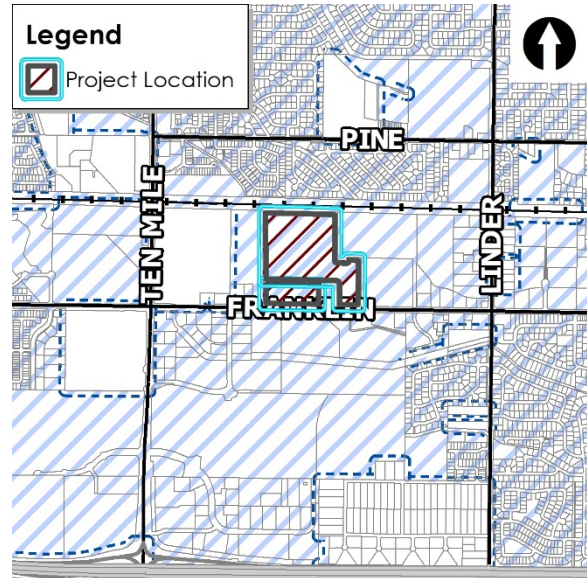


STAFF REPORT
COMMUNITY DEVELOPMENT DEPARTMENT



HEARING DATE: 3/9/2021
 TO: Mayor & City Council
 FROM: Joe Dodson, Associate Planner
 208-884-5533
 SUBJECT: H-2020-0120
 Chewie Subdivision
 LOCATION: The site is located at 2490 W. Franklin Road and the lot directly north, in the S ½ of Section 11, Township 3N., Range 1W.



I. PROJECT DESCRIPTION

Preliminary Plat consisting of six (6) industrial lots on 43.87 acres of land in the I-L zoning district, by Kent Brown Planning.

II. SUMMARY OF REPORT

A. Project Summary

Description	Details	Page
Acreage	43.87 acres – zoned I-L	
Future Land Use Designation	High Density Residential (+/- 23 acres) and Mixed Employment (+/- 20.5 acres)	
Existing Land Use(s)	Single-family residential and agriculture; Small engine repair shop; bus barn; disposal site; and new FedEx distribution center.	
Proposed Land Use(s)	Industrial Warehousing/Distribution (DID3/Amazon delivery station is currently under construction on Lot 1).	
Lots (# and type; bldg./common)	6 total lots – all industrial building lots	
Physical Features (waterways, hazards, flood plain, hillside)	Railroad property abuts property along entire northern boundary.	
Neighborhood meeting date; # of attendees:	October 20, 2020 – 4 attendees;	
History (previous approvals)	A-2020-0194 (DID3 Delivery Station); Property annexed and zoned I-L sometime in the 1970s (exact ordinance unknown).	

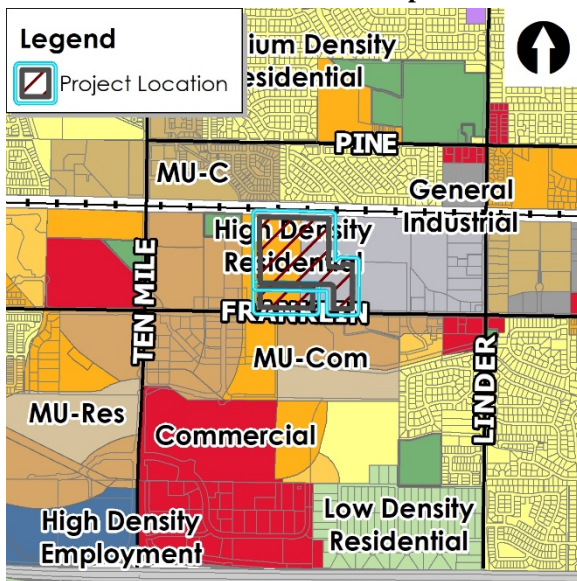
B. Community Metrics

Description	Details	Page
Ada County Highway District		
<ul style="list-style-type: none"> • Staff report (yes/no) 	Yes	
<ul style="list-style-type: none"> • Requires ACHD Commission Action (yes/no) 	No	
Access (Arterial/Collectors/State Hwy/Local) (Existing and Proposed)	Access is proposed via a new collector street (shown as N. New Market Avenue) connection to W. Franklin Road (an arterial) in line with the collector street connection on the south side of Franklin.	
Traffic Level of Service - PM Peak Hour Traffic Count	Franklin Road – Better than “D” (282/1,780 VPH) Ten Mile Road (zero frontage) – Better than “D” (942/1,780 VPH)	
Stub Street/Interconnectivity/Cross Access	Applicant is proposing to construct a new collector street through the development stubbing at the west property line and eastern property line via the already approved CZC for DID3 (A-2020-0194). The 6 industrial lots are proposed off of this collector street. Cross-access along Franklin is unknown with the submitted application. Further analysis is below.	
Existing Road Network	No (Franklin Road abutting the site is only existing road)	
Existing Arterial Sidewalks / Buffers	There is no existing buffer to Franklin Road (the abutting arterial street) but there is existing detached sidewalk along the property’s entire frontage on Franklin Road. The required landscape buffer will be installed with this project.	
Proposed Road Improvements	Via the approved CZC for DID3, the Applicant is required to construct a new collector street across the site (west-east) and connect to Franklin Road in line with New Market on the south side of Franklin.	
Distance to nearest City Park (+ size)	1.7 miles to Fuller Park (21.9 acres in size)	
Fire Service – No Comments		
Police Service – No Comments		
Wastewater		
<ul style="list-style-type: none"> • Distance to Sewer Services 	Directly adjacent	
<ul style="list-style-type: none"> • Sewer Shed 	South Black Cat Trunkshed	
<ul style="list-style-type: none"> • Estimated Project Sewer ERU’s 	See application	
<ul style="list-style-type: none"> • WRRF Declining Balance 	14.06	
<ul style="list-style-type: none"> • Project Consistent with WW Master Plan/Facility Plan 	Yes	
<ul style="list-style-type: none"> • Impacts/Concerns 	<ul style="list-style-type: none"> • Flow is committed 	
Water		
<ul style="list-style-type: none"> • Distance to 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 	None	
<ul style="list-style-type: none"> • Project Consistent with Water Master Plan 	Yes	

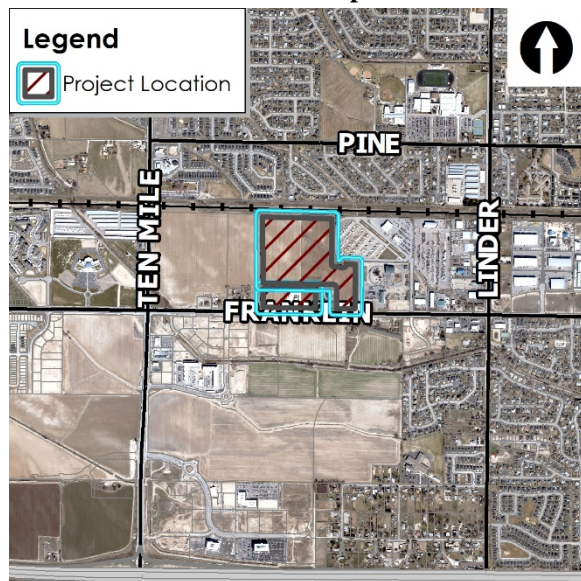
Description	Details	Page
<ul style="list-style-type: none"> Impacts/Concerns 	Utilities are being reviewed under DID3 (Amazon) application.	
COMPASS –	Communities in Motion 2040 2.0 Review	
Housing w/in 1 mile	3,180	
Jobs w/in 1 mile	3,270	
<ul style="list-style-type: none"> Ratio 	1.0 (ratio between 1-1.5 is considered healthy ratio)	
Nearest Bus Stop	0.7 miles	
Nearest Public School	1.3 miles	
Nearest Public Park	1.7 miles	
Nearest Grocery Store	2.2 miles	
Recommendations	See agency comment section for link to full file.	Section VIII.C

C. Project Area Maps

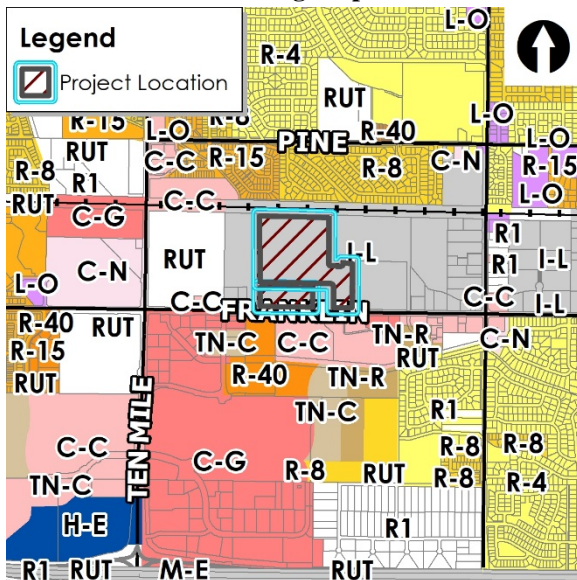
Future Land Use Map



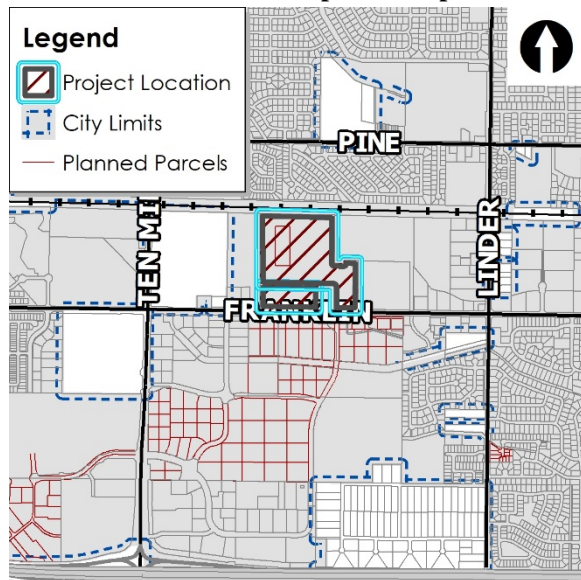
Aerial Map



Zoning Map



Planned Development Map



III. APPLICANT INFORMATION

A. Applicant:

Same as Representative

B. Owner:

Michael Adler, Adler AB Owner XI, LLC – 10259 W. Emerald Street, Ste. 100, Boise, ID 83704

C. Representative:

Kent Brown Planning – 3161 E. Springwood Drive, Meridian, ID 83642

IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	1/15/2021	2/19/2021
Radius notification mailed to properties within 500 feet	1/12/2021	2/16/2021
Site Posting	1/18/2021	2/23/2021
Nextdoor posting	1/12/2021	2/16/2021

V. STAFF ANALYSIS

A. Future Land Use Map Designation (<https://www.meridiancity.org/compplan>)

The subject property lies within the Ten Mile Interchange Specific Area Plan (TMISAP) and contains two future land use designations that are approximately even in area across the site— Mixed Employment (+/- 20.5 acres) and High-Density Residential (+/- 23 acres).

Mixed-Employment – The purpose of the Mixed Employment areas is to encourage a diversity of compatible land uses that may include a mixture of office, research and specialized employment areas, light industrial including manufacturing and assembly, and other miscellaneous uses. Mixed Employment areas should provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises.

High-Density Residential – High Density Residential areas are multiple-family housing areas where relatively larger and taller apartment buildings are the recommended building type. High Density Residential areas should include a mix of housing types that achieve an overall average density target of at least 16-25 dwelling units per gross acre. Most developments within the High Density Residential areas should fall within or below this range, although smaller areas of higher or lower density may be included

. As noted above the property was annexed and zoned prior to the adoption of the TMISAP. The current zoning allows the property to develop with the freight terminal and other industrial uses. Because much of the development has been approved at an administrative level based on the current zoning, adherence to specific elements of the plan are not feasible. However, the proposed 6-lot industrial subdivision and the existing approval of a large warehouse and delivery station operated by Amazon complies mostly with the Mixed-Employment future land use on this property. This land use and designation of Mixed-Employment also blend better with the adjacent uses and I-L zoning to its west and east.

Directly to the west is a new Fed-Ex distribution center and to the east is the bus yard for West Ada and Republic Services’ disposal site. Staff believes incorporating a high-density residential

project on this site with the surrounding development would not be in the best interest of the City. Furthermore, further to the west and along Ten Mile Road, the City has an approved mixed-use development that will incorporate the type of high-density residential envisioned within the HDR future land use designation and along the railroad corridor.

B. Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):

The applicable Comprehensive Plan policies are cited below with Staff analysis in italics.

“Require all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices” (3.07.01A). The proposed site design is typical of an industrial area with large warehouse type structures, as is the case with this property. By extending the collector roadway system through the site from the west, the Applicant is creating an additional way for traffic to flow through these industrial parcels. Specifically, the Applicant is working on an agreement with both West Ada and Republic Services (located to the east) to allow them to use the new collector street to access the required signal at New Market and Franklin and close their existing private access to Franklin along the eastern property line. This is a great benefit for this area as it will combine access points into to minimize curb cuts and access points to Franklin. The Applicant is required to construct a landscape buffer along the entire frontage of Franklin which will help mitigate any noxious uses proposed within this I-L zoning district.

“Establish and maintain levels of service for public facilities and services, including water, sewer, police, transportation, schools, fire, and parks” (3.02.01G). All public utilities are available for this project site due to the existing arterial network abutting the site to the south and the utility stubs provided by Fed-Ex to the west, per Public Works comments. This project also lies within the Fire Department response time goal. Ten Mile Road and Franklin Road are built at their ultimate width (5 lane arterial); subject property has excellent access to Interstate 84. ACHD has provided data on the nearby roads and traffic levels of service and provided their support for the proposed subdivision and use. Therefore, Staff finds that the existing and planned development of the immediate area create conditions for adequate levels of service to and for this proposed project.

“Explore development and implementation of architectural and/or landscape standards for geographic areas of the City.” (5.01.02F). As noted, the proposed project site lies within the TMISAP which has specific architectural requirements for new buildings. Again, because this application is not for annexation and zoning and the existing zoning controls, full compliance with all of the requirements in the Ten Mile Plan isn’t feasible. However, in order to maintain some compliance with the Ten Mile Plan and ensure elevations along Franklin meet the intent of the plan, Staff is recommending that future buildings along Franklin (Lots 2-6) are held to the Commercial standards in the Architectural Standards Manual.

“Plan for industrial areas with convenient access to state highways or the rail corridor, where appropriate.” (3.06.02D). The proposed subdivision abuts the rail corridor and is within a half mile of Interstate 84. Future uses on this site will have adequate and convenient access to both facilities which make this industrial area a great location within the City.

“Preserve the industrial base within designated industrial land use areas by discouraging non-industrial uses and focusing on light manufacturing, distribution, flex-space, and base-employment.” (3.07.01D). As discussed, of the proposed 6-lot industrial subdivision, one of the lots has already been approved for a large warehouse/delivery station for Amazon. This approved use is in line with what is envisioned for industrial areas, especially those near the interstate and the rail corridor. Because other users are not yet known for the remaining building

lots, those uses will be evaluated with each future Certificate of Zoning Compliance and Staff will continue aiming to preserve this area for the envisioned industrial uses.

Staff finds this development to be generally consistent with the Comprehensive Plan policies and objectives.

Preliminary Plat Analysis

C. Existing Structures/Site Improvements:

The site currently houses a dilapidated home and some accessory buildings that were used as a small commercial business in years past. These structures are proposed to be removed upon approval of the preliminary plat. Other than the existing right-of-way improvements along Franklin Road, no other site improvements exist.

The proposed plat surrounds an existing residence that is also zoned I-L but is not part of this plat. As part of this plat and roadway extensions, the Applicant is required to provide an access to this property (2340 W. Franklin Road.) from the collector street so that when this outparcel redevelops in the future, their access to Franklin can be closed.

D. Proposed Use Analysis:

The general proposed use is industrial but end-users are not yet known except for on Lot 1; this 30 acre lot will contain a large delivery station approximately 141,000 square feet in size. This delivery station will be operated by Amazon and was given Certificate of Zoning Compliance (CZC) and Administrative Design Review (DES) approval in Fall 2020. This use is a permitted use within the existing I-L zoning district. Because no uses are currently known for the remaining building lots, Staff cannot review those uses for compliance in the I-L zoning district. However, industrial buildings require CZC and Design Review approval so at that time Staff will evaluate uses for compliance with code on each building lot.

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

The industrial building lots appear to meet all UDC dimensional standards per the submitted plat.

In addition, all subdivision developments are also required to comply with Subdivision Design and Improvement Standards (UDC 11-6C-3). *The proposed preliminary plat and submitted plans appear to meet the UDC requirements of this code section.*

F. Access ([UDC 11-3A-3](#), [11-3H-4](#)) & Private Streets ([UDC 11-3F-4](#)):

Access is proposed via a new collector street extension from Franklin Road, shown as N. New Market Avenue. New Market is proposed to continue into the site and then head east and west as an extension of W. Fred Smith Street and act as a frontage road for this industrial area. As discussed throughout, the Applicant has received CZC and Design Review approval for a new 141,000 square foot E-commerce delivery station on Lot 1 of this proposed subdivision. That administrative application is for that use as well as the road improvements and subsequent Traffic Impact Study (TIS) that was required. Therefore, this plat does not include the TIS and ACHD referred to their previous approval on A-2020-0194 (DID3 Delivery Station) within their response to the subject plat application. However, because the road extension and overall circulation element of this area is so important, Staff has included the main points of the TIS and ACHD comments as well as analysis on existing access points.

Other than the road extension and access points discussed within the TIS, the submitted plat and landscape plan show the existing accesses to Franklin to remain which does not align with code as they will have a lesser classified street (Fred Smith Street is a collector) to take access from. Therefore, these accesses should be closed with curb and gutter upon construction of the new

collector roadway. As noted, there is a lot that this preliminary plat surround and contains an existing home that is legal but nonconforming in the I-L zoning district; currently, this home also takes access from Franklin. Commensurate with Staff's previous comment, this access should be closed but because this parcel is not part of this application, Staff cannot require this access to be closed. However, this Applicant should provide a curb cut for this property along the extended W. Fred Smith Street so that when this "outparcel" does redevelop in the future, it will have access to the collector street instead of to Franklin, an arterial. The submitted plans do not show an access being provided to this parcel and this should be corrected prior to Final Plat submittal.

Traffic Impact Study Analysis (accepted and analyzed by ACHD under the DID3 (Amazon) administrative application):

The proposed preliminary plat does not have any known users outside of the approved delivery station. This lone use triggered the requirement of a TIS because it was estimated to generate more than an additional 1,000 vehicle trips per day. DID3 proposed their use thru the CZC process because this property already has zoning and is a permitted use within the I-L zoning district. ACHD reviewed the submitted TIS and generally agreed with the finding and recommendations contained therein.

The new collector street required to be constructed with the delivery station will have access to Franklin in two places in the future; the New Market Avenue connection discussed and one off-site and to the west, Wayfinder Avenue. This off-site connection is not yet constructed and the timetable for when it will be is currently unknown as adjacent projects (Fed-Ex and Gateway at 10 Mile) do not include the parcels directly abutting Franklin and therefore cannot construct that right-of-way at this time. Because of this, Fed-Ex was approved (at staff level due to existing zoning) with a temporary driveway access to Franklin—this Applicant and the TIS have indicated that the Amazon DID3 traffic will not be using this driveway for any access. Since Wayfinder will not be constructed, the traffic volumes for the collector street and New Market access to Franklin is an estimated 2,405 vehicle trips per day, according to the TIS. ACHD policy allows up to 3,000 trips per day on a collector street that is the sole access to a development therefore, future uses within this subdivision cannot increase the daily trip count by more than 595 combined. Future development should be monitored to ensure the overall trip count is not exceeded without constructing the additional access point and right-of-way to Franklin; this may limit future development until such time the second access is constructed.

In addition to the traffic volumes produced by the new delivery station, the Applicant's TIS also included the traffic from West Ada School District (WASD) bus yard and Republic Services' disposal station located directly west of the subject property. These volumes were included because the new east-west collector roadway should also serve these sites when constructed. Therefore, these sites would also utilize the new signal at the intersection of Franklin and New Market. The existing private road for WASD and Republic Services that is restricted to an exit-only access cannot be closed with this application because it is not a part of this property. In addition, the City cannot force WASD and Republic Services to use this new collector roadway once it is constructed because they already have their entitlements and zoning. However, this Applicant and representatives from both WASD and Republic Services are working out a binding agreement to close this exit-only private drive and utilize the new collector street and remove an existing arterial access point. Staff is appreciative of this work being done by the Applicant and outside agencies.

To help ensure this access can occur for all parties involved, ACHD recommends constructing the segment of W. Fred Smith Street as a private street east of the intersection of New Market and Fred Smith instead of a public road. This recommendation is being made because this segment of the collector roadway is over 150' in length and would require to be terminated in a

temporary cul-de-sac at the eastern property line. This cul-de-sac would require a large area of buildable industrial land and still be providing an access to WASD and Republic Services. Staff agrees with ACHD's recommendation to construct this short segment of the collector roadway as a private street instead of a public road for the reasons stated and because this collector roadway is not expected to continue further east due to existing industrial development that may never redevelop. In addition to the private street, the Applicant, WASD, and Republic Services should enter into a cross-access agreement for this segment of private street to ensure continued access to the collector roadway, W. Fred Smith Street.

G. Parking ([UDC 11-3C](#)):

Off-street parking is required to be provided in accord with the standards listed in [UDC 11-3C-6B](#) for industrial buildings based on gross floor area (1 space per 2,000 square feet of area). Compliance with this standard will be reviewed upon future proposed uses and CZC applications. The already approved delivery station is providing parking well in excess of code minimums.

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

Detached sidewalks are proposed along the public collector street extension as part of the overall pedestrian circulation and landscape plan, in accord with the standards listed in [UDC 11-3A-17](#).

Dedicated multi-use pathways are not required or proposed in this industrial area but the addition of detached sidewalks would connect to new signals and existing pedestrian facilities which will help pedestrians and cyclists nearby get to these future uses and add an element of safety by being detached from the right-of-way. Staff supports the sidewalk and pedestrian circulation plan for this development.

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

A 25-foot wide street buffer is required adjacent to W. Franklin Road, an arterial roadway, landscaped per the standards listed in [UDC 11-3B-7C](#). A 25-foot wide buffer is depicted on the landscape plans starting at the edge of right-of-way and includes the existing detached sidewalk along Franklin, meeting the UDC requirements. There is also a required 20-foot wide landscape buffer on both sides adjacent to W. Fred Smith Street, the proposed industrial collector roadway. The submitted landscape plan shows a compliant buffer on the south side but the plans do not show the north side buffer because it is being constructed with the DID3 site improvements. Commercial and Industrial areas do not require the landscape buffers to be within common lots and instead can be within easements. The submitted plat **does not** appear to show the required easements for these buffers but does show the correct amount of landscaping per the UDC standards. Staff is recommending a condition of approval to show the required buffers within easements prior to Final Plat submittal—the plat should show the easements on both sides of the collector roadway regardless of when it is being constructed.

Note: The Amazon (DID3) delivery station received design review exceptions for their south facing loading docks by incorporating additional architectural elements and landscaping above code requirements directly abutting W. Fred Smith Street. See Section VII.C for those approved landscape plans.

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

No fencing appears to be proposed but any future fencing is required to comply with the standards listed in [UDC 11-3A-7](#).

K. Building Elevations ([UDC 11-3A-19](#) | [Architectural Standards Manual](#)):

No buildings are proposed with this preliminary plat application. As discussed above, Lot 1 has already received both CZC and Design Review approval for a large delivery station. Because this

previous approval exists and no new buildings are proposed with this application, Staff does not find it appropriate to discuss the approved elevations for the DID3 warehouse.

Future industrial buildings require Design Review approval and as discussed in the Comprehensive Plan section above, Staff believes future buildings along Franklin Road should be held to the commercial architectural standards instead of the industrial to ensure adequate integration with Franklin Road and those residential and commercial zones on the south side of Franklin.

VI. DECISION

A. Staff:

Staff recommends approval of the requested preliminary plat application per the Findings in Section IX of this staff report.

B. The Meridian Planning & Zoning Commission heard these items on February 4, 2021. At the public hearing, the Commission moved to recommend approval of the subject Preliminary Plat request.

1. Summary of Commission public hearing:

- a. In favor: Kent Brown, Applicant Representative
- b. In opposition: None
- c. Commenting: Kent Brown
- d. Written testimony: None
- e. Staff presenting application: Joseph Dodson, Associate Planner
- f. Other Staff commenting on application: None

2. Key issue(s) of public testimony:

- a. None

3. Key issue(s) of discussion by Commission:

- a. Road layout and estimated additional vehicle trips per day as noted in the Traffic Impact Study.

4. Commission change(s) to Staff recommendation:

- a. None

5. Outstanding issue(s) for City Council:

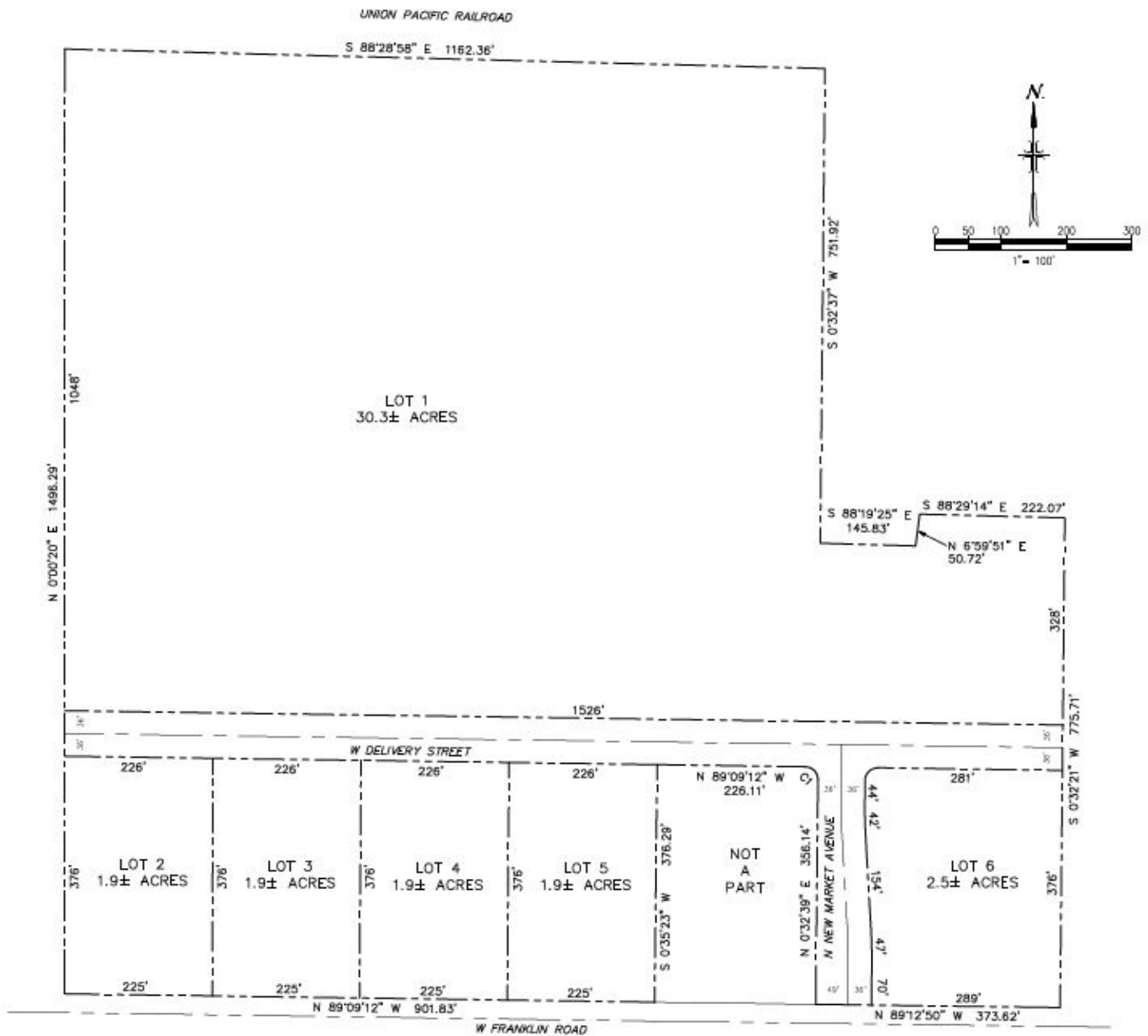
- a. None

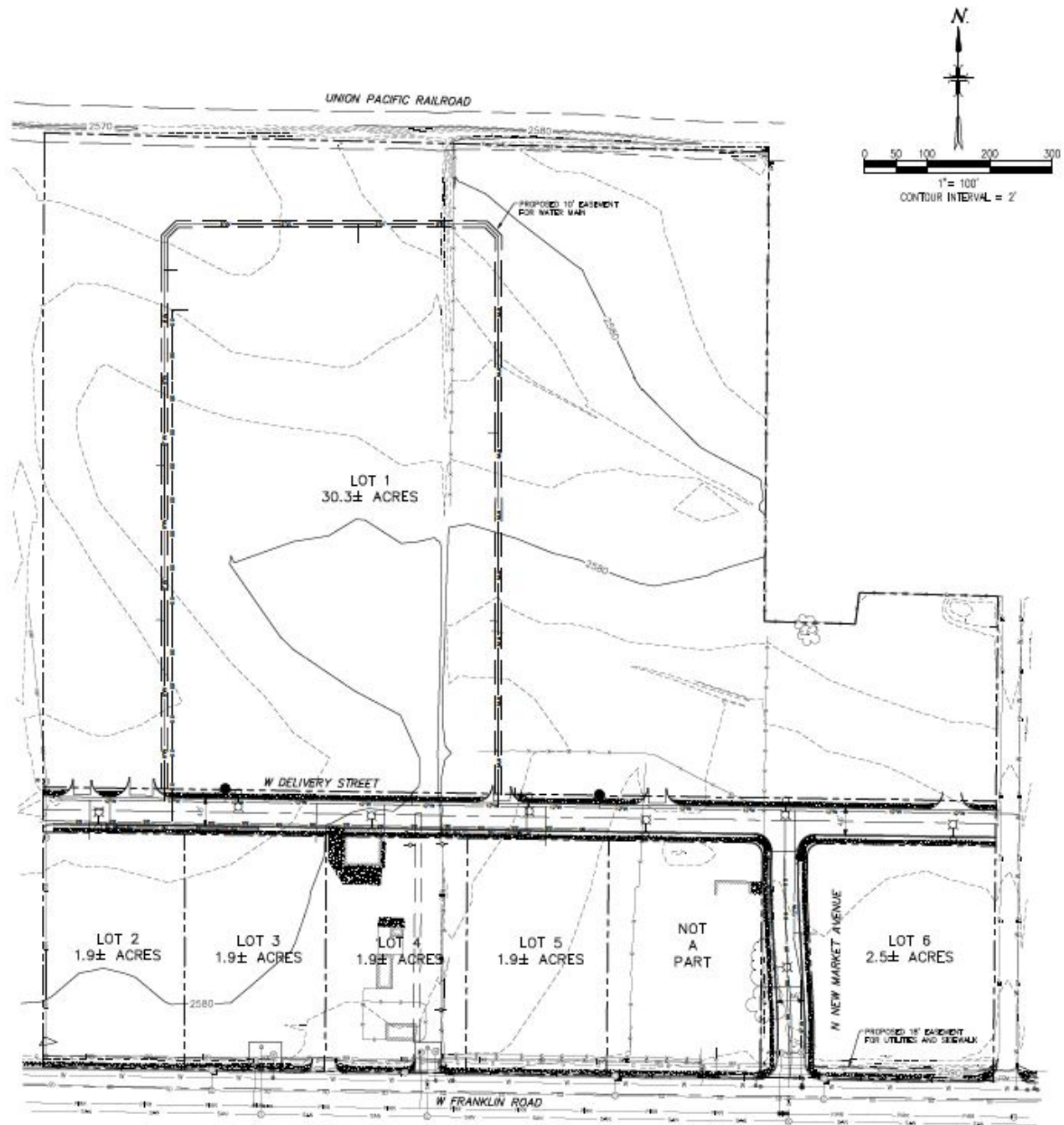
C. City Council:

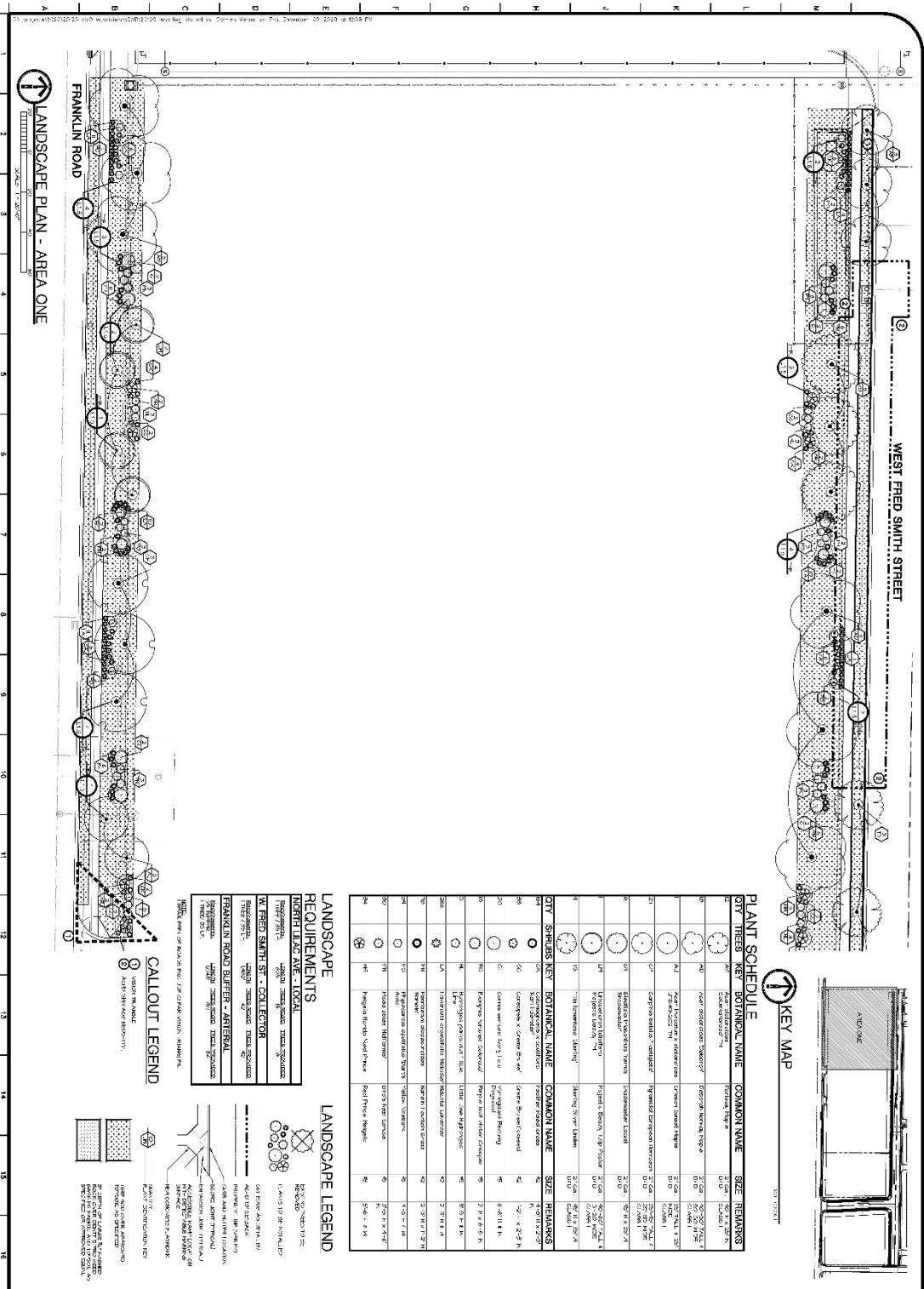
Enter Summary of City Council Decision.

VII. EXHIBITS

A. Preliminary Plat (dated: 11/13/2020)







PLANT SCHEDULE

QTY	TREES	KEY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
1	○	1	Quercus macrocarpa	White Oak	12" DBH	12" DBH
1	○	2	Quercus laevis	Live Oak	12" DBH	12" DBH
1	○	3	Quercus prinus	White Oak	12" DBH	12" DBH
1	○	4	Quercus rubra	Red Oak	12" DBH	12" DBH
1	○	5	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	6	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	7	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	8	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	9	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	10	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	11	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	12	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	13	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	14	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	15	Quercus sp.	White Oak	12" DBH	12" DBH
1	○	16	Quercus sp.	White Oak	12" DBH	12" DBH

LANDSCAPE REQUIREMENTS

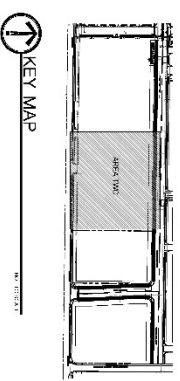
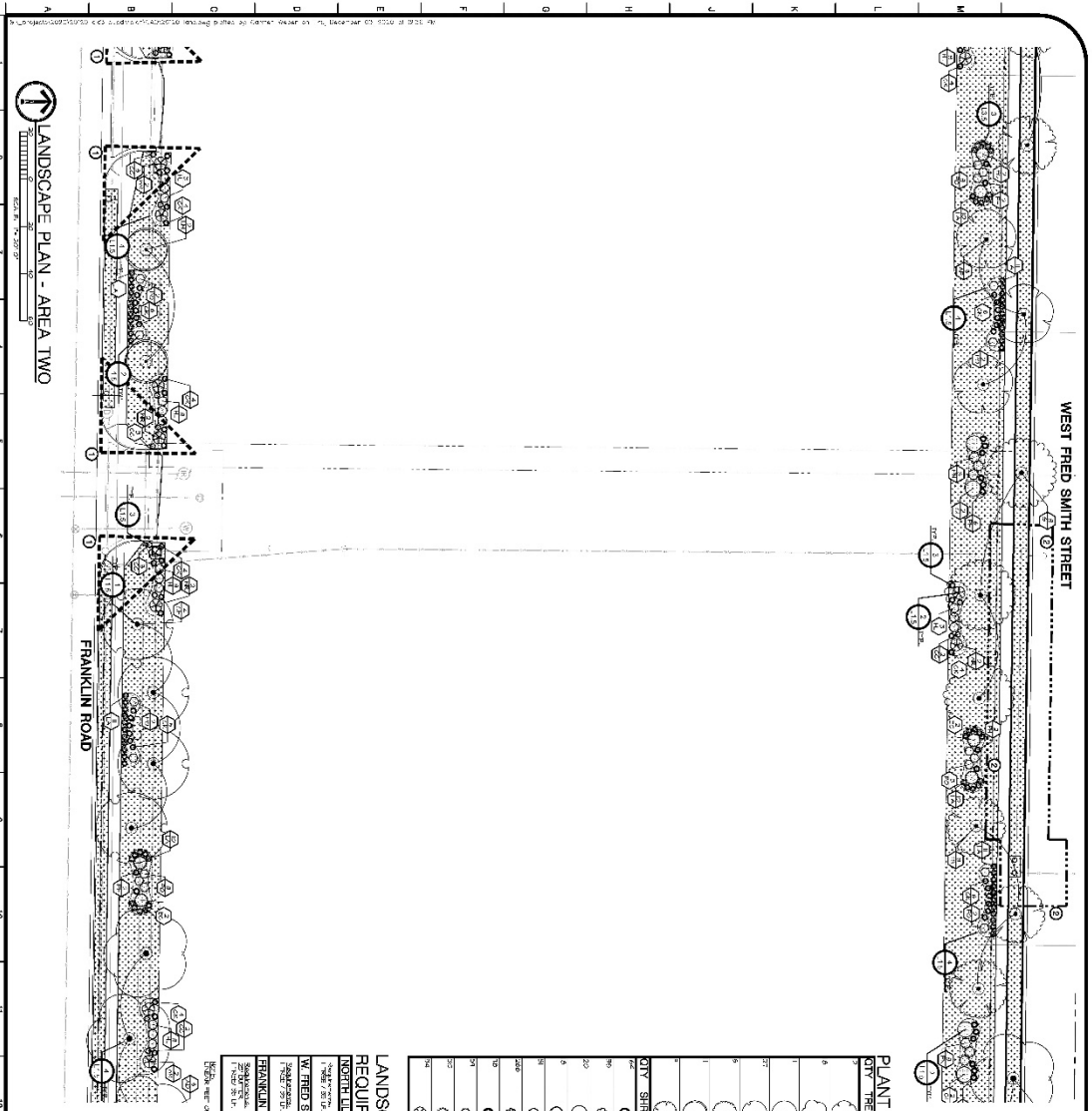
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811
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CHEWIE SUBDIVISION
FRANKLIN ROAD
MERIDIAN, IDAHO
LANDSCAPE PLAN - AREA ONE

BRECKON
LANDSCAPE ARCHITECTURE

PRELIMINARY PLAT SUBMITTAL



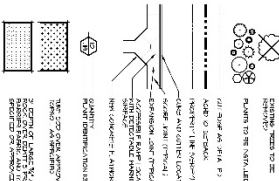
PLANT SCHEDULE

QTY	KEY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
1	1	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	2	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	3	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	4	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	5	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	6	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	7	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	8	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	9	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	10	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	11	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	12	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	13	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	14	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	15	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	16	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	17	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS
1	18	Calliandra	Shepherd's Bush	3/4"	SEE REMARKS

LANDSCAPE REQUIREMENTS

- 1. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE IRRIGATION SCHEDULE.
- 2. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE MAINTENANCE SCHEDULE.
- 3. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE WATERING SCHEDULE.
- 4. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE FERTILIZATION SCHEDULE.
- 5. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE PEST CONTROL SCHEDULE.
- 6. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE DISEASE CONTROL SCHEDULE.
- 7. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE WEED CONTROL SCHEDULE.
- 8. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE PRUNING SCHEDULE.
- 9. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE REPLACEMENT SCHEDULE.
- 10. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE REMOVAL SCHEDULE.

LANDSCAPE LEGEND

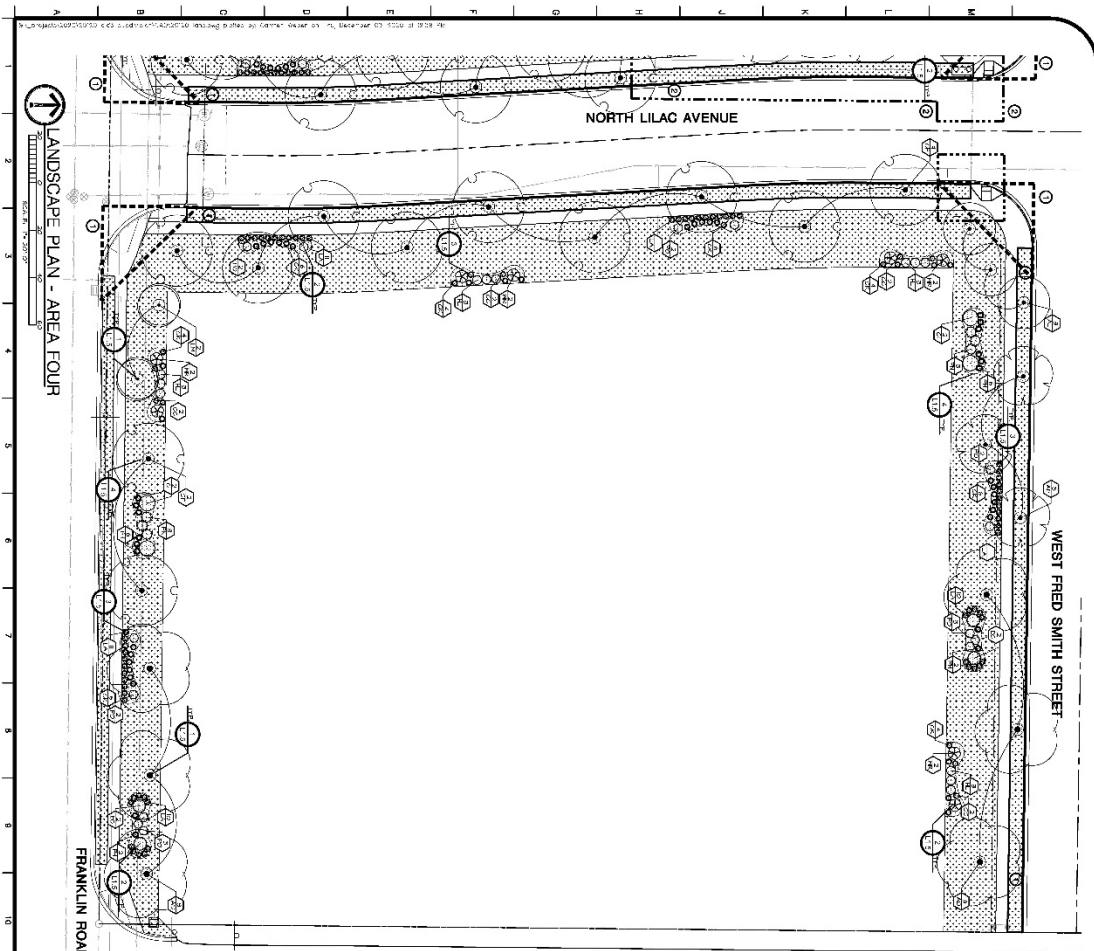


**CHEWIE SUBDIVISION
FRANKLIN ROAD
MERIDIAN, IDAHO
LANDSCAPE PLAN - AREA TWO**

PROJECT NO: 2020-001
DATE: 01/15/2020
SCALE: AS SHOWN
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: 01/15/2020

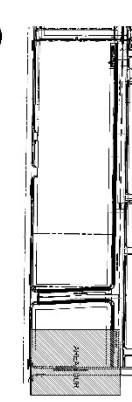
UNIVERSITY OF IDAHO
SCHOOL OF ARCHITECTURE
1000 S. MICHIGAN AVENUE
MERIDIAN, IDAHO 83402
PHONE: 208.333.8000
WWW.BRECKONARCHITECTS.COM

PRELIMINARY PLAT SUBMITTAL



LANDSCAPE PLAN - AREA FOUR

KEY MAP



PLANT SCHEDULE

QTY	TREES	KEY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
2	1	1	<i>Quercus macrocarpa</i>	White Oak	24" Cal	Plant in existing hole
2	2	1	<i>Quercus laevis</i>	Live Oak	24" Cal	Plant in existing hole
2	3	1	<i>Quercus prinus</i>	White Oak	24" Cal	Plant in existing hole
2	4	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	5	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	6	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	7	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	8	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	9	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	10	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	11	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	12	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	13	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	14	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	15	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	16	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole

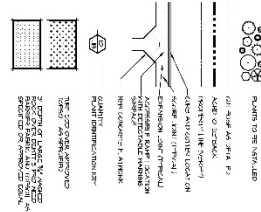
CITY SCHEDULE

QTY	TREES	KEY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
2	1	1	<i>Quercus macrocarpa</i>	White Oak	24" Cal	Plant in existing hole
2	2	1	<i>Quercus laevis</i>	Live Oak	24" Cal	Plant in existing hole
2	3	1	<i>Quercus prinus</i>	White Oak	24" Cal	Plant in existing hole
2	4	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	5	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	6	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	7	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	8	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	9	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	10	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	11	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	12	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	13	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	14	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	15	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole
2	16	1	<i>Quercus sp.</i>	White Oak	24" Cal	Plant in existing hole

LANDSCAPE REQUIREMENTS

- NORTH LILAC AVE - LOCAL
- WEST FRED SMITH ST - COLLECTION
- FRANKLIN ROAD BUFFER - ARTISAN
- FRANKLIN ROAD BUFFER - ARTISAN
- FRANKLIN ROAD BUFFER - ARTISAN

LANDSCAPE LEGEND



CALL OUT LEGEND

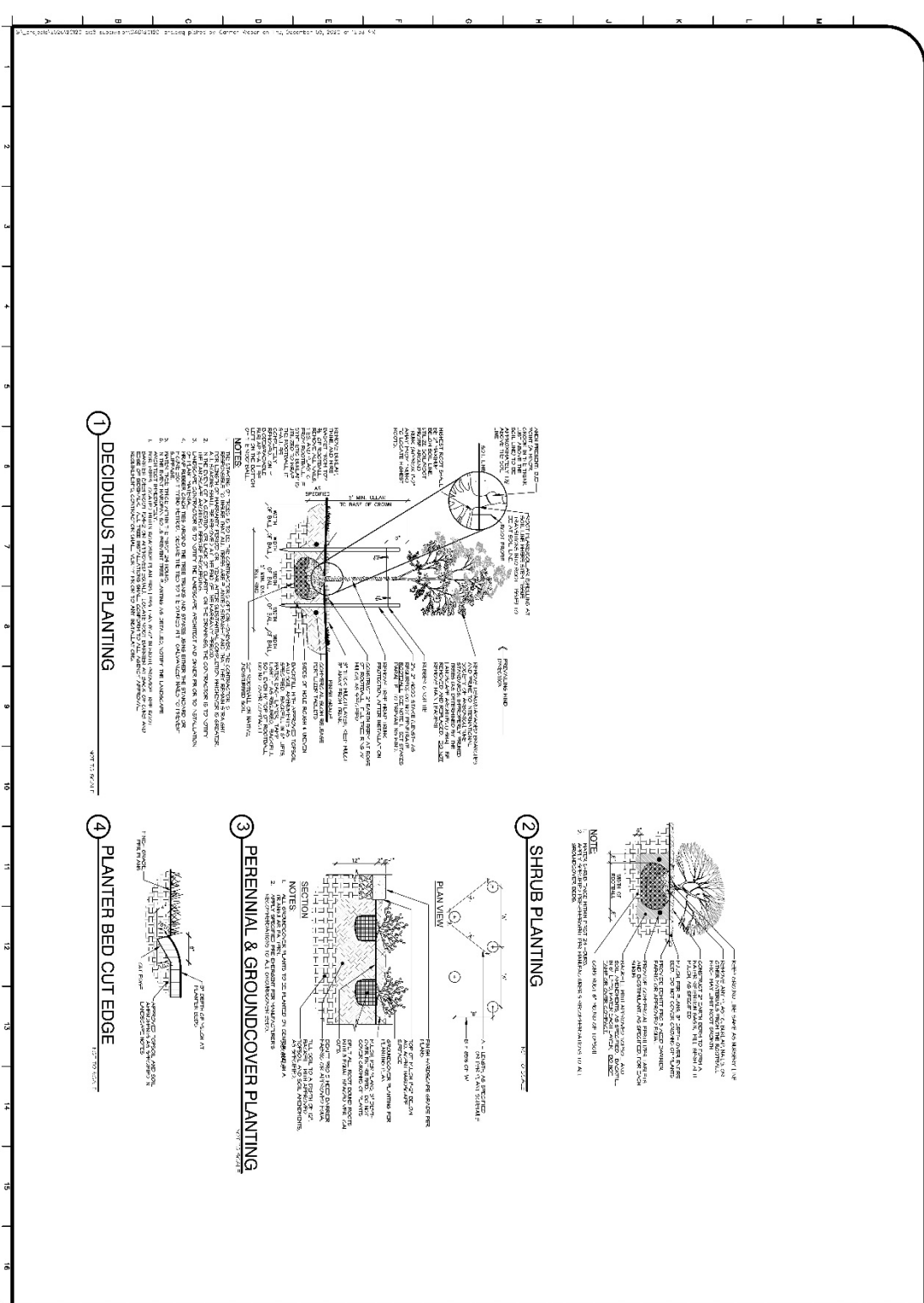


CHEWIE SUBDIVISION
FRANKLIN ROAD
MERIDIAN, IDAHO
LANDSCAPE PLAN - AREA FOUR

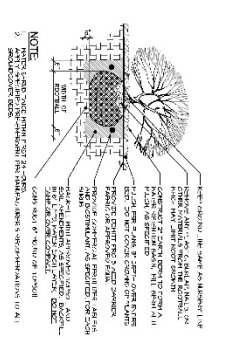
BRECKON

LANDSCAPE ARCHITECTURE

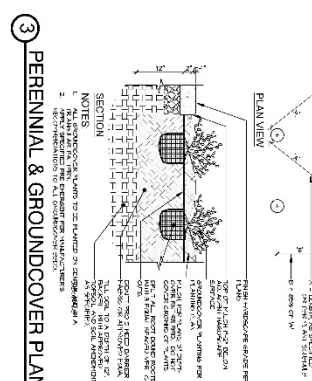
PRELIMINARY PLAT SUBMITTAL



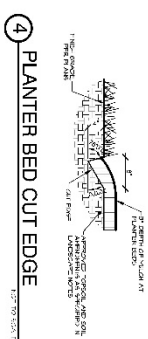
1 DECIDUOUS TREE PLANTING




2 SHRUB PLANTING



3 PERENNIAL & GROUNDCOVER PLANTING





4 PLANTER BED CUT EDGE



BRECKON
LANDSCAPE ARCHITECTS

CHEWIE SUBDIVISION
FRANKLIN ROAD
MERIDIAN, IDAHO
LANDSCAPE DETAILS





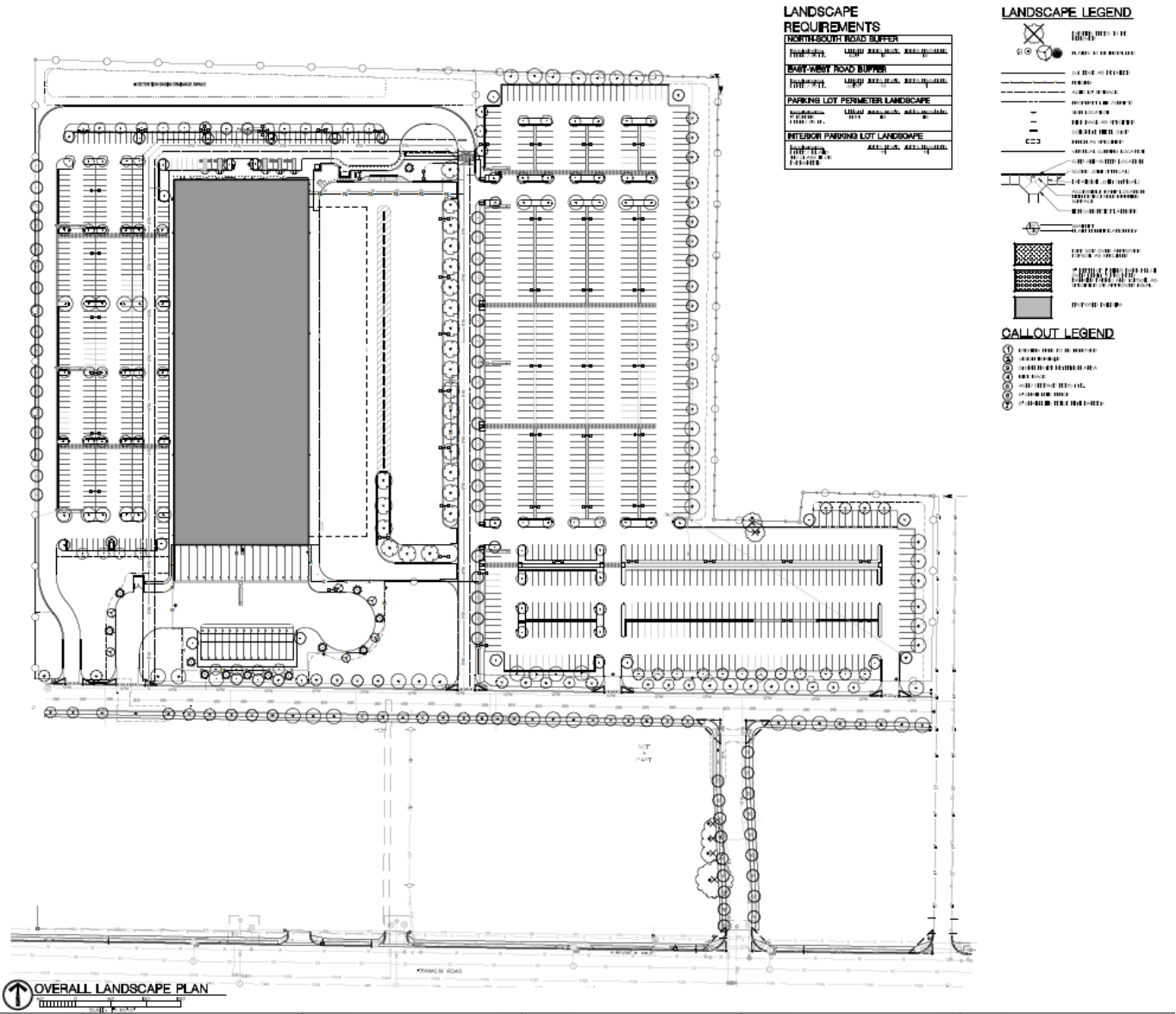
811
CALL BEFORE YOU DIG

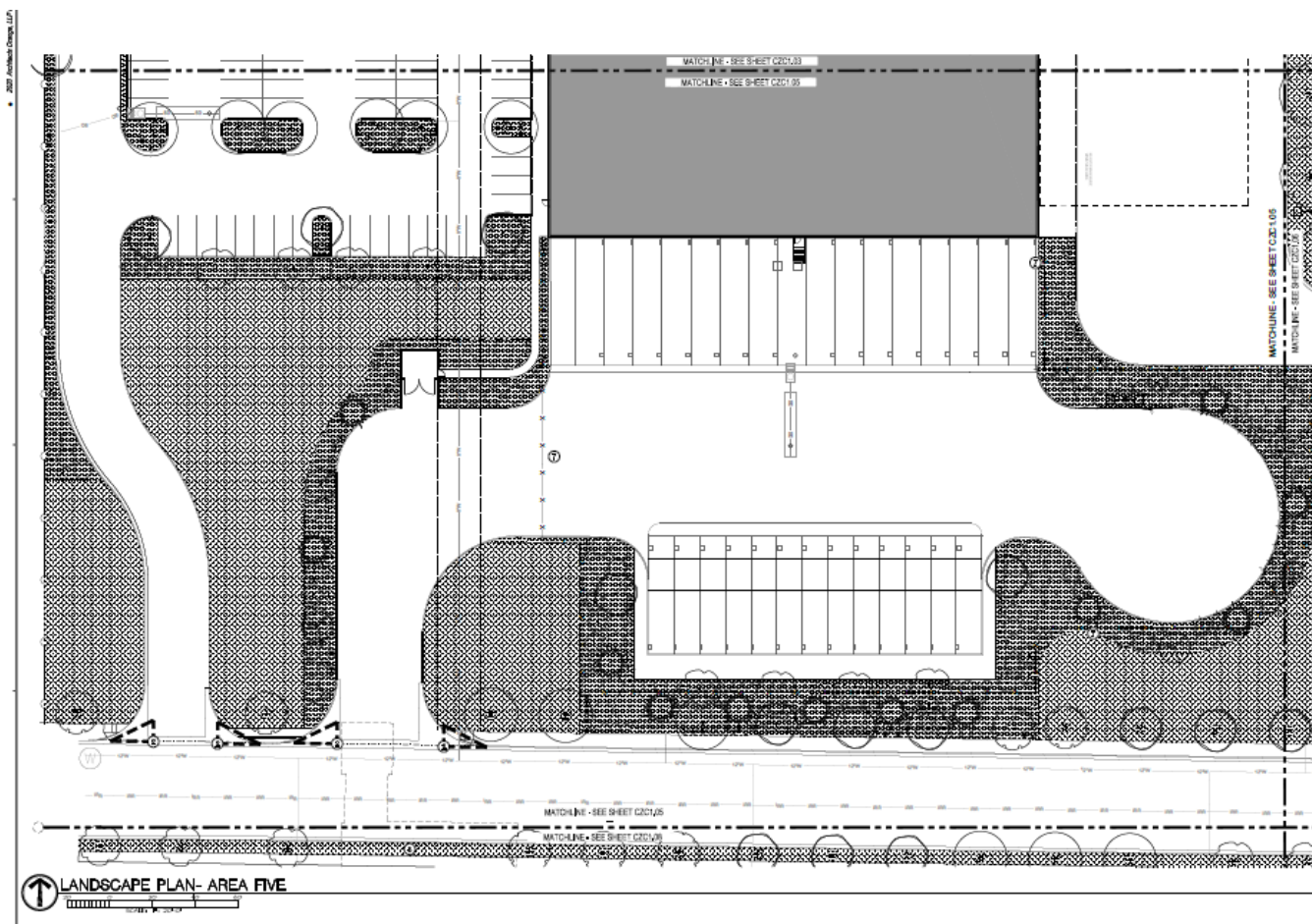
DATE: 10/20/2023
SCALE: AS SHOWN
PROJECT NO: 23100
DRAWN BY: JLD

PROJECT NO: 23100
DATE: 10/20/2023
DRAWN BY: JLD

L15

C. DID3 (Amazon) Delivery Station Approved Landscape Plans





VIII. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

1. The preliminary plat included in Section VII.A, dated November 13, 2020, shall be revised as follows prior to Final Plat submittal:
 - a. Close the existing access points to Franklin Road shown on Lots 3 & 4, per UDC 11-3A-3.
 - b. Provide and visually show an access to the Morrow property (Parcel #S1211438440) from the new collector street, W. Fred Smith Street.
 - c. Revise the plat to show the collector street (W. Fred Smith Street) segment east of N. New Market Avenue as a private street commensurate with ACHD recommendations.
 - d. Depict the required landscape buffer easements on the plat where applicable (adjacent to Franklin Road, New Market Avenue, and W. Fred Smith Street).

- e. Revise the plat to show the required lot AND block for the proposed subdivision – submitted plat does not list any block numbers.
2. The landscape plan included in Section VII.B, dated October 16, 2020, shall be revised as follows prior to submittal of the Final Plat application:
 - a. Show the required 20-foot landscape buffer on the north side of the collector street (W. Fred Smith Street) regardless of if it will be constructed with a different application.
3. Future buildings along Franklin Road shall meet the Commercial standards outlined in the City of Meridian Architectural Standards Manual (ASM).
4. With Final Plat submittal, the Applicant shall provide the recorded cross-access and maintenance agreement with West Ada School District (WASD) and Republic Services to allow these agencies to utilize the private road segment of W. Fred Smith Street.
5. Future development shall be consistent with the minimum dimensional standards listed in UDC Table 11-2C-3.
6. Future development shall be consistent with the standards listed in UDC 11-2C for the I-L zoning district.
7. Off-street parking is required to be provided in accord with the standards listed in UDC Table 11-3C-6B for industrial uses based on the gross floor area of buildings.
8. The Applicant shall comply with all ACHD conditions of approval.
9. The Applicant shall obtain Administrative Design Review and Certificate of Zoning Compliance approval for all future structures within the subdivision, where applicable, prior to applying for building permits on each site.
10. Comply with the outdoor service and equipment area standards as set forth in UDC 11-3A-12.
11. Provide a pressurized irrigation system consistent with the standards as set forth in UDC 11-3A-15, UDC 11-3B-6 and MCC 9-1-28.
12. Upon completion of the landscape installation, a written Certificate of Completion shall be submitted to the Planning Division verifying all landscape improvements are in substantial compliance with the approved landscape plan as set forth in UDC 11-3B-14.
13. The preliminary plat approval shall become null and void if the applicant fails to either: 1) obtain the City Engineer signature on a final plat within two years of the date of the approved findings; or 2) obtain approval of a time extension as set forth in UDC 11-6B-7.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 The angle of the sanitary sewer pipe into and out of manhole SSMH-A1 needs to be 90-degrees minimum.
- 1.2 A street light plan will need to be included in the final plat application. Street light plan requirements are listed in section 6 of the City's Design Standards. Streetlights shall be installed and operational prior to any new occupancy.
- 1.3 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). By entering into a development agreement with the City of

Meridian, the applicant agrees to use the City of Meridians recycled water supply as the source of irrigation water. Further, the applicant agrees to provide for secondary backup water to provide service when recycled water is not available.

- 1.4 Once development plans have been submitted to the city for review, the city will model the recycled water system and make a final determination regarding our ability to supply reclaimed water to the development. If the city can serve the development with recycled water then recycled water must be utilized as the irrigation source of water, and a secondary or backup source must also be provided. If the city can't serve the development then the primary source of irrigation water should come from surface water irrigation sources if available.
- 1.5 The applicant shall be responsible to construct the recycled irrigation system in accordance with Department of Environmental Quality (DEQ) recycled water rules and regulations, and Division 1200 of the City of Meridian Supplemental Specifications and Drawings to the Idaho Standards for Public Works Construction.
- 1.6 These requirements do not wave the applicants responsibilities or obligations to irrigation districts.
- 1.7 Applicant shall enter into a Shared User Agreement for use of the recycled water system.

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 then 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 at 887-2211.

C. COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=219142&dbid=0&repo=MeridianCity>

D. CENTRAL DISTRICT HEALTH DEPARTMENT (CDH)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=219003&dbid=0&repo=MeridianCity>

E. NAMPA MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=219528&dbid=0&repo=MeridianCity>

F. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=219010&dbid=0&repo=MeridianCity>

G. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=220316&dbid=0&repo=MeridianCity>

H. ITD MEMO

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=218494&dbid=0&repo=MeridianCity>

IX. FINDINGS

A. Preliminary Plat Findings:

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;

Commission finds that the proposed plat, with Staff's recommendations, generally complies with the adopted Comprehensive Plan in regard to land use, density, transportation, and pedestrian connectivity. (Please see Comprehensive Plan Policies in, Section V of this report for more information.)

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

Commission finds that public services will be provided to the subject property with development. (See Section VIII of the Staff Report for more details from public service providers.)

3. The plat is in conformance with scheduled public improvements in accord with the City's capital improvement program;

Because City water and sewer and any other utilities will be provided by the development at their own cost, Commission finds that the subdivision will not require the expenditure of capital improvement funds.

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

Commission finds there is public financial capability of supporting services for the proposed development based upon comments from the public service providers (i.e., Police, Fire, ACHD, etc.). (See Section VIII for more information.)

5. The development will not be detrimental to the public health, safety or general welfare; and,

Commission is not aware of any health, safety, or environmental problems associated with the platting of this property. ACHD considers road safety issues in their analysis and has issued a staff report outlining their conditions of approval.

6. The development preserves significant natural, scenic or historic features.

Commission is unaware of any significant natural, scenic or historic features that exist on this site that require preserving.