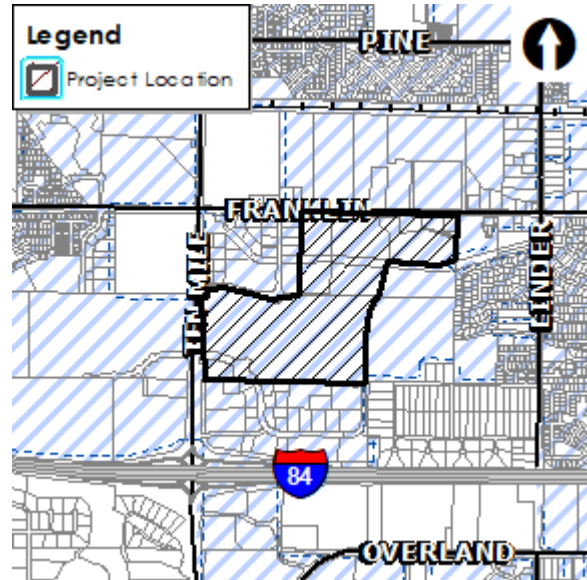


STAFF REPORT
COMMUNITY DEVELOPMENT DEPARTMENT



HEARING DATE: August 6, 2020
 TO: Planning & Zoning Commission
 FROM: Sonya Allen, Associate Planner
 208-884-5533
 SUBJECT: H-2020-0074
 TM Center - PP
 LOCATION: East of S. Ten Mile Rd. & south of W. Franklin Rd., in the north half of Section 14, Township 3N., Range 1W.



I. PROJECT DESCRIPTION

Preliminary Plat consisting of 83 buildable lots and 2 common lots on 132.42 acres of land in the R-8, R-40, TN-C, C-C and C-G zoning districts.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	132.42	
Future Land Use Designation	Mixed Use – Residential (MU-R), Medium High-Density Residential (MHDR); High Density Residential (HDR), Mixed Use – Commercial (MU-C) and Commercial in the TMISAP	
Existing Land Use	Agricultural, commercial, restaurant, carwash, office, multi-family residential	
Proposed Land Use(s)	Commercial and high density residential	
Current Zoning	Mostly R-40, C-C and C-G with small remnants of R-8 & TN-C	
Proposed Zoning	NA	
Lots (# and type; bldg/common)	83 building (74 commercial, 9 high-density residential)/2 common	
Phasing plan (# of phases)	6 (conceptually, based on market demand)	
Number of Residential Units (type of units)	TBD	
Density (gross & net)	TBD	

Open Space (acres, total [%] / buffer / qualified)	TBD with future residential development	
Amenities	TBD with future residential development	
Physical Features (waterways, hazards, flood plain, hillside)	The Ten Mile Creek and Kennedy Lateral cross this site	
Neighborhood meeting date; # of attendees:	March 12, 2020; 6 attendees	
History (previous approvals)	TM Creek East – H-2015-0018 (MDA #2016-037777); Ten Mile Center – AZ-14-001 (DA #2014-065514); Calnon – H-2015-0017 (AZ/CPAM, DA #2016-030845); Bainbridge Franklin – H-2018-0057 (AZ DA #2019-077071) <i>[Associated but not part of this application: TM Crossing – CPAM-12-001/AZ-12-005 (DA #114002254)/PP-12-003/H-2016-0054 (MDA #2016-062220)/H-2017-0027 (MDA 2017-051907)/H-2018-0122 (MDA #2019-011700); and TM Creek – AZ-13-015 (DA #114045759)/PP-13-030/H-2016-0067 (MDA #2016-072497)/H-2017-0124 (MDA #2017-113747)]</i>	

B. Community Metrics

Description	Details	Page
Ada County Highway District		
<ul style="list-style-type: none"> Staff report (yes/no) 	Yes (draft)	
<ul style="list-style-type: none"> Requires ACHD Commission Action (yes/no) 	No A full Traffic Impact Study (TIS) was not required.	
<ul style="list-style-type: none"> Existing Conditions 	Abutting roadways (Ten Mile & Franklin Rds.) are fully improved.	
<ul style="list-style-type: none"> CIP/IFYWP 	NA	

Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	One collector street access (S. New Market Ave.) and two (2) driveway accesses are proposed via Franklin Rd.	
Traffic Level of Service	Better than “D”) – Franklin & Ten Mile Roads (acceptable level of service is “E”)	
Stub Street/Interconnectivity/ Cross Access	Cobalt Dr. is being extended from the west boundary to the east to New Market; Wayfinder is being extending between the two roundabouts; and New Market is extending from Franklin to the south boundary for extension from TM Crossing	
Existing Road Network	Ten Mile and Franklin Roads exist along the west and north boundaries of this site. Vanguard exists at the southwest corner of the site and provides a connection from Ten Mile Rd. to the south and includes a roundabout with a stub to this property.	
Existing Arterial Sidewalks / Buffers	A detached sidewalk exists along Franklin, no buffer; an existing asphalt pathway exists along Ten Mile, no buffer	
Proposed Road Improvements	None	

Fire Service	
• Distance to Fire Station	1.7 miles – Fire Station #2
• Fire Response Time	Falls within 5 minute response time
• Resource Reliability	76% for Fire Station #2 – does <i>not</i> meet the target goal of 80% or greater
• Risk Identification	Risk factor of 4 – current resources would <i>not</i> be adequate to supply service to this project (see comments in Section VIII.C)
• Accessibility	Project meets all required access, road widths and turnarounds
• Special/resource needs	An aerial device is required; the closest truck company is 6 minutes travel time (under ideal conditions) – Fire Dept. can meet this need in the required timeframe if required.
• Water Supply	Requires 1,500 gallons per minute for 2 hours; may be less if building is fully sprinklered, which all are proposed to be
• Other Resources	NA

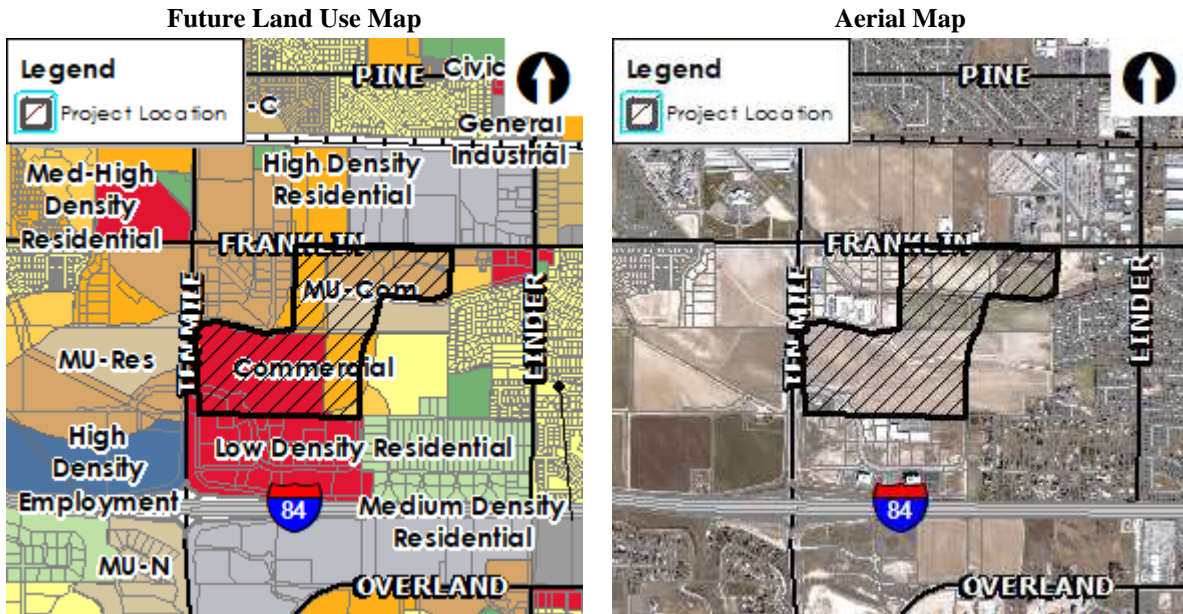
Police Service	
• Distance to Police Station	4 miles
• Police Response Time	3.5 minutes
• Calls for Service	577 within a mile of site (3/1/2019 – 2/29/2020)
• Accessibility	No concerns with the proposed access
• Specialty/resource needs	No additional resources are required at this time; the PD already services the area
• Crimes	67 within a mile of site (3/1/2019 – 2/29/2020)
• Crashes	25 within a mile of site (3/1/2019 – 2/29/2020)

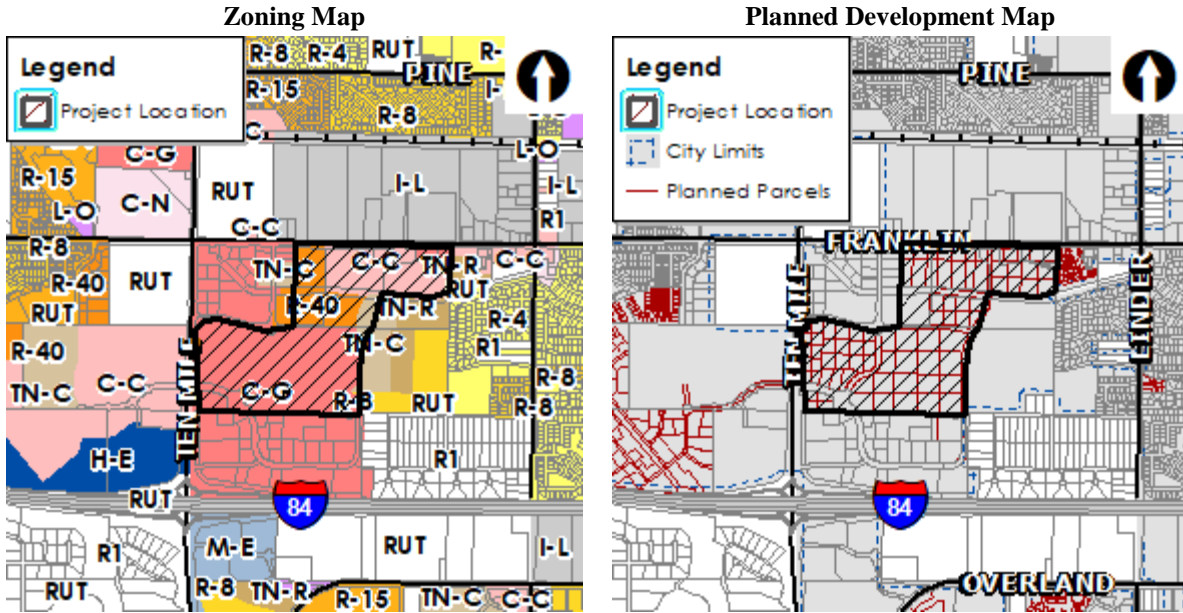
West Ada School District	No comments were received
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Wastewater	
• Distance to Sewer Services	Directly adjacent
• Sewer Shed	South Black Cat Trunkshed
• Estimated Project Sewer ERU's	See application
• WRRF Declining Balance	13.96
• Project Consistent with WW Master Plan/Facility Plan	Yes
• Impacts/Concerns	The current sewer configuration submitted with this application, depicts at intersection of Cobalt and New Market Avenue, flow being enabled to go in either the north or the west direction. This needs to be corrected so flow only goes in one direction. Based on conversations with applicant 8" sewer line on Cobalt will not connect to manhole at intersection.

Water	
<ul style="list-style-type: none"> Distance to Water Services 	Directly adjacent
<ul style="list-style-type: none"> Pressure Zone 	2
<ul style="list-style-type: none"> Estimated Project Water ERU's 	See application
<ul style="list-style-type: none"> Water Quality Concerns 	This development will result in a long deadend water main which may result in poor water quality. Connecting to the south will eliminate this deadend and correct this problem.
<ul style="list-style-type: none"> Project Consistent with Water Master Plan 	Yes
<ul style="list-style-type: none"> Impacts/Concerns 	<ul style="list-style-type: none"> To alleviate the water quality issues, this development must extend the proposed 12" water main south to connect into the existing water main in S New Market Ave (TM Crossing No 4). Make sure to tie into the existing 12" water stub in Vanguard (between lots 6 & 25, block 1)

C. Project Maps





III. APPLICANT INFORMATION

A. Applicant:

SCS Brighton, et al – 2929 W. Navigator Dr. #400, Meridian, ID 83642

B. Owners:

- SCS Brighton, LLC – 2929 W. Navigator Dr. #400, Meridian, ID 83642
- SCS Brighton II, LLC – 2929 W. Navigator Dr., #400, Meridian, ID 83642
- DWT Investments, LLC – 2929 W. Navigator Dr., #400, Meridian, ID 83642
- SCS Investments, Inc. – 2929 W. Navigator Dr., #400, Meridian, ID 83642
- SCS Investments, LLC – 2929 W. Navigator Dr., #400, Meridian, ID 83642
- SCS TM Creek, LLC – 2929 W. Navigator Dr., #400, Meridian, ID 83642
- Brighton Land Holdings, LLC – 2929 W. Navigator Dr., #400, Meridian, ID 83642

C. Representative:

Michael D. Wardle, Brighton Corporation – 2929 W. Navigator Dr. #400, Meridian, ID 83642

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper notification published in newspaper	7/17/2020	
Radius notification mailed to property owners within 300 feet	7/14/2020	
Public hearing notice sign posted on site	7/21/2020	

V. COMPREHENSIVE PLAN ANALYSIS

LAND USE:

This property is primarily designated on the Future Land Use Map in the [Comprehensive Plan](#) for High-Density Residential (HDR), Mixed Use – Residential (MU-R), Mixed Use – Commercial (MU-C) and Commercial uses with a small portion designated for MHDR (Medium High-Density Residential) uses that is part of a larger MHDR designated area to the east. Development of this area is governed by the Ten Mile Interchange Specific Area Plan ([TMISAP](#)). See pages 3-6 thru 3-9 in the *Comprehensive Plan* for more information on these specific land use designations.

Conceptual development plans and/or uses have previously been approved with Development Agreements (DA's) for the land proposed to be subdivided as follows: TM Center (Inst. #2014-065514), Bainbridge Franklin (Inst. #2019-077071), Calnon (Inst. #2016-030845) and TM Creek East (Inst. #2016-037777).

TRANSPORTATION:

No road improvements are planned adjacent to this site as Ten Mile Rd. is fully improved with 5-travel lanes, curb and gutter; and Franklin Rd. is fully improved with 5-travel lanes with curb, gutter and 5-foot wide attached sidewalk abutting the site. A traffic signal exists at the S. Vanguard Way/S. Ten Mile Rd. intersection and a signal has been installed through the poles at the W. Franklin Rd./S. Wayfinder Way intersection – ACHD will hang the mast arms when warranted. Conduit was also installed at the New Market Ave./Franklin Rd. intersection with the Franklin Road widening project to accommodate installation of a future signal which is required to be constructed through the signal poles and luminaires prior to signature on the final plat. When ACHD determines it's warranted in the future, the District will complete installation of the signal and put it into operation.

Street Network (3-17): The Transportation System Map included in the TMISAP (pg. 3-18) shown below depicts collector streets through this site connecting to existing and future collector streets to the north and south. These street locations coincide with the towncenter collector streets depicted on the Master Street Map (MSM). Roundabouts are also depicted on the Map at the Cobalt/Wayfinder and Vanguard/Wayfinder intersections, which have been constructed.



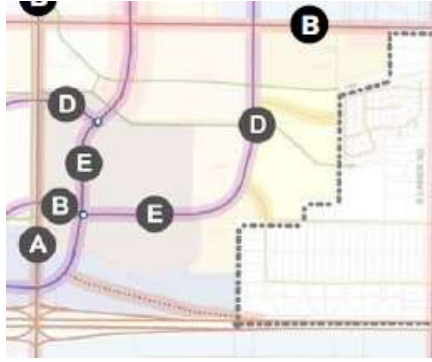
Two (2) north/south collector streets (S. Wayfinder Way and S. New Market Ave.) are proposed on the plat in locations consistent with the Transportation System Map and the MSM. An east/west collector street is not proposed along the southern boundary of the site because a collector street (W. Navigator Dr.) was constructed further to the south with development of the adjacent TM Crossing subdivision, which was deemed to meet the intent of the Maps and provide the desired east/west connection. Another east/west collector street (W. Cobalt Dr.) is proposed through the middle of this site for a connection between Ten Mile Rd. and New Market Ave. that is not depicted on the Transportation System Map or the MSM, which provides more needed connectivity in this area.

Access Control (3-17): In order to move traffic efficiently through the Ten Mile area and optimize performance of streets, direct access via arterial streets is prohibited except for collector street connections. Access to arterial streets should occur via the collector road system. **Two (2) driveway accesses via Franklin Rd. are depicted on the plat. These accesses are prohibited unless specifically approved by the City and ACHD. The City conceptually approved the eastern driveway access via Franklin with the Bainbridge Franklin annexation as set forth in the DA (see provision #5.1i). ACHD has not approved these accesses and is requiring a traffic analysis be submitted to demonstrate additional driveways are necessary to serve the site.**

Complete Streets (3-19): Streets should be designed to serve all users – motorists, bus riders, bicyclists, and pedestrians, including people with disabilities. Bicycling and walking facilities should be incorporated into all streets unless exceptional circumstances exist such as roads where bicyclists or pedestrians are prohibited by law, where the costs are excessive, or where there is clearly no need. **The following are features that should be considered as a starting point for each street: sidewalks, bike lanes, wide shoulders, crosswalks, refuge medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulb-outs, street furnishings and on-street parking.** The street sections depicted on the plat incorporate detached sidewalks/pathways, planter strips and bike lanes along all streets and on-street parking and 2-way left turn lanes within Wayfinder and New Market. **The Applicant should address at the public hearing (or before the hearing in writing) what other features are proposed in accord with this guideline. Staff believes the elements are integral to Ten Mile area to keep many of the multi-modal options envisioned by the Plan.**

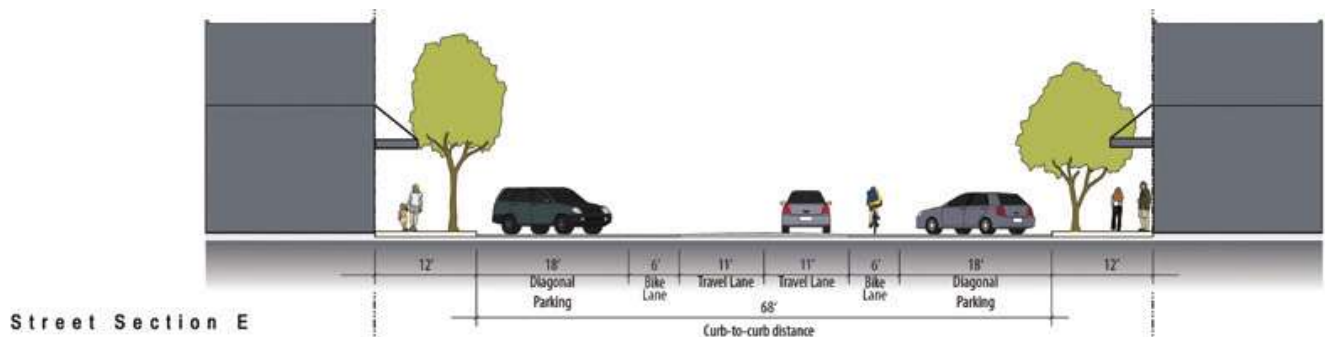
Street Design (3-20): The TMISAP includes several street section types for specific uses and conditions based on projected vehicular and pedestrian usage, desired parking conditions, specific physical conditions, public emergency access, and streetscape character. Streets within the Ten Mile area should be designed and sized to optimize pedestrian comfort and to facilitate slow-moving traffic. It's desirable that lanes on streets be 11 feet in width with the exception of those lanes closest to the intersections with Franklin and Ten Mile Roads which can increase to 12 feet from the point of the intersection with the arterial street to the point of the intersection with another street or access point.

The Street Section Map contained in the TMISAP (pg. 3-22) shown below depicts specific street section classifications for each of the streets shown on the Transportation System Map. These classifications have both a functional and a design-related classification to balance the design considerations for pedestrians and motorists.



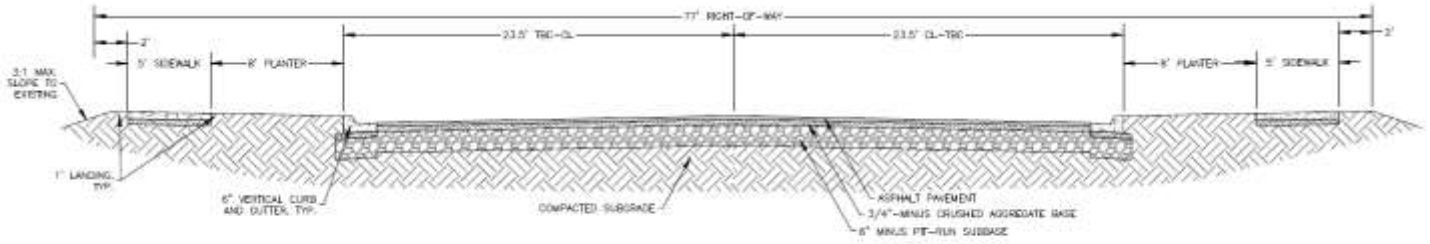
The western north/south collector street (proposed as S. Wayfinder Way) designated as “E”, which is a minor collector street, will extend to the north to a future signalized intersection at W. Franklin Road and to the south to Vanguard to a signal at Ten Mile Rd. This street should be constructed in accord with Street Section E shown below with two (2) 11’ travel lanes, 6’ bike lanes, 18’ diagonal parking and 12’ sidewalks with trees in wells (see pgs. 3-21 & 3-23 in the TMISAP).

Minor collector streets serve as the primary retail streets and are pedestrian-oriented and defined by street-level storefronts. Buildings are built to 12-foot wide sidewalks with street trees in wells and pedestrian-scale lighting. A 5-foot wide dry-utilities corridor should be provided along both sides of the street curb; both wet utilities may be located in the street; and streetlights should be placed in the dry utilities corridor on either side of the street.



This street is designated on the Master Street Map (MSM) as a towncenter collector street, which differs from the minor collector street in the TMISAP in that it has a center turn lane and parallel parking (see ACHD’s [Livable Street Design Guide](#), pg. 23).

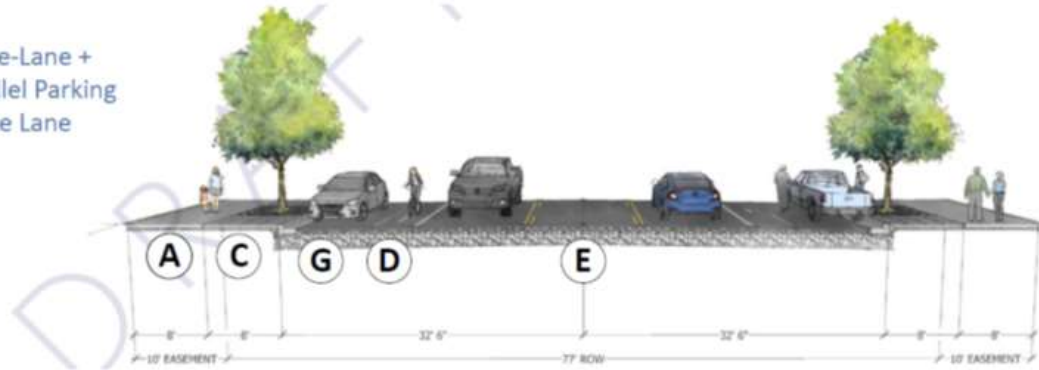
The proposed plat depicts a north/south collector street (S. Wayfinder Way) in alignment with that shown on the Street Section Map and the MSM. The street section from the plat and a detail is shown below consistent with a towncenter collector street and generally consistent with Street Section E except that it has a center turn lane and on-street parallel instead of diagonal parking. This section may be modified to allow parallel parking as a local section in these areas; parallel parking was allowed in the section of Wayfinder north of the Ten Mile Creek bridge. **Staff is amenable to parallel parking being provided in this section of Wayfinder consistent with that to the north if determined appropriate by City Council.** *Note: Construction plans for completion of this street were submitted to ACHD earlier this year and have been approved per the ACHD report.*



STREET SECTION: S. WAYFINDER AVE.

SCALE: NTS

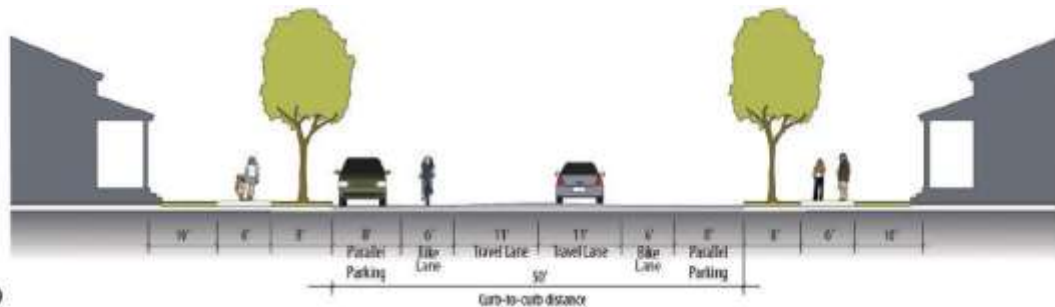
Three-Lane +
Parallel Parking
+ Bike Lane



Label	Physical Characteristics
A	Sidewalk: 5' to 8'
B	Tree Lawn: 8' to 10'
C	Tree Grate
D	Bicycle Lane
E	Two-Way Left Turn Lane
F	Center Landscaped Median
G	Parallel Parking

The eastern north/south collector street (proposed as S. New Market Ave.) designated as “D”, which is a residential collector street, will extend from Franklin Rd. to the south boundary of the site and connect to Navigator Dr. in the TM Crossing project. This street should be constructed in accord with Street Section D shown below with two (2) 11’ travel lanes, 6’ bike lanes, 8’ parallel on-street parking, 8’ planter strips, 6’ detached sidewalks and 10’ buffers (see pgs. 3-21 & 3-23 in the TMISAP). New Market will connect to W. Franklin Rd. at the north boundary and extend to the south with future development of TM Crossing subdivision to W. Navigator Dr.

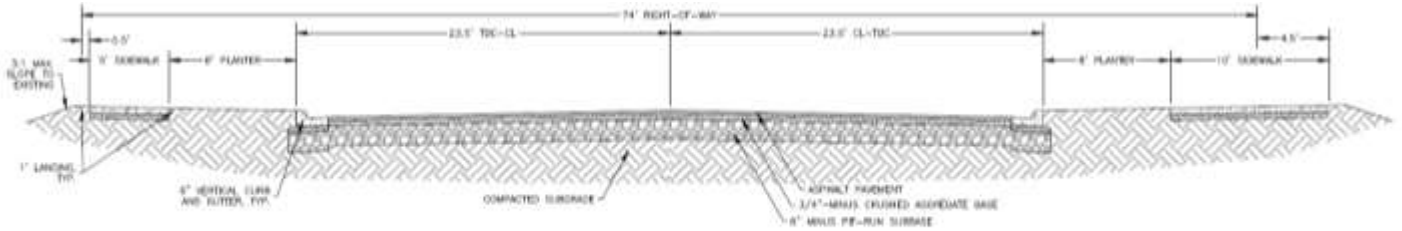
Residential collector streets serve the local access needs of residential, live/work, and commercial activities within a residential neighborhood or mixed use residential area. Buildings on these streets should have limited setbacks behind the sidewalk and a tree lawn should be provided. On-street parking is allowed. A 5-foot dry utilities corridor should be provided along both sides of the street curb; both wet utilities may be located in the street; and streetlights should be placed in the dry utilities corridor on either side of the street.



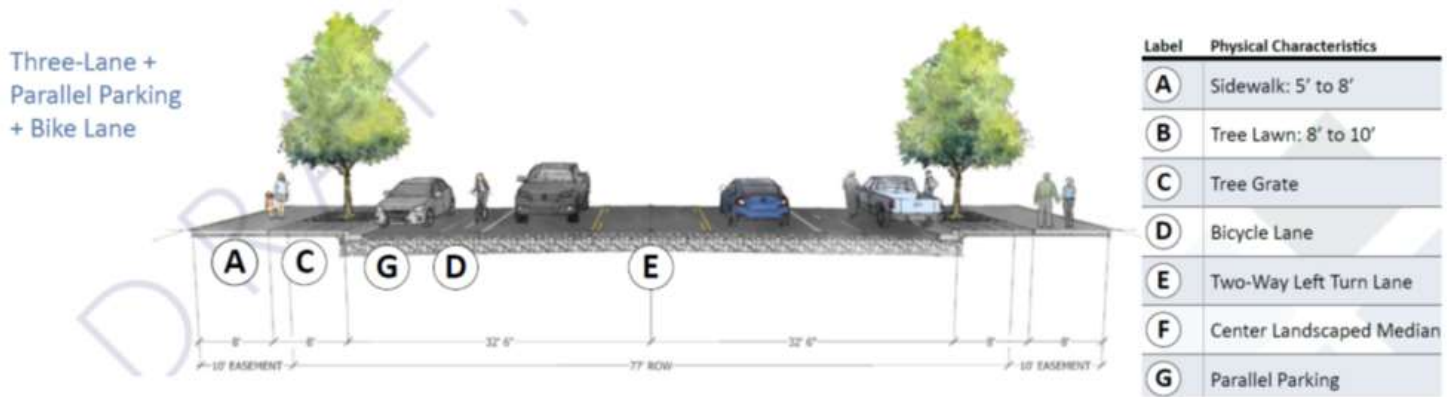
Street Section D

This street is designated on the Master Street Map (MSM) as a towncenter collector street and differs from a residential collector street in the TMISAP in that it has a 11’ center turn lane and no buffer (see ACHD’s [Livable Street Design Guide](#), pg. 23).

The proposed plat depicts a north/south collector street (S. New Market Ave.) in alignment with that shown on the Street Section Map and MSM. **The street section from the plat and a detail is shown below consistent with a towncenter collector street. ACHD has approved the street to be constructed as a towncenter collector street consistent with the MSM although the MSM designation differs from that on the Street Section Map in the TMISAP, which is a residential collector street. Staff recommends the detached sidewalk on the east side of New Market is constructed as a 10' multi-use pathway in accord with the Pathways Master Plan and buffers are constructed at the back edge of the sidewalk/pathway where residential uses are proposed along the street consistent with that depicted on Street Section D. Where residential uses are *not* constructed along along the street, a 12' sidewalk/pathway with tree grates should be constructed.**

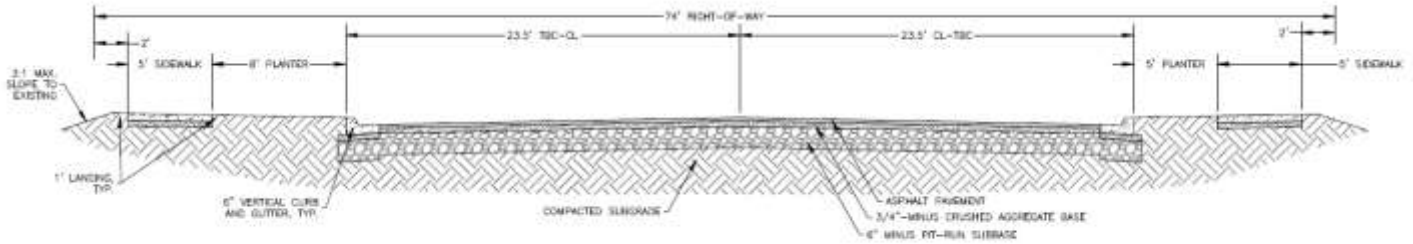


STREET SECTION: S. NEW MARKET AVE.



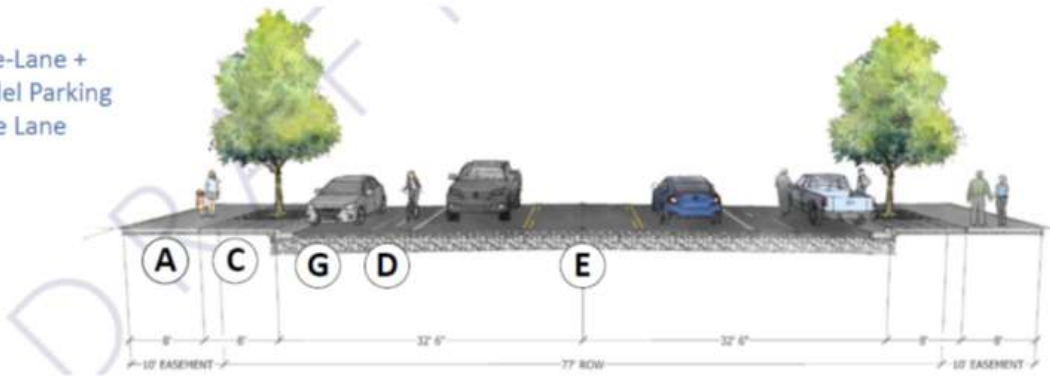
The Street Section Map shown above, nor the MSM, depicts an east/west collector where W. Cobalt Dr. is proposed to extend between Wayfinder and New Market although it does depict such further to the south in alignment with the access via Ten Mile Rd. along the southern boundary of this site which was actually constructed further to the south (i.e. Navigator Dr.) as discussed above. This southern section is designated as a minor collector street (“E”) on the Street Section Map in the TMISAP and as a towncenter collector on the MSM. The portion of Cobalt west of Wayfinder is designated as a residential collector street (Street Section D). The proposed street will provide a connection from Ten Mile between Wayfinder and New Market which Staff believes provides more connectivity in this area as desired.

The street section from the plat and a detail is shown below consistent with a towncenter collector street. This segment of Cobalt was previously approved as part of ACHD’s action on the TM Creek East Apartments that’s currently under construction. A buffer area was depicted on the landscape plan for the apartments project on the north side of the street at the back edge of the sidewalk consistent with Street Section D for residential collector streets; this should be continued to the east (and south if applicable) with future residential projects.



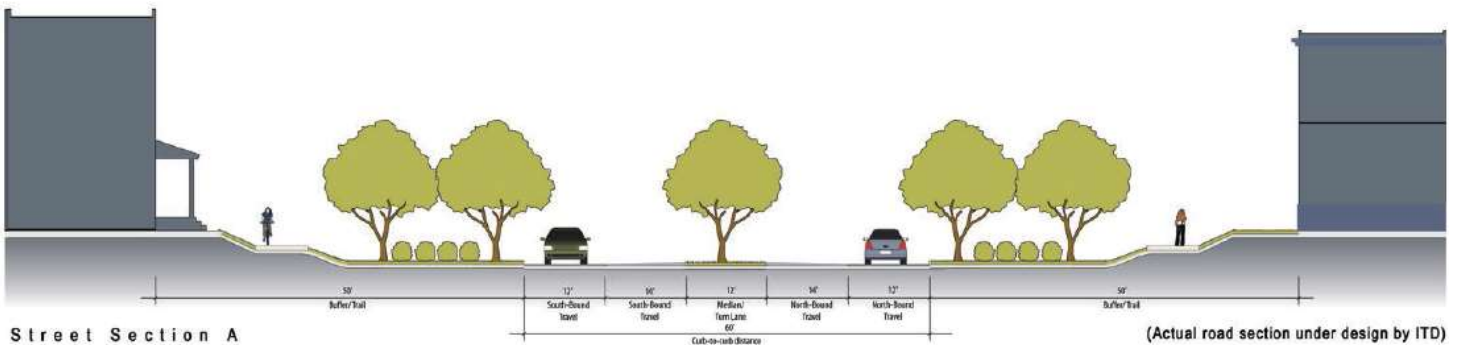
STREET SECTION: W. COBALT DR.

Three-Lane +
Parallel Parking
+ Bike Lane

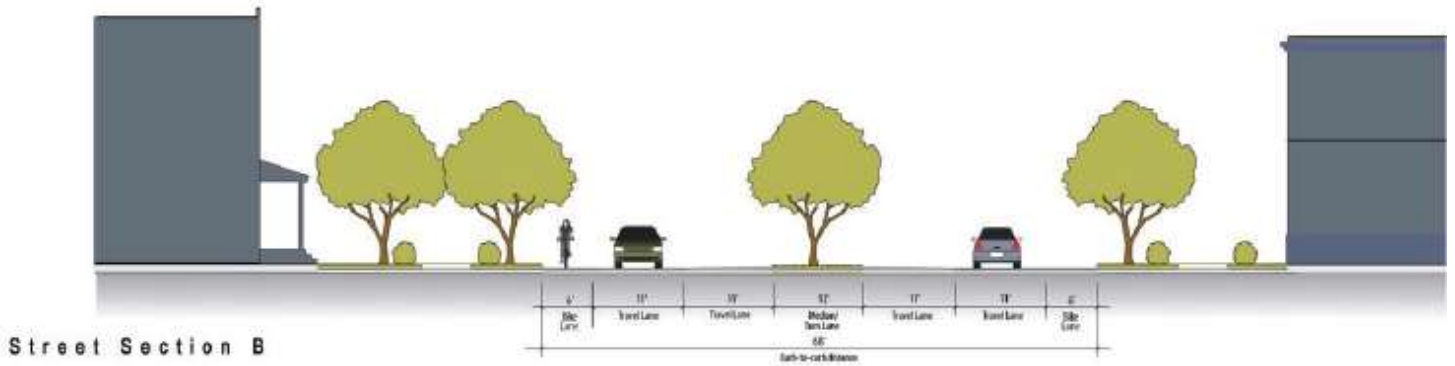


Label	Physical Characteristics
A	Sidewalk: 5' to 8'
B	Tree Lawn: 8' to 10'
C	Tree Grate
D	Bicycle Lane
E	Two-Way Left Turn Lane
F	Center Landscaped Median
G	Parallel Parking

South Ten Mile Rd., an existing arterial street along the west boundary of the site, is designated as a modified 4-lane parkway (“A”) on the Street Section Map. **Buildings should address the street but be set back some distance from the roadway to provide security to the pedestrians and bikes and a wide tree lawn and detached trail should be provided as shown on Street Section A below. Streetlights should be located in the tree lawn area and should be of a pedestrian scale. Dry utilities should be located back of the curb in the dry utilities corridor.**



West Franklin Rd., an existing arterial street along the north boundary of the site, is designated as a typical 4-lane parkway (“B”) on the Street Section Map. **Buildings should address the street but be set back some distance from the roadway edge to provide for a tree lawn and detached sidewalk to provide security to the pedestrian as shown on Street Section B below. Streetlights should be located in the tree lawn area and be of a pedestrian scale. Dry utilities should be located back of the curb in the dry utilities corridor.**



Note: If land uses in this area change with a future PUD application, changes may be required to the street sections approved with this application. If improvements are needed that can't be accommodated in existing right-of-way, such improvements may be required to be placed in an easement or additional right-of-way may need to be dedicated.

Streetscape (3-25): All streets should include street trees within the right-of-way. The proposed development incorporates tree-lined streets with detached sidewalks throughout.

Public Art (3-47): Public art with a high quality of design should be incorporated into the design of streetscapes. No public art is proposed. **Staff recommends public art is provided in the streetscape in accord with the TMISAP.**

Public transit (3-25) – Commercial and employment activity centers need access by multiple modes of transportation and should be pedestrian and transit friendly. Public transit is also important component of residential developments as it effectively decreases parking needs by reducing the number of cars needed for residents.

Transit stops should be designed with shelters for weather protection to patrons; the design of such should be coordinated between the City, VRT and ACHD ensuring architectural consistency with the general theme of the activity center. Transit locations should include pedestrian amenities such as landscaping, pedestrian and landscape lighting, benches and trash receptacles consistent with the design and location of the shelter

Valley Regional Transit (VRT) currently has an intermediate stop at Ten Mile Crossing in its Boise-Nampa service. As the project's employment and residential population grows and more of the internal street systems are completed, the opportunity for expanded transit service will also grow. The Applicant's narrative states Stephen Hunt, VRT Principal Planner, has been tasked to work with Brighton to determine the nature and timing of that service. Public transportation, specifically VRT service and facility needs, is proposed to be addressed in the future with the PUD application. **Staff recommends public transit accommodations are provided in this development in accord with the TMISAP.**

Goals, Objectives, & Action Items: Staff finds the following Comprehensive Plan policies to be applicable to this application and apply to the proposed use of this property (staff analysis in *italics*):

- "Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services." (3.03.03F)

City water and sewer service is available and can be extended by the developer with development in accord with UDC 11-3A-21.

- "With new subdivision plats, require the design and construction of pathway connections, easy

pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities.” (2.02.01A)

Pathways are proposed throughout the development along at least one side of internal public streets as shown on the pathways plan in Section VIII.C. A pathway is planned with future development to the school site to the east for connectivity and a safe route to the school. A multi-use pathway is proposed within the Ten Mile Creek corridor as an amenity in accord with the Pathways Master Plan.

- “Improve and protect creeks and other natural waterways throughout commercial, industrial and residential areas.” (4.05.01D)

The Ten Mile creek runs east/west through this site and is proposed to be improved as an amenity corridor with a multi-use pathway.

- “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.” (3.03.03A)

The proposed development will connect to City water and sewer systems; services are proposed to be provided to and through this development in accord with current City plans.

- “Require collectors consistent with the ACHD Master Street Map (MSM), generally at/near the mid-mile location within the Area of City Impact.” (6.01.03B)

Collector streets are proposed consistent with the MSM.

- “Provide pathways, crosswalks, traffic signals and other improvements that encourage safe, physical activity for pedestrians and bicyclists.” (5.01.01B)

Pathways are proposed within the development per the pathways plan in Section VIII.C. Crosswalks, audible pedestrian signals and other improvements to encourage safety should be considered and provided as appropriate for pedestrians and bicyclists.

- “Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.” (3.03.03G)

Urban sewer and water infrastructure and curb, gutter and sidewalks is required to be provided with development as proposed.

VI. STAFF ANALYSIS

A. PRELIMINARY PLAT

The proposed preliminary plat consists of 83 (74 commercial, 9 high-density residential) buildable lots and 2 common lots on 132.42 acres of land in the R-8, R-40, TN-C, C-C and C-G zoning districts.

The plat is conceptually proposed to develop in six phases. Phase 1 consisting of multi-family apartments in TM Creek East on Lot 16, Block 3 is currently under construction; no development has occurred on the remainder of the site. Phase 2 is proposed to commence this year with the completion of Wayfinder from Vanguard to Cobalt between the existing roundabouts. The development of Phases 3-6 may vary in area and sequence based on product need and market demand.

The proposed common lots will contain the Ten Mile Creek corridor which includes a 10-foot wide segment of the City’s multi-use pathway system on one side and the Nampa and Meridian Irrigation District’s (NMID) maintenance road on the other side (Lot 15, Block 3); and the relocated Von Lateral, which will be deeded to NMID (Lot 1, Block 4).

The Applicant is in the process of preparing a Planned Unit Development application which will govern future development of this overall area in conjunction with the TMISAP. A modification to Development Agreements governing this site to replace the agreements with one overall new agreement is also anticipated along with a rezone to align zoning boundaries with the proposed lot configurations and change the zoning of Lots 20 and 21 and remnant pieces of Lots 19 and 22 that are currently TN-C to the R-40 zoning district.

Existing Structures/Site Improvements:

There are no existing structures on this site. West Cobalt Dr. has been constructed east of the Cobalt/Wayfinder roundabout in front of the TM Creek East apartments project but the design of such was not previously approved with a subdivision plat for consistency with the TMISAP. South Vanguard Way from Ten Mile Rd. and the roundabout at the southwest corner of the site was constructed with the TM Crossing development to the south.

Dimensional Standards (UDC [11-2](#)):

The proposed subdivision and subsequent development is required to comply with the minimum dimensional standards listed in UDC Tables 11-2A-6 (R-8), 11-2A-8 (R-40), 11-2B-3 (C-C and C-G) and 11-2D-5 (TN-C), as applicable. Staff has reviewed the proposed plat and it complies with these standards.

Access (UDC [11-3A-3](#)):

Previous projects (i.e. TM Crossing and TM Creek) in this area established collector street intersections with S. Ten Mile Rd. (i.e. Cobalt and Vanguard) and W. Franklin Rd. (Wayfinder); extension of these streets (Wayfinder and Cobalt) are proposed with this application as depicted on the plat. One new collector street access (New Market) is proposed via Franklin Rd. which will align with the segment of New Market to be constructed to the south in TM Crossing Subdivision. The proposed access points, road alignments and street sections generally conform with the Transportation System Map in the TMISAP and the Master Street Map.

Two (2) driveway accesses are depicted on the plat via W. Franklin Rd. on Lot 4, Block 3 and Lot 4, Block 4. The access on Lot 4, Block 4 was previously approved conceptually with the Bainbridge Franklin annexation by the City (DA provision #1.1.1i) and ACHD (Site Specific condition #B.1) as a temporary full access which may be restricted to a right-in/right-out at any time as determined by ACHD – other than this access, all other access via Franklin on the Bainbridge Franklin site was prohibited. **Per the guidelines in the TMISAP for Street Section B (pg. 3-22) and access control (pg. 3-17), access should be restricted to collector streets. The (UDC 11-3A-3) also limits access points to arterial streets. City Council approval of the proposed driveway access on Lot 4, Block 3 is required; ACHD has approved this access.**

A cross-access/ingress-egress easement is required to be granted via a note on the plat between all non-residential lots and to the parcel to the east (#R8580480020, Twelve Oaks) per requirement of the existing DA for Bainbridge Franklin in accord with UDC 11-3A-3A.2. A note should also be placed on the plat that direct lot access via S. Ten Mile Rd. and W. Franklin Rd. is prohibited unless otherwise approved by the City and ACHD.

Pathways (UDC [11-3A-8](#)):

The Pathways Master Plan (PMP) depicts segments of the City’s multi-use pathway system on this site as follows: on-street within the street buffer along Ten Mile Rd., along the Ten Mile Creek corridor and along New Market Ave. Multi-use pathways are required to be 10-feet wide within a 14-foot wide public pedestrian easement with landscaping on either side per the standards listed in UDC 11-3B-12C.

A pathways plan was submitted by the Applicant, included in Section VIII.C that depicts 8 to 10-foot wide pathways throughout this site and the adjacent properties owned by the same developer consistent with the PMP totaling 3.5 miles of pathways. These pathways connect to the City’s multi-use pathways

and provide a pedestrian connection to the school site to the east. **Pathways and associated landscaping should be depicted on a revised landscape plan submitted with the final plat(s) in accord with UDC standards and the Pathways Master Plan as recommended by the Park's Dept.**

Sidewalks (*UDC [11-3A-17](#)*):

The UDC (11-3A-17) requires minimum 5-foot wide detached sidewalks along all collector and arterial streets. **In the Ten Mile area, wider sidewalks are required ranging from 6 to 12 feet depending on the street section classification; detached sidewalks should be provided at the widths noted in the Plan as discussed above in Section V.**

Parkways (*UDC [11-3A-17](#)*):

Parkways are required to be landscaped per the standards listed in UDC 11-3B-7C in accord with the TMISAP, which requires 8-foot wide tree lawn areas between the curb and sidewalk, except for Street Section E (i.e. Wayfinder and New Market; and Cobalt if non-residential uses are developed on the south side of the street) where trees should be in wells between the street and walkway.

Landscaping (*UDC [11-3B](#)*):

Street buffers are required to be provided along all streets as follows: 25-foot wide along W. Franklin Rd., 35-foot wide along S. Ten Mile Rd., and 20-foot wide along S. Wayfinder Ave., W. Cobalt Dr., S. New Market Ave., and S. Vanguard Way, measured from back of curb, landscaped per the standards listed in UDC 11-3B-7C. **The landscape plan submitted with the final plat(s) should depict landscaping as required.**

Qualified Open Space & Site Amenities (*UDC [11-3G](#)*):

Common open space and site amenities are required to be provided in residential developments of five acres or more in size per the standards listed in UDC 11-3G-3. Although a portion of this site is planned to develop with residential uses in the future, no development is proposed with this application. **Future development should comply with the standards in UDC 11-3G-3 as applicable.**

As mentioned above, 3.5 miles of pathways are proposed in the area shown on the pathways plan in Section VIII.C as an amenity for this development.

Fencing (*UDC [11-3A-6](#), [11-3A-7](#)*):

No fencing is depicted on the landscape plan. All fencing constructed on the site is required to comply with the standards listed in UDC 11-3A-6 and 11-3A-7.

Waterways: The Kennedy Lateral and the Ten Mile Creek run east/west across this site and the Von Lateral runs across the northeast corner of the site.

The Ten Mile Creek lies within a 100-foot wide easement in Lot 15, Block 3 and is a natural waterway; as such, it should remain as a natural amenity and not be piped or otherwise covered and be improved with the development and protected during construction in accord with UDC 11-3A-6. A maintenance road exists for NMID on the north side of the creek and a multi-use pathway is planned on the south side of the creek.

The Kennedy Lateral lies within a 55-foot wide easement and is required to be piped unless left open and improved as a water amenity or linear open space.

The Von Lateral lies within a 40-foot wide easement and is proposed to be relocated along Franklin Rd. in Lot 1, Block 4 and deeded to NMID.

Utilities (*UDC [11-3A-21](#)*):

Connection to City water and sewer services is required in accord with UDC 11-3A-21. Street lighting is required to be installed in accord with the City's adopted standards, specifications and ordinances and the TMISAP. *See Section VIII.B below for Public Works comments/conditions.*

Pressurized Irrigation System (UDC [11-3A-15](#)):

An underground pressurized irrigation (PI) system is required to be provided for each lot within the development as set forth as set forth in UDC 11-3A-15.

Storm Drainage (UDC [11-3A-18](#)):

An adequate storm drainage system is 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 as set forth in UDC 11-3A-18.

Building Elevations (UDC [11-3A-19](#) | *Architectural Standards Manual*) ([TMISAP](#))

The Applicant submitted pictures/renderings of 14 existing and approved buildings at TM Crossing: commercial, office, retail and residential structures including multi-story office buildings; single-story commercial structures (medical, hospice, gym, restaurant and food service, retail, auto service); and the first two multi-family projects (see Section VIII.D). The Applicant proposes to include these as “typical” elevations in the future PUD application as a point of reference for future design review submittals.

Final design of structures in this development is required to comply with the design standards listed in the Architectural Standards Manual and the design guidelines in the TMISAP.

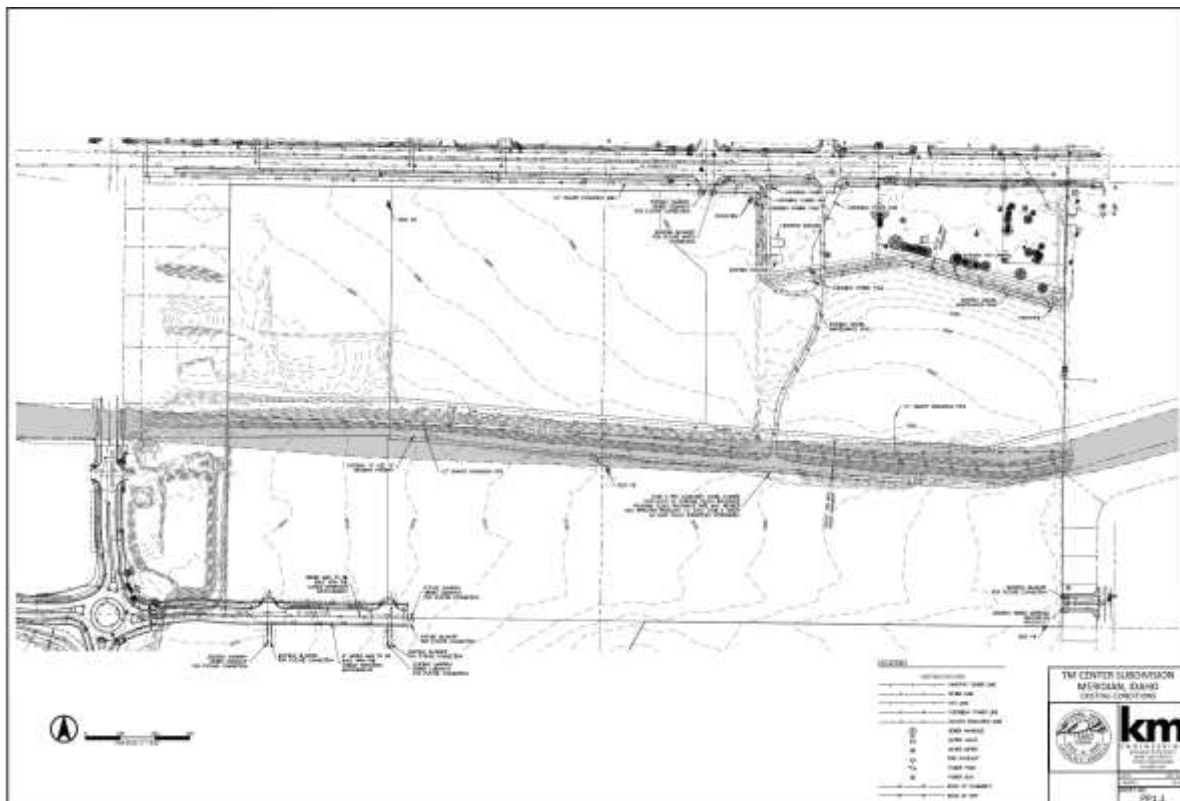
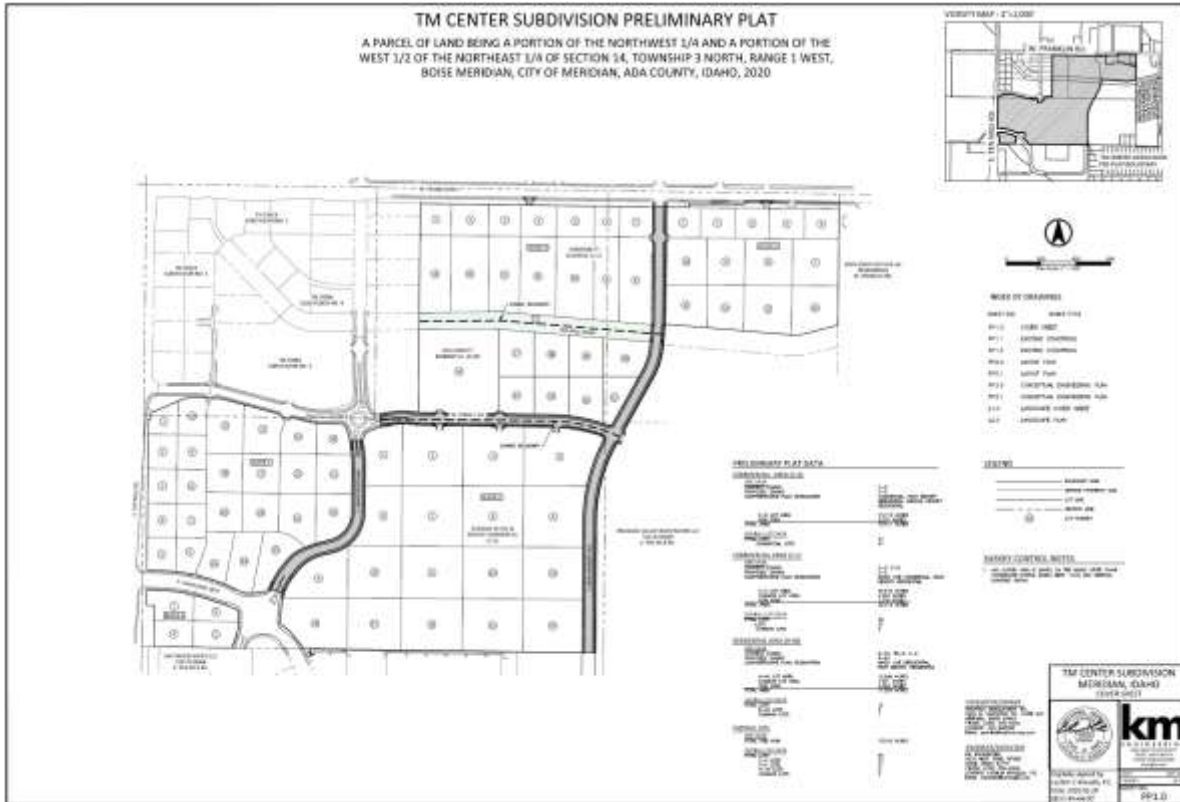
VII. DECISION

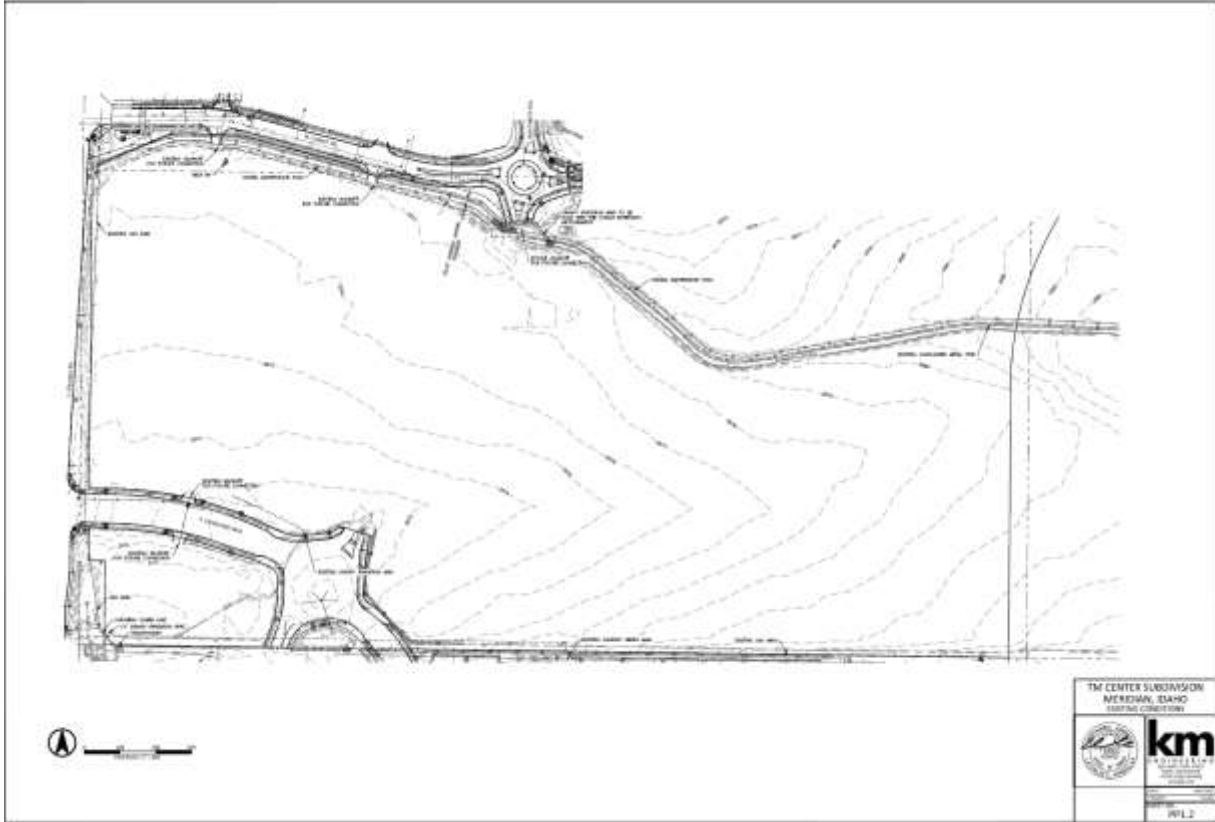
A. Staff:

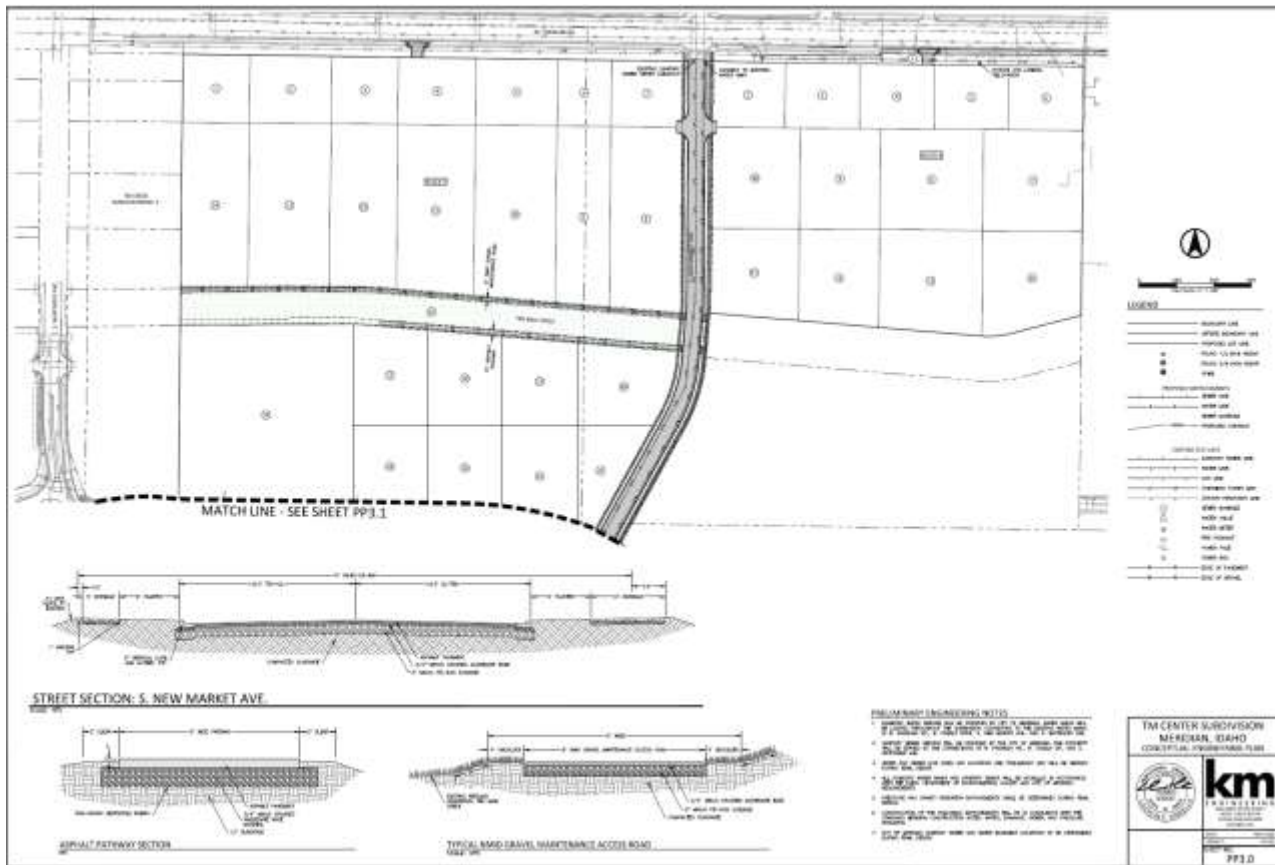
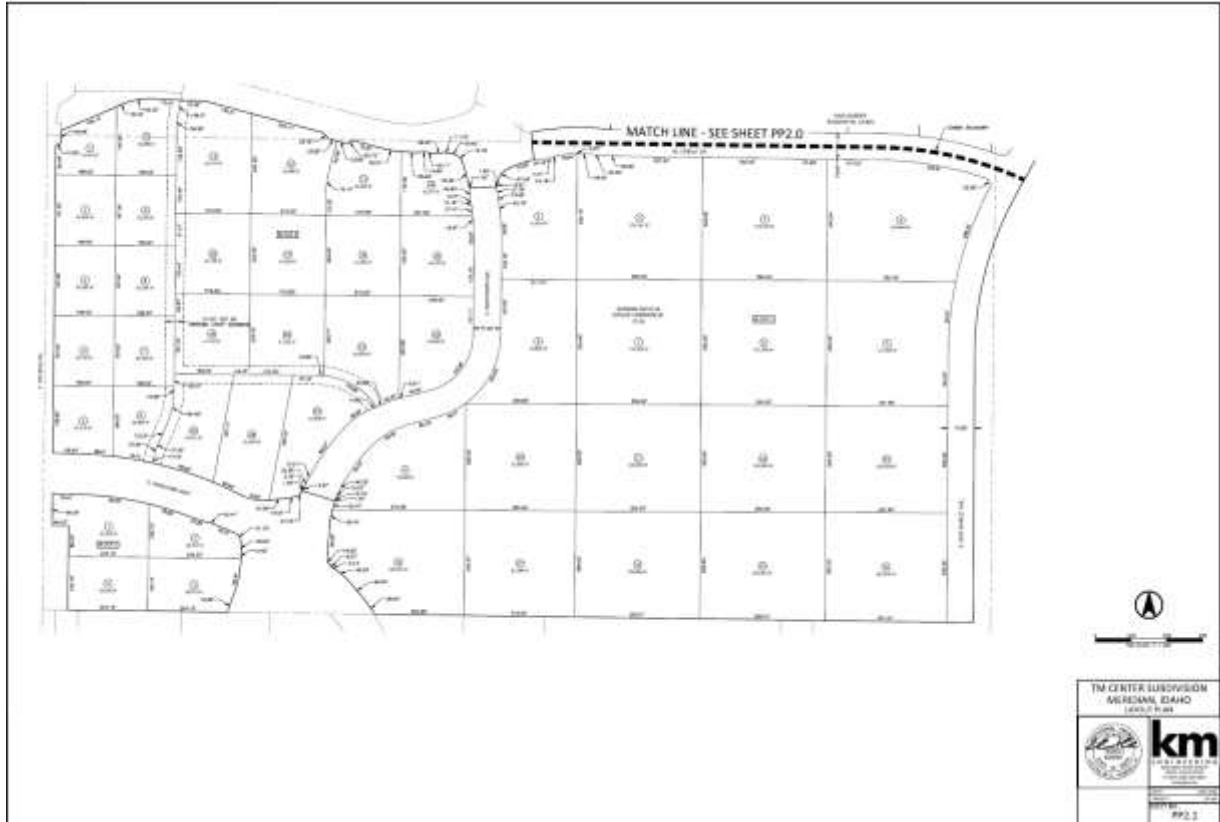
Staff recommends approval of the proposed Preliminary Plat per the conditions included in Section IX in accord with the Findings in Section X.

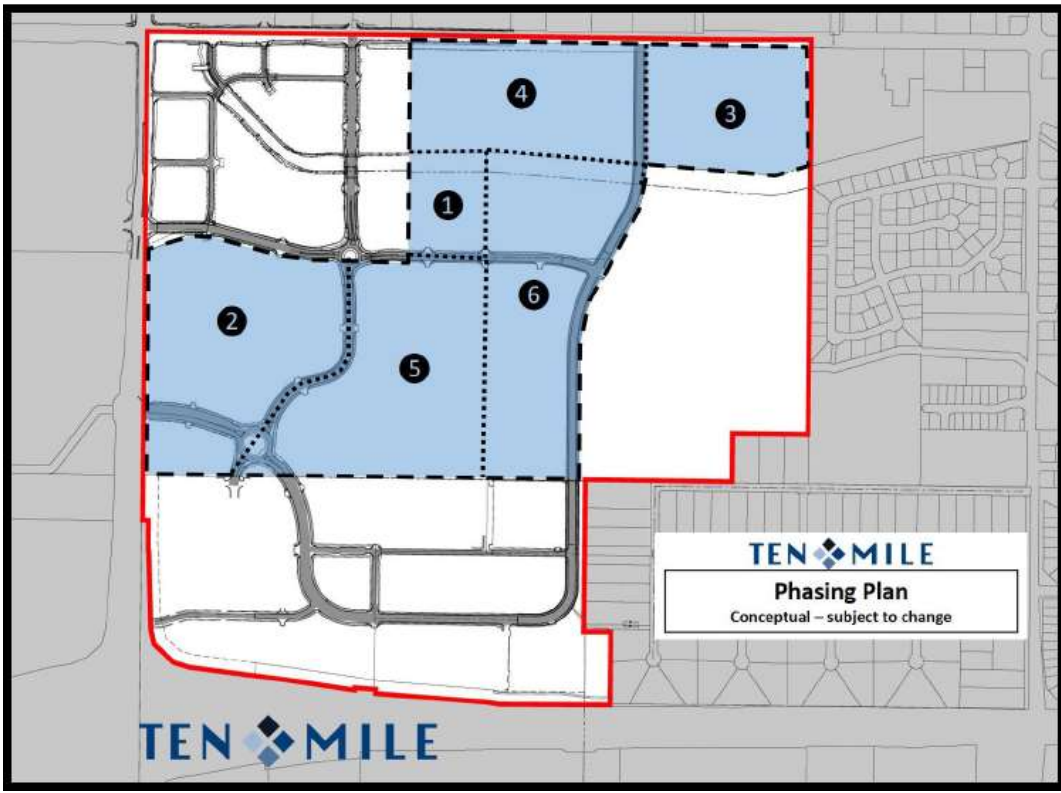
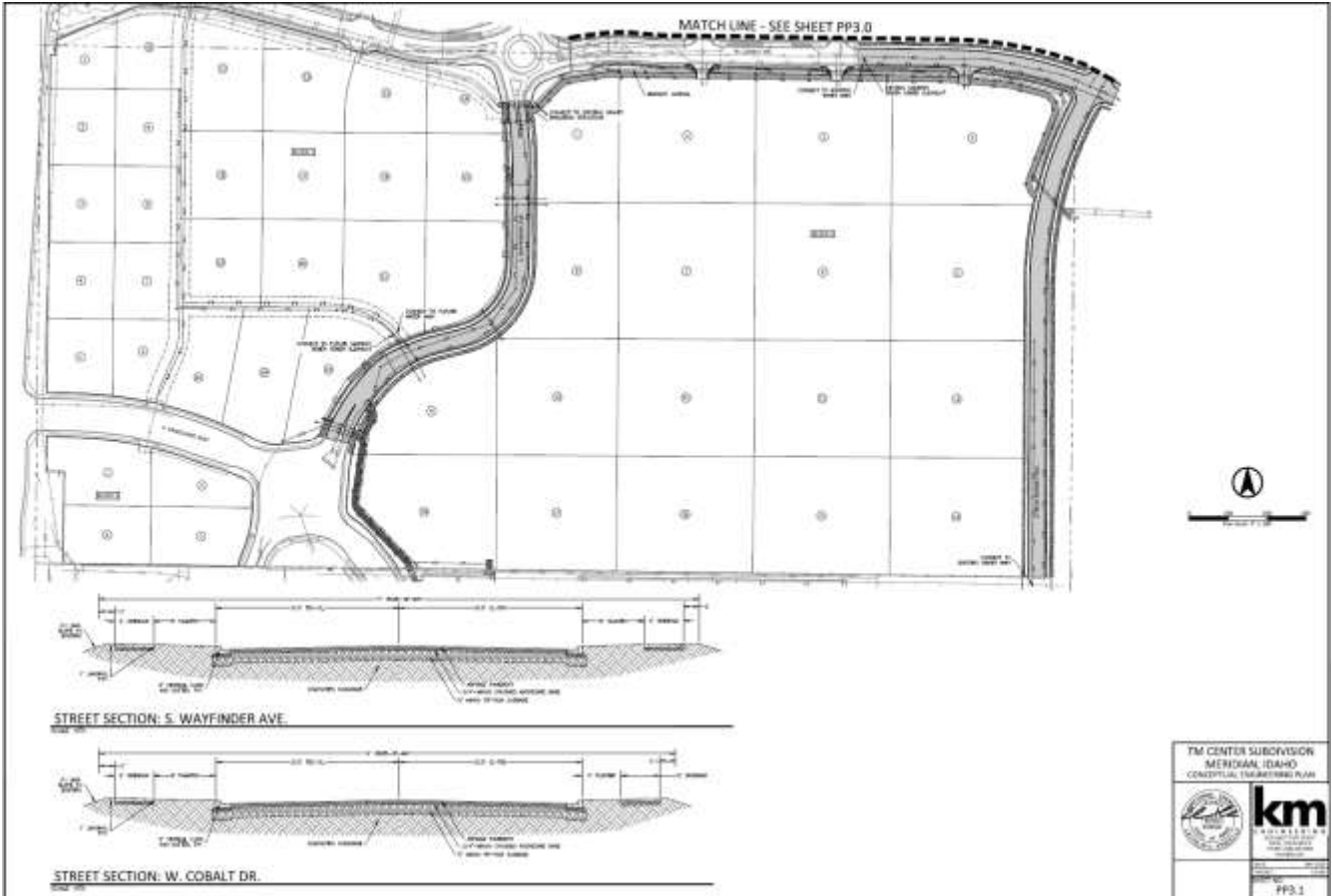
VIII. EXHIBITS

A. Preliminary Plat (date: 5/29/2020), Conceptual Phasing Plan & Street Section

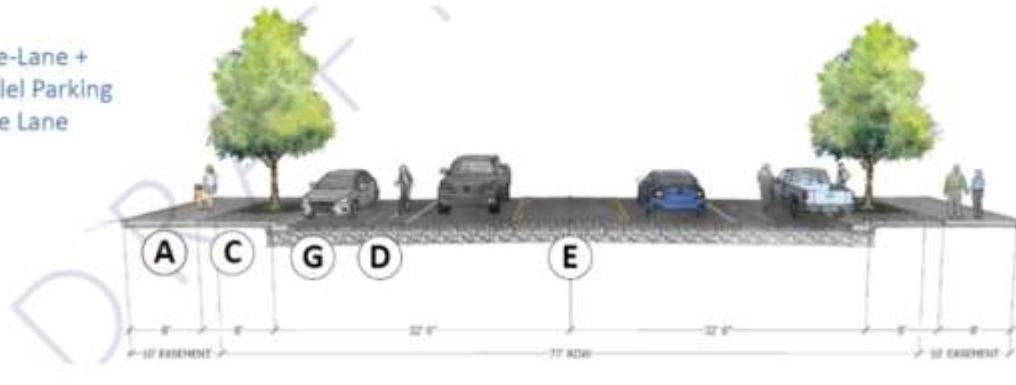








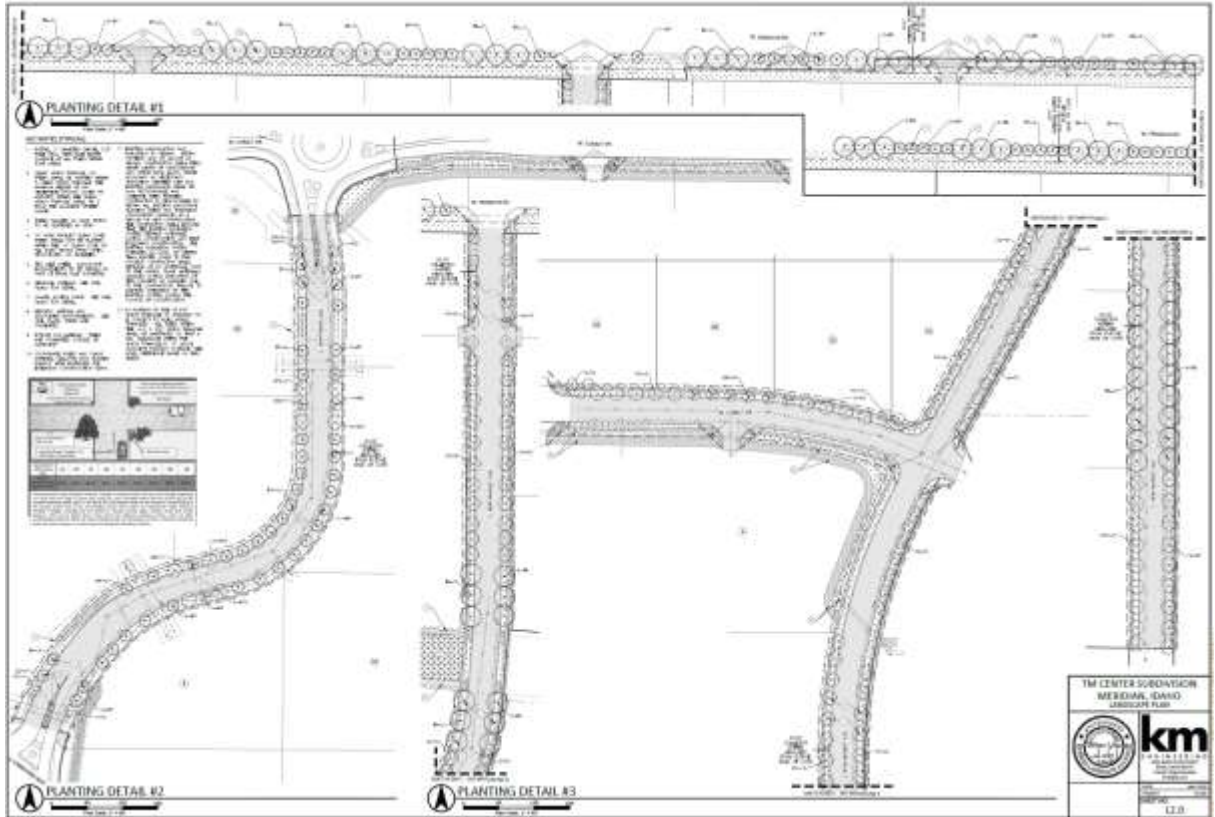
Three-Lane +
Parallel Parking
+ Bike Lane



Label	Physical Characteristics
A	Sidewalk: 5' to 8'
B	Tree Lawn: 8' to 10'
C	Tree Grate
D	Bicycle Lane
E	Two-Way Left Turn Lane
F	Center Landscaped Median
G	Parallel Parking

B. Landscape Plan (date: 5/28/2020)





C. Pathways Plan



D. Conceptual Building Elevations/Perspectives



BRIGHTON BUILDING (complete)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



PAYLOCITY BUILDING (complete)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



AMERIBEN PHASE II (under constr)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



SALTZER MEDICAL (under constr)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



LASALLE BUILDING (under constr)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



EXISTING SINGLE-STORY SHOPS

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



EXISTING SINGLE-STORY MEDICAL

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



EXISTING CARWASH

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



EXISTING RESTAURANT/SHOPS (front)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



EXISTING RESTAURANT/SHOPS (rear)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



EXISTING AUTO SERVICE



THE LOFTS at TEN MILE (complete)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS



THE LOFTS at TEN MILE (garages)



THE FLATS at TEN MILE (under constr)

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS

TM CENTER SUBDIVISION
BUILDING ELEVATION TYPICALS

IX. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

1. Development of this site shall comply with the terms of the existing Development Agreement's [i.e. TM Center (Inst. #2014-065514), Bainbridge Franklin (Inst. #2019-077071), Calnon (Inst. #2016-030845) and TM Creek East (Inst. #2016-037777)], all conditions of previous applications approved for the subject property, and the conditions contained herein unless subsequently modified.
2. The final plat(s) shall include the following revisions:
 - a. South Wayfinder Ave. shall be constructed consistent with the street section in Section VIII.A in accord with Street Section E in the TMISAP and shall include pedestrian-scale lighting. A 5-foot dry-utilities corridor should be provided along both sides of the street curb. Both wet utilities may be located in the street. Streetlights should be placed in the dry utilities corridor on either side of the street.
 - b. South New Market Ave. shall be constructed consistent with the street section in Section VIII.A except that a 10-foot wide multi-use pathway shall be provided along the east side of the street

consistent with the Pathways Master Plan and landscaped buffers shall be provided at the back edge of the sidewalk/pathway in accord with Street Section D in the TMISAP where residential uses are developed along the street. If non-residential uses are developed along the street, a 12-foot wide sidewalk/pathway with tree grates and pedestrian-scale lighting shall be constructed instead. A 5-foot dry-utilities corridor should be provided along both sides of the street curb. Both wet utilities may be located in the street. Streetlights should be placed in the dry utilities corridor on either side of the street.

- c. West Cobalt Dr. shall be constructed consistent with the street section in Section VIII.A except that landscaped buffers shall be provided at the back edge of the sidewalk/pathway in accord with Street Section D in the TMISAP where residential uses are developed along the street. If non-residential uses are developed along the street, a 12-foot wide sidewalk/pathway with tree grates and pedestrian-scale lighting shall be constructed instead. A 5-foot dry-utilities corridor should be provided along both sides of the street curb. Both wet utilities may be located in the street. Streetlights should be placed in the dry utilities corridor on either side of the street.
- d. Streetlights at a pedestrian scale shall be located in the tree lawn area (i.e. in right-of-way between curb and sidewalk) along S. Ten Mile Rd. in accord with the TMISAP for Street Section A (see pg. 3-22). Dry utilities should be located back of the curb in the dry utilities corridor.
- e. Streetlights at a pedestrian scale shall be located in the tree lawn area (i.e. in right-of-way between curb and sidewalk) along W. Franklin Rd. in accord with the TMISAP for Street Section B (see pg. 3-22). Dry utilities should be located back of the curb in the dry utilities corridor.
- f. Depict a minimum 35-foot wide street buffer along S. Ten Mile Rd., an entryway corridor, measured from the back of curb, in a common lot or on a permanent dedicated buffer, maintained by the property owner or business owners' association in accord with UDC 11-3B-7C.
- g. Depict a minimum 25-foot wide street buffer along W. Franklin Rd., an arterial street, measured from the back of curb, in a common lot in the R-40 zone and in a common lot or on a permanent dedicated buffer in the C-C and C-G zones, maintained by the property owner or business owners' association in accord with UDC 11-3B-7C.
- h. Depict a minimum 20-foot wide street buffer along W. Cobalt Dr., S. Wayfinder Ave., S. New Market Ave., and S. Vanguard Way, collector streets, measured from the back of curb, in a common lot in the R-40 zone and in a common lot or on a permanent dedicated buffer in the C-C and C-G zones, maintained by the property owner or business owners' association in accord with UDC 11-3B-7C.
- i. Include a note that prohibits direct lot access via S. Ten Mile Rd. and W. Franklin Rd. unless otherwise approved by the City of Meridian and ACHD in accord with UDC 11-3A-3 and access control provisions in the TMISAP.
- j. A cross-access/ingress-egress easement shall be granted via a note on the plat or a separate recorded agreement between all non-residential lots in accord with UDC 11-3A-3A.2.
- k. A cross-access/ingress-egress easement shall be granted via a note on the plat or a separate recorded agreement to the parcel to the east (#R8580480020, Villas at Twelve Oaks) per requirement of the existing Development Agreement (Inst. #2019-077071) for Bainbridge Franklin in accord with UDC 11-3A-3A.2.

3. The landscape plan submitted with the final plat shall include the following revisions:
 - a. Pathways, 8- to 10-feet wide, shall be depicted in accord with the pathways plan in Section VIII.C and with the Pathways Master Plan as required by the Park's Department in Section IX.E. *At a minimum, 10-foot wide pathways shall be provided along S. Ten Mile Rd., the east side of S. New Market Ave. and along the Ten Mile Creek in accord with the Pathways Master Plan; 8-foot wide pathways may be provided in other locations.*
 - b. Depict 12-foot wide sidewalks, street trees in wells and pedestrian-scale lighting along both sides of S. Wayfinder Ave.; and W. Cobalt Dr. and S. New Market Ave. where non-residential uses are proposed as set forth in the TMISAP for Street Section E (pg. 3-23).
 - c. Depict a 6-foot wide detached sidewalk along the west side of S. New Market Ave. and a 10-foot wide detached multi-use pathway along the east side of S. New Market Ave in accord with the Pathways Master Plan. Where residential uses are proposed along the street, an 8-foot wide tree lawn parkway is required in accord with the TMISAP for Street Section D (see pg. 3-21).
 - d. Depict a 6-foot wide detached sidewalk along the north side of W. Cobalt Dr. and a minimum 8-foot wide detached pathway along the south side of W. Cobalt Dr. in accord with the pedestrian plan in Section VIII.C. Where residential uses are proposed along the street, an 8-foot wide tree lawn parkways is required in accord with the TMISAP for Street Section D (see pg. 3-21).
 - e. Depict streetlights at a pedestrian scale in the tree lawn area along S. Ten Mile Rd. in accord with the TMISAP for Street Section A (see pg. 3-22).
 - f. Depict streetlights at a pedestrian scale in the tree lawn area along W. Franklin Rd. in accord with the TMISAP for Street Section B (see pg. 3-22).
 - g. Depict street buffers as follows: minimum 25-foot wide along W. Franklin Rd., 35-foot wide along S. Ten Mile Rd., and 20-foot wide along S. Wayfinder Ave., W. Cobalt Dr., S. New Market Ave., and S. Vanguard Way, measured from back of curb, landscaped per the standards listed in UDC 11-3B-7C.
 - h. Include mitigation information on the plan for all trees on the site that are proposed to be removed that require mitigation in accord with the standards listed in UDC 11-3B-10C.5. Contact Matt Perkins, City Arborist, to schedule an appointment for an inspection to determine mitigation requirements.
4. Future structures on lots fronting on S. Wayfinder Way, designated on the Street Section Map as Street Section E, shall be built to the sidewalk as set forth in the TMISAP (pg. 3-23).
5. Future residential structures on lots fronting on W. Cobalt Dr. and S. New Market Ave., designated on the Street Section Map as Street Section D, shall have limited setbacks behind the sidewalk and a tree lawn shall be provided as set forth in the TMISAP (pg. 3-23).
6. Future structures on lots fronting on S. Ten Mile Rd. shall address the street but be set back some distance from the roadway edge to provide wide tree lawn and detached trail to provide security to the pedestrians and bikes as set forth in the TMISAP for Street Section A (see pg. 3-22).
7. Future structures on lots fronting on W. Franklin Rd. shall address the street but be set back some distance from the roadway edge to provide for a tree lawn and detached sidewalk to provide security to the pedestrian as set forth in the TMISAP for Street Section B (see pg. 3-22).
8. The Ten Mile Creek is a natural waterway and as such, shall remain as a natural amenity and not be piped or otherwise covered and must be improved with the development and protected during construction in accord with UDC 11-3A-6.

9. In accord with the TMISAP for “complete streets,” the following are features that shall be considered as a starting point for each street: sidewalks, bike lanes, wide shoulders, crosswalks, refuge medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulb-outs, street furnishings and on-street parking. **The Applicant shall address at the public hearing (or in writing prior to the hearing) what design features are planned for internal public streets within this development aside from the sidewalks/pathways, bike lanes and on-street parking proposed.**
10. The Applicant shall work with Valley Regional Transit (VRT) to determine the nature and timing of public transit services needed in this area. Shelters should be placed at transit stops for weather protection to patrons; the design of such should be coordinated between the City, VRT and ACHD ensuring architectural consistency with the general theme of the activity center. Transit locations should include pedestrian amenities such as landscaping, pedestrian and landscape lighting, benches and trash receptacles consistent with the design and location of the shelter.
11. All future development shall comply with the minimum dimensional standards listed in UDC Tables 11-2A-6 (R-8), 11-2A-8 (R-40), 11-2B-3 (C-C and C-G) and 11-2D-5 (TN-C), as applicable.
12. A 14-foot wide public pedestrian easement shall be submitted to the Planning Division for the multi-use pathways within the site prior to signature on the final plat by the City Engineer.
13. Public art with a high quality of design is required to be incorporated into the design of streetscapes as set forth in the TMISAP (see pg. 3-47).
14. Final design of structures in this development is required to comply with the design standards listed in the Architectural Standards Manual and the design guidelines in the TMISAP.
15. Development of the plat shall occur generally consistent with the phasing plan.
- 16. If land uses in this area change with a future PUD (or other) application, changes shall be required to the street sections approved with this application. If improvements are needed that can't be accommodated in existing right-of-way, such improvements shall be required to be placed in an easement or additional right-of-way must be dedicated.**

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 The current sewer configuration submitted with this application, depicts at intersection of Colbalt and New Market Avenue, flow being enabled to go in either the north or the west direction. This needs to be corrected so flow only goes in one direction. Based on conversations with applicant 8" sewer line on Cobalt will not connect to manhole at intersection.
- 1.2 To alleviate the water quality issues, this development must extend the proposed 12" water main south to connect into the existing water main in S New Market Ave (TM Crossing No 4).
- 1.3 Tie into the existing 12" water stub in Vanguard (between lots 6 & 25, block 1)

2. General Conditions of Approval

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. 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.

- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
- 2.3 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 development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). 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.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 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.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such as landscape irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.
- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
- 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.
- 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.
- 2.11 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.

- 2.12 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.
- 2.13 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.
- 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
- 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
- 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
- 2.17 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.
- 2.18 The design 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.
- 2.19 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.
- 2.20 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.
- 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.
- 2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse 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 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.
- 2.23 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, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate 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.

C. FIRE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191391&dbid=0&repo=MeridianCity>

D. POLICE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191282&dbid=0&repo=MeridianCity>

E. PARK'S DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192685&dbid=0&repo=MeridianCity>

F. NAMPA & MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192039&dbid=0&repo=MeridianCity>

G. CENTRAL DISTRICT HEALTH DEPARTMENT (CDHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191388&dbid=0&repo=MeridianCity>

H. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191393&dbid=0&repo=MeridianCity>

I. WEST ADA SCHOOL DISTRICT (WASD)

No comments were received from WASD.

J. ADA COUNTY HIGHWAY DISTRICT (ACHD) – DRAFT REPORT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=190277&dbid=0&repo=MeridianCity>

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X. FINDINGS

A. Preliminary Plat (UDC 11-6B-6)

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision making body shall make the following findings: (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

1. The plat is in conformance with the comprehensive plan and is consistent with this unified development code; (Ord. 08-1372, 7-8-2008, eff. 7-8-2008)

Staff finds the proposed plat is generally in conformance with the UDC if the Applicant complies with the Development Agreement provisions, conditions of approval in Section IX and ACHD conditions.

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

Staff 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;**

Staff finds the proposed plat is in substantial conformance with scheduled public improvements 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.