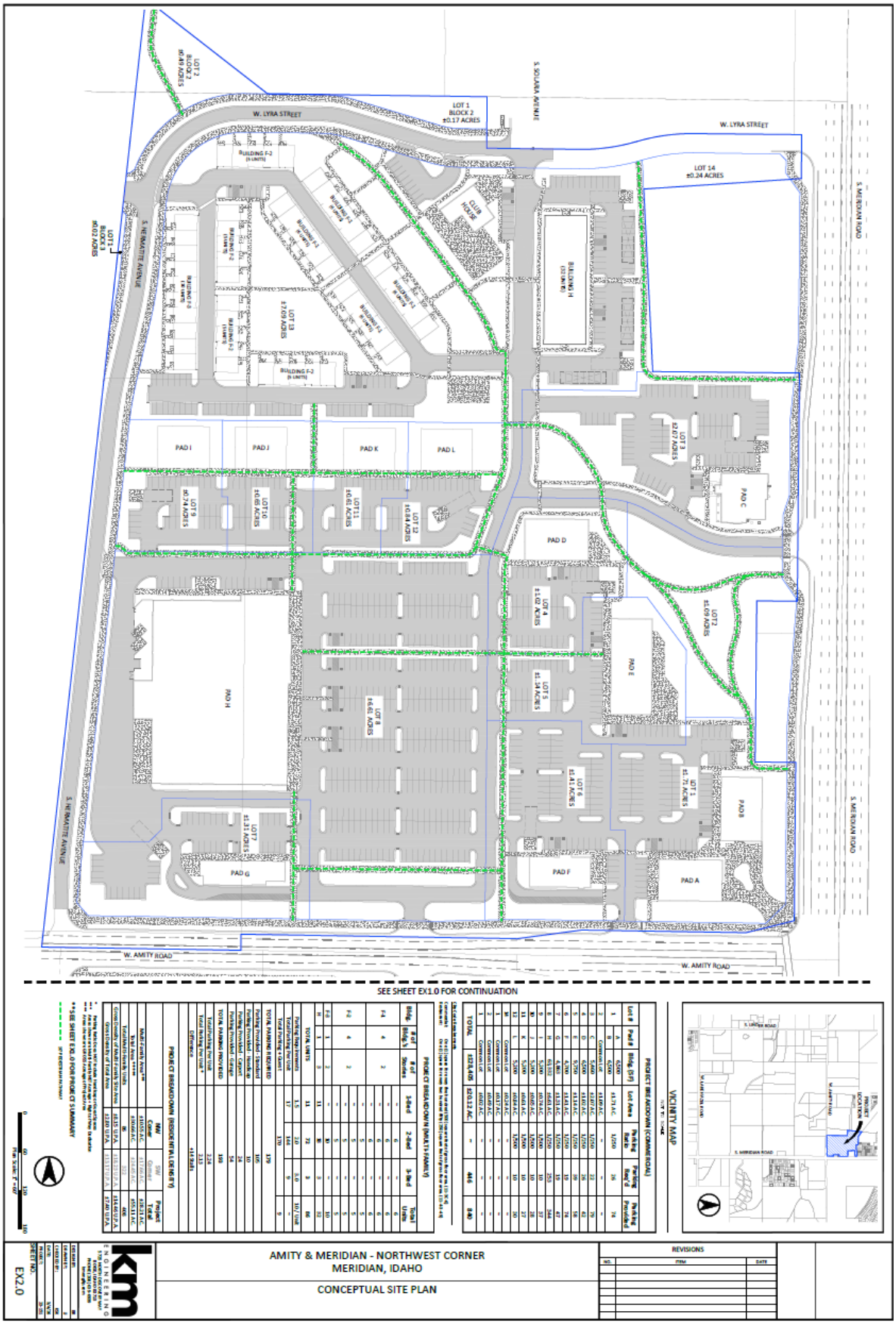
DATE: November, 2023
PROJECT: 23-151
SHEET: 1 OF 1

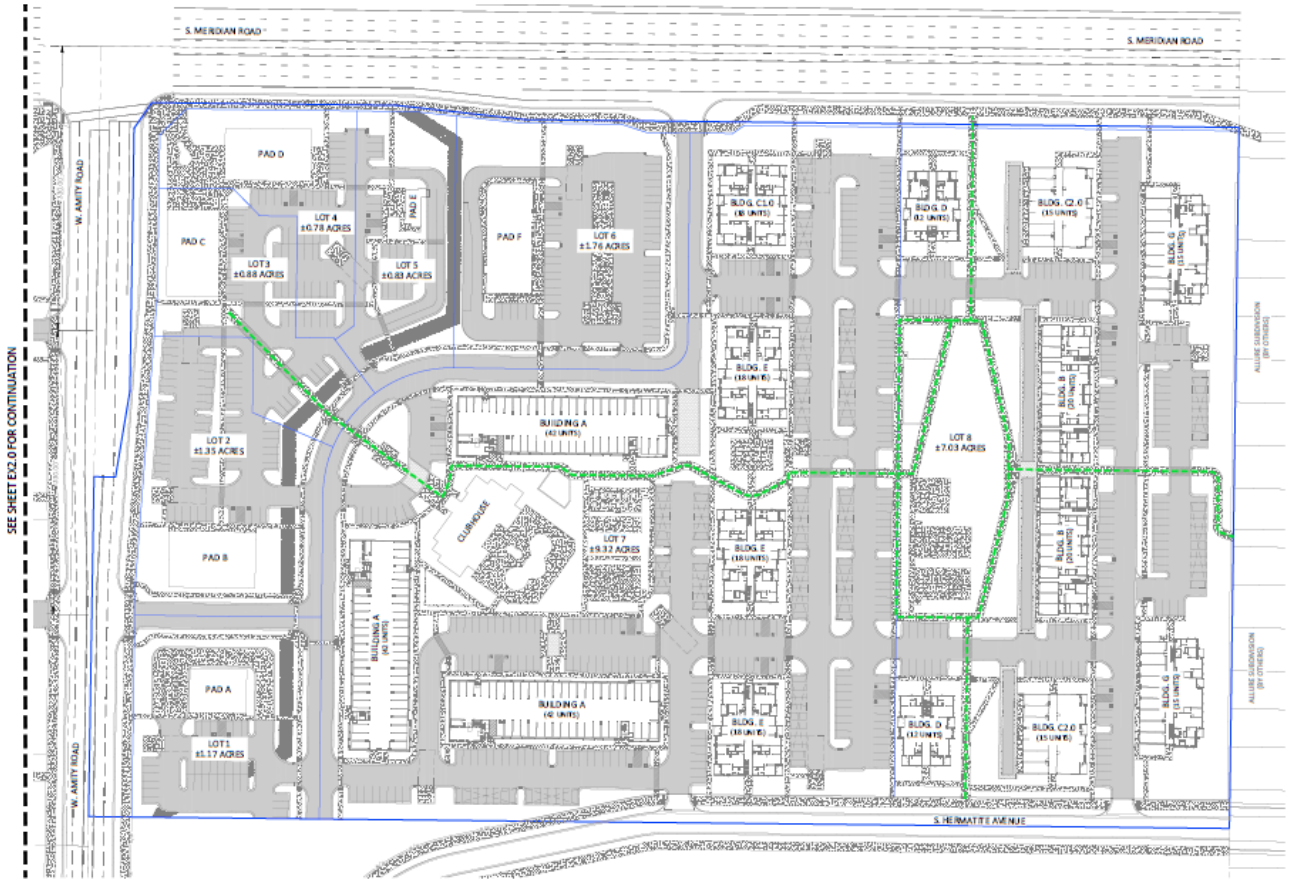
Exhibit B
Rezone to CN

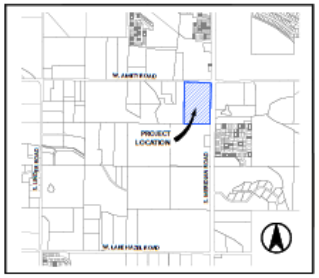
A portion of the SE 1/4 of the SE 1/4 of Section 25,
T.3N., R.1W., B.M., City of Meridian, Ada County, Idaho

E. Conceptual Development Plan for Annexation Area (dated: 1/6/26) - *REVISED*


SYRINGA CROSSING
MIXED-USE DEVELOPMENT
OPEN SPACE
MULTI-FAMILY
COMMERCIAL
E. AMITY ROAD
PAD A
PAD B
PAD C
PAD D
PAD E
PAD F
C-C
R-40
BUILDING A-2
CLUBHOUSE
BUILDING A-3
BUILDING A-1
FUTURE ROADWAY
S. MERIDIAN ROAD
C-C
R-40
BUILDING E-2.0
BUILDING E-1.2
BUILDING E-1.1
BUILDING C-1.0
BUILDING D-2
BUILDING D-1
BUILDING C-2.1
BUILDING B-2
BUILDING B-1
BUILDING C-2.0
BUILDING G-2
BUILDING G-1
CONCEPTUAL, SUBJECT TO CHANGE


S. MERIDIAN ROAD
W. LYRA STREET
S. SOLARA AVENUE
S. HERMAITE AVENUE
W. AMITY ROAD
LOT 14 ±0.24 ACRES
LOT 1 BLOCK 2 ±0.17 ACRES
LOT 2 BLOCK 2 ±0.49 ACRES
LOT 1 BLOCK 3 ±0.02 ACRES
LOT 3 ±2.07 ACRES
LOT 2 ±1.09 ACRES
LOT 4 ±1.02 ACRES
LOT 5 ±1.34 ACRES
LOT 6 ±1.41 ACRES
LOT 7 ±1.71 ACRES
LOT 8 ±6.61 ACRES
LOT 9 ±0.74 ACRES
LOT 10 ±0.65 ACRES
LOT 11 ±0.61 ACRES
LOT 12 ±0.84 ACRES
LOT 13 ±7.09 ACRES
LOT 77 ±1.31 ACRES
PAD A
PAD B
PAD C
PAD D
PAD E
PAD F
PAD G
PAD H
PAD I
PAD J
PAD K
PAD L
BUILDING H (3 UNITS)
CLUB HOUSE
BUILDING F-1 (6 UNITS)
BUILDING F-2 (6 UNITS)
BUILDING F-3 (6 UNITS)
BUILDING F-4 (6 UNITS)
BUILDING F-5 (6 UNITS)
BUILDING F-6 (6 UNITS)
BUILDING F-7 (6 UNITS)
BUILDING F-8 (6 UNITS)
BUILDING F-9 (6 UNITS)
SEE SHEET EX1.0 FOR CONTINUATION
PROJECT BREAKDOWN (MULTI-FAMILY)
PROJECT BREAKDOWN (COMMERCIAL)
PROJECT BREAKDOWN (RESIDENTIAL DENSITY)
VICINITY MAP
AMITY & MERIDIAN - NORTHWEST CORNER
MERIDIAN, IDAHO
CONCEPTUAL SITE PLAN
REVISIONS
EX2.0





VICINITY MAP

NOT TO SCALE

PROJECT BREAKDOWN (COMMERCIAL)

Lot #	Pad #	Bldg. (SF)	Lot Area	Parking Ratio	Parking Req'd	Parking Provided
1	A	5,366	±1.17 AC.	1/250	13	21
2	B	6,500	±1.35 AC.	1/250	26	62
3	C	6,000	±0.88 AC.	1/250	24	28
4	D	6,000	±0.78 AC.	1/250	24	33
5	E	863	±0.83 AC.	1/250	3	15
6	F	7,350	±1.76 AC.	1/250	29	42
TOTAL		±29,879	±6.77 AC.	1/250	120	211

City Code requirements

Commercial: One (1) space for every 250 sq.ft. of gross floor area. (10-1C-4)

Restaurant: One (1) space for every 100 sq.ft. of gross floor area. (10-4A-4)

PROJECT BREAKDOWN (MULTI-FAMILY)

Bldg.	# of Bldg.'s	# of Stories	1-Bed	2-Bed	3-Bed	Total Units
A*	3	4	18	24	"	42
			18	24	"	42
			18	24	"	42
B	2	3	8	12	"	20
			8	12	"	20
C1.0	2	3	6	12	"	18
C2.0	2	3	5	10	"	15
			5	10	"	15
D	2	3	6	"	6	12
			6	"	6	12
E1.0	2	3	6	6	6	18
			6	6	6	18
E2.0	2	3	6	6	6	18
G	2	3	"	11	4	15
			"	11	4	15
TOTAL UNITS			136	168	38	322
Parking Requirements			1.5	2.0	3.0	10 / Unit
Total Parking Per Unit			136	336	114	"
Total Parking + Guest				624		32
TOTAL PARKING REQUIRED			656			
Parking Provided - Standard			320			
Parking Provided - Handicap			28			
Parking Provided - Carport			143			
Parking Provided - Podium			129			
Parking Provided - Garage			56			
TOTAL PARKING PROVIDED			676			
Total Parking Per Unit			2.10			
Total Parking Per Unit **			1.91			
Difference			+20 Stalls			

PROJECT BREAKDOWN (RESIDENTIAL DENSITY)

	NW Corner	SW Corner	Project Total
Multi-Family Area***	±10.55 A.C.	±17.66 A.C.	±28.21 A.C.
Total Area ****	±20.66 A.C.	±24.45 A.C.	±55.11 A.C.
Total Multi-Family Units	86	322	408
Gross Density of Multi-Family Site Area	±8.15 U.P.A.	±18.23 U.P.A.	±14.46 U.P.A.
Gross Density of Total Area	±2.80 U.P.A.	±13.17 U.P.A.	±7.40 U.P.A.

* 8 (Studio Units and (11) 1-Bed Units

** Parking Stalls Does NOT Include Handicap + Carport Spaces

*** Area shown are Net Area NOT Acreage + Right of Way Dedication

**** Area shown are GROSS Acreage + Project Area

IF PEDESTRIAN PATHWAY

0 60 120 180

Plan Scale: 1" = 60'

PROJECT SUMMARY (NORTHWEST CORNER)

SITE DATA

PARCEL NUMBER(S): S1225449850 & S1225449450

PROPERTY ADDRESS: CITY/STATE/ZIP: 320 W. AMITY ROAD MERIDIAN, IDAHO 83642

PROJECT AREA: COMMERCIAL PROJECT AREA: MULTI-FAMILY PROJECT AREA: HEIGHT OF SAW BUILDINGS: COMMON LOTS: PROJECT TOTAL: 4.66 ACRES (GROSS) 2.10 ACRES 2.56 ACRES 4.16 ACRES 0.61 ACRES 6.77 ACRES (NET)

CURRENT ZONING: RUT

COMMERCIAL

PROPOSED ZONING: C-G (GENERAL RETAIL AND SERVICE COMMERCIAL DISTRICT)

TOTAL LOTS: 3 LOTS

TOTAL BUILDING SF: 14,366 SF

MULTI-FAMILY

PROPOSED ZONING: R-40 (HIGH DENSITY RESIDENTIAL DISTRICT)

TOTAL LOTS: 1 LOT

TOTAL UNITS: 86 UNITS

TOTAL COMMON LOTS: 5 LOTS

(REFER TO PROJECT BREAKDOWN TABLE ON SHEET EX2.0 FOR DETAIL)

PROJECT SUMMARY (SOUTHWEST CORNER)

SITE DATA

PARCEL NUMBER(S): S1225110060

PROPERTY ADDRESS: CITY/STATE/ZIP: 4975 S. MERIDIAN ROAD MERIDIAN, IDAHO 83642

PROJECT AREA: COMMERCIAL PROJECT AREA: MULTI-FAMILY PROJECT AREA: HEIGHT OF SAW BUILDINGS: PROJECT TOTAL: 4.66 ACRES (GROSS) 2.17 ACRES 4.19 ACRES 4.16 ACRES 10.52 ACRES (NET)

CURRENT ZONING: RUT

COMMERCIAL

PROPOSED ZONING: C-G (GENERAL RETAIL AND SERVICE COMMERCIAL DISTRICT)

TOTAL LOTS: 4 LOTS

TOTAL BUILDING SF: 48,976 SF

MULTI-FAMILY

PROPOSED ZONING: R-40 (HIGH DENSITY RESIDENTIAL DISTRICT)

TOTAL LOTS: 1 LOT

TOTAL UNITS: 322 UNITS

(REFER TO PROJECT BREAKDOWN TABLE ON THIS SHEET FOR DETAIL)

PROJECT TEAM

PROPERTY OWNER / DEVELOPER

NAME: SYNN AMITY, LLC
CONTACT: PAUL STEVENS
ADDRESS: 800 ADAMS STREET, SUITE 300
CITY/STATE/ZIP: BOISE, IDAHO 83702
PHONE: 208.908.5612
EMAIL: paul@stevensbuilds.com

ARCHITECT

NAME: JACOBSEN | HARD ARCHITECTURE, P.S.
CONTACT: MATTHEW LANCE HARD
ADDRESS: 111 WEST MAIN AVENUE, SOUTH
CITY/STATE/ZIP: BOISE, IDAHO 83702
PHONE: 208.424.4600
EMAIL: matthew@jacobsenhard.com

ENGINEERING

NAME: KM ENGINEERING, LLC
CONTACT: KELLY HERRICK, P.E., P.L.S.
ADDRESS: 5725 N. DISCOVERY WAY
CITY/STATE/ZIP: BOISE, IDAHO 83713
PHONE: 208.938.4939
EMAIL: kelly@kmengineering.com

LANDSCAPE ARCHITECT

NAME: KM ENGINEERING, LLC
CONTACT: ALYSSA VENDEN, PLA
ADDRESS: 5725 N. DISCOVERY WAY
CITY/STATE/ZIP: BOISE, IDAHO 83713
PHONE: 208.938.4939
EMAIL: alyssa@kmengineering.com

REVISIONS

NO.	ITEM	DATE

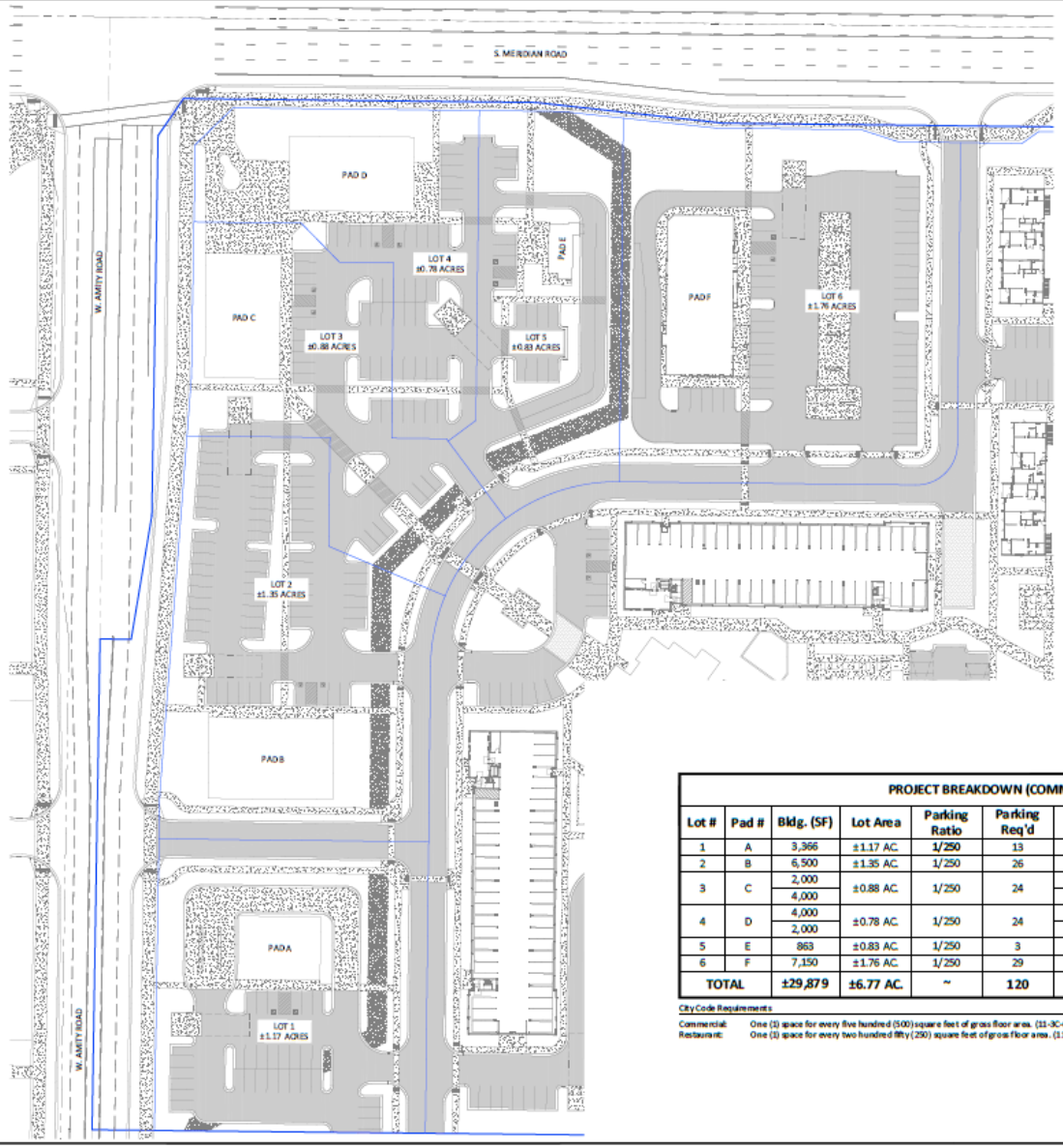
AMITY & MERIDIAN - SOUTHWEST CORNER
MERIDIAN, IDAHO

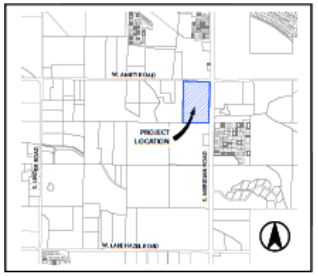
CONCEPTUAL SITE PLAN

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 938-4939
km-eng.com

DESIGNED BY: JK
DRAWN BY: J
CHECKED BY: KH
DATE: 3/30/18
PROJECT: 16-101

SHEET NO.
EX1.0





VICINITY MAP

NOT TO SCALE

PROJECT BREAKDOWN (COMMERCIAL)

Lot #	Pad #	Bldg. (SF)	Lot Area	Parking Ratio	Parking Req'd	Tenant Req'd Parking Ratio	Tenant Req'd Parking	Parking Provided
1	A	3,366	±1.17 AC.	1/250	13	1/100	34	31
2	B	6,500	±1.35 AC.	1/250	26	1/100	65	62
3	C	2,000	±0.88 AC.	1/250	24	1/100	20	28
		4,000				1/250	16	
4	D	4,000	±0.78 AC.	1/250	24	1/100	40	33
		2,000				1/250	8	
5	E	863	±0.83 AC.	1/250	3	1/250	3	15
6	F	7,150	±1.76 AC.	1/250	29	1/250	29	42
TOTAL		**±29,879**	**±6.77 AC.**	~	**120**	~	**215**	**211**

City Code Requirements

Commercial: One (1) space for every five hundred (500) square feet of gross floor area. (11-3C-6)
Restaurant: One (1) space for every two hundred fifty (250) square feet of gross floor area. (11-4-3-49)

0 40 80 120
Plan Scale: 1" = 40'

REVISIONS

NO	ITEM	DATE

AMITY & MERIDIAN - SOUTHWEST CORNER
MERIDIAN, IDAHO

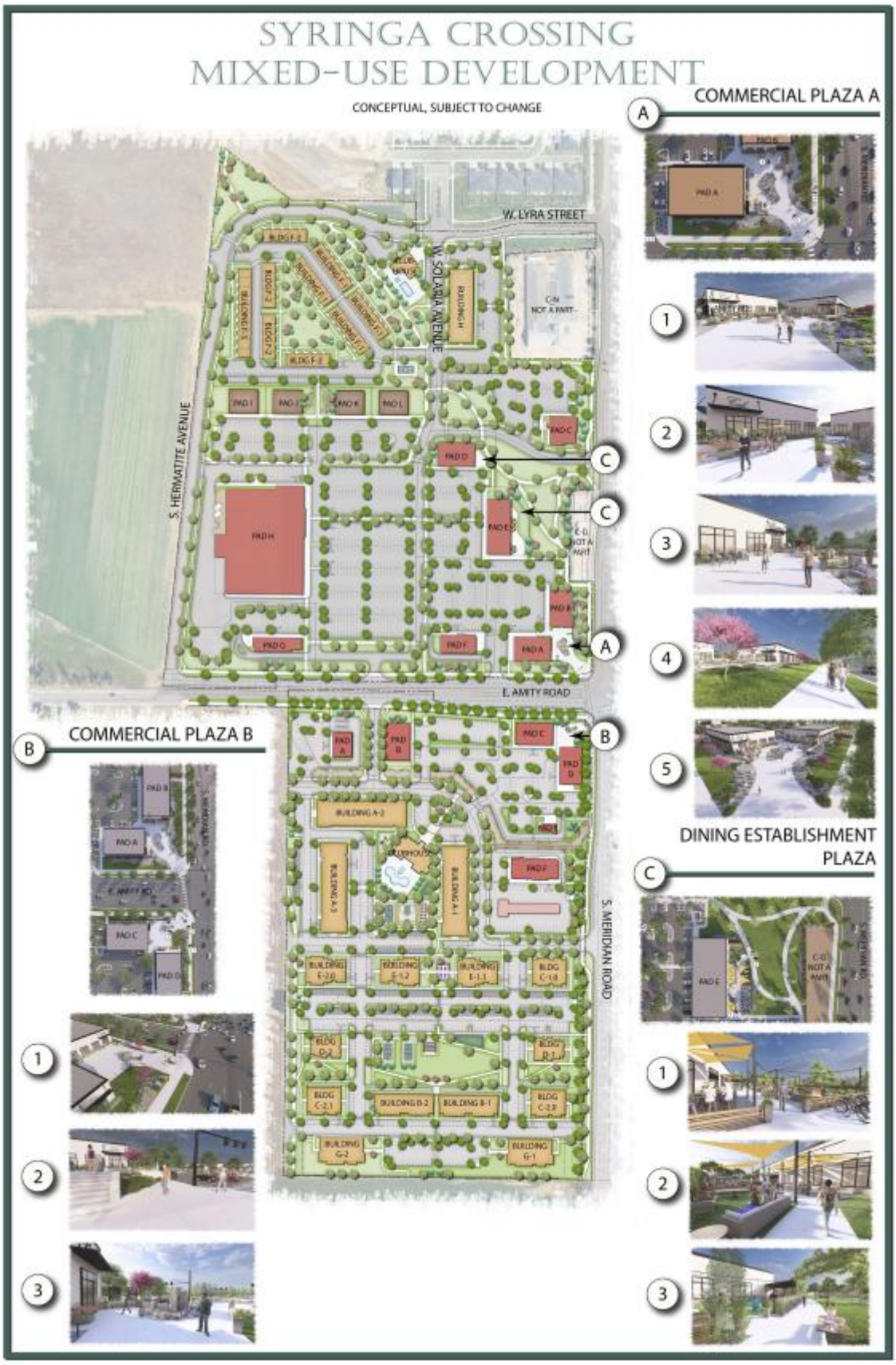
CONCEPTUAL SITE PLAN

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengineering.com

DESIGN BY: JB
DRAWN BY: JB
CHECKED BY: KM
DATE: 3/16/18
PROJECT: 18-101

SHEET NO.
EX1.0

F. Conceptual Commercial Building Elevations & Perspectives for Plaza Areas


SYRINGA CROSSING
MIXED-USE DEVELOPMENT
CONCEPTUAL, SUBJECT TO CHANGE
W. LYRA STREET
W. SOLARIA AVENUE
S. HERMATITE AVENUE
E. AMITY ROAD
S. MERIDIAN ROAD
COMMERCIAL PLAZA A
COMMERCIAL PLAZA B
DINING ESTABLISHMENT PLAZA

Commercial Plaza B
Plan View
PAD C
PAD A
PAD B
PAD D
PLAZA A
PLAZA B
E. AMITY ROAD
S. MERIDIAN ROAD
km

Commercial Plaza B
Perspective 1
PAD A
PAD B
PLAZA A
E. AMITY ROAD
PAD D
PLAZA B
km

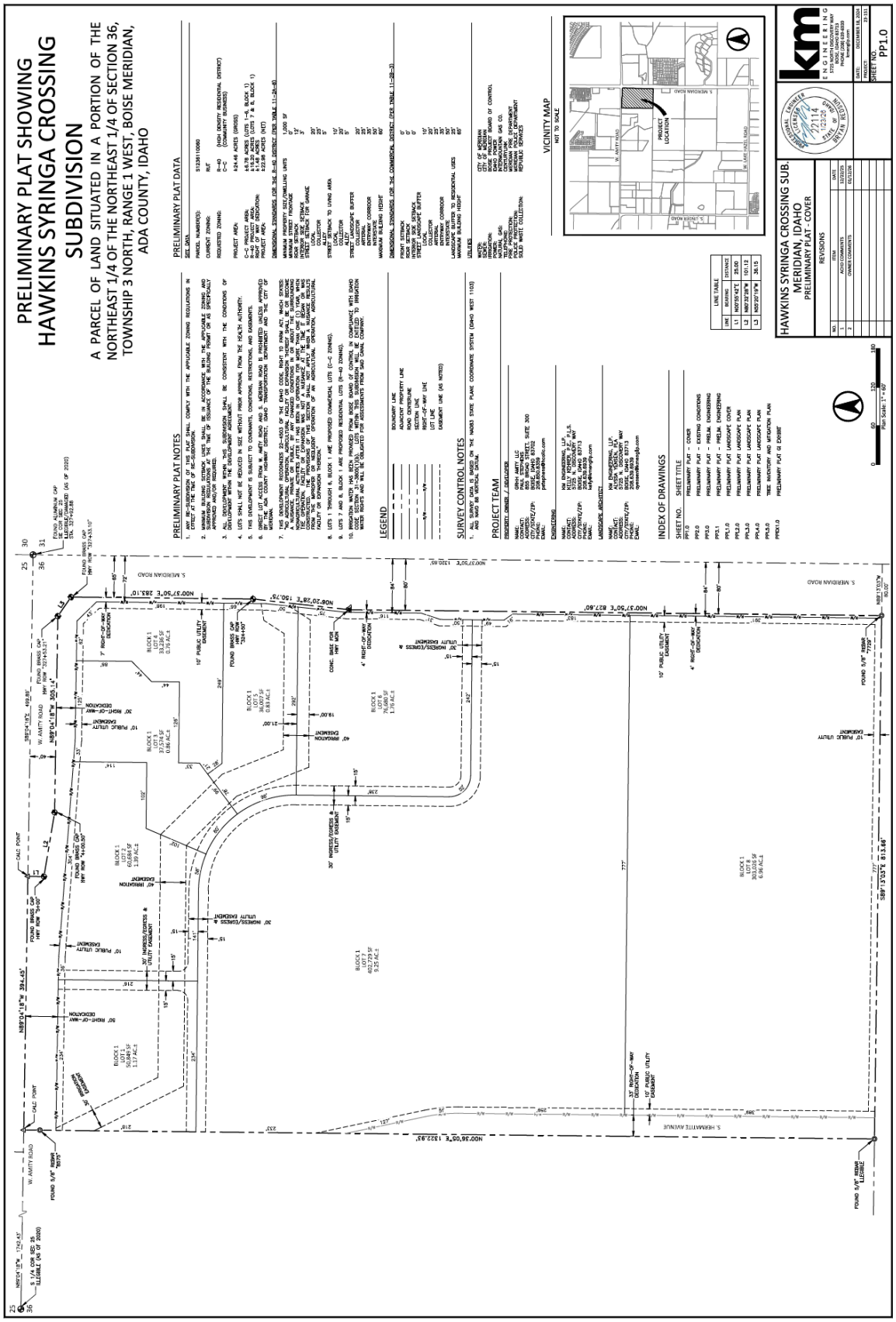
Commercial Plaza A
Perspective 2
PAD E
PAD B
PLAZA A

Commercial Plaza A
Perspective 3
PAD B
Boutique
S. MERIDIAN ROAD
PLAZA A
km

Dining Establishment Plaza
Perspective 2
PAD B
W. AMITY ROAD
PAD A
DINING ESTABLISHMENT PLAZA
km

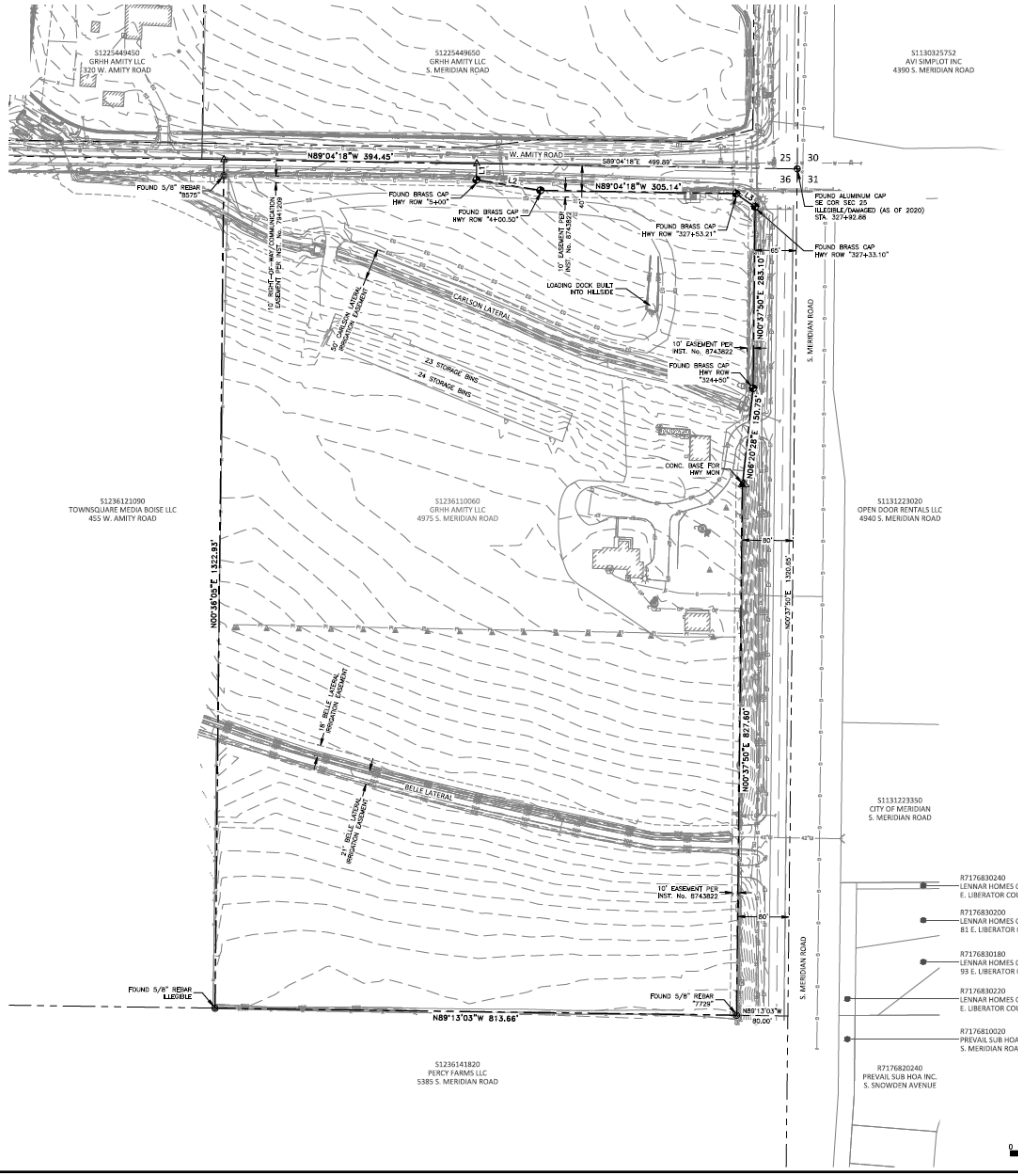
G. Overall Pedestrian Plan - *REVISED*

H. Preliminary Plat (dated: 1/23/26)



PRELIMINARY PLAT SHOWING
HAWKINS SYRINGA CROSSING SUBDIVISION

A PARCEL OF LAND SITUATED IN A PORTION OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 3 NORTH, RANGE 1 WEST, BOISE MERIDIAN, ADA COUNTY, IDAHO



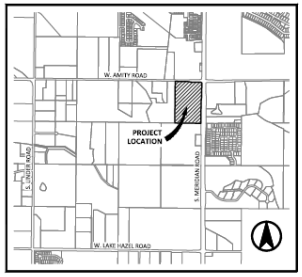
0 80 160 240
Plan Scale: 1" = 80'

LEGEND

- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- SECTION LINE
- R/W — RIGHT-OF-WAY LINE
- EASEMENT LINE (AS NOTED)
- FENCE LINE
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- WATER LINE
- STORM DRAINAGE LINE
- GRAVITY IRRIGATION
- PRESSURE IRRIGATION
- GAS LINE
- OVERHEAD POWER LINE
- OVERHEAD TELEPHONE LINE
- CABLE LINE
- SIGNAL LINE
- COUNTOUR LINE
- FIRE HYDRANT
- WATER VALVE
- UTILEY POLE
- CABLE TV MANHOLE
- ELECTRICAL BOX
- LIGHT POLE
- IRRIGATION STUB
- WELL
- GAS METER
- TRASFORMER
- FOUND 5/8" REBAR, AS NOTED
- FOUND BRASS CAP, AS NOTED
- FOUND ALUMINUM CAP, AS NOTED
- CALCULATED POINT

VICINITY MAP

NOT TO SCALE



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°55'42"W	25.00
L2	N80°32'28"W	101.12
L3	S55°20'19"E	36.15

HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDAHO
PRELIMINARY PLAT - EXISTING CONDITIONS

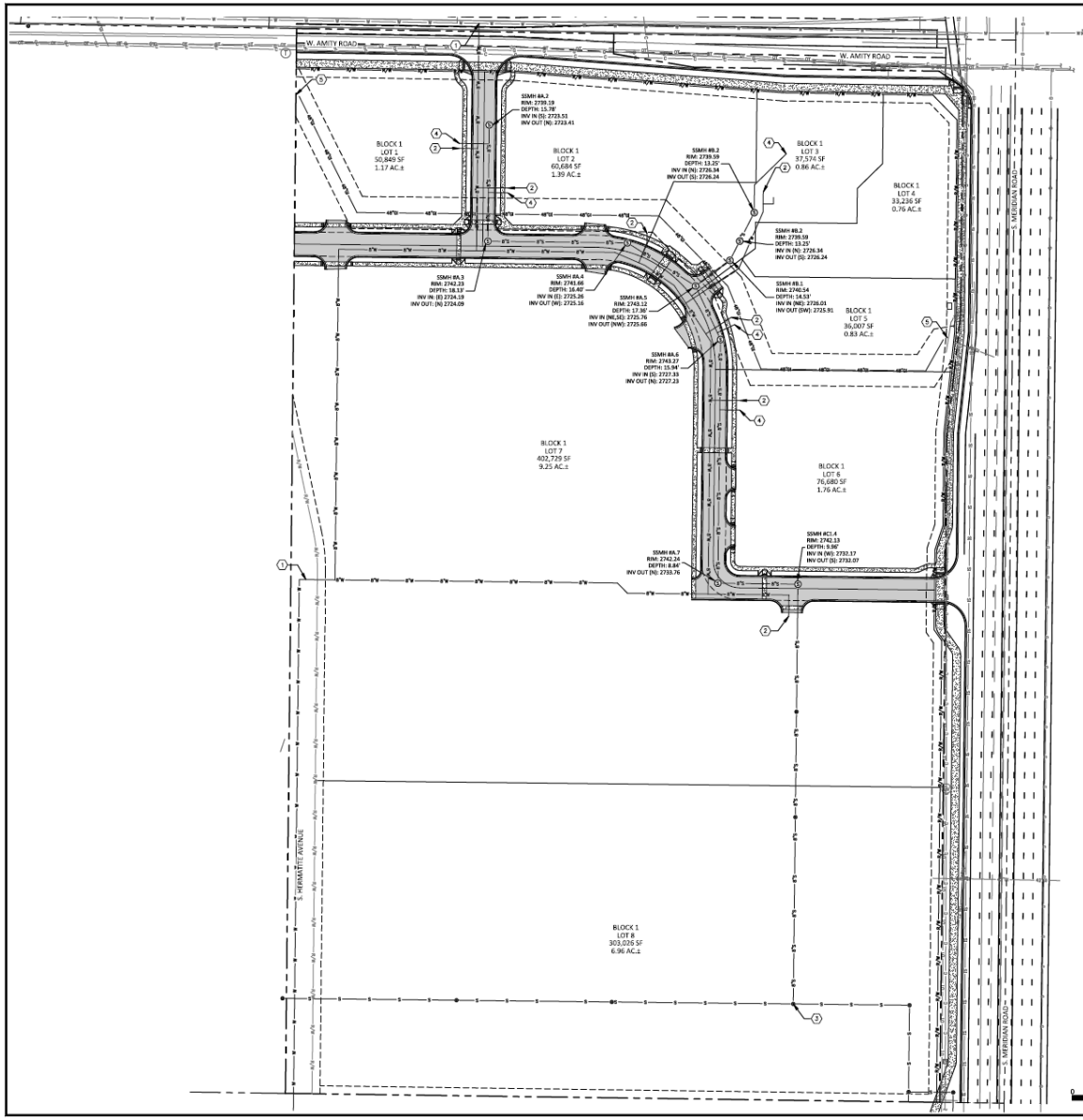
REVISIONS

NO.	ITEM	DATE
1	ACHD COMMENTS	12/22/25
2	OWNER COMMENTS	01/12/26

PROFESSIONAL ENGINEER LICENSED 22114 1/23/26 STATE OF IDAHO BRYAN REDDIN

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: DECEMBER 18, 2024
PROJECT: 23-151
SHEET NO. PP2.0



PRELIMINARY PLAT SHOWING
HAWKINS SYRINGA CROSSING SUBDIVISION

A PARCEL OF LAND SITUATED IN A PORTION OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 3 NORTH, RANGE 1 WEST, BOISE MERIDIAN, ADA COUNTY, IDAHO

LEGEND

- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- SECTION LINE
- R/W — RIGHT-OF-WAY LINE
- EASEMENT LINE (AS NOTED)
- FENCE LINE
- EP — EDGE OF PAVEMENT
- EG — EDGE OF GRAVEL
- W — WATER LINE (SIZE AS NOTED)
- S — SANITARY SEWER LINE (SIZE AS NOTED)
- SD — STORM DRAINAGE LINE (SIZE AS NOTED)
- GI — GRAVITY IRRIGATION
- PI — PRESSURE IRRIGATION
- G — GAS LINE
- OP — OVERHEAD POWER LINE
- OT — OVERHEAD TELEPHONE LINE
- C — CABLE LINE
- SI — SIGNAL LINE
- SANITARY SEWER MANHOLE
- FIRE HYDRANT
- WATER VALVE
- UTILITY POLE
- CABLE TV MANHOLE
- ELECTRICAL BOX
- LIGHT POLE
- IRRIGATION STUB
- WELL
- GAS METER
- TRANSFORMER
- FOUND 5/8" REBAR, AS NOTED
- FOUND BRASS CAP, AS NOTED
- FOUND ALUMINUM CAP, AS NOTED
- CALCULATED POINT

PHASING NOTE

CONSTRUCTION PHASING IS PROPOSED AS FOLLOWS:

PHASE 1: PUBLIC AND PRIVATE ROADWAY IMPROVEMENTS INCLUDING UTILITY MAINS, COMMERCIAL SITE PAD GRADING AND UTILITY SERVICE STUBS.

PHASE 2: MULTIFAMILY DEVELOPMENT INCLUDING BUILDINGS, DRIVE AISLES, UTILITIES, AND STORM DRAIN IMPROVEMENTS.

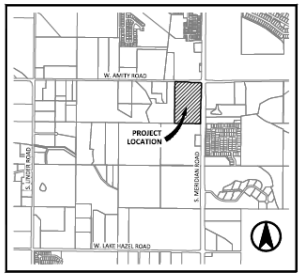
NOTE: SPECIFIC CONSTRUCTION PHASING AND ORDER OF WORK TO BE PROVIDED DURING FINAL DESIGN.

KEYNOTES

1. CONNECT TO EXISTING WATER
2. STUB WATER FOR FUTURE CONNECTION
3. CONNECT TO EXISTING SEWER
4. STUB SEWER FOR FUTURE CONNECTION
5. CONNECT TO EXISTING GRAVITY IRRIGATION

VICINITY MAP

NOT TO SCALE



HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

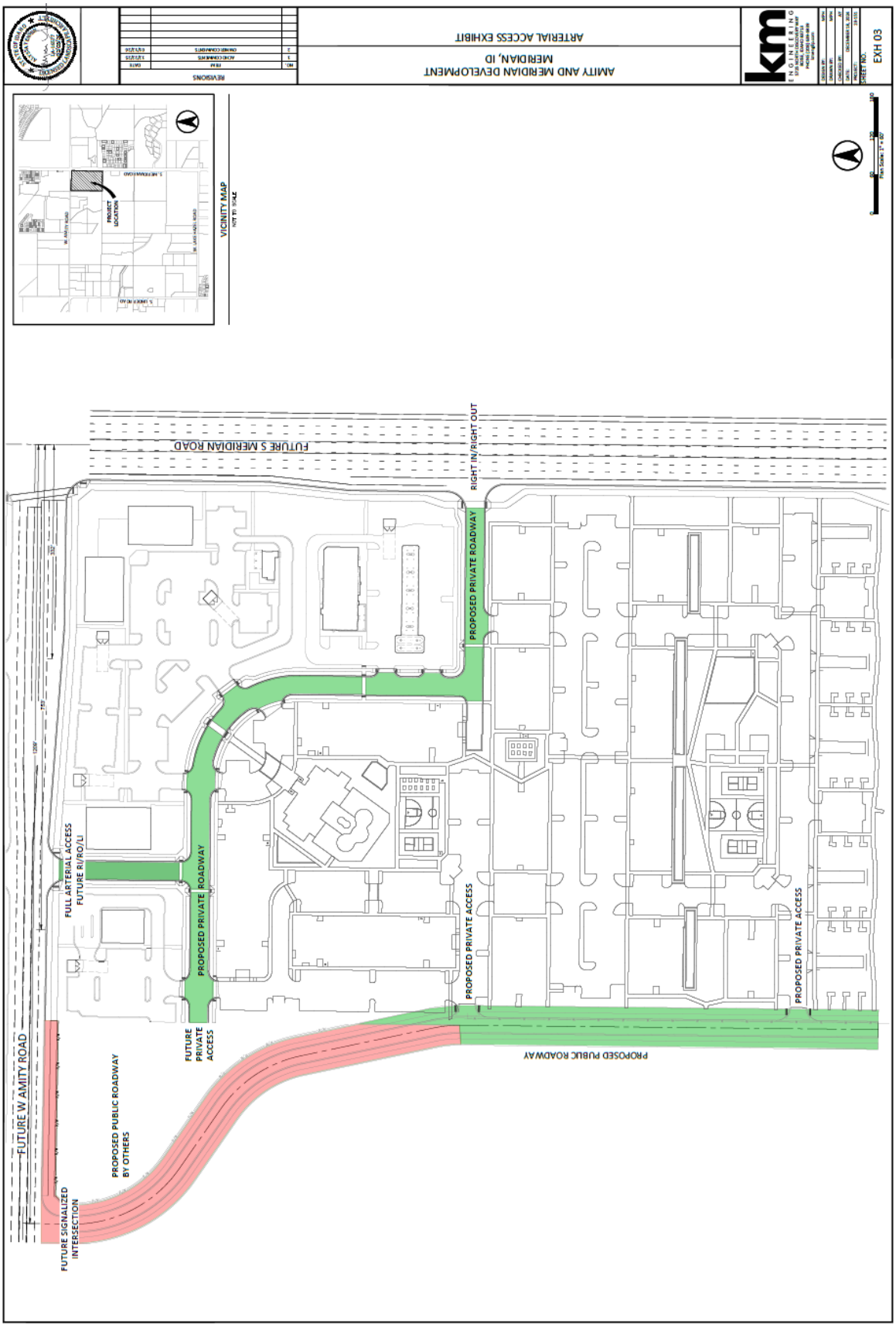
NO.	ITEM	DATE
1	ACHD COMMENTS	12/22/25
2	OWNER COMMENTS	01/12/26

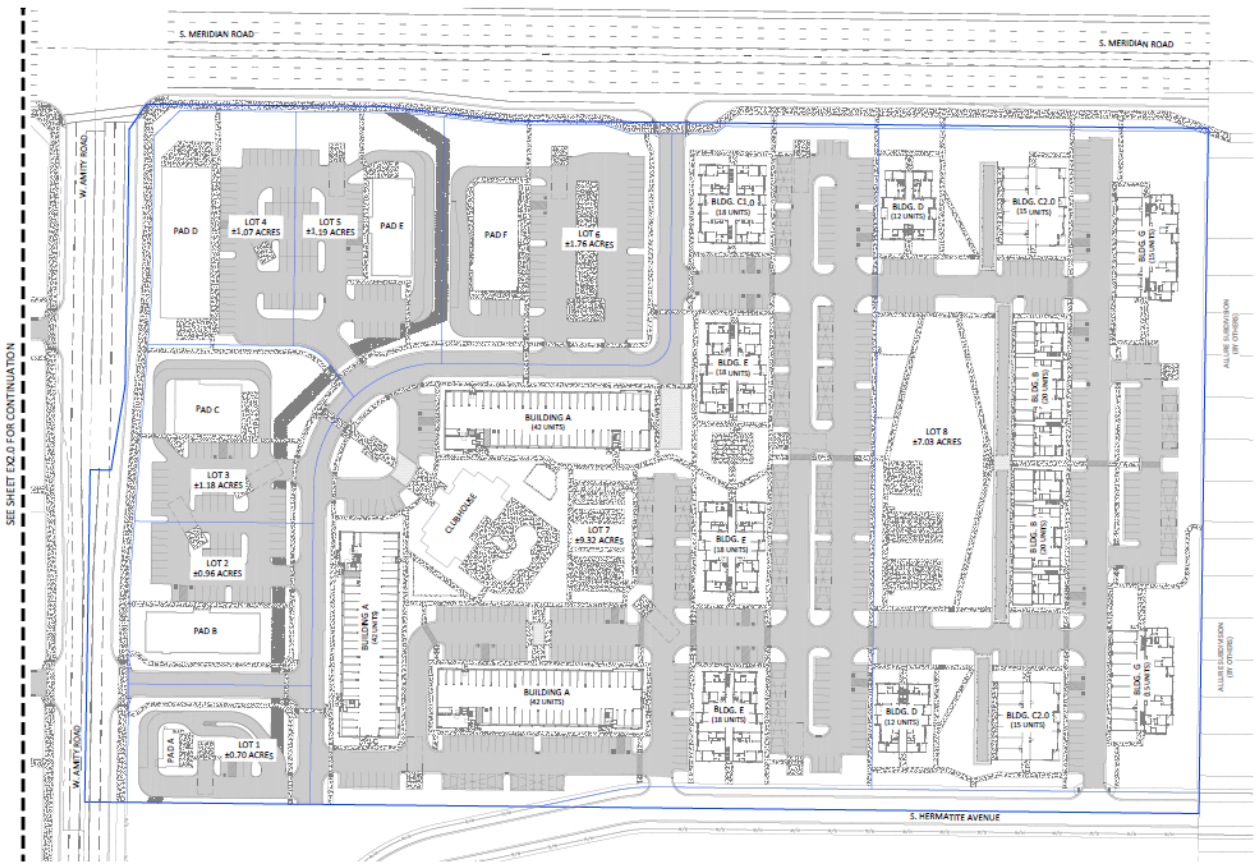
PROFESSIONAL ENGINEER LICENSED 22114 1/23/26 STATE OF IDAHO BRYAN REDDIN

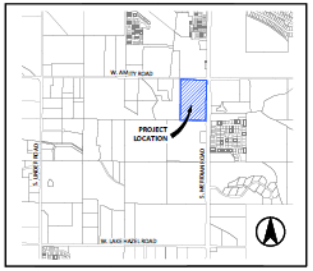
km ENGINEERING
3725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: DECEMBER 18, 2024
PROJECT: 23-151
SHEET NO. PP3.0

I. Access Exhibits for Southwest Corner







VICINITY MAP

NOT TO SCALE

PROJECT BREAKDOWN (COMMERCIAL)

Lot #	Pad #	Bldg. (SF)	Lot Area	Parking Ratio	Parking Req'd	Parking Provided
1	A	865	±0.70 AC.	1/250	3	3
2	B	6,650	±0.96 AC.	1/250	27	32
3	C	4,950	±1.18 AC.	1/250	20	27
4	D	9,000	±1.07 AC.	1/250	36	38
5	E	5,700	±1.19 AC.	1/250	23	40
6	F	7,150	±1.76 AC.	1/250	29	42
TOTAL		±34,315	±6.86 AC.	1/250	137	182

City Code Requirements

Commercial: One (1) space for every five hundred (500) square feet of gross floor area. (11-4C-4)

Restaurant: One (1) space for every two hundred fifty (250) square feet of gross floor area. (11-4-3-M)

PROJECT BREAKDOWN (MULTI-FAMILY)

Bldg.	# of Bldg.'s	# of Stories	1-Bed	2-Bed	3-Bed	Total Units
A*	3	4	18	24	"	42
			18	24	"	42
			18	24	"	42
B	2	3	8	12	"	20
			8	12	"	20
C1.0	2	3	6	12	"	18
C2.0	2	3	5	10	"	15
			5	10	"	15
D	2	3	6	"	6	12
			6	"	6	12
E1.0	2	3	6	6	6	18
			6	6	6	18
E2.0	2	3	6	6	6	18
G	2	3	"	11	4	15
			"	11	4	15
TOTAL UNITS			116	168	38	322
Parking Requirements			1.5	2.0	3.0	10 / Unit
Total Parking Per Unit			174	336	114	"
Total Parking + Guest			624			32
TOTAL PARKING REQUIRED			656			
Parking Provided - Standard			339			
Parking Provided - Handicap			24			
Parking Provided - Carport			145			
Parking Provided - Podium			129			
Parking Provided - Garage			56			
TOTAL PARKING PROVIDED			693			
Total Parking Per Unit			2.15			
Total Parking Per Unit **			1.98			
Difference			+37 Stalls			

PROJECT BREAKDOWN (RESIDENTIAL DENSITY)

	NW Corner	SW Corner	Project Total
Multi-Family Area***	±10.55 AC.	±17.66 AC.	±28.21 AC.
Total Area ****	±10.66 AC.	±24.45 AC.	±55.11 AC.
Total Multi-Family Units	86	322	408
Gross Density of Multi-Family Site Area	±8.15 U.P.A.	±18.23 U.P.A.	±14.46 U.P.A.
Gross Density of Total Area	±7.80 U.P.A.	±13.17 U.P.A.	±7.40 U.P.A.

* (6) Studio Units and (13) 1 Bed Units

** Parking Ratio Does NOT Include Handicap or Stand Spaces

*** Areas shown are Multi-Family NET Acreage + Right of Way Dedication

**** Areas shown are GROSS Acreage of Project Area

Plan Scale: 1" = 60'

PLANNING NOTES

1. PER COMMERCIAL AREA, ASSUMED MAXIMUM STALL REQUIREMENTS AND HELD REQUIRED PARKING AT 1 STALL PER 250 SQUARE FEET.
2. HELD STREET SECTION FOR S. HERMATITE AVENUE AS SHOWN ON APPROVED ALLIME SUBDIVISION TO THE SOUTH. 20' LANDSCAPE BUFFER IS MEASURED FROM BACK OF CURB PER CITY CODE SECTION 11-3B-7.
3. ALLIME SUBDIVISION TO THE SOUTH HELD 35' LANDSCAPE BUFFER FROM RIGHT OF WAY PER CITY CODE SECTION 11-3B-7. LANDSCAPE BUFFER MEASUREMENTS ARE AS FOLLOWS (NEED TO VERIFY WITH ITD AND/OR THE CITY WHEN IS CORRECT):
   a. ALL STREET BUFFERS WITH ATTACHED SIDEWALKS SHALL BE MEASURED FROM THE BACK OF SIDEWALK OR MULTI-USE PATHWAY WHERE ACHD IS ANTICIPATING FUTURE WIDENING OF THE STREET. THE WIDTH OF THE BUFFER SHALL BE MEASURED FROM THE ULTIMATE SIDEWALK OR MULTI-USE PATHWAY LOCATIONS AS ANTICIPATED BY ACHD.
   b. ALL STREET BUFFERS WITH DETACHED SIDEWALKS OR MULTI-USE PATHWAYS SHALL BE MEASURED FROM THE BACK OF CURB. WHERE ACHD IS ANTICIPATING FUTURE WIDENING OF THE STREET, THE WIDTH OF THE BUFFER SHALL BE MEASURED FROM THE ULTIMATE CURB LOCATION AS ANTICIPATED BY ACHD. DETACHED SIDEWALKS AND MULTI-USE PATHWAYS SHALL HAVE AN AVERAGE MINIMUM SEPARATION OF GREATER THAN FOUR (4) FEET TO BACK OF CURB.

PROJECT SUMMARY (NORTHWEST CORNER)

SITE DATA

PARCEL NUMBER(S): S1225440650 & S1225440490

PROPERTY ADDRESS: 320 W. AMITY ROAD
CITY/STATE/ZIP: MERIDIAN, IDAHO 83642

PROJECT AREA: ±10.66 ACRES (GROSS)
COMMERCIAL PROJECT AREA: ±8.10 ACRES
MULTI-FAMILY PROJECT AREA: ±7.09 ACRES
RIGHT OF WAY DEDICATION: ±0.46 ACRES
COMMON LOT(S): ±0.01 ACRES
PROJECT TOTAL: ±27.20 ACRES (NET)

CURRENT ZONING: RUT

COMMERCIAL

PROPOSED ZONING: C-G
(GENERAL RETAIL AND SERVICE COMMERCIAL DISTRICT)

TOTAL LOTS: 10 LOTS
TOTAL BUILDING SF: ±139,455 SF

MULTI-FAMILY

PROPOSED ZONING: R-40
(HIGH DENSITY RESIDENTIAL DISTRICT)

TOTAL LOTS: 1 LOT
TOTAL UNITS: 86 UNITS

TOTAL COMMON LOT(S): 5 LOTS

(REFER TO PROJECT BREAKDOWN TABLE ON SHEET EX2.0 FOR DETAIL)

PROJECT SUMMARY (SOUTHWEST CORNER)

SITE DATA

PARCEL NUMBER(S): S1236110060

PROPERTY ADDRESS: 6975 S. MERIDIAN ROAD
CITY/STATE/ZIP: MERIDIAN, IDAHO 83642

PROJECT AREA: ±24.45 ACRES (GROSS)
COMMERCIAL PROJECT AREA: ±8.79 ACRES
MULTI-FAMILY PROJECT AREA: ±16.35 ACRES
RIGHT OF WAY DEDICATION: ±1.31 ACRES
PROJECT TOTAL: ±23.11 ACRES (NET)

CURRENT ZONING: RUT

COMMERCIAL

PROPOSED ZONING: C-G
(GENERAL RETAIL AND SERVICE COMMERCIAL DISTRICT)

TOTAL LOTS: 8 LOTS
TOTAL BUILDING SF: ±34,315 SF

MULTI-FAMILY

PROPOSED ZONING: R-40
(HIGH DENSITY RESIDENTIAL DISTRICT)

TOTAL LOTS: 2 LOT
TOTAL UNITS: 322 UNITS

(REFER TO PROJECT BREAKDOWN TABLE ON THIS SHEET FOR DETAIL)

PROJECT TEAM

PROPERTY OWNER / DEVELOPER

NAME: GRMM AMITY LLC
CONTACT: PAUL STEVENS
ADDRESS: 699 BROAD STREET, SUITE 300
CITY/STATE/ZIP: BOISE, IDAHO 83702
PHONE: 208.908.5512
EMAIL: paul@kiavillas@cbc.com

ARCHITECT

NAME: JACKSON | MAIN ARCHITECTURE, P.S.
CONTACT: MATTHEW LAGE, AIA
ADDRESS: 311 FIRST AVENUE SOUTH
CITY/STATE/ZIP: SEATTLE, WASHINGTON 98104
PHONE: 206.324.4800
EMAIL: matt.lage@jacksonmain.com

ENGINEERING

NAME: KM ENGINEERING, LLP
CONTACT: KELLY HEINZER, P.E., P.L.S.
ADDRESS: 5725 N. DISCOVERY WAY
CITY/STATE/ZIP: BOISE, IDAHO 83713
PHONE: 208.639.6939
EMAIL: kelly@kmengineering.com

LANDSCAPE ARCHITECT

NAME: KM ENGINEERING, LLP
CONTACT: ALYSSA TENSEN, PLA
ADDRESS: 5725 N. DISCOVERY WAY
CITY/STATE/ZIP: BOISE, IDAHO 83713
PHONE: 208.639.6939
EMAIL: alyssa@kmengineering.com

Close

REVISIONS		
NO.	ITEM	DATE

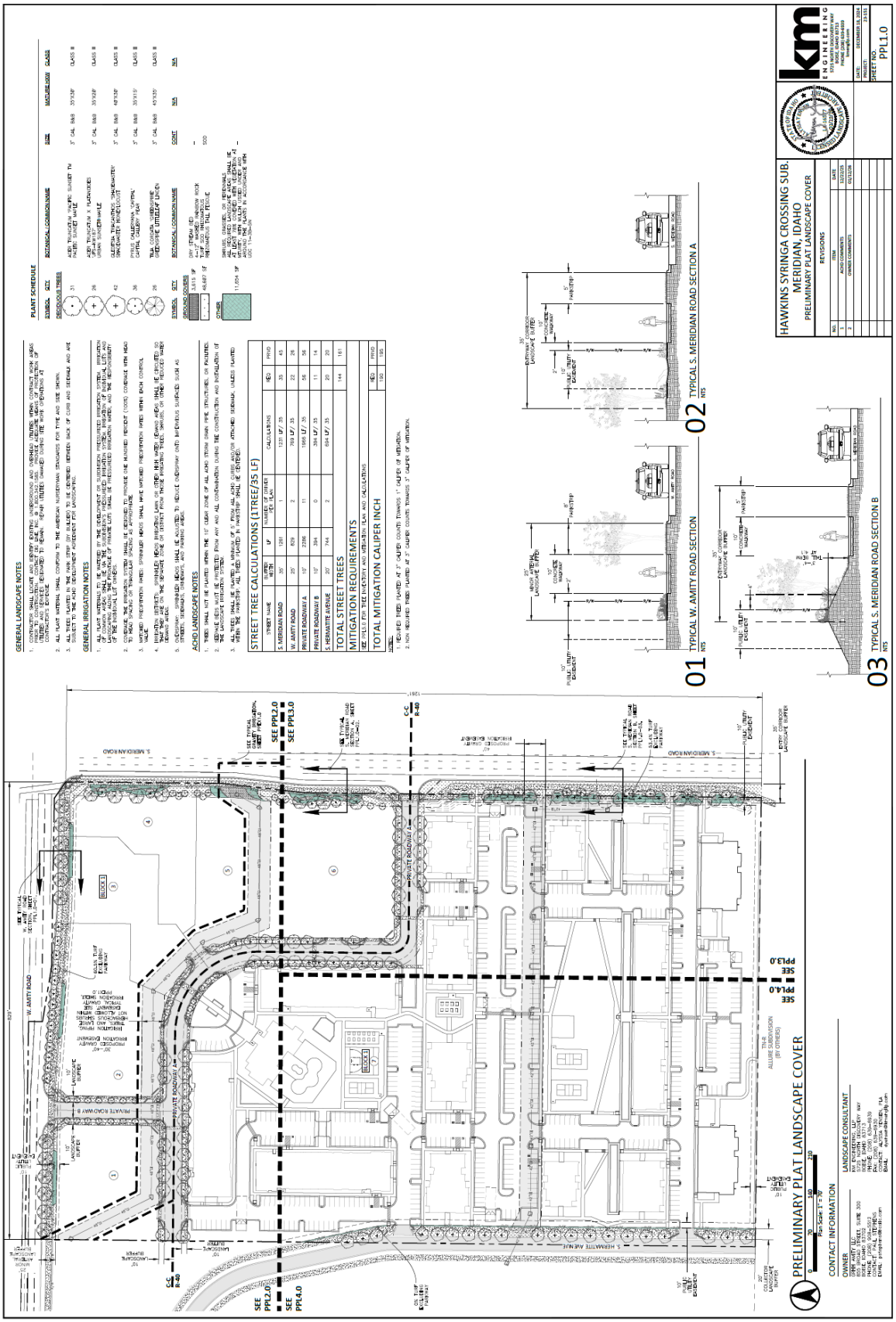
AMITY & MERIDIAN - SOUTHWEST CORNER
MERIDIAN, IDAHO

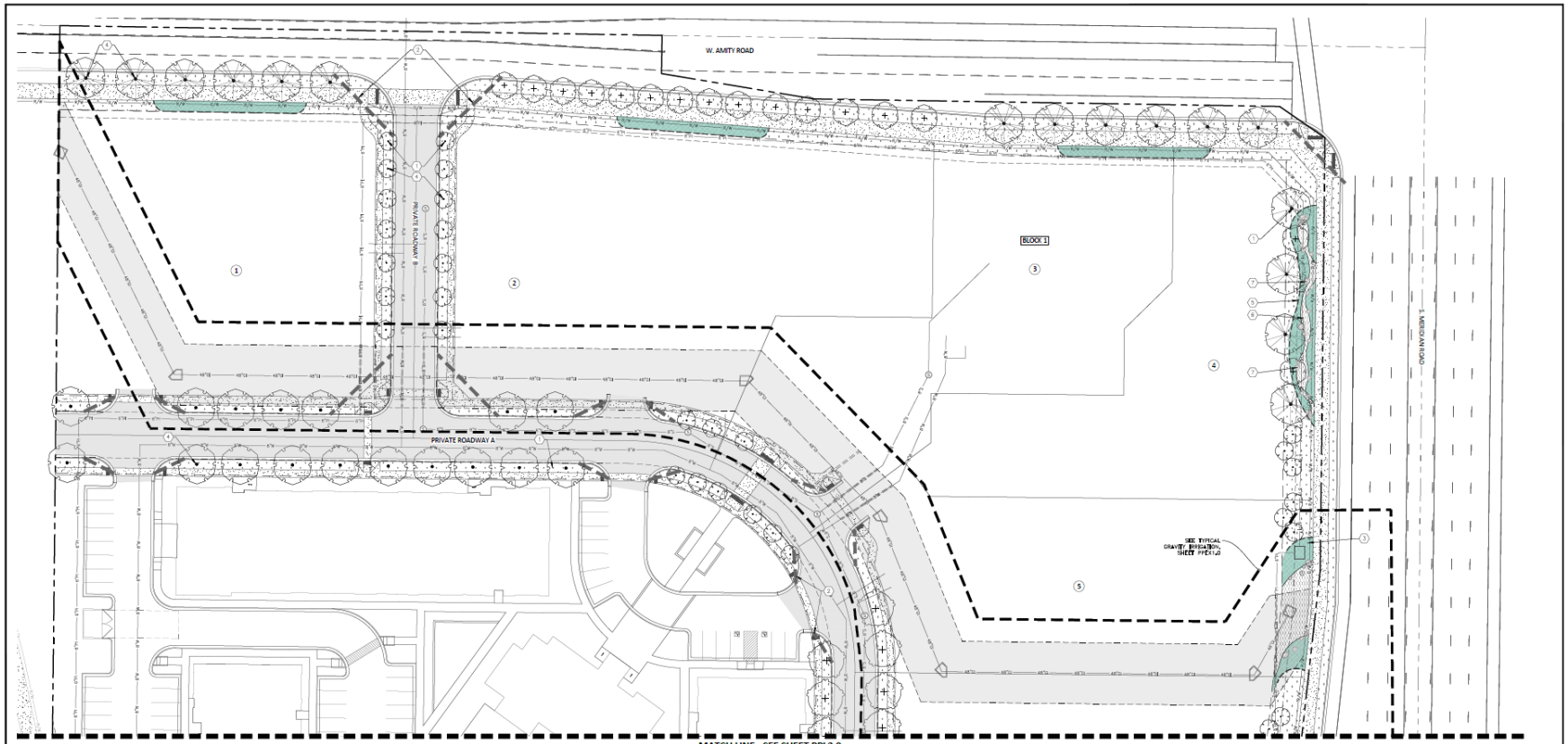
CONCEPTUAL SITE PLAN

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE: (208) 639-6939
km-eng.com

DESIGN BY:	BR
DRAWN BY:	JJ
CHECKED BY:	KSK
DATE:	12/20/24
PROJECT:	19-031
SHEET NO.	EX1.0

J. Preliminary Plat Landscape Plan (dated: January 12, 2026)





PRELIMINARY PLAT LANDSCAPE PLAN

0 30 60 90
Plan Scale: 1" = 30'

KEY NOTES (TYPICAL)

1. INSTALL 3" DIAMETER SHOVEL CUT TREE RING, WITH BARE EARTH SURFACE AT ALL TREES WITHIN TURF AREAS.
2. CLEAR VISION TRIANGLE. NO TREES SHALL BE PLANTED WITHIN A CLEAR VISION TRIANGLE. THE MAXIMUM HEIGHT OF ANY VEGETATIVE GROUND COVER AT MATURITY WITHIN THE CLEAR VISION TRIANGLE SHALL BE 3' FROM THE ADJACENT STREET GRADE.
3. ALL PLANTED BEDS TO RECEIVE A MIN. 3" DEPTH ORGANIC PERMABARK (ROCK) MULCH WITH PERMEABLE FABRIC WEED BARRIER. SUBMIT SAMPLE TO OWNER FOR APPROVAL PRIOR TO ORDERING AND INSTALLING. THE USE OF MULCH OR ROCK AS THE ONLY GROUND COVER IN REQUIRED PLANTING AREA IS PROHIBITED. IMPERMEABLE PLASTIC WEED BARRIERS ARE PROHIBITED.
4. TREES PLANTED IN PARK STRIPS TO BE CENTERED IN STRIP.
5. INSTALL FLAT-BLADE SHOVEL EDGING AT INTERFACE OF SOD AND PLANTER BED. SEE PPL4.0-05.
6. DRY STREAM BED FEATURED WITH BOULDERS, PLANTING POCKETS AND RAINBOW COBBLE. SEE PPL4.0-07.
7. LANDSCAPE ACCENT BOULDERS. SIDE VARIES. EQUALLY DISTRIBUTE SIZE 1 (4'X5'), 1 (3'X4'), 1 (2'X3'). BOULDERS SHALL BE OBTAINED FROM OWNER DESIGNATED SOURCE. SEE PPL4.0-06.
8. 3'-4' TALL LANDSCAPE BERM AT 4:1 SLOPE. SEE PPL1.0-03.

PLANT SCHEDULE

SEE PPL1.0 FOR COMPLETE PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	MATURE HXW	CLASS
DECIDUOUS TREES					
	31	ACER TRUNCATUM 'PACIFIC SUNSET' TM PACIFIC SUNSET MAPLE	3" CAL B&B	35'X38'	CLASS I
	26	ACER TRUNCATUM X PLATANOIDES 'JFS-KIMTIB7' URBAN SUNSETR MAPLE	3" CAL B&B	35'X28'	CLASS I
	42	GLEDITSIA TRIACANTHOS 'SHADEMASTER' SHADEMASTER HONEYLOCUST	3" CAL B&B	48'X38'	CLASS I
	36	PYRUS CALLERYANA 'CAPITAL' CAPITAL CALLERY PEAR	3" CAL B&B	35'X15'	CLASS I
	26	TILIA CORDATA 'GREENSPIRE' GREENSPIRE LITTLELEAF LINDEN	3" CAL B&B	45'X35'	CLASS I
SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	N/A	N/A
GROUND COVERS					
	3,815 SF	DRY STREAM BED 4"-12" WASHED RAINBOW ROCK	--		
	48,687 SF	TURF SOD RHIZOMATOUS RHIZOMATOUS TALL FESCUE	SOD		
OTHER					
	11,654 SF	SHRUBS, GRASSES, OR PERENNIALS ALL REQUIRED LANDSCAPE AREAS SHALL BE AT LEAST 70% COVERED WITH VEGETATION AT MATURITY, WITH MULCH USED UNDER AND AROUND THE PLANTS IN ACCORDANCE WITH UDC 11-3B-10A	--		

HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

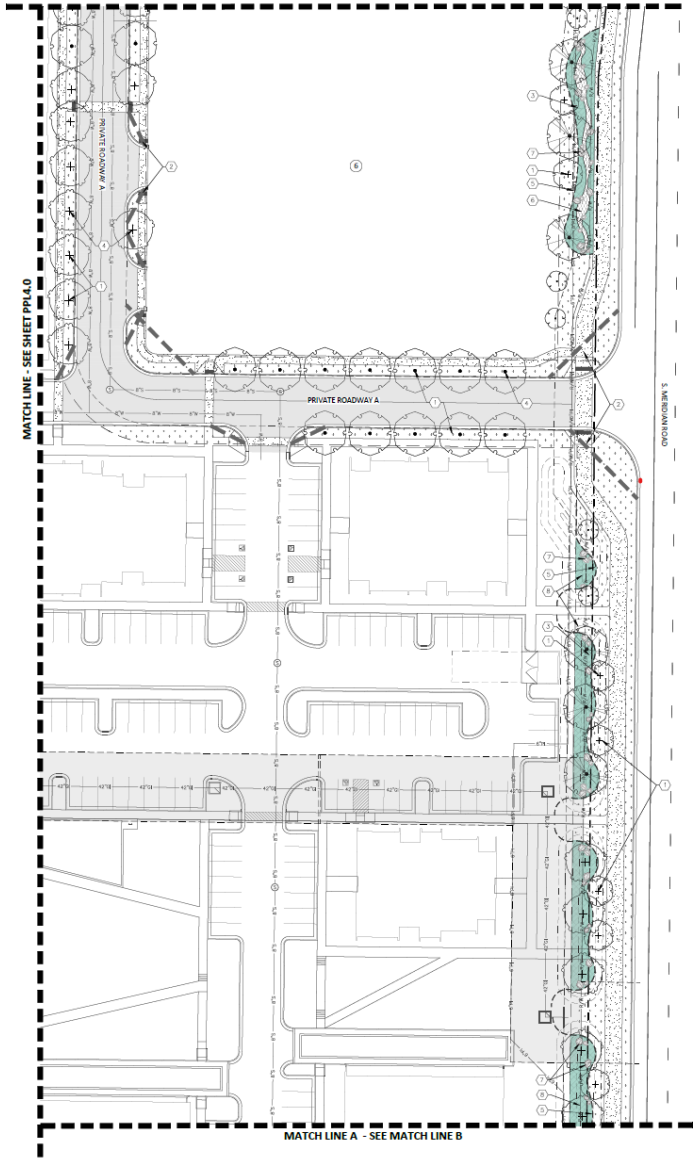
REVISIONS

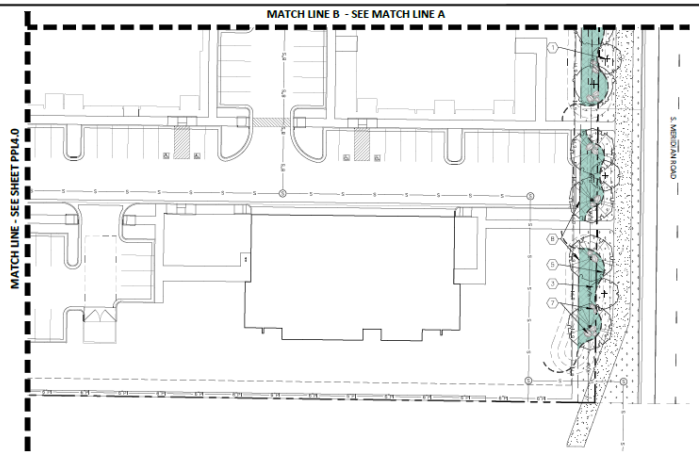
NO.	ITEM	DATE
1	ACHD COMMENTS	12/22/25
2	OWNER COMMENTS	01/12/26

STATE OF IDAHO
JAMES A. VIRGA
LA-16527
03/12/26
LICENSED LANDSCAPE ARCHITECT

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmeng@p.com

DATE: DECEMBER 18, 2024
PROJECT: 23-151
SHEET NO. PPL2.0





PRELIMINARY PLAT LANDSCAPE PLAN

0 30 60 90
Plan Scale: 1" = 30'

PLANT SCHEDULE SEE PPL1.0 FOR COMPLETE PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	MATURE HXW	CLASS
DECIDUOUS TREES					
	31	ACER TRUNCATUM 'PACIFIC SUNSET' TM PACIFIC SUNSET MAPLE	3" CAL B&B	35'X38'	CLASS II
	26	ACER TRUNCATUM X PLATANOIDES (JFS-AW167) URBAN SUNSET™ MAPLE	3" CAL B&B	35'X28'	CLASS II
	42	GLEDITSIA TRIACANTHOS 'SHADEMASTER' SHADEMASTER HONEYLOCUST	3" CAL B&B	48'X38'	CLASS II
	36	PYRUS CALLERYANA 'CAPITAL' CAPITAL CALLERY PEAR	3" CAL B&B	35'X15'	CLASS II
	26	TILIA CORDATA 'GREENSPIRE' GREENSPIRE LITTLELEAF LINDEN	3" CAL B&B	45'X35'	CLASS II
SYMBOL	**QTY**	**BOTANICAL / COMMON NAME**	**CONT**	**N/A**	**N/A**
GROUND COVERS					
	3,615 SF	DRY STREAM BED 4-12" WASHED RAINBOW ROCK	–		
	48,687 SF	TURF SOD (RHIZOMATOUS RHIZOMATOUS TALL FESCUE	SOD		
OTHER					
	11,654 SF	SHRUBS, GRASSES, OR PERENNIALS ALL REQUIRED LANDSCAPE AREAS SHALL BE AT LEAST 75% COVERED WITH VEGETATION AT MATURITY WITH MULCH USED UNDER AND AROUND THE PLANTS IN ACCORDANCE WITH UDC 11-3B-5N	–		

KEY NOTES (TYPICAL)

1. INSTALL 3" SHREDDED SHOVEL CUT TREE RING, WITH BARE EARTH SURFACE AT ALL TREES WITHIN TURF AREAS.
2. CLEAR VISION TRIANGLE. NO TREES SHALL BE PLANTED WITHIN A CLEAR VISION TRIANGLE THE MAXIMUM HEIGHT OF ANY VEGETATIVE GROUND COVER AT MATURITY WITHIN THE CLEAR VISION TRIANGLE SHALL BE 3' FROM THE ADJACENT STREET GRADE.
3. ALL PLANTED BEDS TO RECEIVE A MIN. 3" DEPTH ORGANIC PERMABARK (ROCK) MULCH WITH PERMEABLE FABRIC WEED BARRIER. SUBMIT SAMPLE TO OWNER FOR APPROVAL PRIOR TO ORDERING AND INSTALLING. THE USE OF MULCH OR ROCK AS THE ONLY GROUND COVER IN REQUIRED PLANTING AREA IS PROHIBITED. IMPERMEABLE PLASTIC WEED BARRIERS ARE PROHIBITED.
4. TREES PLANTED IN PARK STRIPS TO BE CENTERED IN STRIP.
5. INSTALL FLAT-BLADE SHOVEL EDGING AT INTERFACE OF SOD AND PLANTER BED. SEE PPL4.0-05.
6. DRY STREAM BED FEATURED WITH BOULDERS, PLANTING POCKETS AND RAINBOW COBBLE. SEE PPL4.0-07.
7. LANDSCAPE ACCENT BOULDERS. SIZE VARIES. EQUALLY DISTRIBUTE SIZE 1 (4'X5'), 1 (2'X4'), & 1 (1'X2'). BOULDERS SHALL BE OBTAINED FROM OWNER DESIGNATED SOURCE. SEE PPL4.0-06.
8. 3'-4' TALL LANDSCAPE BERM AT 4:1 SLOPE. SEE PPL1.0-03.

HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

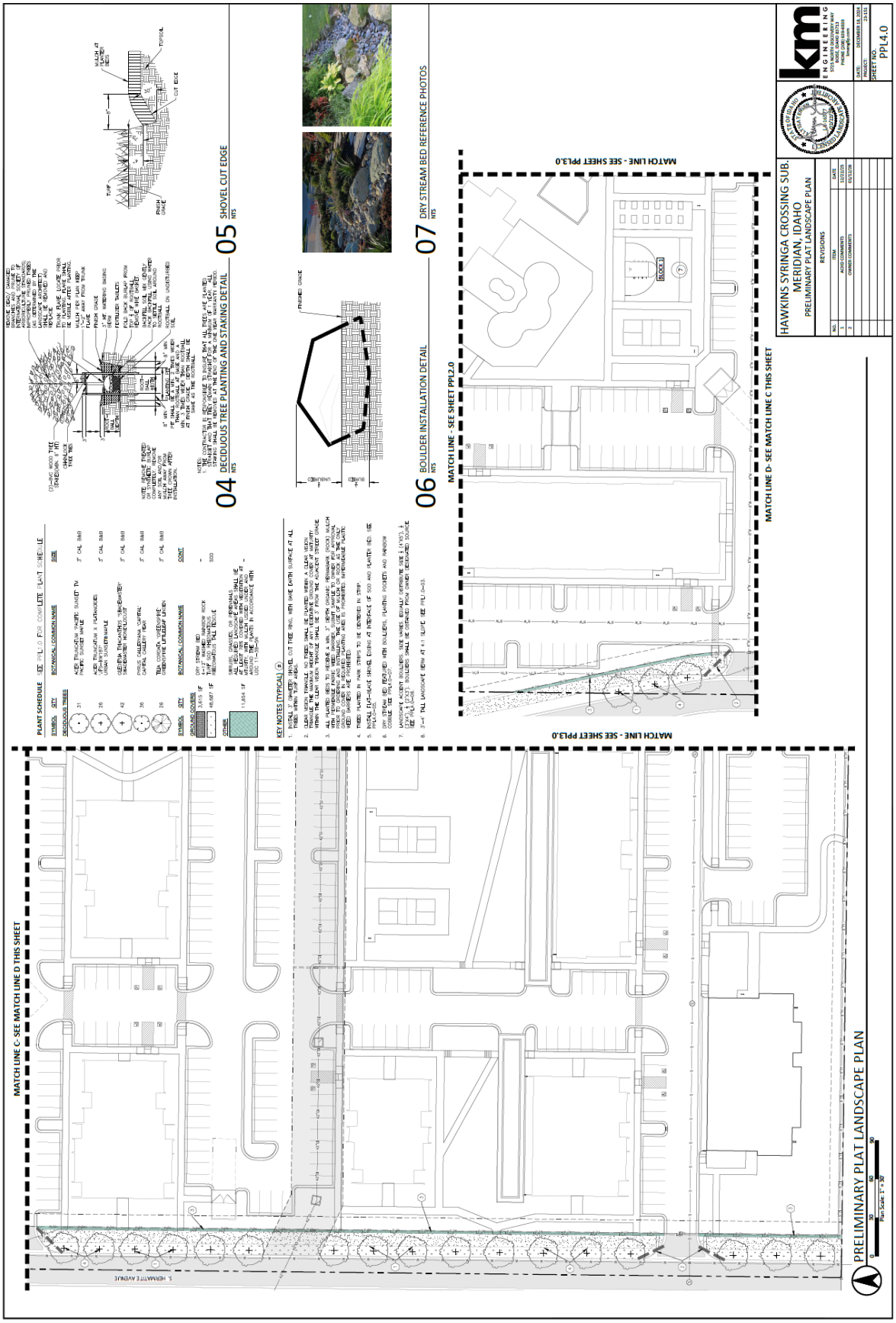
REVISIONS

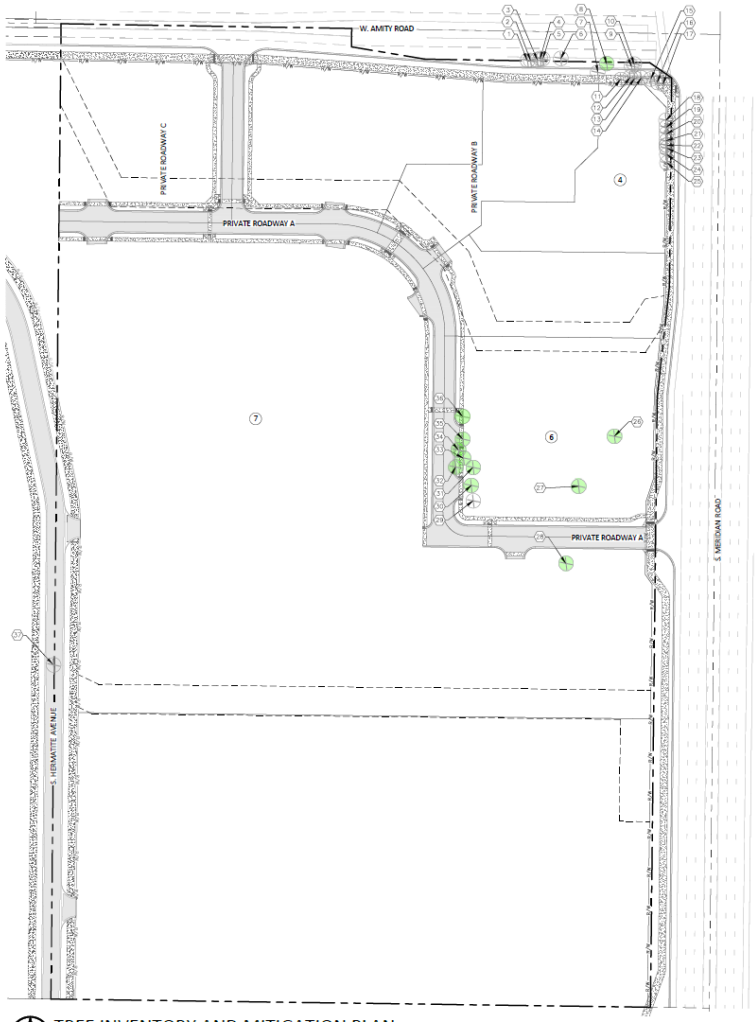
NO.	ITEM	DATE
1	ACHD COMMENTS	12/22/25
2	OWNER COMMENTS	01/12/26

STATE OF IDAHO LICENSED LANDSCAPE ARCHITECT

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: DECEMBER 18, 2024
PROJECT: 23-155
SHEET NO. PPL3.0


MATCH LINE C- SEE MATCH LINE D THIS SHEET
PRELIMINARY PLAT LANDSCAPE PLAN
Plan Scale: 1" = 30'
S. HERMITTE AVENUE
PLANT SCHEDULE
KEY NOTES (TYPICAL)
04 DECIDUOUS TREE PLANTING AND STAKING DETAIL
NTS
05 SHOVEL CUT EDGE
NTS
06 BOULDER INSTALLATION DETAIL
NTS
07 DRY STREAM BED REFERENCE PHOTOS
NTS
MATCH LINE - SEE SHEET PPL2.0
MATCH LINE - SEE SHEET PPL3.0
MATCH LINE D- SEE MATCH LINE C THIS SHEET
HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN
REVISIONS
SHEET NO.
PPL4.0



TREE INVENTORY AND MITIGATION PLAN

0 70 140 210
Plan Scale: 1" = 70'

CONTACT INFORMATION

OWNER
DRHH AMITY LLC
805 BROAD STREET, SUITE 300
BOISE, IDAHO 83702
PHONE: (208) 908-5512
CONTACT: PAUL STEPHENS
EMAIL: pstephens@lendlc.com

LANDSCAPE CONSULTANT
KM ENGINEERING, LLP
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE: (208) 639-6939
FAX: (208) 639-6930
CONTACT: ALYSSA YENSEN, PLA
EMAIL: ayensen@kmengllp.com

PLANT SCHEDULE

RELOCATED TREES	QTY	BOTANICAL / COMMON NAME	SIZE	MATURE HXW
	38	EXISTING TREES TO BE REMOVED	2" CAL. B&B	VARIES

TREE INVENTORY AND ANALYSIS TABLE

TREE NO.	TREE SPECIES	SIZE DECIDUOUS (CAL. INCH)	SIZE CONIFEROUS (HEIGHT FT.)	CONDITION	STATUS
1	BLACK LOCUST	5.5"		POOR	REMOVE
2	BLACK LOCUST	13.5"		POOR	REMOVE
3	BLACK LOCUST	5.5"		POOR	REMOVE
4	BLACK LOCUST	11.0"		POOR	REMOVE
5	BLACK LOCUST	10.5"		POOR	REMOVE
6	BLACK LOCUST	10.5"		POOR	REMOVE
7	SIBERIAN ELM	13.0"		GOOD	REMOVE
8	WHITE MULLBERRY	21.0"		GOOD	REMOVE
9	BLACK LOCUST	6.0"		POOR	REMOVE
10	BLACK LOCUST	6.0"		POOR	REMOVE
11	BLACK LOCUST	13.5"		POOR	REMOVE
12	BLACK LOCUST	11.5"		POOR	REMOVE
13	BLACK LOCUST	13.5"		POOR	REMOVE
14	BLACK LOCUST	7.0"		POOR	REMOVE
15	BLACK LOCUST	13.0"		POOR	REMOVE
16	BLACK LOCUST	10.5"		POOR	REMOVE
17	BLACK LOCUST	21"		POOR	REMOVE
18	BLACK LOCUST	15.0"		POOR	REMOVE
19	BLACK LOCUST	9.0"		POOR	REMOVE
20	BLACK LOCUST	12.0"		POOR	REMOVE
21	BLACK LOCUST	12.0"		POOR	REMOVE
22	BLACK LOCUST	8.0"		POOR	REMOVE
23	BLACK LOCUST	9.0"		POOR	REMOVE
24	BLACK LOCUST	18.0"		POOR	REMOVE
25	BLACK LOCUST	10.0"		POOR	REMOVE
26	GREEN ASH	14.0"		GOOD	REMOVE
27	BLUE SPRUCE		40'	GOOD	REMOVE
28	ENGLISH OAK	41"		GOOD	REMOVE
29	BLACK LOCUST	18.0"		POOR	REMOVE
30	BLACK LOCUST	20.0"		POOR	REMOVE
31	AMERICAN SYCAMORE	28.0"		GOOD	REMOVE
32	PINE		45'	GOOD	REMOVE
33	PINE		45'	GOOD	REMOVE
34	PINE		45	GOOD	REMOVE
35	PINE		45'	GOOD	REMOVE
36	PINE		40'	FAIR	REMOVE
37	DECIDUOUS	76.0"		FAIR	REMOVE

EXISTING TREE REMOVAL CALCULATIONS

TREES TO BE REMOVED

COMMON NAME	SCIENTIFIC NAME	CAL. (IN.)	HEIGHT (FT.)	TOTAL (IN.)
WHITE MULLBERRY	MORUS ALBA	21		21
GREEN ASH	FRAXINUS PENNSYLVANICA	14		14
BLUE SPRUCE	PICEA PUNGENS		40	13
ENGLISH OAK	QUERCUS ROBUR	41		41
AMERICAN SYCAMORE	PLATANUS OCCIDENTALIS	28		28
PINE	PINUS		45	15
PINE	PINUS		45	15
PINE	PINUS		45	15
PINE	PINUS		45	15
PINE	PINUS		40	13
TOTAL MITIGATION REQUIRED				REQUIRED 190

NOTES:
1. TREES IN GOOD CONDITION TO BE REMOVED ARE HIGHLIGHTED IN GREEN AND INCLUDED IN MITIGATION CALCULATION TABLE.
2. UNDESIRABLE TREES AND THOSE IN POOR CONDITION ARE EXCLUDED FROM MITIGATION CALCULATION TABLE.
3. DECIDUOUS TREES MEASURED IN CALIPER INCHES; EVERGREEN TREES MEASURED IN FOOT HEIGHT.
4. MITIGATION CALCULATIONS ASSUME A MIN. 6' HEIGHT EVERGREEN EQUALS 2" CALIPER.

MITIGATION CALCULATIONS

REQUIRED TREES PROVIDED

SCIENTIFIC NAME	COMMON NAME	QUANTITY	CAL. (IN.)	TOTAL (IN.)
REQUIRED DECIDUOUS TREES	VARIES	158	3	158

NON REQUIRED TREES PROVIDED

SCIENTIFIC NAME	COMMON NAME	QUANTITY	CAL. (IN.)	TOTAL (IN.)
NON REQUIRED DECIDUOUS TREES	VARIES	14	3	42
TOTAL CALIPER INCHES PROVIDED			REQUIRED 190 IN	PROVIDED 200 IN

NOTES:
1. REQUIRED TREES PLANTED AT 3" CALIPER COUNTS TOWARDS 1" CALIPER OF MITIGATION.
2. NON REQUIRED TREES PLANTED AT 3" CALIPER COUNTS TOWARDS 3" CALIPER OF MITIGATION.
3. SEE PPL1.0 FOR FULL PLANT SCHEDULE.

HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDAHO
TREE INVENTORY AND MITIGATION PLAN

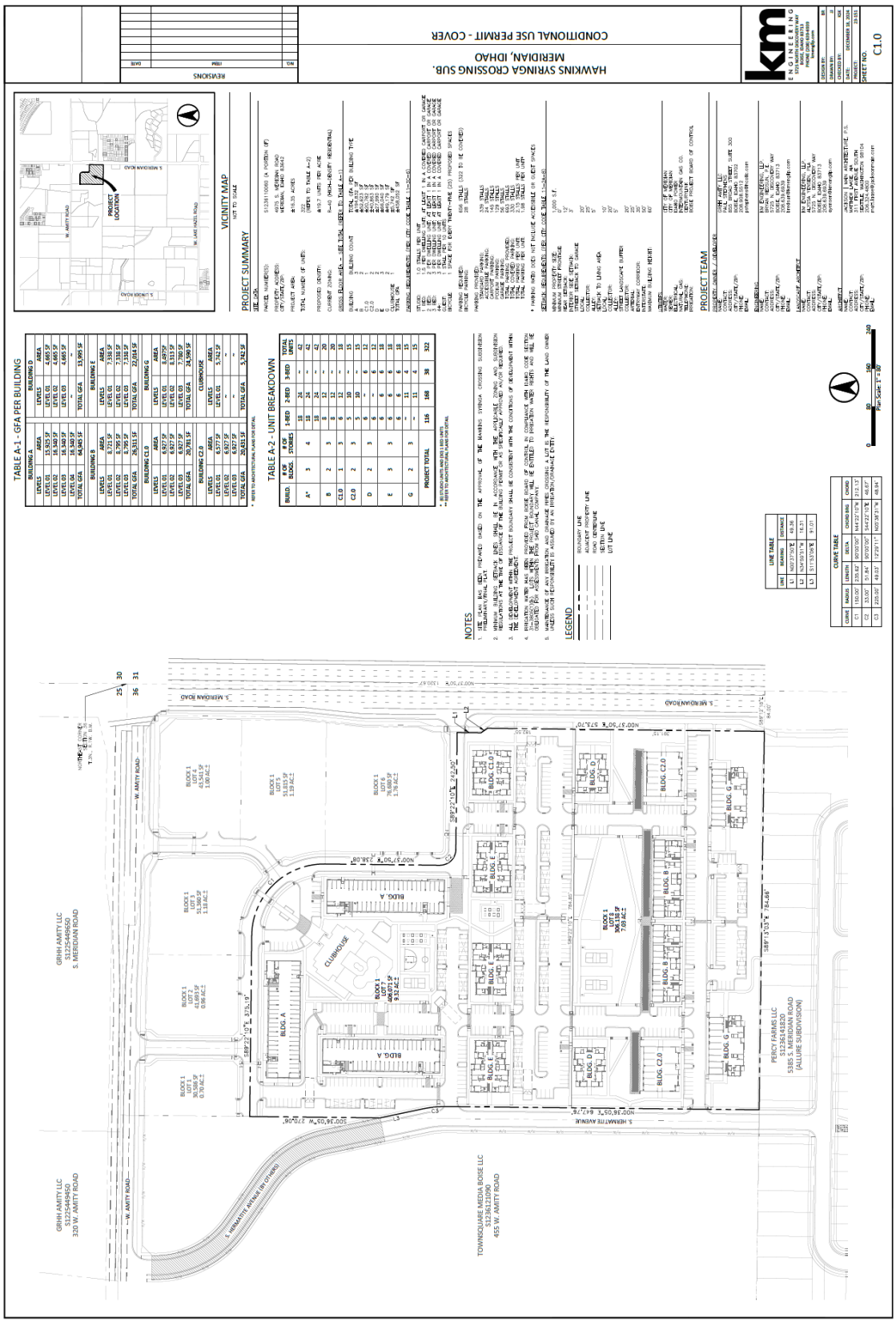
REVISIONS

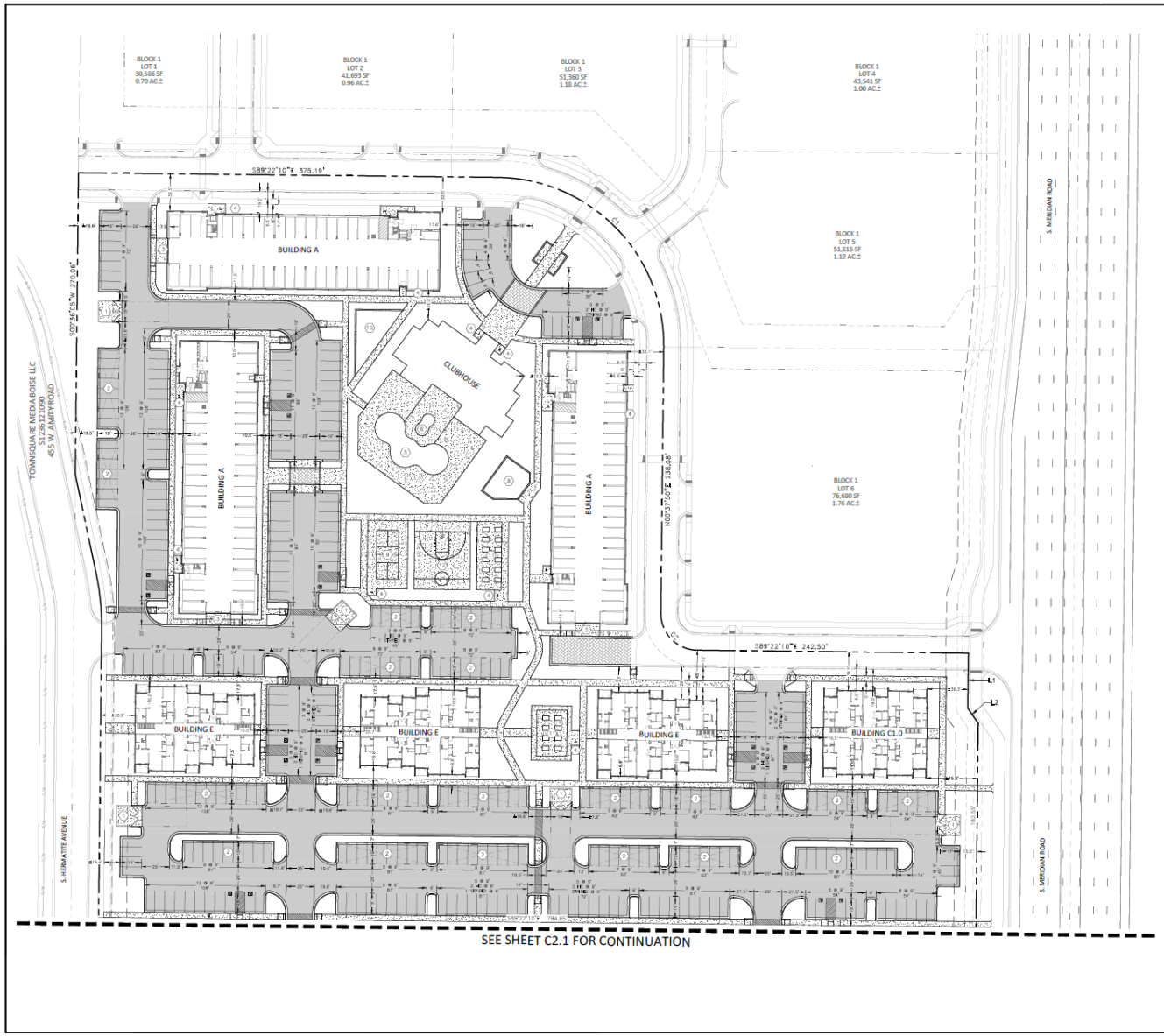
NO.	ITEM	DATE
1	ACHD COMMENTS	12/22/25
2	OWNER COMMENTS	01/12/26

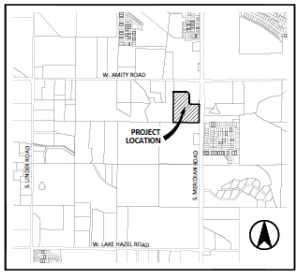
km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: DECEMBER 18, 2024
PROJECT: 23-151
SHEET NO. PPL5.0

K. Conditional Use Permit Site Plan for Multi-family Development (dated: 12/18/24)







VICINITY MAP

NOT TO SCALE

KEYNOTES

1. TRASH ENCLOSURE
2. CARPORTS
3. PODIUM ENTRANCE
4. BIKE RACKS
5. COMMUNITY POOL
6. COMMUNITY SPA
7. SHADE STRUCTURES (REFER TO LANDSCAPE PLAN FOR DETAIL)
8. DOG PARK (REFER TO LANDSCAPE PLAN FOR DETAIL)
9. PICKLEBALL COURTS (REFER TO LANDSCAPE PLAN FOR DETAIL)
10. TOT LOT (REFER TO LANDSCAPE PLAN FOR DETAIL)
11. COMMUNITY GARDEN (REFER TO LANDSCAPE PLAN FOR DETAIL)
12. BASKETBALL COURT (REFER TO LANDSCAPE PLAN FOR DETAIL)

LEGEND

- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- SECTION LINE
- LOT LINE
- EASEMENT LINE
- PROPOSED ASPHALT
- PROPOSED CONCRETE

0 40 80 120
Plan Scale: 1" = 40'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°37'50"E	49.36'
L2	N34°59'51"W	16.31'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	150.00'	235.62'	90°00'00"	N44°22'10"W	212.13'
C2	33.00'	51.84'	90°00'00"	S44°22'10"E	46.67'

REVISIONS

NO.	ITEM	DATE

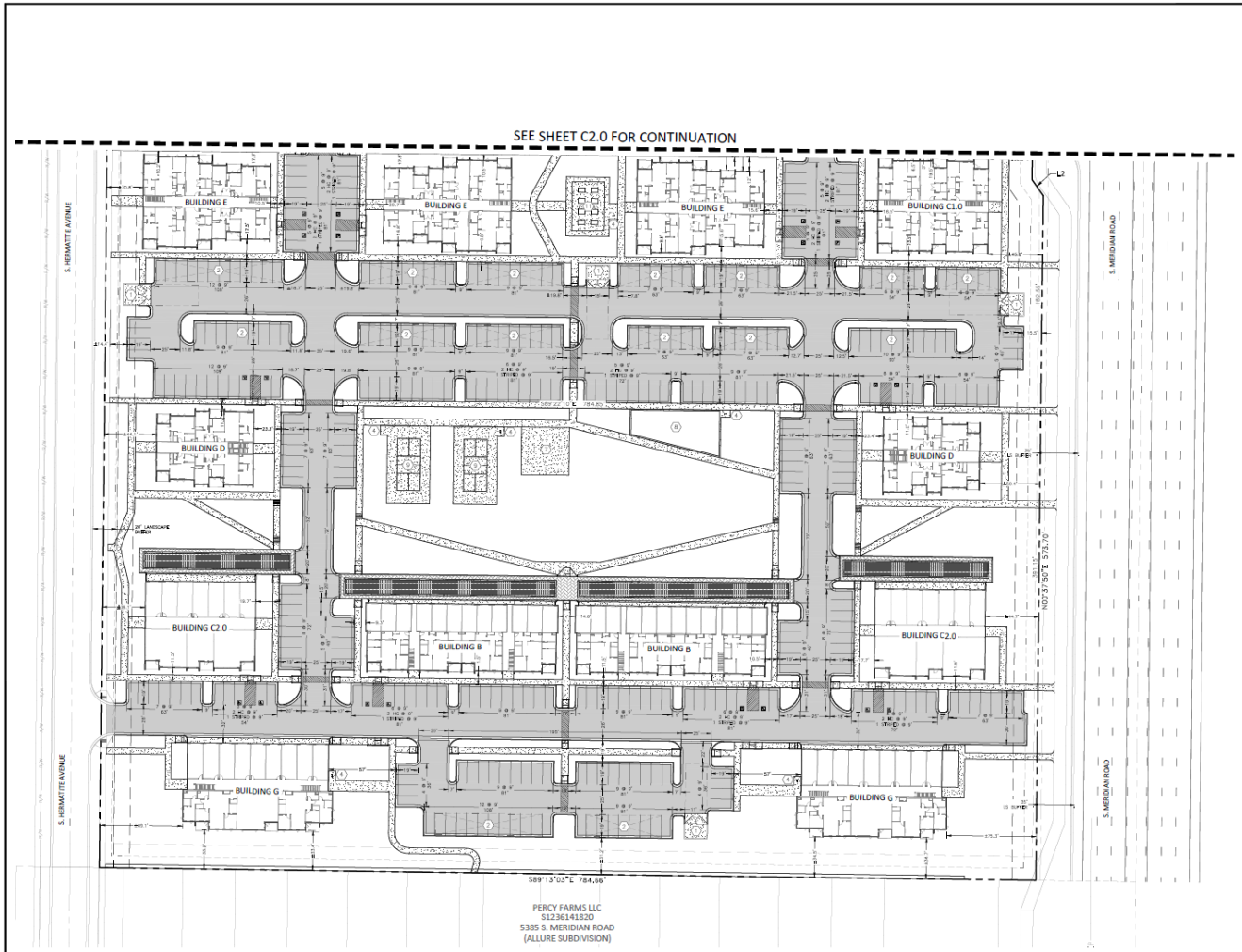
HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDHAO

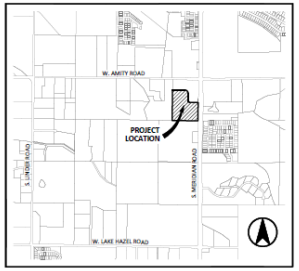
CONDITIONAL USE PERMIT - DIMENSIONED SITE PLAN

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DESIGN BY:	BR
DRAWN BY:	JJ
CHECKED BY:	KSK
DATE:	DECEMBER 18, 2024
PROJECT:	23-151

SHEET NO.
C2.0





VICINITY MAP
NOT TO SCALE

KEYNOTES

1. TRASH ENCLOSURE
2. CARPORTS
3. PODIUM ENTRANCE
4. BIKE RACKS
5. COMMUNITY POOL
6. COMMUNITY SPA
7. SHADE STRUCTURES (REFER TO LANDSCAPE PLAN FOR DETAIL)
8. DOG PARK (REFER TO LANDSCAPE PLAN FOR DETAIL)
9. PICKLEBALL COURTS (REFER TO LANDSCAPE PLAN FOR DETAIL)
10. TOT LOT (REFER TO LANDSCAPE PLAN FOR DETAIL)
11. COMMUNITY GARDEN (REFER TO LANDSCAPE PLAN FOR DETAIL)
12. BASKETBALL COURT (REFER TO LANDSCAPE PLAN FOR DETAIL)

LEGEND

- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- SECTION LINE
- LOT LINE
- EASEMENT LINE
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- WOODENIP PAVERS

0 40 80 120
Plan Scale: 1" = 40'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°37'50"E	49.36'
L2	N34°59'51"W	16.31'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	150.00'	235.62'	90°00'00"	N44°22'10"W	212.13'
C2	33.00'	51.84'	90°00'00"	S44°22'10"E	46.67'

REVISIONS

NO.	ITEM	DATE

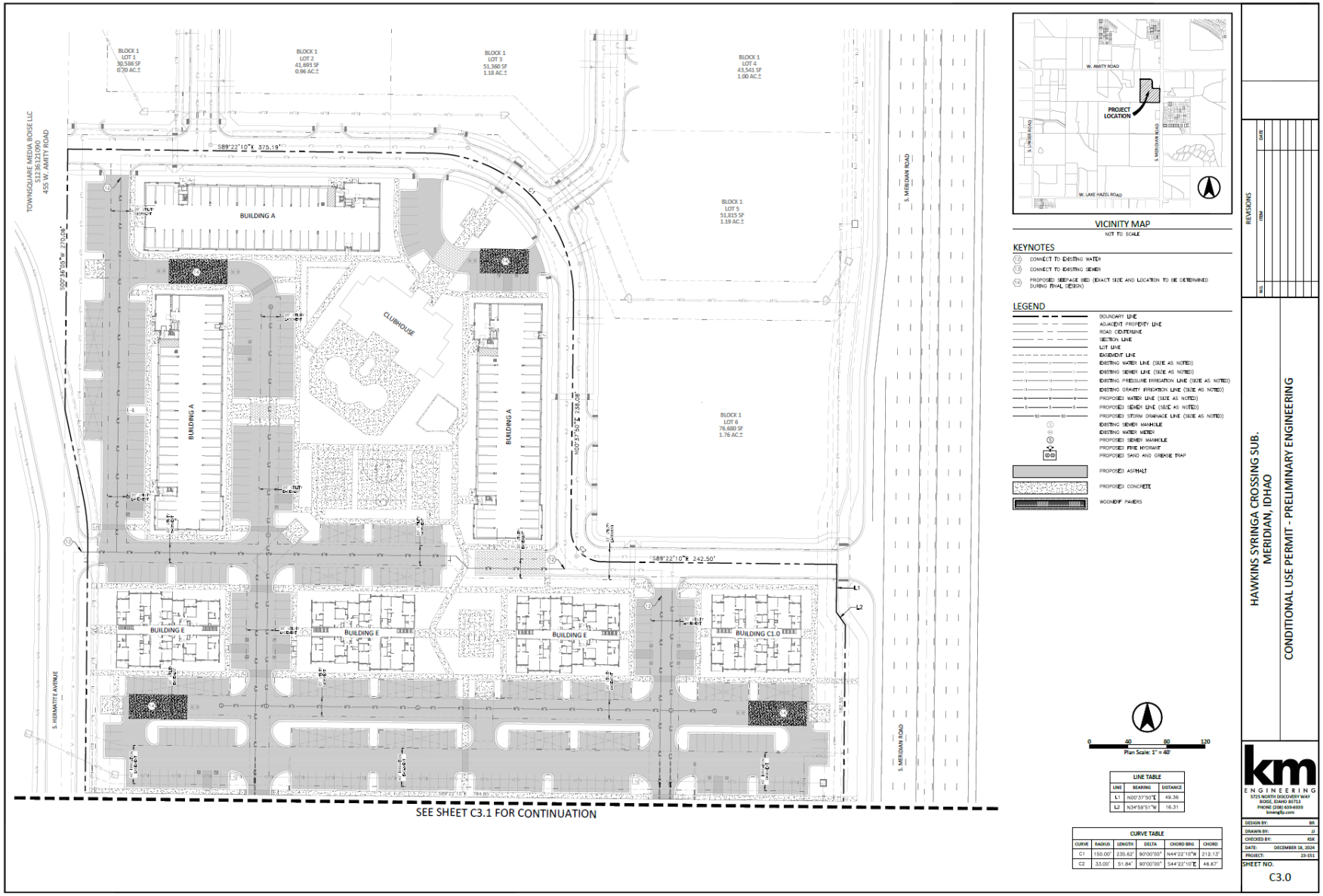
HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDHAO

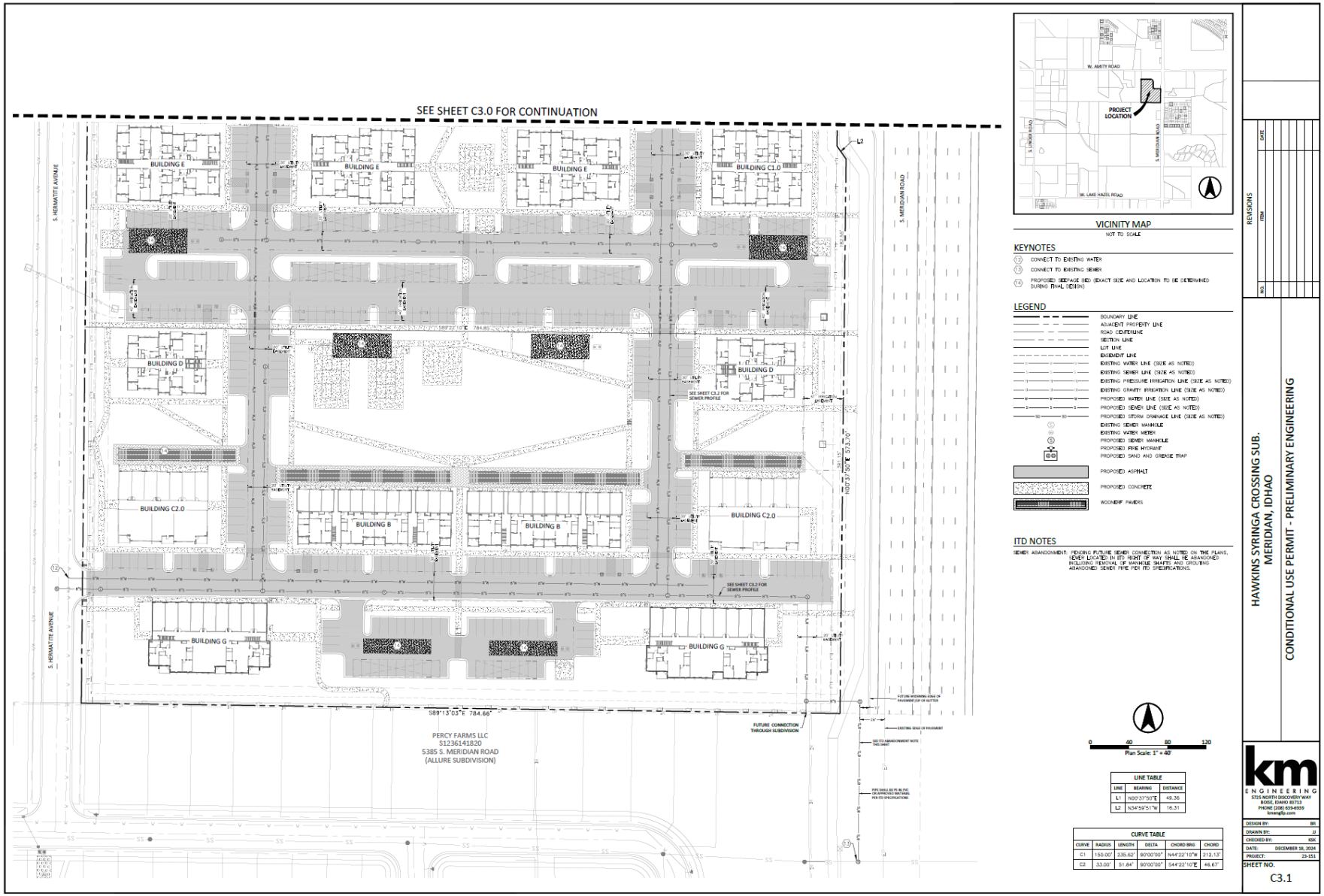
CONDITIONAL USE PERMIT - DIMENSIONED SITE PLAN

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmeng4u.com

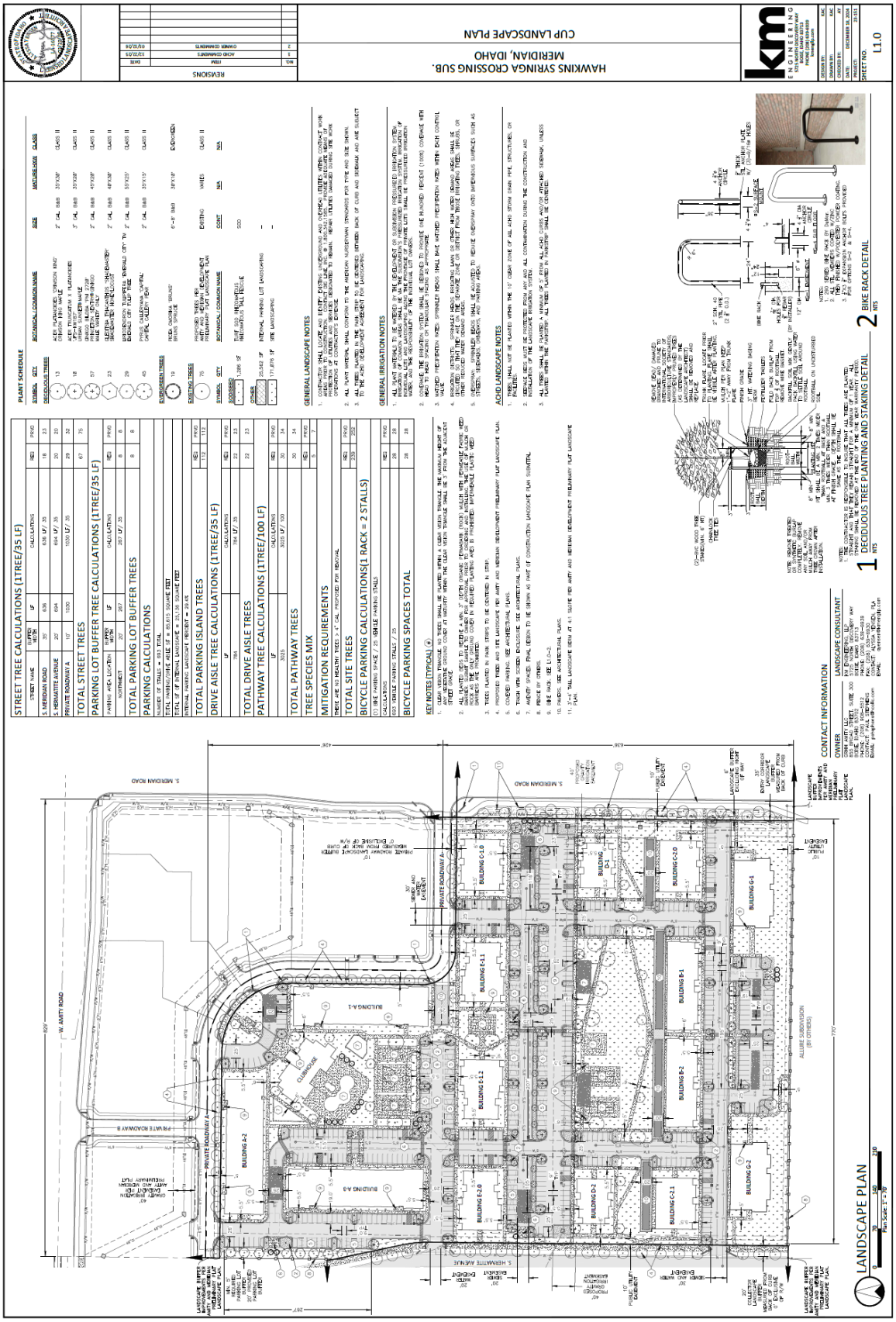
DESIGN BY:	BR
DRAWN BY:	JJ
CHECKED BY:	KSK
DATE:	DECEMBER 18, 2024
PROJECT:	23-151

SHEET NO.
C2.1

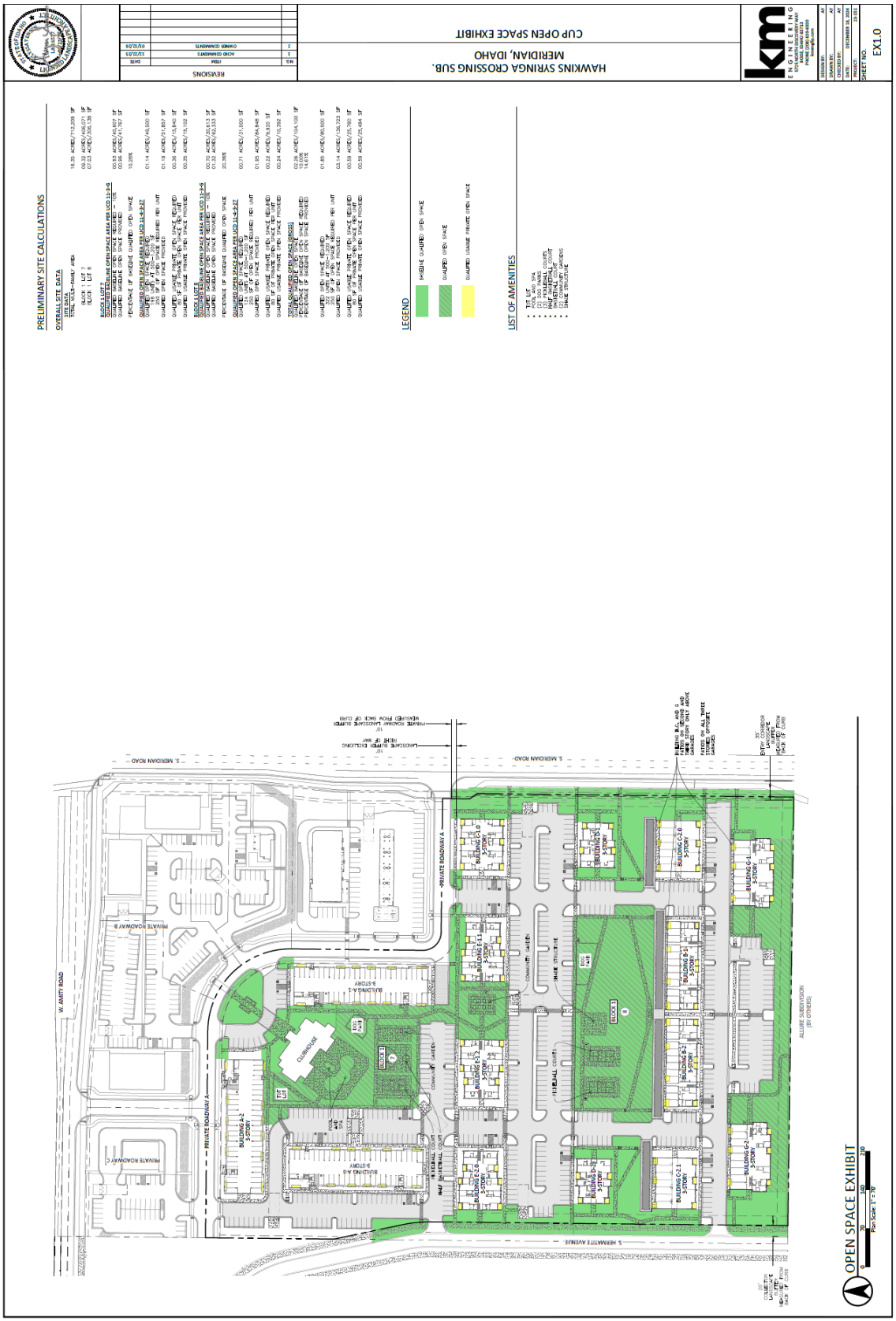

BLOCK 1 LOT 1 30,586 SF 0.70 AC±
BLOCK 1 LOT 2 41,693 SF 0.96 AC±
BLOCK 1 LOT 3 51,360 SF 1.18 AC±
BLOCK 1 LOT 4 43,541 SF 1.00 AC±
BLOCK 1 LOT 5 51,815 SF 1.19 AC±
BLOCK 1 LOT 6 76,680 SF 1.76 AC±
TOWNSQUARE MEDIA BOISE LLC
S1236121000
455 W. AMITY ROAD
S89°22'10"E 375.19'
S00°36'05"W 270.96'
N00°37'50"E 238.08'
S89°22'10"E 242.50'
S89°22'10"E 284.85'
BUILDING A
BUILDING A
BUILDING A
CLUBHOUSE
BUILDING E
BUILDING E
BUILDING E
BUILDING C1.0
S. HERMITTE AVENUE
S. MERIDIAN ROAD
S. MERIDIAN ROAD
L1
L2
SEE SHEET C3.1 FOR CONTINUATION
W. AMITY ROAD
PROJECT LOCATION
S. LINDER ROAD
S. MERIDIAN ROAD
W. LAKE HAZEL ROAD
VICINITY MAP
NOT TO SCALE
KEYNOTES
12 CONNECT TO EXISTING WATER
13 CONNECT TO EXISTING SEWER
14 PROPOSED SEEPAGE BED (EXACT SIZE AND LOCATION TO BE DETERMINED DURING FINAL DESIGN)
LEGEND
BOUNDARY LINE
ADJACENT PROPERTY LINE
ROAD CENTERLINE
SECTION LINE
LOT LINE
EASEMENT LINE
EXISTING WATER LINE (SIZE AS NOTED)
EXISTING SEWER LINE (SIZE AS NOTED)
EXISTING PRESSURE IRRIGATION LINE (SIZE AS NOTED)
EXISTING GRAVITY IRRIGATION LINE (SIZE AS NOTED)
PROPOSED WATER LINE (SIZE AS NOTED)
PROPOSED SEWER LINE (SIZE AS NOTED)
PROPOSED STORM DRAINAGE LINE (SIZE AS NOTED)
EXISTING SEWER MANHOLE
EXISTING WATER METER
PROPOSED SEWER MANHOLE
PROPOSED FIRE HYDRANT
PROPOSED SAND AND GREASE TRAP
PROPOSED ASPHALT
PROPOSED CONCRETE
WOODCHIP PAVERS
0 40 80 120
Plan Scale: 1" = 40'
LINE TABLE
LINE BEARING DISTANCE
L1 N00°37'50"E 49.36
L2 N34°59'51"W 16.31
CURVE TABLE
CURVE RADIUS LENGTH DELTA CHORD BRG CHORD
C1 150.00' 235.62' 90°00'00" N44°22'10"W 212.13'
C2 33.00' 51.84' 90°00'00" S44°22'10"E 46.67'
REVISIONS
NO. TITLE DATE
HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDAHO
CONDITIONAL USE PERMIT - PRELIMINARY ENGINEERING
km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmeng@o.com
DESIGN BY: BR
DRAWN BY: JJ
CHECKED BY: KSK
DATE: DECEMBER 18, 2024
PROJECT: 23-151
SHEET NO.
C3.0


SEE SHEET C3.0 FOR CONTINUATION
BUILDING E
BUILDING E
BUILDING E
BUILDING C1.0
BUILDING D
BUILDING D
BUILDING C2.0
BUILDING B
BUILDING B
BUILDING C2.0
BUILDING G
BUILDING G
S. HERMATTE AVENUE
S. MERIDIAN ROAD
S89°13'03"E 784.66'
N0°37'50"E 575.17'
PERCY FARMS LLC
S1236141820
5385 S. MERIDIAN ROAD
(ALLURE SUBDIVISION)
FUTURE CONNECTION THROUGH SUBDIVISION
SEE SHEET C3.2 FOR SEWER PROFILE
VICINITY MAP
NOT TO SCALE
W. AMITY ROAD
PROJECT LOCATION
S. LINDER ROAD
S. MERIDIAN ROAD
W. LAKE HAZEL ROAD
KEYNOTES
CONNECT TO EXISTING WATER
CONNECT TO EXISTING SEWER
PROPOSED SEEPAGE BED (EXACT SIZE AND LOCATION TO BE DETERMINED DURING FINAL DESIGN)
LEGEND
BOUNDARY LINE
ADJACENT PROPERTY LINE
ROAD CENTERLINE
SECTION LINE
LOT LINE
EASEMENT LINE
EXISTING WATER LINE (SIZE AS NOTED)
EXISTING SEWER LINE (SIZE AS NOTED)
EXISTING PRESSURE IRRIGATION LINE (SIZE AS NOTED)
EXISTING GRAVITY IRRIGATION LINE (SIZE AS NOTED)
PROPOSED WATER LINE (SIZE AS NOTED)
PROPOSED SEWER LINE (SIZE AS NOTED)
PROPOSED STORM DRAINAGE LINE (SIZE AS NOTED)
EXISTING SEWER MANHOLE
EXISTING WATER METER
PROPOSED SEWER MANHOLE
PROPOSED FIRE HYDRANT
PROPOSED SAND AND GREASE TRAP
PROPOSED ASPHALT
PROPOSED CONCRETE
WOODENIP PAVERS
ITD NOTES
SEWER ABANDONMENT: PENDING FUTURE SEWER CONNECTION AS NOTED ON THE PLANS, SEWER LOCATED IN ITD RIGHT OF WAY SHALL BE ABANDONED INCLUDING REMOVAL OF MANHOLE SHAFTS AND GROUTING ABANDONED SEWER PIPE PER ITD SPECIFICATIONS.
0 40 80 120
Plan Scale: 1" = 40'
LINE TABLE
LINE | BEARING | DISTANCE
L1 | N00°37'50"E | 49.36
L2 | N34°59'51"W | 16.31
CURVE TABLE
CURVE | RADIUS | LENGTH | DELTA | CHORD BRG | CHORD
C1 | 150.00' | 235.62' | 90°00'00" | N44°22'10"W | 212.13'
C2 | 33.00' | 51.84' | 90°00'00" | S44°22'10"E | 46.67'
REVISIONS
NO. | ITEM | DATE
HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDHAO
CONDITIONAL USE PERMIT - PRELIMINARY ENGINEERING
km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com
DESIGN BY: BR
DRAWN BY: JJ
CHECKED BY: KSK
DATE: DECEMBER 18, 2024
PROJECT: 23-151
SHEET NO.
C3.1

L. Conditional Use Permit Landscape Plan for Multi-family Development (dated: 1/12/26)



M. Conditional Use Permit – Multi-family Development Open Space & Site Amenity Exhibits (dated: 1/12/26)


PRELIMINARY SITE CALCULATIONS
OVERALL SITE DATA
LEGEND
LIST OF AMENITIES
HAWKINS SYRINGA CROSSING SUB.
MERIDIAN, IDAHO
CUP OPEN SPACE EXHIBIT
REVISIONS
OPEN SPACE EXHIBIT
S. MERIDIAN ROAD
W. AMITY ROAD
S. HERMITTE AVENUE
PRIVATE ROADWAY A
PRIVATE ROADWAY B
PRIVATE ROADWAY C
CLUBHOUSE
BUILDING A-1
BUILDING A-2
BUILDING A-3
BUILDING B-1
BUILDING B-2
BUILDING C-1
BUILDING C-2
BUILDING D
BUILDING E-1
BUILDING E-2
BUILDING F
BUILDING G-1
BUILDING G-2
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BUILDING CV
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BUILDING EA
BUILDING EB
BUILDING EC
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BUILDING ET
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BUILDING EV
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BUILDING IE
BUILDING IF
BUILDING IG
BUILDING IH
BUILDING II
BUILDING IJ
BUILDING IK
BUILDING IL
BUILDING IM
BUILDING IN
BUILDING IO
BUILDING IP
BUILDING IQ
BUILDING IR
BUILDING IS
BUILDING IT
BUILDING IU
BUILDING IV
BUILDING IW
BUILDING IX
BUILDING IY
BUILDING IZ
BUILDING JA
BUILDING JB
BUILDING JC
BUILDING JD
BUILDING JE
BUILDING JF
BUILDING JG
BUILDING JH
BUILDING JI
BUILDING JJ
BUILDING JK
BUILDING JL
BUILDING JM
BUILDING JN
BUILDING JO
BUILDING JP
BUILDING JQ
BUILDING JR
BUILDING JS
BUILDING JT
BUILDING JU
BUILDING JV
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BUILDING KW
BUILDING KX
BUILDING KY
BUILDING KZ
BUILDING LA
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BUILDING LC
BUILDING LD
BUILDING LE
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BUILDING LH
BUILDING LI
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BUILDING LM
BUILDING LN
BUILDING LO
BUILDING LP
BUILDING LQ
BUILDING LR
BUILDING LS
BUILDING LT
BUILDING LU
BUILDING LV
BUILDING LW
BUILDING LX
BUILDING LY
BUILDING LZ
BUILDING MA
BUILDING MB
BUILDING MC
BUILDING MD
BUILDING ME
BUILDING MF
BUILDING MG
BUILDING MH
BUILDING MI
BUILDING MJ
BUILDING MK
BUILDING ML
BUILDING MM
BUILDING MN
BUILDING MO
BUILDING MP
BUILDING MQ
BUILDING MR
BUILDING MS
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BUILDING MV
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BUILDING MX
BUILDING MY
BUILDING MZ
BUILDING NA
BUILDING NB
BUILDING NC
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BUILDING NH
BUILDING NI
BUILDING NJ
BUILDING NK
BUILDING NL
BUILDING NM
BUILDING NN
BUILDING NO
BUILDING NP
BUILDING NQ
BUILDING NR
BUILDING NS
BUILDING NT
BUILDING NU
BUILDING NV
BUILDING NW
BUILDING NX
BUILDING NY
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BUILDING OC
BUILDING OD
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BUILDING OF
BUILDING OG
BUILDING OH
BUILDING OI
BUILDING OJ
BUILDING OK
BUILDING OL
BUILDING OM
BUILDING ON
BUILDING OO
BUILDING OP
BUILDING OQ
BUILDING OR
BUILDING OS
BUILDING OT
BUILDING OU
BUILDING OV
BUILDING OW
BUILDING OX
BUILDING OY
BUILDING OZ
BUILDING PA
BUILDING PB
BUILDING PC
BUILDING PD
BUILDING PE
BUILDING PF
BUILDING PG
BUILDING PH
BUILDING PI
BUILDING PJ
BUILDING PK
BUILDING PL
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Multi Family Entrance Greenspace
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CLUBHOUSE
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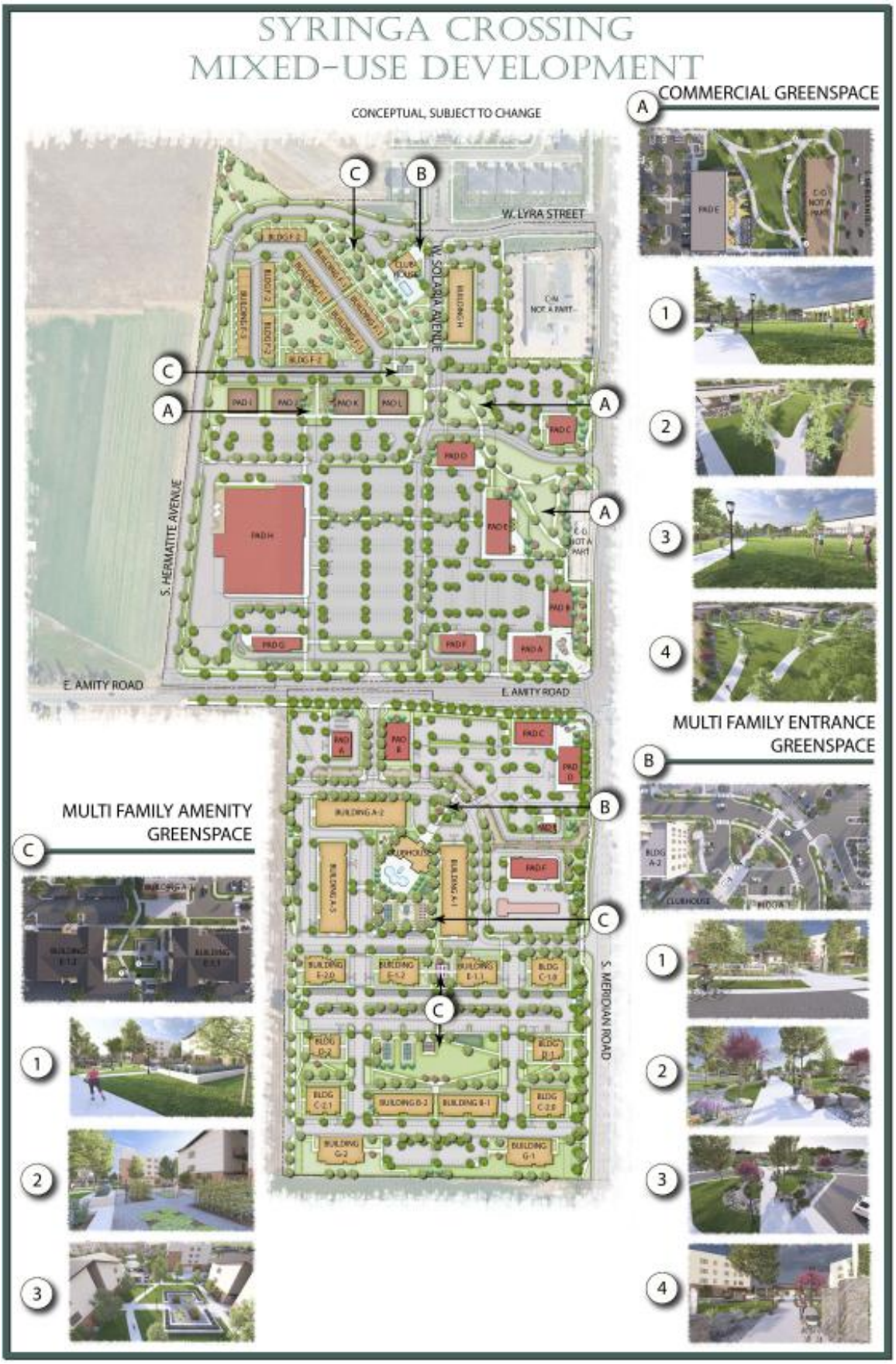
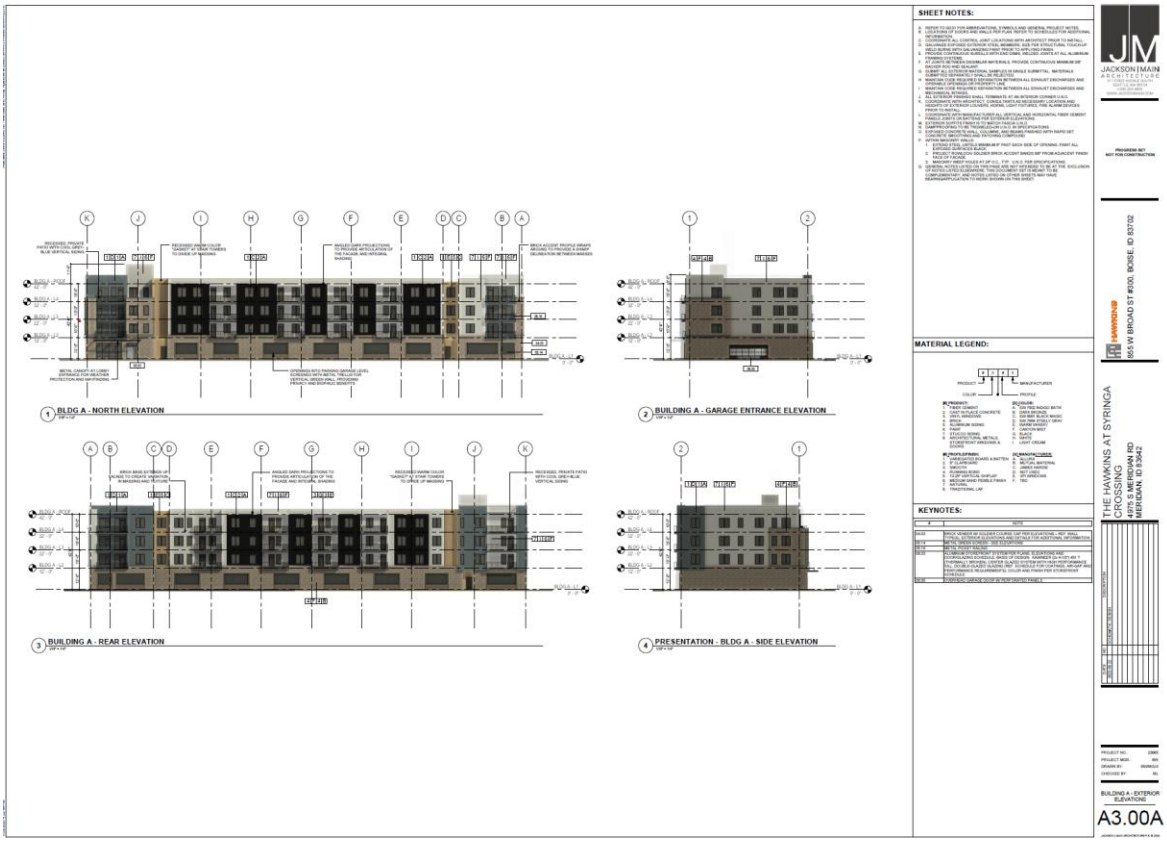
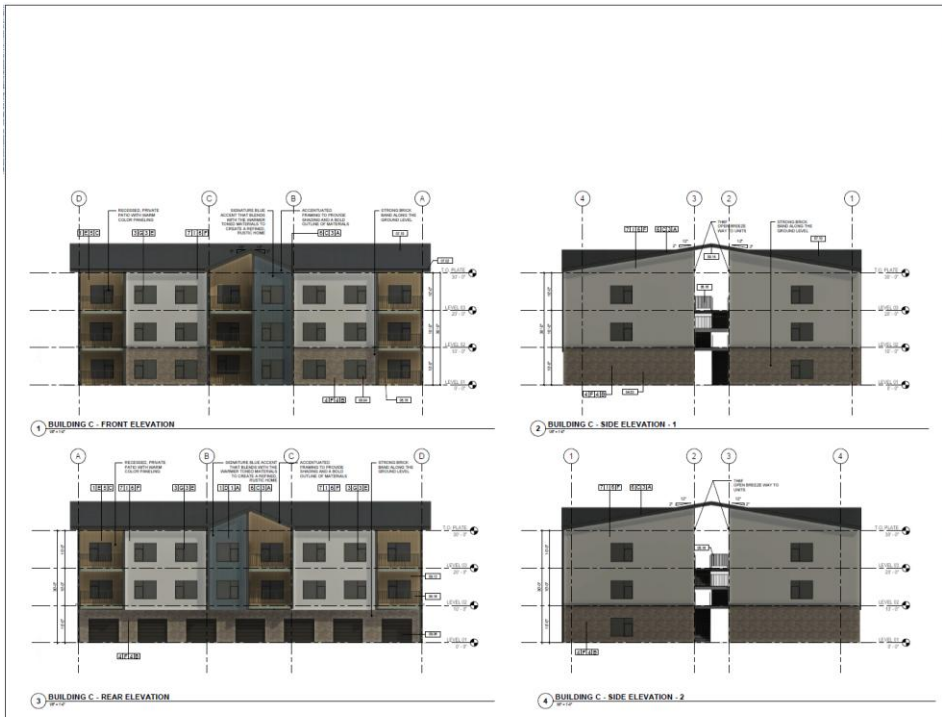
4


SYRINGA CROSSING
MIXED-USE DEVELOPMENT
CONCEPTUAL, SUBJECT TO CHANGE
COMMERCIAL GREENSPACE
MULTI FAMILY ENTRANCE GREENSPACE
MULTI FAMILY AMENITY GREENSPACE
W. LYRA STREET
W. SOLARIA AVENUE
S. HERMATITE AVENUE
E. AMITY ROAD
S. MERIDIAN ROAD
CLUBHOUSE
A
B
C
1
2
3
4

N. Conditional Use Permit – Multi-family Building Elevations





SHEET NOTES:

MATERIAL LEGEND:

KEYNOTES:

JACKSON | MAIN ARCHITECTURE

PROGRESS SET NOT FOR CONSTRUCTION

HAWKINS GROUP 855 W BROAD ST #300, BOISE, ID 83702

THE HAWKINS AT SYRINGA CROSSING 4195 S MERIDIAN RD MERIDIAN, ID 83642

BUILDING C - EXTERIOR ELEVATIONS

A3.00C

SHEET NOTES:

MATERIAL LEGEND:

KEYNOTES:

JACKSON | MAIN ARCHITECTURE

PROGRESS SET NOT FOR CONSTRUCTION

HAWKINS GROUP 855 W BROAD ST #300, BOISE, ID 83702

THE HAWKINS AT SYRINGA CROSSING 4195 S MERIDIAN RD MERIDIAN, ID 83642

BUILDING D - EXTERIOR ELEVATIONS

A3.00D

SHEET NOTES:
MATERIAL LEGEND:
KEYNOTES:
BUILDING E - FRONT ELEVATION
BUILDING E - REAR ELEVATION
BUILDING E - SIDE ELEVATION - 1
BUILDING E - SIDE ELEVATION - 2
JACKSON | MAIN ARCHITECTURE
PROGRESS SET NOT FOR CONSTRUCTION
HAWKINS
855 W BROAD ST #500, BOISE, ID 83702
THE HAWKINS AT SYRINGA CROSSING
4975 S MERIDIAN RD
MERIDIAN, ID 83642
BUILDING E - EXTERIOR ELEVATIONS
A3.00E

SHEET NOTES:
MATERIAL LEGEND:
KEYNOTES:
BUILDING G - FRONT ELEVATION
BUILDING G - SIDE ELEVATION 1
BUILDING G - BACK ELEVATION
BUILDING G - SIDE ELEVATION 2
JACKSON | MAIN ARCHITECTURE
PROGRESS SET NOT FOR CONSTRUCTION
HAWKINS
855 W BROAD ST #500, BOISE, ID 83702
THE HAWKINS AT SYRINGA CROSSING
4975 S MERIDIAN RD
MERIDIAN, ID 83642
BUILDING G - EXTERIOR ELEVATIONS
A3.00G

VIEW 1
VIEW 2
VIEW 3
VIEW 4
VIEW 5
VIEW 6
VIEW 7
KEY PLAN
JM
JACKSON | MAIN
ARCHITECTURE
PROGRESS SET
NOT FOR CONSTRUCTION
HAWKINS
855 W BROAD ST #300, BOISE, ID 83702
THE HAWKINS AT SYRINGA CROSSING
4975 S MERIDIAN RD
MERIDIAN, ID 83642
DATE
DESCRIPTION
PROJECT NO.:
PROJECT MGR.:
DRAWN BY:
CHECKED BY:
PROJECT IMAGERY
A10.00

O. Conceptual Building Elevations for Multi-family Residential Buildings at NWC

Building H: Anticipated to be of similar architectural style to Building E on the SWC

Building F: Elevations will be modeled off of units at the Broadmore project in Nampa and will be 2 to 3-stories in height, depending on the bedroom count, with first floor garages, as follows:

P. Schematic Gravity Irrigation Exhibit for 40' Wide Easement

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).

prioritized outcome of the 2019 Comprehensive Plan.

B. 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.