

EXHIBIT A

COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING DATE: 7/15/2025
Continued from: 7/8/2025

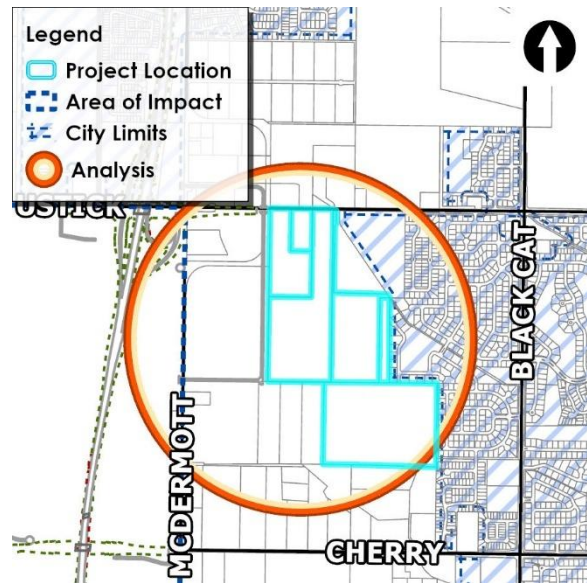
TO: Mayor & City Council

FROM: Sonya Allen, Associate Planner
208-884-5533
sallen@meridiancity.org

APPLICANT: Engineering Solutions

SUBJECT: H-2024-0070
Dayspring Subdivision – AZ, PP

LOCATION: South side of W. Ustick Rd., 1/4 mile east of N. McDermott Rd., in the north 1/2 of Section 4., T.3N. R. 1W. (Parcels: S1204212920, S1204212910, S1204212500, S1204244300, S1204315300, S1204131700)



I. PROJECT OVERVIEW

A. Summary

Annexation of 143.09-acres of land with R-4 (32.64-acres), R-8 (77.76-acres), TN-R (25.29-acres) and C-N (7.40-acres) zoning; and preliminary plat consisting of 531 buildable lots (517 residential & 14 commercial) and 78 common lots on 143.09-acres of land in the R-4, R-8, TN-R and C-N zoning districts.

B. Issues/Waivers

Sewer service is currently unavailable for this property, as the nearest connection point is approximately 0.8 miles away. The City's project to extend sewer infrastructure to this area is not scheduled for construction until 2028. To provide service prior to that timeline, a cooperative agreement between the developer and the City would be required.

C. Recommendation

Staff: Approval with the requirement of a Development Agreement containing the provisions in Section IV.

Note: This recommendation is contingent upon both the City's and Developer's mutual intent to enter into a cooperative agreement to extend sewer service to the property ahead of the City's scheduled infrastructure project. This agreement must be executed within six (6) months of the approval of the Findings and prior to the adoption of the annexation ordinance, which would formally incorporate the property into the City. In the absence of such an agreement, Staff recommends the property *not* be annexed.

Commission: Approval with a Development Agreement as recommended by Staff.

D. Decision

Council: Approval with a Development Agreement as recommended by the Commission

II. COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Single-family residential/agricultural	-
Proposed Land Use(s)	Single-family residential detached and townhome dwellings; and commercial uses	-
Existing Zoning	RUT in Ada County	VII.A.2
Proposed Zoning	R-4 (Medium Low- Density Residential); R-8 (Medium Density Residential); TN-R (Traditional Neighborhood – Residential); and C-N (Neighborhood Business)	
Adopted FLUM Designation	Medium Density Residential (MDR) on the southern portion of the site & Mixed Use – Community on the northeastern portion of the site along Ustick Rd. with a school designation on the eastern portion of the property adjacent to Tricia’s Crossing Sub.	VII.A.3
Proposed FLUM Designation	NA	

Table 2: Process Facts

Description	Details
Preapplication Meeting date	10/29/2024 (PREAPP-2024-0171)
Neighborhood Meeting	11/26/2024
Site posting date	5/26/2025

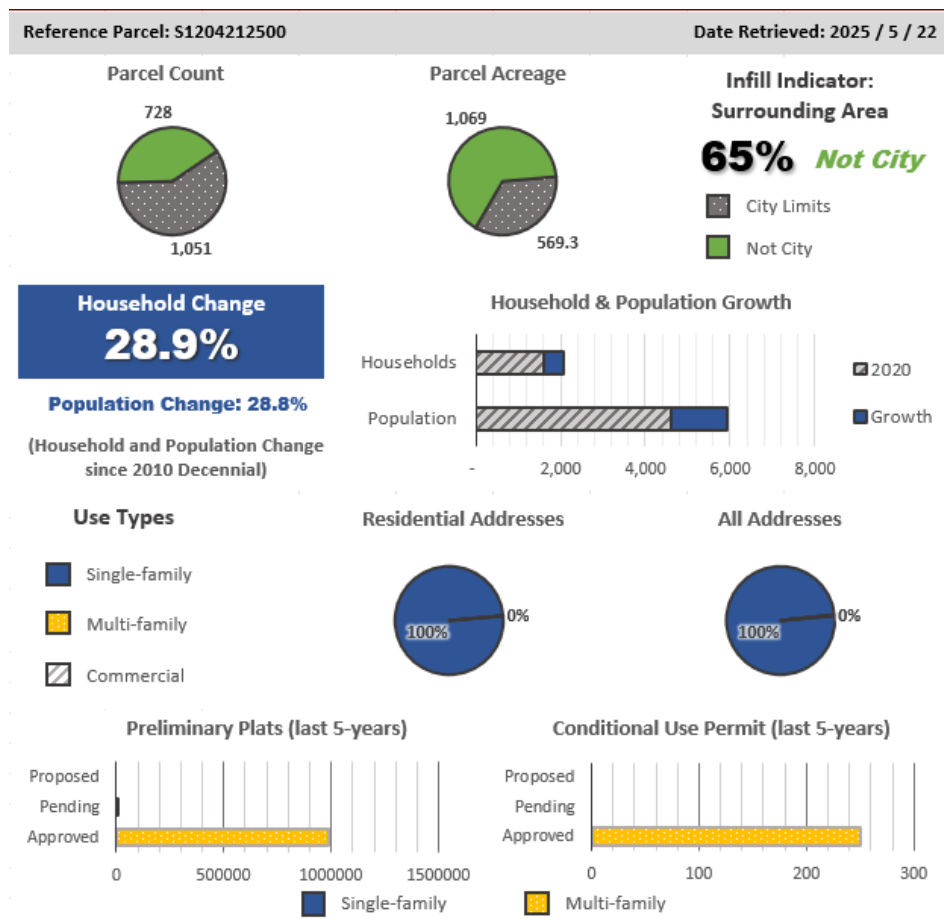
Table 3: Community Metrics

Agency / Element	Description / Issue	Reference
Ada County Highway District	A Traffic Impact Study (TIS) was required by ACHD	Error! Reference source not found.
• Comments Received	Yes	-
• Commission Action Required	No	-
• Access	W. Ustick Rd. (arterial street) and an existing stub street (N. Tricia Way)	-
• Traffic Level of Service	Meets Planning thresholds	-
ITD Comments Received	Yes – ITD accepted the t & has no further requirements	Error! Reference source not found.
Meridian Fire	No comments received	
• Distance to Station		
• Response Time		
Meridian Police		
• Distance to Station	1.6 miles from North Station; 6.8 miles from Central Station	
• Response Time	5:13 minutes compared to 4:06 minutes average across the City	
Meridian Public Works Wastewater		

• Distance to Mainline	0.8 mile away in N. McDermott Rd. – the City is planning to extend sewer to this area in 2028		
• Impacts or Concerns	This project won’t be serviceable by sewer until 2028 unless a cooperative agreement is reached between the City and the developer for the developer to extend sewer prior to that date. See Public Works’ Site Specific Conditions for more information.		
Meridian Public Works Water			
• Distance to Mainline	Available at site		
• Impacts or Concerns	See Public Works’ Site Specific Conditions		
School District(s)	WASD – WASD has indicated that an elementary school site is not needed.		
• Number of students estimated from this development	197		
• Capacity of Schools			
• Number of Students Enrolled	School Boundary Areas	24-25’ Enrollment	Architectural Capacity
	Ponderosa Elementary	415	700
	Meridian Middle	961	1250
	Meridian High	1781	2075
			Program Capacity
			525
			-
			-

Note: See section IV. City/Agency Comments & Conditions for comments received.

Figure 1: One-Mile Radius Existing Condition Metrics



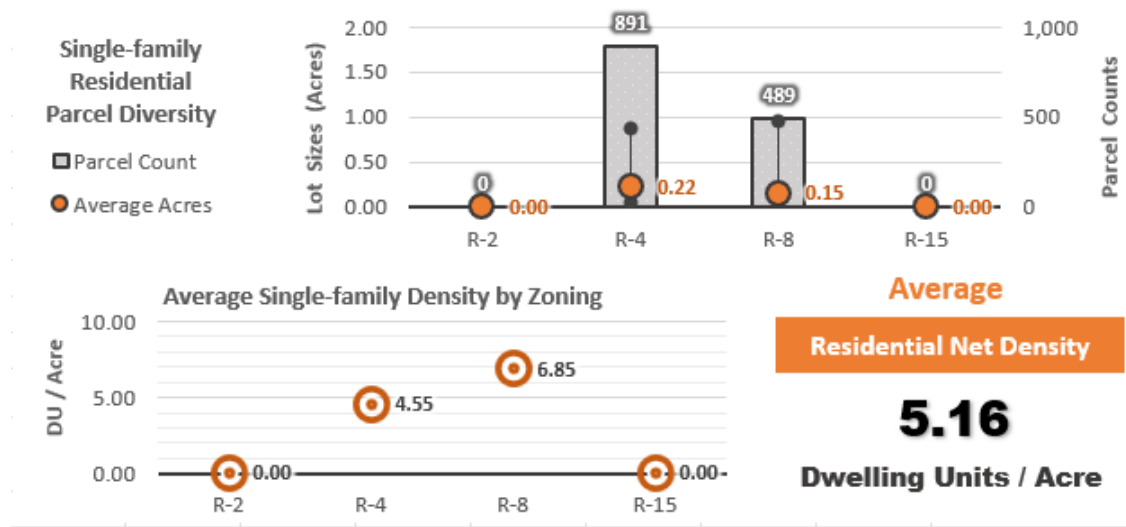


Figure 2: ACHD Summary Metrics

Level of Service Planning Thresholds

1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
Ustick Road	1,034-feet	Principal Arterial	493	Better than "E"
Black Cat	0-feet	Minor Arterial	332	Better than "E"
Classic Drive	0-feet	Collector	16	Better than "D"
Tournament Drive	0-feet	Local	27	N/A
**McDermott Bypass	909-feet	Future Collector	N/A	N/A

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

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

* Acceptable level of service for a three-lane minor arterial is "E" (720 VPH).

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

**ACHD does not set level of service standards for ITD roadways.

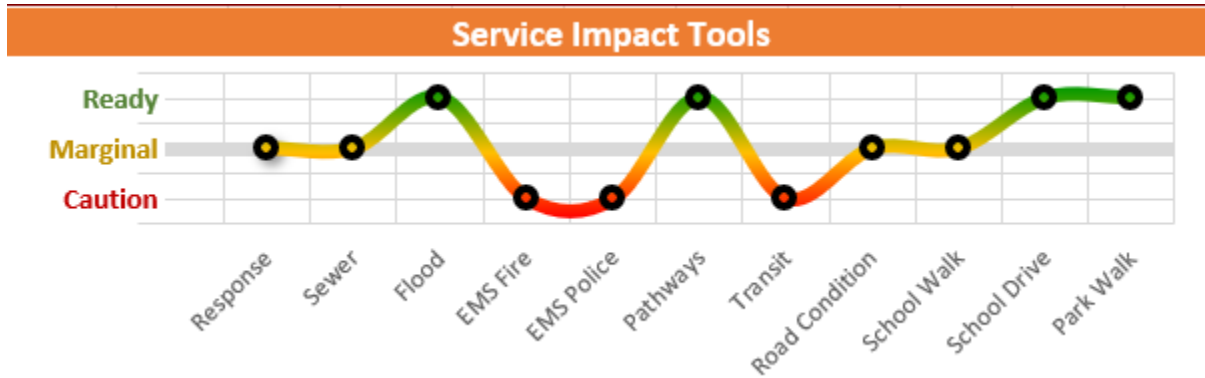
2. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for Ustick Road between McDermott Road and Black Cat Road was 7,032 on May 1, 2024.
- The average daily traffic count for Black Cat Road north and south of Ustick Road was 6,899 on May 1, 2024.
- The average daily traffic count for Classic Drive between Black Cat Road to Morgan Grove Lane was 371 on May 1, 2024.
- The average daily traffic count for Tournament Drive between Black Cat Road and Morgan Grove Lane was 354 on May 1, 2024.
- There are no existing traffic counts for McDermott Bypass south of Ustick Road.

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

Figure 3: Service Impact Summary



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

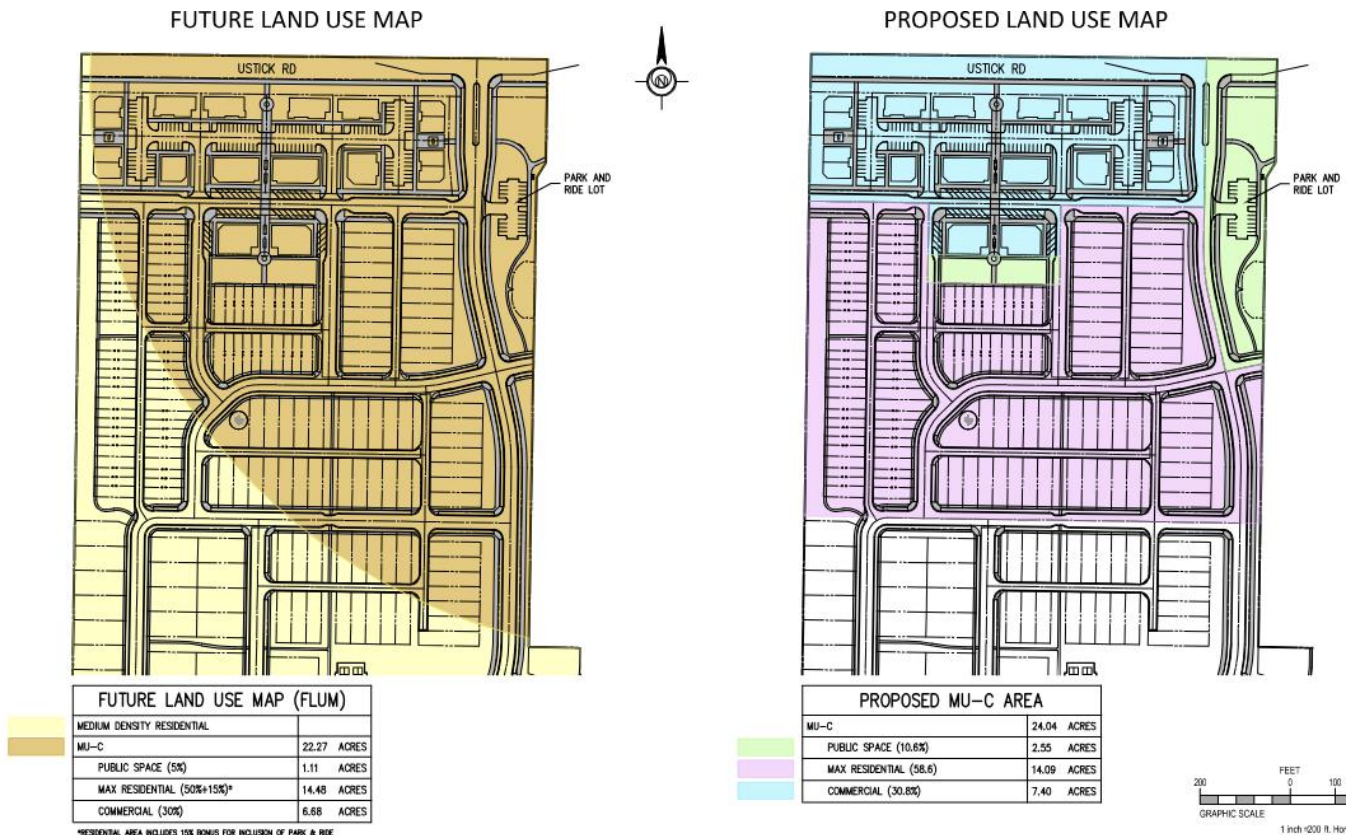
III. STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

A. General Overview

Approximately 22.27 acres located on the northeastern portion of the subject property in a quarter-moon shape is designated Mixed Use – Community (MU-C) and approximately 120.82 acres on the southwestern portion is designated Medium Density Residential (MDR) on the Future Land Use Map (FLUM) contained in the Comprehensive Plan. A future school site is also designated along the eastern boundary of the site adjacent to Tricia's subdivision.

Because the land use designations on the FLUM are not parcel specific, the Applicant proposes to (conceptually) reconfigure the MU-C designated area to a more defined area, as follows:



The proposed MU-C area consists of 24.04 acres, which leaves 119.05 acres of MDR, and includes a mix of residential housing types, commercial and public/quasi-public uses. The exhibit above depicts 2.55 acres (or 10.6%) of public/quasi-public space consisting of a park and ride lot for Valley Transit, which will provide parking for 18 vehicles, and dog park and a common open space/gathering area between the residential and commercial area. The residential area consists of 14.09 acres (or 58.6%) and contains 118 units at a gross density of 8.37 units per acre. An additional 15% of the site may be dedicated to residential uses beyond the desired 20-50% of the development area because the site is within 1 mile of an identified employment area (i.e. MU-I and MU-R designated areas to the west) and includes ride share parking.

The commercial area consists of 7.40 acres or 30.8% of the mixed-use designated area. The exhibit on the left above also demonstrates consistency with the existing configuration of the FLUM designations. The mix of proposed uses, the amount of residential uses and density, and the ride sharing facilities proposed to reduce traffic and/or parking impacts demonstrates consistency with the development guidelines for the MU-C designation.

The proposed site layout of the MU-C area is also generally consistent with the Mixed-Use Community Concept Diagram in Figure 3E in the Comprehensive Plan in that commercial uses are proposed along the arterial street with a backage road providing separation between the residential and commercial uses with higher density residential adjacent to the commercial uses transitioning to lower density residential uses to the south. A plaza with sitting area is proposed along Ustick Rd. with a linear area leading to another plaza with seating to the south within an open space area, which will provide a gathering area for residents and patrons of the commercial area. Plaza/gathering areas are also proposed on each end of the commercial area. A pathway is provided to the abutting MU-C designated property to the east, owned by Endurance Holdings, which is planned to develop with apartments.

West Ada School District (WASD) submitted comments stating a school is not needed in the area designated for such on the FLUM in this development as the district owns two (2) other elementary school sites to the north of Ustick Rd. that aren't yet being used.

The Applicant proposes to annex the property with a variety of zoning districts (i.e. R-4, R-8, TN-R and C-N) to accommodate the proposed development and to provide a transition in zoning and density for compatibility with existing and future uses. Approximately 60% of the development area is proposed for residential uses

The Applicant proposes to develop 7.40 acres along W. Ustick Rd. with 14 commercial building lots and the remaining 135.69 acres with 517 residential building lots. An overall gross density of 3.73 units per acre and a net density of 6.66 units per acre is proposed, which aligns with the MDR designation's target density of 3 to 8 units per acre (gross).

The proposed development provides for a mix of compatible land uses consisting of a variety of residential housing types, including single-family detached residential homes and townhomes, some alley-loaded, on a variety of different lot sizes. Neighborhood friendly commercial uses should be provided as allowed in the C-N district offering jobs and services in this area. An abundance of open space is proposed within the residential portion of the development for residents to gather and recreate in.

Sewer service is currently unavailable for this site. Approval of the subdivision's sewer system is contingent upon the submittal and approval of plans for a 30-inch mainline along McDermott Road and a 10-inch mainline along Ustick Road to serve the proposed development. While the extension of sewer infrastructure in this area is included in a City project scheduled for 2028, the developer is seeking to partner with the City to accelerate the timeline, contingent upon securing entitlements for the property.

Table 4: Project Overview

Description	Details
History	ROS #4161, #4250 #6972
Phasing Plan	13 phases
Residential Units	517 single-family detached and townhome units
Open Space	31.72 acres (22.91%)
Amenities	Enclosed bike storage at pool house, picnic area on a site 5,000 sq. ft. or greater, (2) swimming pools with changing facilities/restrooms, (2) paved sports courts (pickleball), dog park, (6) dog waste stations, (2) playgrounds, (2) tot lots and multi-use pathways
Physical Features	The Safford Sublateral bisects the southern portion of this site, the Sky Pilot Drain crosses the northeast corner of this site
Acreage	143.09
Lots	531 building lots (517 residential & 14 commercial); 78 common
Density	3.73 units/acre gross/6.66 units/acre net

B. History

Several Record of Surveys have been recorded on properties within the proposed development (i.e. ROS #4161, 4250 and 6972). There have been no previous approvals on this property in the City.

C. Site Development and Use Analysis

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

There are four (4) existing homes with several accessory structures on the subject property – two (2) of the homes are located along Ustick Rd., one is in the middle of the property and is accessed via Morgan Grove Ln., a private gravel road, and another is located at the southwest corner of the development. All of the existing structures will be removed from the property with development.

The existing wells are required to be abandoned and proof of abandonment provided to the City Public Works Department. The wells may be used for pressurized irrigation purposes.

All existing septic systems should be removed in accord with Comprehensive Plan policy #4.09.01A, *Ensure that new development is connected to the City's sanitary sewer system (no septic systems).*

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

Single-family residential detached dwellings are listed as a principal permitted use in the R-4 district; and townhome dwellings are listed as principal permitted uses in the R-8 and TN-R districts. Commercial uses are allowed in the C-N district per UDC Table 11-2B-2.

A range of housing opportunities are proposed, consistent with the purpose statement in UDC 11-2A-1.

The mix of housing types and lot sizes contributes to the variety of housing types in this area in accord with Comprehensive Plan Policy #2.01.02D, *Encourage a variety of housing types that meet the needs, preferences, and financial capabilities of Meridian's present and future residents.*

3. Dimensional Standards (UDC 11-2):

Future development should comply with the dimensional standards for the R-4 district in UDC Table 11-2A-5, the R-8 zoning district in UDC Table 11-2A-6, the TN-R district in UDC Table 11-2D-6 and the C-N district in UDC 11-2A-3, as applicable. Business hours of

operation in the C-N district are limited from 6:00 am to 10:00 pm as set forth in UDC 11-2B-3B.

The average residential lot size for the proposed development is 6,544 sq. ft. with a minimum lot size of 1,800 sq. ft. and a maximum lot size of 20,064 sq. ft. The proposed commercial lots have an average size of 14,375 sq. ft.

4. Site Design (UDC 11-3A-19):

The purpose of the mixed-use land use designations is to provide for a combination of compatible land uses within a close geographic area that allows for easily accessible and convenient services for residents, workers and visitors. Development in these areas should be consistent with the mixed-use principles in the Comprehensive Plan, which focus on functional integration of uses and holistic design.

Commercial uses are proposed along the entryway corridor (i.e. Ustick Rd.) with higher density residential uses adjoining the commercial area and along collector streets, transitioning to lower density residential uses to the south and east. Common areas are highly visible from adjacent streets and homes and integrated well within the commercial and residential areas with good pedestrian access and connectivity throughout.

Development of the commercial area should comply with the structure and site design standards listed in UDC 11-3A-19, the development guidelines in the Comprehensive Plan and the design standards in the Architectural Standards Manual. Commercial buildings should be situated on lots to create visual modulation along W. Ustick Rd., preventing a continuous linear façade, with building entrances oriented toward the adjacent street with pedestrian connections from perimeter sidewalks to building entrances. Staff recommends an updated development plan for this area is submitted with the first Certificate of Zoning Compliance application that demonstrates compliance with the aforementioned items and the following policies in the Comprehensive Plan:

2.09.03A – Establish distinct, engaging identities within commercial and mixed-use centers through design standards.

3.03.03D – Require all development to be consistent with Future Land Use Map designations for the property.

5.01.01A – Foster a walkable and bikeable community through good site and street design.

5.01.02C – Promote area beautification and community identity through context sensitive building and site design principles, appropriate signage, and attractive landscaping.

5.01.02D – Require appropriate building design, and landscaping elements to buffer, screen, beautify, and integrate commercial, multifamily, and parking lots into existing neighborhoods.

5.01.03C – Review and implement design guidelines for properties along entryway corridors and gateways to promote aesthetic features and clearly identify the community.

Chapter 5 in General. See "Guide to Community Character" and paragraphs Building and Site Design as well as Entryway Corridors and Gateways.

D. Design Standards Analysis

The proposed open space and site amenities are consistent with Comprehensive Plan policy #2.02.00, which states, *Plan for safe, attractive, and well-maintained*

neighborhoods that have ample open space, and generous amenities that provide varied lifestyle choices.

1. Qualified Open Space & Amenities (*Comp Plan, UDC 11-3G*):

A minimum of 12% qualified open space is required to be provided in the R-4 district and a minimum of 15% is required to be provided in the R-8 and TN-R districts. Based on 32.64 acres in R-4, a minimum of 3.92 acres is required and based on 103.05 acres in R-8 and TN-R, a minimum of 15.46 acres is required for a total of 19.38 acres. The open space exhibit included in Section VII.G below depicts a total of 31.72 acres or 22.9% qualified open space.

Open space is required to meet the quality standards in UDC 11-3G-3A.2, which the proposed project does. The common area in Block 10 adjoins common area in the abutting Tricia's Crossing subdivision; the common area located behind Lots 11, 13 and 14 is encompassed by an irrigation easement for the Sky Pilot Drain – open vision fencing is proposed along the rear of these lots for visibility of the common area in accord with CPTED standards.

Proposed open space consists of an open grassy areas exceeding 5,000 square feet in area, linear open space with pathways, and 50% of the street buffer along Ustick Rd., an arterial street (see exhibit in Section VII.I below).

Based on 143.09 acres, a minimum of 29 qualified site amenity points are required to be provided per the standards in UDC 11-3G-4. The Applicant proposes a total of 55 amenity points, which far exceeds UDC standards, from the following categories:

- Quality of Life:
 - Picnic area on a site 5,000 sq. ft. or greater in size – 2 points each for a total of 6 points
 - Dog park – 2 points
 - Six (6) dog waste stations – 0.5 points each for a total of 3 points
- Recreation Activity Area:
 - Two (2) paved sports courts (pickleball) – 4 points each for a total of 8 points
 - (2) swimming pools – 4 points each for a total of 8 points
 - Swimming pool changing facilities and restrooms – 6 points each for a total of 12 points
- Pedestrian or Bicycle Circulation System:
 - Multi-use pathways – 2 per ¼ mile for a total of 6 points
- Multi-modal:
 - (2) enclosed bicycle storage at pool house – 2 points each for a total of 4 points

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

i. Landscape buffers along streets

West Ustick Rd. adjacent to this property is designated as an entryway corridor, which requires a minimum 35' wide street buffer to be provided with landscaping per the standards in UDC 11-3B-7C. **Additional landscape design features are required to be provided within buffers along entryway corridors.** The buffer should be measured from the ultimate sidewalk location as anticipated by ACHD after right-of-way is dedicated for the expansion of Ustick Rd. Collector streets within the site are required to have a 20-foot wide street buffer, landscaped per the standards in UDC 11-3B-7C.

All street buffers are required to be designed and planted with a variety of trees, shrubs, lawn or other vegetative groundcover that elicit design principles including rhythm, repetition, balance and focal elements.

ii. Common open space

Landscaping is required in common open space areas per the standards listed in UDC 11-3G-5B.3, which require a minimum of one (1) deciduous shade tree for every 5,000 sq. ft. of area and include a variety of trees, shrubs, lawn or other vegetative groundcover. Calculations demonstrating compliance with this standard should be included on the revised landscape plan submitted with the final plat application(s).

iii. Tree preservation

There are existing trees around the existing home sites that may require mitigation in accord with the standards listed in UDC 11-3B-10C.5. **The Applicant should contact the City Arborist (Kyle Yorita 208-409-1601) to schedule an inspection to determine mitigation requirements. Mitigation information should be included on the revised landscape plan submitted with the final plat application.**

iv. Storm integration

Stormwater integration is required to comply with the standards listed in UDC 11-3B-11C.

v. Pathway landscaping

Minimum 5' wide landscape strips are required along each side of all pathways, landscaped per the standards in UDC 11-3B-12C, which require a mix of trees, shrubs, lawn and/or other vegetative groundcover; the landscape plan should be revised accordingly to include landscape strips and a mix of landscape materials as noted.

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

Off-street parking is required for single-family dwellings based on the number of bedrooms per unit as set forth in UDC Table 11-3C-6. Off-street parking is required for commercial uses per the standards in UDC 11-3C-6B and 11-4-3-49 for restaurant uses, as applicable.

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

A variety of conceptual building elevations were submitted for the single-family detached homes that represent the quality of future homes planned in this development, included in Section VII.J. **Conceptual elevations and/or design standards should be submitted for the townhome and commercial structures prior to the City Council hearing that demonstrate a cohesive design theme for the entire development consistent with the Comprehensive Plan for mixed-use designated areas. The applicant has submitted some example photos of neighborhood commercial and office buildings that represent what could be constructed within the mixed-use community area but requests they not be considered as the only styles or options (see link below in Section VII.I).**

The final design of the townhome and commercial structures is required to comply with the design standards listed in the Architectural Standards Manual. Single-family detached units are exempt from design standards.

Because the sides of homes on lots that face W. Ustick Rd., an arterial street, and N. Dayspring Way, W. Deering Dr. and McDermott Road bypass, collector streets, will be highly visible, Staff recommends the street-facing elevations of these structures incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines that are visible from the subject public street. Single-story structures are exempt from this requirement.

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

All fencing is required to comply with the standards listed in UDC 11-3A-7 and 11-3A-6.

Six-foot tall vinyl fencing with an open vision top is proposed along the perimeter of the development and adjacent to interior common open space and pathways. Six-foot tall open vision wrought iron fencing is proposed adjacent to laterals as depicted on the landscape plan. The proposed fencing complies with UDC standards for such.

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

Parkways are proposed throughout the development with landscaping in accord with the standards in UDC 11-3B-7C.

E. Transportation Analysis

ACHD's planned improvements for Ustick Rd. and the general area are as follows:

Capital Improvements Plan (CIP)/ Five Year Plan (FYW):

- Ustick Road is scheduled in the FYP to be widened to 5-lanes from McDermott Road/Bypass to Black Cat Road in 2027.
- Ustick Road is scheduled in the FYP to be widened to 5-lanes from Black Cat Road to Ten Mile Road in 2025.
- The intersection of Ustick Road and McDermott Road/Bypass is scheduled in the FYP to be widened to 3-lanes on the north leg, 3-lanes on the south leg, 6-lanes on the east leg, and 6-lanes on the west leg in 2027.
- The intersection of Ustick Road and Black Cat Road is scheduled in the FYP to be widened to 7 lanes on the north and south legs and 6-lanes on the east and west legs and signalized in 2025.
- The intersection of Ustick Road and Owyhee Storm Avenue is scheduled in the FYP as an intersection improvement project to be widened to 3-lanes on the north leg, 6-lanes on the east leg, and 5-lanes on the west leg in 2025.
- Black Cat Road is listed in the CIP to be widened to 5-lanes from Cherry Lane to Ustick Road between 2031 and 2035.
- The intersection of Cherry Lane and Black Cat Road is listed in the CIP to be widened to 4-lanes on the north leg, 4-lanes on the south, 4-lanes east, and 4-lanes on the west leg, and signalized between 2031 and 2035.

Additional right-of-way (ROW) (i.e. 25 feet) totaling 50-feet of is required to be dedicated from the centerline of Ustick Rd. for the road widening project, which is reflected on the plans.

The Master Street Map (MSM) depicts a north/south collector street near the east boundary of the northern portion of the property from W. Ustick Rd. extending to the southern boundary of the site with an east/west collector street at the half mile where the Safford Lateral is located, extending west to McDermott Rd. The proposed plat depicts north/south and east/west collector streets in general alignment with the MSM that have been approved by ACHD.

The Idaho Transportation Dept. (ITD) is currently constructing the extension of SH-16 from Chinden/US 20-26 to I-84. An interchange is planned at Ustick Rd. The McDermott Rd. bypass runs along the west boundary of the northern portion of the site and will be designated as a collector street once jurisdiction of the roadway transfers from ITD to ACHD. A traffic signal is planned at the intersection of the Ustick Rd./McDermott Rd. bypass approximately 900 feet to the west of the entry to the site on Ustick Rd.

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

There is an existing private street, N. Morgan Grove Ln., that runs along the east boundary of this site that provides access to one of the existing homes from W. Ustick Rd. This road also

provides access to another property owned by Endurance Holdings, LLC that lies off-site closer to Ustick Rd. and will continue to provide access to that property.

Access is proposed via one collector street (N. Dayspring Way) at the northeast corner of the site from W. Ustick Rd., a principal arterial street. Four (4) existing stub streets at the eastern boundary of the property will also provide access and be extended with development (i.e. N. Tricia Way from Tricia's Crossing subdivision; and W. Classic Dr. and W. Tournament Dr. from Turnberry subdivision). Stub streets are proposed to adjacent parcels to the east, west and south for future extension and interconnectivity as shown on the plat. ACHD has required an additional stub street to the south, which Staff agrees is necessary for future interconnectivity. The plat was revised to include the stub street.

A backage road is proposed along W. Ustick Rd. which will provide a connection between the entry road and the McDermott Rd. bypass and provide access to the commercial lots.

The McDermott Road bypass has been constructed adjacent to this site to the west and is currently under the jurisdiction of ITD but is anticipated to be transferred to ACHD in the future. **Staff recommends W. McMurtrey St. is extended off-site to the west and connects to the McDermott Road bypass with approval from ITD. If approval cannot be obtained from ITD, the street should be extended once under the jurisdiction of ACHD.**

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

The Pathways Master Plan (PMP) depicts east/west segments of the City's multi-use pathway system through this site along the south side of the Safford Sublateral and along the southern boundary of the site providing a connection to the future pathway along the Tenmile Creek and the future regional park planned for west Meridian to the west of this site.

The Applicant is proposing a 10' wide pathway along the east boundary of the southern portion of the site and through the site along the Safford Lateral in accord with the PMP. **A multi-use pathway is not depicted along the southern boundary of the site and should be depicted on the revised plans submitted with the final plat application(s). A minimum 14' wide public use easement is required for all pathways that are not within ACHD ROW. All pathways should be located outside of irrigation district easements unless permission is specifically obtained from the governing Irrigation District.**

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

Pathways are proposed for pedestrian connectivity throughout the site with connections to the proposed multi-use pathways.

The proposed pathways plan supports Comprehensive Plan policy #2.02.01A, *With new subdivision plats, require the design and construction of pathways connections, easy pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities.*

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

Ten-foot-wide detached sidewalks are proposed along Ustick Rd., an arterial street, along the proposed collector streets (W. Deering Dr. and N. Dayspring Way) and along the south side of the backage road (W. McMurtrey St.) adjacent to the commercial development. Five-foot wide detached sidewalks are proposed along all internal local streets in accord with the standards in UDC 11-3A-17. **Staff recommends a 10-foot wide detached sidewalk is constructed off-site along the west boundary of the site adjacent to the McDermott Road bypass and the sidewalks along both sides of W. McMurtrey St. are extended to the that sidewalk.**

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

i. Dead end streets

No streets that end in a cul-de-sac or a dead end are longer than 500’.

ii. Common driveways

Six (6) common driveways are proposed; see exhibit in Section VII.E below. **All common driveways are required to comply with the standards in UDC 11-6C-3D, which require driveways to be a minimum 20’ in width. The common lots for the driveways also need to extend all the way to the back lot. If solid fencing is proposed adjacent to common driveways, a minimum 5-foot wide landscape buffer planted with shrubs, lawn or other vegetative groundcover should be provided between the driveway and fence. The common driveway exhibits, preliminary plat and landscape plan should be revised to comply with these standards with submittal of the final plat application.**

iii. Alleys

Twenty-foot wide alleys are proposed with ribbon curb that comply with the standards in UDC 11-6C-3B.5.

iv. Block face

The proposed block faces comply with the standards listed in UDC 11-6C-3F.

F. Services Analysis

The proposed development is consistent with Comprehensive Plan policy #2.02.02, *Maximize public services by prioritizing infill development of vacant and underdeveloped parcels within the City over parcels on the fringe.*

See Service Accessibility Report in Section VII.C below.

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

The Safford Sublateral bisects the southern portion of this site and the Sky Pilot Drain crosses the northeast corner of the site; both are under the jurisdiction of Nampa-Meridian Irrigation District. The easement width for the Safford Lateral varies on this site from 25, 30 and 60 feet as depicted on the plat due to its location along the boundary of the site.

Nampa-Meridian Irrigation District (NMID) has requested the developer partner with the District to pipe the Safford Lateral with a 36-inch reinforced concrete pipe for maintenance purposes and ditch safety. The developer has agreed to purchase the pipe and the District will install the pipe and boxes during the non-irrigation season. A 14’ wide maintenance road and multi-use pathway will be installed by the developer along the lateral within the subject property. The Sky Pilot Drain will remain open in its current location.

All irrigation ditches, laterals, sloughs or canals, intersecting, crossing or lying within the area being developed, are required to be piped, or otherwise covered as proposed.

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

Underground pressurized irrigation water is required to be provided in each development as set forth in UDC 11-3A-15. The property has water rights with NMID. The pressure irrigation pump will be located near the east boundary, sourcing from the Safford Lateral with an overflow west to the Sky Pilot Drain. The pump station and pressure irrigation delivery system will be owned and maintained by NMID.

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

An adequate storm drainage system is required in accord with the adopted standards, specifications and ordinances; design and construction shall follow Best Management Practice as adopted by the City per UDC 11-3A-18.

A geotechnical evaluation was submitted for this development, included in the public record.

Storm drainage will be retained on site and any discharge into a drainage facility will not exceed the pre-development flows.

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

All utilities for the proposed development are required to be installed in accord with the standards listed in UDC 11-3A-21. The developer should coordinate main size and routing with the Public Works Dept. and execute standard forms of easements for any mains that are required to provide service. Main lines are required to be extended to and through the subject property with development.

Water service is available at the site; however, sewer service is not available and will need to be extended from its current location north of W. Ustick Rd. in N. McDermott Rd. approximately 0.8 miles to the site.

Because the City does not support annexing and entitling property for development without a timely plan to extend municipal services, Staff recommends that approval of the project be contingent upon both the City's and Developer's mutual intent to enter into a cooperative agreement to extend sewer service to the property ahead of the City's scheduled infrastructure project. This agreement should be executed within six (6) months of the approval of the Findings and prior to the adoption of the annexation ordinance, which would formally incorporate the property into the City. In the absence of such an agreement, the property will not be annexed.

G. Phasing of Development

The Applicant proposes 13 phases of development as shown on the phasing plan included in Section VII.D. Most of the commercial portion of the development is proposed to develop with Phase 1 and the major site amenities associated with the northern portion of the development are proposed with the 2nd phase. The major site amenities associated with the southern portion of the development are proposed with the 11th phase of development. Staff recommends a change to the phasing plan to include the extension of W. McMurtrey St. to the west boundary of the site with Phase 1 for connection to the McDermott Road bypass; an updated phasing plan should be submitted prior to the City Council hearing. *The phasing plan was revised to reflect this change.*

The Applicant requests flexibility to adjust the number of lots, combination of lots and number of phases to reflect changing market conditions. The Applicant also requests an early building permit for the monument sign, amenities and model homes. **Staff is amenable to minor adjustments to the phasing plan, as determined by Staff, but is *not* in support of issuance of building permits prior to recordation of the final plat in which the improvements lie.**

IV. CITY/AGENCY COMMENTS & CONDITIONS

Staff recommends that approval of the project be contingent upon both the City's and Developer's mutual intent to enter into a cooperative agreement to extend sewer service to the property ahead of the City's scheduled infrastructure project. This agreement must be executed within six (6) months of approval of the Findings and prior to the adoption of the annexation ordinance (and approval of the development agreement), which would formally incorporate the property into the City. In the absence of such an agreement, the property will not be annexed.

A. Meridian Planning Division

1. A Development Agreement (DA) is required as a provision of annexation of this property. Prior to approval of the annexation ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of annexation ordinance adoption, and the developer. A final plat shall not be submitted until the DA and Ordinance is approved by City Council.

Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA shall, at minimum, incorporate the following provisions IF City Council determines annexation is in the best interest of the City:

- i. Future development of this site shall be generally consistent with the preliminary plat, phasing plan, landscape plan, qualified open space exhibit, site amenity exhibit and conceptual building elevations included in Section VII and with the provisions contained herein. Minor adjustments to the phasing plan may be permitted at Staff's discretion.
- ii. The existing wells on the subject property shall be abandoned and proof of abandonment shall be provided to the City Public Works Department. The wells may be used for pressurized irrigation purposes only.
- iii. All existing septic systems shall be removed with redevelopment of the property.
- iv. The sides of homes on lots that face W. Ustick Rd., an arterial street, and N. Dayspring Way, W. Deering Dr. and McDermott Road bypass, collector streets, shall incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines that are visible from the subject public street. Single-story structures are exempt from this requirement.
- v. An application for design review shall be submitted for all townhome units and commercial structures to ensure compliance with the design standards listed in the Architectural Standards Manual. All structures shall incorporate a cohesive design theme for the overall development consistent with the Comprehensive Plan.
- vi. Development of the commercial area shall comply with the structure and site design standards listed in UDC 11-3A-19, the development guidelines in the Comprehensive Plan for mixed-use and specifically Mixed Use – Community designated areas, including the concept diagram in Figure 3E, and the design standards in the Architectural Standards Manual. Commercial buildings should be situated on lots to create visual modulation along W. Ustick Rd., preventing a continuous linear façade, with building entrances oriented toward the adjacent street with pedestrian connections from perimeter sidewalks to building entrances. **An updated development plan for this area shall be submitted with the first Certificate of Zoning Compliance application that demonstrates compliance with these items.**
- vii. Business hours of operation in the C-N zoning district are limited from 6:00 am to 10:00 pm as set forth in UDC 11-2B-3B.
- viii. The following off-site improvements shall be constructed with development:
 - a. Extend and connect W. McMurtrey St. to the McDermott Road bypass if approval can be obtained from the Idaho Transportation Department (ITD). If approval cannot be obtained at the time of construction, the street shall be extended in the future when jurisdiction of the road transfers to the Ada County Highway District (ACHD).

- b. Construct a 10-foot wide detached sidewalk along the west boundary of the site adjacent to the McDermott Road bypass.
 - c. Extend sidewalks along both sides of W. McMurtrey St. to the sidewalk along the McDermott Road bypass.
- ix. Provide off-site traffic calming on N. Tricia's Way as discussed during the City Council hearing and agreed upon by the developer and as allowed by Ada County Highway District (ACHD).
2. The final plat shall include the following revisions:
- ~~i. Depict an additional stub street to the south as required by ACHD. Revision was made to preliminary plat to reflect stub street.~~
 - ii. Widen the pavement for the common driveways to a minimum of 20-feet in accord with UDC 11-6C-3D and extend the driveways all the way to the back lots accessed via the driveways.
 - iii. Depict a minimum 20-foot-wide common lot along the southern boundary of the development for a 10-foot-wide multi-use pathway with associated landscaping. Also depict a 14-foot wide easement for the pathway. *Note: All pathways and associated landscaping shall be located outside of the irrigation district's easement unless permission is specifically obtained from the governing Irrigation District.*
 - iv. Depict a minimum 35-foot-wide permanent dedicated landscape buffer along the entire frontage of the property along Ustick Rd. in accord with UDC Table 11-2A-6 for entryway corridors, measured from the ultimate sidewalk location as anticipated by ACHD after right-of-way is dedicated for the expansion of Ustick Rd. Depict the ultimate sidewalk location as anticipated by ACHD on the plan.
 - v. Depict a minimum 20-foot-wide permanent dedicated landscape buffer along collector streets in accord with UDC Table 11-3B-7C.2 measured from the back of curb.
 - vi. Depict off-site improvements noted above in #1.viii.
3. The landscape plan submitted with the final plat application shall include the following revisions:
- ~~i. Depict an additional stub street to the south as required by ACHD. Revision was made to preliminary plat to include stub street.~~
 - ii. ~~Depict 20-foot wide paved common driveways with driveways that extend all the way to the back lots accessed via the driveways; and 5-foot wide landscape strips alongside the common driveways if solid fencing is proposed adjacent to the driveways as set forth in UDC 11-6C-3D.~~
 - iii. Depict a minimum 20-foot-wide common lot along the southern boundary of the development containing a 10-foot-wide multi-use pathway; depict landscaping on both sides of the pathway in accord with the standards listed in UDC 11-3B-12C.
 - iv. All pathways and associated landscaping shall be located outside of irrigation district easements unless permission is specifically obtained from the governing Irrigation District. If permission cannot be obtained, adjustments shall be made to the plat to provide these improvements outside of the easement.
 - v. Depict a minimum 35-foot-wide street buffer along the entire frontage of the property along Ustick Rd. measured from the ultimate sidewalk location as anticipated by ACHD after right-of-way is dedicated for the expansion of Ustick Rd. Depict the ultimate

sidewalk location on the plan as anticipated by ACHD. Depict landscaping in accord with the standards listed in UDC 11-3B-7C for entryway corridors.

- vi. Depict landscaping in all street buffers in accord with the standards listed in UDC 11-3B-7C, which requires landscape areas to be designed and planted with a variety of trees, shrubs, lawn or other vegetative groundcover that elicit design principles including rhythm, repetition, balance and focal elements.
 - vii. Depict minimum 5-foot wide landscape strips along each side of all pathways with landscaping per the standards in UDC 11-3B-12C, which require a mix of trees, shrubs, lawn and/or other vegetative groundcover.
 - viii. Include mitigation calculations in accord with the standards listed in UDC 11-3B-10C.5. The Applicant should contact the City Arborist (Kyle Yorita 208-409-1601) to schedule an inspection prior to removal of any trees from the site.
 - ix. Depict landscaping in common open space areas per the standards listed in UDC 11-3G-5B.3, which require a minimum of one (1) deciduous shade tree for every 5,000 sq. ft. of area and include a variety of trees, shrubs, lawn or other vegetative groundcover. Include calculations that demonstrate compliance with this standard.
 - x. Depict off-site improvements noted above in #1.viii.
4. Future development should comply with the dimensional standards for the R-4 district in UDC Table 11-2A-5, the R-8 zoning district in UDC Table 11-2A-6, the TN-R district in UDC Table 11-2D-6 and the C-N district in UDC 11-2A-3, as applicable.
 5. Business hours of operation in the C-N district are limited from 6:00 am to 10:00 pm as set forth in UDC 11-2B-3B.
 6. Stormwater integration shall comply with the standards listed in UDC 11-3B-11C.
 7. Submit a 14-foot wide public use easement for all multi-use pathways that are not located within ACHD right-of-way prior to signature on the final plat by the City Engineer for the phase in which they are located.
 8. All common driveways shall comply with the standards listed in UDC 11-6C-3D. *A revised common driveway exhibit(s) shall be submitted ~~prior to the City Council hearing~~ with the final plat application that incorporates the changes noted in Section III above.*
 9. All existing structures shall be removed from the site prior to the City Engineer's signature on the final plat.
 10. The preliminary plat shall become null and void if the Applicant fails to obtain the City Engineer's signature on the final plat within two (2) years of the approval of the preliminary plat as set forth in UDC 11-6B-7A; or obtain approval of a time extension as set forth in UDC 11-6B-7C.

See the Agency Comments folder contained in the project file in the public record for other City Department and Agency comments and conditions:

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=379805&dbid=0&repo=MeridianCity>
(copy the link into your browser)

V. FINDINGS

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

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

1. The map amendment complies with the applicable provisions of the comprehensive plan;
The City Council finds the proposed map amendment and development plan substantially complies with the applicable provisions of the Comprehensive Plan as noted.
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
The City Council finds the proposed amendment complies with the regulations outlined for the proposed districts, including the purpose statement.
3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;
The City Council finds the proposed map amendment should not be materially detrimental to the public health, safety and welfare.
4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and
The City Council finds the proposed map amendment should not result in an adverse impact on the delivery of services by any political subdivision providing public services within the City including, but not limited to, school districts.
5. The annexation (as applicable) is in the best interest of city.
The City Council finds the proposed annexation is in the best interest of the City if a cooperative agreement can be reached between the City and the developer to extend sewer service to the site prior to the City's project for such in 2028, as it will reduce enclaves in the City and will provide for more efficient provision of City services.

B. Preliminary 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;
The City Council finds the proposed plat is in conformance with the Comprehensive Plan and will be consistent with the UDC if the Applicant complies with the above-noted conditions.
2. Public services are available or can be made available and are adequate to accommodate the proposed development;
The City Council finds public services are either currently available (i.e. water) or available to be extended (i.e. sewer) to serve the site (albeit 0.8 miles away for sewer) 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;
The City Council finds the proposed plat is in 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;
The City Council finds there is public financial capability of supporting services for the proposed development.

5. The development will not be detrimental to the public health, safety or general welfare; and
The City Council 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.
The City Council is unaware of any significant natural, scenic or historic features that need to be preserved with this development.

VI. ACTION

A. Staff:

Staff recommends approval of the proposed annexation and preliminary plat with the requirement of a development agreement containing the provisions in Section IV per the Findings in Section V above.

Note: This recommendation is contingent upon both the City's and Developer's mutual intent to enter into a cooperative agreement to extend sewer service to the property ahead of the City's scheduled infrastructure project. This agreement must be executed within six (6) months of the approval of the Findings and prior to the adoption of the annexation ordinance, which would formally incorporate the property into the City. In the absence of such an agreement, Staff recommends the property not be annexed.

B. Commission:

The Meridian Planning & Zoning Commission heard these items on June 5, 2025. At the public hearing, the Commission moved to recommend approval of the subject AZ and PP requests.

1. Summary of Commission public hearing:
 - a. In favor: Becky McKay, Engineering Solutions
 - b. In opposition: None
 - c. Commenting: Ryan Howell, Don LaFever, Rick Munn, Mark Graham, Tom Robinson, Corey Thacker, Shantel Robinson
 - d. Written testimony: Several letters of testimony have been received (see public record)
 - e. Staff presenting application: Sonya Allen
 - f. Other Staff commenting on application: None
2. Key issue(s) of public testimony:
 - a. Safety concerns pertaining to an increase in traffic from the eastern accesses to the development through Tricia's Crossing and Turnberry Crossing subdivisions, specifically around Seasons Park and in the area where children wait for the bus.
 - b. Belief the TIS didn't fully reflect the possible traffic issues for the Autumn Faire & Turnberry subdivisions – opinion that access for the site isn't sufficient to handle the number of lots proposed and needs to have a multi-lane roadway and roundabout at the Ustick intersection.
 - c. Concerns pertaining to more people using Seasons Park and not enough parking as it is with people parking along adjacent streets; concern pertaining to irrigation pressure and if it will go down with more users; opinion that the density is too high and lot sizes aren't comparable with adjacent existing development.
 - d. Request for right-of-way to be obtained off-site for the extension of the collector street to Cherry Ln. for better access for the site.
3. Key issue(s) of discussion by Commission:
 - a. Generally in favor of the proposed development and the design and diversity proposed within it.
 - b. Belief development will occur slow enough for infrastructure to grow in this area over the next 15 years until full build-out.
4. Commission change(s) to Staff recommendation:

- a. None
- 5. Outstanding issue(s) for City Council:
 - a. None

C. City Council:

The Meridian City Council heard these items on July 8 and 15, 2025. At the public hearing on July 15, 2025, the Council moved to approve the subject AZ and PP requests.

- 1. Summary of the City Council public hearing:
 - a. In favor: Becky McKay, Engineering Solutions
 - b. In opposition: None
 - c. Commenting: Martin Taylor, Toll Brothers, Mark Graham, David Carmack, Shantal Robinson, Corey Thacker, Mike Lewis, Tom Robinson, Chris Espinoza
 - d. Written testimony: David & Becci Carmack
 - e. Staff presenting application: Sonya Allen
 - f. Other Staff commenting on application: Brian McClure
- 2. Key issue(s) of public testimony:
 - a. Concerns pertaining to the extension of the N. Tricia Way stub streets at the east side of the subdivision with development and the additional traffic these accesses will create around Season's Park; safety concerns for children darting across the streets surrounding the park to cars parked on both sides of the street and the blind corner at the entry to the park that is a traffic hazard. Request for traffic calming measures to be required in this area at both new access points that connect to Tricia Way.
 - b. The Applicant's request for issuance of early building permits for the monument sign, amenities and model homes prior to recordation of the plat for the phase in which these items lie.
 - c. Request for right-of-way to be obtained off-site for the extension of the collector street to Cherry Ln. for better access for the site (suggestions for such include condemning Du-Rite Nursery or doing a land swap).
 - d. Safety concerns pertaining to traffic around Season's Park and the need to slow traffic in that area.
 - e. Concern pertaining to impacts from development to his property and this area – desire to move out of this area due to loss of quality of life.
 - f. Concern pertaining to existing traffic congestion in this area that will get worse with development – request for developer to donate money to the City to fund emergency services needed to serve this development.
 - g. Safety concerns with more traffic around Season's Park and the blind corner at the park – request for traffic calming to be provided.
 - h. Concern pertaining to the impact of the proposed development on the capacity of area schools.
 - i. Opinion that maybe it's not the right time to approve the proposed project, due to costs to tax payers.
- 3. Key issue(s) of discussion by City Council:
 - a. Concern pertaining to the City's ability to provide adequate emergency services (police/fire) for public safety for the City and the proposed development.
 - b. Traffic calming measures that could be provided for Tricia's Way and possibility of conversion of the northern stub street to a pedestrian pathway instead of extending the stub street.
 - c. Discussion on the service accessibility report in regard to fire and police service.
 - d. Savings to the City if the developer completes the sewer extension is a minimum of \$5M dollars through the proposed cooperative agreement.
 - e. Appreciation to the applicant for speaking with Representative Mike Moyle.

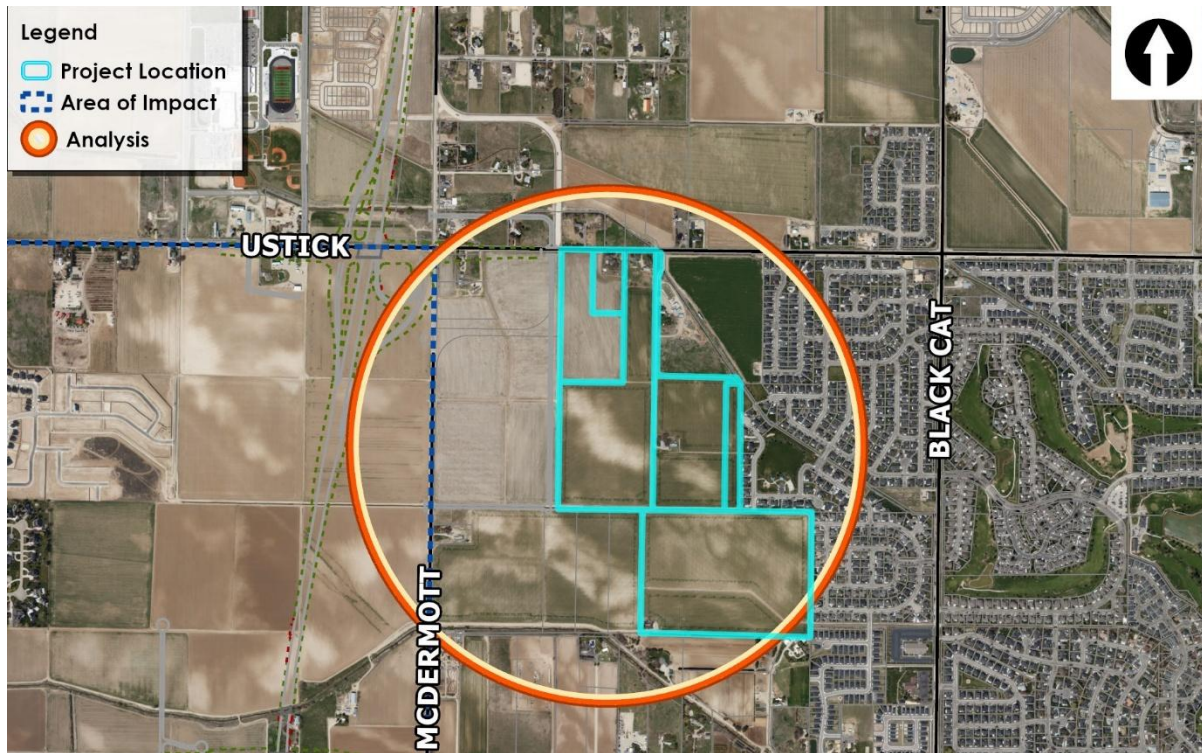
- f. Opinion this is a great project in a great location with the new fire station, police substation and new school nearby.
- 4. City Council change(s) to Commission recommendation:
 - a. Approval with the requirement for traffic calming measures to be provided off-site on N. Tricia's Way as discussed during the hearing.

VII. EXHIBITS

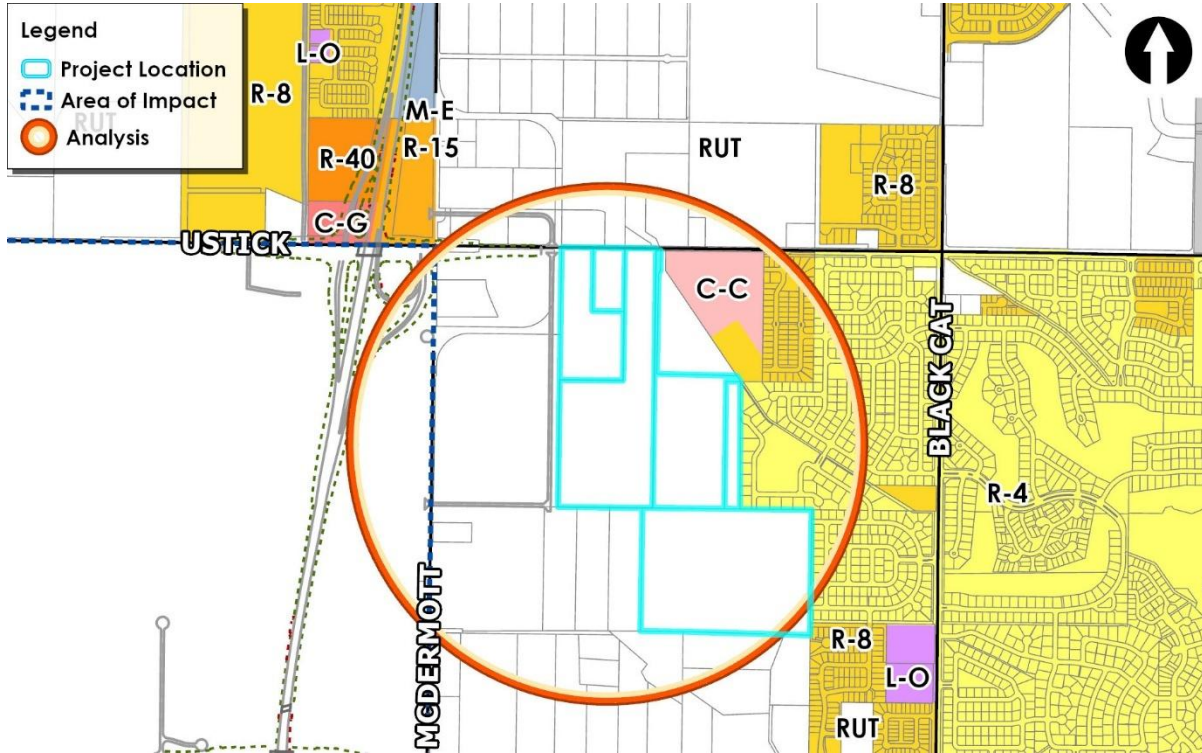
A. Project Area Maps

(link to [Project Overview](#))

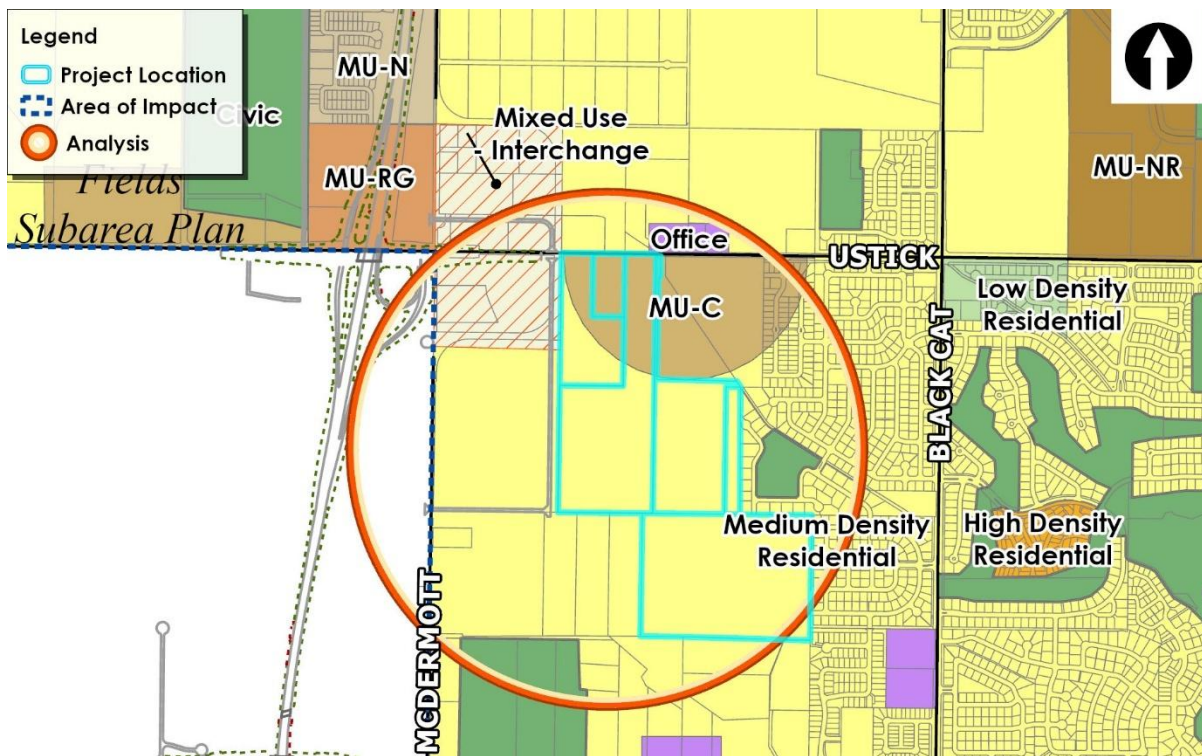
1. Aerial



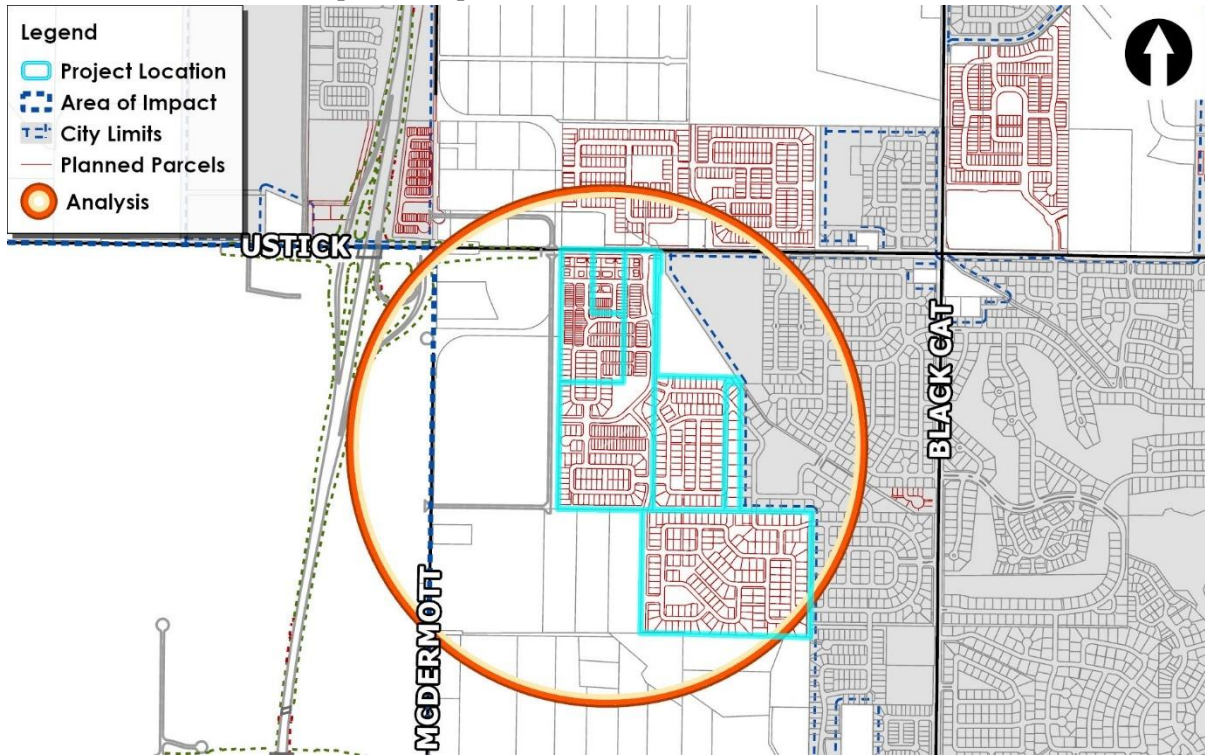
2. Zoning Map



3. Future Land Use



4. Planned Development Map



B. Service Accessibility Report

PARCEL S1204212500 SERVICE ACCESSIBILITY

Overall Score: 8	2nd Percentile
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Criteria	Description	Indicator
Location	Within 1/2 mile of City Limits	YELLOW
Extension Sewer	Trunkshed mains 500-2,000 ft. from parcel	YELLOW
Floodplain	Either not within the 100 yr floodplain or > 2 acres	GREEN
Emergency Services Fire	Response time > 9 min.	RED
Emergency Services Police	Not enough data to report average response time	RED
Pathways	Within 1/4 mile of current pathways	GREEN
Transit	Not within 1/4 of current or future transit route	RED
Arterial Road Buildout Status	Ultimate configuration (# of lanes in master streets plan) > existing (# of lanes) & road IS in 5 yr work plan	YELLOW
School Walking Proximity	From 1/2 to 1 mile walking	YELLOW
School Drivability	Either a High School or College within 2 miles OR a Middle or Elementary School within 1 mile driving (existing or future)	GREEN
Park Walkability	Either a Regional Park within 1 mile OR a Community Park within 1/2 mile OR a Neighborhood Park within 1/4 mile walking	GREEN

C. Annexation Legal Description & Exhibit Map

Legal Description Dayspring Subdivision – Overall Annexation

A parcel located in the E ½ of the W ½ and the W ½ of the E ½ of Section 4, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, being more particularly described as follows:

Commencing at a 5/8 inch diameter iron pin marking the northwest corner of said Section 4, from which an Aluminum Cap monument marking the northeast corner of the NW ¼ (N ¼ Corner) of said Section 4 bears S 89°19'04" E a distance of 2638.34 feet;

Thence along the northerly boundary of said NW ¼ S 89°19'04" E a distance of 1319.17 feet to an Aluminum Cap monument marking the northwest corner of the NE ¼ of said NW ¼ (W 1/16 Corner), the **POINT OF BEGINNING**;

Thence continuing S 89°19'04" E along the northerly boundary of said NE ¼ of the NW ¼ a distance of 1034.22 feet to a 5/8 inch diameter iron pin;

Thence leaving said boundary S 0°56'45" W a distance of 229.40 feet to a 5/8 inch diameter iron pin;

Thence S 31°37'51" W a distance of 39.58 feet to a 5/8 inch iron pin;

Thence S 0°57'37" W a distance of 1041.35 feet to a 5/8 inch diameter iron pin;

Thence S 88°36'04" E a distance of 833.19 feet to a ½ inch iron pin on the centerline of the Sky Pilot Drain;

Thence along said centerline S 34°09'55" E a distance of 73.80 feet to a 5/8 inch diameter iron pin marking the northeasterly corner of Tricia's Crossing Subdivision, as shown in Book 90 of Plats on Pages 10615 through 10617, records of Ada County, Idaho;

Thence along the northerly boundary of said Tricia's Crossing Subdivision N 89°25'11" W a distance of 3.11 feet to a 5/8 inch diameter iron pin marking the northwest corner of said Tricia's Crossing Subdivision;

Thence along the westerly boundary of said subdivision S 0°11'53" W a distance of 1324.13 feet to a 5/8 inch diameter iron pin marking the southwest corner of said Tricia's Crossing Subdivision;

Thence along the southerly boundary of said Tricia's Crossing Subdivision S 89°22'15" E a distance of 746.73 feet to a 5/8 inch diameter iron pin marking the northeast corner of the NW ¼ of the SE ¼ (CE 1/16 Corner) of said Section 4, also being the northwest corner of Turnberry Subdivision No. 2 as shown in Book 81 of Plats on Pages 8835 through 8836, records of Ada County, Idaho;

Thence along the easterly boundary of said NW ¼ of the SE ¼, the westerly boundary of said Turnberry Subdivision No. 2, and partially along the westerly boundary of Burlingame Subdivision No. 2 as shown in Book 120 of Plats on Pages 18766 through 18768, records of Ada County, Idaho, S 0°41'34" W a distance of 1304.19 feet to a 5/8 inch diameter iron pin;



Thence leaving said boundary N 88°22'35" W a distance of 1323.49 feet, previously having been identified as the southerly boundary of said NW ¼ of the SE ¼, to a ½ inch diameter iron pin;

Thence along the westerly boundary of said NW ¼ of the SE ¼ N 0°44'38" E a distance of 14.01 feet to a 5/8 inch diameter iron pin;

Thence leaving said boundary S 89°47'21" W a distance of 445.78 feet to a ½ inch diameter iron pin;

Thence N 0°53'47" E a distance of 1273.76 feet to a ½ inch diameter iron pin on the southerly boundary of the SE ¼ of the NW ¼ of said Section 4;

Thence along said southerly boundary of the SE ¼ of the NW ¼ N 89°22'15" W a distance of 880.06 feet to a 5/8 inch diameter iron pin marking the southwest corner of said SE ¼ of the NW ¼ (CW 1/16 Corner);

Thence along the westerly boundary of the E ½ of the NW ¼ of said Section 4 N 0°49'28" E a distance of 2701.52 feet to the **POINT OF BEGINNING**.

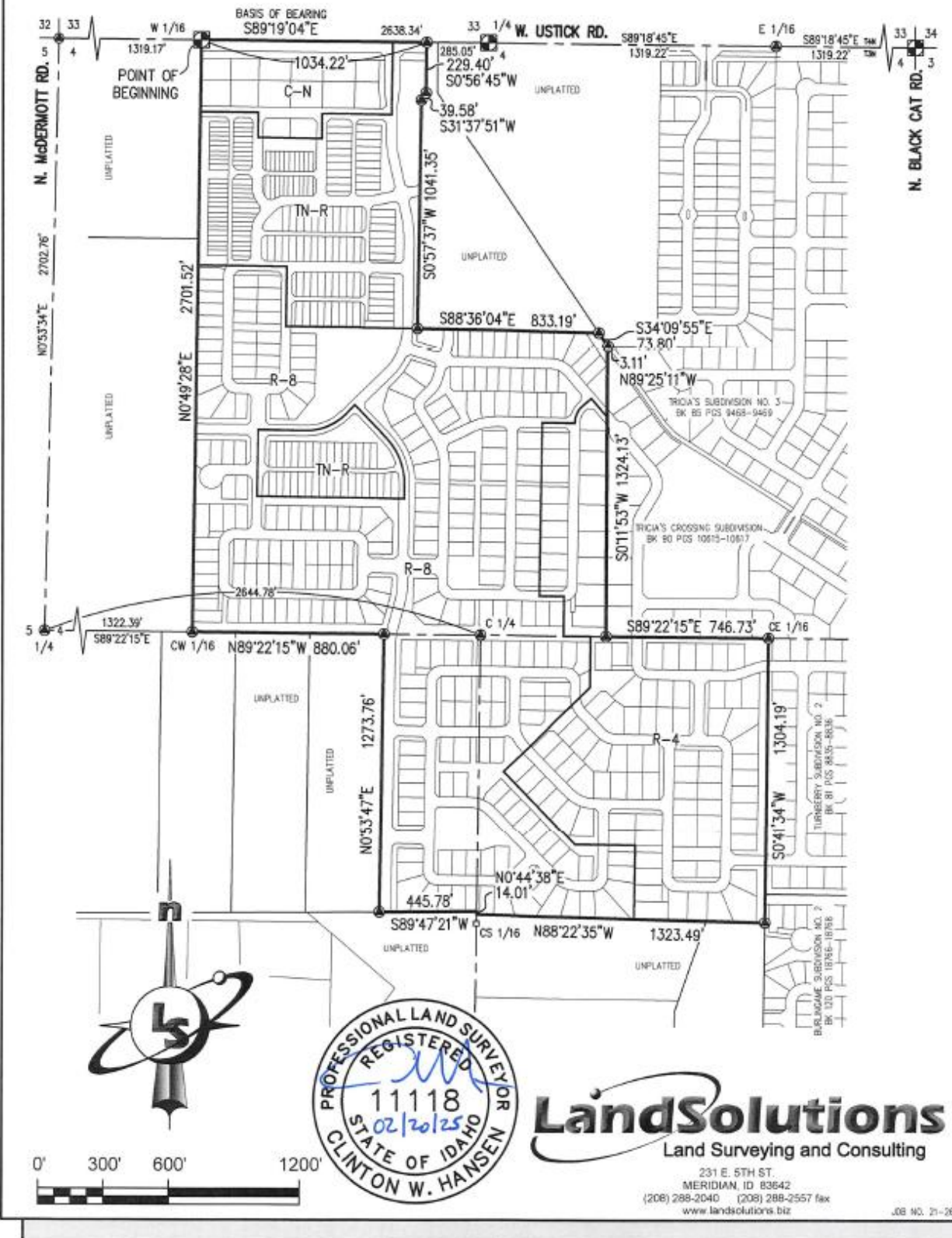
This parcel contains 143.09 acres more or less.

Clinton W. Hansen, PLS
Land Solutions, PC
February 20, 2025



Dayspring Subd Overall Annexation
Job No. 21-26
Page 2 of 2

DAYSPRING SUBDIVISION - OVERALL ANNEXATION EXHIBIT



Legal Description
Proposed TN-R Zone
Dayspring Subdivision

Parcels located in the NW ¼ of Section 4, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, being more particularly described as follows:

PARCEL 1

Commencing at a 5/8 inch diameter iron pin marking the northwest corner of said Section 4, from which an Aluminum Cap monument marking the northeast corner of said NW ¼ (N ¼ Corner) bears S 89°19'04" E a distance of 2638.34 feet;

Thence along the northerly boundary of said NW ¼ S 89°19'04" E a distance of 1319.17 feet to an Aluminum Cap monument marking the northwest corner of the NE ¼ of said NW ¼ (W 1/16 Corner);

Thence along the westerly boundary of the E ½ of the NW ¼ of said Section 4 S 0°49'28" W a distance of 327.10 feet to the **POINT OF BEGINNING**;

Thence leaving said westerly boundary S 89°06'13" E a distance of 265.93 feet to a point;

Thence S 0°53'47" W a distance of 115.00 feet to a point;

Thence S 89°06'13" E a distance of 292.99 feet to a point;

Thence N 0°53'47" E a distance of 115.00 feet to a point;

Thence S 89°06'13" E a distance of 318.50 feet to a point;

Thence N 0°53'47" E a distance of 330.38 feet to a point on the northerly boundary of said NW ¼;

Thence along said northerly boundary S 89°19'04" E a distance of 156.38 feet to a point;

Thence leaving said northerly boundary S 0°56'45" W a distance of 229.40 feet to a point;

Thence S 31°37'51" W a distance of 39.58 feet to a point;

Thence S 0°57'37" W a distance of 1041.35 feet to a point;

Thence N 89°28'03" W a distance of 109.80 feet to a point;

Thence N 89°06'13" W a distance of 135.00 feet to a point;

Thence N 86°02'17" W a distance of 18.70 feet to a point;

Thence N 89°06'13" W a distance of 340.50 feet to a point;

Thence N 0°53'47" E a distance of 273.50 feet to a point;

Thence N 89°06'13" W a distance of 407.37 feet to a point on the westerly boundary of the E ½ of the NW ¼ of said Section 4;



Dayspring Subdivision – TN-R Zone
Job No. 21-26
Page 1 of 2

Thence along said westerly boundary N 0°49'28" E a distance of 700.00 feet to the **POINT OF BEGINNING**.

Said Parcel 1 contains 20.44 acres more or less.

PARCEL 2

Commencing at a 5/8 inch diameter iron pin marking the northwest corner of said Section 4, from which an Aluminum Cap monument marking the northeast corner of said NW ¼ (N ¼ Corner) bears S 89°19'04" E a distance of 2638.34 feet;

Thence along the northerly boundary of said NW ¼ S 89°19'04" E a distance of 1319.17 feet to an Aluminum Cap monument marking the northwest corner of the NE ¼ of said NW ¼ (W 1/16 Corner);

Thence along the westerly boundary of said E ½ of the NW ¼ S 0°49'28" W a distance of 1777.47 feet to a point;

Thence leaving said boundary S 89°10'32" E a distance of 286.93 feet to the **POINT OF BEGINNING**;

Thence S 89°06'13" E a distance of 219.04 feet to a point of curvature;

Thence a distance of 196.35 feet along the arc of a 250.00 foot radius curve left, said curve having a central angle of 45°00'00" and a long chord bearing N 68°23'47" E a distance of 191.34 feet to a point of tangency;

Thence N 45°53'47" E a distance of 66.16 feet to a point;

Thence S 44°06'13" E a distance of 204.56 feet to a point of curvature;

Thence a distance of 235.62 feet along the arc of a 300.00 foot radius curve right, said curve having a central angle of 45°00'00" and a long chord bearing S 21°36'13" E a distance of 229.61 feet to a point of tangency;

Thence S 0°53'47" W a distance of 65.23 feet to a point;

Thence N 89°06'13" W a distance of 675.11 feet to a point;

Thence N 0°53'47" E a distance of 302.00 feet to the **POINT OF BEGINNING**.

Said Parcel 2 contains 4.85 acres, more or less.

Clinton W. Hansen, PLS
Land Solutions, PC
November 25, 2024

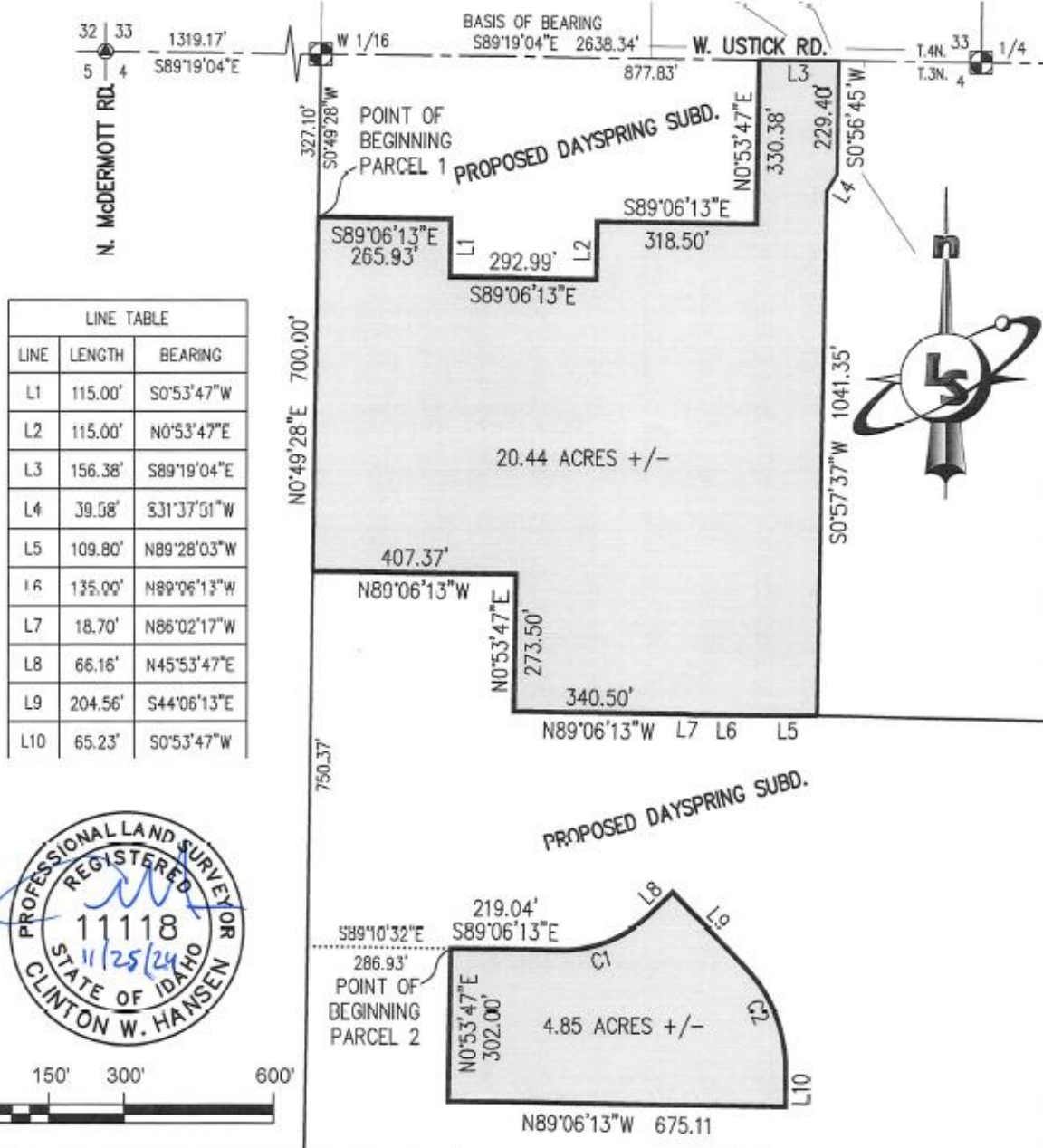


Dayspring Subdivision – TN-R Zone
Job No. 21-26
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TN-R ZONE

PROPOSED DAYSPRING SUBDIVISION

LOCATED IN THE NW 1/4 OF SECTION 4
TOWNSHIP 3 NORTH, RANGE 1 WEST, B.M., ADA COUNTY, IDAHO



LandSolutions
Land Surveying and Consulting

231 E 5TH ST., 5TH FL.
MERIDIAN, ID 83642
(208) 288-2040 (208) 288-2667 fax
www.landsolutions.biz

JOB NO. 21-26

Legal Description
Proposed C-N Zone
Dayspring Subdivision

A parcel located in the NE ¼ of the NW ¼ of Section 4, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, being more particularly described as follows:

Commencing at a 5/8 inch diameter iron pin marking the northwest corner of said Section 4, from which an Aluminum Cap monument marking the northeast corner of the NW ¼ (N ¼ Corner) of said Section 4 bears S 89°19'04" E a distance of 2638.34 feet;

Thence along the northerly boundary of said NW ¼ S 89°19'04" E a distance of 1319.17 feet to an Aluminum Cap monument marking the northwest corner of the NE ¼ of said NW ¼ (W 1/16 Corner), the **POINT OF BEGINNING**;

Thence continuing S 89°19'04" E along the northerly boundary of said NE ¼ of the NW ¼ a distance of 877.83 feet to a point;

Thence leaving said boundary S 0°53'47" W a distance of 330.38 feet to a point;

Thence N 89°06'13" W a distance of 318.50 feet to a point;

Thence S 0°53'47" W a distance of 115.00 feet to a point;

Thence N 89°06'13" W a distance of 292.99 feet to a point;

Thence N 0°53'47" E a distance of 115.00 feet to a point;

Thence N 89°06'13" W a distance of 265.93 feet to a point on the westerly boundary of said NE ¼ of the NW ¼;

Thence along said boundary N 0°49'28" E a distance of 327.10 feet to the **POINT OF BEGINNING**.

This parcel contains 7.40 acres, more or less.

Clinton W. Hansen, PLS
Land Solutions, PC
November 25, 2024

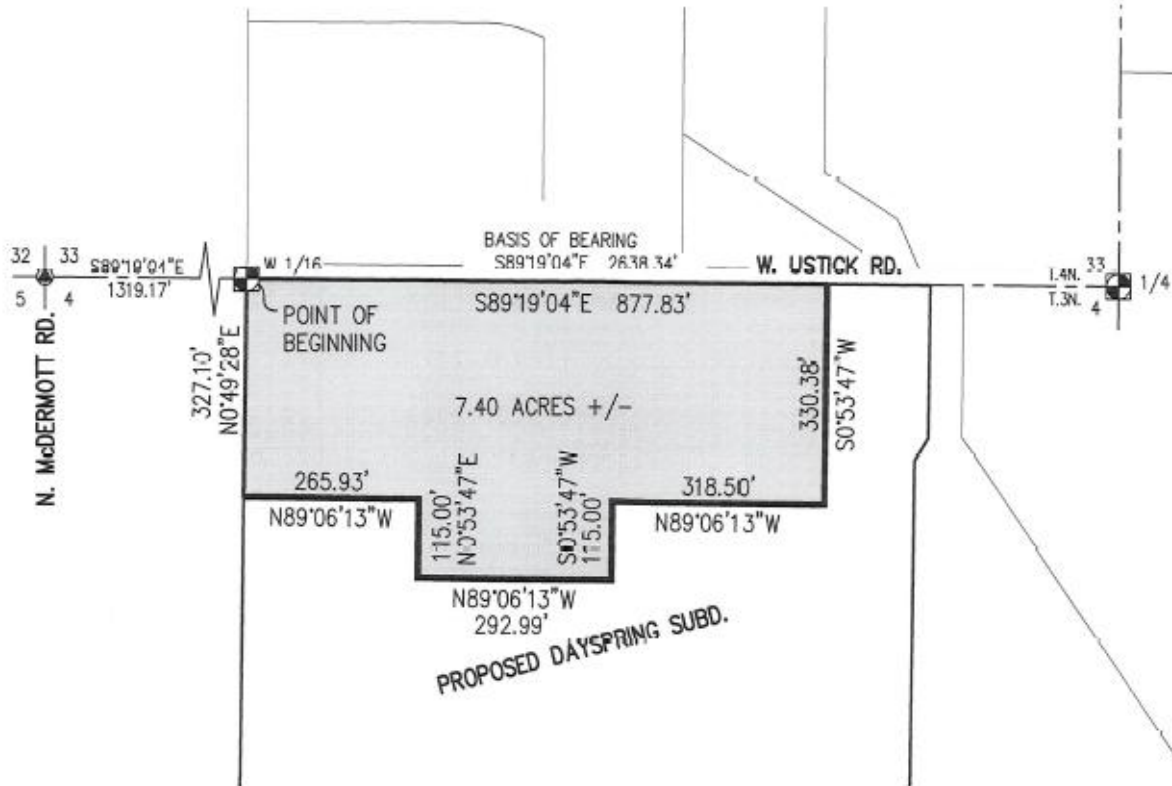


Dayspring Subdivision - C-N Zone
Job No. 21-26
Page 1 of 1

C-N ZONE

PROPOSED DAYSPRING SUBDIVISION

LOCATED IN THE NE 1/4 OF THE NW 1/4 OF SECTION 4
TOWNSHIP 3 NORTH, RANGE 1 WEST, B.M., ADA COUNTY, IDAHO



LandSolutions
Land Surveying and Consulting

231 E. 5TH ST., STE. A
MERIDIAN, ID 83642
(208) 288-2040 (208) 288-2557 fax
www.landsolutions.biz

JOB NO. 21-28

Legal Description
Proposed R-4 Zone
Dayspring Subdivision

A parcel located in the SW ¼ of the NE ¼ and the NW ¼ of the SE ¼ of Section 4, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, being more particularly described as follows:

Commencing at a 5/8 inch diameter iron pin marking the northwest corner of the NW ¼ of the SE ¼ (Center ¼ Corner) of said Section 4, from which a 5/8 inch diameter iron pin marking the southwest corner of the NW ¼ (W ¼ Corner) of said Section 4 bears N 89°22'15" W a distance of 2644.78 feet;

Thence along the northerly boundary of said NW ¼ of the SE ¼ S 89°22'15" E a distance of 380.90 feet to the **POINT OF BEGINNING**;

Thence leaving said northerly boundary N 0°53'47" E a distance of 183.26 feet to a point;

Thence N 89°06'13" W a distance of 113.39 feet to a point;

Thence N 0°53'47" E a distance of 787.00 feet to a point;

Thence S 89°06'13" E a distance of 148.50 feet to a point;

Thence N 0°53'47" E a distance of 4.00 feet to a point of curvature;

Thence a distance of 84.82 feet along the arc of a 100.00 foot radius curve right, said curve having a central angle of 48°35'59" and a long chord bearing N 25°11'46" E a distance of 82.30 feet to a point of tangency;

Thence N 49°29'45" E a distance of 53.48 feet to a point;

Thence S 40°30'15" E a distance of 110.76 feet to a point on the westerly boundary of Tricia's Crossing Subdivision as shown in Book 90 of Plats on Pages 10615 through 10617, records of Ada County, Idaho;

Thence along said westerly boundary S 0°11'53" W a distance of 1000.73 feet to a point marking the southwest corner of said Tricia's Crossing Subdivision;

Thence along the southerly boundary of said Tricia's Crossing Subdivision S 89°22'15" E a distance of 746.73 feet to a point marking the northeast corner of said NW ¼ of said SE ¼ (CE 1/16 Corner), said point also being the northwesterly corner of Turnberry Subdivision No. 2 as shown in Book 81 of Plats on Pages 8835 through 8836, records of Ada County, Idaho;

Thence along the easterly boundary of said NW ¼ of the SE ¼, the westerly boundary of said Turnberry Subdivision No. 2, and partially along the westerly boundary of Burlingame Subdivision No. 2 as shown in Book 120 of Plats on Pages 18766 through 18768, records of Ada County, Idaho, S 0°41'34" W a distance of 1304.19 feet to a point;

Thence leaving said boundary N 88°22'35" W a distance of 600.75 feet to a point;

Thence N 0°53'47" E a distance of 337.57 feet to a point;



Thence N 89°06'13" W a distance of 276.97 feet to a point;

Thence N 44°10'22" W a distance of 470.95 feet to a point;

Thence N 45°49'28" E a distance of 552.20 feet to a point;

Thence N 0°53'47" E a distance of 231.64 feet to a point on the northerly boundary of said NW ¼ of the SE ¼;

Thence along said northerly boundary N 89°22'15" W a distance of 124.78 feet to the **POINT OF BEGINNING**.

This parcel contains 32.64 acres more or less.

Clinton W. Hansen, PLS
Land Solutions, PC
November 25, 2024

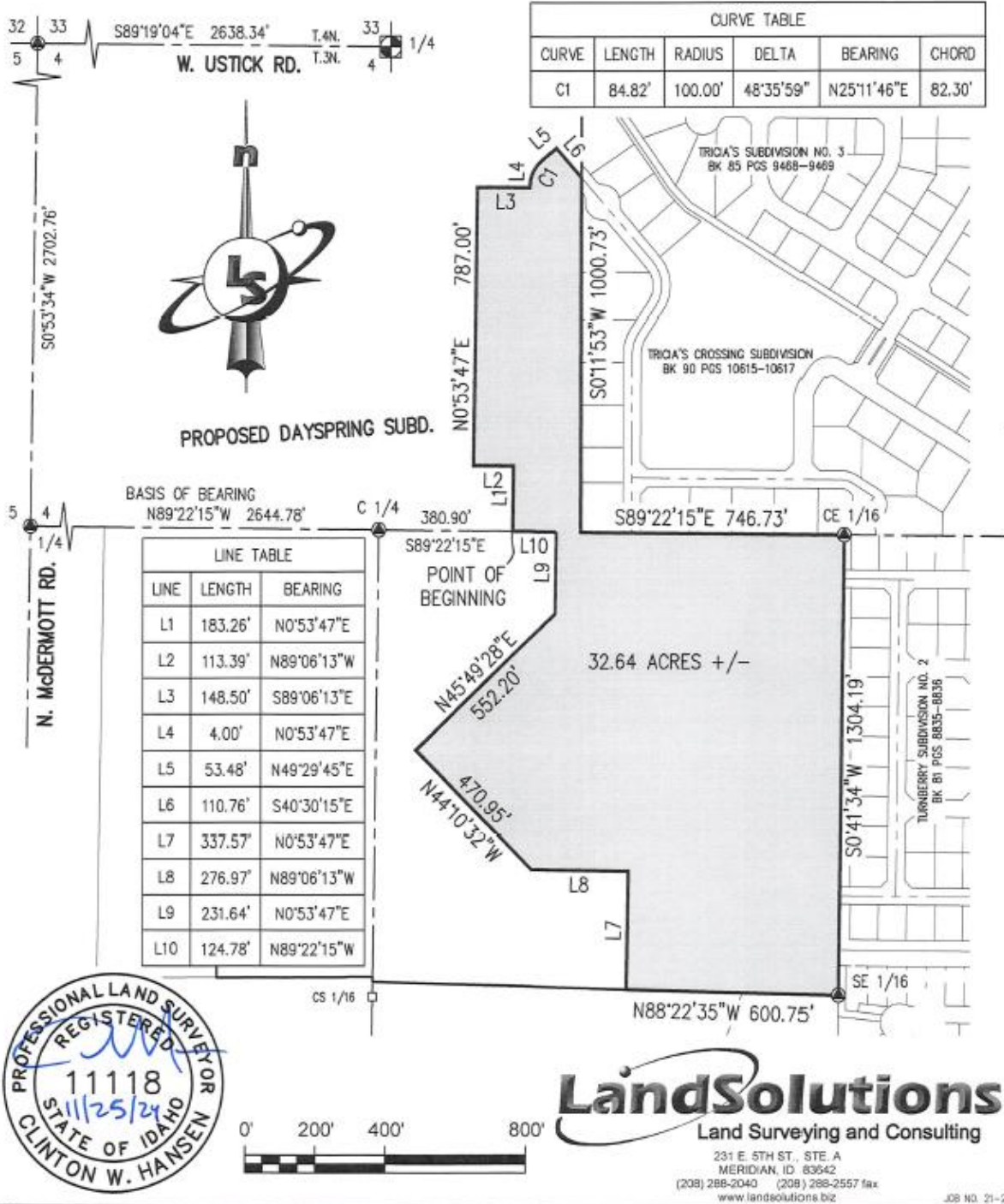


Dayspring Subdivision - Red Zone
Job No. 21-26
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R-4 ZONE

PROPOSED DAYSPRING SUBDIVISION

LOCATED IN THE SW 1/4 OF THE NE 1/4 AND THE NW 1/4 OF THE SE 1/4
SECTION 4, TOWNSHIP 3 NORTH, RANGE 1 WEST, B.M., ADA COUNTY, IDAHO



Legal Description
Proposed R-8 Zone
Dayspring Subdivision

A parcel located in the E ½ of the NW ¼, the SW ¼ of the NE ¼, and the NW ¼ of the SE ¼ of Section 4, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, being more particularly described as follows:

Commencing at a 5/8 inch diameter iron pin marking the southwest corner of the NW ¼ (W ¼ Corner) of said Section 4, from which a 5/8 inch diameter iron pin marking the northwest corner of said Section 4 bears N 0°53'34" E a distance of 2702.76 feet;

Thence along the southerly boundary of said NW ¼ S 89°22'15" E a distance of 1322.39 feet to a point marking the southwest corner of the E ½ of the NW ¼ of said Section 4 and the **POINT OF BEGINNING**;

Thence along the westerly boundary of said E ½ of the NW ¼ N 0°49'28" E a distance of 1674.42 feet to a point;

Thence leaving said westerly boundary S 89°06'13" E a distance of 407.37 feet to a point;

Thence S 0°53'47" W a distance of 273.50 feet to a point;

Thence S 89°06'13" E a distance of 340.50 feet to a point;

Thence S 86°02'17" E a distance of 18.70 feet to a point;

Thence S 89°06'13" E a distance of 135.00 feet to a point;

Thence S 89°28'03" E a distance of 109.80 feet to a point;

Thence S 88°36'04" E a distance of 833.19 feet to a point on the centerline of the Sky Pilot Drain;

Thence along said centerline S 34°09'55" E a distance of 73.80 feet to the northeasterly corner of Tricia's Crossing Subdivision, as shown in Book 90 of Plats on Pages 10615 through 10617, records of Ada County, Idaho;

Thence along the northerly boundary of said Tricia's Crossing Subdivision N 89°25'11" W a distance of 3.11 feet to the northwesterly corner of said Tricia's Crossing Subdivision;

Thence along the westerly boundary of said subdivision S 0°11'53" W a distance of 323.40 feet to a point;

Thence leaving said westerly boundary N 40°30'15" W a distance of 110.76 feet to a point;

Thence S 49°29'45" W a distance of 53.48 feet to a point of curvature;

Thence a distance of 84.82 feet along the arc of a 100.00 foot radius curve left, said curve having a central angle of 48°35'59" and a long chord bearing S 25°11'46" W a distance of 82.30 feet to a point of tangency;



Dayspring Subdivision – R-8 Zone
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Thence S 0°53'47" W a distance of 4.00 feet to a point;

Thence N 80°06'13" W a distance of 148.60 feet to a point;

Thence S 0°53'47" W a distance of 787.00 feet to a point;

Thence S 89°06'13" E a distance of 113.39 feet to a point;

Thence S 0°53'47" W a distance of 183.26 feet to a point;

Thence S 89°22'15" E a distance of 124.78 feet to a point;

Thence S 0°53'47" W a distance of 231.64 feet to a point;

Thence S 45°49'28" W a distance of 552.20 feet to a point;

Thence S 44°10'32" E a distance of 470.95 feet to a point;

Thence S 89°06'13" E a distance of 270.97 feet to a point;

Thence S 0°53'47" W a distance of 337.57 feet to a point;

Thence N 88°22'35" W a distance of 722.74 feet to a point on the westerly boundary of said NW ¼ of the SE ¼ of Section 4;

Thence along said westerly boundary N 0°44'38" E a distance of 14.01 feet to a point;

Thence leaving said westerly boundary S 89°47'21" W a distance of 445.78 feet to a point;

Thence N 0°53'47" E a distance of 1273.76 feet to a point on the southerly boundary of the SE ¼ of the NW ¼ of said Section 4;

Thence along said southerly boundary N 89°22'15" W a distance of 880.06 feet to the **POINT OF BEGINNING.**

AND EXCLUDING THEREFROM:

A parcel located in the SE ¼ of the NW ¼, and the SW ¼ of the NE ¼ of Section 4, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, being more particularly described as follows:

Commencing at a 5/8 inch diameter iron pin marking the southwest corner of the NW ¼ (W ¼ Corner) of said Section 4, from which a 5/8 inch diameter iron pin marking the northwest corner of said Section 4 bears N 0°53'34" E a distance of 2702.76 feet;

Thence along the southerly boundary of said NW ¼ S 89°22'15" E a distance of 1322.39 feet to a point marking the southwest corner of the E ½ of the NW ¼ of said Section 4;

Thence leaving said southerly boundary N 25°33'29" E a distance of 684.87 feet to the **POINT OF BEGINNING;**



Thence N 0°53'47" E a distance of 302.00 feet to a point;

Thence S 89°06'13" E a distance of 219.04 feet to a point of curvature;

Thence a distance of 196.35 feet along the arc of a 250.00 foot radius curve left, said curve having a central angle of 45°00'00" and a long chord bearing N 68°23'47" E a distance of 191.34 feet to a point of tangency;

Thence N 45°53'47" E a distance of 66.16 feet to a point;

Thence S 44°06'13" E a distance of 204.56 feet to a point of curvature;

Thence a distance of 235.62 feet along the arc of a 300.00 foot radius curve right, said curve having a central angle of 45°00'00" and a long chord bearing S 21°36'13" E a distance of 229.61 feet to a point of tangency;

Thence S 0°53'47" W a distance of 65.23 feet to a point;

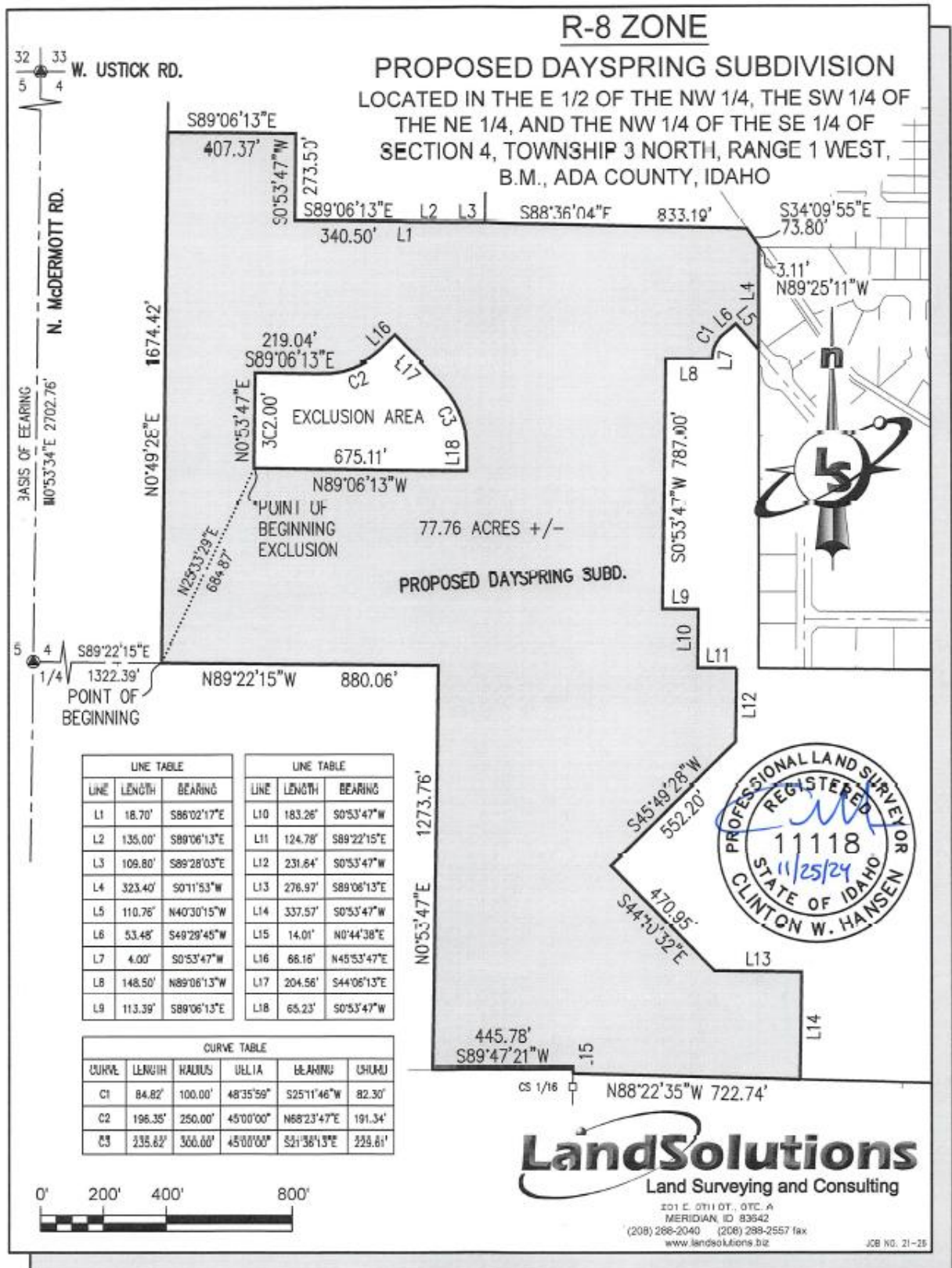
Thence N 89°06'13" W a distance of 675.11 feet to the **POINT OF BEGINNING** of this Exclusion Parcel.

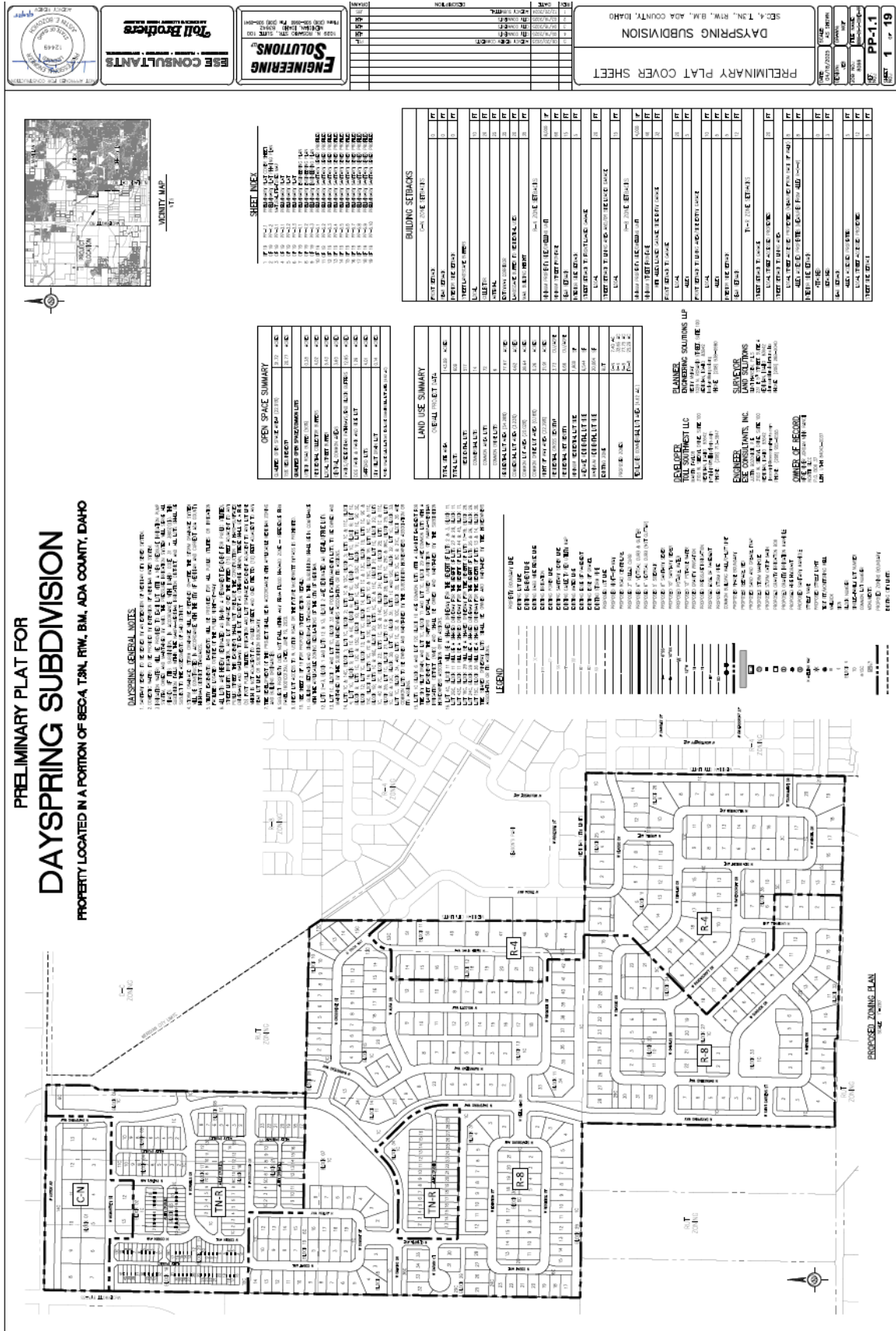
Total area of subject parcel comprises 77.76 acres, more or less.

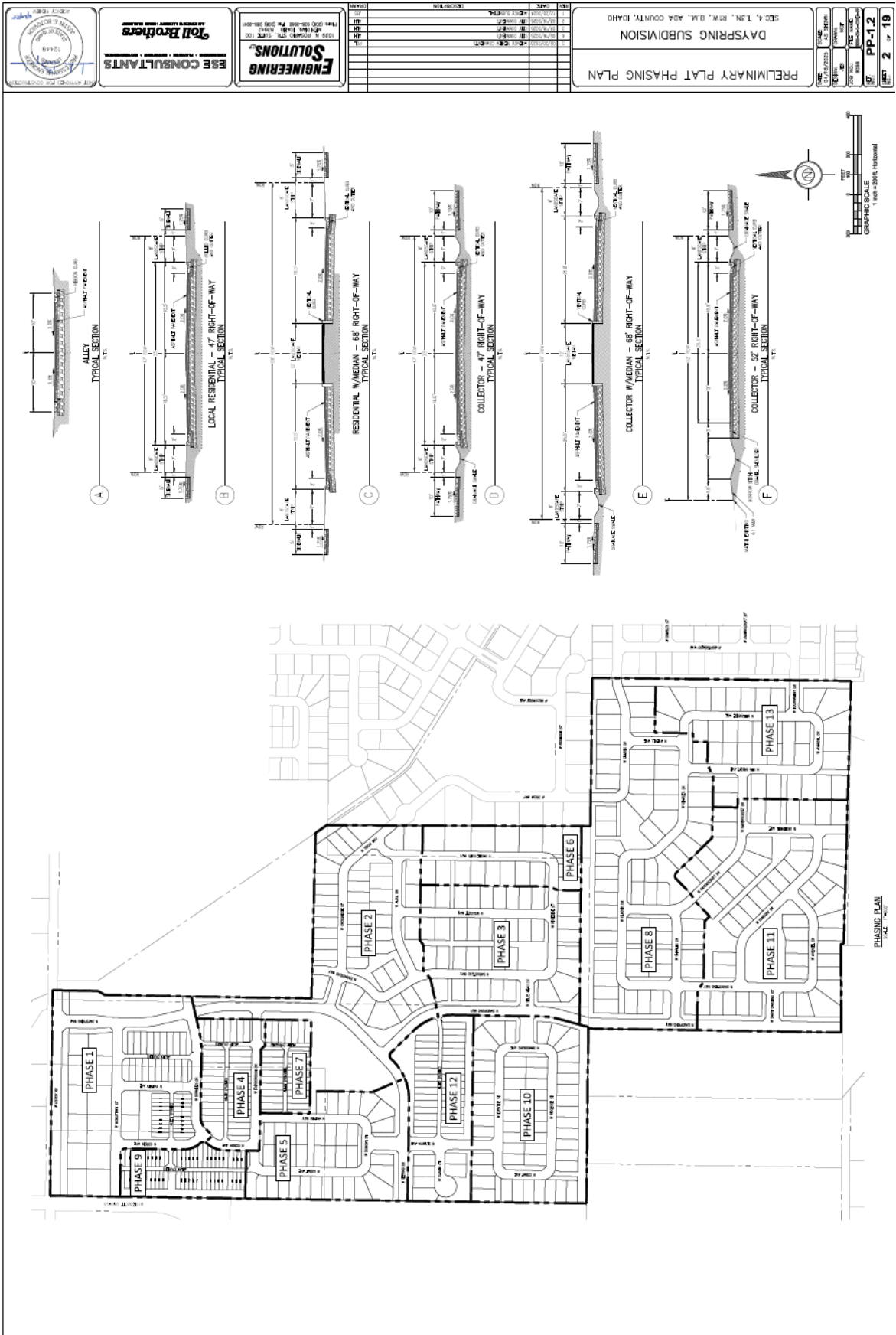
Clinton W. Hansen, PLS
Land Solutions, PC
November 25, 2024



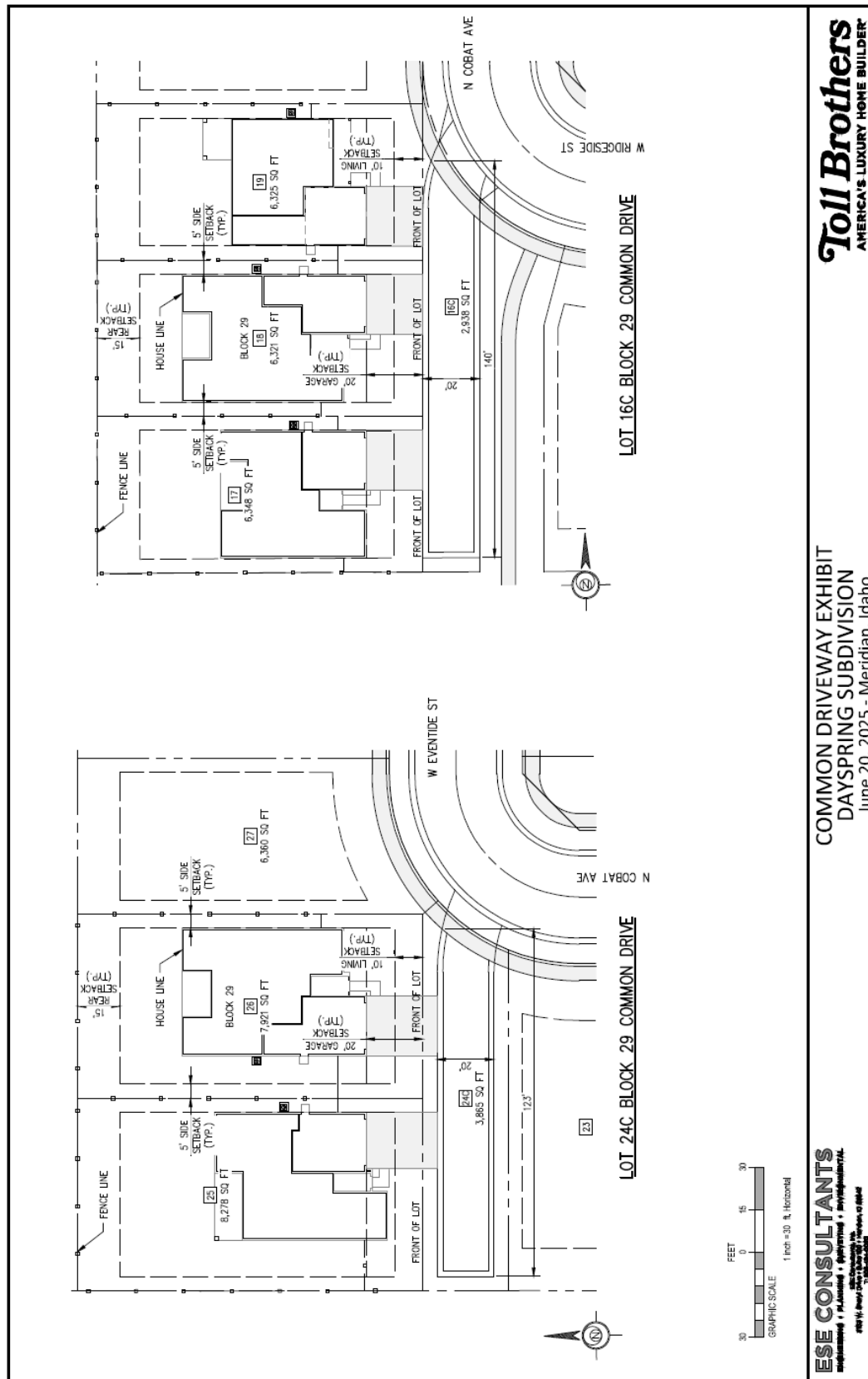
Dayspring Subdivision – R-8 Zone
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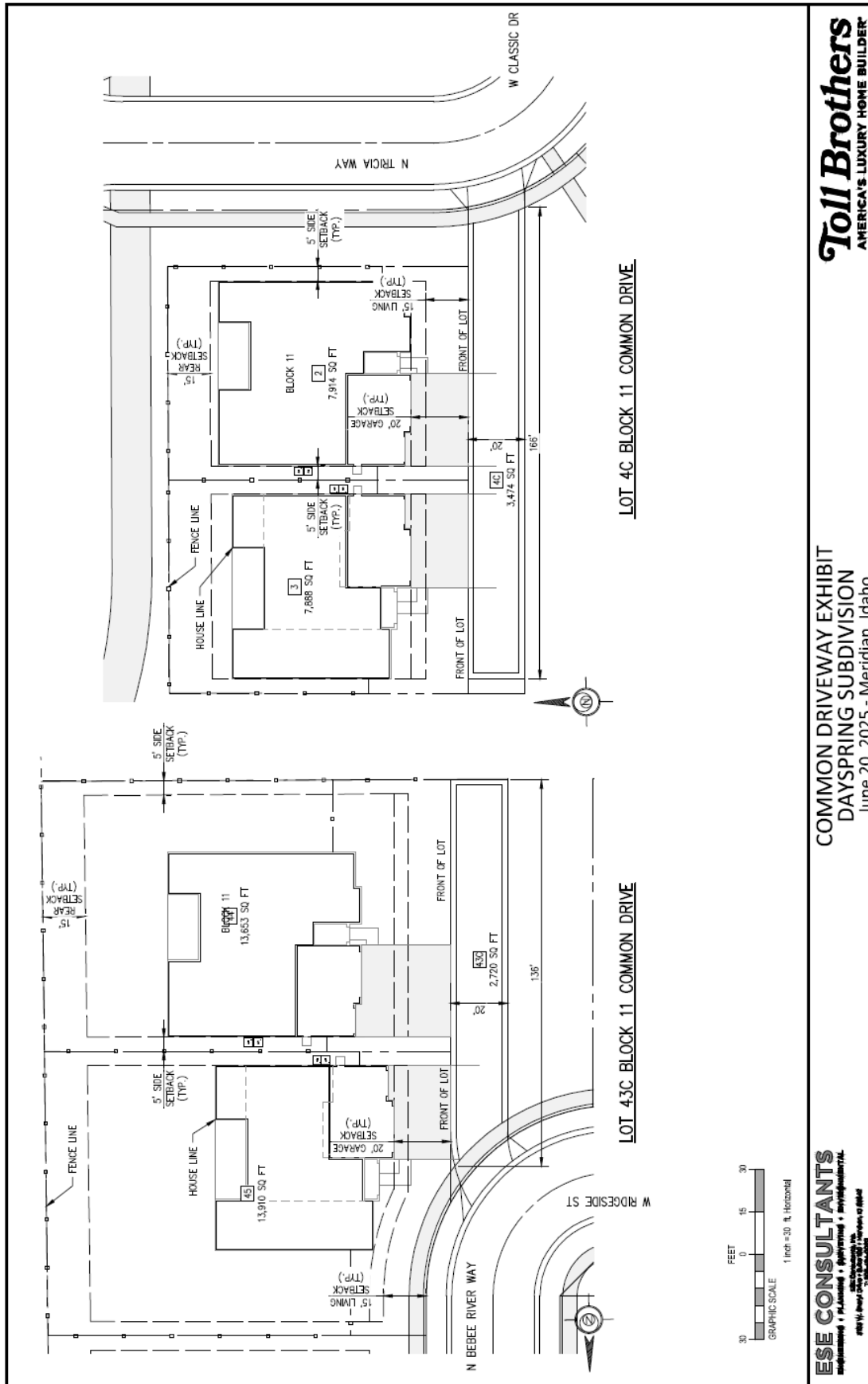


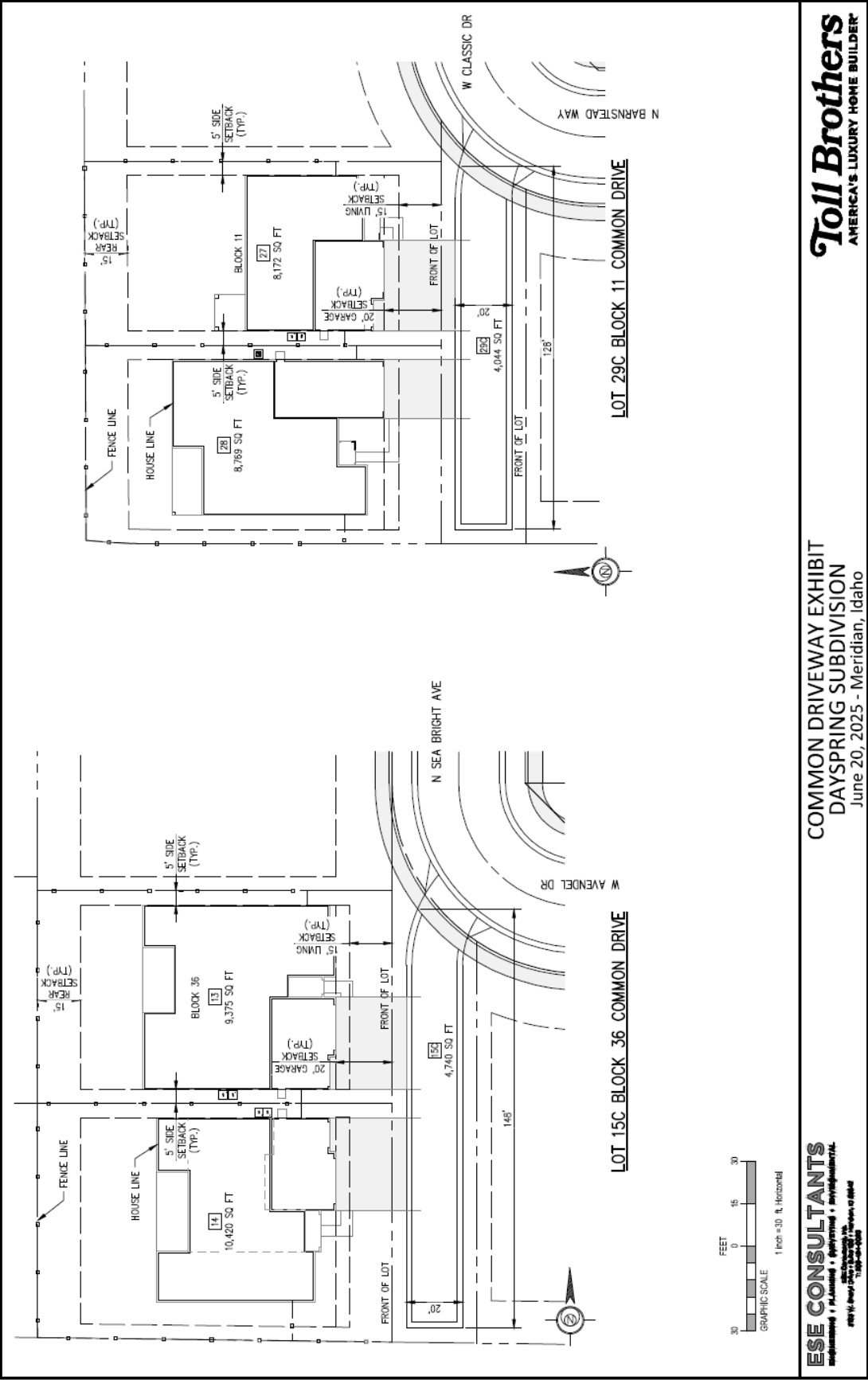


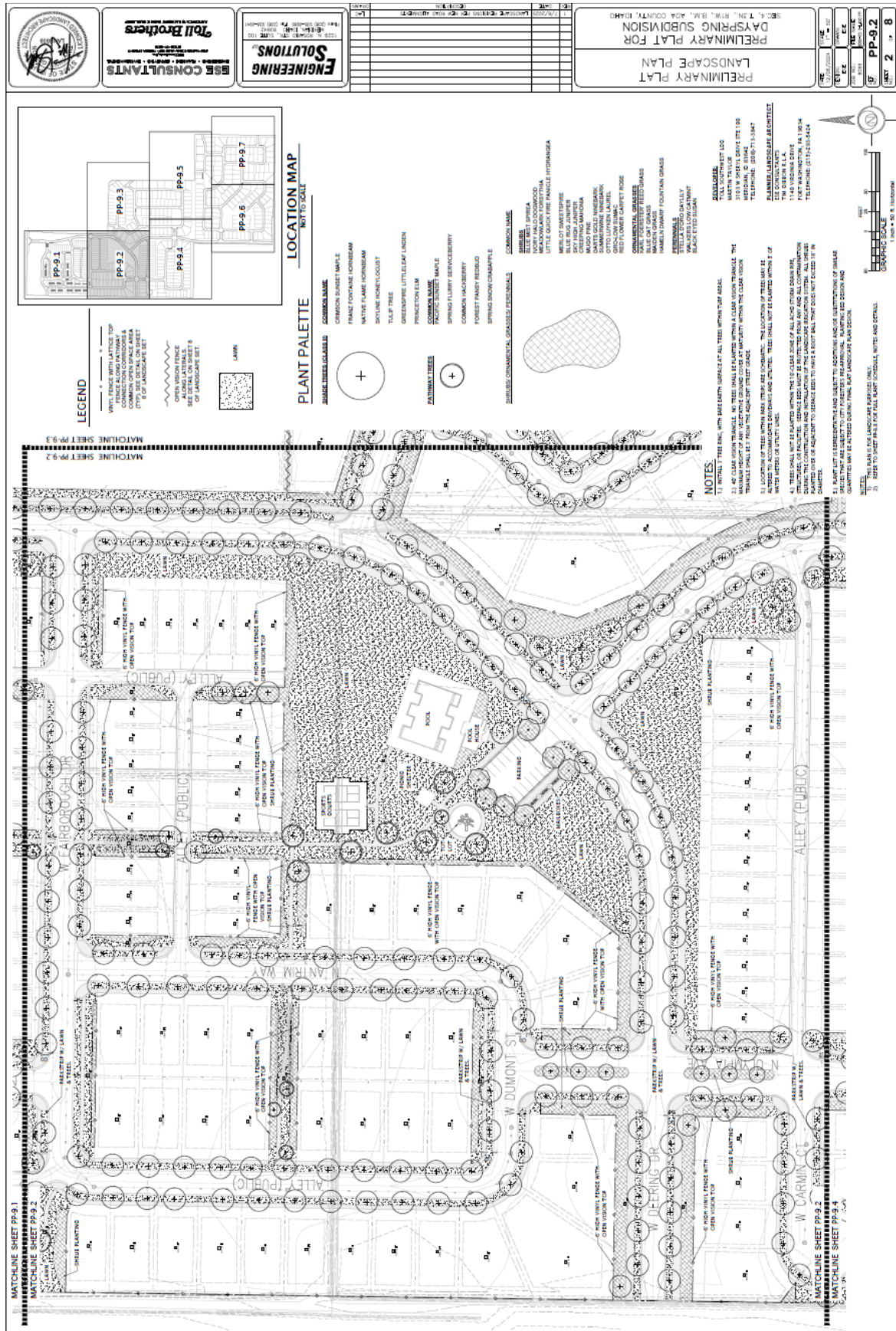


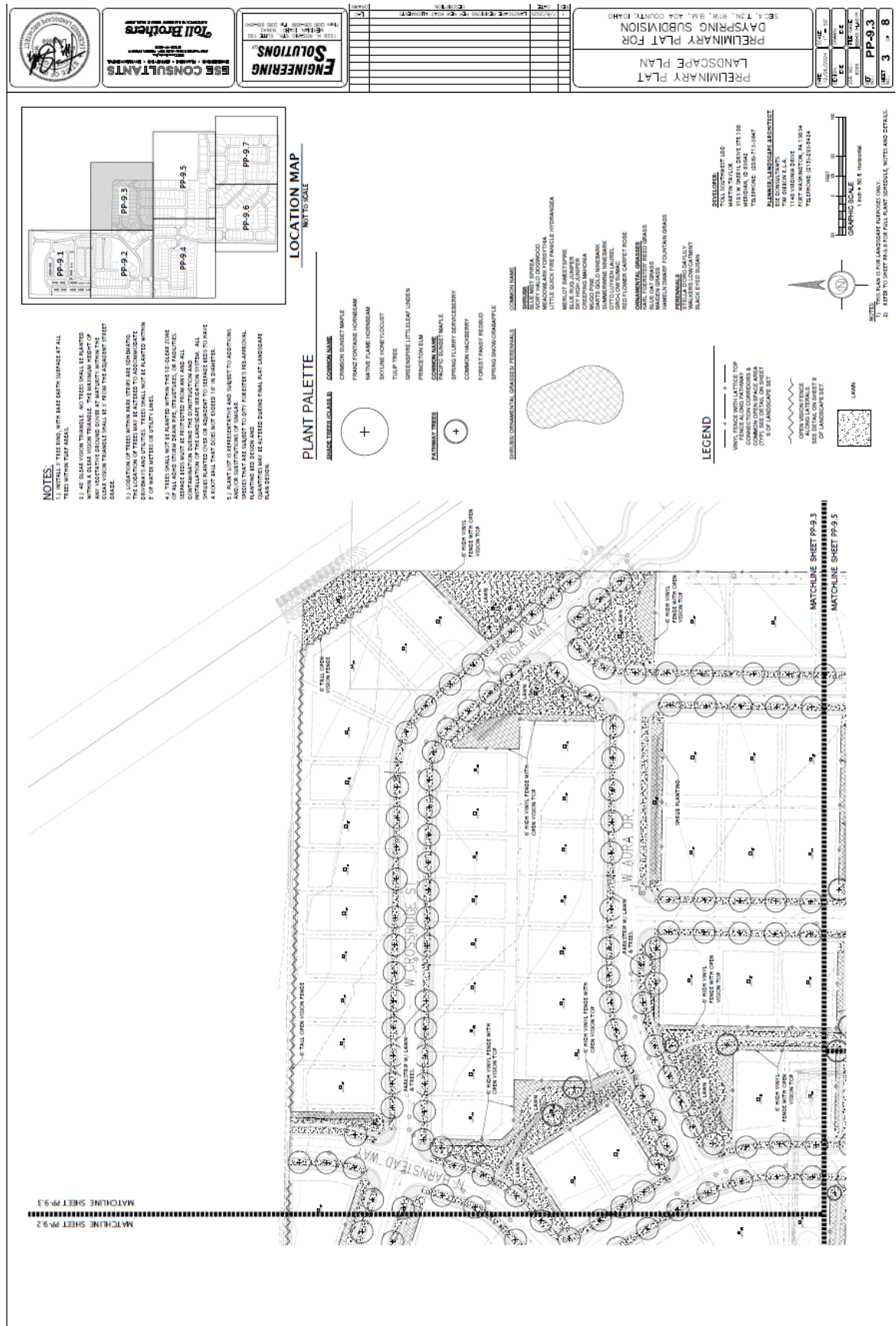
E. Common Driveway Exhibit – REVISED



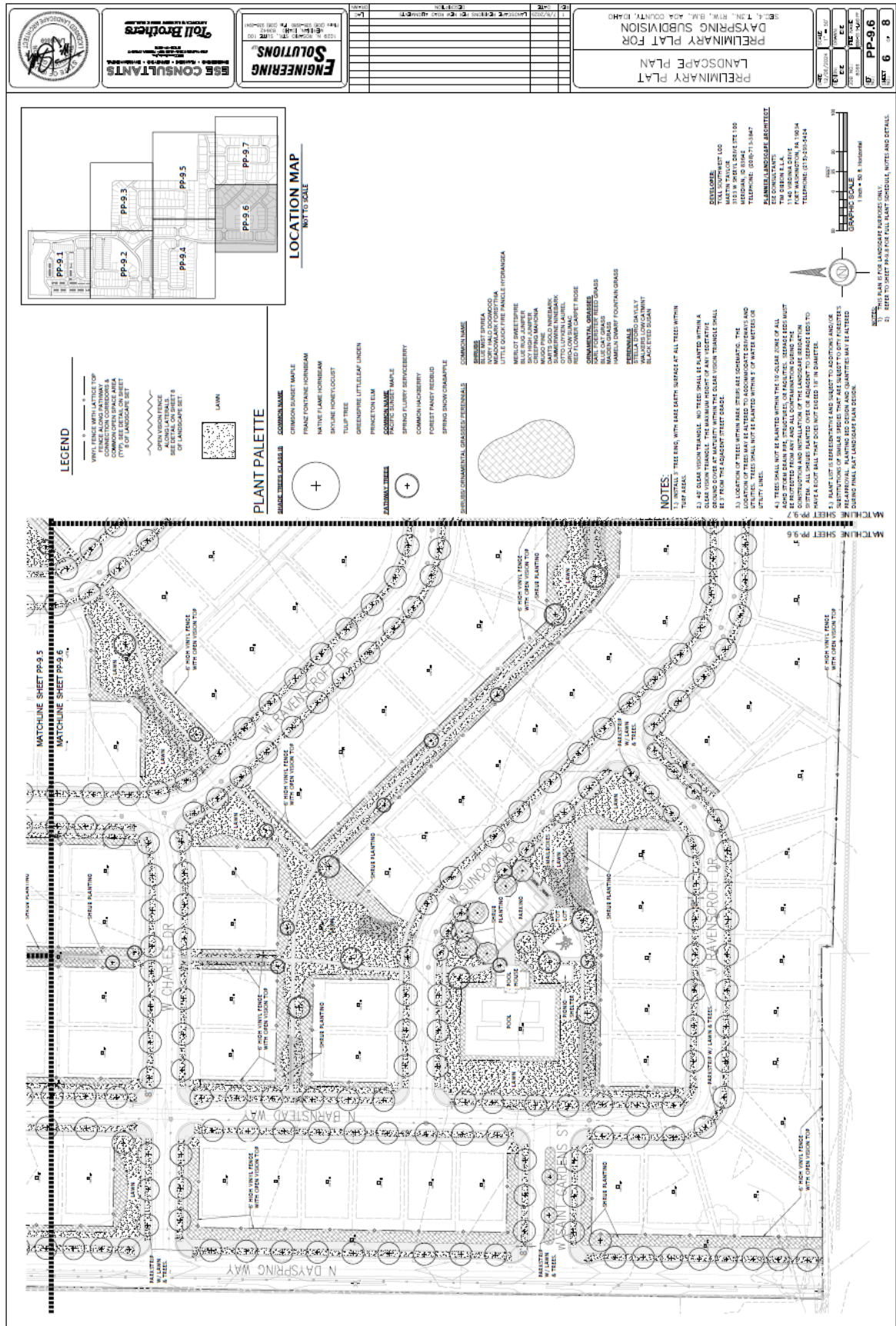


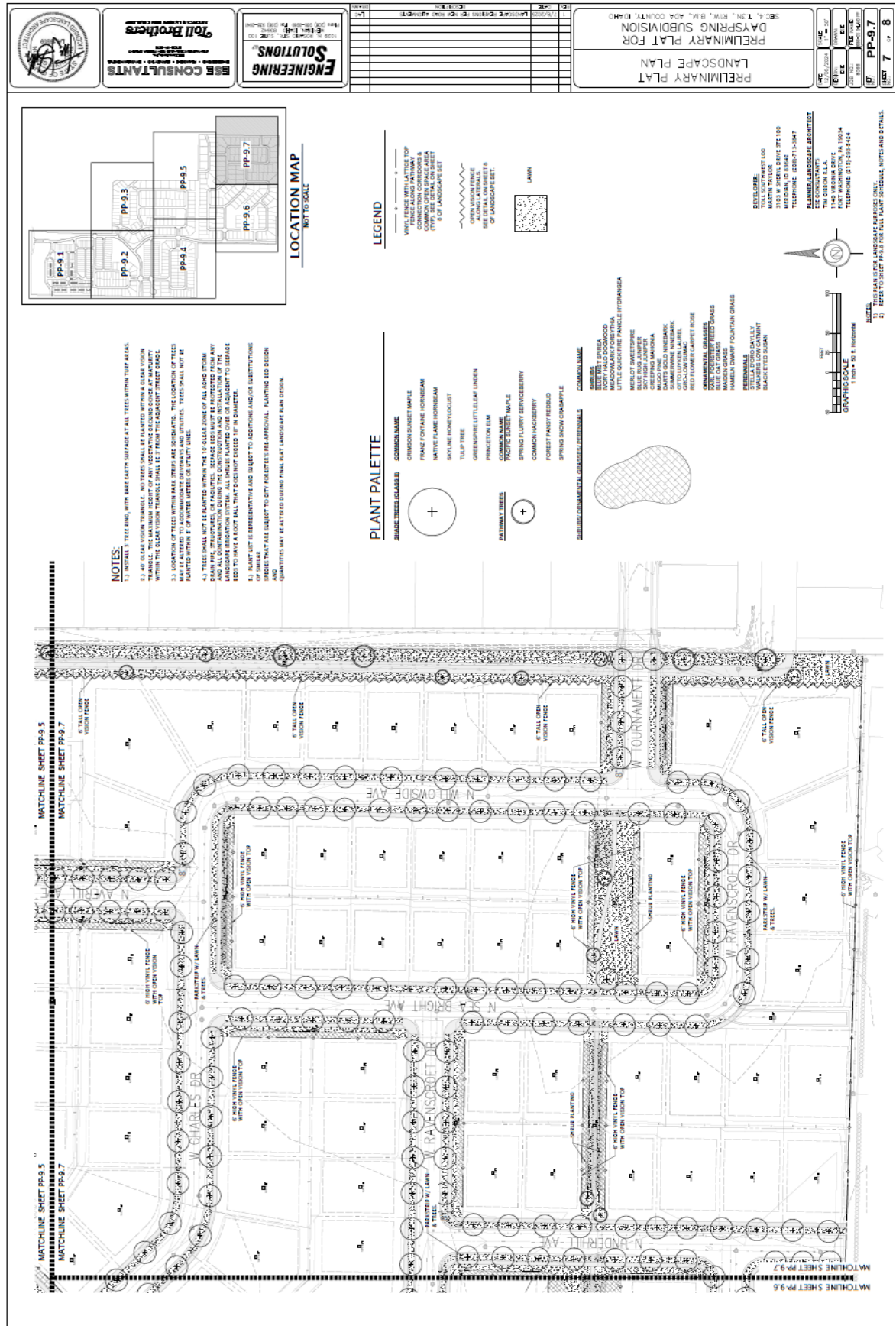








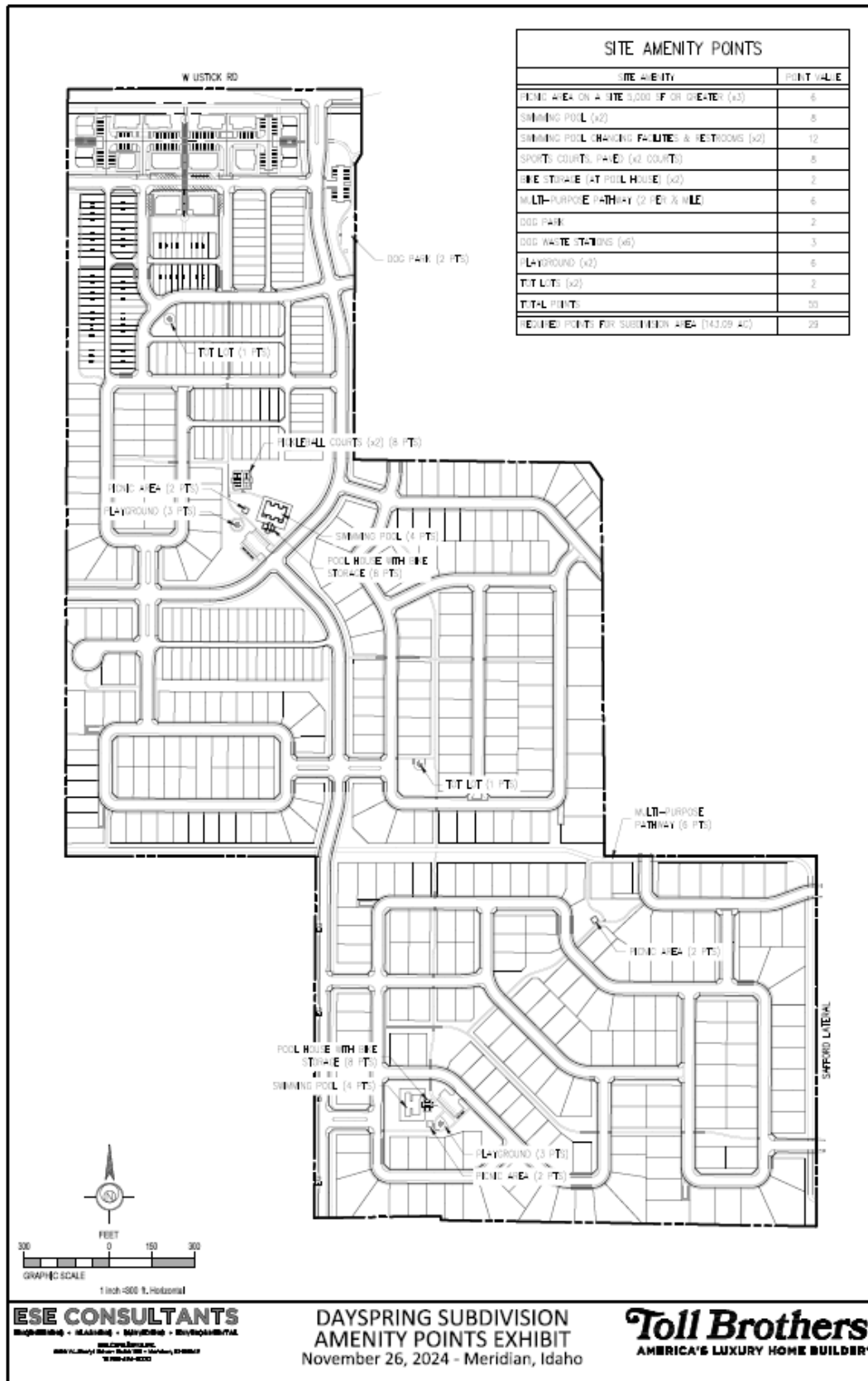




G. Qualified Open Space Exhibit (date: 11/26/2024)



H. Amenity Exhibit (dated: 11/26/2024)



I. Conceptual Building Elevations

Copy and paste the following link in your browser to view the proposed conceptual building elevations:

Residential:

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=396651&dbid=0&repo=MeridianCity>

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=403430&dbid=0&repo=MeridianCity>

Commercial:

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=404260&dbid=0&repo=MeridianCity>

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

(link to [Community Metrics](#))

A. One-Mile Radius Existing Condition Notes

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

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

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

B. Mixed Use Analysis Notes

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

C. Service Assessment Notes

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

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

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

D. ACHD Roadway Infographic Notes

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

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

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

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