CITY OF MERIDIAN
FINDINGS OF FACT, CONCLUSIONS OF LAW
AND DECISION & ORDER

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

Case No(s). H-2024-0022

For the City Council Hearing Date of: November 19, 2024 (Findings on January 7, 2024)

A. Findings of Fact

1. Hearing Facts (see attached Staff Report for the hearing date of November 19, 2024, incorporated by reference)

2. Process Facts (see attached Staff Report for the hearing date of November 19, 2024, incorporated by reference)

3. Application and Property Facts (see attached Staff Report for the hearing date of November 19, 2024, incorporated by reference)

4. Required Findings per the Unified Development Code (see attached Staff Report for the hearing date of November 19, 2024, incorporated by reference)

B. Conclusions of Law

1. The City of Meridian shall exercise the powers conferred upon it by the "Local Land Use Planning Act of 1975," codified at Chapter 65, Title 67, Idaho Code (I.C. §67-6503).

2. The Meridian City Council takes judicial notice of its Unified Development Code codified as Title 11 Meridian City Code, and all current zoning maps thereof. The City of Meridian has, by ordinance, established the Impact Area and the Comprehensive Plan of the City of Meridian, which was adopted December 17, 2019, Resolution No. 19-2179 and Maps.

3. The conditions shall be reviewable by the City Council pursuant to Meridian City Code § 11-5A.

4. Due consideration has been given to the comment(s) received from the governmental subdivisions providing services in the City of Meridian planning jurisdiction.

5. It is found public facilities and services required by the proposed development will not impose expense upon the public if the attached conditions of approval are imposed.

6. That the City has granted an order of approval in accordance with this Decision, which shall be signed by the Mayor and City Clerk and then a copy served by the Clerk upon the applicant, the Community Development Department, the Public Works Department and any affected party requesting notice.

7. That this approval is subject to the Conditions of Approval all in the attached Staff Report for the hearing date of November 19, 2024, incorporated by reference. The conditions are concluded to be reasonable and the applicant shall meet such requirements as a condition of approval of the application.

C. Decision and Order

Pursuant to the City Council's authority as provided in Meridian City Code § 11-5A and based upon the above and foregoing Findings of Fact which are herein adopted, it is hereby ordered that:

1. The applicant's request for Comprehensive Plan Map Amendment and Rezone is hereby approved per the conditions of approval in the Staff Report for the hearing date of November 19, 2024, attached as Exhibit A.

D. Notice of Applicable Time Limits

Notice of Preliminary Plat Duration

Please take notice that approval of a preliminary plat, combined preliminary and final plat, or short plat shall become null and void if the applicant fails to obtain the city engineer's signature on the final plat within two (2) years of the approval of the preliminary plat or the combined preliminary and final plat or short plat (UDC 11-6B-7A).

In the event that the development of the preliminary plat is made in successive phases in an orderly and reasonable manner, and conforms substantially to the approved preliminary plat, such segments, if submitted within successive intervals of two (2) years, may be considered for final approval without resubmission for preliminary plat approval (UDC 11-6B-7B).

Upon written request and filed by the applicant prior to the termination of the period in accord with 11-6B-7.A, the Director may authorize a single extension of time to obtain the City Engineer's signature on the final plat not to exceed two (2) years. Additional time extensions up to two (2) years as determined and approved by the City Council may be granted. With all extensions, the Director or City Council may require the preliminary plat, combined preliminary and final plat or short plat to comply with the current provisions of Meridian City Code Title 11. If the above timetable is not met and the applicant does not receive a time extension, the property shall be required to go through the platting procedure again (UDC 11-6B-7C).

Notice of Conditional Use Permit Duration

Please take notice that the conditional use permit, when granted, shall be valid for a maximum period of two (2) years unless otherwise approved by the City. During this time, the applicant shall commence the use as permitted in accord with the conditions of approval, satisfy the requirements set forth in the conditions of approval, and acquire building permits and commence construction of permanent footings or structures on or in the ground. For conditional use permits that also require platting, the final plat must be signed by the City Engineer within this two (2) year period.

Upon written request and filed by the applicant prior to the termination of the period in accord with 11-5B-6.G.1, the Director may authorize a single extension of the time to commence the

use not to exceed one (1) two (2) year period. Additional time extensions up to two (2) years as determined and approved by the City Council may be granted. With all extensions, the Director or City Council may require the conditional use comply with the current provisions of Meridian City Code Title 11(UDC 11-5B-6F).

Notice of Development Agreement Duration

The city and/or an applicant may request a development agreement or a modification to a development agreement consistent with Idaho Code section 67-6511A. The development agreement may be initiated by the city or applicant as part of a request for annexation and/or rezone at any time prior to the adoption of findings for such request.

A development agreement may be modified by the city or an affected party of the development agreement. Decision on the development agreement modification is made by the city council in accord with this chapter. When approved, said development agreement shall be signed by the property owner(s) and returned to the city within six (6) months of the city council granting the modification.

A modification to the development agreement may be initiated prior to signature of the agreement by all parties and/or may be requested to extend the time allowed for the agreement to be signed and returned to the city if filed prior to the end of the six (6) month approval period.

E. Judicial Review

Pursuant to Idaho Code § 67-6521(1)(d), if this final decision concerns a matter enumerated in Idaho Code § 67-6521(1)(a), an affected person aggrieved by this final decision may, within twenty-eight (28) days after all remedies have been exhausted, including requesting reconsideration of this final decision as provided by Meridian City Code § 1-7-10, seek judicial review of this final decision as provided by chapter 52, title 67, Idaho Code. This notice is provided as a courtesy; the City of Meridian does not admit by this notice that this decision is subject to judicial review under LLUPA.

F. Notice of Right to Regulatory Takings Analysis

Pursuant to Idaho Code §§ 67-6521(1)(d) and 67-8003, an owner of private property that is the subject of a final decision may submit a written request with the Meridian City Clerk for a regulatory takings analysis.

G. Attached: Staff Report for the hearing date of November 19, 2024.

By action of the City Council at its regular meeting held on the _____ day of _____, 2024.

COUNCIL PRESIDENT LUKE CAVENER	VOTED_____
COUNCIL VICE PRESIDENT LIZ STRADER	VOTED_____
COUNCIL MEMBER DOUG TAYLOR	VOTED_____
COUNCIL MEMBER JOHN OVERTON	VOTED_____
COUNCIL MEMBER ANNE LITTLE ROBERTS	VOTED_____
COUNCIL MEMBER BRIAN WHITLOCK	VOTED_____
MAYOR ROBERT SIMISON (TIE BREAKER)	VOTED_____

_____
Mayor Robert E. Simison

Attest:

_____
Chris Johnson
City Clerk

Copy served upon Applicant, Community Development Department, Public Works Department and City Attorney.

By: _____ Dated: _____
City Clerk's Office

EXHIBIT A

COMMUNITY DEVELOPMENT

DEPARTMENT REPORT

HEARING DATE: 11/19/2024

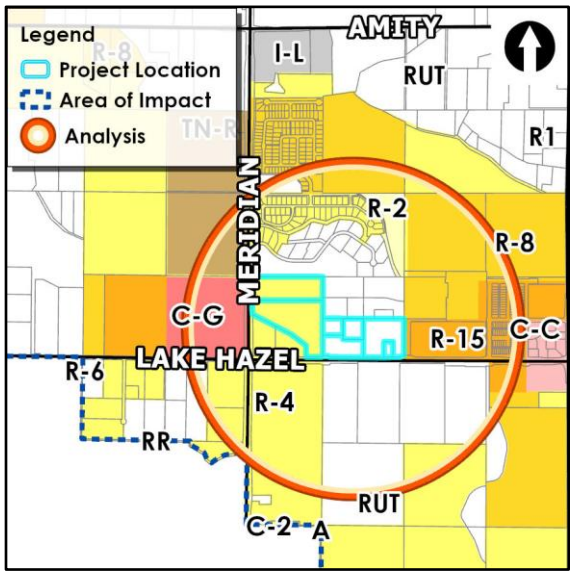
TO: Mayor & City Council

FROM: Linda Ritter, Associate Planner
208-884-5533
lritter@meridiancity.org

APPLICANT: Laren Baily, Conger Group

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

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



I. PROJECT OVERVIEW

A. Summary

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

B. Issues/Waivers

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

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

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

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

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

C. Recommendation

Staff: Denial

Planning Commission: Denial

D. Decision

Approved by City Council

II. COMMUNITY METRICS

Table 1: Land Use

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

Table 2: Process Facts

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

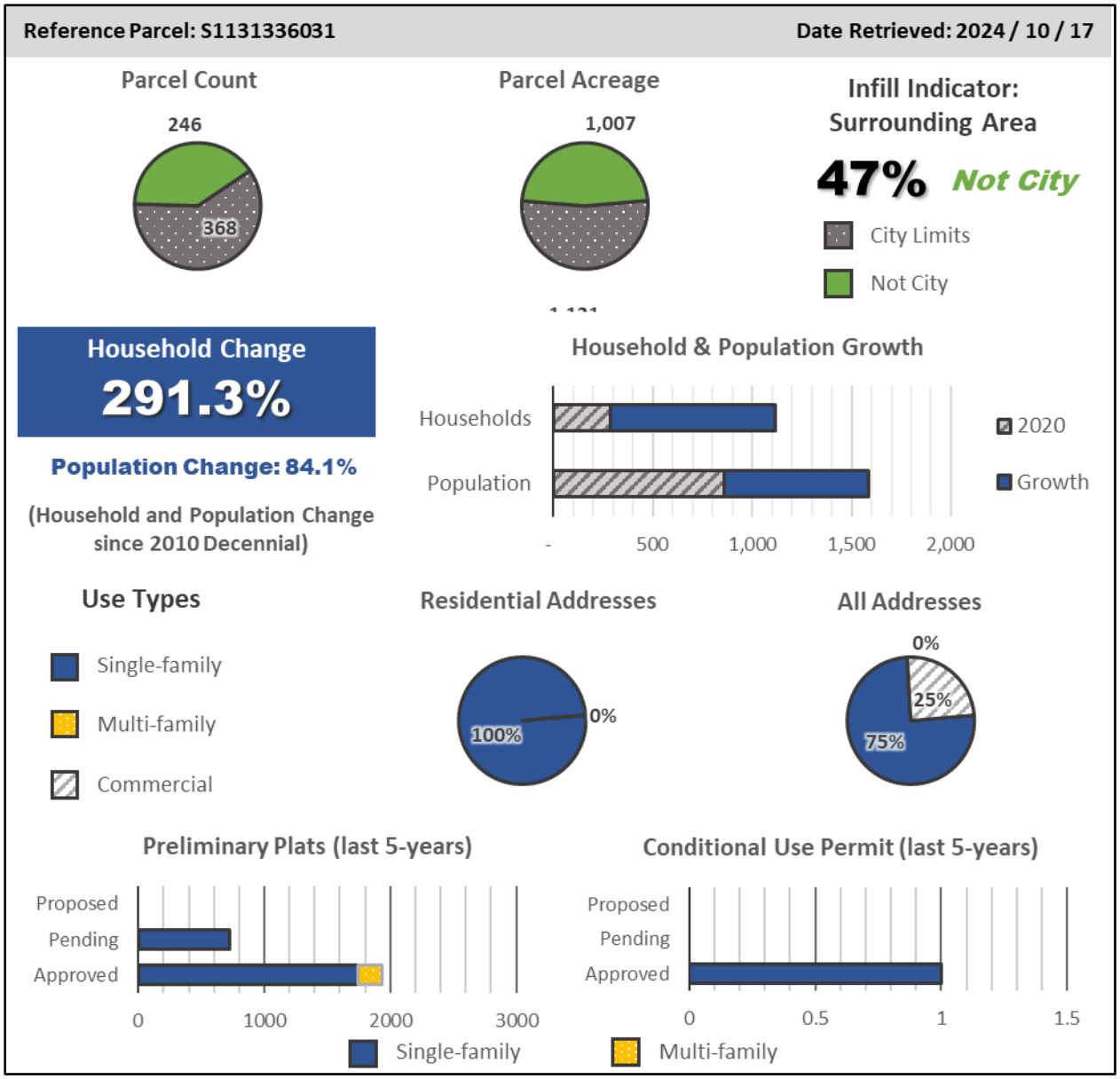
Table 3: Community Metrics

Agency / Element	Description / Issue	Reference
Ada County Highway District		IV.G
• Comments Received	Comments were not received prior to issuance of this staff report	-
• Commission Action Required	No	-
• Access	E. Lake Hazel Road	-
• Traffic Level of Service	Better than "E"	-
ITD Comments Received	Yes, Letter	IV.I
Meridian Public Works Wastewater		1
• Distance to Mainline	Sewer available from the east along the future collector street	
• Impacts or Concerns	No - Must provide stub to S1131346650	
Meridian Public Works Water		1
• Distance to Mainline	Water available at the site	
• Impacts or Concerns	Yes o Only the first phase of the development can be constructed with a single connection to east. Before any additional phase are developed a second water connection is required. o Ensure no permanent structures (trees, bushes, buildings, carports, trash receptacle walls, fences, infiltration trenches, light poles, etc.) are built within the utility easement. o Engineer to verify if there is a well onsite. If a well is located on the site it must be abandoned per regulatory requirements and proof of abandonment must be provided to the City. o Each phase of the development will need to be modeled to verify minimum fire flow pressure is maintained - - Locate meters and fire hydrants so they are at least 5' from trees or other permanent structure.	
School District(s)	West Ada School District	IV.F
• Capacity of Schools	Mary McPherson Elementary – 550 Victory Middle School – 1,000 Mountain View High School – 2,175	-
• Number of Students Enrolled	Mary McPherson Elementary – 494 Victory Middle School – 1,079	-

Mountain View High School – 2,512

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

Figure 1: One-Mile Radius Existing Condition Metrics



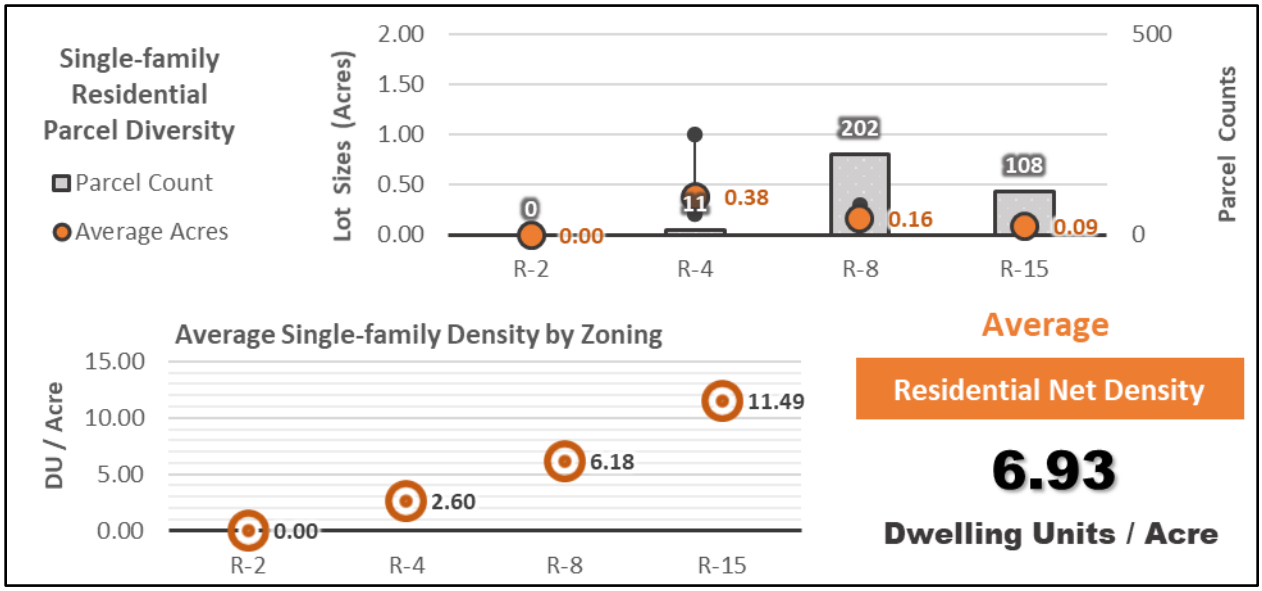
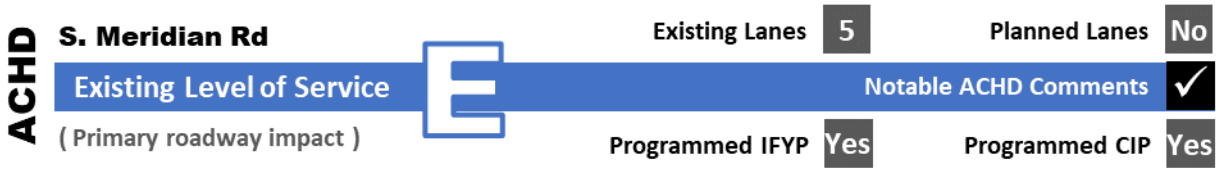
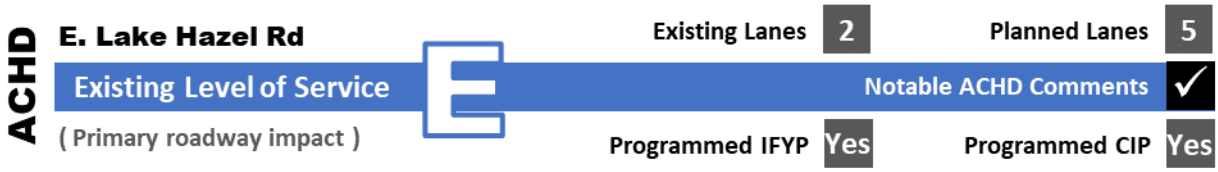


Figure 3: ACHD Summary Metrics

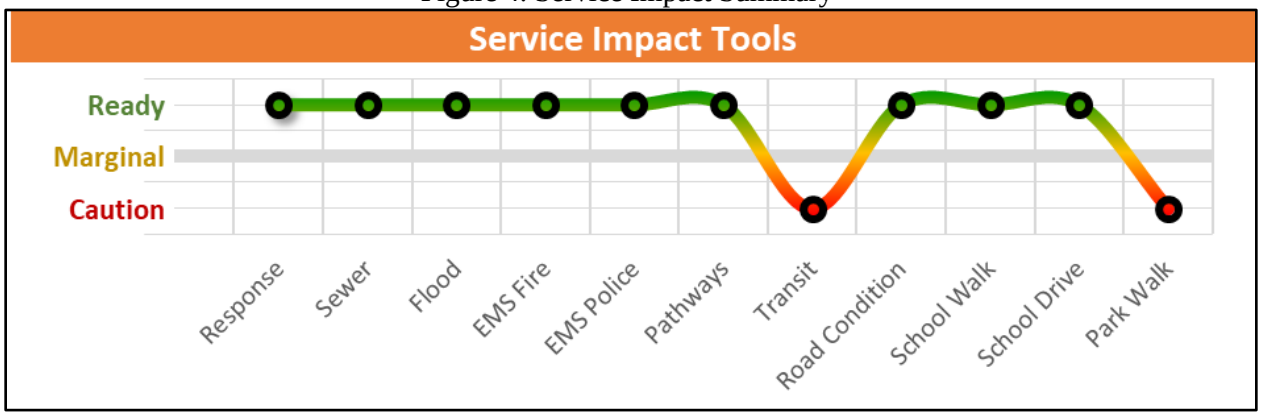


Traffic counts are from October 2023.



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

Figure 4: Service Impact Summary



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

III. STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

A. General Overview

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

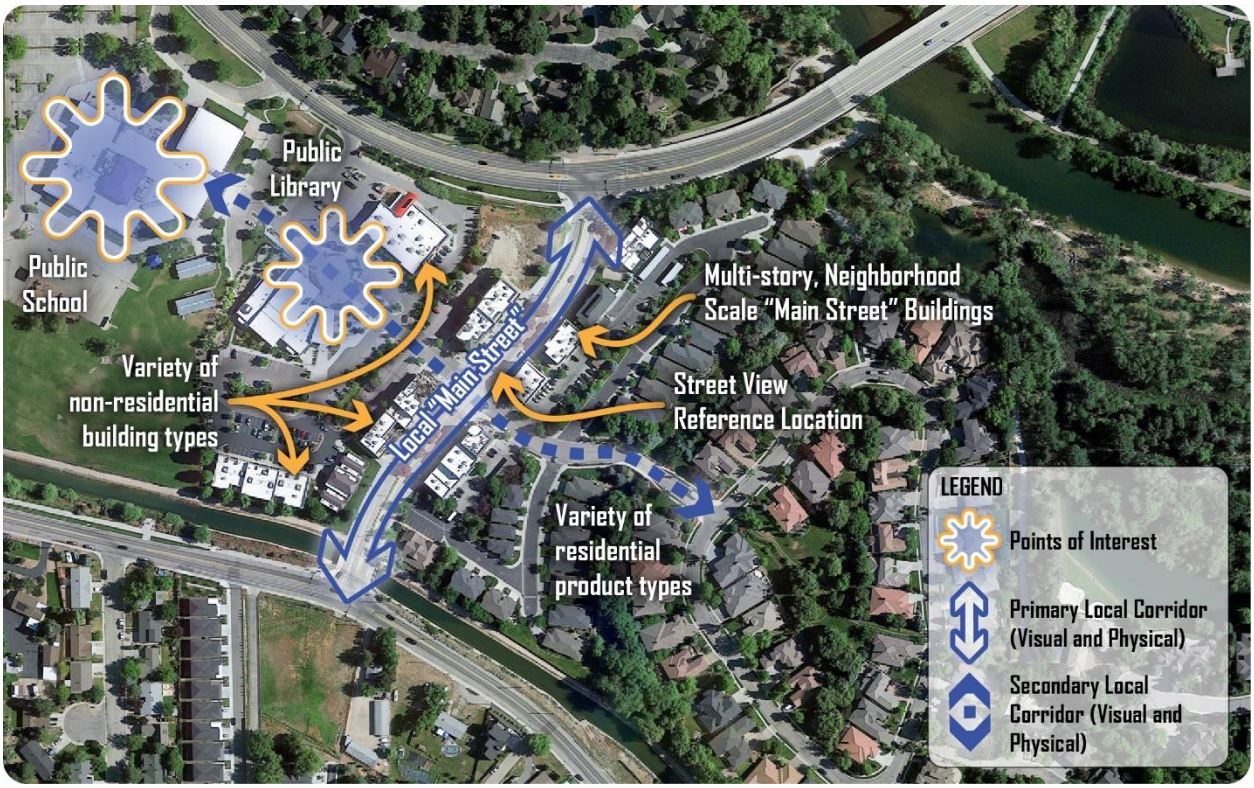
The applicant indicates that residential uses will comprise between 10% and 30% of the development area, with gross densities ranging from six (6) to forty (40) units per acre within the residential portion. The proposed Skyranch Neighborhood in the Mixed-Use Residential (MU-RG) area would occupy 11%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

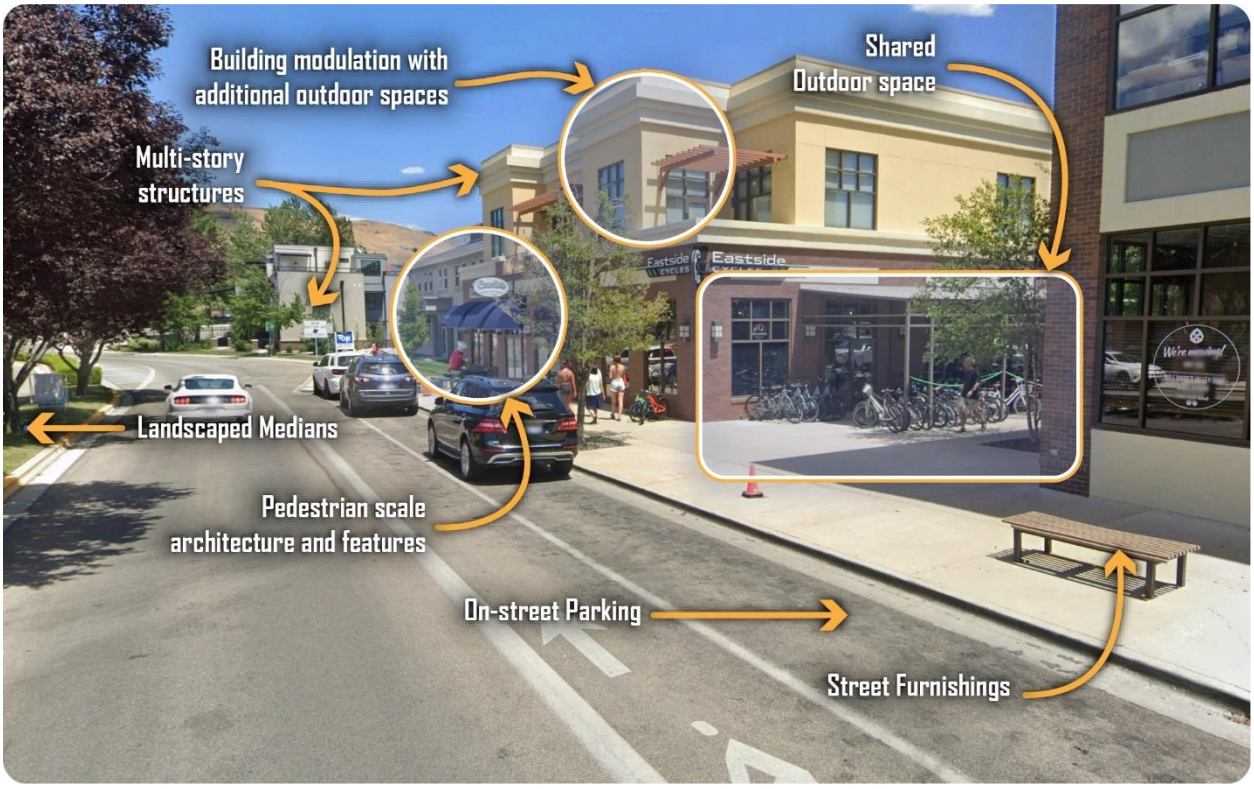
It should also be noted that there are no discrete office or commercial areas left for development in south Meridian. All of these future uses now or later (with more roof tops) are intended to be provided within mixed use areas. The proposed project disproportionately impacts the ability for future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

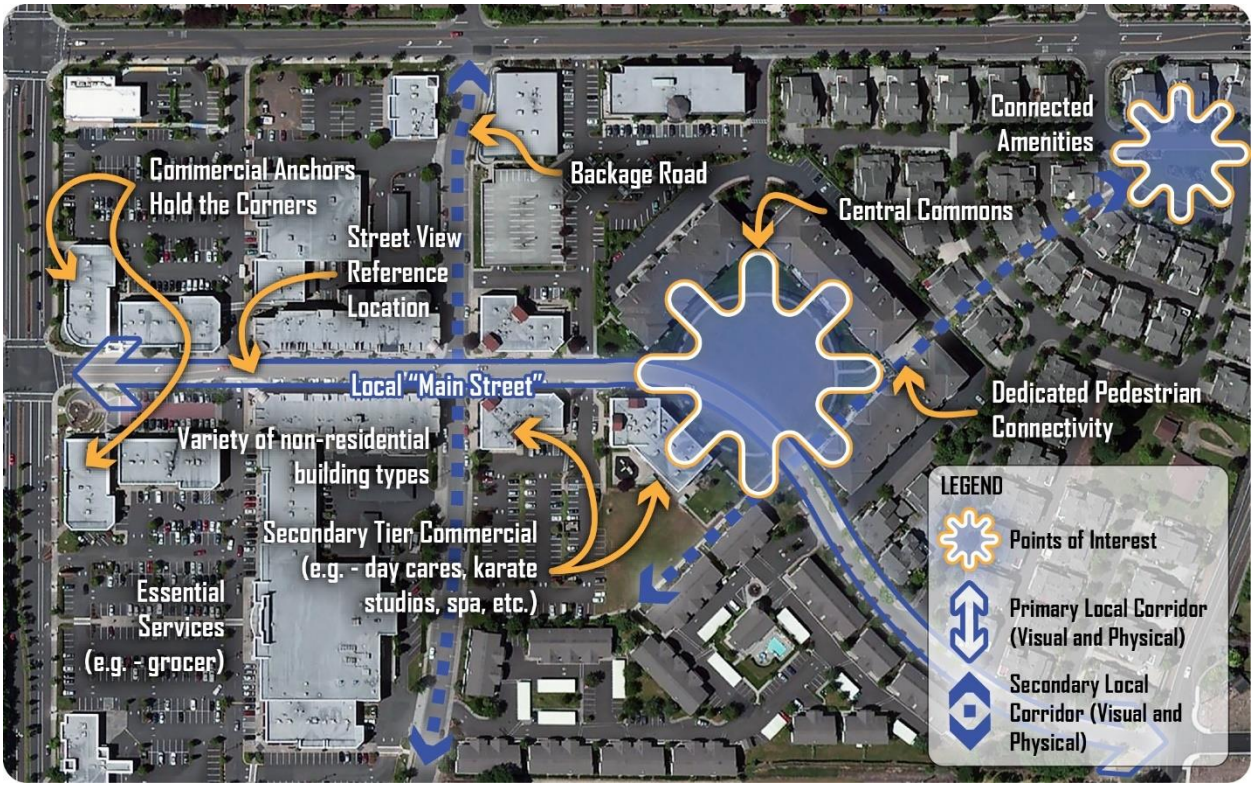
Given these requirements, the current proposal for predominantly and disproportionately large single-family residential development does not meet the intent of the mixed-use designation. The developer

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

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




Building modulation with additional outdoor spaces
Shared Outdoor space
Multi-story structures
Landscaped Medians
Pedestrian scale architecture and features
On-street Parking
Street Furnishings


Commercial Anchors Hold the Corners
Backage Road
Connected Amenities
Central Commons
Street View Reference Location
Local "Main Street"
Dedicated Pedestrian Connectivity
Variety of non-residential building types
Secondary Tier Commercial (e.g. - day cares, karate studios, spa, etc.)
Essential Services (e.g. - grocer)
LEGEND
Points of Interest
Primary Local Corridor (Visual and Physical)
Secondary Local Corridor (Visual and Physical)

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

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

Table 4: Project Overview

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

B. History

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

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

C. Site Development and Use Analysis

1. Existing Structures/Site Improvements *(UDC 11-1)*:
   The current use of the property is agricultural with one (1) residential property existing. The existing structure will remain but will be required to hook up to the city's water and sewer system. The existing well and septic system will be abandoned as required.

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

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

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

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

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

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

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

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

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

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

D. Design Standards Analysis

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

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

1. Structure and Site Design Standards *(Comp Plan 3.07.00, Comp Plan 3.07.01A, UDC 11-3A-19)*:
   The current use of the property is agricultural with two (2) residential properties existing. The 6285 S. Tarrega Lane house will remain and potentially redevelop at a later date. The structures at 520 E. Lake Hazel Road will be removed and existing wells and septic systems will be abandoned as required.

   Per UDC 11-6C-3A.1, through properties are prohibited except where it is shown that unusual topography or other conditions make it impossible to meet this requirement. Through properties shall be limited to one (1) street access on one (1) frontage, designated by a note on the final plat. The applicant needs to revise the plat to remove one of the frontage roads for Lot 40, Block 5.

Comprehensive Plan policy 3.07.0 encourages compatible uses and site design to minimize conflicts and maximize use of land.

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

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

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

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

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

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

   i. Landscape buffers along streets
   UDC 11-2A-6 requires a thirty-five (35) foot wide buffer along entryway corridors (N. Meridian Road and twenty-five (25) foot wide buffers are required along arterial roads (E. Lake Hazel Road). A twenty (20) foot wide buffer along all collectors is required.

   ii. Tree preservation
   Per UDC 11-3B-10, the applicant shall preserve existing trees four-inch caliper or greater from destruction during the development.

   Mitigation shall be required for all existing trees four-inch caliper or greater that are removed from the site with equal replacement of the total calipers lost on site up to an amount of one hundred (100) percent replacement (Example: Two (2) ten-inch caliper trees removed may be mitigated with four 5-inch caliper trees, five (5) four-inch caliper trees, or seven (7) three-inch caliper trees). Deciduous specimen trees four-inch caliper or greater may count double towards total calipers lost, when planted at entryways, within common open space, and when used as focal elements in landscape design.

   The applicant shall add a mitigation section to the landscape plan for trees meeting the criteria above that are removed.

   iii. Storm integration
   Per UDC 11-3B-11, the applicant shall meet the intent to improve water quality and provide a natural, effective form of flood and water pollution control through the integration of vegetated, well designed stormwater filtration swales and other green

stormwater facilities into required landscape areas, where topography and hydrologic features allow if part of the development.

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

iv. Pathway landscaping
Landscaping for pathways shall meet the requirements outlined in UDC 11-3B-12.

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

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

5. Building Elevations *(Comp Plan 2.01.01C, Architectural Standards Manual)*:
Four (4) conceptual building elevations were submitted for the proposed subdivision as shown in Exhibit VII.I. The applicant states the homes in the Skyranch Neighborhood will include 284 homes with a mix of different product types, two-story and single-story detached single-family homes.

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

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

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

6. Fencing *(UDC 11-3A-6, 11-3A-7)*:
All fencing constructed on the site is required to comply with the standards listed in UDC 11-3A-7.

7. Parkways *(Comp Plan 3.07.01C, UDC 11-3A-17)*:
Comprehensive Plan policy 3.07.01C requires appropriate landscaping, buffers, and noise mitigation with new development along transportation corridors (setback, vegetation, low walls, berms, etc.).

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

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

E. Transportation Analysis

1. Access *(Comp Plan 6.01.02B, UDC 11-3A-3, UDC 11-3H-4)*:
   Per UDC 11-3A-3, the intent of these standards is to improve safety by combining and/or limiting access points to collector and arterial streets and ensuring that motorists can safely enter all streets unless waived by City Council.

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

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

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

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

2. Pathways *(Comp Plan 3.07.02A, Comp Plan 4.04.01A, UDC 11-3A-8)*:
   All pathways should be constructed in accord with the standards listed in UDC 11-3A-8.

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

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

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

3. Sidewalks *(UDC 11-3A-17)*:
   All sidewalks constructed as part of this proposal are required to comply with the standards listed in UDC 11-3A-17.

4. Private Streets *(UDC 11-3F-4)*:
   There are no private streets proposed for this development.

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

   i. Dead end streets
      No streets or series of streets that ends in a cul-de-sac or a dead end shall be longer than five hundred (500) feet except as allowed in subsection (b) of this section. The City Council may approve a dead-end street up to seven hundred fifty (750) feet in length where an emergency access is proposed; or where there is a physical barrier such as a steep slope, railroad tracks, an arterial roadway, or a large waterway that prevents or

makes impractical extension; and where a pedestrian connection is provided from the street to an adjacent existing or planned pedestrian facility. Cul-de-sac streets may serve a maximum of thirty (30) dwelling units.

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

ii. Common driveways

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

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

iii. Block face

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

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

F. Services Analysis

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

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

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

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

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

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

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

4. Utilities *(Comp Plan 3.03.03G, UDC 11-3A-21)*:

   Ensure development is connected to City of Meridian water and sanitary sewer systems and the extension to and through said developments are constructed in conformance with the City of Meridian Water and Sewer System Master Plans in effect at the time of development. All utilities are available to the site. Water main, fire hydrant and water service require a twenty-foot (20) wide easement that extends ten (10) feet past the end of main, hydrant, or water meter. No permanent structures, including trees are allowed inside the easement.

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

IV. CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

1. A new Development Agreement (DA) is required as a provision of annexation and rezone of this property. Prior to approval of the annexation and rezone ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of annexation and rezone ordinance adoption, and the developer. Currently, a fee of $303. 00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA shall, at minimum, incorporate the following provisions:

   a. The current use of the property is agricultural with one (1) residential property existing. The existing structure will remain but will be required to hook up to the city's water and sewer system at the time of final plat for that phase. The existing well and septic system will be abandoned at that time as required.

   b. Future development of this site shall be consistent with the preliminary plat, phasing plan, landscape plan, qualified open space, and qualified site amenities (i.e., a 5,000+ s.f. children's playground with a play structure, swings, climbing rocks, a climbing dome, seating benches. within a safe fenced area, two pickleball courts, a pool with changing facilities and restrooms, and a fenced dog park), and conceptual building elevations included in Section VIII as proposed, and the provisions contained herein.

   c. The rear and/ or side of structures on lots that face S. Meridian Road (i.e., Lots 24- 40, Block 6) and the new collector Road (Sublimity Way) (i.e., Lots 2- 6, Block 1, and 2- 5 and 7. Block 2) and E. Lake Hazel Road (i.e., Lots 8-19 and 21-32, Block 1) shall incorporate articulation through changes in two or more of the following: modulation (e.g., projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines that are visible from the subject public street. Single story structures are exempt from this requirement. Requires Planning Approval prior to issuance of building permits.

   d. The applicant shall adhere to the approved phasing plan that was presented at the December 10, 2024, public hearing and shown in Exhibit VII.F. ~~be allowed to only develop one phase per year with a residential building lot total of forty (40) lots in any such phase. The foregoing limitation may be increased by up to ten (10) lots at the Community Development Director's discretion.~~

   e. Future development of the site shall comply with the ordinances in effect at the time of development.

   f. The applicant shall provide the following regarding the closure of Tarrega Lane:

      i. Provide written documentation allowing the closure of Tarrega Lane.

ii. Prior to plan approval and ACHD's signature on the final plat which would close the private road, relocate the proposed location of stub street, Street Q, to align with the existing location of Tarrega Lane at the site's north property line or provide written documentation that Street Q can be stubbed to the north, in its proposed location, and that all 6 parcels who use Tarrega Lane will have access to Street Q.

iii. If the applicant is unable to remove the private road, then Tarrega Lane should remain within the site to allow access to the existing 6 residential parcels located north of the site.

g. Provide a stub road from Skyranch Subdivision to the property to the south (parcels S1131336156 and S1131336111). Locate the stub street to allow for the future construction of a bridge crossing and maintain an easement for the roadway. The applicant is required to pay a road trust deposit for half the bridge construction to the Ada County Highway District, the actual amount of the road trust deposit will be determined during their plan review process.

2. The final plat shall include the following revisions:

   a. Include a note prohibiting direct access via S. Meridian Road, E. Lake Hazel Road, and Sublimity Way.

   b. All utility easements reflected on the utility plan shall be included on the final plat.

   ~~c. Revise the plat map to show larger lots (R-8 zoning districts size) along the north boundary adjacent to the county large estate lots.~~

   d. All pathways and micro pathways shall be within a separate common lot or easement as required per UDC 11-3A-8.

   e. Access to Lot 40, Block 5 shall be restricted to either Street H or Street Q. No access shall be allowed to and from the other street until the property redevelops. This shall be added as a note on the plat.

   f. Access for the six (6) homes utilizing Tarrega Lane shall remain open until adequate access has been provided.

3. The development shall comply with standards and installation for landscaping as set forth in UDC 11-3B-5 and maintenance thereof as set forth in UDC 11-3B-13.

4. The revised landscape plan shall include the following:

   a. A mitigation section to the landscape plan for trees meeting the criteria above that are removed.

5. The development shall comply with all subdivision design and improvement standards as set forth in UDC 11-6C-3, including but not limited to driveways, easements, blocks, street buffers, and mailbox placement. Council granted a block length waiver for Street F as it exceeded seven hundred and fifty (750) feet in length. Traffic calming is required as the block length is in excess of one thousand (1,000) feet.

6. The applicant shall comply with the open space exhibit approved as part of this plat application that depicts 17.1% (or 7.49-acres) of qualified open space and exceeds the required amenity points.

7. A 14-foot-wide public use easement for all multi-use pathways (Meridian and Lake Hazel Roads, as applicable) shall be submitted to the Planning Division prior to submittal for City Engineer' s signature on the final plat(s).

8. Pathway and adjoining fencings and landscaping shall be constructed consistent with the standards as set forth in UDC 11-3A-7A7, 11-3A-8 and 11-3B-12C.

9. The proposed plat and subsequent development are required to comply with the dimensional standards listed in UDC Table 11- 2A-7 for the R-15 zoning district.
10. The common driveway shall be designed and constructed per the standards listed in UDC 11- 6C-3D. Solid fencing adjacent to common driveways is prohibited, unless separated by a minimum five (5) foot wide landscape buffer.
11. A perpetual ingress/egress easement shall be filed with the Ada County Recorder for any common driveway, which shall include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment. This may be accomplished through depiction of the easement on the face of the final plat and an accompanying note. If a separate easement is recorded, a copy shall be submitted to the Planning Division with the final plat when the final plat is submitted for City Engineer signature.
12. Off-street parking is required to be provided in accord with the standards listed in UDC Table 11-3C-6 for single-family detached dwellings based on the number of bedrooms per unit.
13. The applicant shall construct all proposed fencing and/or any fencing required by the UDC, consistent with the standards as set forth in UDC 11-3A-7 and 11-3A-6B, as applicable.
14. The applicant and/or assigns shall have the continuing obligation to provide irrigation that meets the standards as set forth in UDC 11-3B-6 and to install and maintain all landscaping as set forth in UDC 11-3B-5, UDC 11-3B-13 and UDC 11-3B-14.
15. A Certificate of Zoning Compliance and Design Review application shall be submitted and approved for the proposed pool area prior to submittal of a building permit application. The design of the site and structures shall comply with the standards listed in UDC 11-3A-19 and the design standards listed in the Architectural Standards Manual.
16. The Applicant shall comply with all ACHD conditions of approval.
17. Staff's failure to cite all relevant code sections or conditions does not relieve the Applicant of responsibility for compliance.
18. Approval of a preliminary plat shall become null and void if the applicant fails to obtain the city engineer's signature on the first final plat within two (2) years of the approval of the preliminary plat. Upon written request and filing by the applicant prior to the termination of the period in accord with subsections (A) and (B) of UDC 11-6B-7. The director may authorize a single extension of time to obtain the city engineer' s signature on the final Plat not to exceed two (2) years. Additional time extensions up to two (2) years as determined and approved by the City Council may be granted. With all extensions, the director or City Council may require the preliminary plat, combined preliminary and final plat or short plat to comply with the current provisions of this title.

B. Meridian Public Works

See public record (copy the link into a separate browser)
https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

C. Meridian Park's Department

See public record (copy the link into a separate browser)
https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

D. Irrigation Districts

1. Nampa & Meridian Irrigation District
   See public record (copy the link into a separate browser)
   https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

2. Boise Project Board of Control
   See public record (copy the link into a separate browser)
   https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

E. Idaho Department of Environmental Quality (DEQ)

See public record (copy the link into a separate browser)
https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

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

See public record (copy the link into a separate browser)
https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

G. Ada County Development

See public record (copy the link into a separate browser)
https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

H. Ada County Highway District (ACHD)

Staff report issued prior to final ACHD report was submitted to the City.
https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

I. Idaho Transportation Department (ITD)

See public record (copy the link into a separate browser)
https://weblink.meridiancity.org/WebLink/Browse.aspx?id=351919&dbid=0&repo=MeridianCity

V. FINDINGS

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

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

1. The map amendment complies with the applicable provisions of the comprehensive plan;
   Council finds the Applicant's request to annex and rezone the subject property to R-15 zone meets the "general intent" of the Comprehensive Plan for the Mixed-Use Regional (MU-RG) designation and the requirements outlined in the UDC code based on the unique site constraints, access limitations on Meridian Road and the existing Rawson Canal.

2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
   Council finds the map amendment complies with the R-15 district regulations.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;
   Council finds the proposed map amendment will not be detrimental to 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
   Council finds City services are available to be provided to this development.

5. The annexation (as applicable) is in the best interest of city.
   Commission finds the annexation and rezone is in the best interest of the City because the proposed development provides housing options in an area immediately adjacent to currently proposed and anticipated future commercial development, with pedestrian and transportation facilities already provided.

B. Preliminary Plat and Short Plat (UDC-6B-6)

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

1. The plat is in conformance with the comprehensive plan and is consistent with this unified development code;
   For the reasons set forth in connection with the annexation and rezone findings, City Council finds the proposed plat is generally in conformance with the comprehensive plan and consistent with the UDC.

2. Public services are available or can be made available and are adequate to accommodate the proposed development;
   Council finds public services can be made available to the subject property and will be adequate to accommodate the proposed development.

3. The plat is in conformance with scheduled public improvements in accord with the city's capital improvement program;
   Council finds the proposed plat is in substantial conformance with scheduled public improvements in accord with the City's Capital Improvement Program.

4. There is public financial capability of supporting services for the proposed development;
   Council finds there is public financial capability of supporting services for the proposed development.

5. The development will not be detrimental to the public health, safety or general welfare; and
   Council finds the proposed map amendment would not be detrimental to the public health, safety and welfare.

6. The development preserves significant natural, scenic or historic features.
   Council is unaware of any significant natural, scenic or historic features that need to be preserved with this development.

VI. ACTION

A. Staff:

Staff is recommending denial of the project because the current proposal does not align with the intent of the comprehensive plan for the area. The proposal is limited to single-family residential

development, occupying the majority of the mixed-use designation area, and with no internal vehicle or pedestrian connectivity between the areas, which by focusing solely on an inward facing single-family home development, the proposal fails to meet the goal of creating a mixed-use environment that would foster a vibrant, self-sustaining community with neighborhood supportive uses, employment and/or retail options nearby. This lack of compliance with the comprehensive plan could raise concerns about whether the development will contribute to traffic issues, support a balanced community, or meet long-term growth objectives. In order to develop the property as proposed, the applicant has the option of continuing the hearing and applying for a Comprehensive Plan Map Amendment before the December 15th deadline.

B. Commission:

The Meridian Planning & Zoning Commission heard these items on October 17, 204. At the public hearing, the Commission moved to recommend denial of the subject annexation, rezone and preliminary plat requests.

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

C. City Council:

The Meridian City Council heard these items on November 19, 2024. At the public hearing, the Council moved to approve the subject rezone, annexation and preliminary plat requests.

1. Summary of the City Council public hearing:
   a. In favor: Hethe Clark, representing the applicant
   b. In opposition: None
   c. Commenting: Sean Lanahan, Brian White, Carsten White, John Breckon, Marcella White
   d. Written testimony: Sean Lanahan, Deborah Boyd
   e. Staff presenting application: Linda Ritter
   f. Other Staff commenting on application: Bill Parsons
2. Key issue(s) of public testimony:
   a. Transitioning to larger lots on the north, additional traffic coming onto Shafer View Drive from the stub road from the proposed development
3. Key issue(s) of discussion by City Council:
   a. Connectivity to the southern property for cross access, transitioning to larger lots on the northern boundary of the project
4. City Council change(s) to Commission recommendation:
   a. Council revised condition #1d to reflect the applicant adhering to proposed phasing plan rather than the applicant being allowed to only develop one phase per year with a

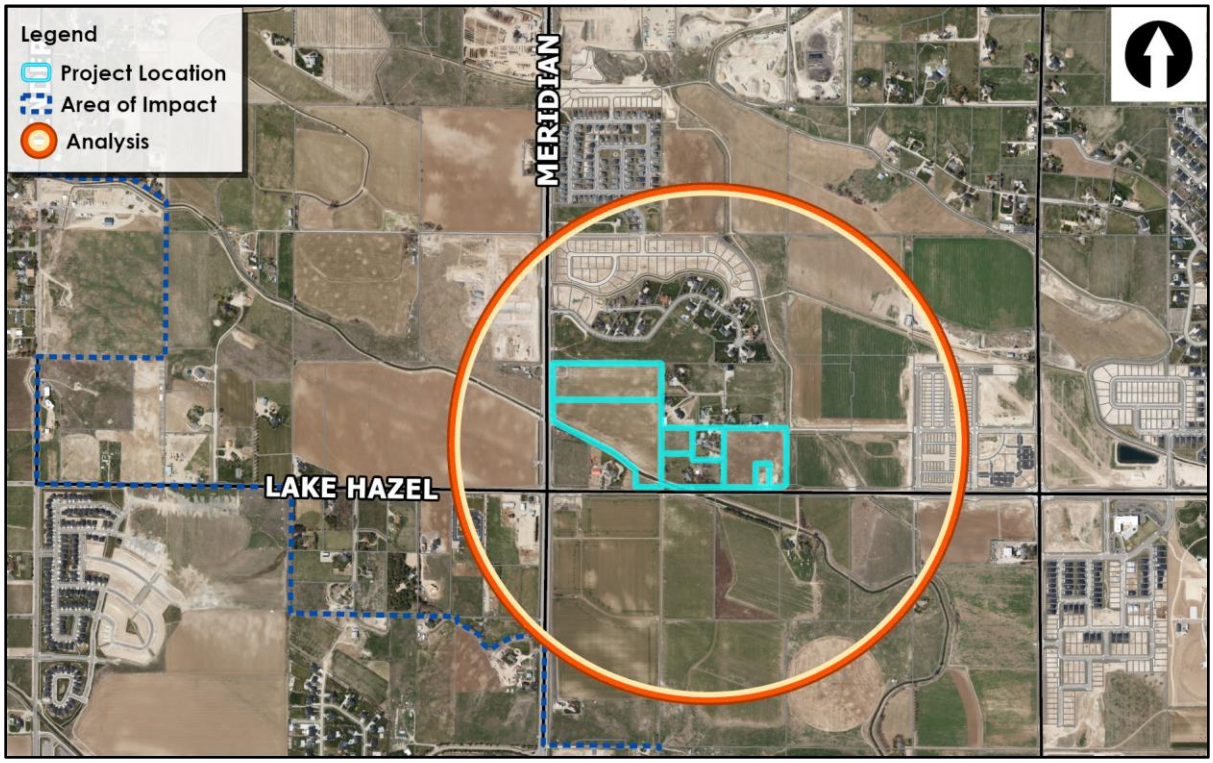
residential building lot total of forty (40) lots in any such phase limiting 40 lots permits per year; removing condition #2c; and adding condition #1g

VII. EXHIBITS

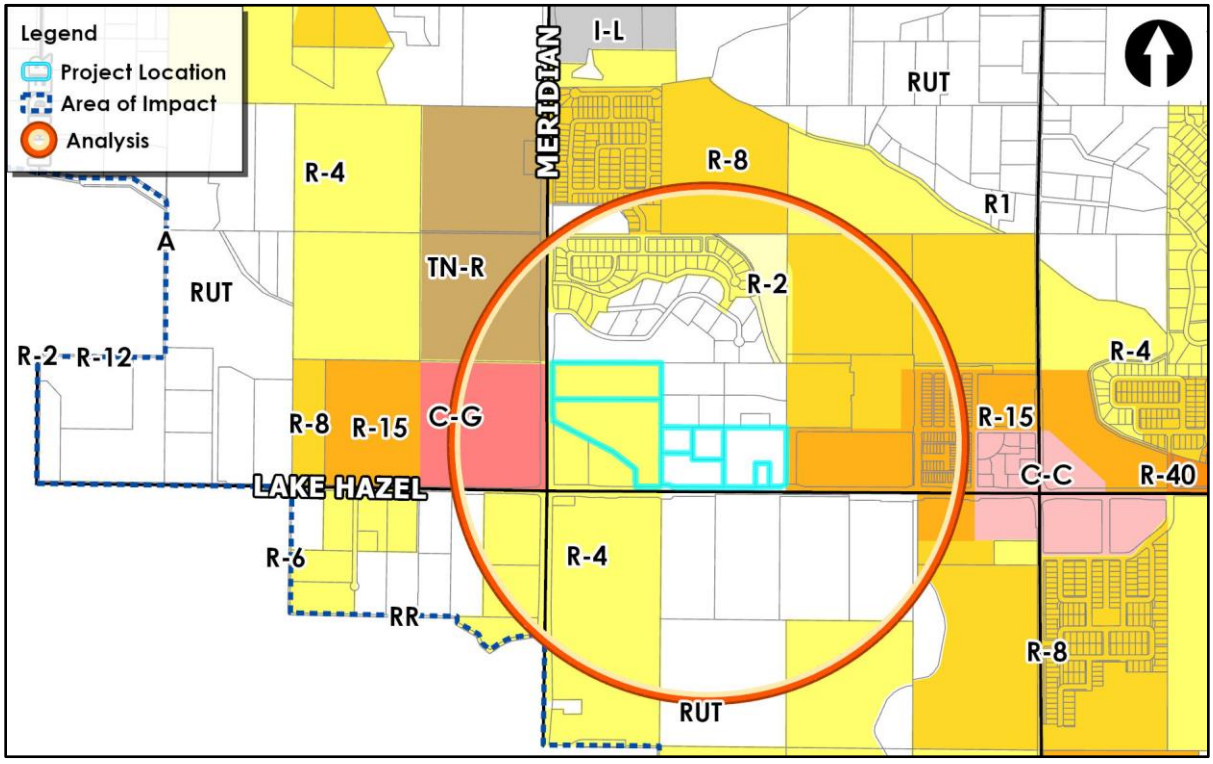
A. Project Area Maps

(link to Project Overview)

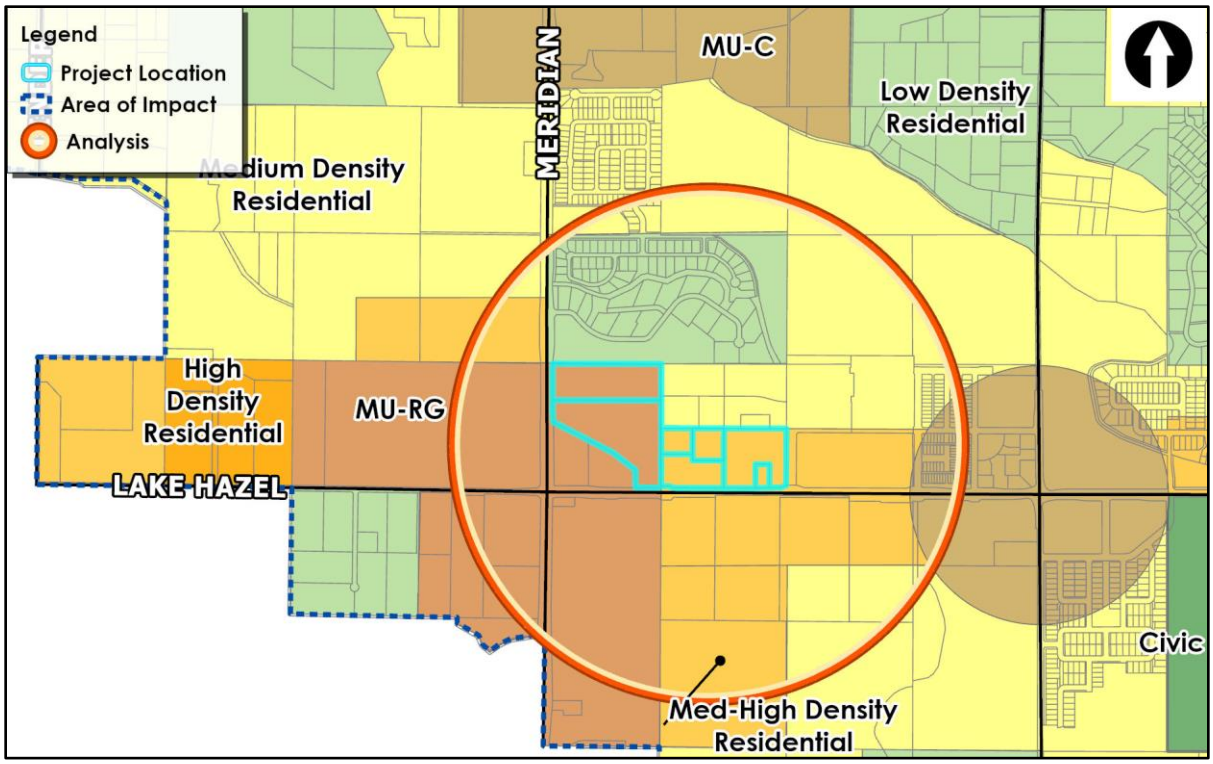
1. Aerial



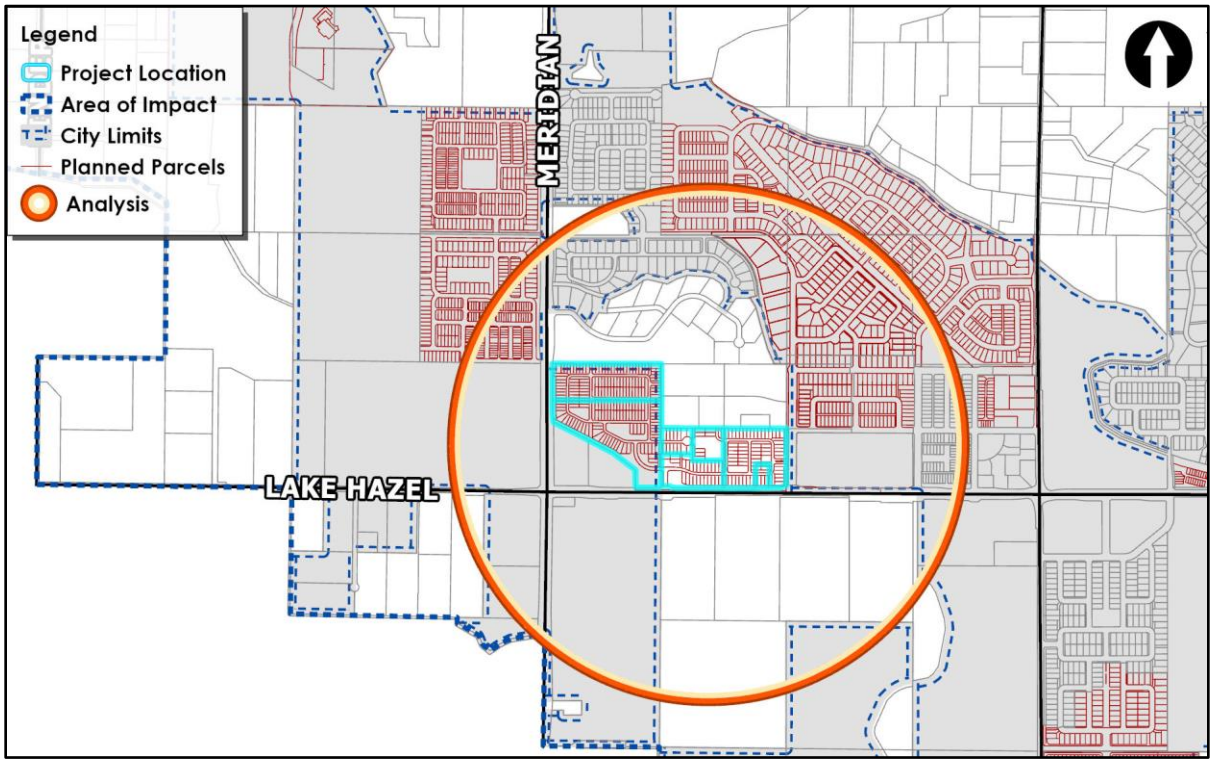
2. Zoning Map



3. Future Land Use



4. Planned Development Map



5. Map Notes

Nearby Recent Preliminary Plats (within last 5-years)
H-2021-0020 H-2023-0041

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

B. Subject Site Photos

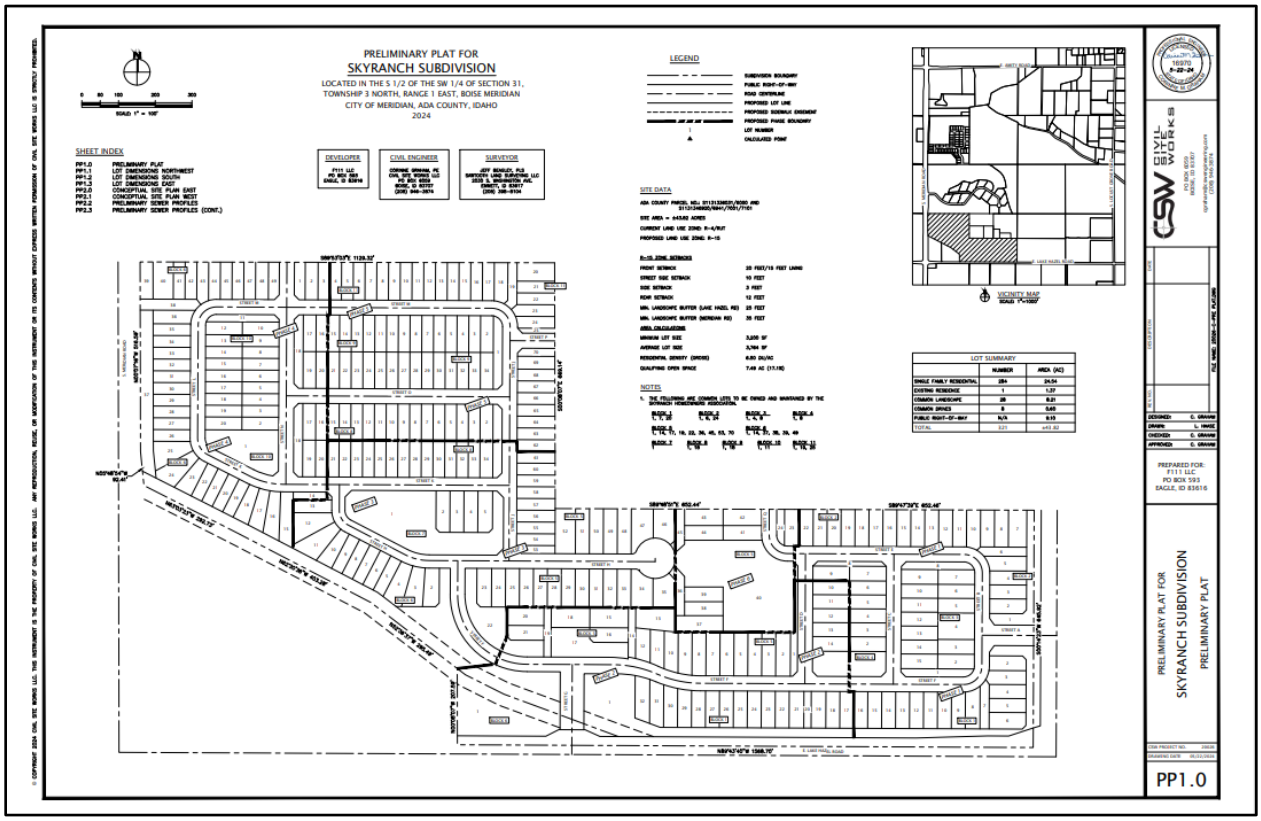
C. Service Accessibility Report

PARCEL S1131336031 SERVICE ACCESSIBILITY

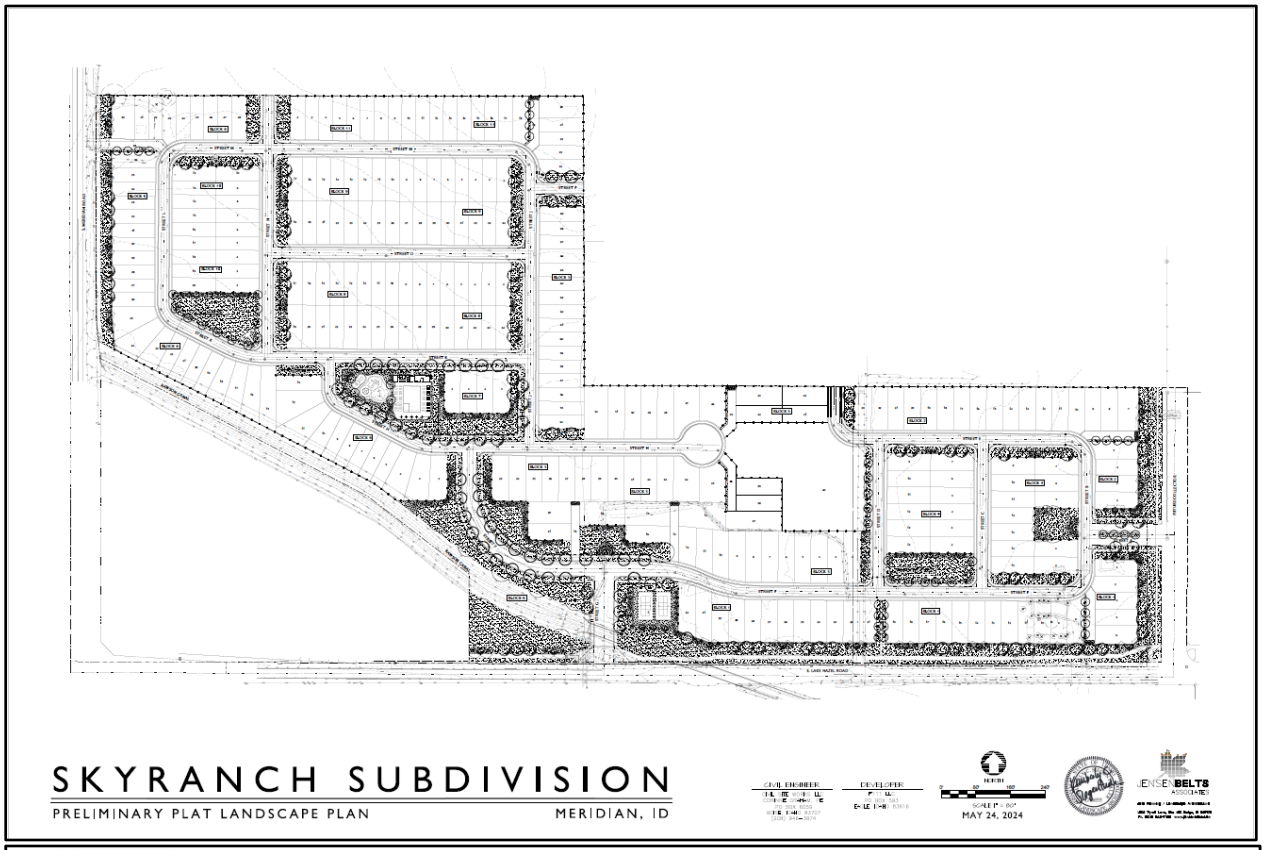
Overall Score: 19	8th Percentile

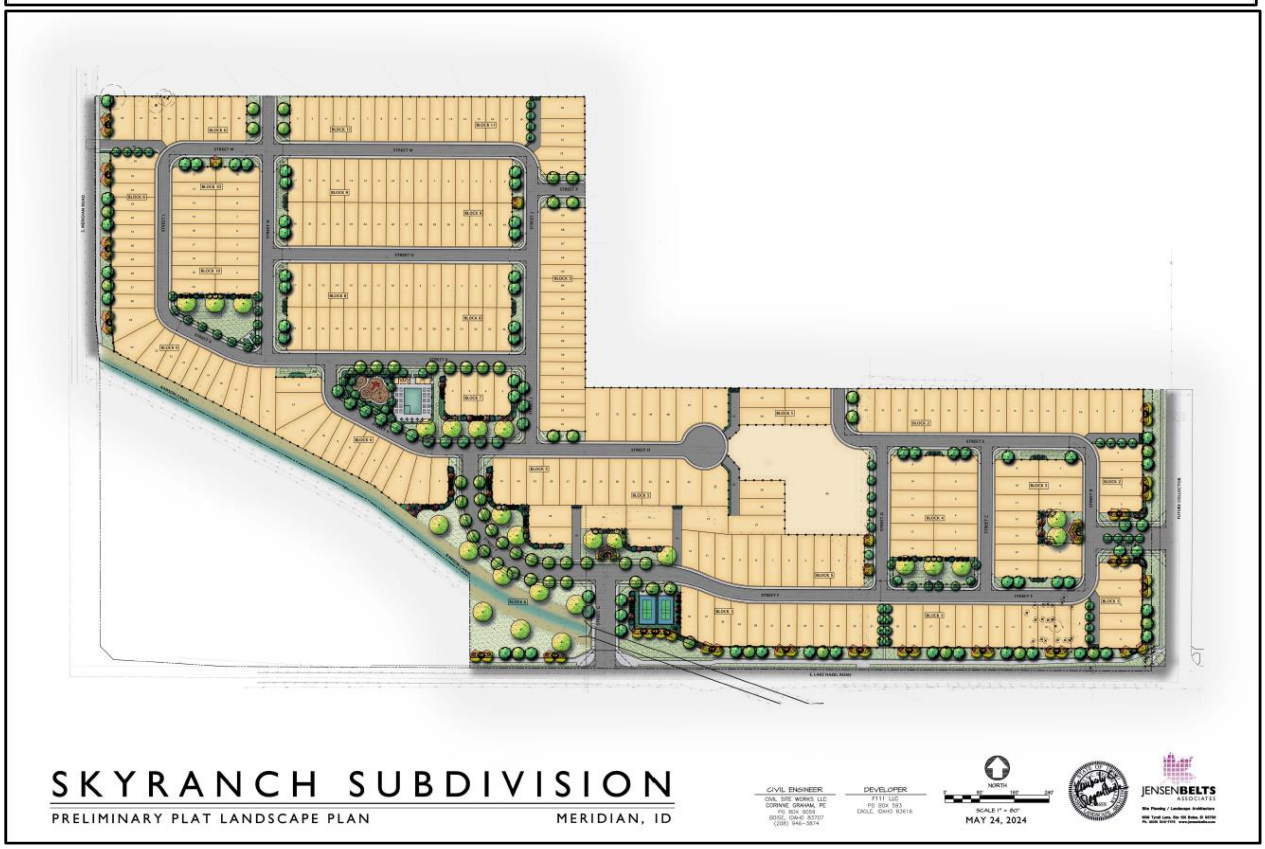
Criteria	Description	Indicator
Location	In City Limits	GREEN
Extension Sewer	Trunkshed mains 500-2,000 ft. from parcel	YELLOW
Floodplain	Either not within the 100 yr floodplain or > 2 acres	GREEN
Emergency Services Fire	Response time < 5 min.	GREEN
Emergency Services Police	Meets response time goals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

D. Preliminary Plat (date: 5/22/2024)

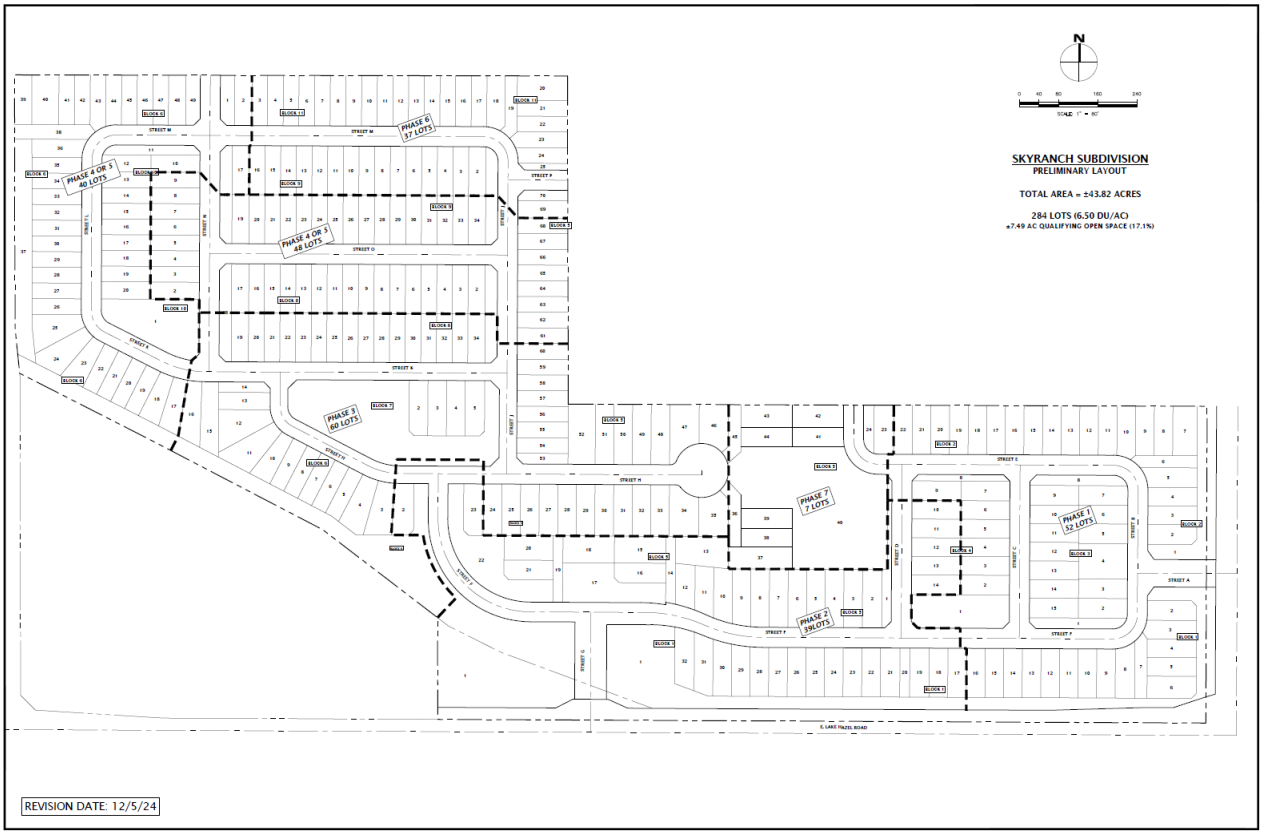


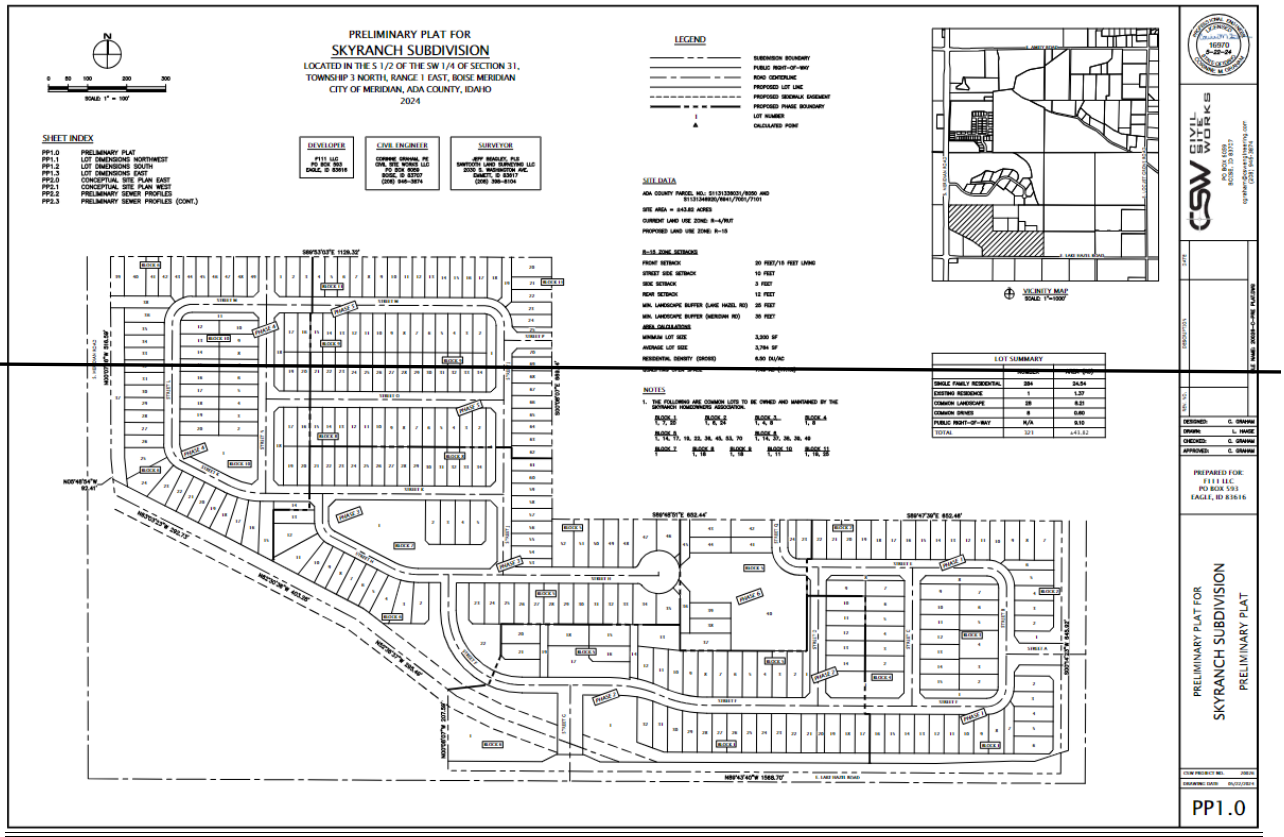
E. Landscape Plan (date: 5/24/2024)





F. Phasing Plan (12/5/2024)





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

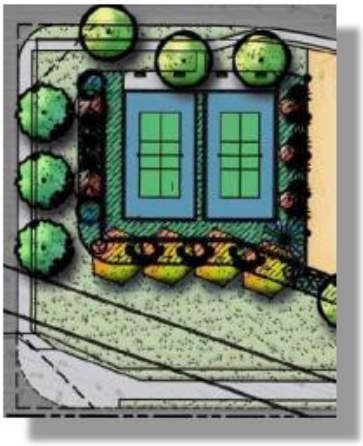
H. Site Amenities

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

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

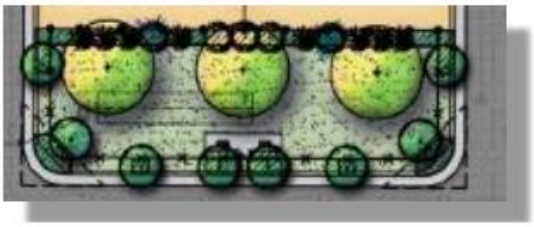
B. Pickleball Courts (Block 1, Lot 1) - the entrance to Skyranch will feature:

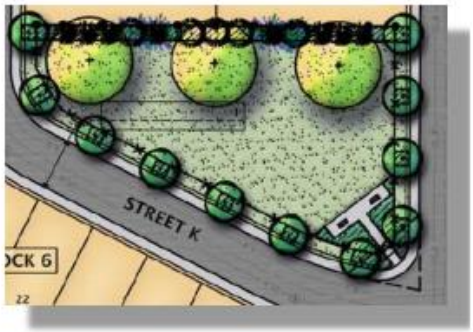
- **Two pickleball courts**
- **Attractive landscaping**



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

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

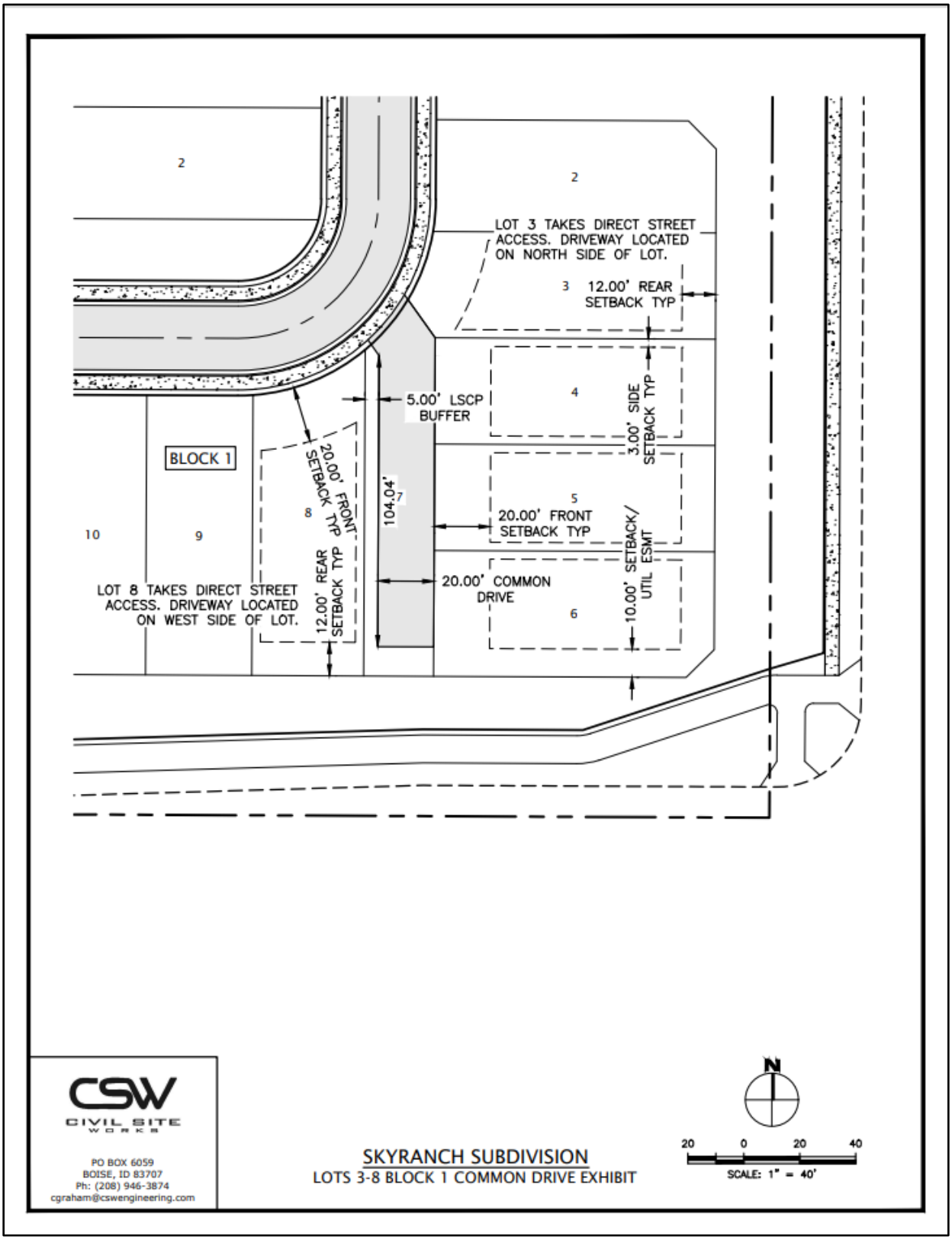


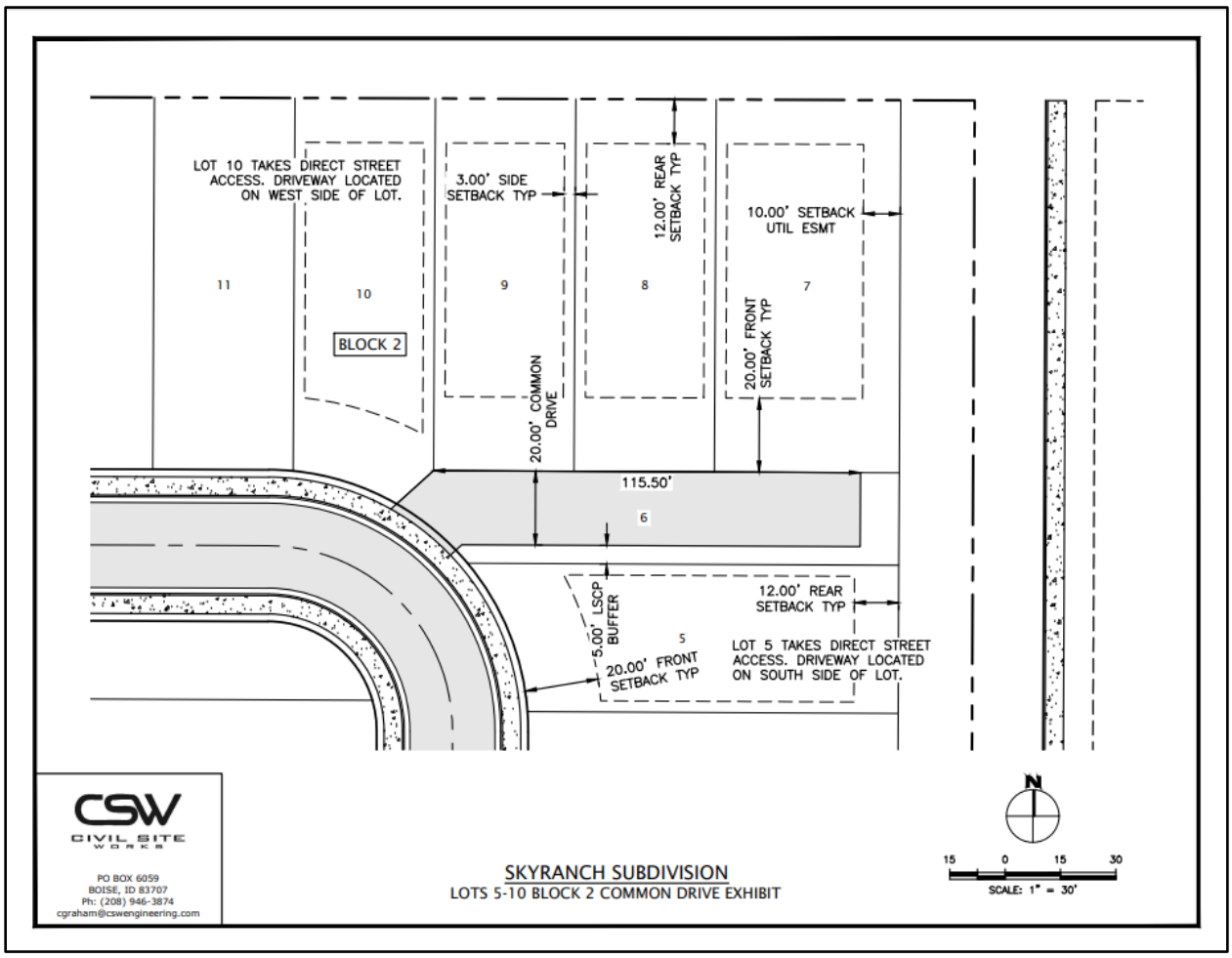


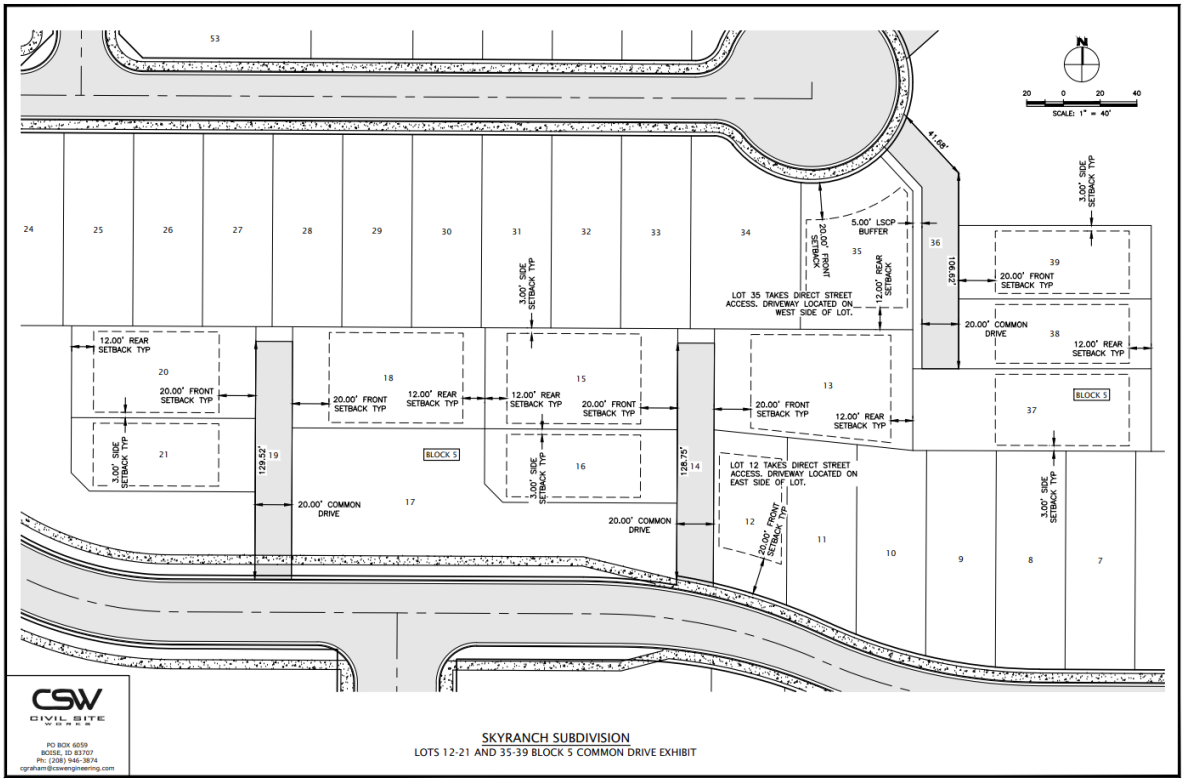
D. Pathways – The Skyranch Neighborhood will include the following pedestrian pathways:

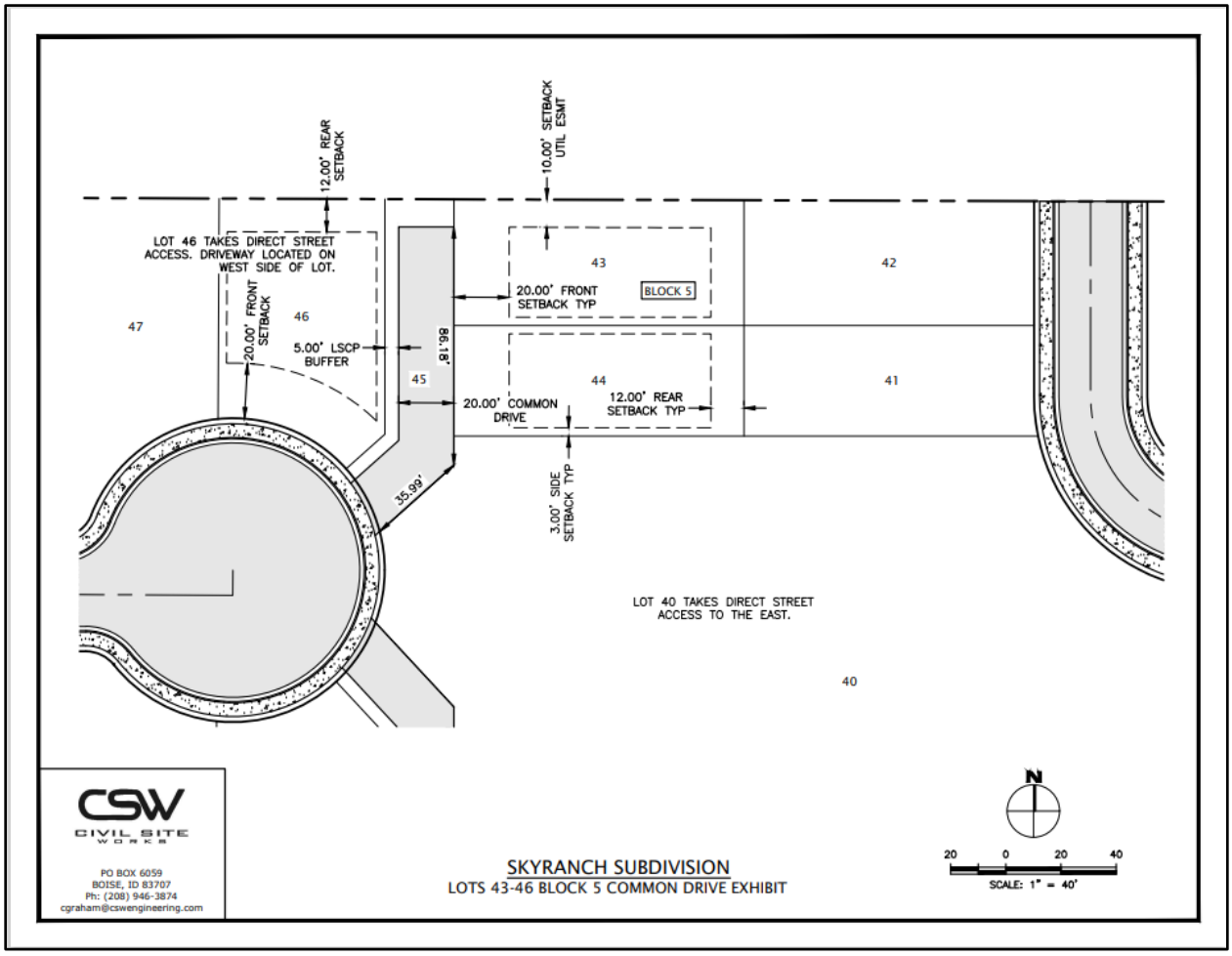
- **10 ' Regional Pathways will be constructed along Lake Hazel (1,200 ft), S. Meridian Road (500 ft), and Future Collector (600 ft) for approximately 2,300 L.F. total.**

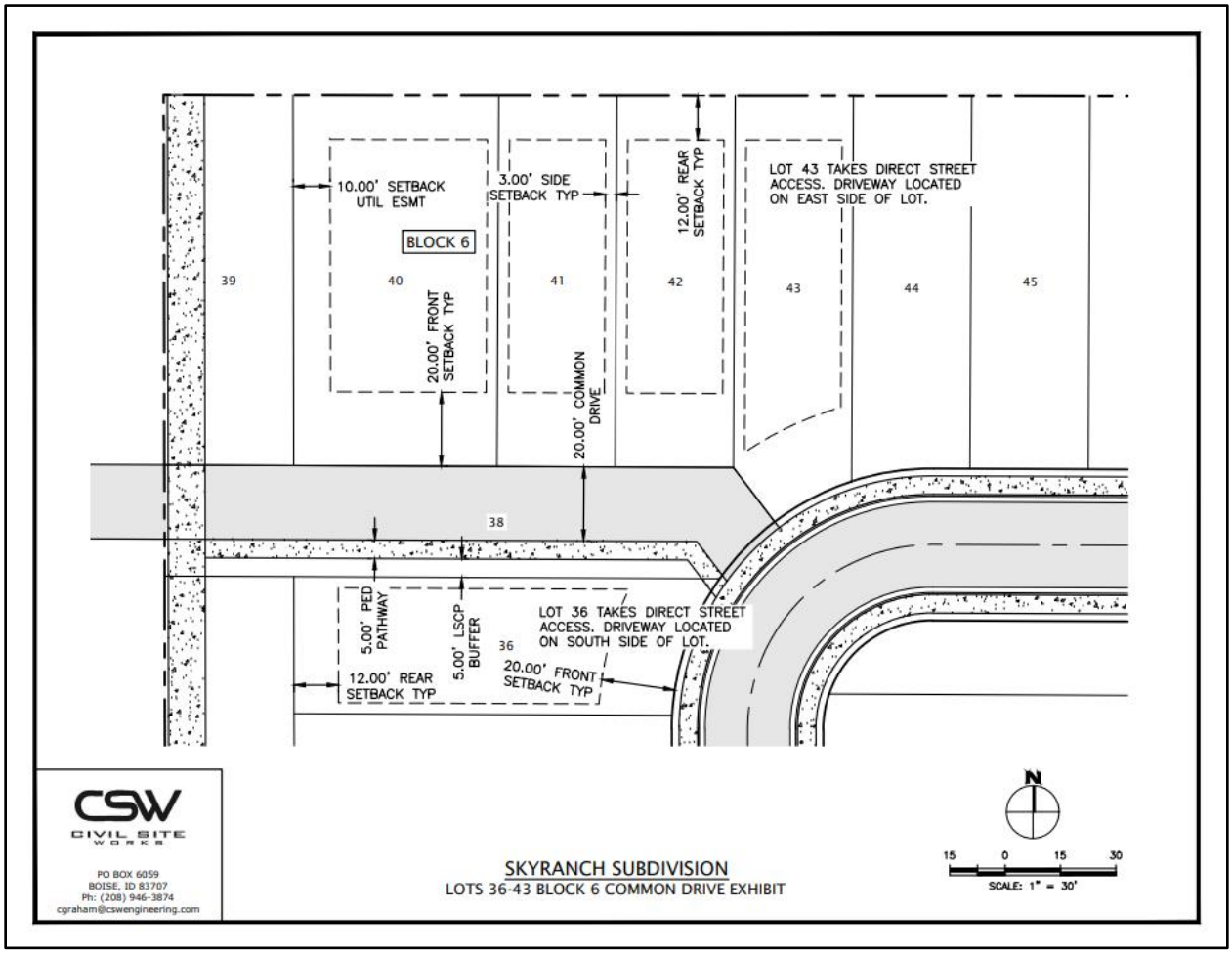
I. Common Drive Exhibit (date: 6/6/2024)

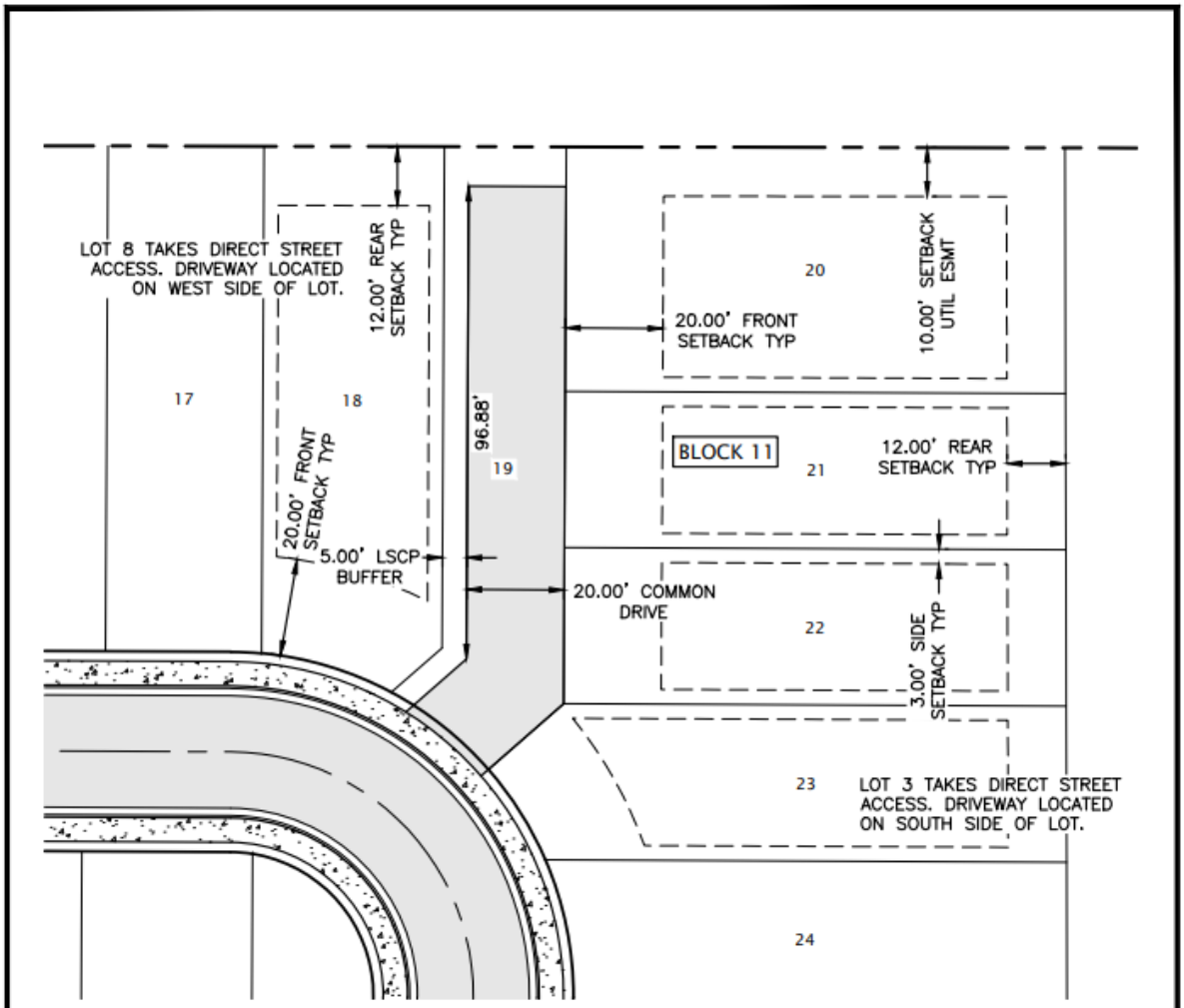



LOT 10 TAKES DIRECT STREET ACCESS. DRIVEWAY LOCATED ON WEST SIDE OF LOT.
3.00' SIDE SETBACK TYP
12.00' REAR SETBACK TYP
10.00' SETBACK UTIL ESMT
11
10
9
8
7
BLOCK 2
20.00' COMMON DRIVE
20.00' FRONT SETBACK TYP
115.50'
6
5.00' LSCP BUFFER
12.00' REAR SETBACK TYP
5
20.00' FRONT SETBACK TYP
LOT 5 TAKES DIRECT STREET ACCESS. DRIVEWAY LOCATED ON SOUTH SIDE OF LOT.
CSW
CIVIL SITE WORKS
PO BOX 6059
BOISE, ID 83707
Ph: (208) 946-3874
cgraham@cswengineering.com
SKYRANCH SUBDIVISION
LOTS 5-10 BLOCK 2 COMMON DRIVE EXHIBIT
N
15 0 15 30
SCALE: 1" = 30'


SCALE: 1" = 40'
SKYRANCH SUBDIVISION
LOTS 12-21 AND 35-39 BLOCK 5 COMMON DRIVE EXHIBIT
CSW
CIVIL SITE WORKS
PO BOX 6059
BOISE, ID 83707
Ph: (208) 946-3874
cgraham@cswengineering.com
LOT 35 TAKES DIRECT STREET ACCESS. DRIVEWAY LOCATED ON WEST SIDE OF LOT.
LOT 12 TAKES DIRECT STREET ACCESS. DRIVEWAY LOCATED ON EAST SIDE OF LOT.
BLOCK 5
20.00' COMMON DRIVE
12.00' REAR SETBACK TYP
20.00' FRONT SETBACK TYP
3.00' SIDE SETBACK TYP
5.00' LSCP BUFFER
129.57'
128.75'
106.62'
41.68'


12.00' REAR SETBACK
10.00' SETBACK UTIL ESMT
LOT 46 TAKES DIRECT STREET ACCESS. DRIVEWAY LOCATED ON WEST SIDE OF LOT.
20.00' FRONT SETBACK
5.00' LSCP BUFFER
20.00' FRONT SETBACK TYP
BLOCK 5
20.00' COMMON DRIVE
12.00' REAR SETBACK TYP
3.00' SIDE SETBACK TYP
86.18'
35.99'
47
46
45
43
44
42
41
40
LOT 40 TAKES DIRECT STREET ACCESS TO THE EAST.
CSW
CIVIL SITE WORKS
PO BOX 6059
BOISE, ID 83707
Ph: (208) 946-3874
cgraham@cswengineering.com
SKYRANCH SUBDIVISION
LOTS 43-46 BLOCK 5 COMMON DRIVE EXHIBIT
N
20 0 20 40
SCALE: 1" = 40'


10.00' SETBACK UTIL ESMT
3.00' SIDE SETBACK TYP
12.00' REAR SETBACK TYP
LOT 43 TAKES DIRECT STREET ACCESS. DRIVEWAY LOCATED ON EAST SIDE OF LOT.
BLOCK 6
39
40
41
42
43
44
45
20.00' FRONT SETBACK TYP
20.00' COMMON DRIVE
38
5.00' PED PATHWAY
5.00' LSCP BUFFER
LOT 36 TAKES DIRECT STREET ACCESS. DRIVEWAY LOCATED ON SOUTH SIDE OF LOT.
36
12.00' REAR SETBACK TYP
20.00' FRONT SETBACK TYP
CSW
CIVIL SITE WORKS
PO BOX 6059
BOISE, ID 83707
Ph: (208) 946-3874
cgraham@cswengineering.com
SKYRANCH SUBDIVISION
LOTS 36-43 BLOCK 6 COMMON DRIVE EXHIBIT
N
15 0 15 30
SCALE: 1" = 30'



CSW
CIVIL SITE WORKS
PO BOX 6059
BOISE, ID 83707
Ph: (208) 946-3874
cgraham@cswengineering.com

SKYRANCH SUBDIVISION
LOTS 18-23 BLOCK 11 COMMON DRIVE EXHIBIT

N
15 0 15 30
SCALE: 1" = 30'

J. Building Elevations

K. Annexation Legal Description & Exhibit Map

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

Annexation Boundary Description

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

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

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

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

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

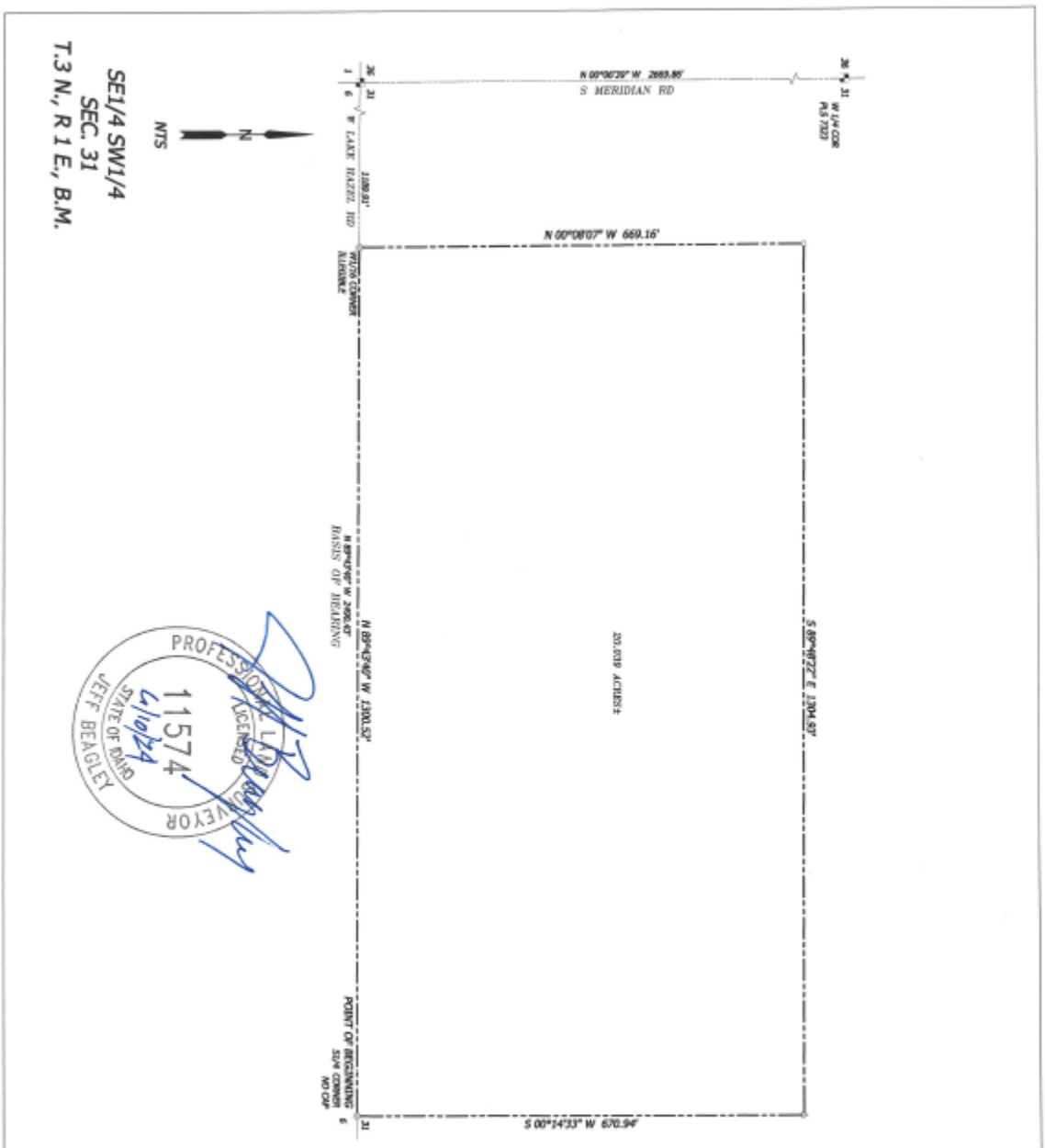
Thence South 89°48'22" East, coincident with the north line of said S1/2 of the SE1/4 of the SW1/4, a distance of 1304.93 feet to the east line of said SE1/4 of the SW1/4;

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

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

PROFESSIONAL LAND SURVEYOR
11574
6/10/24
STATE OF IDAHO
JEFF BEAGLEY

P:\2020\1 EMT\120050-WILLEMAN SUB CG\Survey\Drawings\Descriptions\120050-Annex Legal.docx
Page | 1



PROJECT: ANNEXATION BOUNDARY EXHIBIT ADA COUNTY, IDAHO	OWNER/DEVELOPER: CONGER GROUP DATE: 2/2024	SAWTOOTH Land Surveying, LLC 2030 S. WASHINGTON AVE. EMMETT, ID 83617 P: (208) 398-8104 F: (208) 398-8105 WWW.SAWTOOTHLS.COM	DWG # 120050-ROS PROJECT# 120050 SHEET 1 OF 1

L. Rezone Legal Description & Exhibit Map

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

Rezone Legal Description

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

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

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

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

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

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

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

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

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

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

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

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

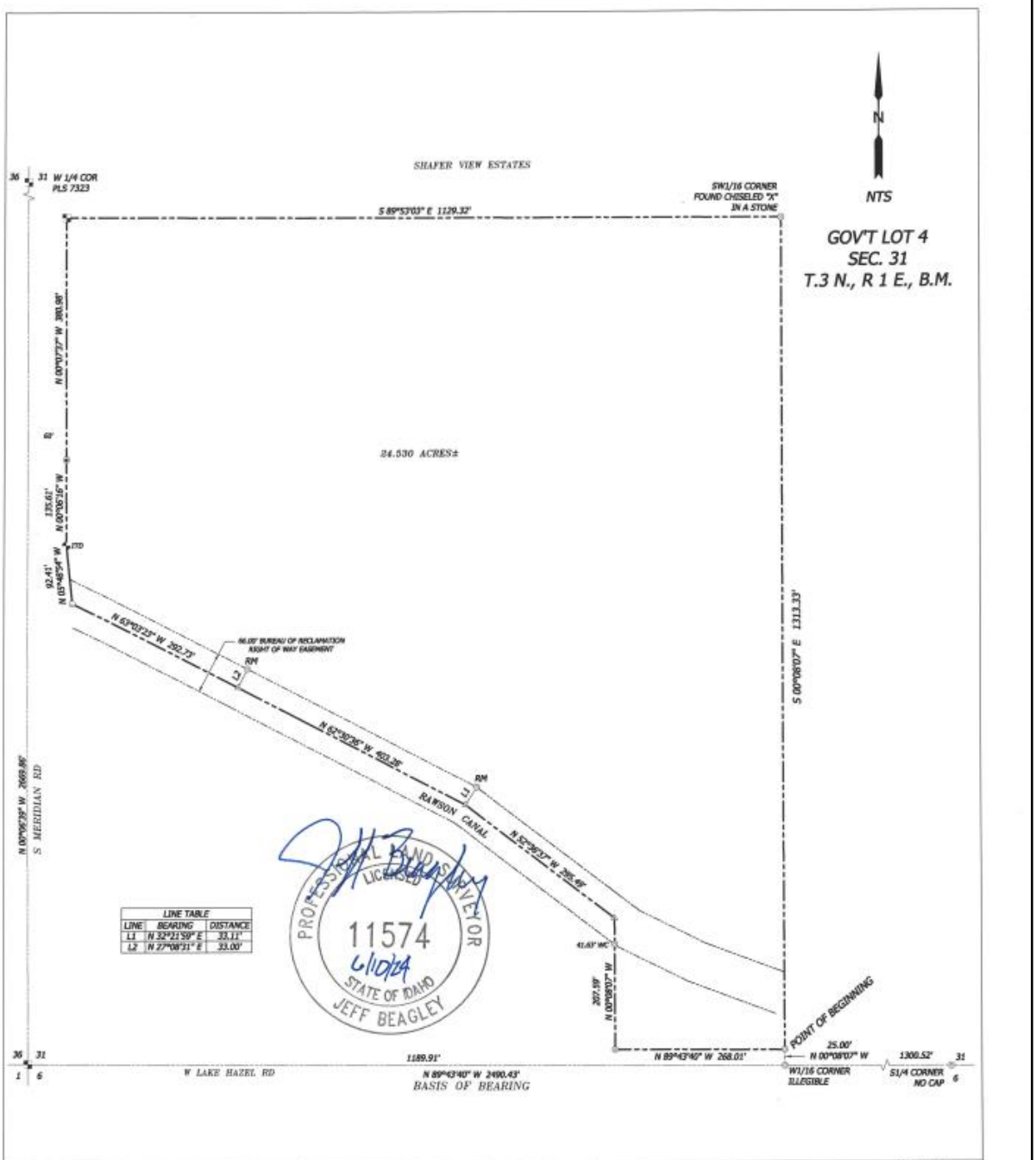
Thence North 00°06'16" West, coincident with said easterly right of way, 135.61 feet to a 5/8" rebar/cap PLS 11574;

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

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

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

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


SHAFER VIEW ESTATES
W 1/4 COR PLS 7323
SW1/16 CORNER FOUND CHISELED "X" IN A STONE
S 89°53'03" E 1129.32'
N
NTS
GOV'T LOT 4
SEC. 31
T.3 N., R 1 E., B.M.
N 00°10'27" W 1001.98'
24.530 ACRES±
135.61'
N 00°06'15" W
92.41'
N 03°48'54" W
N 63°10'23" W 282.73'
16.05' BUREAU OF RECLAMATION RIGHT OF WAY EASEMENT
RM
N 52°30'26" W 403.28'
RAWSON CANAL
N 52°26'37" W 265.48'
S 00°08'07" E 1313.33'
N 00°09'38" W 2668.86'
S MERIDIAN RD
LINE TABLE
LINE | BEARING | DISTANCE
L1 | N 32°21'59" E | 33.11'
L2 | N 27°08'21" E | 33.00'
PROFESSIONAL LAND SURVEYOR
LICENSED
11574
6/10/24
STATE OF IDAHO
JEFF BEAGLEY
41.63' MC
302.69'
N 00°08'07" W
POINT OF BEGINNING
N 89°43'40" W 268.01'
25.00'
N 00°08'07" W
1300.52'
W1/16 CORNER ILLEGIBLE
S1/4 CORNER NO CAP
1189.91'
N 89°43'40" W 2490.43'
BASIS OF BEARING
W LAKE HAZEL RD
PROJECT:
REZONE BOUNDARY EXHIBIT
ADA COUNTY, IDAHO
OWNER/DEVELOPER:
CONGER GROUP
DATE: 6/2024
SAWTOOTH
Land Surveying, LLC
2030 S. WASHINGTON AVE.
EMMETT, ID 83617
P: (208) 398-8104
F: (208) 398-8105
WWW.SAWTOOTHLS.COM
DWG # 120050-ROS
PROJECT# 120050
SHEET 1 OF 1

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

(link to Community Metrics)

A. One-Mile Radius Existing Condition Notes

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

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

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

B. Mixed Use Analysis Notes

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

C. Service Assessment Notes

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

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

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

D. ACHD Roadway Infographic Notes

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

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

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

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