

COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING DATE: 9/8/2026

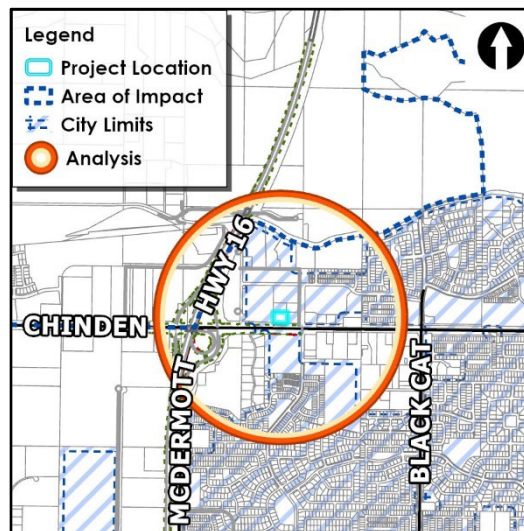
TO: Mayor & City Council

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

APPLICANT: Eli Benskii, Brighton

SUBJECT: Pollard Commercial Split - SHP
SHP-2026-0007

LOCATION: 6489 N. Levi Avenue, located in the SE
¼ of the SE ¼ of Section 21, Township
4N, Range 1W Parcel No. R7129171100



I. PROJECT OVERVIEW

A. Summary

A short plat to re-plot Lot 5, Block 2 of Pollard Subdivision No. 1 from one to two lots.

B. Issues/Waivers

This area is subject to the Oaks Lift Station and Pressure Sewer Reimbursement agreement. ERUs needed will be calculated during the building permit review process.

C. Recommendation

Planning Division: Approval with conditions

D. Decision

City Council: [Click or tap here to enter text.](#)

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II. COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Vacant	-
Proposed Land Use(s)	Commercial	-
Existing Zoning	C-G	VII.A.2
Proposed Zoning	C-G	
Adopted FLUM Designation	Mixed-Use Interchange	VII.A.3
Proposed FLUM Designation	Mixed-Use Interchange	

Table 2: Project Overview

Description	Details
History	H-2019-0021 AZ, PP; Development Agreement Inst.# 2019-060655; FP-2022-0023; TECC-2023-0001; H-2026-0015 MDA.
Acreage	1.73
Lots	2

Table 3: Process Facts

Description	Details
Preapplication Meeting date	5/12/2026

Table 4: Agency Comments

Agency / Element	Description / Issue	Reference
Ada County Highway District		IV.E
• Comments Received	Yes/Letter	-
• Commission Action Required	No	-
• Access	No direct access to arterial or State Highway	-
• Traffic Level of Service	N/A	-
Meridian Public Works Wastewater		IV.B
• Distance to Mainline	Sewer will need to be extended to the western parcel. Do not run sewer services through another parcel's lot	
• Impacts or Concerns	No	
Meridian Public Works Water		IV.B
• Distance to Mainline	Available at the site, served by Veolia Water	
• Impacts or Concerns	No	

Note: See section IV. City/Agency Comments & Conditions for comments received or see the public record. Paste the following link into your browser to access the public record:

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=454703&dbid=0&repo=MeridianCity>

III. STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

A. History

Pollard Subdivision was annexed and received preliminary plat approval in 2019, followed by final plat approval in 2022 and recordation in 2023. The annexation area encompassed 77.33 acres of land located on the east and west sides of N. Levi Ave., along the north side of W. Chinden Blvd., midway between N. McDermott Rd. and N. Black Cat Rd.

As part of the annexation process, the applicant entered into a Development Agreement (DA) (recorded as Inst. #2019-060655) that includes provisions governing future development of the property. Among other provisions, future development is required to be generally consistent with the conceptual site plan approved with the annexation.

In 2024, a modification to the DA was approved that removed the single-family residential portion of the development along the north side of W. Waverton Dr. from the agreement (H-2024-0037 Pollard North).

In June of 2026, a modification to the existing Development Agreement was approved. The purpose of the modification is to update the conceptual development plan to accurately reflect current development activity and to allow for independent progression of the identified lots. The site layouts with access, parking, pedestrian pathways and public/quasi-public gathering areas/plazas that have already been approved are depicted on the proposed conceptual development plan as shown below. Lot 6 is still anticipated to develop with a hospital; Lot 5 is proposed to subdivide for the purpose of having two (2) commercial buildings.



B. General Overview

The Future Land Use Map (FLUM) designates this area as Mixed-Use Interchange (MU-I). The purpose of this designation is to call out areas around SH-16 interchanges, and to acknowledge that this land is very visible. These areas will be served by interchange ramps and restricted local access. There are two SH-16 interchange areas, one located at US 20-26 and one at Ustick Road, that differ from the other Mixed-Use categories in that a much stronger emphasis will be placed upon gateway elements and traffic flow/trip generation factors when reviewing new land use applications. Uses in these areas will need to be compatible with the impacts of a freeway

interchange. These areas are not intended for high volume trips, either aggregated over the larger planned MU-I area, or as individual use types. The intention is to protect the immediate vicinity of the interchange from traffic conflicts and shift the high traffic-generating uses away from the immediate vicinity of the interchange to other, nearby areas.

In reviewing development applications, the City will consider the following items in MU-I areas:

- Development must comply with the Functional Integration principles for development in all Mixed-Use areas.
- Areas in close proximity to interchanges and interchange ramps (and which are further from public access to major roadways) are not appropriate for residential uses intended for senior care, low-income, or other residents and families that may be more sensitive to noise, emissions, or adversely impacted by increased travel times to essential services.
- Land uses within the MU-I areas and adjacent to the SH-16 corridor will be carefully examined for their potential impacts on nearby existing and planned retail and restaurant uses in Commercial and Mixed future land use areas.
- A traffic impact study or other traffic analysis may be required for developments in these areas.
- Vehicular access points must be located as far as practical from interchange ramps. Future uses should be planned to integrate with a frontage/backage road type circulation system, ensuring high visibility property is able to develop with desired uses such as office or technology/research parks to support the economy, job-base, and reduce local trips on the regional network.
- Regional ridesharing, park-and-ride and transit transfer facilities are strongly encouraged.
- The SH-16/US 20-26 interchange will be one of only two regional gateways to the City of Meridian for travelers coming from north of the Boise River (the other being Linder Road). As such, buildings, landscaping, and other design features at this interchange should reflect Meridian's heritage, quality, and character.
- Examples of uses include schools, post office or library branches, office uses, light residential (low density with minimal trip generation) developments, athletic clubs, and technology/research parks.

The previous approval of the Pollard Subdivision identified this area as a medical campus, surgical center, hospital and emergency care which is consistent with uses desired in MU-I designated areas. A modification to the existing Development Agreement (MDA H-2026-0015) approved on July 7, 2026, shows Lot 6 is still anticipated to develop with a hospital and Lot 5 being subdivide into two commercial building lots.

C. Comprehensive Plan Policies

Comprehensive Plan policy 3.03.03G requires urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities. The infrastructure was put in place with the current Pollard Subdivision No. 1 development.

Comprehensive Plan policy 5.01.02D requires appropriate building design, and landscaping elements to buffer, screen, beautify, and integrate commercial, multifamily, and parking lots into existing neighborhoods. The applicant is required to submit building elevations, landscape plan and site plan for review and approval prior to building permit issuance.

Comprehensive Plan policy 3.07.0 encourages compatible uses and site design to minimize conflicts and maximize use of land. Any proposed designs must be compatible with the surrounding development and meet the requirements of the current Development Agreement.

Comprehensive Plan policy 3.07.01A requires all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices. All new development will be required to meet the C-G zoning district and current Development Agreement for the Pollard Subdivision No.1.

Comprehensive Plan policy 3.06.02B encourages 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. The proposed short plat lies within the mixed use interchange area which requires a mix of uses including low density residential.

D. Site Development and Use Analysis

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

There are no existing structures on this site. There is an existing landscaped street buffer with a detached sidewalk along W. Chinden Boulevard. that was constructed with the subdivision improvements for Pollard Subdivision No. 1.

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

This property is an undeveloped commercial lot that was annexed into the City as part of Access the Pollard Subdivision. The proposed development and use of the property is compatible with the scale and use of adjacent properties.

ii. Dimensional Standards (UDC 11-2):

The proposed plat and subsequent development is required to comply with the dimensional standards listed in UDC Table 11-2B-3 for the C-G zoning district, the front, interior and rear setbacks are zero (0). Buildings may not encroach within the street buffer along W. Chinden Boulevard.

E. Design Standards Analysis

1. Structure and Site Design Standards (UDC 11-3A-19):

The proposed short plat is a re-subdivision of Lot 5, Block 2, Pollard Subdivision, consisting of two (2) building lots totaling 1.73 acres of land in the proposed C-G zoning district.

The existing plat for Pollard Subdivision depicts the following easements applicable to this property: 35-foot-wide Harrell Lateral easement along W. Chinden Boulevard; 10-foot-wide irrigation easement; 5-foot-wide landscape buffer easement; 20-foot-wide City of Meridian Sewer easement, Inst. No. 2023-019392; 20-foot-wide City of Meridian Sewer easement, Inst. No. 2023-019377. Access and utilities will need to be extended to Lot 1, Block 1 as part of the approval for the proposed Short Plat.

2. Landscaping (UDC 11-3B):

i. Landscape buffers along streets

UDC Requirement	Proposed/Analysis
Entry Way Corridor: 35 Feet	35-foot-wide landscape buffer along W. Chinden Boulevard.

ii. Parking lot landscaping

Landscaping is required to be provided along all parking areas per the standards listed in UDC 11-3B-8.

Landscaping is required to be provided along all parking areas per the standards listed in UDC 11-3B-8.

iii. Storm integration

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

3. Parking (UDC 11-3C):

i. Residential parking analysis

Off-street parking is required per the standards listed in UDC Table 11-3C-6; the number of parking spaces is based on the number of bedrooms per unit. The applicant shall comply with these standards. Each single-family residence will be evaluated at the time of building permit submittal.

ii. Nonresidential parking analysis

UDC Requirement	Proposed/Analysis
Commercial: 1 Parking Stall per 500 Square Feet of Gross Floor Area	No buildings are being proposed at this time

iii. Bicycle parking analysis

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

F. Transportation Analysis

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

Access to the property is from N. Levi Avenue via W. Chinden Boulevard.

2. Pedestrian Connectivity (UDC 11-3A-5, UDC 11-3A-8, UDC 11-3A-17):

There is an existing 10-foot-wide multi-use pathway along the north side of the property along W. Chinden Boulevard. Because this property is located in the Mixed Use – Interchange (MU-I) designation, specific development provisions are required as noted in the existing DA that pertain to common usable open space in commercial areas such as plazas or green space; supportive and proportional public/quasi-public spaces and places; and safe pedestrian access and connectivity within developments as set forth in the Comprehensive Plan. The existing entitled uses were held to these standards, and Staff recommends the remaining lots are also held to these standards.

G. Services Analysis

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

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

2. 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.

3. 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.

IV. CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

1. The applicant shall comply with all previous conditions of approval for this development H-2019-0021 AZ, PP; Development Agreement Inst.# 2019-060655; FP-2022-0023; TECC-2023-0001; H-2026-0015 MDA.
2. Future development shall be consistent with the minimum dimensional standards listed in UDC Table 11-2B-3 for the C-G zoning district.
3. The short plat shall include the following revisions:
 - a. Add a note to the plat and show the front and rear ten (10) foot as well as the interior five (5) foot public utilities, irrigation and lot drainage easements for all lots if needed based on the new layout.
 - b. Provide access and utilities to Lot 1, Block 1. Demonstrate how this will work with the new lot.
4. The existing landscaping along Chinden Boulevard shall be preserved and protected during construction on the property.
5. A Certificate of Zoning Compliance and Design Review application is required to be reviewed and approved for each of the structures and associated site improvements prior to the submittal of building permit applications. All structures shall comply with the design standards in the Architectural Standards Manual.
6. Approval of the 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 short plat, as set forth in UDC 11-6B-7A. Upon written request prior to the expiration of the final plat, the Applicant may request an extension of time to obtain the City Engineer's signature on the final plat as set forth in UDC 11-6B-7C.

B. Meridian Public Works

SITE SPECIFIC CONDITIONS:

1. Water is provided by Veloia.
2. Area is subject to the Oaks Lift Station and Pressure Sewer Reimbursement agreement. For the commercial development, the ERUs needed will be calculated during the building permit review process. The reimbursement fee for the entire building(s) must be paid prior to the City issuing a building permit.
3. Sewer will need to be extended to the western parcel. Do not run sewer services through another parcel's lot

GENERAL CONDITIONS:

1. Sanitary sewer service to this development is available via extension of existing mains adjacent to the development. The applicant shall install mains to and through this subdivision; applicant shall coordinate main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
2. Water service to this site is available via extension of existing mains adjacent to the development. The applicant shall be responsible to install water mains to and through this

development, coordinate main size and routing with Public Works.

3. All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
4. Upon installation of the landscaping and prior to inspection by Planning Department staff, the applicant shall provide a written certificate of completion as set forth in UDC 11-3B-14A.
5. A letter of credit or cash surety in the amount of 110% will be required for all incomplete fencing, landscaping, amenities, pressurized irrigation, prior to signature on the final plat.
6. The City of Meridian requires that the owner post with the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The applicant shall be required to enter into a Development Surety Agreement with the City of Meridian. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
7. The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, and water infrastructure for a duration of two years. This surety amount will be verified by a line item final cost invoicing provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
8. In the event that an applicant and/or owner cannot complete non-life, non-safety and non-health improvements, prior to City Engineer signature on the final plat and/or prior to occupancy, a surety agreement may be approved as set forth in UDC 11-5C-3C.
9. Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
10. It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
11. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
12. Developer shall coordinate mailbox locations with the Meridian Post Office.
13. All grading of the site shall be performed in conformance with MCC 11-1-4B.
14. Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
15. The engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
16. The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed

in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.

17. At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
18. Street light plan requirements are listed in section 6-7 of the Improvement Standards for Street Lighting (http://www.meridiancity.org/public_works.aspx?id=272). All street lights shall be installed at developer's expense. Final design shall be submitted as part of the development plan set for approval, which must include the location of any existing street lights. The contractor's work and materials shall conform to the ISPWC and the City of Meridian Supplemental Specifications to the ISPWC. Contact the City of Meridian Transportation and Utility Coordinator at 898-5500 for information on the locations of existing street lighting.
19. The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-feet wide for a single utility, or 30-feet wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. DO NOT RECORD. Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to signature of the final plat by the City Engineer.
20. Applicant shall be responsible for application and compliance with and NPDES permitting that may be required by the Environmental Protection Agency.
21. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources (IDWR). The Developer, Owner, or project Engineer, shall provide a statement addressing whether there are any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment. If wells are to be abandoned, the project owner or their representative must contact the IDWR Groundwater Protection Section (Aaron Skinner, Hydrogeologist 208-287-4972) BEFORE any work is done to decommission an existing well (even if it is believed that the well is less than 18 ft deep). Proof of communication with IDWR must be submitted to the City prior to any work being done to decommission the well. Failure to communicate with IDWR may result in additional work and expense to decommission the well.
22. Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact the Central District Health Department for abandonment procedures and inspections.
23. 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 development plan approval.
24. All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting,

crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.

C. Meridian Fire Department

<https://weblink.meridiancity.org/WebLink/browse.aspx?id=454793&dbid=0&repo=MeridianCity>

D. Idaho Department of Environmental Quality (DEQ)

<https://weblink.meridiancity.org/WebLink/browse.aspx?id=454793&dbid=0&repo=MeridianCity>

E. Ada County Highway District (ACHD)

<https://weblink.meridiancity.org/WebLink/browse.aspx?id=454793&dbid=0&repo=MeridianCity>

V. FINDINGS

A. 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;
Staff finds the proposed plat is generally in conformance with the UDC and the Comprehensive Plan.
2. Public services are available or can be made available and are adequate to accommodate the proposed development;
Staff finds public services are available to the subject property and will be adequate to accommodate the proposed development.
3. The plat is in conformance with scheduled public improvements in accord with the city's capital improvement program;
Staff finds the plat is in conformance with scheduled public improvements for this area in accord with the City's CIP.
4. There is public financial capability of supporting services for the proposed development;
Staff finds there is public financial capability of supporting services for the proposed development.
5. The development will not be detrimental to the public health, safety or general welfare; and
Staff finds the proposed development will not be detrimental to the public health, safety or general welfare.
6. The development preserves significant natural, scenic or historic features.
Staff is unaware of any significant natural, scenic or historic features that need to be preserved with this development.

VI. ACTION

A. Staff:

Staff recommend approval of the proposed short plat per the provisions in Section IV in accord with the Findings in Section V.

B. City Council:

The Meridian City Council heard these items on [date]. At the public hearing, the Council moved to approve the subject [app] and [app] requests.

1. Summary of the City Council public hearing:

- a. In favor:
- b. In opposition: None
- c. Commenting: None
- d. Written testimony: None
- e. Staff presenting application:
- f. Other Staff commenting on application: None

2. Key issue(s) of public testimony:

- a. None

3. Key issue(s) of discussion by City Council:

- a. None

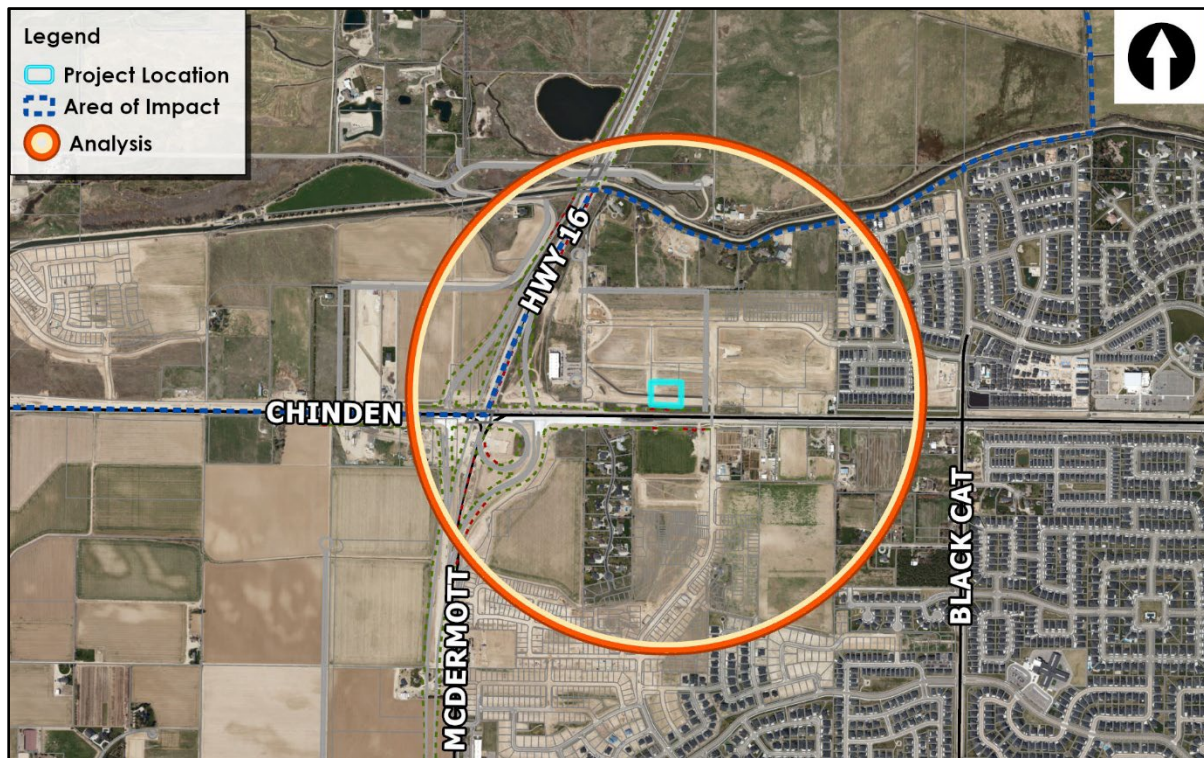
4. City Council change(s) to Commission recommendation:

- a. None

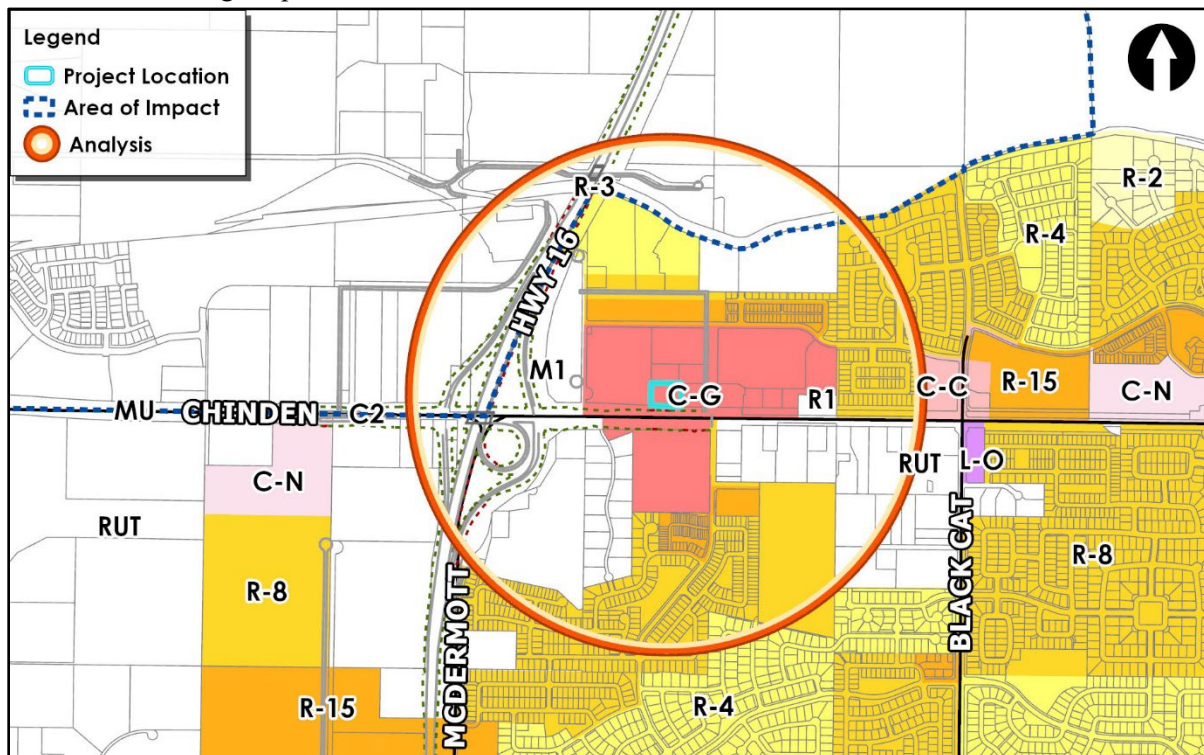
VII. EXHIBITS

A. Project Area Maps

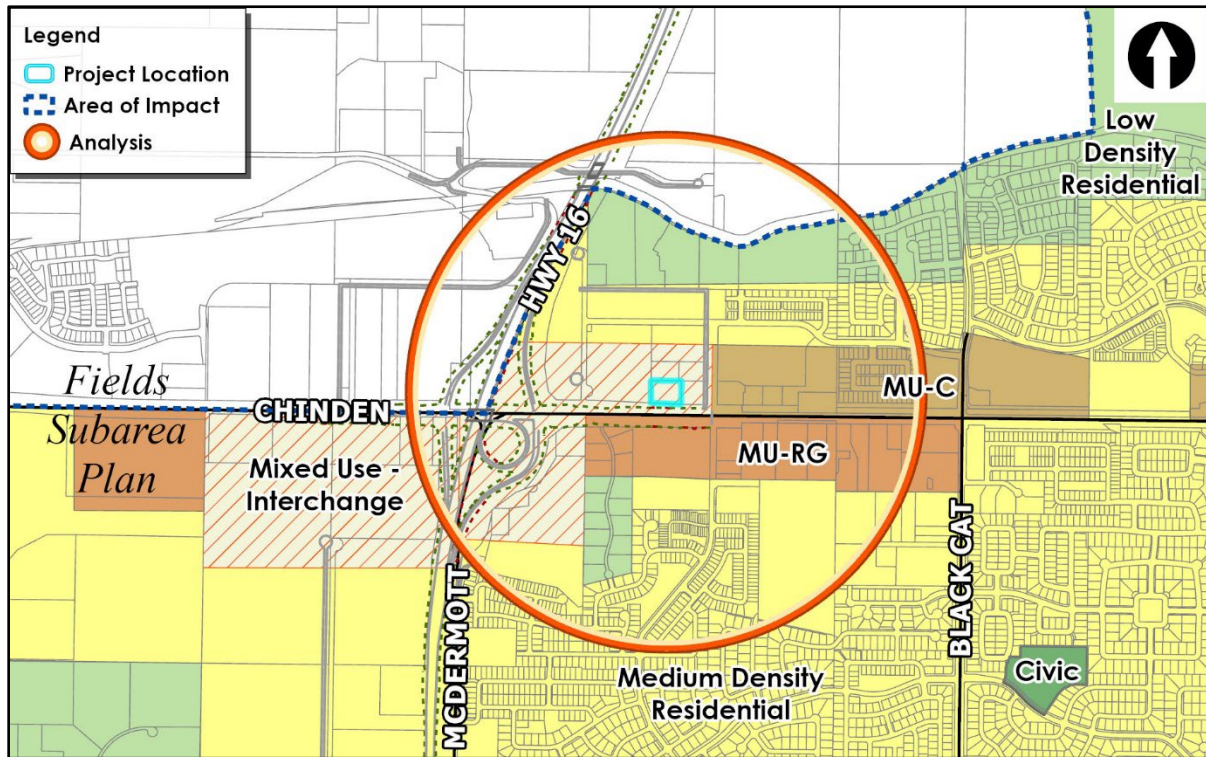
1. Aerial



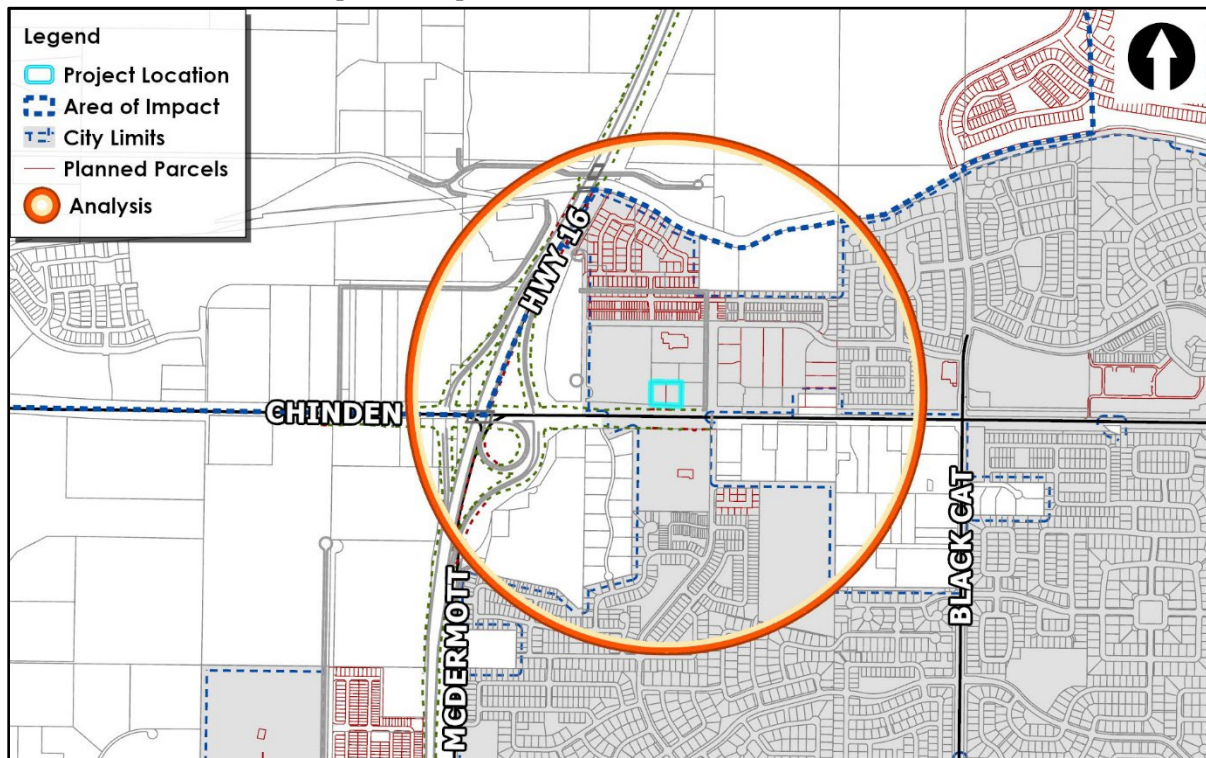
2. Zoning Map



3. Future Land Use



4. Planned Development Map



B. Service Accessibility Tool (Existing Conditions)

PARCEL R7129171100 SERVICE ACCESSIBILITY

Overall Score: 17

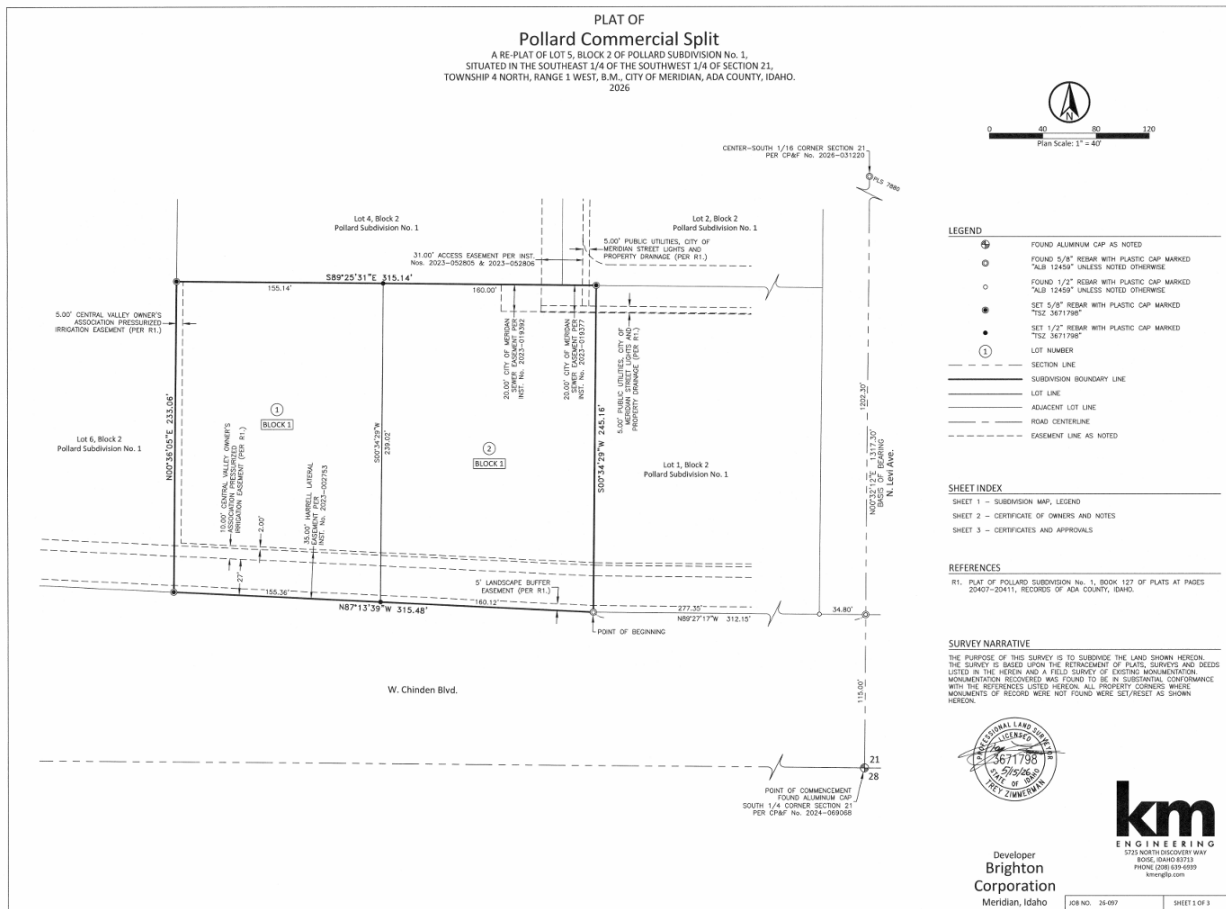
5th Percentile

Criteria	Description
Location	In City Limits
Extension Sewer	Trunkshed mains < 500 ft. from parcel
Floodplain	Either not within the 100 yr floodplain or > 2 acres
Emergency Services Fire	Response time < 5 min.
Emergency Services Police	Reporting District does not meet most response time goals
Pathways	Within 1/4 mile of current pathways
Transit	Not within 1/4 of current or future transit route
Arterial Road Buildout Status	Ultimate configuration (# of lanes in master streets plan) > existing (# of lanes) & road IS NOT in 5 yr work plan
School Walking Proximity	From 1/2 to 1 mile walking
School Drivability	Not within 2 miles driving of existing or future school
Park Walkability	No park within walking distance by park type

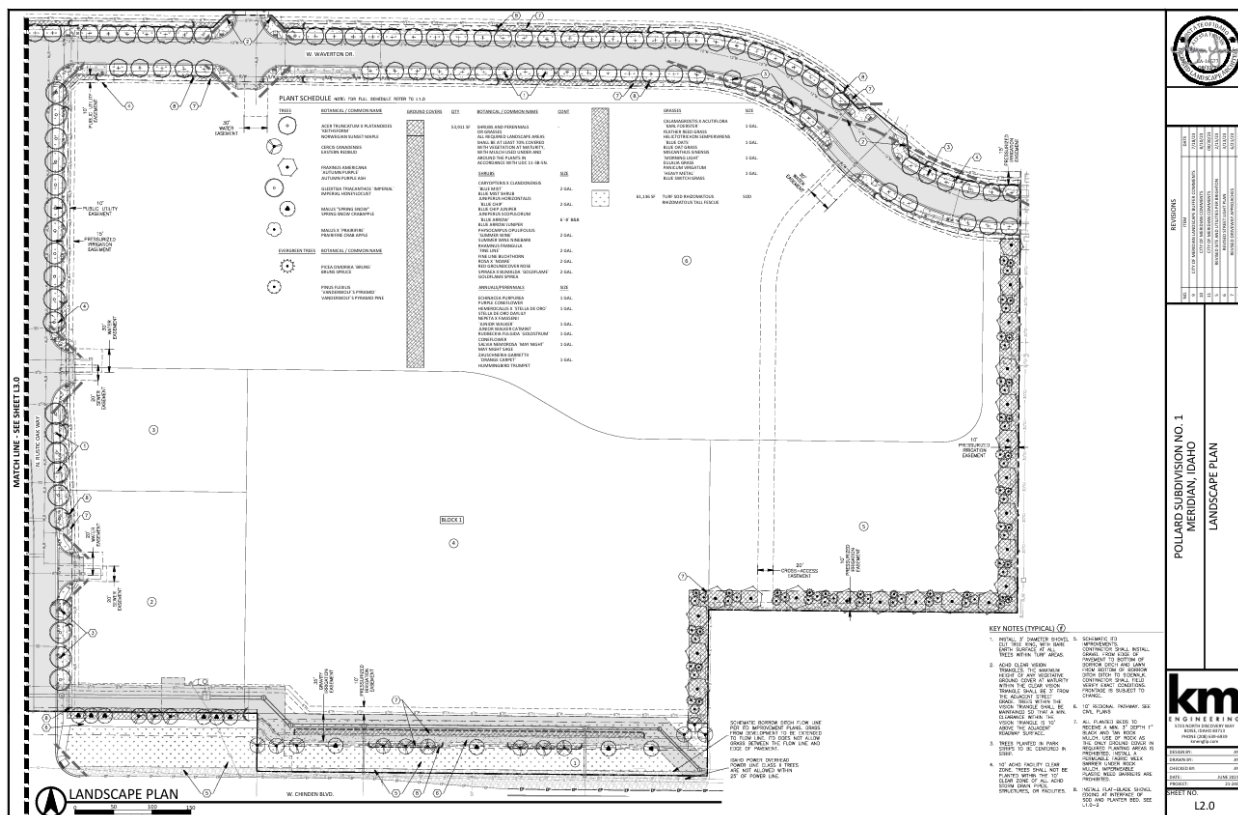
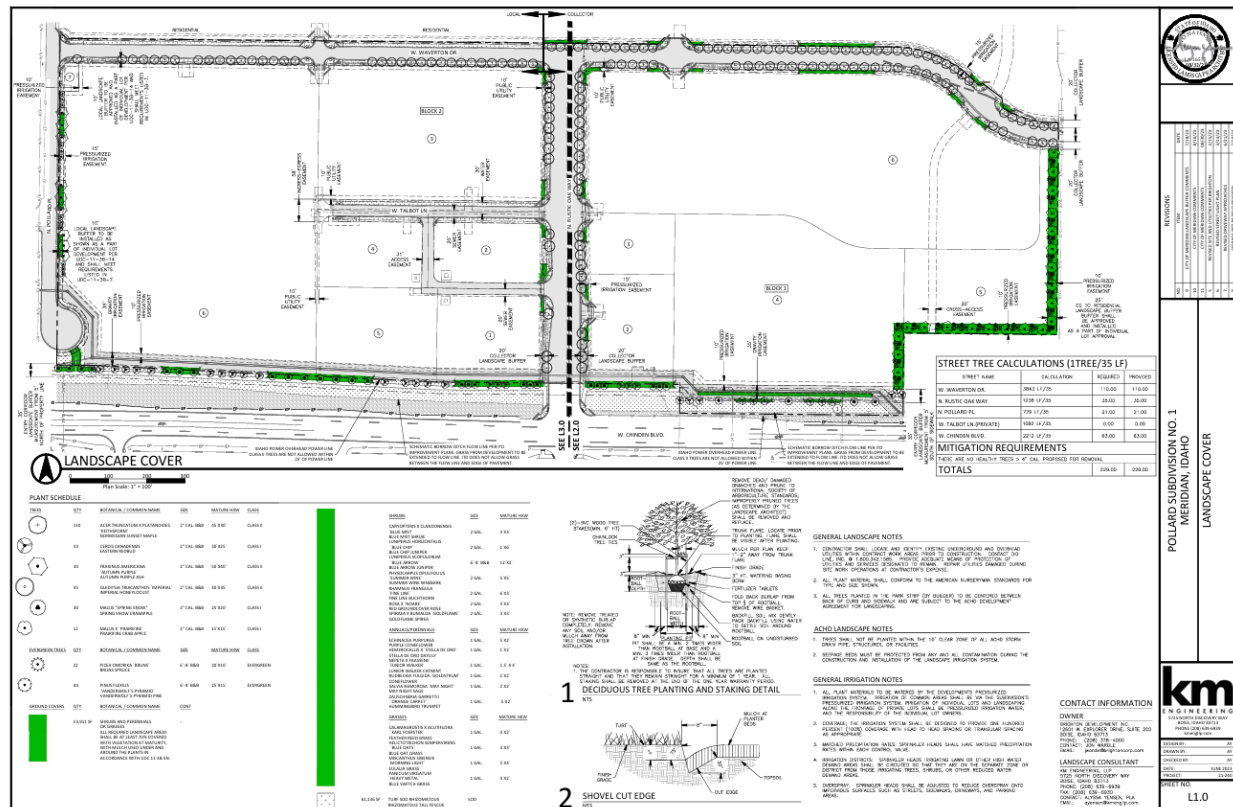
C. Subject Site Photos



D. Short Plat (date: 5/15/2026)



E. Landscape Plan (date: 8/31/2023)



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. 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 trunk sheds, 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.

C. 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.