



MEMO TO CITY COUNCIL

Request to Include Topic on the City Council Agenda

From: Warren Stewart, Public Works

Meeting Date:

Presenter: Warren Stewart

Estimated Time: 10 minutes

Topic: Request from EPIC Development LLC for Connection to the City's Water and Sewer Systems for a Proposed Development Outside City Limits at 5317 W. Franklin Road

Recommended Council Action:

Consider the request from EPIC Development for connection to the City's Water and Sewer Systems without annexation into the City of Meridian.

Background:

I. DEPARTMENT CONTACT PERSONS

Warren Stewart, City Engineer

208-489-0350

Laurelei McVey, Director of Public Works

208-985-1259

II. DESCRIPTION

EPIC Development LLC wishes to construct an industrial park consisting of approximately 19 industrial/flex warehouse buildings (totaling 77,786sf) on a 14-acre site at 5317 W. Franklin Road.

The parcel is not contiguous with the City, and they are seeking to develop the project in Ada County. They have requested to connect to the City's water and sewer system without annexing into the City of Meridian. A request for water and sewer service for a development in the County, requires Public Works to analyze the feasibility of connecting to the water and sewer systems.

Other departments are also given the opportunity to provide comments on the proposed development. Comments from various departments are provided here for the City Council to consider as they decide whether to grant the request and allow connection to water and sewer services without annexation.

III. STAFF FINDINGS AND RECOMMENDATIONS

Comments from the various City of Meridian departments are summarized below.

- **Public Works:**

The existing water mainline is approximately 450 feet east of the entrance to the industrial site, but the line could be extended to provide water service for the proposed development.

The closest sewer mainline is also approximately 450 feet from the entrance of the site. However, this mainline was not intended to serve this parcel of land. This parcel sits on the other side of a sewer shed boundary, and sewer service to the site was intended to come from the future McDermott trunk sewer line extensions. Because the site is relatively small and sits on the boundary of the sewer shed, Public Works did model the proposed development to see if it is feasible to provide service to the site from the neighboring sewer shed. This analysis suggests that with careful sewer layout, and site grading, it might be feasible to serve the site from the neighboring sewer shed mainline to the east. The existing line does appear to have enough capacity to handle the additional flow based on the demands provided by the developer.

The most recent site plan provided by the applicant shows an alternative sewer mainline route down a proposed street to the east of the Butte Fence parcel. This route is shorter and makes it easier to maintain the pipe grade needed to serve the far corner of the site. However, it does require that a portion of the sewer line be installed across the southern end of the Butte Fence parcel through an easement. Easements make access for operations and maintenance more difficult and our preference would be to keep the line in public right-of-way or in a private road or drive with an easement.

In summary, it is probably feasible to provide water and sewer service to the proposed development if the City Council chooses to do so. However, it would be a departure from the existing Sewer Master Plan.

If a connection is approved, water and sewer assessment and meter fees should apply to the proposed development. Additionally, an agreement consenting to annex into the City of Meridian as soon as the parcel is contiguous with the city limits should also be required. This agreement will require city staff to prepare, track and enforce the agreement over time.

- **Fire Department:**

The Fire Department provided the following comments to Ada County as part of the county's process and requested the same comment be included as part of this process.

“The Fire Department cannot support this project as submitted. It does not meet the fire code as laid out and they have no water for fire flow. I recommend denial of the application.”

It should be noted that EPIC has modified the proposed site layout since this comment was provided, and fire flow is provided if a connection to the City is approved. The Fire Department provided the following additional comments after the revised plan was reviewed.

“This parcel of land is well outside our 5 minute response time goal. The closest fire station is 7 minutes away. We need another fire station out in this area.

As the rural fire district is not collecting impact fees to help fund a station, it would be better to wait until the property can be annexed into the city.”

- **Community Development:**

Please see the letter to Ada County Development Services from Caleb Hood, dated November 18, 2021 (attached). This letter provides Community Development’s initial comments on the proposed project.

It should be noted that EPIC has modified the proposed site layout since this letter was sent to the County. Community Development provided the following comments based on the updated site plan.

The development proposes to take direct access from Franklin Road without access to the rest of the planned transportation network in the Ten Mile Specific Area Plan or as shown on the Master Street Map (MSM). The planned, future, east-west collector is now referenced in the updated site plan, which is positive but the location appears to be split evenly over the top of an existing irrigation drain. Typically, easement, right-of-way, or other dedication for such a transportation facility would be half plus 12 (feet). Split evenly, and over an irrigation facility, may create a scenario where a critical transportation connection is difficult to implement later. The collector roadway system is essential to the local transportation network. Without it, the aggregated impacts from piecemeal development projects fronting Franklin, such as this, may cause irreparable harm to the transportation network. Consistent with ACHD’s report no structures should be built where the future east-west collector is planned on the Master Street Map and preserved by Butte Fence to the east.

Related, the site plan is not showing any cross-access for properties to the east or west along Franklin; something that would be required if the applicant was applying to the City for entitlements. Cross-access for parcel #S1216120645

is especially important so that future redevelopment of the parcel, which does not have access to the collector network, may limit the aggregated impacts to safety and efficiency of regional thru traffic on Franklin Road. Some access is necessary to Franklin Road for the subject property's narrow flag, but it should be shared with the properties to the east and west as they develop; cross-access ingress/egress easements should be provided.

Additionally, there are a significant number of unknowns related to the site plan, and no elevations or landscape plans were provided. While this project is not outdoor storage, the outdoor storage facility approved by Ada County to the immediate west does not comply with City design standards. That project, even if temporary, was approved without any landscaping, unsightly chain link, and is detrimental to the City's planned transportation network until a higher and better use comes along. Supporting the subject application without additional details to better indicate compliance with Meridian's site and architectural standards, seems unequitable to future development in the area, as the City requires a higher quality project.

Lastly, and as noted by the Parks Department, there is a critical pathway connection not being accommodated by this site plan. While the Master Pathway Plan often has some flexibility, the site plan as shown does not facilitate any connectivity and no alternative is proposed (for example, along the future east-west or north-south collector roadways).

In summary, Planning Staff has some reservations about allowing this site to develop in the County, without conforming to City Standards and full analysis and consistency with City policy. If the Council is in favor of providing services to this site in advance of annexation, Staff recommends a revised site plan, a landscape plan and elevations be provided prior to approval.

- **Police Department:**

The Police Department didn't express major concern with the proposed development. They felt like it could be served by the department, but would be a county parcel.

They wanted to make sure the developer installed a well-lit sign at the main access point so first responders could quickly and safely identify where to go within the development.

- **Parks Department:**

A Pathway -- comprising a segment of the proposed Pipeline Pathway, which is also a portion of the Meridian Loop Pathway is planned to cross the northern portion of the site and should be required as a condition to receiving water and sewer service.

Applicant should dedicate a 14'- permanent pedestrian access easement to the City.

The pathway should make a connection across the subject property [roughly] as shown on the Pathways Map – see yellow highlight below.

Pathway as shown may overlay the Williams Northwest Pipeline Alignment. Should this be the case, please be aware of development restrictions pertain to that easement.

Please refer to Community Developments comments for additional information on the location of the pathway.



IV. CONCLUSIONS

Sewer and water service to the proposed project does appear to be feasible. However, overall staff support for the project, is not universal. Providing services in advance of annexation may not be beneficial to the City's long-term vision for the area, and could negatively affect the City's ability to collect the impact fees necessary to support other services (police, fire, parks) required for this development.

V. LIST OF ATTACHMENTS

- January 7, 2021 Letter from EDM Partners requesting sewer and water service for 5317 W. Franklin Rd. without annexation into the City of Meridian.
- Letter from Jarron Langston describing the proposed project.
- Property legal description
- Warranty Deed
- ACHD Application
- November 18, 2021 letter from Caleb Hood to Ada County outlining the City's comments and concerns with the proposed development.
- Original site plan by EDM partners for the Franklin Industrial Park located at 5317 W Franklin Rd.
- Revised site plan from Architecture Designs Plus, P.A. for Industrial/Business Park located at 5317 W Franklin Rd.
- Revised site plan dated Feb. 11, 2022 showing proposed road east of Butte Fence parcel and showing alternate sewer layout.



January 7, 2021

Warren Stewart
 City Engineer
 33 E. Broadway Ave, Suite 200
 Meridian, Idaho 83642

RE: 5317 Franklin Road – Out of Trunkshed Sewer Request

Dear Mr. Stewart:

This letter seeks to secure approval from the City of Meridian to allow a sewer extension and connection to an out-of-shed sewer main. Epic Development is working to develop a 14.5-acre parcel, addressed 5317 West Franklin Ave, in Ada County. Epic is seeking to develop the property into an industrial subdivision featuring flex warehouses.

The subject project has no viable sewer alternatives. In order to sewer the project within the North McDermott Trunkshed, the project would have to install a 5,200-lf force main to the west along Franklin Road and then north along North McDermott Road and tie into the Purdam Lift Station. In discussion with the City of Meridian, the subject property will not likely have public sewer access for the next 10-20 years, rendering the property undevelopable.

The City of Meridian has 15-in gravity sewer main and a 12-in water main in the South Black Cat Trunkshed which terminate approximately 600-lf east of the subject Parcel. We understand that the water main has the pressure and capacity to serve this project, provided the main is extended to the property. The subject project's sewer flows have been estimated in accordance with the methodology presented in the City of Meridian's 2017 Collection System Master Plan Update. A table of the estimate flows is immediately below.

5317 Franklin Road Flex Warehouse Project - Sewer Flow Estimate							
Parcel	Land Use	Acreage	Sewer Model Unit Flow *	Estimated Daily Flow	Estimated Daily Flow (8-hr Day)	Peaking Factor	Peak Flow
		(ac)	(GPAD)	(GPD)	(GPM)		(GPM)
S1216120735	Industrial	14.5	190	2755	5.74	3.62	20.78

*From City of Meridian 2017 Collection System Master Plan Update, July 2017, Table 6-4

Given that the proposed project of flex warehouses are perfectly suited for this area and are in high demand and that the project's land use type produces one of the lightest sewer loads possible, we believe that our project should be allowed to connect to the adjacent South Black Cat Sewer Trunkshed.

We appreciate your consideration of this request.

Sincerely,

EDM Partners, LLC

A handwritten signature in black ink, appearing to read 'Ted Burke', with a long horizontal flourish extending to the right.

Ted Burke, PE
Partner

5317 W Franklin Ave – Meridian

Project Description:

To Whom it may Concern,

Epic Development LLC is proposing the re-zone of approximately 14 acres of land currently zoned RUT to M-1. Our plan is to develop a world class Industrial Park consisting of approximately 19 industrial/flex buildings. Buildings will range in size from 7,500 Sf ,9,975 up to 15,000 SF.

With the Growth in the Treasure Valley the commercial and industrial sector is growing at a rapid pace. Several local businesses are expanding and lots of out of state businesses are looking for space to relocate or expand their business into our market. This style of flex building can accommodate a large variety of business. Wither they need a lot of office or mostly warehouse each building and unit within the building can be modified to meet their businesses needs.

Where this property sits on the edge of Meridian and Nampa it's a perfect location for access to our entire market. With phenomenal freeway access at 10 Mile or Garrity and just a mile away from McDermott and the future Hwy 16 accessing North Meridian, Eagle and Star is also very convenient!

We are excited to offer a top shelf industrial/business park to our community and for what this park will do for business owners, their employees, and their families across our valley.

We appreciate the support of Ada County and the City of Meridian as we move through the planning and approval process.

Thanks

Jarron Langston

Principal

EPIC DEVELOPMENT

PROPERTY DESCRIPTION
FOR
EPIC DEVELOPMENT

A parcel of land lying in the NW1/4 of the NE1/4 of Section 16, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, said parcel being more particularly described as follows:

Commencing at a 2 inch aluminum cap marking the northeast corner of Section 16; From which bears N. 89° 24' 39" W., along the North line of said Section 16, 2641.40 feet to a 5/8 inch iron pin marking North 1/4 corner of said Section 16; thence N. 89°24'39" W., along the North line of said Section 16, 1928.81 feet to a point, said point being the POINT OF BEGINNING;

Thence S. 00°32'40" W. 230.08 feet to a 5/8" iron pin;

Thence S. 89°24'39" E. 374.00 feet to a 5/8" iron pin;

Thence S. 00°37'58" W. 666.56 feet to a 5/8" iron pin;

Thence S. 89°28'46" E. 299.85 feet to a 5/8" iron pin;

Thence S. 00°38'31" W. 432.02 feet to a point;

Thence N. 89°23'17" W. 724.38 feet to a point;

Thence N. 00°32'40" E. 1328.01 feet to a point;

Thence S. 89°24'39" E. 52.29 feet to the POINT OF BEGINNING.

Said parcel contains 13.97 acres, more or less, and is subject to all existing easements and right-of-ways of record or implied.

ELECTRONICALLY RECORDED
STAMPED
RECORDED IN THE OFFICE OF
THE CLERK OF DISTRICT COURT

Rerecorded to correct legal
description



TitleOne
a title & escrow co.

Order Number: 20395170

Warranty Deed

For Value Received,

Timothy Hansen, a married man, as his sole & separate property, the Grantor, does hereby grant, bargain sell and convey unto, Epic Development, LLC, a Nevada limited liability company, whose current address is 11785 Valley Sage Dr., Sparks, NV 89441, the Grantee, the following described premises, in Ada County, Idaho, To Wit:

The West half of the West half of the Northeast quarter of the Northeast quarter, and the East half of the Northwest quarter of the Northeast quarter of Section 16, Township 3 North, Range 1 West of the Boise Meridian, Ada County, Idaho.

Except the East 264 feet of the West half of the West half of the Northeast quarter of the Northeast quarter of Section 16, Township 3 North, Range 1 West of Boise Meridian.

Also Except a part of the North half of the Northeast quarter of Section 16, Township 3 North, Range 1 West of the Boise Meridian, Ada County, Idaho as follows:

Commencing at the section corner common to Sections 9, 10, 15 and 16, Township 3 North, Range 1 West of the Boise Meridian; thence

**West 1256.4 feet along the section line between Sections 9 and 16; thence
South 0°01' West 25.00 feet to an iron pin, the Real Point of Beginning; thence continuing
South 0°01' West 871.20 feet along an old fence line to an iron pin; thence**

**West 300.00 feet to an iron pin; thence
North 0°01' East 871.20 feet to an iron pin; thence
East 300.00 feet to the Point of Beginning.**

Also Except:

Order Number: 20395170

Warranty Deed (4-09) - Page 1 of 3

A portion of the East half of the Northwest quarter of the Northeast quarter of Section 16, Township 3 North, Range 1 West, Boise Meridian, more particularly described as follows:

Commencing at the section corner common to Sections 9, 10, 15 and 16, Township 3 North, Range 1 West, Boise Meridian; thence
West along the North section line of Section 16, a distance of 1556.40 feet to the Real Point of Beginning;
thence
South 0°1' West 230.00 feet; thence
West 374.00 feet; thence
North 0°11' East 230.00 feet to the North section line of Section 16; thence
East along the North section line of Section 16, a distance of 374.00 feet to the Real Point of Beginning.

Also Except:

A parcel of land lying in a portion of the Northeast quarter of the Northeast quarter of Section 16, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, more particularly described as follows:

Commencing at the Northeast corner of said Section 16; thence
North 89°54'51" West, 788.70 feet along the North boundary line of said Section 16, to the Real Point of Beginning; thence
South 00°10'11" West, 1328.44 feet to a point on the South boundary line of the Northeast quarter of the Northeast quarter of said Section 16; thence ~~461.81~~ 464.81
North 89°53'36" West, ~~461.81~~ feet along said South boundary line; thence leaving said boundary line
North 00°07'36" East, 1328.27 feet to a point on the North boundary line of said Section 16; thence
South 89°54'51" East, 465.81 feet along said North boundary line to the Real Point of Beginning.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, its heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that they are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility assessments (if any) for the current year, which are not due and payable, and that Grantor will warrant and defend the same from all lawful claims whatsoever. Whenever the context so requires, the singular number includes the plural.

Remainder of this page intentionally left blank.

Dated: 4/12/2021

[Signature]
Timothy Hansen

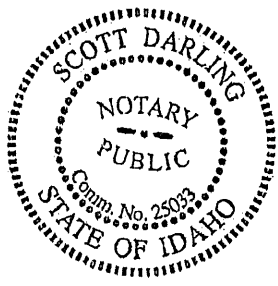
State of Idaho, County of Ad, ss.

On this 20th day of April in the year of 2021, before me, the undersigned, a Notary Public in and for said State, personally appeared Timothy Hansen, known or identified to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same.

[Signature]
Notary Public

Residing In:
My Commission Expires:
(seal)

Residing at: Boise, ID
Commission expires: 11/28/2025





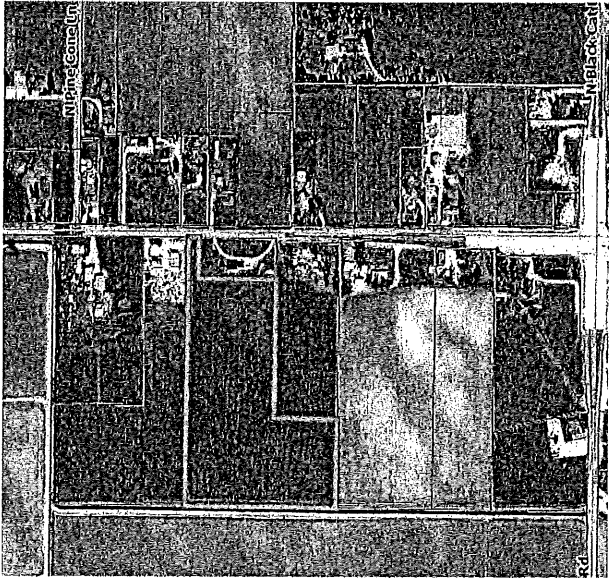
Project/File: Franklin Industrial Park/ APP21-0008/ 202102653-ZC-DA-S-MSP
This is a rezone and preliminary plat applicant to allow for the development of 19 industrial/ flex buildings on 14.5 acres. This application includes a development agreement with Ada County.

Lead Agency: Ada County
Site address: 5317 W Franklin Road
Staff Approval: January XX, 2022

Applicant: Epic Development Idaho II, LLC
Truman Mathews
1831 E Overland Road
Meridian, ID 83642

Engineer: EDM Partners
Ted Burke
902 N 19th Street
Boise, ID 83702

Staff Contact: Brenna Garro
Phone: 387-6346
E-mail: bgarro@achdidaho.org



A. Findings of Fact

- 1. **Description of Application:** The applicant is requesting approval of a rezone of 14.5 acres from RUT (Rural Urban Transition) to M-1 (Limited Industrial). The applicant is also requesting approval of a preliminary plat to allow for the development of 19 industrial/flex buildings on 14.5 acres.

The site is in the City of Meridian's impact area and the applicant's rezone proposal is not consistent with the City of Meridian's future land use map which designates this area as Industrial.

- 2. **Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Area of City Impact	RUT
South	Area of City Impact	RUT
East	Area of City Impact	RUT & M-1
West	Area of City Impact	M-1

- 3. **Site History:** ACHD has not previously reviewed this site for a development application.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
 - Two Men and a Truck, a contractor's yard and storage facility located northwest of the site, was approved by ACHD staff on April 7th, 2021.
 - The Butte Fence manufacturing facility, a 13,000 square foot manufacturing facility located directly east of the site, was approved by ACHD staff on June 17th, 2019.
 - The Black Cat Industrial rezone, a 123 acre rezone from RUT to I-L for the future development of an industrial complex located directly south of the site, was approved by ACHD staff on November 4th, 2021.
5. **Transit:** Transit services are available to serve this site via route 40.
6. **Pathway Crossings:** United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.
7. **New Center Lane Miles:** The proposed development includes 0 centerline miles of new public road.
8. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.
9. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
 - The intersection of Franklin Road and McDermott Road is scheduled in the IFYWP to be constructed as a multi-lane roundabout. The design year is scheduled in 2024 with construction in the future.
 - Franklin Road is listed in the CIP to be widened to 5-lanes from McDermott Road and Black Cat Road between 2026 and 2030.
 - Black Cat Road is listed in the CIP to be widened to 5-lanes from Overland Road to Franklin Road between 2036-2040.
 - Black Cat Road is listed in the CIP to be widened to 5-lanes from Franklin Road to Cherry Lane between 2031-2035.
10. **Roadways to Bikeways Master Plan:** ACHD's Roadways to Bikeways Master Plan (BMP) was adopted by the ACHD Commission in May of 2009 and was update in 2018. The plan seeks to implement the Planned Bicycle Network to support bicycling as a viable transportation option for Ada County residents with a wide range of ages and abilities, maintain bicycle routes in a state of good repair in order to ensure they are consistently available for use, promote awareness of existing bicycle routes and features and support encouragement programs and to facilitate coordination and

cooperation among local jurisdictions in implementing the Roadways to Bikeways Plan recommendations.

The BMP identifies Franklin Road as a Level 3 facility that will be constructed as part of a future ACHD project.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 160 vehicle trips per day; 16 vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 11th edition.

2. **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
Franklin Road	50-feet	Principal Arterial	686	Better than "E"

* Acceptable level of service for a two-lane principal arterial is "E" (690 VPH).

* Acceptable level of service for a five-lane principal arterial is "E" (1,780 VPH).

3. **Average Daily Traffic Count (VDT)**

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

- The average daily traffic count for Franklin Road west of Black Cat Road was 9,238 on 12/19/2018.

C. Findings for Consideration

1. **Ten Mile Specific Area Plan (TMISAP)**

The transportation element of the TMISAP is to guide transportation decisions in the Ten Mile Interchange Area. It was developed concurrently with the Land Use and Design Elements and has been designed to preserve the integrity of the arterial road system and the Ten Mile interchange; provide for the use of public transit; enhance pedestrian and bicycle mobility and accessibility; and create transportation infrastructure and promote land use patterns that encourage the sustainable use of resources and reduces demands on natural resources.

The TMISAP recommends the construction of an east/west collector roadway located at the site's south property line.

2. **Franklin Road**

a. **Existing Conditions:** Franklin Road is improved with 2-travel lanes, 25-feet of pavement (13-feet from the centerline), vertical curb, gutter, and no curb, gutter or sidewalk abutting the site. There is 55-feet of right-of-way for Franklin Road (26-feet from centerline).

b. **Policy:**

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Franklin Road is designated in the MSM as a commercial arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 100-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to dedicate additional right-of-way to total 48-feet from the centerline of Franklin Road.
- d. **Staff Comments/Recommendations:** The applicant's proposal to dedicate additional right-of-way to total 48-feet from the centerline of Franklin Road should not be approved as proposed.

Consistent with the MSM, the applicant should be required to dedicate additional right-of-way to total 50-feet from the centerline of Franklin Road abutting the site. The applicant will be compensated for the additional right-of-way dedication, as this segment of Franklin Road is listed in the CIP.

The applicant should be required to improve Franklin Road with 17-feet of pavement from centerline plus a 3-foot wide gravel shoulder abutting the site.

Consistent with District Sidewalk policy, the applicant should be required to construct 5-foot wide detached concrete sidewalk on Franklin Road abutting the site. However, the site is a flag lot and only has 50-feet of frontage on Franklin Road, most of which will be taken up by a proposed 25-foot wide driveway, leaving minimal frontage on either side. Therefore, no sidewalk is required as part of this application.

3. East/ West (Mid-Mile Collector)

a. **Existing Conditions:** There are no collector roadways within or abutting the site. The Rosenlof Drain runs along the site's south property line.

b. **Policy:**

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Town Center Collector located at the ¼ mile intersecting Black Cat Road and abutting the south property line stubbing to the west. The Town Center Collector typology, as

depicted in the Livable Street Design Guide, recommends a 2-lane roadway with bike lanes and a 36-foot street section within 54-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is not proposing to construct the collector roadway or dedicate right-of-way to accommodate for the future construction of the roadway as depicted on the MSM, see image below.



- d. **Staff Comments/Recommendations:** The applicant's proposal to not construct the collector roadway or dedicate right-of-way to accommodate for the future construction of the roadway does not meet District policy which requires the right-of-way dedication and construction of the proposed collector roadway.

However, staff recommends that no right-of-way and roadway improvements are required at this time, as there are no adjacent improvements to tie into and the Rosenlof Drain runs along the site's south property line. Upon further development of this site, right-of-way and roadway improvements may be required abutting this site consistent with the Master Street Map.

The applicant should not construct any permanent structures within 50-feet of the future roadway location shown on the MSM.

4. Driveways

4.1 Franklin Road

- a. **Existing Conditions:** There is an existing 13-foot wide unimproved driveway from the site onto Franklin Road located approximately 40-feet west of the site's east property line (measured centerline to centerline).

- b. **Policy:**

Access Points Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

Access Policy: District policy 7205.4.7 states that direct access to principal arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher

classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1b under District policy 7205.4.7, unless a waiver for the access point has been approved by the District Commission. Driveways, when approved on a principal arterial shall operate as a right-in/right-out only, and the District will require the construction of a raised median to restrict the left turning movements.

Driveway Location Policy: District policy 7205.4.7 requires driveways located on principal arterial roadways to be located a minimum of 355-feet from the nearest intersection for a right-in/right-out only driveway. Full-access driveways are not allowed on principal arterial roadways.

Successive Driveways: District policy 7205.4.7 Table 1b, requires driveways located on principal arterial roadways with a speed limit of 50 MPH to align or offset a minimum of 520-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

- c. **Applicant's Proposal:** The applicant is proposing to replace the existing driveway with a 25-foot wide paved driveway from the site onto Franklin Road located approximately 28-feet west of the site's east property line.
- d. **Staff Comments/Recommendations:** The applicant's proposal to replace the existing driveway with a 25-foot wide paved driveway from the site onto Franklin Road, located 28-feet west of the site's east property line, does not meet the District's Successive Driveways policy which requires driveways located on principal arterial roadways with a speed limit of 50 MPH to align or offset a minimum of 520-feet from any existing or proposed driveway. However, staff recommends approval of the proposed location due to the limited site frontage (50-feet) on Franklin Road. The driveway should be constructed as a curb return type.

This is approved as a temporary driveway. Staff recommends that the applicant be required to close the driveway onto Franklin Road and take access to the east/west collector roadway once access becomes available.

5. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

6. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

7. Other Access

Franklin Road is classified as a principal arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Dedicate additional right-of-way to total 50-feet from centerline of Franklin Road abutting the site. Compensation will be provided for the additional right-of-way dedication.
2. Improve Franklin Road with 17-feet of pavement from centerline plus a 3-foot wide gravel shoulder abutting the site.
3. Avoid constructing any permanent structures within 50-feet of the future roadway location shown on the MSM.
4. Replace the existing driveway with a 25-foot wide paved curb return type driveway from the site onto Franklin Road located 28-feet west of the site's east property line.
5. Close the driveway onto Franklin Road and take access to the east/west collector roadway once access becomes available.
6. Other than access specifically approved with this application, direct access onto Franklin Road is prohibited.
7. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
8. Payment of impact fees is due prior to issuance of a building permit.
9. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

F. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

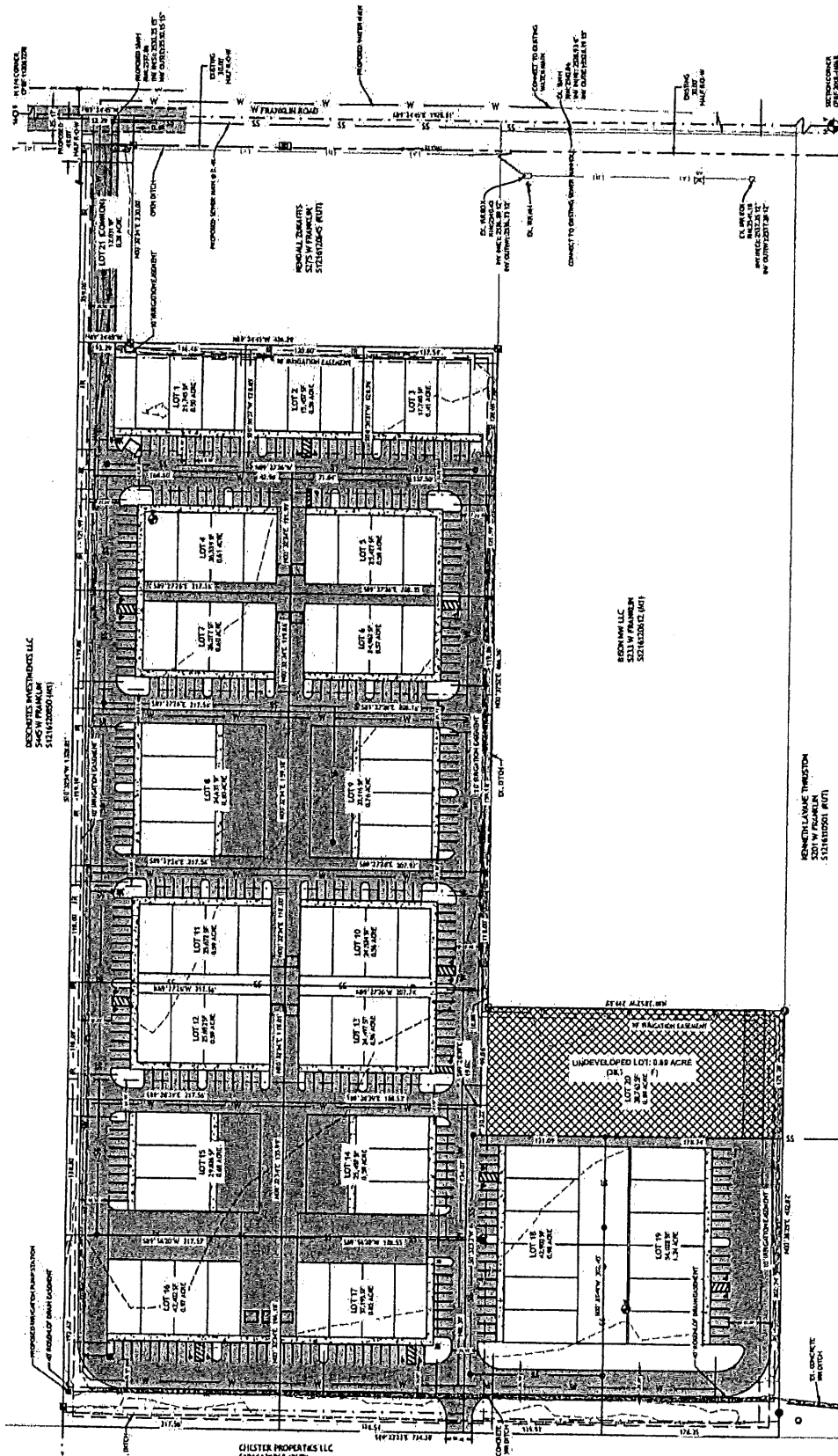
G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Appeal Guidelines

VICINITY MAP



SITE PLAN



Ada County Utility Coordinating Council

Developer/Local Improvement District Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

- Submit a development application to a City or to Ada County
- The City or the County will transmit the development application to ACHD
- The ACHD Planning Review Section will receive the development application to review
- The Planning Review Section will do one of the following:
 - Send a "No Review" letter to the applicant stating that there are no site specific conditions of approval at this time.
 - Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
 - Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

- For ALL development applications, including those receiving a "No Review" letter:
 - The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
 - The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.
- Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:

Construction (Non-Subdivisions)

Driveway or Property Approach(s)

- Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

Working in the ACHD Right-of-Way

- Four business days prior to starting work have a bonded contractor submit a "Temporary Highway Use Permit Application" to ACHD Construction – Permits along with:
 - a) Traffic Control Plan
 - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50' or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

Sediment & Erosion Submittal

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

Idaho Power Company

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

- Final Approval from Development Services is required prior to scheduling a Pre-Con.

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
 - a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
 - b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
 - c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
 - d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
 - e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.



Mayor Robert E Simison

City Council Members:

Treg Bernt

Brad Hoaglun

Joe Borton

Jessica Perreault

Luke Cavener

Liz Strader

November 18, 2021

Mr. Leon Letson
Ada County Development Services
200 W. Front Street
Boise, ID 83702

Re: File Number: 202102653-ZC-DA-S-MSP
5317 W Franklin Rd, Meridian ID
City of Meridian Response to Application

Dear Mr. Letson,

This letter is being written in response to the application referenced above, and which includes a proposal to develop an Industrial Park at 5317 W Franklin Road. The subject site is located within the Meridian Area of City Impact and is designated "Mixed Employment" on the City's Comprehensive Plan Future Land Use Map. The proposed rezone of approximately 14.5 acres from the Rural-Urban Transition (RUT) District to the Limited Industrial (M1) District is generally *inconsistent* with the City's Comprehensive Plan and Ten Mile Interchange Specific Area Plan (Ten Mile SAP).

While some of the specific uses allowed within the proposed M1 District may fit with the broader future land use designation (Mixed Employment), the timing of development, specific site design, and limited connectivity conceived in the proposed application may be detrimental to future development of the area. Of paramount concern is connectivity, which is at the heart of the Ten Mile SAP. Connectivity between the proposed project with adjacent parcels is very concerning. Proposed access relies too much on Franklin Road, unless the Chester property to the south develops in the City. I will note that there is a proposed project on the Chester property but it is recommended for denial by both City Staff and the Planning & Zoning Commission. Likely most commercial vehicles will be forced to access Franklin directly via narrow drive aisles, adjacent to an existing single-family home, without any intersection control, and without any cross-access east or west in a manner that is an efficient use of overall land area.

The proposed east-west collector described within the Ten Mile SAP and preserved for on the adjacent Butte Fence property to the east, is not being continued. This collector and interconnectivity with other collector, local roadways, and commercial drives are critical in reducing direct access to Franklin and in promoting local traffic away from the busy Franklin

Road corridor. Emergency access and drive aisles with back out parking do not to support this critical need.

General land use (and site design) is also a concern. The proposed concept plan depicts a project that is entirely flex or warehouse space. Some flex space could be positive as the use is underserved in Meridian. The adopted future land use however is *Mixed* Employment and there is no other diversity of building prototypes in support of other desired uses such as office. This may not be a negative if the site was designed for interconnectivity with future adjacent development, but it is not. Mixed Employment is intended to be designed in traditional suburban-style development parks with designs that are attractive, engaging, and accessible. It is not intended to appear or function like a secure industrial site. Opportunities to disperse local traffic, support multiple modes of transportation, provide for shared amenities, and generally be more accessible is described within the Ten Mile SAP. Examples of business parks with these types of amenities and connectivity are Silverstone and El Dorado (near the Eagle/Overland intersection), also with flex space, and examples of industrial style business parks are some of those fronting E. Lanark Street, an Industrial collector that parallels Franklin Road.

The timing of this development is also a concern. The subject site is not currently contiguous to City limits, but they are very close. City services like sewer and water are nearby, but the applicant does not have City Council approval to access and use them. Allowing this intensity of development without urban services is problematic and inefficient. The proposed use in other conditions *may* be consistent with the adopted Future Land Use designation, but in conjunction with the proposed site design and connectivity, is detrimental to the vision and purpose of the Ten Mile SAP.

There are also a number of other more nuanced areas of concern with the proposed development. The proposed application does not indicate how the site and structures will integrate and be consistent with architectural standards and other thematic elements desired in the Ten Mile SAP (and City Code). The project also appears to skirt design standards that would be required with land development in Meridian; elements such landscape buffer widths, sidewalks, pathways, lighting, and other improvements. Further, the proposed site plan hinders the City's pathway network without providing or describing an alternative to it's construction. The M1 designation also allows a variety of specific uses that are not desired within the City's Mixed Employment designation, and only conditionally allows those that are desired.

In summary, this property has a great deal of opportunity and additional flex space may be beneficial for the community in the future, but not now and at the cost of essential connectivity and the equity that comes from the transparent and consistent application of development standards. Development proposals such as this and in the absence of all City services is unfair to other stakeholders, shifts costs for other infrastructure improvements to applicants following the expected process later, disrupts the planning and priority of future services, causes inequity in the taxation and benefit of services such as EMS, and limits opportunities for the more efficient development of land. Ideally, this property would retain its current zoning, or rezone with an

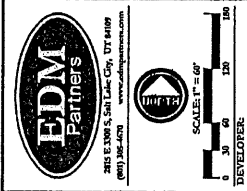
interim use, or wait for the efficient and orderly provision of services consistent with the City's Comprehensive Plan. Should you have any questions or wish to discuss further, please feel free to contact me at 208-884-5533.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Hood". The signature is fluid and cursive, with a large initial "C" and a distinct "H" and "D".

Caleb Hood
Planning Division Manager

CC: Warren Stewart, Meridian City Engineer
Joe Bongiorno, Deputy Fire Chief
Dave Miles, Chief of Staff



215 E 300 S, Salt Lake City, UT 84109
 (801) 265-2478
 www.edmpartners.com



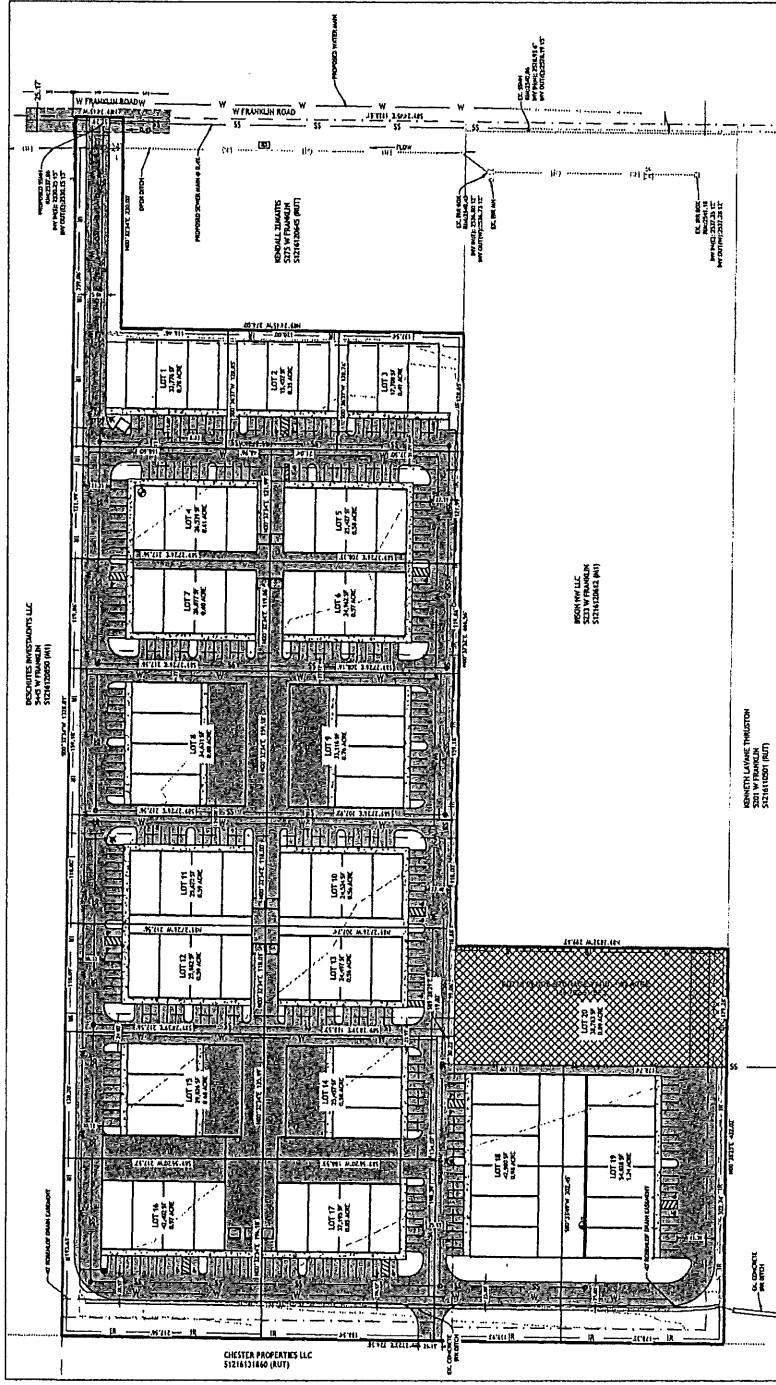
NOTES:

PROJECT: Franklin Industrial Park
 PRELIMINARY PLAN

DESIGNED BY: [Name]
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 REVISIONS: [Table]
 NO. DATE
 REMARKS

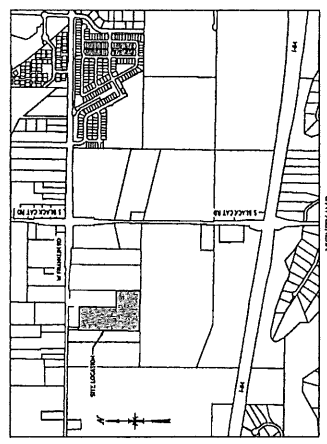
DATE: July 27, 2021
 SHEET NUMBER: PP-1

Franklin Industrial Park
 A parcel of land lying in the NE 1/4 of Section 16, Township 2 North, Range 1 West, Salt Lake County, Utah. Parcel Number: S12310120735
 5317 W Franklin Rd, Meridian, ID 83642



PAVEMENT SECTION TABLE

NO.	DESCRIPTION	THICKNESS	UNIT WEIGHT	PERCENT
1	ASPHALT	2.0"	140	100%
2	CONCRETE	4.0"	145	100%
3	GRAVEL	4.0"	130	100%
4	ASPHALT	2.0"	140	100%
5	CONCRETE	4.0"	145	100%
6	GRAVEL	4.0"	130	100%
7	ASPHALT	2.0"	140	100%
8	CONCRETE	4.0"	145	100%
9	GRAVEL	4.0"	130	100%



SEE DATA:

ITEM	QUANTITY	UNIT	PRICE	TOTAL
CONCRETE	1000	YD	100	100000
ASPHALT	2000	YD	80	160000
GRAVEL	4000	YD	40	160000

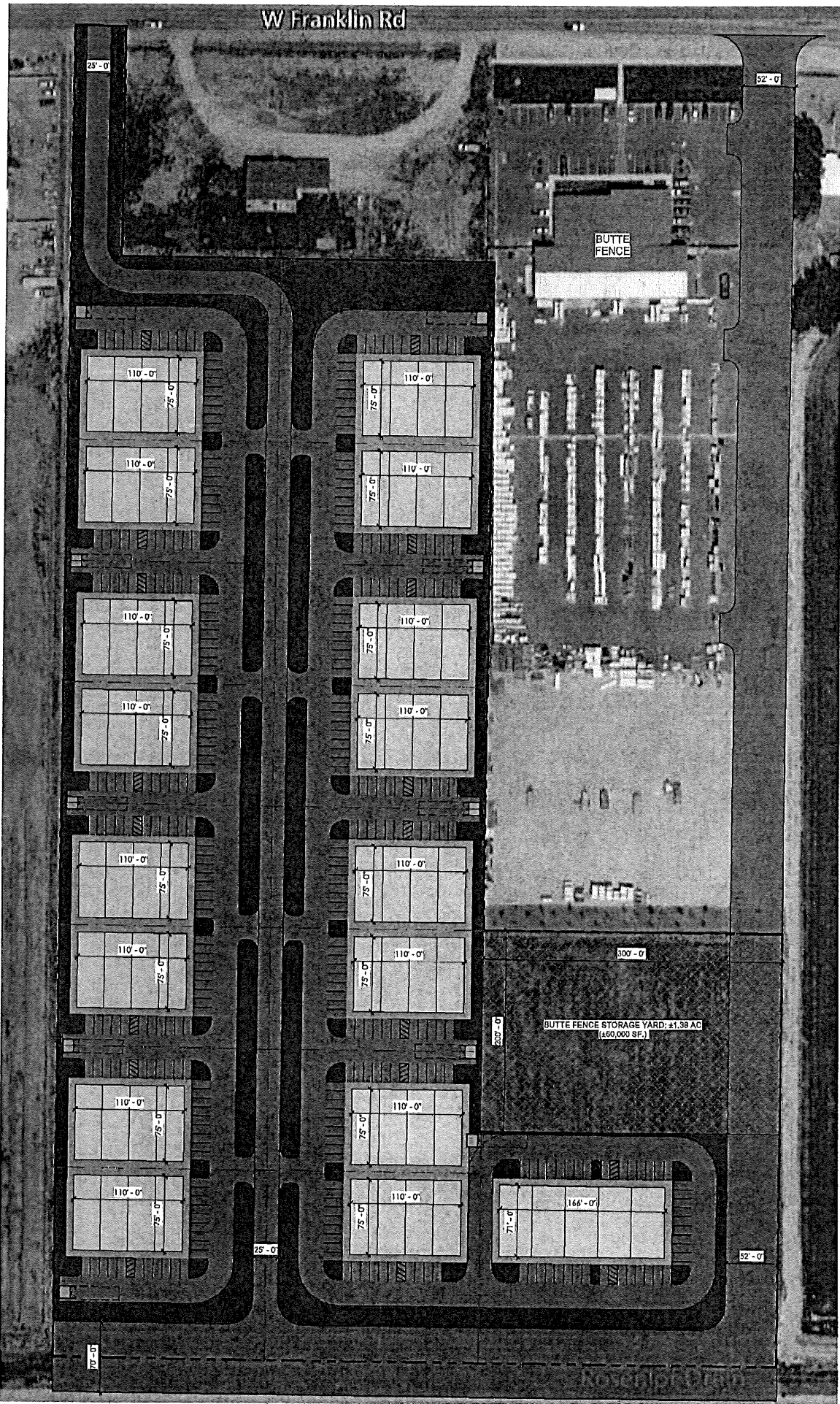
SITE STATISTICS:

TOTAL AREA	10.5 ACRES
PAVED AREA	1.2 ACRES
PARKING SPACES	25 SPACES
BIKE SPACES	10 SPACES
PERCENT PAVED	11.5%
PERCENT BIKE	10.5%
PERCENT GREEN	15.0%
PERCENT OPEN SPACE	63.0%

OWNER: EPIC DEVELOPMENT
 215 E 300 S, SALT LAKE CITY, UT 84109
 (801) 265-2478

DESIGNER: J.J. HOWARD SURVEYING
 1000 S 2000 W, SUITE 100
 SALT LAKE CITY, UT 84119
 (801) 487-1000

CIVIL/SITE ENGINEER: [Name]
 LICENSE NO. [Number]
 STATE OF UTAH



W Franklin Rd

BUTTE FENCE

BUTTE FENCE STORAGE YARD: 41.38 AC
(460,000 SF.)



NO.	REVISIONS	DATE

PROFESSIONAL SEAL

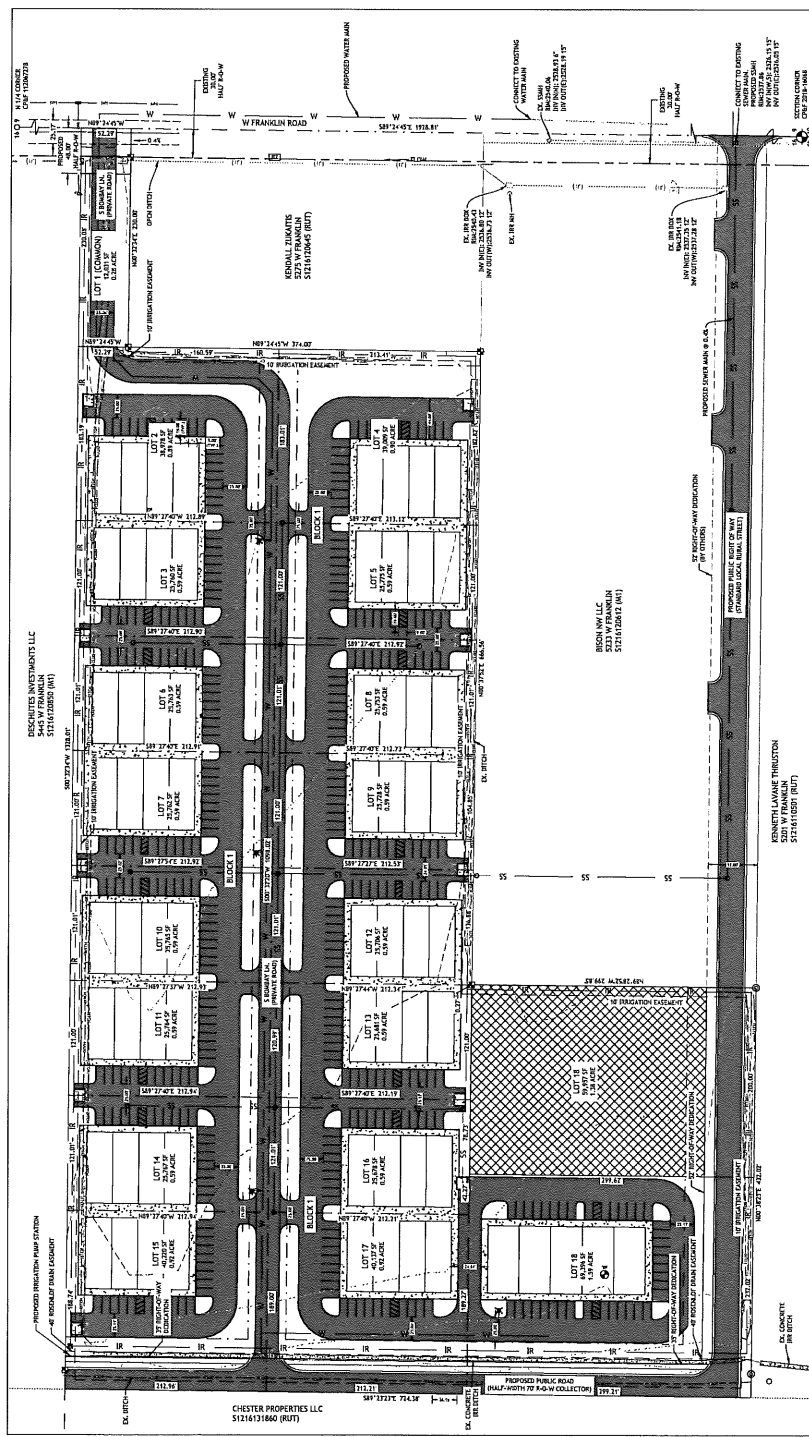
ADP ARCHITECTS
 ARCHITECTURE & REAL ESTATE PLANNING
 GLENN WALKER, AIA
 1891 N. WILDWOOD ST.
 BOISE, IDAHO 83713
 OFFICE: 208-353-0734
 gwalker@adpaise.com

PROJECT NAME
 INDUSTRIAL/ BUSINESS PARK
 EPIC DEVELOPMENT
 5317 FRANKLIN RD, MERIDIAN ID
 83642
SITE PLAN

JOB NO:
 DATE: 01/24/22
 DRAWN BY: BPB

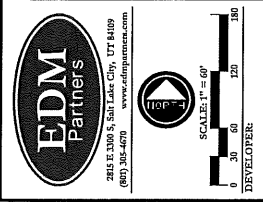
SHEET NUMBER:
A-1.0
 PLOT DATE:
 1/24/2022 9:23:29 AM

Franklin Industrial Park
 A parcel of land lying in the NE 1/4 of Section 16, Township 3 North, Range 1 West,
 Boise Meridian, Ada County, Idaho.
 Parcel Number S21621735
 5317 W Franklin Rd, Meridian, ID 83642



SITE STATISTICS:
 TOTAL LOT AREA: 1,140,000 SF
 TOTAL LOT AREA: 1,140,000 SF
 TOTAL LOT AREA: 1,140,000 SF

CONTRACTOR'S NOTES:
 1. ALL SANITARY SEWER IMPROVEMENTS SHALL CONFORM TO THE CITY OF MERIDIAN SPECIFICATIONS AND THE CITY OF MERIDIAN SPECIFICATIONS.
 2. ALL COLLECTOR SEWER IMPROVEMENTS SHALL CONFORM TO THE CITY OF MERIDIAN SPECIFICATIONS AND THE CITY OF MERIDIAN SPECIFICATIONS.
 3. ALL SANITARY SEWER IMPROVEMENTS SHALL CONFORM TO THE CITY OF MERIDIAN SPECIFICATIONS AND THE CITY OF MERIDIAN SPECIFICATIONS.
 4. ALL COLLECTOR SEWER IMPROVEMENTS SHALL CONFORM TO THE CITY OF MERIDIAN SPECIFICATIONS AND THE CITY OF MERIDIAN SPECIFICATIONS.
 5. ALL OTHER IMPROVEMENTS SHALL CONFORM TO THE CITY OF MERIDIAN SPECIFICATIONS AND THE CITY OF MERIDIAN SPECIFICATIONS.
 6. CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 7. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED THROUGHOUT CONSTRUCTION.



NOTES:
 1. ALL SANITARY SEWER IMPROVEMENTS SHALL CONFORM TO THE CITY OF MERIDIAN SPECIFICATIONS AND THE CITY OF MERIDIAN SPECIFICATIONS.
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FOR REVIEW ONLY
CONSTRUCTION

A parcel of land lying in the NE 1/4 of Section 16, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho.

OWNER:
 EPIC DEVELOPMENT
 1000 S. 1000 E. SUITE 100
 BOISE, ID 83706

SURVEYOR:
 J. HOWARD SURVEYING
 1000 S. 1000 E. SUITE 100
 BOISE, ID 83706

CIVIL/SITE ENGINEER:
 EDM PARTNERS
 384 E. 300 S. SUITE 100
 OTTAWA, ID 83401

ARCHITECT:
 ADP ARCHITECTS
 1000 S. 1000 E. SUITE 100
 BOISE, ID 83706

LANDSCAPE ARCHITECT:
 STACK ROCKS GROUP
 1000 S. 1000 E. SUITE 100
 BOISE, ID 83706

OWNER:
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 1000 S. 1000 E. SUITE 100
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ADDITIONAL NOTES:
 1. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 2. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED THROUGHOUT CONSTRUCTION.
 3. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 4. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED THROUGHOUT CONSTRUCTION.

PAVEMENT SECTION TABLE

CHUMPER ROAD	THICKNESS	CONCRETE	REINFORCEMENT	FINISH
11th Avenue	12"	CONCRETE	REINFORCED	SMOOTH
Franklin Road	12"	CONCRETE	REINFORCED	SMOOTH
Collector	12"	CONCRETE	REINFORCED	SMOOTH
Driveway	12"	CONCRETE	REINFORCED	SMOOTH
Parking	12"	CONCRETE	REINFORCED	SMOOTH

