

GIVENS PURSLEY LLP

Attorneys and Counselors at Law

601 W. Bannock Street
PO Box 2720
Boise, ID 83701
Telephone: 208-388-1200
Facsimile: 208-388-1300
www.givenspursley.com

Gary G. Allen
Charlie S. Baser
Christopher J. Beeson
Jason J. Blakley
Clint R. Bolinder
Jeff W. Bower
Preston N. Carter
Jeremy C. Chou
Michael C. Creamer
Amber N. Dina
Bradley J. Dixon
Thomas E. Dvorak
Debra Kristensen Grasham
Donald Z. Gray
Brian J. Holleran
Kersti H. Kennedy

Elizabeth A. Koeckeritz
Neal A. Koskella
Michael P. Lawrence
Franklin G. Lee
David R. Lombardi
Lars E. Lundberg
Kimberly D. Maloney
Kenneth R. McClure
Kelly Greene McConnell
Alex P. McLaughlin
Melodie A. McQuade
Christopher H. Meyer
L. Edward Miller
Judson B. Montgomery
Deborah E. Nelson
W. Hugh O'Riordan, LL.M.

Samuel F. Parry
Randall A. Peterman
Blake W. Ringer
Michael O. Roe
Cameron D. Warr
Robert B. White
Michael V. Woodhouse

William C. Cole (Of Counsel)

Kenneth L. Pursley (1940-2015)
James A. McClure (1924-2011)
Raymond D. Givens (1917-2008)

December 10, 2021

City of Meridian
Planning Division
33. E. Broadway Ave.
Suite 102
Meridian, Idaho 83642

RE: UPDATED Vanguard Crossing Narrative

Dear Planning Staff, Planning and Zoning Commissioners, Mayor and Council Members:

LDK Ventures, in coordination with Meridian 118, is pleased to present Vanguard Crossing, a first-class and distinctly Meridian residential apartment community nestled just north of I-84 and in between S Black Cat Road, W Franklin Road and S Ten Mile Road. The 40.33-acre project site (the "Site") is located at 1085 S Ten Mile Road, Meridian, ID 83642 and includes Parcel No. S1215244200.

INTRODUCTION

Vanguard Crossing is the northwest part of a larger 115-acre mixed use development, Project Vanguard, which also includes the southern 74 acre Vanguard Village, described in a separate narrative. Applications for the overall Project Vanguard include a rezone, development agreement modification, preliminary plat, and one conditional use permit¹. This narrative focuses on LDK Ventures' proposed development of Vanguard Crossing, in support of the

¹ A prior version of this narrative represented that we were applying for two conditional use permits; that is error and we are only applying for one conditional use permit.

request to rezone the 40-acre Site from R-40, M-C, and C-C to R-15², a conditional use permit application for multi-family residential use on the Site, and a request for alternative compliance for site design.

Vanguard Crossing will provide needed residences to support and complement the planned commercial and employment uses in the vicinity, which are all part of the Ten Mile Interchange Specific Area Plan (“TMISAP”). Multi-family residential provides a nice transition between the single-family residential homes to our north and the industrial and commercial uses planned to the south along I-84. Residents will enjoy pedestrian access to shopping and employment opportunities nearby.



We have aligned internal driveways and pathways to provide connectivity and integration to surrounding properties. The building arrangement and site design create an attractive, urban-feeling landscape consistent with the concept plans in the TMISAP cut sheets. The proposed multi-family residential use is also consistent with the Comprehensive Plan, compatible with surrounding uses, and adequately served by existing utilities and services.

² As discussed in the separate narrative for Vanguard Village, we are requesting that the boundaries of the zoning districts be adjusted, but the overall mix of zoning districts will remain the same except that R-15 will replace R-40.

SITE PLAN

Vanguard Crossing proposes 552 multi-family residences for a density of 13.63 units per acre. The Site includes a mix of three-story apartment buildings and 1, 2, and 3-bedroom flats and townhome-style multi-family homes, all of which are easily walkable on the multipurpose path meandering throughout the Site.



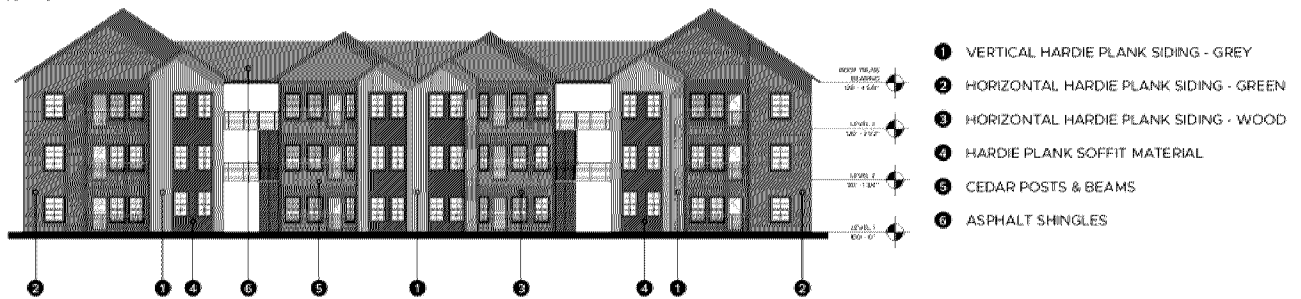
The site plan includes 1054 internal parking spaces for a parking ratio of 1.90. The provided parking is six spaces more than the 1048 parking spaces required by the UDC, plus the project will provide an additional 94 off-site on-street public parking spaces for guests, providing the project close to 100 spaces over the UDC requirement.

RESIDENCES

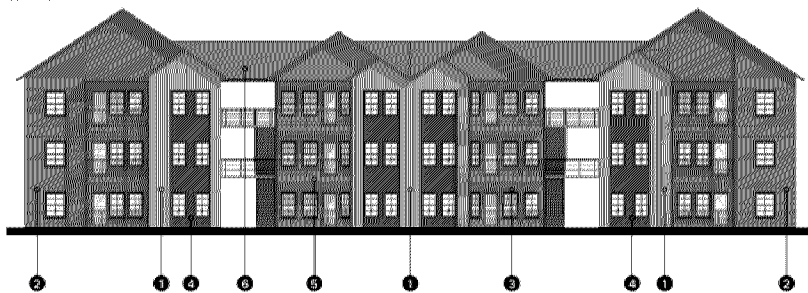
Vanguard Crossing will include a mix of 1, 2 and 3-bedroom units, ranging from 758 square feet to 1693 square feet.

Three-story apartment buildings are proposed along Vanguard Way and the western boundary of the site. These 1 and 2-bedroom units include contemporary architectural design and private balconies or patios and offer a more economical housing option within this highly-amenitized community. Parking is provided in surface lots behind the buildings and along the western boundary of the property and is not visible from the street. The location of these buildings is informed by the future adjacency of commercial and employment uses along Vanguard.

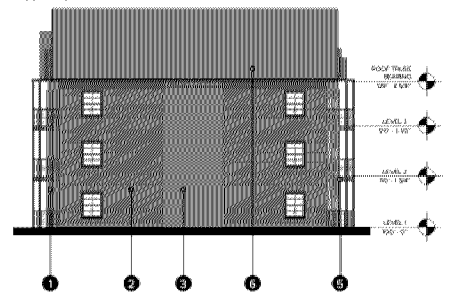
FRONT ELEVATION
1/8" = 1'-0"



BACK ELEVATION
1/8" = 1'-0"



SIDE ELEVATION
1/8" = 1'-0"



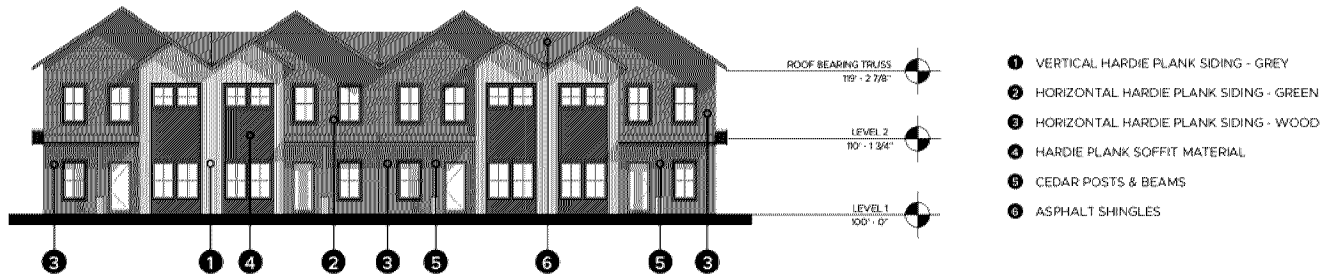
The balance of the project will consist of 1, 2 and 3-bedroom flats and townhome-style multi-family homes arranged in two-story buildings of 4 to 8 units. These lower density structures offer more of a “single-family home” experience with direct access to private 1 or 2 car garages, dedicated front doors at the ground floor, and private patios. These residential buildings are situated throughout the project up to the project’s northern boundary shared with the current

Baraya single family home subdivision, providing a nice transition to the more intense mixed uses planned south of the site.

Example of “Building 6” elevations:

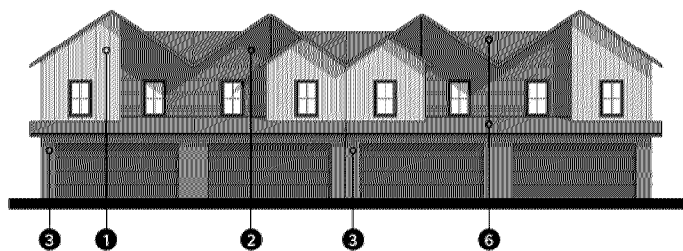
FRONT ELEVATION

1/8" = 1'-0"



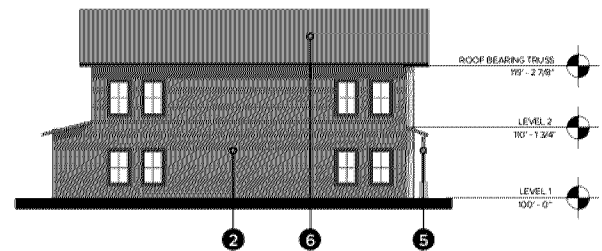
BACK ELEVATION

1/8" = 1'-0"



SIDE ELEVATION

1/8" = 1'-0"



The interiors of the units will have a high-end modern finish with stainless steel appliances, tiled backsplashes, kitchen islands and other finishes consistent with a luxury residential product. The larger size of the flats and townhome units will allow for more flexible space in the units for residents to work remotely from home.

The total numbers of each style of building is attached as Exhibit A.

OPEN SPACE AND AMENITIES

Vanguard Crossing will include approximately 9.64 acres (or 24%) of qualified open space, which exceeds City Code requirements.

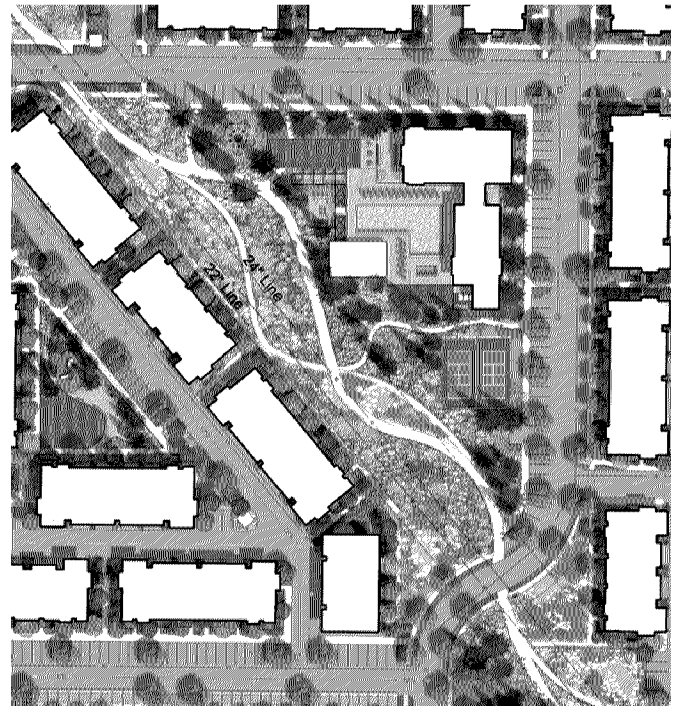
The development will be landscaped with native and adapted plants and will showcase plants found within the Treasure Valley region. Vanguard Crossing proposes 928 trees in total and includes 158 trees proposed along the streets, which exceeds the number required by the UDC.

Open space is integrated throughout Vanguard Crossing. Internal pathways and sidewalks are linked throughout the Site, including a meandering pathway bisecting the Site from the northwest to the southeast, and connecting sidewalks and pathways abutting each of the buildings.



NW AMENITY SPINE

NOT TO SCALE



CENTRAL AMENITY SPINE

NOT TO SCALE

There is one large, central open space area and multiple other areas scattered throughout the Site. These open space areas provide access to outdoor, grassy space for residents to recreate, gather and relax. The pathway amenity bisecting the property contains more than 119,000 square feet of open grassy space, supports a range of uses, is highly visible and is easily accessible to all residents.

Vanguard Crossing will provide at least fourteen (14) qualified amenities, representing each of the three categories listed in UDC 11-4-3-27(D):

A. Quality of Life Amenities:

1. *Clubhouse.* The project's clubhouse includes a large community swimming pool, hot tub, cabanas, outdoor BBQ and kitchen, fire pits, lawn game area, various interior and exterior lounge areas, mail room, and package delivery room. The Clubhouse will also have a

creative co-working space with a conference room, small private huddle rooms, and a co-working lounge to accommodate those residents who desire to work remotely.

2. *Fitness facility.* The fitness facilities are located in the clubhouse. These facilities will include a cardio and weight room, a spin and yoga room, and a covered outdoor workout area.
3. *Public art.* The project will include artistic features and wayfinding through the central open space spine. This public art will create points of interest along the pathways and speak to the nexus of the region's heritage and its future.
4. *Dog park with waste station.* The project includes two dog parks with waste stations.

B. Open Space Amenities:

1. *Picnic area including tables, benches, landscaping and a structure for shade.* The project includes picnic areas with shade. One is located next to the clubhouse, a second is adjacent to the second swimming pool, and a third picnic area is located by the children's play structure in the southern quadrant of the development.

C. Recreation Amenities:

1. *Pool.* The project includes two swimming pools. One is located adjacent to the central clubhouse; the other is located close to the northern edge of the development near the townhome-style residences.
2. *Walking Trails.* A meandering, paved 1600 linear foot, trail bisects the property, providing residents an area to walk, run and sit, as well as smaller secondary paths to explore the native and adaptive landscape.
3. *Children's Play Structures:* The project will include 2 areas with children's play structures throughout the community.
4. *Sports Courts.* A pickle ball court is located near the clubhouse.

D. Additional Amenities:

1. *Outdoor kitchen and dining area.*
2. *Fire pit and outdoor lounge area.*
3. *Second Residential Amenity Cluster.* This area includes the second swimming pool along with a picnic shelter and second fire pit and BBQ lounge.
4. *Third residential Amenity Cluster.* The area includes a children's play area and a BBQ lounge.

Extensive amenities available to all residents of the community are provided in a centralized location at the corner of the two major internal roadways. The clubhouse will serve as a community center for the residents providing opportunities for gathering, meeting or using the remote work spaces, fitness center, outdoor barbeques, indoor and outdoor lounges with fireplaces and extensive outdoor open recreation spaces for organized fitness activities or general recreation.



COMPATIBILITY WITH SURROUNDING USES

Vanguard Crossing is compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity. The project will not adversely change the essential character of the area and provides a crucial buffer between the single family residences to the north of the development and the proposed commercial, industrial, and employment zones and uses to the south and east of the development.

Residents of Vanguard Crossing and other surrounding neighbors can safely walk through the development to retail and employment uses. The pathway network provides social gathering nodes and seating in a park-like setting with benches for seating scattered throughout.

The residential buildings adjacent to Vanguard Way are set back 60 feet from the street, and screened from Vanguard Way with a sidewalk and other landscaping features. The residences along Sunset Point Way are likewise buffered from the road with trees and sidewalks. These landscape buffers will provide attractive screening in addition to many mature trees on the property. There is a 7 foot landscape buffer on the north boundary that also helps screen the single family residences from this development, and a similar 5 foot landscape buffer on the

western edge of the project.

SERVICES

Sewer and water are available at the Site.

The Site is served by the Chaparral Elementary School, Meridian Middle School, and Meridian High School, and is less than one mile from Compass Public Charter School. The development will have an estimated 56 school-aged children.

Neither Meridian Fire nor Meridian Police had concerns with the site plan in our pre-application meetings.

TRANSPORTATION

Access to the Site is planned via Vanguard Way to Ten Mile Road, and via Coral Reef and Sunset Point Way to Franklin Road.

A traffic impact study (“TIS”) was completed on Project Vanguard and has been accepted by AHCD.

COMPLIANCE WITH TMISAP GOALS

Vanguard Crossing has been designed to exemplify the vision and goals of the Ten Mile Interchange Specific Area Plan (TMISAP). It will be a place with character and vibrancy – a place where people can live together in a thoughtfully conceived and amenity rich environment.

The core basis for the design of Vanguard Crossing is to adapt the public space principles of the TMISAP into the circulation and common area spaces of a multi-family housing community. The project design includes two major internal roadways, one running north-south between Vanguard Way and Coral Reef Drive and a second major roadway that will run east-west through the project site, adjacent to the clubhouse and then turn south to provide a second connection and access point to Vanguard Way. Both of these primary internal circulation elements are proposed consistent with the design principals promoted by the Specific Plan “Street Oriented Design” (3-33).

Residential buildings will be placed with front doors entering from the public or primary private streets. Porches and/or covered patios located on the street facing side of the residential buildings and landscaping will serve to define the break between public and private space as well as to promote a pleasant, safe and efficient experience for pedestrians, bicycles and motorized vehicles.

The internal primary private streets will include parallel parking, attached sidewalks with street trees and landscape buffers. Beyond the proposed primary internal roadways, the design of

Vanguard Crossing maintains the “Streetscape” design principles of the TMISAP (3-25) and more specifically of Traditional Neighborhood Design (TND) (3-36 and 3-37) by placing buildings along the public and private roadways. Structures are placed with minimum setbacks to create a strong urban edge while still providing for entrances, private patio areas and generous landscape buffers at the interface with the street.

Please note that we are requesting alternative compliance for setbacks for the residential buildings located on Sunset Point Way and Coral Reef. The streetscapes and setbacks are designed in large compliance with the TMISAP, and do not meet the street setbacks for an R-15 district. They do, however, meet the ten (10) foot minimum setback required in the Multifamily Development specific use standards. UDC § 11-4-3-27.B.1. Alternative compliance to the Structure and Site Design Standards is permitted if “strict adherence to such standards would create inconsistency in the design objectives of the proposed development.” UDC § 11-3A-19.

The TMISAP recommends the streetscape designs set forth Street Section C for collector roads. Street Section C depicts an 8 foot landscape buffer from the curb, a 6 foot sidewalk, and a 10 foot building setback, which places the building 24 feet from the road. (3-21). Vanguard Crossing, on Coral Reef and Sunset Point Way, proposes an 8 foot landscape buffer, a 5 foot sidewalk, and a 17 foot building setback, which places the building 30 feet from the curb.

Required parking within the project is located along the internal roadway as parallel parking, on secondary private streets, in alley accessible garages, or in surface parking lots located on the rear side of the residential buildings consistent with the guidelines of the TMISAP (3-26 thru 3-27). Along Vanguard and Sunset Point Way, parking is placed behind the residences and is screened from view from these roads (3-27).

Gateway elements and welcoming landscape plantings are proposed for the major project entries on Vanguard Way to establish a strong image for the community and to provide a unique identity and sense of place for the development (3-35).

Pedestrian circulation is a strong and important element of the design of Vanguard Crossing and consistent with the TMISAP (3-27 thru 3-28) there is a highly defined connectivity system between the public way, the housing units, and the site amenities and common areas. Additionally, although not required by the Meridian Pathway Master Plan, the project design includes a meandering pathway thru the site providing connectivity between the public streets at the northwest corner of the site and to Vanguard Way to the south. These meandering connector pathways will create easy connections to the various site amenities within Vanguard Crossing creating a strong sense of community, as they pass through varying plant communities to signify the transition from residential to shared space (3-25 thru 3-26). These plant communities will bring strong representation of native and adaptive Idaho landscapes and reinforce the character of the architecture and site layout (3-25 thru 3-26).

COMPLIANCE WITH COMPREHENSIVE PLAN GOALS

The rezone of the Site to R-15 and the DA modification carrying out the rezone fulfill the City’s planning goals and objectives outlined in the TMISAP and the Comprehensive Plan. The majority of the Site is designated as Medium High Density Residential on the FLUM.³ The R-15 zoning designation is supported by the TMISAP’s zoning compatibility matrix (2-4) and by the Comprehensive Plan (3-10). In areas designated as Medium High Density Residential both the Comprehensive Plan (3-10) and the TMISAP (3-6) provide that densities should range from 8 to 15 units per acre. The R-15 zoning designation in this case supports the project’s 13.63 units per acre, which is squarely in the range called for by the Comprehensive Plan and the TMISAP. The R-15 zoning also allows for quality, walkable, compact development, which the TMISAP recognizes is needed in the City and can result in higher property values (5-4).

Like the rezone of the Site to R-15, Vanguard Crossing also carries out the City’s Comprehensive Plan goals as follows:

Section	Comprehensive Plan Goal and Project Compliance
2.01.01	Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences.
	<i>Vanguard Crossing will include a mix of 1-bedroom and 2-bedroom in a traditional apartment setting and 1-bedroom, 2-bedroom, and 3-bedroom units in a townhome-style multi-family setting, providing diversity with the project and also diversity from nearby single-family detached residences. Vanguard Crossing will offer a variety of amenities to cater to different recreational hobbies of residents and to foster a strong sense of community.</i>
2.01.01E	Encourage the development of high quality, dense residential and mixed-use areas near, in, and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.
	<i>This project provides high quality, dense residential units that complement and provide a transition between the commercial and employment areas to the south and the single family residential to the north. This area is slated to be developed with a mix of employment and retail uses that will benefit from the addition of higher density residential homes.</i>
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.

³ “Future Land Use designations are not parcel specific. An adjacent, abutting designation, when appropriate and approved as part of a public hearing with a land development application, may be used. A designation may not be used however, across planned or existing collector or arterial roadways, must not be used on a parcel not directly abutting the designation, and may not apply to more than 50% of the land being developed.” Comprehensive Plan at 3-9.

	<i>Vanguard Crossing is a connected community with pathways that connect the residential development to the north with the more intensive commercial and retail uses to the south. The project includes 0.62 miles of pathways and sidewalks, and quality amenities including public art, benches strategically placed along the pathways, a pickle ball court, two swimming pools, three children play areas, and two dog parks.</i>
2.02.01D	Require pedestrian access in all new development to link subdivisions together and promote neighborhood connectivity.
	<i>The meandering pathway that bisects the development provides a connection between the single family residences to the north and the more intensive uses to the south and east, and provides a walkable and bikeable connection between Vanguard and Coral Reef.</i>
2.09.03B	Promote Ten Mile, Downtown, and The Village as centers of activity and growth.
	<i>Vanguard Crossing sits squarely within the TMISAP and provides much needed housing in the area to support the proposed businesses and jobs in this area. The development provides housing that is within walking distance to the commercial development that will occur within the next few years.</i>
3.03.00	Direct and prioritize development in strategic areas and in accordance with corridor and special area plans.
	<i>Vanguard Crossing exemplifies the vision and goals of the TMISAP by providing a well-designed, interconnected living space where people can live, work, and raise a family adjacent to proposed retail and commercial spaces.</i>
3.06.02B	Encourage and support mixed-use areas that provide the benefits of being able to live, shop, dine, play, and work in close proximity, thereby reducing vehicle trips, and enhancing overall livability and sustainability.
	<i>This multi-family project helps create a mixed-use environment by complementing the surrounding commercial and retail uses. Within walking distance from the Site, are planned and developed commercial and employment centers. Vanguard Crossing residents can shop, dine, play and work in close proximity and reduce vehicle trips in the area. This project will increase the overall livability and sustainability of the surrounding area by providing much needed residential housing that will help nearby businesses thrive and will create a permanent customer base.</i>
3.07.01A	Require all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices.
	<i>Multi-family residential provides an appropriate transition between the retail/commercial/employment uses to the south, the TN-C zoned property to the east, and the single-family residences to the north. The Site integrates higher density apartment buildings along Vanguard and provides town-home style residences along the north adjacent to the single-family homes. Over 900 trees screen this project from surrounding developments, and the</i>

	<i>pathway bisecting Vanguard Crossing provides much needed access for the single-family residences to the north to walk to the proposed retail and commercial developments to the south and the potential community center to the east. The buildings are set back over 60 feet from the property boundaries, providing an event greater buffer between the more intense use and the single-family residences to the north.</i>
3.07.01E	Where feasible, encourage large transmission and pipeline utility corridors to function as transitional buffers, parkland, pathways, and gathering paces within and adjacent to their right of way.
	<i>Vanguard Crossing takes full advantage of the pipeline easement bisecting the property by using it as the primary pathway meandering through the development. It provides residents and other community members an opportunity to enjoy native flowers and plants while either walking the property or sitting in one of the conversation nodes scattered along the pathway.</i>
4.04.02B	Preserve existing public rights-of-way and other easements for future pathways and accessways, particularly along powerline and utility corridors, railway corridors, and waterway or irrigation corridors.
	<i>The pathway preserves the pipeline corridor while providing residents an opportunity to gather outside in a community setting and provides a direct route to many of the other amenities located on the project, including the club house and one of the two swimming pools.</i>
4.04.01B	Provide options for passive recreational opportunities not typically supplied by parks and facilities, such as jogging, walking, and bicycling.
	<i>Vanguard Crossing will include active and passive recreational spaces, with a .62 miles of pathways for walking and jogging.</i>
5.01.02G	Require attractive landscaping and pedestrian friendly design within new developments. Promote the increase of permeable areas through sound site design and use of materials that limit stormwater runoff.
	<i>The project exceeds the City Code requirement for qualified open space with 24% open space. Pathways will provide a pedestrian-friendly design within the site and connectivity to surrounding properties.</i>
5.03.01B	Encourage the integration of public art as an integrated component with new development.
	<i>Public art will be included along the multi-use pathway in the center of the project. This public art will take the form of some pieces of sculpture that will create points of interest along the pathways and speak to the nexus of the region's heritage and its future.</i>
6.01.01H	Require pedestrian access connectors in all new development to link subdivision together and to promote neighborhood connectivity as part of a community pathway system.
	<i>With approximately .62 miles of pathways and sidewalks, including sidewalks on all sides of the development abutting public roads and the pathway bisecting the property, Vanguard Crossing provides a necessary</i>

	<i>connectivity between current and future developments and uses on all sides of the property.</i>
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COMPLIANCE WITH ZONING CRITERIA

Vanguard Crossing complies with City's rezone criteria in UDC Section 11-5B-3:

1. The map amendment complies with the applicable provisions of the Comprehensive Plan, including the TMISAP, as described above. The majority of the Site is designated High Density Residential on the FLUM. Within this designation, R-15 zoning is supported by the TMISAP and the Comprehensive Plan.
2. Vanguard Crossing complies with the regulations outlined for the proposed district, specifically the purpose statement. The UDC explains that the purpose of the residential districts is to provide for a range of housing opportunities consistent with the Comprehensive Plan. UDC Section 11-2A-1. Multi-family development is a conditionally approved use within this zone, and Vanguard Crossing meets the dimensional standards and density (at 13.63 units/acre) for the R-15 district. Vanguard Crossing includes a mix of three-story apartment buildings and 1, 2, and 3-bedroom flats and townhome-style multi-family homes, providing a range of housing opportunities. Vanguard Crossing is requesting alternative compliance for the setbacks for the residential buildings located on Sunset Point Way and Coral Reef as these streets and buildings were designed to closely conform to the design goals of the TMISAP.
3. Vanguard Crossing is not materially detrimental to the public health, safety and welfare. Rather, as discussed above, Vanguard Crossing supports the public health, safety and welfare by providing much-needed housing within this area of Meridian and a nice transition between the single-family residences to the north and the more intensive industrial and commercial uses to the south along I-84.
4. Vanguard Crossing does not result in an adverse impact upon the delivery of services by a political subdivision providing public services with the city including, but not limited to, school districts. Sewer and water are available to the Site. The Site is served by Chaparral Elementary School, Compass Public Charter School, Meridian Middle School, and Meridian High School.

COMPLIANCE WITH CUP CRITERIA

Vanguard Crossing complies with the CUP criteria in UDC Section 11-5B-6:

1. The Site is large enough to accommodate the proposed use. The project design meets all dimensional standards and development regulations in the R-15 zone. Vanguard Crossing meets

all setback, buffering, height and dimensional standards required by the UDC. The on-site parking, open space and number of amenities exceed the City's standards.

2. Vanguard Crossing will be harmonious with the TMISAP and is in accord with the requirements of the UDC. Specifically, and as discussed in detail above, the project will further the Comprehensive Plan's goal of providing diverse housing and neighborhood types (2.01.00), with a neighborhood that has ample open space and generous amenities (2.02.00), all as depicted on the Future Land Use Map. The project meets the Comprehensive Plan's goals for promoting mixed-use living by adding needed residences into an area that has extensive non-residential uses approved and/or developed.

3. The design, construction, operation and maintenance of Vanguard Crossing will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity. The project will not adversely change the essential character of the area, which is largely being developed and approved with employment, commercial and retail uses and in general conformance with the TMISAP. The multi-family residential use creates a nice transition of higher-density residential between low-density, single-family homes to the north, the higher intensity employment and commercial uses to the south, and the traditional neighborhood center (TN-C) zoned property to the east.

4. The multi-family residential use will not adversely affect other property in the vicinity and, rather, enhances properties in the area by providing much-needed housing within the TMISAP area and a well-thought out pathway connecting the residential properties to the north with the commercial and retail properties to the south and the neighborhood center property to the east (2.02.01D).

5. Vanguard Crossing is adequately served by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water and sewer. The Site has frontage on Vanguard, and utilities are already adjacent to the Site.

6. The project will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community. Rather, Vanguard Crossing serves to stimulate the economic welfare of the community by providing much needed housing adjacent to planned commercial areas.

7. As a residential use, Vanguard Crossing will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

8. The Site does not have any natural, scenic or historic feature considered to be of major importance, and the project will not result in the loss of any natural, scenic or historic features.

CUP GENERAL CONDITION OF APPROVAL

We are asking for a change to a General Condition of Approval so that we may apply for building permits prior to recordation of the final plat. Meridian's standard language provides:

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.

We request the following language:

Prior to applying for building permits, the following minimum items shall be completed: street signs are to be in place, the installation of sanitary sewer and water systems (with the water system being fully activated), a compacted road base capable of supporting an 80,000 lb. fire truck shall be approved by design engineer, with written confirmation of such approval submitted to the Meridian Building Department.

CONCLUSION

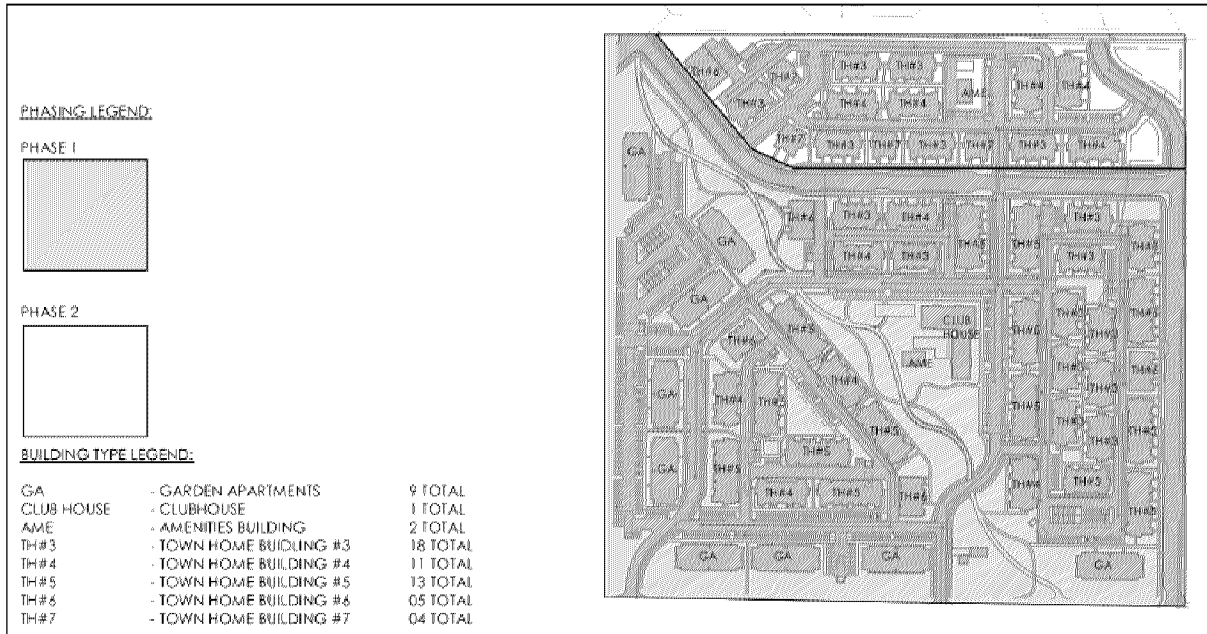
Thank you for your consideration of this CUP application for the Vanguard Crossing apartments. The proposed development is generally consistent with the proposed R-15 zoning, the City's TMISAP, the Comprehensive Plan, and applicable criteria in City Code. We are excited to bring this quality residential community to a great site in Meridian.

Sincerely,



Deborah Nelson
on behalf of
LDK Ventures

EXHIBIT A



PROJECT DATA FOR VANGUARD CROSSING									
BUILDINGS AND UNIT TYPES	UNIT SQUARE FOOTAGE	PRIVATE OPEN SPACE	GARDEN APARTMENTS	TH - BUILDING #3	TH - BUILDING #4	TH - BUILDING #5	TH - BUILDING #6	TH - BUILDING #7	TOTAL
TOTAL # OF BUILDINGS OVERALL			9	18	11	13	5	4	60
TOTAL # OF UNITS PER BUILDING			24	6	8	8	4	4	552
PHASE I - # OF BUILDINGS			9	12	6	13	4	0	44
UNIT TYPE - 1 BED - FLAT	758 SF	80 SF	12	0	0	0	0	0	108
UNIT TYPE - 2 BED - FLAT	1055 SF	80 SF	12	0	0	0	0	0	108
UNIT TYPE - A UNIT - TH FLAT	868 SF	84 SF	0	2	2	2	0	2	62
UNIT TYPE - B UNIT - TH FLAT	1198 SF	91 SF	0	2	2	2	0	2	62
UNIT TYPE - C UNIT - TH 2 STORY	1693 SF	84 SF	0	2	0	4	4	0	92
UNIT TYPE - D UNIT - TH FLAT	850 SF	102 SF	0	0	2	0	0	0	12
UNIT TYPE - E UNIT - TH FLAT	1345 SF	91 SF	0	0	2	0	0	0	12
<i>does not include garages</i>									
CLUB HOUSE - 1 STORY	9368 SF								
(1) AMENITY BUILDING - 1 STORY	1800 SF								
TOTAL									456
PHASE II - # OF BUILDINGS			0	6	5	0	1	4	16
UNIT TYPE - A UNIT - TH FLAT	868 SF	84 SF	0	2	2	2	0	2	30
UNIT TYPE - B UNIT - TH FLAT	1198 SF	91 SF	0	2	2	2	0	2	30
UNIT TYPE - C UNIT - TH 2 STORY	1693 SF	84 SF	0	2	0	4	4	0	16
UNIT TYPE - D UNIT - TH FLAT	850 SF	102 SF	0	0	2	0	0	0	10
UNIT TYPE - E UNIT - TH FLAT	1345 SF	91 SF	0	0	2	0	0	0	10
<i>does not include garages</i>									
(1) AMENITY BUILDING - 1 STORY	1800 SF								
TOTAL									96
* ALL APARTMENTS ARE 3 STORY									
* ALL TH OR TOWN HOMES ARE 2 STORY									

TAB 1

**PROJECT VANGUARD
CONTACT INFORMATION: APPLICANTS AND CONSULTANTS**

**PROPERTY OWNER,
DEVELOPER
AND APPLICANT**

(SOUTH 74 ACRES): Meridian 118, LLC, a Nevada limited liability company
3005 W. Horizon Ridge Parkway
Suite 141
Henderson, NV 89052
702-436-3133

James Zeiter, Manager
jzeiter@insightinvestmentpartners.com

Airalea Newman, Project Manager
702-524-5681
ANewman@insightinvestmentpartners.com

**DEVELOPER AND
APPLICANT**

(NORTH 40 ACRES): LDK Ventures, LLC
3140 Peacekeeper Way
McClellan, CA 95652
916-965-7100

Denton Kelley, Managing Principal
dkelley@ldkcapital.com

Trey Gundlach, Vice President of Development
TGundlach@mcclellanpark.com

Srinivasa Nookala, P.E.
SNookala@ldkventures.com
208-369-6620

ENGINEERS:

T-O Engineers
2471 Titanium Place
Meridian, ID 83642
208-323-2288

John Carpenter, P.E.
jcarpenter@to-engineers.com

Bill White, Transportation Engineer
bwhite@to-engineers.com

MERIDIAN 118
ARCHITECT: Adam Garcia, Project Manager
Cushing Terrell
800 W. Main Street, #800
Boise, ID 83702
208-577-5660
adamgarcia@cushingterrell.com

MERIDIAN 118
LANDSCAPE
ARCHITECT: T-O Engineers
2471 Titanium Place
Meridian, ID 83642
208-323-2288

Jaime Snyder, Landscape Architect
208-323-2288 ext. 128
208- 867-6597
jsnyder@to-engineers.com

LDK LANDSCAPE
ARCHITECT: Tim Slazinik
GGLO
1301 First Avenue, Suite 301
Seattle, WA 98101
206-902-5424
TSlazinik@GGLO.com

MERIDIAN 118
LEGAL: Santoro Whitmire
Andy Glendon
10100 W. Charleston Blvd. #250
Las Vegas, NV 89135
702-948-8771
aglendon@santoronevada.com

Butler Spink, LLP
JoAnn C. Butler
967 E. Parkcenter Blvd. #313
Boise, ID 83706
208-388-1082
jbutler@butlerspink.com

LDK LEGAL: Givens Pursley LLLP
Deborah E. Nelson
601 W Bannock St.
Boise, ID 83702
208-388-1215
den@givenspursley.com

BUTLER SPINK LLP

ATTORNEYS AT LAW

JOANN BUTLER
208.388.1093
JBUTLER@BUTLERSPINK.COM

October 7, 2021

Ms. Sonya Allen
Associate City Planner, Current Planning Group
City of Meridian, Community Development Department
33 E. Broadway Ave., Ste. 102
Meridian, ID 83642

RE: Project Vanguard/Rezoning - Preliminary Plat - Development Agreement
Modification/Narrative

Dear Sonya:

On behalf of the property owner, Meridian 118, LLC (“**Meridian 118**”), we are pleased to present to the City of Meridian the enclosed rezone, preliminary plat and development agreement modification applications for “**Project Vanguard**.” Meridian 118 is proud to be working with LDK Ventures, LLC (“**LDK**”) as the developer of the northern 40 acres of Project Vanguard. This northern 40 acres of Project Vanguard is referred to herein as “**Vanguard Commons**”; the southern 74 acres of Project Vanguard is referred to as “**Vanguard Village**.”

The applications presented to the City have been compiled jointly by both Meridian 118 and LDK as co-applicants with the assistance of a number of professionals, all of whom are listed, along with their contact information, in **Tab 1**, attached to this letter. LDK has provided a separate narrative reviewing Vanguard Commons (the north 40 acres). This narrative provides an overview of Vanguard Village (the south 74 acres). Together, along with the applications filed with the City, the two narratives give a complete overview of Project Vanguard.

To assist the reader, this narrative is divided into the following sections:

Page 2	Introduction
Page 2 - 8	Vanguard Village -- Overview of Concept Plan and Zoning
Page 8 - 9	Concept Plan (Mixed Use Commercial/Retail -- C-C Zone)
Page 10 - 11	Concept Plan (Vertically Integrated Residential – C-C Zone)
Page 11 - 12	Concept Plan (Mixed Employment – M-E Zone)
Page 12 - 13	Concept Plan (High Density Employment – H-E Zone)
Page 13 - 15	Ten Mile Interchange Specific Area Plan - Analysis
Page 16 - 25	Comprehensive Plan - Analysis
Page 25-26	Conclusion
Attachments	Tab 1 - Contact Information: Developers and Consultants
	Tab 2 - Summary Zoning Analysis – Vanguard Village Vertically Integrated Residential

Introduction

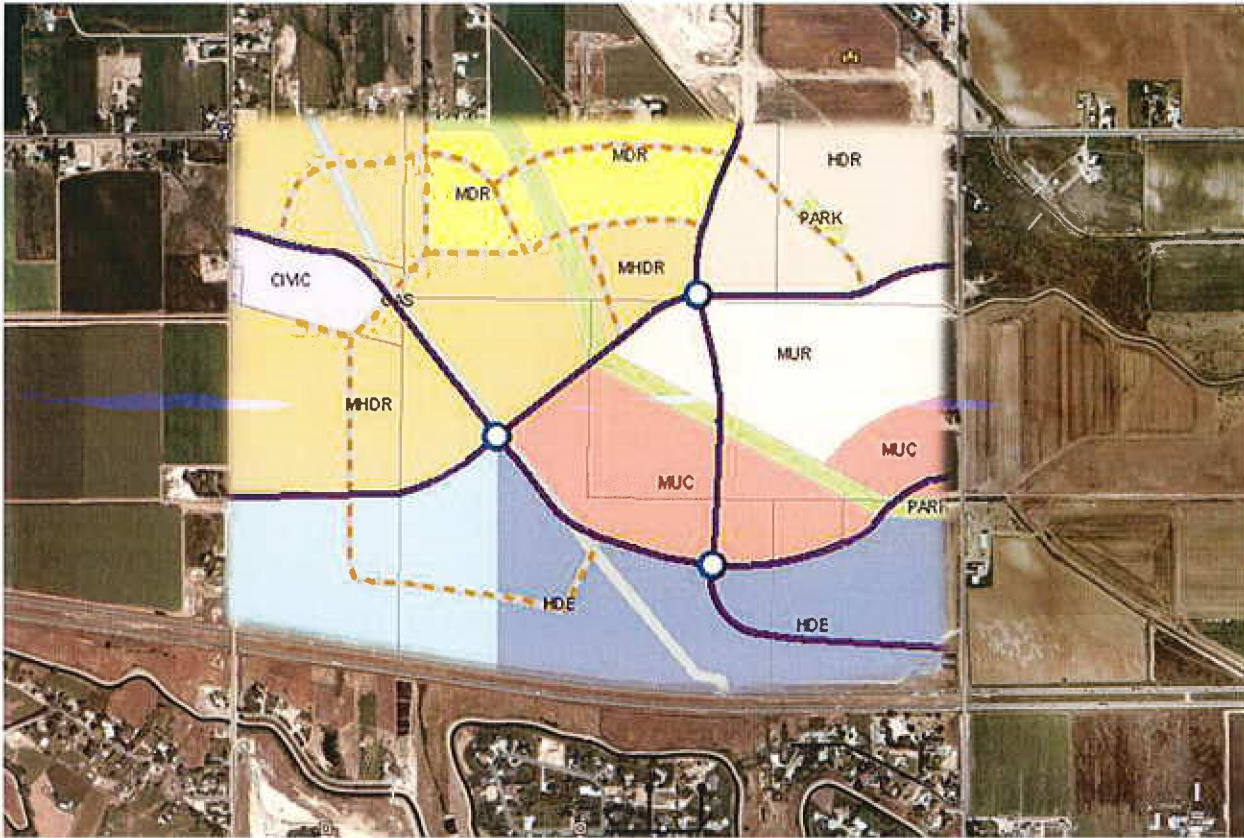
“Project Vanguard” is not new to the City. Project Vanguard is the updated 2021 name for the 115-acre project reviewed and approved by the City in 2009 as “Meridian Crossing.” In 2009, the City approved the annexation, rezone and development agreement for the same 115 acres (the “**Property**”), located generally north of I-84, east of Black Cat Road and west of S. Ten Mile Road. The 2009 request for annexation and rezone was approved by the City as being in accord with the guidance of the then-applicable Comprehensive Plan¹ and the Ten Mile Interchange Specific Area Plan (“TMISAP”).

Vanguard Village – Overview of Concept Plan and Zoning

The dynamic vision of the TMISAP -- integrating land use and transportation planning to position this area of the City for business, recreation, and a great place to live -- was reflected in the 2009 concept plan. That concept plan was approved as being consistent with the vision and intent of the Comprehensive Plan as anticipated by the TMISAP, yet the City also recognized that the 2009 concept plan might change as properties in the area developed and street alignments were refined.²

¹ In 2009, the applicable Comprehensive Plan had been adopted by the City in 2002 (Resolution No. 02-382). Today, the applicable Comprehensive Plan is the Plan adopted by the City in 2019 (Resolution No. 19-2179). As described below, Project Vanguard continues to be in accord with, and guided by, the Comprehensive Plan as well as the TMISAP.

² City of Meridian Findings of Fact Conclusions of Law and Decision Order, dated December 22, 2009 (the “2009 Findings”); see p. 6-7.



TMISAP Land Use Map and Transportation Routes for the Vicinity of Project Vanguard

In the 12 years since annexation of the Property, the City has seen a great deal of mixed-use development in the TMISAP area, especially east of S. Ten Mile Road. Streets have been built and realigned and, most importantly, for Project Vanguard, Vanguard Way has been identified (and public right-of-way obtained) as the main collector road for development west of S. Ten Mile Road. The concept plan presented today reflects the development pattern advanced with the location of Vanguard Way as well as the guidance of the most recent (2019) Comprehensive Plan and the TMISAP.

The TMISAP promotes a roadway network designed as a multimodal transportation system for all transportation users. The TMISAP was established to ensure connectivity within the planning area as well as to adjoining development, while controlling access onto arterial roads. The Project Vanguard concept site plan generally mirrors the roadway network established in the TMISAP, which roadway network also reflects the 2012 annexation of property immediately east of Project Vanguard.³

³ In 2012, the City annexed the properties east of the Property, which properties lie between Project Vanguard and S. Ten Mile Road. That annexation occurred only after the City, Ada County Highway District ("ACHD") and the Idaho Transportation Department ("ITD") determined how best to consolidate access points along S. Ten Mile Road. ACHD and ITD entered into a cooperative agreement, the purpose of which is to fund the construction of Vanguard Way extending west from S. Ten Mile Road. ACHD is holding a cash bond from ITD in an amount estimated to cover the cost of construction of a portion of Vanguard Way. The property owners seeking annexation in 2012 dedicated to ACHD certain right-of-way to accommodate that construction. Meridian

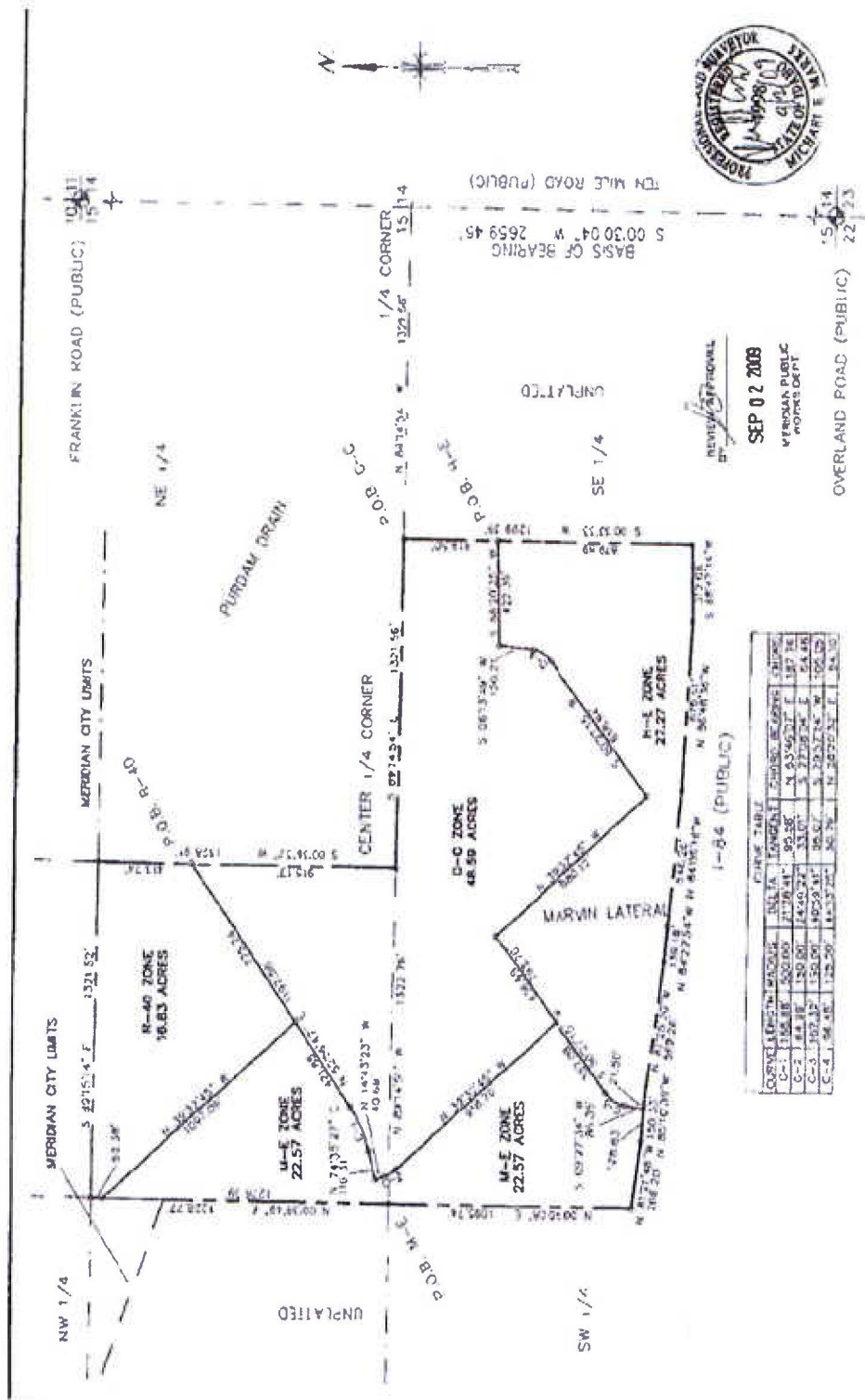
Streets will be constructed as “Complete Streets” as outlined in the TMISAP. Various modes of transportation will be accommodated, including motor vehicles, bicycles and pedestrians. Detailed road cross-sections are provided with the submitted Preliminary Plat application and have been designed following extensive discussions with the City and ACHD.⁴



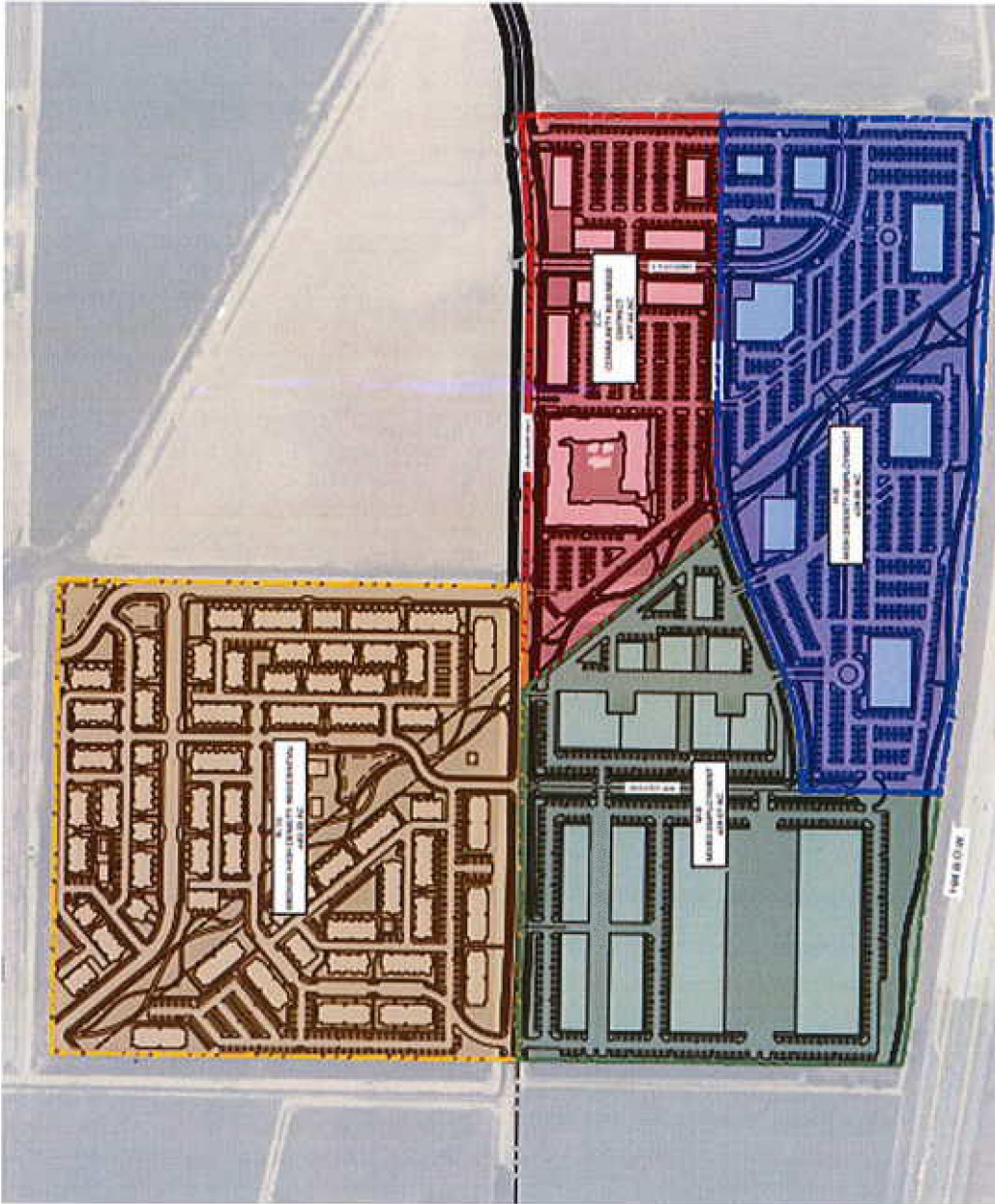
Project Vanguard Concept Plan

118 and the property owners that abut S. Ten Mile Road are cooperating to complete the design and construction of Vanguard Way from S. Ten Mile Road to and through Project Vanguard.

⁴ See Preliminary Plat set, Sheets C2.3 and C2.4. The Preliminary Plat application that accompanies this narrative has been prepared in compliance with UDC Title 11, Chapter 6. Rather than provide an extensive summary of the Preliminary Plat with this narrative, the reader is directed to the Preliminary Plat sheets.



Current Zoning



Project Vanguard Concept Plan and Proposed Zoning District Boundaries

The Property is located within four general land use classifications identified on the TMISAP Land Use Map: Mixed Use Commercial; Mixed Employment; High Density Employment; and Medium High Density Residential. The zones approved by the City in 2009 reflect the TMISAP planning guidance for: C-C (Community Business); M-E (Mixed Employment); H-E (High Density Employment); and R-40 (High-Density Residential). Note that the R-40 zone was approved in 2009 but only with the caveat that the R-40 zone would be developed with medium high-density residential in keeping with the density promoted by the TMISAP.⁵

The zones proposed today remain the same as previously approved by the City, with the exception that the R-40 zone is being revised to R-15 to reflect the medium high-density residential promoted by the City in 2009 and in the TMISAP.⁶ The zoning boundaries proposed in 2021, however, are much less fragmented than those approved in 2009 and flow with the street and pathway systems.

The goal of the TMISAP is “to promote more organic and holistic development patterns, to mix uses more than to obey lines on a map.”⁷ As the TMISAP states:

The lines in this Land Use Map, then, are flexible. These lines should adjust and evolve to create a place that is truly an integrated whole—mixing uses both vertically and horizontally... While proposed land uses are mapped to specific locations, the land use recommendations presented in the Land Use Map are still relatively broad, and the exact shape of many of the land use areas is somewhat conceptual. The Land Use Map recommends the general locations for specific types of land uses, and illustrates how these uses are related to each other geographically.⁸

The flexibility promoted by the TMISAP supports today’s modification of the 2009 zone boundaries. The revised zoning boundaries reflect the connectivity promoted by the TMISAP, and the open space and connectivity between zones offered with the greenway along the Williams Pipeline easement that runs diagonally through Project Vanguard. The revised zoning boundaries include:

- R-15 (Medium High-Density Residential; 40.33 acres) in the north of Project Vanguard (i.e., Vanguard Commons);
- M-E (Mixed Employment; 29.07 acres) in the west of Vanguard Village and along I-84;
- H-E (High Density Employment; 28.60 acres) in the south of Vanguard Village along I-84; and
- C-C (Community Business District; 17.27 acres) along Vanguard Way at the entrance to Project Vanguard.⁹

⁵ See, 2009 Development Agreement, Exhibit B, p. 11.

⁶ The separate narrative by LDK for Vanguard Commons (the north 40 acres) includes a discussion of the proposed re-zone from R-40 to R-15.

⁷ TMISAP, p. 3-15.

⁸ Id.

⁹ The legal description for each zone has been provided with the applications. Note that the applications in connection with Project Vanguard also include an application for a Development Agreement Modification to

The City's analysis in 2009 found that the annexation of the Property and the proposed zones met the rezone criteria found in the City's Unified Development Code ("UDC").¹⁰ The City made the finding in 2009 that the annexation of the Property was in the best interest of the City (Finding 5 below). With the factual information provided to the City in the narratives and the applications, the City can again reach the conclusions of law found in Findings 1 – 4 for revising the zoning boundaries:

1. The map amendment complies with the applicable provisions of the comprehensive plan;
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
3. The map amendment shall 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
5. The annexation (as applicable) is in the best interest of city.

Concept Plan (Mixed Use Commercial/Retail -- C-C Zone)

The proposed Mixed Use Commercial/Retail Use area of Vanguard Village will borrow design elements from the TMISAP.¹¹ Buildings will be between 1 and 4 stories high, contain no parking at their front, be attached, and "hold the corners" at street intersections to limit perceived street crossing distances.

Buildings will maintain a minimum of 40% of the linear dimension of the street level frontages to be in windows or doorways, and will not contain the use of any mirrored or reflective glass of any kind. Any retail spaces that exist on the first floor of these buildings will maintain clear ceiling heights of at least 15 to 18 feet, when possible, for uses abutting predominantly commercial streets. Floor area ratios will range between 1.0 and 1.25 or more.

Through the use of material, color, pop-outs and building height transitions, a distinctive base, body, and top will be created around the buildings. Buildings between 1 and 2 stories high will contain a

reflect the revised zoning boundaries and to capture any development conditions reflected in the Staff's, the Planning & Zoning Commission's and the City Council's review of Project Vanguard.

¹⁰ UDC § 11-5B-3.F

¹¹ The design elements identified in the matrix on page 3-49 of the TMISAP, along with the figures that follow, summarize the design elements of the TMISAP that will be addressed for all buildings and areas in the future administrative design review application(s) for Project Vanguard.

base that encompasses up the first floor of the building, and structures between 3 and 5 stories high will contain a base that encompasses up to the first 2 floors of the building. Roofs will be either pitched, flat, or a combination of both, and tops will be expressed through variations in material, fenestration patterns, architectural moldings, balconies, or other modest projections at the line of transition between body and top.

Roof equipment will be screened from the public view and building frontages will contain high levels of transparency at the ground floor with storefronts 2 to 10 feet above sidewalk grade. Buildings will contain awnings or canopies, as necessary, that extend a minimum of 5 feet from the facade of the fronting structure, or 8 feet where permissible in wider pedestrian environments. Through the manipulation of form, scale, height, and design character, these intentional strategies will create the greatest impact on the public realm.

PLACEMENT:

No front setbacks / Build to lot line.
Attached buildings. Hold the corners. No parking in the front of buildings.

FRONTAGE:

40% of linear dimension of street level frontages shall be in windows or doorways.

HEIGHTS:

1 - 4 stories.

UNIT RANGE:

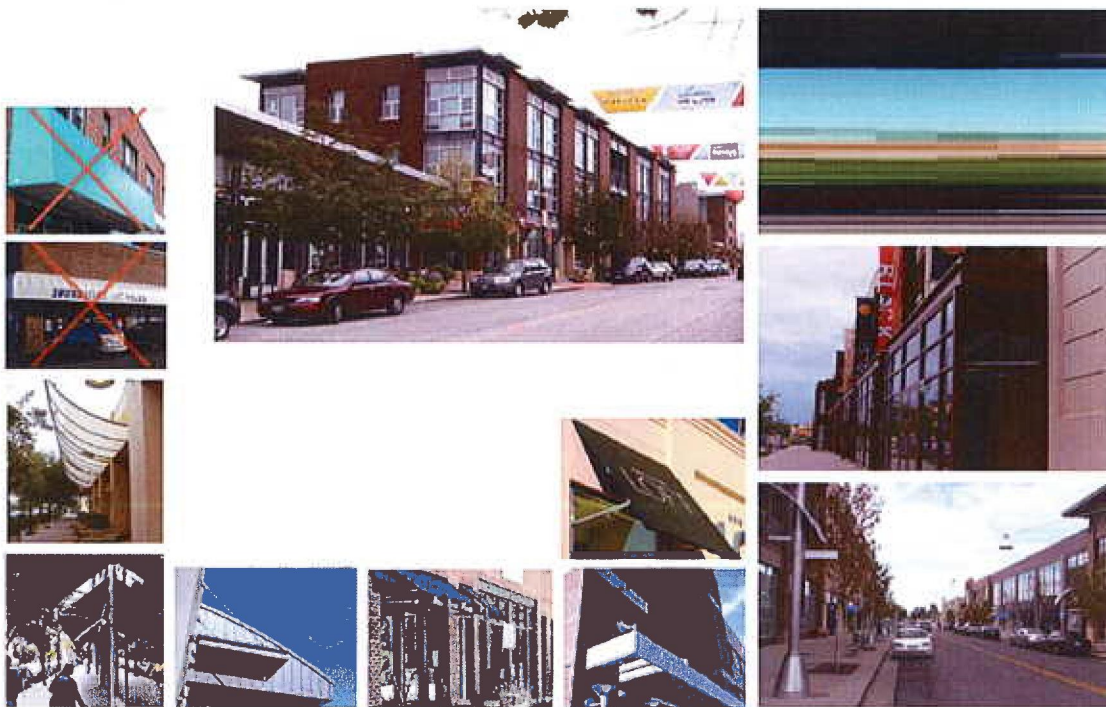
8-12 units / acre. No more than 30% of ground level development to be used for residences.

DESIGN:

Base, Body + Top required.

FAR:

1.0 - 1.25 or more.



Examples of Mixed Use Commercial/Retail in the C-C Zone

Concept Plan (Vertically Integrated Residential – C-C Zone)

The vertically integrated residential project proposed is identified in the UDC as an allowed use in the C-C zone. The vertically integrated residential development will comply with the UDC regulations applicable to all districts,¹² as well as the UDC regulations applicable to multifamily development in particular.¹³ Although the UDC does not require compliance with the specific multifamily development regulations, Meridian 118 determined it was best to design the vertically integrated residential project as though it was a completely residential multifamily development. This design, plus the nonresidential uses in the vertically integrated building,¹⁴ along with projected commercial uses in the rest of the C-C zone, will ensure the appropriate mix of commercial, residential and amenities the City strives for. A summary zoning analysis for Vanguard Village and the vertically integrated residential project – as though it were a completely residential multifamily development -- is found in the **Tab 2** attached to this narrative.¹⁵ The zoning facts in connection with the vertically integrated building, along with the required, future Administrative Design Review by the City, will ensure the vertically integrated development also meets the multifamily development purpose statements in the UDC.¹⁶

¹² See, UDC Title 11, Chapter 2.

¹³ See, UDC Title 11-4-3-27.

¹⁴ The allowed nonresidential uses in a vertically integrated project include: arts, entertainment or recreation facility; artist studio; civic, social or fraternal organizations; daycare facility; drinking establishment; education institution; financial institution; healthcare or social assistance; industry, craftsman; laundromat; nursing or residential care facility; personal or professional service; public or quasi-public use; restaurant; retail; or other uses that may be considered through the conditional use permit process. See, UDC § 11-4-3-41.D.

¹⁵ Meridian encourages vertically integrated residential projects by not requiring the amenities typically found with a straight multifamily development. However, this applicant would like to ensure that the vertically integrated residential project reflects the many amenities typically found in multifamily developments.

¹⁶ 1. To create multifamily housing that is safe and convenient and that enhances the quality of life of its residents.
2. To create quality buildings and designs for multi-family development that enhance the visual character of the community.
3. To create building and site design in multi-family development that is sensitive to and well integrated with the surrounding neighborhood.
4. To create open space areas that contribute to the aesthetics of the community, provide an attractive setting for buildings, and provide safe, interesting outdoor spaces for residents.

See, UDC § 11-4-3-27.A.



Examples of Vertically Integrated Residential Design

Concept Plan (Mixed Employment – M-E Zone)

A portion of Vanguard Village is planned for Mixed Employment in keeping with the TMISAP, and is intended for flex uses, which may include office, light-industrial and other uses, along with a research and development component totaling approximately 410,000 square feet. The Mixed Employment area is not intended for residential uses. The area may include retail and service uses that cater more to employees working in the TMISAP area as opposed to the residents of the larger community.

The proposed Mixed Employment area in Vanguard Village borrows design elements from the TMISAP. Building heights will range from 2 to 4 stories. Through the use of material and color transitions, a distinctive base, body, and top will be created around the building. Fenestration of varying widths and heights will supply sufficient natural sunlight into the space to encourage diverse, compatible employment uses, such as a mixture of office, research and light industrial uses. Parapet material and height variation along the top of a structure are also used to achieve further overall visual pleasure.

PLACEMENT:

Mostly detached / small setbacks.
No more than 30% parking in the front of buildings.

FRONTAGE:

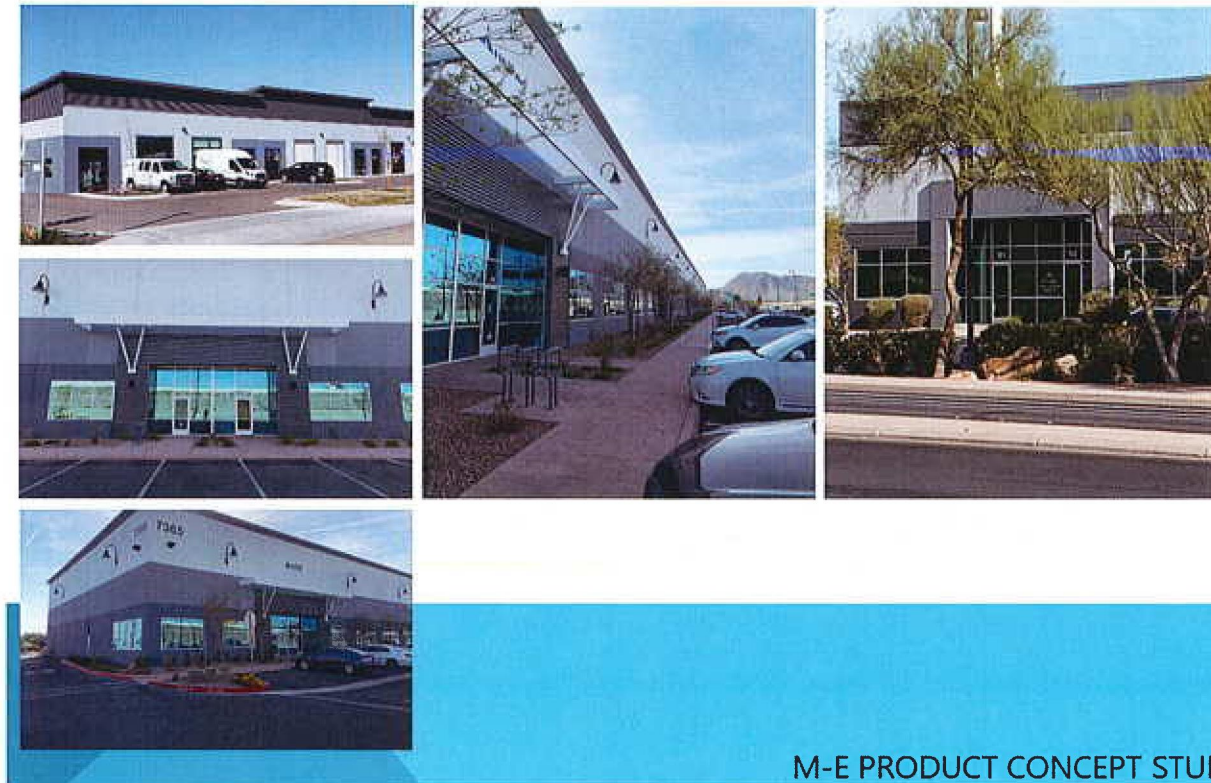
20% Windows. Single plane wall max. distance = bldg. height.

HEIGHTS:
1 - 4 stories.

FLOOR AREA:
10,000 - 1,000,000 square feet.

DESIGN:
Base, Body + Top required.

FAR:
>0.75.



Examples of Mixed Employment Design

Concept Plan (High Density Employment – H-E Zone)

The High Density Employment area is intended for non-residential uses such as a corporate campus, business and professional office space, research and development, and limited retail and service uses (approximately 380,000 square feet) supporting the High Density Employment guidance of the TMISAP. Building heights will range from 1 to 6 stories.

The High Density Employment area of Vanguard Village will borrow design elements from the TMISAP. Buildings will be between 1 and 6 stories high, contain a minimum of 30% fenestration, and have no parking in the front of the buildings. Through the use of material, color, pop-outs, and building height transitions, a distinctive base, body, and top will be created around the buildings. Buildings between 1 and 2 stories high will contain a base that encompasses the first floor of the building, and structures between 3 and 5 stories high will contain a base that encompasses up to the first 2 floors of the building.

Roofs will be either pitched, flat, or a combination of both, and tops will be expressed through variations in material, fenestration patterns, architectural moldings, balconies, or other modest projections at the line of transition between body and top. All roof equipment will be screened from the public view. High Density Employment areas will be designed as compact urban centers as opposed to lower density suburban-style development.

PLACEMENT:
Mostly detached / small setbacks.
No parking on the front.

FRONTAGE:
30% Windows. Single plane wall max. distance = bldg. height.

HEIGHTS:
1 - 6 stories.

FLOOR AREA:
10,000 - 1,000,000 square feet.

DESIGN:
Base, Body + Top required.

FAR:
.1.0.



H-E PRODUCT CONCEPT STUDY

Examples of High Density Employment Design

Ten Mile Interchange Specific Area Plan - Analysis

Project Vanguard was originally presented to the City within two years of the adoption of the TMISAP (2007), which TMISAP boldly planned the future land uses and roads throughout this then-agricultural area about to be impacted by the (as yet) un-built interchange at I-84 and S. Ten Mile Road. The Project that is being reintroduced to the City as Project Vanguard reflects the remarkable

land use and street network changes that have occurred in Meridian and the Ten Mile interchange area since 2009. The Project Vanguard concept plan today reflects the maturation of the land uses and street network (completed and planned) in the Ten Mile area and still (perhaps more so) reflects harmony with the goals and objectives of the TMISAP as well as an updated Comprehensive Plan.¹⁷

The original (2009) Project concept plan was based on the TMISAP goal for a Ten Mile interchange area that would not “empty out” at the end of a day, and that would house many employees just around the corner or down the street from their employment.¹⁸ Today, in this era of a pandemic, home and work are even more closely bound together.

The 2007, the TMISAP speculated about how planned street networks in the Ten Mile area would be funded (let alone built). Today, road networks are all but complete east of Ten Mile and are firmly taking shape on the west side of Ten Mile.¹⁹

The TMISAP for all of the Ten Mile interchange area reflects the full integration of land uses. Project Vanguard is a rather large (at 115 acres), but smaller microcosm of the entire TMISAP. The composite TMISAP (and Project Vanguard) includes:

- Mixed and high density employment areas to accommodate a wide variety of employers;
- A mixture of residential land use, including medium-density and high-density residential to accommodate a wide range of lifestyles, ages and incomes;
- The location of higher densities along and near open spaces and near employment and commercial centers;
- Appropriate use of setbacks to establish a uniform street presence and support the pedestrian environment;
- Opportunities for retail, office and light industrial buildings;
- Pathways connecting to sidewalks and a variety of open spaces to establish contiguous pedestrian networks and further the ability to walk to work and services;
- A well-defined street network that emphasizes internal and external connectivity, which streets work completely for motorists, pedestrians and bicyclists; and
- Street-oriented building design with active sidewalks and pathways.²⁰

¹⁷ As noted in the 2019 Comprehensive Plan, one of the many planning successes over the past decade has been the development in the area of the Ten Mile Interchange. See, Comprehensive Plan, p. 1-7.

¹⁸ See, TMISAP, p. 1-2.

¹⁹ In connection with the 2012 annexation of the properties immediately east of Project Vanguard and west of Ten Mile, ACHD and ITD worked with the then property owners to consolidate accesses along Ten Mile. These agencies have provided funding for a portion of Vanguard Way extending east from Ten Mile to Project Vanguard. This collector road will be continued to and through Project Vanguard by the applicant. See discussion in Footnote 3.

W. Cobalt Drive is being extended west of Ten Mile.

²⁰ See, TMISAP, pp. 3-2 – 3-30.

The TMISAP shouts for there to be “no more lines!”²¹ Although the TMISAP recognizes that lines are needed to distinguish land use designations, the goal of the TMISAP is to promote a mix of uses making those lines “flexible”,²² and to use planning, landscape and building design efforts to connect those uses.²³

A remarkable “line” that does help define Project Vanguard is the Williams Pipeline easement that runs diagonally through Project Vanguard. Hardly a negative, the landscape, pathways, open space and fitness areas planned for this easement aptly assist the TMISAP’s call to connect land uses through pathways, sidewalks and open spaces.²⁴

The TMISAP calls for compliance with the City’s Pathways Master Plan. The goals of the Master Pathways Plan are furthered with two prominent pathway systems in Project Vanguard: (1) the multipurpose trail system that bisects the Project along the 75-foot wide Williams Pipeline easement; and (2) a major section of the Meridian Loop Pathway that runs parallel to I-84 along the entirety of the southern border of Project Vanguard. Both pathway components invite users to experience the generous open space in Project Vanguard, and provide walkable routes from within Project Vanguard to our neighbors to the north, east and west, an identified goal in the City’s Pathways Master Plan.²⁵

²¹ See, TMISAP, p. 3-15.

²² Id.

²³ With our applications we have provided extensive landscape and building details but the applications are not meant to include the detail needed for our future administrative design review application(s). The content in the architectural design elements in the TMISAP, and in the cut sheets that accompany the TMISAP, will be evident in that design review process. See, TMISAP pp. 3-31 – 3-51.

²⁴ While the diagonal line of the Williams Pipeline offers a great opportunity for the design and connectivity of Project Vanguard, the diagonal does interfere slightly with the more-or-less grid street system. Please note that there is one location on Vanguard Way (west of the Williams Pipeline easement) where the access separation is closer than stipulated. This reduced separation is driven by the interference of the diagonal Williams Pipeline on the essentially grid street system. The drive aisle west of the Pipeline easement is required for truck access to the parking lot south of Vanguard Way.

²⁵ See Pathways Master Plan, p. 4-1.

Pathway Landscape standards have been incorporated per UDC § 11-3B-12 to promote beautification along these routes. Landscape along the pathways meets or exceeds the recommended planter width of 5 feet.

The Meridian Loop Pathway has been thoughtfully planned with a mix of vegetative groundcover at a minimum 10-foot width from each side of the Pathway. Groupings of trees have been designed to accent and provide coverage at connectivity nodes along the Pathway. Evergreen trees have been proposed to help create a visual and sound barrier to Interstate-84.

The main multipurpose trail system runs through the central greenway inside the Williams Pipeline easement. Because no trees can be planted in the easement, large color blocks of shrub, ornamental grasses and flowering perennials have been carefully designed to highlight connectivity nodes and provide visual interest at the pedestrian level all along the trail.

Comprehensive Plan - Analysis

In addition to the guidance of the TMISAP, Project Vanguard as a whole, and Vanguard Village, specifically, supports and is harmonious with the goals and objectives of the 2019 Comprehensive Plan. The following table lists several goals of the Comprehensive Plan, which, along with the land use objectives and action items supported by Project Vanguard, will help keep Meridian a premier, evolving, livable, vibrant and connected community, each of which element is addressed below.²⁶

Specifics regarding Vanguard Village are found in *italicized* type.

<u>Premier Community</u>	
<p>Meridian recognizes that the City is uniquely situated in the Treasure Valley and has plans to solidify itself as the region’s Premier community. Those plans include: encouraging diverse businesses and employers; and promoting employment location in emerging walkable centers along multi-modal corridors. As a Premier community, the City is planned to evolve from an “edge” community into a complete city with diverse housing, well-designed buildings and amenities serving all lifestyle choices, ages and backgrounds.²⁷</p>	
<p>Comprehensive Plan Goals 2.01.00 and 2.02.00</p>	<ul style="list-style-type: none"> • Support a balance and integration of diverse housing and neighborhood types. • Plan for safe, attractive, and well-maintained neighborhoods that have ample open space, and generous amenities that provide varied lifestyle choices. <p>These housing goals are supported by a number of land use objectives and action items in the Comprehensive Plan including:</p> <ul style="list-style-type: none"> • Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences. • Maintain a range of residential land use designations that allow diverse lot sizes, housing types, and densities. • Avoid the concentration of any one housing type or lot size in any geographical area; provide for diverse housing types throughout the City. • Locate higher density housing near corridors with existing or planned transit, Downtown, and in proximity to employment centers. • Encourage a variety of housing types that meet the needs, preferences, and financial capabilities of Meridian’s present and future residents. • With new subdivision plats, require the design and construction of pathways connections, easy pedestrian and bicycle access to parks, safe

²⁶ See, Comprehensive Plan, pp. i – vi; 1-6.

²⁷ See, Comprehensive Plan, pp. 2-1 – 2-13.

routes to schools, and the incorporation of usable open space with quality amenities.

- Evaluate open space and amenity requirement and criteria for consistency with community needs and values.
- Require all new residential neighborhoods to provide complete streets, consistent with the Transportation and Land Use Integration Plan.
- Require pedestrian access in all new development to link subdivisions together and promote neighborhood connectivity.
- Encourage the development of high quality, dense residential and mixed use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.

Project Vanguard includes Vanguard Commons in the northern 40 acres of the overall Project, which contains a mix of 1-bedroom and 2-bedroom units in a traditional apartment setting and 1-bedroom, 2-bedroom, and 3-bedroom units in a townhome-style, multifamily setting, providing diversity within Vanguard Commons and Project Vanguard, and also diversity within the wider region that also contains single-family detached residences.

Vanguard Village will augment those housing types and provide a good cross-section of housing with its high density apartments located South of Vanguard Way and immediately east of the Williams Pipeline.

In 2009, the City found that this Project, then known as Meridian Crossing, would help diversify the economic base of the City and ensure that Meridian became more than a “bedroom” community:

Staff finds the proposed development will provide an intense mix of residential, commercial, and employment opportunities such as service uses, offices, retail stores, restaurants, research and development, and a wide variety of residential housing. Staff believes the proposed development will provide much needed services and employment opportunities within this area of the City for residents of the Treasure Valley as well as residents of the City. Additionally, the Ten Mile interchange, when completed, will provide convenient access to this development from I-84.²⁸

Vanguard Village was supported by the then-existing Comprehensive Plan, and is supported by the updated Comprehensive Plan today, promoting the location of high-density housing near transportation, employment opportunities and amenities. Vanguard Way will be constructed with the first development phase of Project Vanguard. With the construction of Vanguard Way, the applicant

²⁸ See, 2009 Development Agreement, Exhibit B, p. 9.

	<p><i>can and will work with the appropriate agencies to start planning for additional public transportation in the area as promoted by the Comprehensive Plan.</i></p> <p><i>Vanguard Village is planned to be compatible with the other land uses of Project Vanguard and the intended planned uses for the wider TMISAP area, and will not adversely affect nor change the essential planned character of the area.</i></p>
<p>Comprehensive Plan Goals</p> <p>2.06.00, 2.08.00, and 2.09.00</p>	<ul style="list-style-type: none"> • Enhance Meridian's economic vitality and position in the local and regional economy. • Proactively recruit and attract new businesses to the area. <p>These economic goals are supported by a number of land use objectives and action items in the Comprehensive Plan including:</p> <ul style="list-style-type: none"> • Diversify Meridian's economic base to establish and maintain a self-sustaining, full-service economy. • Work to encourage a diversity of housing, recreation, and mobility options to attract and sustain the local workforce. • Capitalize on the City's central location by promoting more tourism and business growth along entryways and key corridors. • Cultivate unique and diverse destination-type activities within Meridian's centers. • Promote Ten Mile, Downtown, and The Village as centers of activity and growth. <p><i>The Comprehensive Plan points out that a strong and diverse business community is one that is "built for business and designed for living."²⁹</i></p> <p><i>Vanguard Village is located in that the quintessential area of Meridian that is evolving from primarily an agriculturally-based economy to an economy of innovation and creation where industry can create, respond and adjust rapidly, and also attract and maintain a local workforce.³⁰</i></p> <p><i>Vanguard Village will provide economic opportunities for the City and promote the economic welfare of the Ten Mile Interchange area as well as the rest of Meridian.</i></p>
<p><u>Evolving Community</u></p>	

²⁹ See Comprehensive Plan, pp. 2-9 – 2-13.

³⁰ See Comprehensive Plan, p. 2-10.

Meridian recognizes that the City is strategically located in the Treasure Valley yet, to help ensure sustainable growth, the City is planning for adequate services and infrastructure focused in strategic areas such as the Ten Mile Interchange.

Comprehensive Plan Goals

3.01.00, 3.02.00,
 3.03.00, 3.04.00,
 3.05.00, 3.06.00
 and 3.07.00

- Recognize that Meridian's population will continue to grow and positively foster Meridian's continued growth.
- Maintain, improve, and expand the City's infrastructure to meet existing and growing demands in a timely, orderly, and logical manner.
- Direct and prioritize development in strategic areas and in accordance with corridor and special area plans.
- Shape the future of the City through implementation and coordination of long range planning efforts.
- Ensure that all planning, zoning and land use decisions balance the interests of the community by protecting private property rights for current citizens and future generations.
- Ensure that all planning, zoning and land use decisions balance the interests of the community by protecting private property rights for current citizens and future generations.
- Ensure a variety and balance of land uses within the Area of City Impact.
- Encourage compatible uses and site design to minimize conflicts and maximize use of land.

These growth and population goals are supported by a number of land use objectives and action items in the Comprehensive Plan including:

- Evaluate development proposals based on consistency with the vision as well as physical, social, economic, environmental, and aesthetic criteria.
- Phase-in developments in accordance with their connection to the municipal sewer and water system and the provision of other necessary infrastructure and services.
- Plan for an appropriate land use mix, recreational and civic facilities, and phased service extension within specific area plans and urban renewal districts.
- Continue to develop and implement the desired vision in special areas, areas with specific plans, and along key transportation corridors.
- Plan for an appropriate mix of land uses that ensures connectivity, livability, and economic vitality.
- Encourage and support mixed-use areas that provide the benefits of being able to live, shop, dine, play, and work in close proximity, thereby reducing vehicle trips, and enhancing overall livability and sustainability.

- Require all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices.
- Require appropriate landscaping, buffers, and noise mitigation with new development along transportation corridors (setback, vegetation, low walls, berms, etc.).
- Where feasible, encourage large transmission and pipeline utility corridors to function as transitional buffers, parkland, pathways, and gathering spaces within and adjacent to their right of way.
- Require pedestrian circulation plans to ensure safety and convenient access across large commercial and mixed-use developments.
- Coordinate with transportation agencies to align future needed infrastructure with land use plans and implement through the development review processes.
- Integrate the Meridian Pathways Master Plan into the site development review process to ensure planned paths are built out as adjacent land develops.

Vanguard Village has been the beneficiary of extensive infrastructure planning in the TMISAP area, which was recognized by the City when the Project (then named “Meridian Crossing”) was annexed in 2009:

- *When the City established its Area of City Impact, it planned to provide City services to the subject property. Municipal services are available to the subject property and will be provided in the following manner:*
 - *Sanitary sewer and water service is available to be extended to the subject property.*
 - *The lands will be serviced by the Meridian Fire Department (MFD).*
 - *The lands will be serviced by the Meridian Police Department (MPD).*
 - *The roadways adjacent to the subject lands are currently owned and maintained by the Ada County Highway District (ACHD). This service will not change.*
 - *The subject lands are currently serviced by the Joint School District #2. This service will not change.*
 - *The subject lands are currently serviced by the Meridian Library District. This service will not change.*

Municipal, fee-supported, services will be provided by the Meridian Building Department, the Meridian Public Works Department, the Meridian Water Department, the Meridian Wastewater Department, the Meridian Planning Department, Meridian Utility Billing

	<p><i>Services, and Sanitary Services Company.³¹</i></p> <p><i>The City was able to make the finding in 2009 that the proposed uses will be supported by essential public services; the same is true today.</i></p> <p><i>The land uses in Project Vanguard that will make use of the planned and built municipal services reflect what the Future Land Use Map calls an appropriate “portfolio” of land uses. The TMISAP, which is an addendum to the Comprehensive Plan, “places an emphasis on a mix of uses, both residential and commercial; new employment areas; higher density residential; a planned collector road network and design guidelines.”³²</i></p> <p><i>The medium high-density and high-density residential areas in Project Vanguard are appropriately located near employment areas and incorporate connectivity to provide convenient access to jobs for residents. Connectivity is extensively provided with pathways and open space with attractive gathering spaces and amenities to help call out the Project’s identity. High quality architectural design and materials also promoting the Project’s identity will be confirmed during the Project’s administrative design review.³³</i></p> <p><i>Project Vanguard reflects the mixed use considerations identified in the Comprehensive Plan that avoid single-use development. These considerations include: at least three types of land uses; higher density residential near areas of employment destination; active leisure spaces integrated into the development; convenient pedestrian circulation; and opportunities for placemaking.³⁴</i></p>
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Livable Community

Fairly sharing the benefits and burdens of our increasingly urban lives can be a good measure of a livable community, and Meridian’s Comprehensive Plan provides the overview:

“Quality of life” represents the social well-being of individuals in a community; “livability” is a term used to express the overall relationship between community members and the satisfaction they derive from their surroundings. Quality of life and livability factors can be both public service-related and derived from natural and constructed open

³¹ 2009 Development Agreement, Exhibit B, p. 9.

³² Comprehensive Plan, p. 3-19.

³³ See, Comprehensive Plan, p. 3-10.

³⁴ See, Comprehensive Plan, p. 3-13.

space and amenities. Elements such as security, parks, trails, recreation, and natural resources contribute to the overall livability of an area. Quality of life factors have a direct connection to citizens' health, happiness, and prosperity.³⁵

Comprehensive
 Plan Goal
 4.04.00

- Develop a connected, comfortable, and comprehensive network of multi-purpose pathways.

These parks and pathways goals are supported by a number of land use objectives and action items in the Comprehensive Plan including:

- Seamlessly connect local pathways with regionally significant pathways.
- Ensure that new development and subdivisions connect to the pathway system.
- Provide options for passive recreational opportunities not typically supplied by parks and facilities, such as jogging, walking, and bicycling.
- Link pathways to important pedestrian generators, environmental features, historic landmarks, public facilities, Town Centers, and business districts.
- Facilitate accessibility of pathway system for people of all abilities, pedestrians, bicyclists, and other non-motorized pathway users.

A good portion of this section of the Comprehensive Plan encourages enhancement of the quality of citizens' lives through the expansion of the public park system. Still, the City recognizes that the open space and pathways are "stronger" with the input of private development.³⁶ Project Vanguard overall, and Vanguard Village specifically, have facilitated accessibility to the pathway system running along the Williams Pipeline easement and parallel to I-84 consistent with both the Comprehensive Plan and the Meridian Pathway Master Plan.

Vibrant Community

Meridian plans for a vibrant community that enhances the built environment, and incorporates amenities and gathering places – all of which promote social interaction.

³⁵ Comprehensive Plan, p. 4-1.

³⁶ See, Comprehensive Plan, p. 4-2.

<p>Comprehensive Plan Goals 5.01.00, 5.03.00</p>	<ul style="list-style-type: none"> • Sustain, enhance, promote, and protect elements that contribute to livability and a high quality of life for all Meridian residents. <p>These character and design goals are supported by a number of land use objectives and action items in the Comprehensive Plan including:</p> <ul style="list-style-type: none"> • Foster a walkable and bikeable community through good site and street design. • Provide pathways, crosswalks, traffic signals and other improvements that encourage safe, physical activity for pedestrians and bicyclists. • Plan for and encourage neighborhoods that provide reasonable pedestrian and bicycle access to services like healthcare, daycare, grocery stores, and recreational areas. • Support beautiful and high quality development that reinforces neighborhood character and sustainability. • Promote area beautification and community identity through context sensitive building and site design principles, appropriate signage, and attractive landscaping. • Require appropriate building design, and landscaping elements to buffer, screen, beautify, and integrate commercial, multifamily, and parking lots into existing neighborhoods. • Require attractive landscaping and pedestrian friendly design within new developments. <p><i>As evident by the elaborate site and landscape plans, Project Vanguard and Vanguard Village promote livability and vibrancy through beautification, identity of place and social interaction. As identified in the Comprehensive Plan, the features contained within Project Vanguard and Vanguard Village will offer “residents, visitors, and employees distinctive, safe, and inviting environments.”³⁷ Cohesive design elements of the buildings within Vanguard Village will be explored during the design review process. A sign design package that provides directions and promotes mobility will also be explored separately.</i></p>
<p><u>Connected Community</u></p> <p>Meridian has consistently joined with its transportation partner agencies (i.e., ITD and ACHD) to plan for the functional integration of both land use and transportation. Planning for an appropriate mix and intensity of land use will ensure the planning for all modes of transportation: pedestrians; vehicles; bicycles; and transit.</p>	

³⁷ Comprehensive Plan, p. 5-2.

<p>Comprehensive Plan Goal 6.01.00</p>	<ul style="list-style-type: none">• Facilitate the efficient movement of people and products to and from the City. <p>The transportation and streets goal is supported by a number of land use objectives and action items in the Comprehensive Plan including:</p> <ul style="list-style-type: none">• Support multi-modal and complete-street transportation improvements.• Pursue construction of the City's pathways network.• Work with transportation providers to implement transportation plans, projects, and studies.• Require pedestrian access connectors in all new development to link subdivisions together and to promote neighborhood connectivity as part of a community pathway system.• Encourage new development to include buffered sidewalks, a sidewalk separated from the motor vehicle lane by a planter strip, especially on collector and arterial roadways.• Enhance existing transportation systems.• Reduce the number of existing access points onto arterial streets by using methods such as cross-access agreements, access management, and frontage/backage roads, and promoting local and collector street connectivity.• Require new development to establish street connections to existing local roads and collectors as well as to underdeveloped adjacent properties.• Work with transportation agencies and private property owners to preserve transportation corridors, future transit routes and infrastructure, road, and highway extensions, and to facilitate access management.• Consider ACHD's Master Street Map (MSM), Complete Streets Policy and the Transportation and Land Use Integration Plan in all land use decisions. <p><i>In 2009, the City reviewed the concept plan's transportation plan and:</i></p> <p><i>finds the basic alignment of the streets shown on the concept plan is consistent with the transportation plan contained in the TMISAP. Staff also recognizes that the alignment may change slightly with future development of this site and adjacent properties. The concept plan depicts . . . safe and efficient traffic circulation in accordance with the TMISAP. The applicant proposes to accommodate various modes of</i></p>
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	<p><i>transportation within the site including vehicle, bicycle, and pedestrian.</i>³⁸</p> <p><i>In addition, the City found:</i></p> <p><i>The concept plan shows vehicular connections to two stub streets at the north and northwest boundaries from the Barraya [sic] Subdivision and has been developed consistent with the overall circulation pattern contemplated in the TMISAP.</i>³⁹</p> <p><i>In so many ways, little has changed since 2009: the connections to Baraya Subdivision to the north are still provided; after adjacent properties to the east were annexed into the City in 2012, as hypothesized by staff in 2009, the alignment of Vanguard Way has changed slightly; and, as promoted by the TMISAP, the number of access points onto an arterial street (in this case, Ten Mile Road) have been reduced to one at Vanguard Way. Please refer to the discussion in footnote 3.</i></p> <p><i>Vanguard Village is designed to support multi-modal/complete streets internally as shown on the street cross sections in Sheets C2.3 and C2.4 of the Preliminary Plat submittal and Sheets L6.04 and L6.05 of the Landscape submittal. As provided in greater detail in the Transportation Impact Study submitted with the applications, traffic analysis through the year 2030 indicates the need for limited number of transportation improvements both without and with the added traffic from Project Vanguard.</i>⁴⁰</p>
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Conclusion

Meridian 118 and LDK have worked diligently together to create a concept plan and applications that reflect, in Project Vanguard, a microcosm of the TMISAP guidance to promote livability, vibrancy and interaction, all of which will offer residents, visitors and employees a distinctive and inviting environment.

Sonya, I, and all of the consultants, have appreciated the time that you, Bill Parsons, and other Meridian staff members have spent with us all to help us understand the steps needed to provide you with thorough applications in connection with Project Vanguard. Should you have questions or

³⁸ 2009 Development Agreement, Exhibit B, p. 9.

³⁹ 2009 Development Agreement, Exhibit B, p. 9.

⁴⁰ See, Meridian 118 Traffic Impact Study, August 2021, prepared by T-O Engineers.

October 7, 2021
City of Meridian
c/o Sonya Allen
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require further information in order to process these applications, please do not hesitate to contact me.

Sincerely,



JoAnn C. Butler

C:

Jim Zieter
Airalea Newman
John Carpenter
Jaime Snyder
Bill White

Adam Garcia
Denton Kelly
Trey Gundlach
Srinivasa Nookala
Deborah Nelson

Encl. Tab 1: Contact Information: Developers and Consultants
Tab 2: Summary Zoning Analysis – Vanguard Village Vertically Integrated Residential

Narrative in Support of Alternative Compliance

Please note that we are requesting alternative compliance for setbacks for the residential buildings located on Sunset Point Way and Coral Reef. On collector streets, the R-15 district requires 20 feet between the back of the sidewalk and the living area of a building. Our setbacks are 17 feet from the back of the sidewalk to the building.¹ These streetscapes and setbacks were designed in large compliance with the TMISAP and exceed the ten foot minimum setback required in the Multifamily Development specific use standards. UDC § 11-4-3-27.B.1.

Alternative compliance is permitted for deviations from Structure and Site Design Standards, UDC § 11-3A-19. The purpose of the structure and site design standards is to (i) encourage site design that provides an interconnected network of walkways, pathways, streets and/or drive aisles that combined promote pedestrian and vehicular mobility within the development and connect to adjacent developments and (ii) to facilitate the efficient movement of traffic into, out of, and through a site, protect pedestrian and bicycles users, establish an aesthetically consistent street presence and limit the visual impacts of large parking areas on a site. Alternative compliance to the Structure and Site Design Standards is permitted if “strict adherence to such standards would create inconsistency in the design objectives of the proposed development.” UDC § 11-3A-19.

Strict compliance with the 20 foot setback requirement is inconsistent with the design principles of the TMISAP, specifically, “street-oriented design” as set forth in the TMISAP (3-33). As explained in the TMISAP, “one of the most critical factors in creating a successful urban environment is the relationship of development to the street. Building at or close to the property line creates a consistent edge to the public space and makes streets more friendly and walkable.” *Id.* The residential buildings have been placed closer to the street frontage to encourage a more pedestrian-friendly, urban environment, where residents in Vanguard Commons feel comfortable walking to nearby retail and employment centers.

These streets have been modeled as Street Section D, residential collector streets (TMISAP, p 3-21, 3-23). As described in the TMISAP, residential collector streets “serve the local access needs of residential, live/work, and commercial activities within a residential neighborhood or mixed use residential area. **Buildings on these streets have limited setbacks behind the sidewalk and a tree lawn is provided.** Generally, frontage by detached single-family homes is discouraged in favor of rowhome, townhome and higher density residential development. On-street parking is also allowed.” (TMISAP, p. 3-23 (emphasis added).) As shown on the site plan, these residential buildings have a smaller setback behind the sidewalk, and a tree lawn is provided on the carriage strip.

The Medium High Residential land use designation of Vanguard Commons further supports alternative compliance for these setbacks. As depicted in the photographs in the TMISAP, the residential buildings within the Medium High Residential land use designation all have minimum setbacks from the street.

¹ Our setback is 17 feet to the living area of the building; it is between 12-14 feet to the private outdoor space (patios and decks).



Alternative compliance may be granted if strict adherence to the design standards creates inconsistency in the design objectives of the proposed development. Here, in order to maintain consistency between the city code design standards and the design objectives of the TMISAP, we are requesting alternative compliance from the setback requirements. Our design objective was to create an urban, pedestrian-friendly multi-family development that complied with the TMISAP and the City's design standards. The collector street setback required for the R-15 district is inconsistent with compliance with TMISAP design, land use and transportation objectives. We are unable to meet the both TMISAP design objectives and the City code design standards if we are not granted this request for reduced collector street setbacks.

The streetscape design and pedestrian-friendly elements incorporated into the development create a strong sense of place and a better neighborhood for these citizens to enjoy. For these reasons, we request alternative compliance for the setbacks along Sunset Point Way and Coral Reef.

GIVENS PURSLEY LLP

Attorneys and Counselors at Law

601 W. Bannock Street
PO Box 2720
Boise, ID 83701
Telephone: 208-388-1200
Facsimile: 208-388-1300
www.givenspursley.com

Gary G. Allen
Charlie S. Baser
Christopher J. Beeson
Jason J. Blakley
Clint R. Bolinder
Jeff W. Bower
Preston N. Carter
Jeremy C. Chou
Michael C. Creamer
Amber N. Dina
Bradley J. Dixon
Thomas E. Dvorak
Debra Kristensen Grasham
Donald Z. Gray
Brian J. Holleran
Kersti H. Kennedy

Elizabeth A. Koeckeritz
Neal A. Koskella
Michael P. Lawrence
Franklin G. Lee
David R. Lombardi
Lars E. Lundberg
Kimberly D. Maloney
Kenneth R. McClure
Kelly Greene McConnell
Alex P. McLaughlin
Melodie A. McQuade
Christopher H. Meyer
L. Edward Miller
Judson B. Montgomery
Deborah E. Nelson
W. Hugh O'Riordan, LL.M.

Samuel F. Parry
Randall A. Peterman
Blake W. Ringer
Michael O. Roe
Cameron D. Warr
Robert B. White
Michael V. Woodhouse

William C. Cole (Of Counsel)

Kenneth L. Pursley (1940-2015)
James A. McClure (1924-2011)
Raymond D. Givens (1917-2008)

November 17, 2021

City of Meridian
Planning Division
33. E. Broadway Ave.
Suite 102
Meridian, Idaho 83642

RE: UPDATED Vanguard Crossing Narrative

Dear Planning Staff, Planning and Zoning Commissioners, Mayor and Council Members:

LDK Ventures, in coordination with Meridian 118, is pleased to present Vanguard Crossing, a first-class and distinctly Meridian residential apartment community nestled just north of I-84 and in between S Black Cat Road, W Franklin Road and S Ten Mile Road. The 40.33-acre project site (the "Site") is located at 1085 S Ten Mile Road, Meridian, ID 83642 and includes Parcel No. S1215244200.

INTRODUCTION

Vanguard Crossing is the northwest part of a larger 115-acre mixed use development, Project Vanguard, which also includes the southern 74 acre Vanguard Village, described in a separate narrative. Applications for the overall Project Vanguard include a rezone, development agreement modification, preliminary plat, and a conditional use permits. This narrative focuses on LDK Ventures' proposed development of Vanguard Crossing, in support of the request to rezone the 40-acre Site from R-40, M-C, and C-C to R-15¹, a conditional use permit application

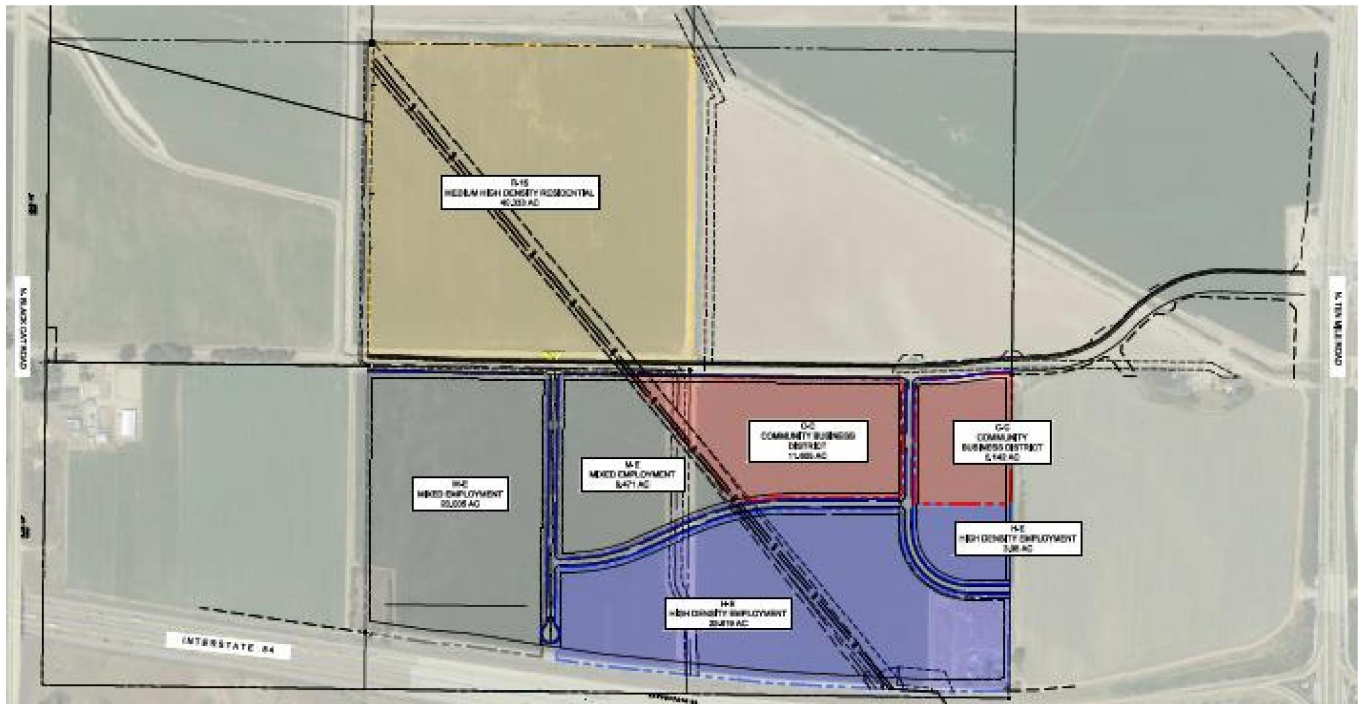
¹ As discussed in the separate narrative for Vanguard Village, we are requesting that the boundaries of the zoning districts be adjusted, but the overall mix of zoning districts will remain the same except that R-15 will replace R-40.

November 17, 2021

Page 2

for multi-family residential use on the Site, and a request for alternative compliance for site design.

Vanguard Crossing will provide needed residences to support and complement the planned commercial and employment uses in the vicinity, which are all part of the Ten Mile Interchange Specific Area Plan (“TMISAP”). Multi-family residential provides a nice transition between the single-family residential homes to our north and the industrial and commercial uses planned to the south along I-84. Residents will enjoy pedestrian access to shopping and employment opportunities nearby.



We have aligned internal driveways and pathways to provide connectivity and integration to surrounding properties. The building arrangement and site design create an attractive, urban-feeling landscape consistent with the concept plans in the TMISAP cut sheets. The proposed multi-family residential use is also consistent with the Comprehensive Plan, compatible with surrounding uses, and adequately served by existing utilities and services.

SITE PLAN

Vanguard Crossing proposes 552 multi-family residences for a density of 13.63 units per acre. The Site includes a mix of three-story apartment buildings and 1, 2, and 3-bedroom flats and townhome-style multi-family homes, all of which are easily walkable on the multipurpose path meandering throughout the Site.



The site plan includes 1054 internal parking spaces for a parking ratio of 1.90. The provided parking is six spaces more than the 1048 parking spaces required by the UDC, plus the project will provide an additional 94 off-site on-street public parking spaces for guests, providing the project close to 100 spaces over the UDC requirement.

RESIDENCES

Vanguard Crossing will include a mix of 1, 2 and 3-bedroom units, ranging from 758 square feet to 1693 square feet.

Three-story apartment buildings are proposed along Vanguard Way and the western boundary of the site. These 1 and 2-bedroom units include contemporary architectural design and private balconies or patios and offer a more economical housing option within this highly-amenitized community. Parking is provided in surface lots behind the buildings and along the western boundary of the property and is not visible from the street. The location of these buildings is informed by the future adjacency of commercial and employment uses along Vanguard.



The balance of the project will consist of 1, 2 and 3-bedroom flats and townhome-style multi-family homes arranged in two-story buildings of 4 to 8 units. These lower density structures offer more of a “single-family home” experience with direct access to private 1 or 2 car garages, dedicated front doors at the ground floor, and private patios. These residential buildings are situated throughout the project up to the project’s northern boundary shared with the current

Baraya single family home subdivision, providing a nice transition to the more intense mixed uses planned south of the site.

Example of “Building 6” elevations:

FRONT ELEVATION

1/8" = 1'-0"



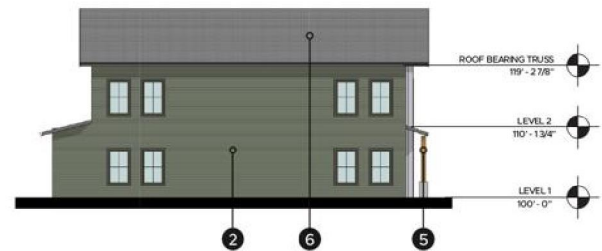
BACK ELEVATION

1/8" = 1'-0"



SIDE ELEVATION

1/8" = 1'-0"



The interiors of the units will have a high-end modern finish with stainless steel appliances, tiled backsplashes, kitchen islands and other finishes consistent with a luxury residential product. The larger size of the flats and townhome units will allow for more flexible space in the units for residents to work remotely from home.

The total numbers of each style of building is attached as Exhibit A.

OPEN SPACE AND AMENITIES

Vanguard Crossing will include approximately 9.64 acres (or 24%) of qualified open space, which exceeds City Code requirements.

The development will be landscaped with native and adapted plants and will showcase plants found within the Treasure Valley region. Vanguard Crossing proposes 928 trees in total and includes 158 trees proposed along the streets, which exceeds the number required by the UDC.

Open space is integrated throughout Vanguard Crossing. Internal pathways and sidewalks are linked throughout the Site, including a meandering pathway bisecting the Site from the northwest to the southeast, and connecting sidewalks and pathways abutting each of the buildings.



NW AMENITY SPINE

NOT TO SCALE



CENTRAL AMENITY SPINE

NOT TO SCALE

There is one large, central open space area and multiple other areas scattered throughout the Site. These open space areas provide access to outdoor, grassy space for residents to recreate, gather and relax. The pathway amenity bisecting the property contains more than 119,000 square feet of open grassy space, supports a range of uses, is highly visible and is easily accessible to all residents.

Vanguard Crossing will provide at least fourteen (14) qualified amenities, representing each of the three categories listed in UDC 11-4-3-27(D):

A. Quality of Life Amenities:

1. *Clubhouse.* The project's clubhouse includes a large community swimming pool, hot tub, cabanas, outdoor BBQ and kitchen, fire pits, lawn game area, various interior and exterior lounge areas, mail room, and package delivery room. The Clubhouse will also have a

creative co-working space with a conference room, small private huddle rooms, and a co-working lounge to accommodate those residents who desire to work remotely.

2. *Fitness facility.* The fitness facilities are located in the clubhouse. These facilities will include a cardio and weight room, a spin and yoga room, and a covered outdoor workout area.
3. *Public art.* The project will include artistic features and wayfinding through the central open space spine. This public art will create points of interest along the pathways and speak to the nexus of the region's heritage and its future.
4. *Dog park with waste station.* The project includes two dog parks with waste stations.

B. Open Space Amenities:

1. *Picnic area including tables, benches, landscaping and a structure for shade.* The project includes picnic areas with shade. One is located next to the clubhouse, a second is adjacent to the second swimming pool, and a third picnic area is located by the children's play structure in the southern quadrant of the development.

C. Recreation Amenities:

1. *Pool.* The project includes two swimming pools. One is located adjacent to the central clubhouse; the other is located close to the northern edge of the development near the townhome-style residences.
2. *Walking Trails.* A meandering, paved 1600 linear foot, trail bisects the property, providing residents an area to walk, run and sit, as well as smaller secondary paths to explore the native and adaptive landscape.
3. *Children's Play Structures:* The project will include 2 areas with children's play structures throughout the community.
4. *Sports Courts.* A pickle ball court is located near the clubhouse.

D. Additional Amenities:

1. *Outdoor kitchen and dining area.*
2. *Fire pit and outdoor lounge area.*
3. *Second Residential Amenity Cluster.* This area includes the second swimming pool along with a picnic shelter and second fire pit and BBQ lounge.
4. *Third residential Amenity Cluster.* The area includes a children's play area and a BBQ lounge.

Extensive amenities available to all residents of the community are provided in a centralized location at the corner of the two major internal roadways. The clubhouse will serve as a community center for the residents providing opportunities for gathering, meeting or using the remote work spaces, fitness center, outdoor barbeques, indoor and outdoor lounges with fireplaces and extensive outdoor open recreation spaces for organized fitness activities or general recreation.



COMPATIBILITY WITH SURROUNDING USES

Vanguard Crossing is compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity. The project will not adversely change the essential character of the area and provides a crucial buffer between the single family residences to the north of the development and the proposed commercial, industrial, and employment zones and uses to the south and east of the development.

Residents of Vanguard Crossing and other surrounding neighbors can safely walk through the development to retail and employment uses. The pathway network provides social gathering nodes and seating in a park-like setting with benches for seating scattered throughout.

The residential buildings adjacent to Vanguard Way are set back 60 feet from the street, and screened from Vanguard Way with a sidewalk and other landscaping features. The residences along Sunset Point Way are likewise buffered from the road with trees and sidewalks. These landscape buffers will provide attractive screening in addition to many mature trees on the property. There is a 7 foot landscape buffer on the north boundary that also helps screen the single family residences from this development, and a similar 5 foot landscape buffer on the

western edge of the project.

SERVICES

Sewer and water are available at the Site.

The Site is served by the Chaparral Elementary School, Meridian Middle School, and Meridian High School, and is less than one mile from Compass Public Charter School. The development will have an estimated 56 school-aged children.

Neither Meridian Fire nor Meridian Police had concerns with the site plan in our pre-application meetings.

TRANSPORTATION

Access to the Site is planned via Vanguard Way to Ten Mile Road, and via Coral Reef and Sunset Point Way to Franklin Road.

A traffic impact study (“TIS”) was completed on Project Vanguard and has been accepted by AHCD.

COMPLIANCE WITH TMISAP GOALS

Vanguard Crossing has been designed to exemplify the vision and goals of the Ten Mile Interchange Specific Area Plan (TMISAP). It will be a place with character and vibrancy – a place where people can live together in a thoughtfully conceived and amenity rich environment.

The core basis for the design of Vanguard Crossing is to adapt the public space principles of the TMISAP into the circulation and common area spaces of a multi-family housing community. The project design includes two major internal roadways, one running north-south between Vanguard Way and Coral Reef Drive and a second major roadway that will run east-west through the project site, adjacent to the clubhouse and then turn south to provide a second connection and access point to Vanguard Way. Both of these primary internal circulation elements are proposed consistent with the design principals promoted by the Specific Plan “Street Oriented Design” (3-33).

Residential buildings will be placed with front doors entering from the public or primary private streets. Porches and/or covered patios located on the street facing side of the residential buildings and landscaping will serve to define the break between public and private space as well as to promote a pleasant, safe and efficient experience for pedestrians, bicycles and motorized vehicles.

The internal primary private streets will include parallel parking, attached sidewalks with street trees and landscape buffers. Beyond the proposed primary internal roadways, the design of

Vanguard Crossing maintains the “Streetscape” design principles of the TMISAP (3-25) and more specifically of Traditional Neighborhood Design (TND) (3-36 and 3-37) by placing buildings along the public and private roadways. Structures are placed with minimum setbacks to create a strong urban edge while still providing for entrances, private patio areas and generous landscape buffers at the interface with the street.

Please note that we are requesting alternative compliance for setbacks for the residential buildings located on Sunset Point Way and Coral Reef. The streetscapes and setbacks are designed in large compliance with the TMISAP, and do not meet the street setbacks for an R-15 district. They do, however, meet the ten (10) foot minimum setback required in the Multifamily Development specific use standards. UDC § 11-4-3-27.B.1. Alternative compliance to the Structure and Site Design Standards is permitted if “strict adherence to such standards would create inconsistency in the design objectives of the proposed development.” UDC § 11-3A-19.

The TMISAP recommends the streetscape designs set forth Street Section C for collector roads. Street Section C depicts an 8 foot landscape buffer from the curb, a 6 foot sidewalk, and a 10 foot building setback, which places the building 24 feet from the road. (3-21). Vanguard Crossing, on Coral Reef and Sunset Point Way, proposes an 8 foot landscape buffer, a 5 foot sidewalk, and a 17 foot building setback, which places the building 30 feet from the curb.

Required parking within the project is located along the internal roadway as parallel parking, on secondary private streets, in alley accessible garages, or in surface parking lots located on the rear side of the residential buildings consistent with the guidelines of the TMISAP (3-26 thru 3-27). Along Vanguard and Sunset Point Way, parking is placed behind the residences and is screened from view from these roads (3-27).

Gateway elements and welcoming landscape plantings are proposed for the major project entries on Vanguard Way to establish a strong image for the community and to provide a unique identity and sense of place for the development (3-35).

Pedestrian circulation is a strong and important element of the design of Vanguard Crossing and consistent with the TMISAP (3-27 thru 3-28) there is a highly defined connectivity system between the public way, the housing units, and the site amenities and common areas. Additionally, although not required by the Meridian Pathway Master Plan, the project design includes a meandering pathway thru the site providing connectivity between the public streets at the northwest corner of the site and to Vanguard Way to the south. These meandering connector pathways will create easy connections to the various site amenities within Vanguard Crossing creating a strong sense of community, as they pass through varying plant communities to signify the transition from residential to shared space (3-25 thru 3-26). These plant communities will bring strong representation of native and adaptive Idaho landscapes and reinforce the character of the architecture and site layout (3-25 thru 3-26).

COMPLIANCE WITH COMPREHENSIVE PLAN GOALS

The rezone of the Site to R-15 and the DA modification carrying out the rezone fulfill the City’s planning goals and objectives outlined in the TMISAP and the Comprehensive Plan. The majority of the Site is designated as Medium High Density Residential on the FLUM.² The R-15 zoning designation is supported by the TMISAP’s zoning compatibility matrix (2-4) and by the Comprehensive Plan (3-10). In areas designated as Medium High Density Residential both the Comprehensive Plan (3-10) and the TMISAP (3-6) provide that densities should range from 8 to 15 units per acre. The R-15 zoning designation in this case supports the project’s 13.63 units per acre, which is squarely in the range called for by the Comprehensive Plan and the TMISAP. The R-15 zoning also allows for quality, walkable, compact development, which the TMISAP recognizes is needed in the City and can result in higher property values (5-4).

Like the rezone of the Site to R-15, Vanguard Crossing also carries out the City’s Comprehensive Plan goals as follows:

Section	Comprehensive Plan Goal and Project Compliance
2.01.01	Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences.
	<i>Vanguard Crossing will include a mix of 1-bedroom and 2-bedroom in a traditional apartment setting and 1-bedroom, 2-bedroom, and 3-bedroom units in a townhome-style multi-family setting, providing diversity with the project and also diversity from nearby single-family detached residences. Vanguard Crossing will offer a variety of amenities to cater to different recreational hobbies of residents and to foster a strong sense of community.</i>
2.01.01E	Encourage the development of high quality, dense residential and mixed-use areas near, in, and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.
	<i>This project provides high quality, dense residential units that complement and provide a transition between the commercial and employment areas to the south and the single family residential to the north. This area is slated to be developed with a mix of employment and retail uses that will benefit from the addition of higher density residential homes.</i>
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.

² “Future Land Use designations are not parcel specific. An adjacent, abutting designation, when appropriate and approved as part of a public hearing with a land development application, may be used. A designation may not be used however, across planned or existing collector or arterial roadways, must not be used on a parcel not directly abutting the designation, and may not apply to more than 50% of the land being developed.” Comprehensive Plan at 3-9.

	<i>Vanguard Crossing is a connected community with pathways that connect the residential development to the north with the more intensive commercial and retail uses to the south. The project includes 0.62 miles of pathways and sidewalks, and quality amenities including public art, benches strategically placed along the pathways, a pickle ball court, two swimming pools, three children play areas, and two dog parks.</i>
2.02.01D	Require pedestrian access in all new development to link subdivisions together and promote neighborhood connectivity.
	<i>The meandering pathway that bisects the development provides a connection between the single family residences to the north and the more intensive uses to the south and east, and provides a walkable and bikeable connection between Vanguard and Coral Reef.</i>
2.09.03B	Promote Ten Mile, Downtown, and The Village as centers of activity and growth.
	<i>Vanguard Crossing sits squarely within the TMISAP and provides much needed housing in the area to support the proposed businesses and jobs in this area. The development provides housing that is within walking distance to the commercial development that will occur within the next few years.</i>
3.03.00	Direct and prioritize development in strategic areas and in accordance with corridor and special area plans.
	<i>Vanguard Crossing exemplifies the vision and goals of the TMISAP by providing a well-designed, interconnected living space where people can live, work, and raise a family adjacent to proposed retail and commercial spaces.</i>
3.06.02B	Encourage and support mixed-use areas that provide the benefits of being able to live, shop, dine, play, and work in close proximity, thereby reducing vehicle trips, and enhancing overall livability and sustainability.
	<i>This multi-family project helps create a mixed-use environment by complementing the surrounding commercial and retail uses. Within walking distance from the Site, are planned and developed commercial and employment centers. Vanguard Crossing residents can shop, dine, play and work in close proximity and reduce vehicle trips in the area. This project will increase the overall livability and sustainability of the surrounding area by providing much needed residential housing that will help nearby businesses thrive and will create a permanent customer base.</i>
3.07.01A	Require all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices.
	<i>Multi-family residential provides an appropriate transition between the retail/commercial/employment uses to the south, the TN-C zoned property to the east, and the single-family residences to the north. The Site integrates higher density apartment buildings along Vanguard and provides town-home style residences along the north adjacent to the single-family homes. Over 900 trees screen this project from surrounding developments, and the</i>

	<i>pathway bisecting Vanguard Crossing provides much needed access for the single-family residences to the north to walk to the proposed retail and commercial developments to the south and the potential community center to the east. The buildings are set back over 60 feet from the property boundaries, providing an event greater buffer between the more intense use and the single-family residences to the north.</i>
3.07.01E	Where feasible, encourage large transmission and pipeline utility corridors to function as transitional buffers, parkland, pathways, and gathering paces within and adjacent to their right of way.
	<i>Vanguard Crossing takes full advantage of the pipeline easement bisecting the property by using it as the primary pathway meandering through the development. It provides residents and other community members an opportunity to enjoy native flowers and plants while either walking the property or sitting in one of the conversation nodes scattered along the pathway.</i>
4.04.02B	Preserve existing public rights-of-way and other easements for future pathways and accessways, particularly along powerline and utility corridors, railway corridors, and waterway or irrigation corridors.
	<i>The pathway preserves the pipeline corridor while providing residents an opportunity to gather outside in a community setting and provides a direct route to many of the other amenities located on the project, including the club house and one of the two swimming pools.</i>
4.04.01B	Provide options for passive recreational opportunities not typically supplied by parks and facilities, such as jogging, walking, and bicycling.
	<i>Vanguard Crossing will include active and passive recreational spaces, with a .62 miles of pathways for walking and jogging.</i>
5.01.02G	Require attractive landscaping and pedestrian friendly design within new developments. Promote the increase of permeable areas through sound site design and use of materials that limit stormwater runoff.
	<i>The project exceeds the City Code requirement for qualified open space with 24% open space. Pathways will provide a pedestrian-friendly design within the site and connectivity to surrounding properties.</i>
5.03.01B	Encourage the integration of public art as an integrated component with new development.
	<i>Public art will be included along the multi-use pathway in the center of the project. This public art will take the form of some pieces of sculpture that will create points of interest along the pathways and speak to the nexus of the region's heritage and its future.</i>
6.01.01H	Require pedestrian access connectors in all new development to link subdivision together and to promote neighborhood connectivity as part of a community pathway system.
	<i>With approximately .62 miles of pathways and sidewalks, including sidewalks on all sides of the development abutting public roads and the pathway bisecting the property, Vanguard Crossing provides a necessary</i>

	<i>connectivity between current and future developments and uses on all sides of the property.</i>
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COMPLIANCE WITH ZONING CRITERIA

Vanguard Crossing complies with City's rezone criteria in UDC Section 11-5B-3:

1. The map amendment complies with the applicable provisions of the Comprehensive Plan, including the TMISAP, as described above. The majority of the Site is designated High Density Residential on the FLUM. Within this designation, R-15 zoning is supported by the TMISAP and the Comprehensive Plan.
2. Vanguard Crossing complies with the regulations outlined for the proposed district, specifically the purpose statement. The UDC explains that the purpose of the residential districts is to provide for a range of housing opportunities consistent with the Comprehensive Plan. UDC Section 11-2A-1. Multi-family development is a conditionally approved use within this zone, and Vanguard Crossing meets the dimensional standards and density (at 13.63 units/acre) for the R-15 district. Vanguard Crossing includes a mix of three-story apartment buildings and 1, 2, and 3-bedroom flats and townhome-style multi-family homes, providing a range of housing opportunities. Vanguard Crossing is requesting alternative compliance for the setbacks for the residential buildings located on Sunset Point Way and Coral Reef as these streets and buildings were designed to closely conform to the design goals of the TMISAP.
3. Vanguard Crossing is not materially detrimental to the public health, safety and welfare. Rather, as discussed above, Vanguard Crossing supports the public health, safety and welfare by providing much-needed housing within this area of Meridian and a nice transition between the single-family residences to the north and the more intensive industrial and commercial uses to the south along I-84.
4. Vanguard Crossing does not result in an adverse impact upon the delivery of services by a political subdivision providing public services with the city including, but not limited to, school districts. Sewer and water are available to the Site. The Site is served by Chaparral Elementary School, Compass Public Charter School, Meridian Middle School, and Meridian High School.

COMPLIANCE WITH CUP CRITERIA

Vanguard Crossing complies with the CUP criteria in UDC Section 11-5B-6:

1. The Site is large enough to accommodate the proposed use. The project design meets all dimensional standards and development regulations in the R-15 zone. Vanguard Crossing meets

all setback, buffering, height and dimensional standards required by the UDC. The on-site parking, open space and number of amenities exceed the City's standards.

2. Vanguard Crossing will be harmonious with the TMISAP and is in accord with the requirements of the UDC. Specifically, and as discussed in detail above, the project will further the Comprehensive Plan's goal of providing diverse housing and neighborhood types (2.01.00), with a neighborhood that has ample open space and generous amenities (2.02.00), all as depicted on the Future Land Use Map. The project meets the Comprehensive Plan's goals for promoting mixed-use living by adding needed residences into an area that has extensive non-residential uses approved and/or developed.

3. The design, construction, operation and maintenance of Vanguard Crossing will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity. The project will not adversely change the essential character of the area, which is largely being developed and approved with employment, commercial and retail uses and in general conformance with the TMISAP. The multi-family residential use creates a nice transition of higher-density residential between low-density, single-family homes to the north, the higher intensity employment and commercial uses to the south, and the traditional neighborhood center (TN-C) zoned property to the east.

4. The multi-family residential use will not adversely affect other property in the vicinity and, rather, enhances properties in the area by providing much-needed housing within the TMISAP area and a well-thought out pathway connecting the residential properties to the north with the commercial and retail properties to the south and the neighborhood center property to the east (2.02.01D).

5. Vanguard Crossing is adequately served by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water and sewer. The Site has frontage on Vanguard, and utilities are already adjacent to the Site.

6. The project will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community. Rather, Vanguard Crossing serves to stimulate the economic welfare of the community by providing much needed housing adjacent to planned commercial areas.

7. As a residential use, Vanguard Crossing will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

8. The Site does not have any natural, scenic or historic feature considered to be of major importance, and the project will not result in the loss of any natural, scenic or historic features.

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CUP GENERAL CONDITION OF APPROVAL

We are asking for a change to a General Condition of Approval so that we may apply for building permits prior to recordation of the final plat. Meridian's standard language provides:

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.

We request the following language:

Prior to applying for building permits, the following minimum items shall be completed: street signs are to be in place, the installation of sanitary sewer and water systems (with the water system being fully activated), a compacted road base capable of supporting an 80,000 lb. fire truck shall be approved by design engineer, with written confirmation of such approval submitted to the Meridian Building Department.

CONCLUSION

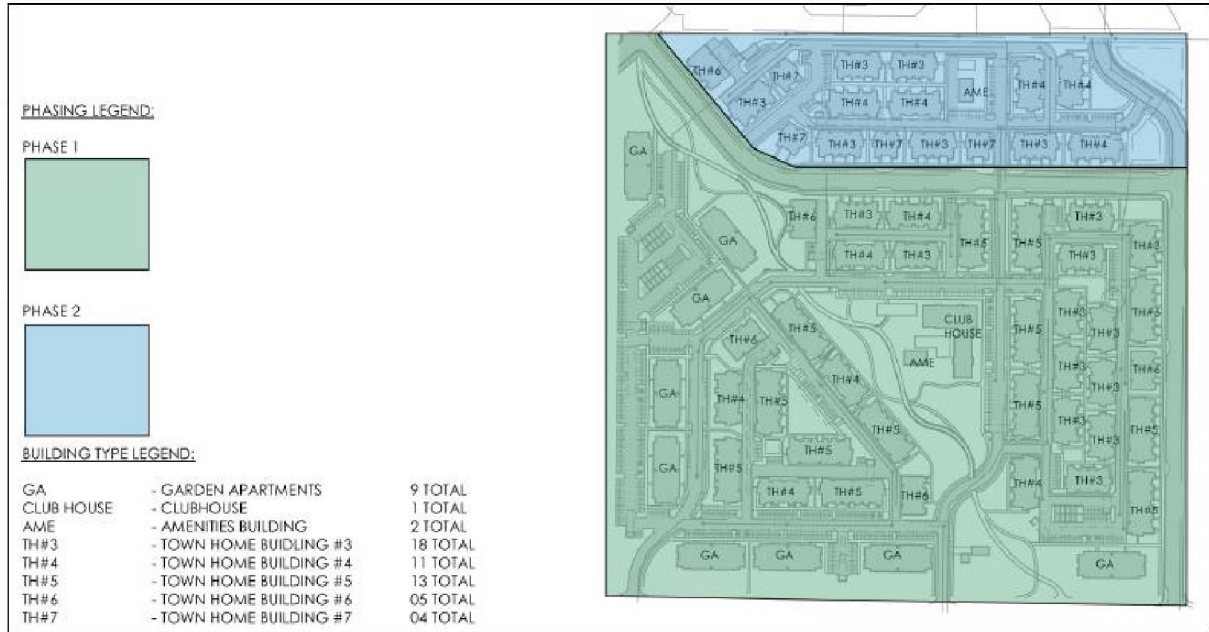
Thank you for your consideration of this CUP application for the Vanguard Crossing apartments. The proposed development is generally consistent with the proposed R-15 zoning, the City's TMISAP, the Comprehensive Plan, and applicable criteria in City Code. We are excited to bring this quality residential community to a great site in Meridian.

Sincerely,



Deborah Nelson
on behalf of
LDK Ventures

EXHIBIT A



PROJECT DATA FOR VANGUARD CROSSING									
BUILDINGS AND UNIT TYPES	UNIT SQUARE FOOTAGE	PRIVATE OPEN SPACE	GARDEN APARTMENTS	TH - BUILDING #3	TH - BUILDING #4	TH - BUILDING #5	TH - BUILDING #6	TH - BUILDING #7	TOTAL
TOTAL # OF BUILDINGS OVERALL			9	18	11	13	5	4	60
TOTAL # OF UNITS PER BUILDING			24	6	8	8	4	4	552
PHASE I - # OF BUILDINGS			9	12	6	13	4	0	44
UNIT TYPE - 1 BED - FLAT	758 SF	80 SF	12	0	0	0	0	0	108
UNIT TYPE - 2 BED - FLAT	1055 SF	80 SF	12	0	0	0	0	0	108
UNIT TYPE - A UNIT - TH FLAT	868 SF	84 SF	0	2	2	2	0	2	62
UNIT TYPE - B UNIT - TH FLAT	1198 SF	91 SF	0	2	2	2	0	2	62
UNIT TYPE - C UNIT - TH 2 STORY	1693 SF	84 SF	0	2	0	4	4	0	92
UNIT TYPE - D UNIT - TH FLAT	850 SF	102 SF	0	0	2	0	0	0	12
UNIT TYPE - E UNIT - TH FLAT	1345 SF	91 SF	0	0	2	0	0	0	12
<i>does not include garages</i>									
CLUB HOUSE - 1 STORY	9368 SF								
(1) AMENITY BUILDING - 1 STORY	1800 SF								
TOTAL									456
PHASE II - # OF BUILDINGS			0	6	5	0	1	4	16
UNIT TYPE - A UNIT - TH FLAT	868 SF	84 SF	0	2	2	2	0	2	30
UNIT TYPE - B UNIT - TH FLAT	1198 SF	91 SF	0	2	2	2	0	2	30
UNIT TYPE - C UNIT - TH 2 STORY	1693 SF	84 SF	0	2	0	4	4	0	16
UNIT TYPE - D UNIT - TH FLAT	850 SF	102 SF	0	0	2	0	0	0	10
UNIT TYPE - E UNIT - TH FLAT	1345 SF	91 SF	0	0	2	0	0	0	10
<i>does not include garages</i>									
(1) AMENITY BUILDING - 1 STORY	1800 SF								
TOTAL									96
* ALL APARTMENTS ARE 3 STORY									
* ALL TH OR TOWN HOMES ARE 2 STORY									

GIVENS PURSLEY LLP

Attorneys and Counselors at Law

601 W. Bannock Street
PO Box 2720
Boise, ID 83701
Telephone: 208-388-1200
Facsimile: 208-388-1300
www.givenspursley.com

Gary G. Allen
Charlie S. Baser
Christopher J. Beeson
Jason J. Blakley
Clint R. Bolinder
Jeff W. Bower
Preston N. Carter
Jeremy C. Chou
Michael C. Creamer
Amber N. Dina
Bradley J. Dixon
Thomas E. Dvorak
Debra Kristensen Grasham
Donald Z. Gray
Brian J. Holleran
Kersti H. Kennedy

Elizabeth A. Koeckeritz
Neal A. Koskella
Michael P. Lawrence
Franklin G. Lee
David R. Lombardi
Lars E. Lundberg
Kimberly D. Maloney
Kenneth R. McClure
Kelly Greene McConnell
Alex P. McLaughlin
Melodie A. McQuade
Christopher H. Meyer
L. Edward Miller
Judson B. Montgomery
Deborah E. Nelson
W. Hugh O'Riordan, LL.M.

Samuel F. Parry
Randall A. Peterman
Blake W. Ringer
Michael O. Roe
Cameron D. Warr
Robert B. White
Michael V. Woodhouse

William C. Cole (Of Counsel)

Kenneth L. Pursley (1940-2015)
James A. McClure (1924-2011)
Raymond D. Givens (1917-2008)

November 17, 2021

City of Meridian
Planning Division
33. E. Broadway Ave.
Suite 102
Meridian, Idaho 83642

RE: UPDATED Vanguard Crossing Narrative

Dear Planning Staff, Planning and Zoning Commissioners, Mayor and Council Members:

LDK Ventures, in coordination with Meridian 118, is pleased to present Vanguard Crossing, a first-class and distinctly Meridian residential apartment community nestled just north of I-84 and in between S Black Cat Road, W Franklin Road and S Ten Mile Road. The 40.33-acre project site (the "Site") is located at 1085 S Ten Mile Road, Meridian, ID 83642 and includes Parcel No. S1215244200.

INTRODUCTION

Vanguard Crossing is the northwest part of a larger 115-acre mixed use development, Project Vanguard, which also includes the southern 74 acre Vanguard Village, described in a separate narrative. Applications for the overall Project Vanguard include a rezone, development agreement modification, preliminary plat, and a conditional use permits. This narrative focuses on LDK Ventures' proposed development of Vanguard Crossing, in support of the request to rezone the 40-acre Site from R-40, M-C, and C-C to R-15¹, a conditional use permit application

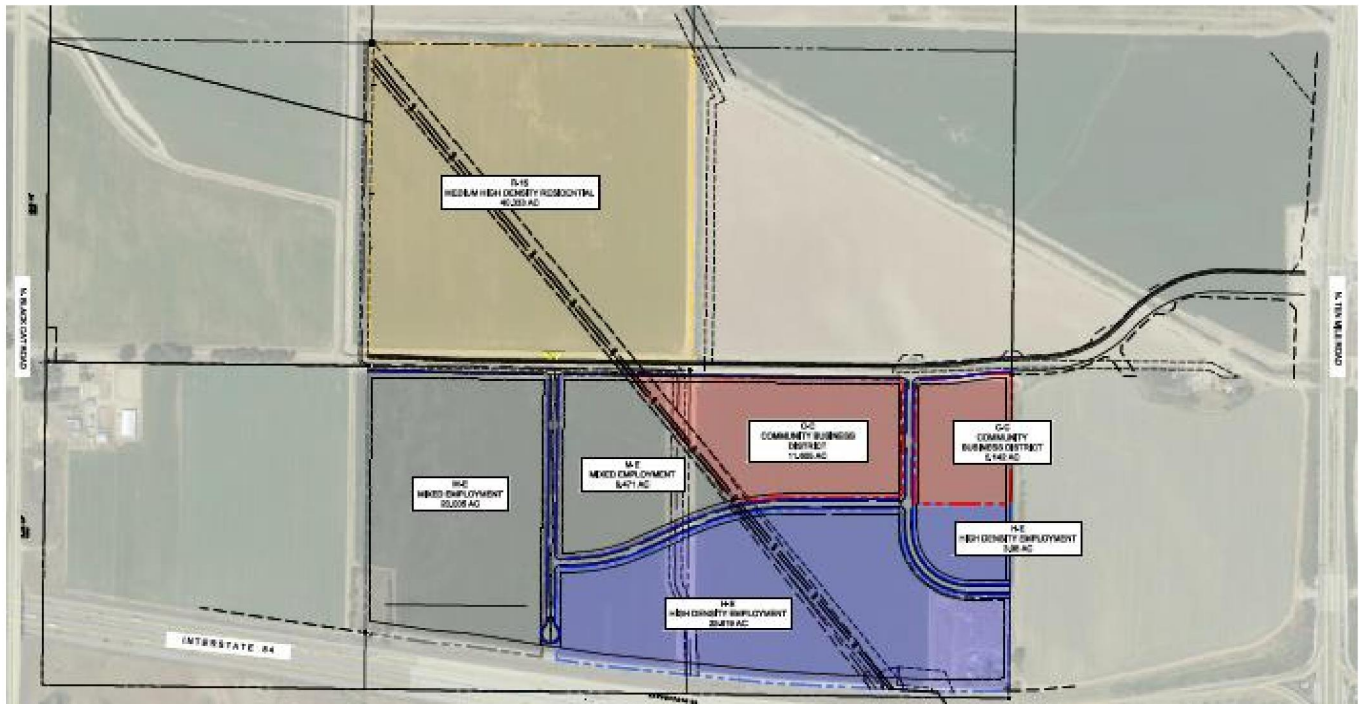
¹ As discussed in the separate narrative for Vanguard Village, we are requesting that the boundaries of the zoning districts be adjusted, but the overall mix of zoning districts will remain the same except that R-15 will replace R-40.

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for multi-family residential use on the Site, and a request for alternative compliance for site design.

Vanguard Crossing will provide needed residences to support and complement the planned commercial and employment uses in the vicinity, which are all part of the Ten Mile Interchange Specific Area Plan (“TMISAP”). Multi-family residential provides a nice transition between the single-family residential homes to our north and the industrial and commercial uses planned to the south along I-84. Residents will enjoy pedestrian access to shopping and employment opportunities nearby.



We have aligned internal driveways and pathways to provide connectivity and integration to surrounding properties. The building arrangement and site design create an attractive, urban-feeling landscape consistent with the concept plans in the TMISAP cut sheets. The proposed multi-family residential use is also consistent with the Comprehensive Plan, compatible with surrounding uses, and adequately served by existing utilities and services.

SITE PLAN

Vanguard Crossing proposes 552 multi-family residences for a density of 13.63 units per acre. The Site includes a mix of three-story apartment buildings and 1, 2, and 3-bedroom flats and townhome-style multi-family homes, all of which are easily walkable on the multipurpose path meandering throughout the Site.



The site plan includes 1054 internal parking spaces for a parking ratio of 1.90. The provided parking is six spaces more than the 1048 parking spaces required by the UDC, plus the project will provide an additional 94 off-site on-street public parking spaces for guests, providing the project close to 100 spaces over the UDC requirement.

RESIDENCES

Vanguard Crossing will include a mix of 1, 2 and 3-bedroom units, ranging from 758 square feet to 1693 square feet.

Three-story apartment buildings are proposed along Vanguard Way and the western boundary of the site. These 1 and 2-bedroom units include contemporary architectural design and private balconies or patios and offer a more economical housing option within this highly-amenitized community. Parking is provided in surface lots behind the buildings and along the western boundary of the property and is not visible from the street. The location of these buildings is informed by the future adjacency of commercial and employment uses along Vanguard.



The balance of the project will consist of 1, 2 and 3-bedroom flats and townhome-style multi-family homes arranged in two-story buildings of 4 to 8 units. These lower density structures offer more of a “single-family home” experience with direct access to private 1 or 2 car garages, dedicated front doors at the ground floor, and private patios. These residential buildings are situated throughout the project up to the project’s northern boundary shared with the current

Baraya single family home subdivision, providing a nice transition to the more intense mixed uses planned south of the site.

Example of “Building 6” elevations:

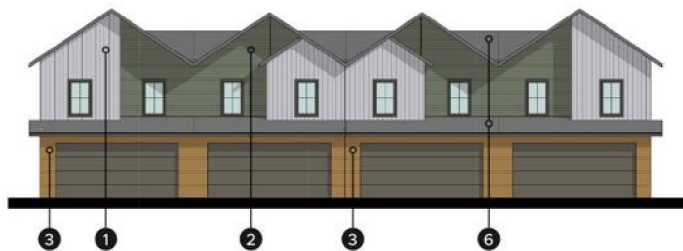
FRONT ELEVATION

1/8" = 1'-0"



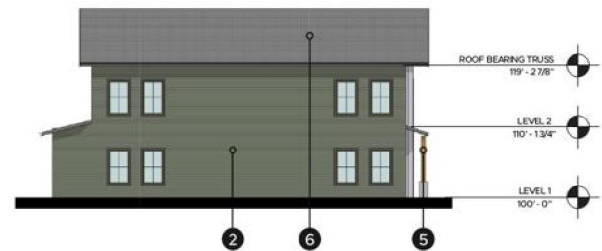
BACK ELEVATION

1/8" = 1'-0"



SIDE ELEVATION

1/8" = 1'-0"



The interiors of the units will have a high-end modern finish with stainless steel appliances, tiled backsplashes, kitchen islands and other finishes consistent with a luxury residential product. The larger size of the flats and townhome units will allow for more flexible space in the units for residents to work remotely from home.

The total numbers of each style of building is attached as Exhibit A.

OPEN SPACE AND AMENITIES

Vanguard Crossing will include approximately 9.64 acres (or 24%) of qualified open space, which exceeds City Code requirements.

The development will be landscaped with native and adapted plants and will showcase plants found within the Treasure Valley region. Vanguard Crossing proposes 928 trees in total and includes 158 trees proposed along the streets, which exceeds the number required by the UDC.

Open space is integrated throughout Vanguard Crossing. Internal pathways and sidewalks are linked throughout the Site, including a meandering pathway bisecting the Site from the northwest to the southeast, and connecting sidewalks and pathways abutting each of the buildings.



NW AMENITY SPINE

NOT TO SCALE



CENTRAL AMENITY SPINE

NOT TO SCALE

There is one large, central open space area and multiple other areas scattered throughout the Site. These open space areas provide access to outdoor, grassy space for residents to recreate, gather and relax. The pathway amenity bisecting the property contains more than 119,000 square feet of open grassy space, supports a range of uses, is highly visible and is easily accessible to all residents.

Vanguard Crossing will provide at least fourteen (14) qualified amenities, representing each of the three categories listed in UDC 11-4-3-27(D):

A. Quality of Life Amenities:

1. *Clubhouse.* The project's clubhouse includes a large community swimming pool, hot tub, cabanas, outdoor BBQ and kitchen, fire pits, lawn game area, various interior and exterior lounge areas, mail room, and package delivery room. The Clubhouse will also have a

creative co-working space with a conference room, small private huddle rooms, and a co-working lounge to accommodate those residents who desire to work remotely.

2. *Fitness facility.* The fitness facilities are located in the clubhouse. These facilities will include a cardio and weight room, a spin and yoga room, and a covered outdoor workout area.
3. *Public art.* The project will include artistic features and wayfinding through the central open space spine. This public art will create points of interest along the pathways and speak to the nexus of the region's heritage and its future.
4. *Dog park with waste station.* The project includes two dog parks with waste stations.

B. Open Space Amenities:

1. *Picnic area including tables, benches, landscaping and a structure for shade.* The project includes picnic areas with shade. One is located next to the clubhouse, a second is adjacent to the second swimming pool, and a third picnic area is located by the children's play structure in the southern quadrant of the development.

C. Recreation Amenities:

1. *Pool.* The project includes two swimming pools. One is located adjacent to the central clubhouse; the other is located close to the northern edge of the development near the townhome-style residences.
2. *Walking Trails.* A meandering, paved 1600 linear foot, trail bisects the property, providing residents an area to walk, run and sit, as well as smaller secondary paths to explore the native and adaptive landscape.
3. *Children's Play Structures:* The project will include 2 areas with children's play structures throughout the community.
4. *Sports Courts.* A pickle ball court is located near the clubhouse.

D. Additional Amenities:

1. *Outdoor kitchen and dining area.*
2. *Fire pit and outdoor lounge area.*
3. *Second Residential Amenity Cluster.* This area includes the second swimming pool along with a picnic shelter and second fire pit and BBQ lounge.
4. *Third residential Amenity Cluster.* The area includes a children's play area and a BBQ lounge.

Extensive amenities available to all residents of the community are provided in a centralized location at the corner of the two major internal roadways. The clubhouse will serve as a community center for the residents providing opportunities for gathering, meeting or using the remote work spaces, fitness center, outdoor barbeques, indoor and outdoor lounges with fireplaces and extensive outdoor open recreation spaces for organized fitness activities or general recreation.



COMPATIBILITY WITH SURROUNDING USES

Vanguard Crossing is compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity. The project will not adversely change the essential character of the area and provides a crucial buffer between the single family residences to the north of the development and the proposed commercial, industrial, and employment zones and uses to the south and east of the development.

Residents of Vanguard Crossing and other surrounding neighbors can safely walk through the development to retail and employment uses. The pathway network provides social gathering nodes and seating in a park-like setting with benches for seating scattered throughout.

The residential buildings adjacent to Vanguard Way are set back 60 feet from the street, and screened from Vanguard Way with a sidewalk and other landscaping features. The residences along Sunset Point Way are likewise buffered from the road with trees and sidewalks. These landscape buffers will provide attractive screening in addition to many mature trees on the property. There is a 7 foot landscape buffer on the north boundary that also helps screen the single family residences from this development, and a similar 5 foot landscape buffer on the

western edge of the project.

SERVICES

Sewer and water are available at the Site.

The Site is served by the Chaparral Elementary School, Meridian Middle School, and Meridian High School, and is less than one mile from Compass Public Charter School. The development will have an estimated 56 school-aged children.

Neither Meridian Fire nor Meridian Police had concerns with the site plan in our pre-application meetings.

TRANSPORTATION

Access to the Site is planned via Vanguard Way to Ten Mile Road, and via Coral Reef and Sunset Point Way to Franklin Road.

A traffic impact study (“TIS”) was completed on Project Vanguard and has been accepted by AHCD.

COMPLIANCE WITH TMISAP GOALS

Vanguard Crossing has been designed to exemplify the vision and goals of the Ten Mile Interchange Specific Area Plan (TMISAP). It will be a place with character and vibrancy – a place where people can live together in a thoughtfully conceived and amenity rich environment.

The core basis for the design of Vanguard Crossing is to adapt the public space principles of the TMISAP into the circulation and common area spaces of a multi-family housing community. The project design includes two major internal roadways, one running north-south between Vanguard Way and Coral Reef Drive and a second major roadway that will run east-west through the project site, adjacent to the clubhouse and then turn south to provide a second connection and access point to Vanguard Way. Both of these primary internal circulation elements are proposed consistent with the design principals promoted by the Specific Plan “Street Oriented Design” (3-33).

Residential buildings will be placed with front doors entering from the public or primary private streets. Porches and/or covered patios located on the street facing side of the residential buildings and landscaping will serve to define the break between public and private space as well as to promote a pleasant, safe and efficient experience for pedestrians, bicycles and motorized vehicles.

The internal primary private streets will include parallel parking, attached sidewalks with street trees and landscape buffers. Beyond the proposed primary internal roadways, the design of

Vanguard Crossing maintains the “Streetscape” design principles of the TMISAP (3-25) and more specifically of Traditional Neighborhood Design (TND) (3-36 and 3-37) by placing buildings along the public and private roadways. Structures are placed with minimum setbacks to create a strong urban edge while still providing for entrances, private patio areas and generous landscape buffers at the interface with the street.

Please note that we are requesting alternative compliance for setbacks for the residential buildings located on Sunset Point Way and Coral Reef. The streetscapes and setbacks are designed in large compliance with the TMISAP, and do not meet the street setbacks for an R-15 district. They do, however, meet the ten (10) foot minimum setback required in the Multifamily Development specific use standards. UDC § 11-4-3-27.B.1. Alternative compliance to the Structure and Site Design Standards is permitted if “strict adherence to such standards would create inconsistency in the design objectives of the proposed development.” UDC § 11-3A-19.

The TMISAP recommends the streetscape designs set forth Street Section C for collector roads. Street Section C depicts an 8 foot landscape buffer from the curb, a 6 foot sidewalk, and a 10 foot building setback, which places the building 24 feet from the road. (3-21). Vanguard Crossing, on Coral Reef and Sunset Point Way, proposes an 8 foot landscape buffer, a 5 foot sidewalk, and a 17 foot building setback, which places the building 30 feet from the curb.

Required parking within the project is located along the internal roadway as parallel parking, on secondary private streets, in alley accessible garages, or in surface parking lots located on the rear side of the residential buildings consistent with the guidelines of the TMISAP (3-26 thru 3-27). Along Vanguard and Sunset Point Way, parking is placed behind the residences and is screened from view from these roads (3-27).

Gateway elements and welcoming landscape plantings are proposed for the major project entries on Vanguard Way to establish a strong image for the community and to provide a unique identity and sense of place for the development (3-35).

Pedestrian circulation is a strong and important element of the design of Vanguard Crossing and consistent with the TMISAP (3-27 thru 3-28) there is a highly defined connectivity system between the public way, the housing units, and the site amenities and common areas. Additionally, although not required by the Meridian Pathway Master Plan, the project design includes a meandering pathway thru the site providing connectivity between the public streets at the northwest corner of the site and to Vanguard Way to the south. These meandering connector pathways will create easy connections to the various site amenities within Vanguard Crossing creating a strong sense of community, as they pass through varying plant communities to signify the transition from residential to shared space (3-25 thru 3-26). These plant communities will bring strong representation of native and adaptive Idaho landscapes and reinforce the character of the architecture and site layout (3-25 thru 3-26).

COMPLIANCE WITH COMPREHENSIVE PLAN GOALS

The rezone of the Site to R-15 and the DA modification carrying out the rezone fulfill the City’s planning goals and objectives outlined in the TMISAP and the Comprehensive Plan. The majority of the Site is designated as Medium High Density Residential on the FLUM.² The R-15 zoning designation is supported by the TMISAP’s zoning compatibility matrix (2-4) and by the Comprehensive Plan (3-10). In areas designated as Medium High Density Residential both the Comprehensive Plan (3-10) and the TMISAP (3-6) provide that densities should range from 8 to 15 units per acre. The R-15 zoning designation in this case supports the project’s 13.63 units per acre, which is squarely in the range called for by the Comprehensive Plan and the TMISAP. The R-15 zoning also allows for quality, walkable, compact development, which the TMISAP recognizes is needed in the City and can result in higher property values (5-4).

Like the rezone of the Site to R-15, Vanguard Crossing also carries out the City’s Comprehensive Plan goals as follows:

Section	Comprehensive Plan Goal and Project Compliance
2.01.01	Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences.
	<i>Vanguard Crossing will include a mix of 1-bedroom and 2-bedroom in a traditional apartment setting and 1-bedroom, 2-bedroom, and 3-bedroom units in a townhome-style multi-family setting, providing diversity with the project and also diversity from nearby single-family detached residences. Vanguard Crossing will offer a variety of amenities to cater to different recreational hobbies of residents and to foster a strong sense of community.</i>
2.01.01E	Encourage the development of high quality, dense residential and mixed-use areas near, in, and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.
	<i>This project provides high quality, dense residential units that complement and provide a transition between the commercial and employment areas to the south and the single family residential to the north. This area is slated to be developed with a mix of employment and retail uses that will benefit from the addition of higher density residential homes.</i>
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.

² “Future Land Use designations are not parcel specific. An adjacent, abutting designation, when appropriate and approved as part of a public hearing with a land development application, may be used. A designation may not be used however, across planned or existing collector or arterial roadways, must not be used on a parcel not directly abutting the designation, and may not apply to more than 50% of the land being developed.” Comprehensive Plan at 3-9.

	<i>Vanguard Crossing is a connected community with pathways that connect the residential development to the north with the more intensive commercial and retail uses to the south. The project includes 0.62 miles of pathways and sidewalks, and quality amenities including public art, benches strategically placed along the pathways, a pickle ball court, two swimming pools, three children play areas, and two dog parks.</i>
2.02.01D	Require pedestrian access in all new development to link subdivisions together and promote neighborhood connectivity.
	<i>The meandering pathway that bisects the development provides a connection between the single family residences to the north and the more intensive uses to the south and east, and provides a walkable and bikeable connection between Vanguard and Coral Reef.</i>
2.09.03B	Promote Ten Mile, Downtown, and The Village as centers of activity and growth.
	<i>Vanguard Crossing sits squarely within the TMISAP and provides much needed housing in the area to support the proposed businesses and jobs in this area. The development provides housing that is within walking distance to the commercial development that will occur within the next few years.</i>
3.03.00	Direct and prioritize development in strategic areas and in accordance with corridor and special area plans.
	<i>Vanguard Crossing exemplifies the vision and goals of the TMISAP by providing a well-designed, interconnected living space where people can live, work, and raise a family adjacent to proposed retail and commercial spaces.</i>
3.06.02B	Encourage and support mixed-use areas that provide the benefits of being able to live, shop, dine, play, and work in close proximity, thereby reducing vehicle trips, and enhancing overall livability and sustainability.
	<i>This multi-family project helps create a mixed-use environment by complementing the surrounding commercial and retail uses. Within walking distance from the Site, are planned and developed commercial and employment centers. Vanguard Crossing residents can shop, dine, play and work in close proximity and reduce vehicle trips in the area. This project will increase the overall livability and sustainability of the surrounding area by providing much needed residential housing that will help nearby businesses thrive and will create a permanent customer base.</i>
3.07.01A	Require all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices.
	<i>Multi-family residential provides an appropriate transition between the retail/commercial/employment uses to the south, the TN-C zoned property to the east, and the single-family residences to the north. The Site integrates higher density apartment buildings along Vanguard and provides town-home style residences along the north adjacent to the single-family homes. Over 900 trees screen this project from surrounding developments, and the</i>

	<i>pathway bisecting Vanguard Crossing provides much needed access for the single-family residences to the north to walk to the proposed retail and commercial developments to the south and the potential community center to the east. The buildings are set back over 60 feet from the property boundaries, providing an event greater buffer between the more intense use and the single-family residences to the north.</i>
3.07.01E	Where feasible, encourage large transmission and pipeline utility corridors to function as transitional buffers, parkland, pathways, and gathering spaces within and adjacent to their right of way.
	<i>Vanguard Crossing takes full advantage of the pipeline easement bisecting the property by using it as the primary pathway meandering through the development. It provides residents and other community members an opportunity to enjoy native flowers and plants while either walking the property or sitting in one of the conversation nodes scattered along the pathway.</i>
4.04.02B	Preserve existing public rights-of-way and other easements for future pathways and accessways, particularly along powerline and utility corridors, railway corridors, and waterway or irrigation corridors.
	<i>The pathway preserves the pipeline corridor while providing residents an opportunity to gather outside in a community setting and provides a direct route to many of the other amenities located on the project, including the club house and one of the two swimming pools.</i>
4.04.01B	Provide options for passive recreational opportunities not typically supplied by parks and facilities, such as jogging, walking, and bicycling.
	<i>Vanguard Crossing will include active and passive recreational spaces, with a .62 miles of pathways for walking and jogging.</i>
5.01.02G	Require attractive landscaping and pedestrian friendly design within new developments. Promote the increase of permeable areas through sound site design and use of materials that limit stormwater runoff.
	<i>The project exceeds the City Code requirement for qualified open space with 24% open space. Pathways will provide a pedestrian-friendly design within the site and connectivity to surrounding properties.</i>
5.03.01B	Encourage the integration of public art as an integrated component with new development.
	<i>Public art will be included along the multi-use pathway in the center of the project. This public art will take the form of some pieces of sculpture that will create points of interest along the pathways and speak to the nexus of the region's heritage and its future.</i>
6.01.01H	Require pedestrian access connectors in all new development to link subdivision together and to promote neighborhood connectivity as part of a community pathway system.
	<i>With approximately .62 miles of pathways and sidewalks, including sidewalks on all sides of the development abutting public roads and the pathway bisecting the property, Vanguard Crossing provides a necessary</i>

	<i>connectivity between current and future developments and uses on all sides of the property.</i>
--	--

COMPLIANCE WITH ZONING CRITERIA

Vanguard Crossing complies with City's rezone criteria in UDC Section 11-5B-3:

1. The map amendment complies with the applicable provisions of the Comprehensive Plan, including the TMISAP, as described above. The majority of the Site is designated High Density Residential on the FLUM. Within this designation, R-15 zoning is supported by the TMISAP and the Comprehensive Plan.
2. Vanguard Crossing complies with the regulations outlined for the proposed district, specifically the purpose statement. The UDC explains that the purpose of the residential districts is to provide for a range of housing opportunities consistent with the Comprehensive Plan. UDC Section 11-2A-1. Multi-family development is a conditionally approved use within this zone, and Vanguard Crossing meets the dimensional standards and density (at 13.63 units/acre) for the R-15 district. Vanguard Crossing includes a mix of three-story apartment buildings and 1, 2, and 3-bedroom flats and townhome-style multi-family homes, providing a range of housing opportunities. Vanguard Crossing is requesting alternative compliance for the setbacks for the residential buildings located on Sunset Point Way and Coral Reef as these streets and buildings were designed to closely conform to the design goals of the TMISAP.
3. Vanguard Crossing is not materially detrimental to the public health, safety and welfare. Rather, as discussed above, Vanguard Crossing supports the public health, safety and welfare by providing much-needed housing within this area of Meridian and a nice transition between the single-family residences to the north and the more intensive industrial and commercial uses to the south along I-84.
4. Vanguard Crossing does not result in an adverse impact upon the delivery of services by a political subdivision providing public services with the city including, but not limited to, school districts. Sewer and water are available to the Site. The Site is served by Chaparral Elementary School, Compass Public Charter School, Meridian Middle School, and Meridian High School.

COMPLIANCE WITH CUP CRITERIA

Vanguard Crossing complies with the CUP criteria in UDC Section 11-5B-6:

1. The Site is large enough to accommodate the proposed use. The project design meets all dimensional standards and development regulations in the R-15 zone. Vanguard Crossing meets

all setback, buffering, height and dimensional standards required by the UDC. The on-site parking, open space and number of amenities exceed the City's standards.

2. Vanguard Crossing will be harmonious with the TMISAP and is in accord with the requirements of the UDC. Specifically, and as discussed in detail above, the project will further the Comprehensive Plan's goal of providing diverse housing and neighborhood types (2.01.00), with a neighborhood that has ample open space and generous amenities (2.02.00), all as depicted on the Future Land Use Map. The project meets the Comprehensive Plan's goals for promoting mixed-use living by adding needed residences into an area that has extensive non-residential uses approved and/or developed.

3. The design, construction, operation and maintenance of Vanguard Crossing will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity. The project will not adversely change the essential character of the area, which is largely being developed and approved with employment, commercial and retail uses and in general conformance with the TMISAP. The multi-family residential use creates a nice transition of higher-density residential between low-density, single-family homes to the north, the higher intensity employment and commercial uses to the south, and the traditional neighborhood center (TN-C) zoned property to the east.

4. The multi-family residential use will not adversely affect other property in the vicinity and, rather, enhances properties in the area by providing much-needed housing within the TMISAP area and a well-thought out pathway connecting the residential properties to the north with the commercial and retail properties to the south and the neighborhood center property to the east (2.02.01D).

5. Vanguard Crossing is adequately served by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water and sewer. The Site has frontage on Vanguard, and utilities are already adjacent to the Site.

6. The project will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community. Rather, Vanguard Crossing serves to stimulate the economic welfare of the community by providing much needed housing adjacent to planned commercial areas.

7. As a residential use, Vanguard Crossing will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

8. The Site does not have any natural, scenic or historic feature considered to be of major importance, and the project will not result in the loss of any natural, scenic or historic features.

November 17, 2021

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CUP GENERAL CONDITION OF APPROVAL

We are asking for a change to a General Condition of Approval so that we may apply for building permits prior to recordation of the final plat. Meridian's standard language provides:

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.

We request the following language:

Prior to applying for building permits, the following minimum items shall be completed: street signs are to be in place, the installation of sanitary sewer and water systems (with the water system being fully activated), a compacted road base capable of supporting an 80,000 lb. fire truck shall be approved by design engineer, with written confirmation of such approval submitted to the Meridian Building Department.

CONCLUSION

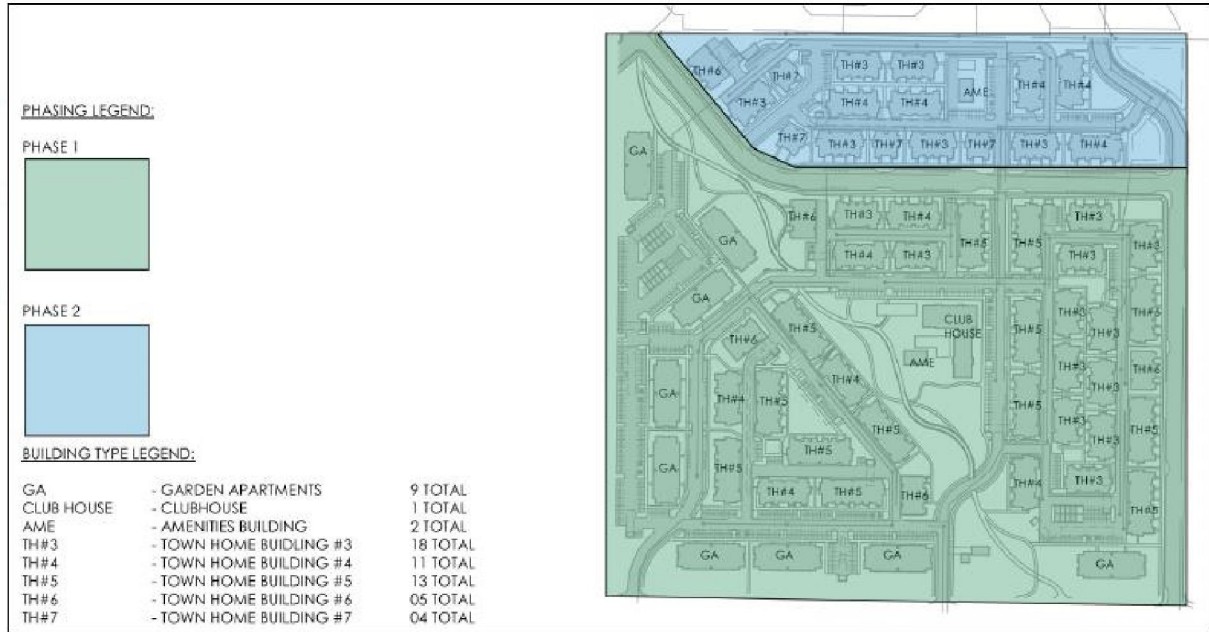
Thank you for your consideration of this CUP application for the Vanguard Crossing apartments. The proposed development is generally consistent with the proposed R-15 zoning, the City's TMISAP, the Comprehensive Plan, and applicable criteria in City Code. We are excited to bring this quality residential community to a great site in Meridian.

Sincerely,



Deborah Nelson
on behalf of
LDK Ventures

EXHIBIT A



PROJECT DATA FOR VANGUARD CROSSING									
BUILDINGS AND UNIT TYPES	UNIT SQUARE FOOTAGE	PRIVATE OPEN SPACE	GARDEN APARTMENTS	TH - BUILDING #3	TH - BUILDING #4	TH - BUILDING #5	TH - BUILDING #6	TH - BUILDING #7	TOTAL
TOTAL # OF BUILDINGS OVERALL			9	18	11	13	5	4	60
TOTAL # OF UNITS PER BUILDING			24	6	8	8	4	4	552
PHASE I - # OF BUILDINGS			9	12	6	13	4	0	44
UNIT TYPE - 1 BED - FLAT	758 SF	80 SF	12	0	0	0	0	0	108
UNIT TYPE - 2 BED - FLAT	1055 SF	80 SF	12	0	0	0	0	0	108
UNIT TYPE - A UNIT - TH FLAT	868 SF	84 SF	0	2	2	2	0	2	62
UNIT TYPE - B UNIT - TH FLAT	1198 SF	91 SF	0	2	2	2	0	2	62
UNIT TYPE - C UNIT - TH 2 STORY	1693 SF	84 SF	0	2	0	4	4	0	92
UNIT TYPE - D UNIT - TH FLAT	850 SF	102 SF	0	0	2	0	0	0	12
UNIT TYPE - E UNIT - TH FLAT	1345 SF	91 SF	0	0	2	0	0	0	12
<i>does not include garages</i>									
CLUB HOUSE - 1 STORY	9368 SF								
(1) AMENITY BUILDING - 1 STORY	1800 SF								
TOTAL									456
PHASE II - # OF BUILDINGS			0	6	5	0	1	4	16
UNIT TYPE - A UNIT - TH FLAT	868 SF	84 SF	0	2	2	2	0	2	30
UNIT TYPE - B UNIT - TH FLAT	1198 SF	91 SF	0	2	2	2	0	2	30
UNIT TYPE - C UNIT - TH 2 STORY	1693 SF	84 SF	0	2	0	4	4	0	16
UNIT TYPE - D UNIT - TH FLAT	850 SF	102 SF	0	0	2	0	0	0	10
UNIT TYPE - E UNIT - TH FLAT	1345 SF	91 SF	0	0	2	0	0	0	10
<i>does not include garages</i>									
(1) AMENITY BUILDING - 1 STORY	1800 SF								
TOTAL									96
* ALL APARTMENTS ARE 3 STORY									
* ALL TH OR TOWN HOMES ARE 2 STORY									

Additional Narrative in Support of the Preliminary Plat

Meridian's subdivision regulations have been developed to encourage orderly growth and development served by essential public services. The flat, presently agricultural ground that makes up Project Vanguard (the "Property") was annexed into the City and zoned in 2009. In order to annex and zone the Property, the City was required to, and did, make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
3. The map amendment shall 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
5. The annexation (as applicable) is in the best interest of city.¹

As outlined further in the Narratives submitted with the Project Vanguard Applications, the zones continue to be in accord with the Ten Mile Interchange Specific Area Plan ("TMISAP") as well as the 2019 Comprehensive Plan.

As outlined on the Preliminary Plat Application, the subdivision standards for each of the applicable zones will be met with the exception that alternative compliance has been requested for setbacks for the residential buildings located on Sunset Point Way and Coral Reef. On collector streets, the R-15 district requires 20 feet between the back of the sidewalk and the living area of a building; proposed setbacks are 14 feet from the back of the sidewalk to the building. These streetscapes and setbacks were designed in large compliance with the TMISAP and exceed the ten foot minimum setback required in the Multifamily Development specific use standards.²

Justification for the alternative compliance requested is found in the "Narrative in Support of Alternative Compliance" submitted to the City.

The facts contained in the Project Vanguard Applications, including the Preliminary Plat Application, the analysis contained in the Applications' Narratives, and the analysis done by

¹ See, UDC § 11-5B-3.F

² See, UDC § 11-4-3-27.B.1.

the City when the City annexed and zoned this Property in 2009, underscore the ability of the City to make the following findings to enable approval of the Preliminary Plat:

- A. The plat is in conformance with the comprehensive plan and is consistent with this Unified Development Code;
- B. Public services are available or can be made available and are adequate to accommodate the proposed development;
- C. The plat is in conformance with scheduled public improvements in accord with the city's capital improvement program;
- D. There is public financial capability of supporting services for the proposed development;
- E. The development will not be detrimental to the public health, safety or general welfare.³

A copy of the Preliminary Plat submitted with the Application is attached on the following pages.

³ See, UDC § 11-6B-6. Please note that the required findings include a finding that the Preliminary Plat preserves significant natural, scenic or historic features. There are no significant natural, scenic or historic features on the Property.

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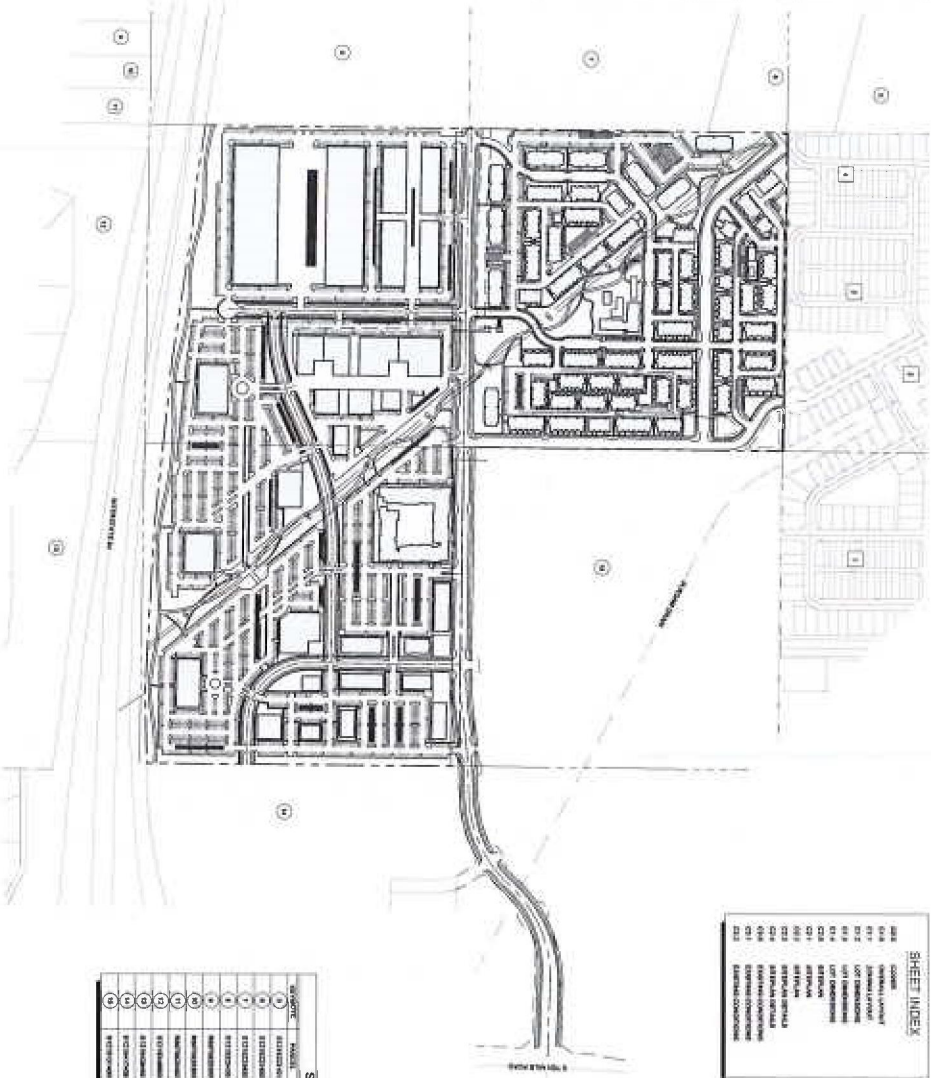
PRELIMINARY PLAT FOR
VANGUARD VILLAGE SUBDIVISION
 A PORTION OF SECTION 18,
 TOWNSHIP 3 NORTH, RANGE 1 WEST, BOISE MERIDIAN,
 CITY OF MERIDIAN, ADA COUNTY, IDAHO
 2023

LEGEND

PROPOSED ROADWAY LINE	---
EXISTING ROADWAY LINE	---
PROPOSED LOT BOUNDARY	---
EXISTING LOT BOUNDARY	---
PROPOSED LOT NUMBER	---
EXISTING LOT NUMBER	---
PROPOSED SUBDIVISION	---
EXISTING SUBDIVISION	---

NOTES

1. ALL PROPOSED AND EXISTING DIMENSIONS SHALL BE IN DECIMAL FEET UNLESS OTHERWISE NOTED.
2. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.
3. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.
4. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.
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8. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.
9. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.
10. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.



SHEET INDEX

NO.	DESCRIPTION
1	PROPOSED ROADWAY LINE
2	EXISTING ROADWAY LINE
3	PROPOSED LOT BOUNDARY
4	EXISTING LOT BOUNDARY
5	PROPOSED LOT NUMBER
6	EXISTING LOT NUMBER
7	PROPOSED SUBDIVISION
8	EXISTING SUBDIVISION

SURROUNDING PROPERTY OWNERS (2007)

OWNER	ADDRESS	ACRES
1	1234567890	1.23
2	1234567890	1.23
3	1234567890	1.23
4	1234567890	1.23
5	1234567890	1.23
6	1234567890	1.23
7	1234567890	1.23
8	1234567890	1.23
9	1234567890	1.23
10	1234567890	1.23

SURROUNDING SUBDIVISIONS

NO.	NAME	ACRES
1	1234567890	1.23
2	1234567890	1.23
3	1234567890	1.23
4	1234567890	1.23
5	1234567890	1.23

GENERAL NOTES

1. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.

2. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.

3. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.

4. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.

5. ALL PROPOSED DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.



PRELIMINARY - NOT FOR CONSTRUCTION

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PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
 COVER

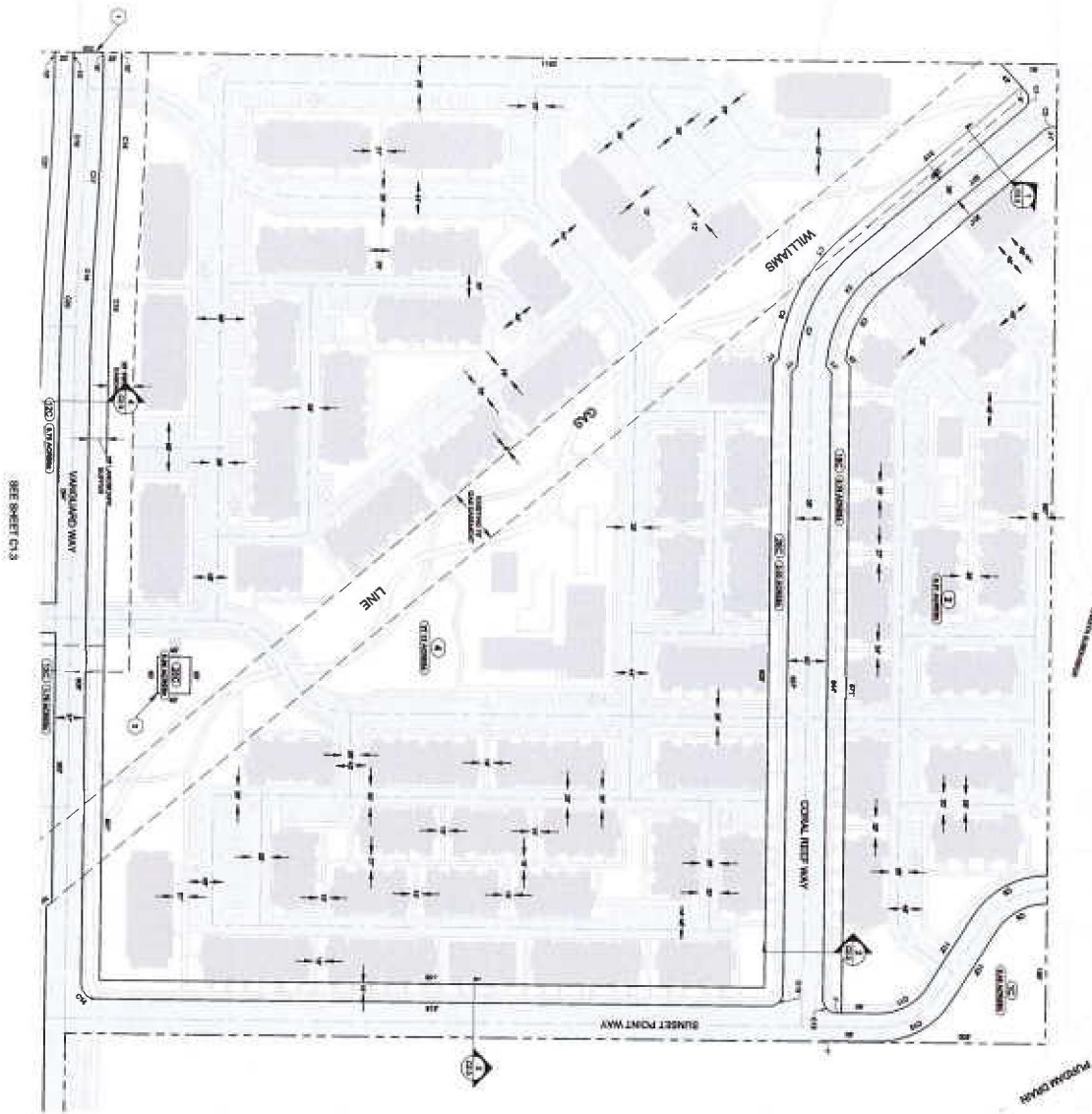
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 CONSULTING ENGINEERS, SURVEYORS & PLANNERS
 333 N. BOGARDUS WAY
 MERIDIAN, IDAHO 83437
 PHONE: 208-492-0000 WWW.T-OENGINEERS.COM
 BOISE • COY • COURVILLE • LEMHI CITY
 MERIDIAN • NASHA • SPANISH

REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	01/15/2023
2	REVISIONS	01/15/2023
3	REVISIONS	01/15/2023
4	REVISIONS	01/15/2023
5	REVISIONS	01/15/2023
6	REVISIONS	01/15/2023
7	REVISIONS	01/15/2023
8	REVISIONS	01/15/2023
9	REVISIONS	01/15/2023
10	REVISIONS	01/15/2023



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SEE SHEET C13

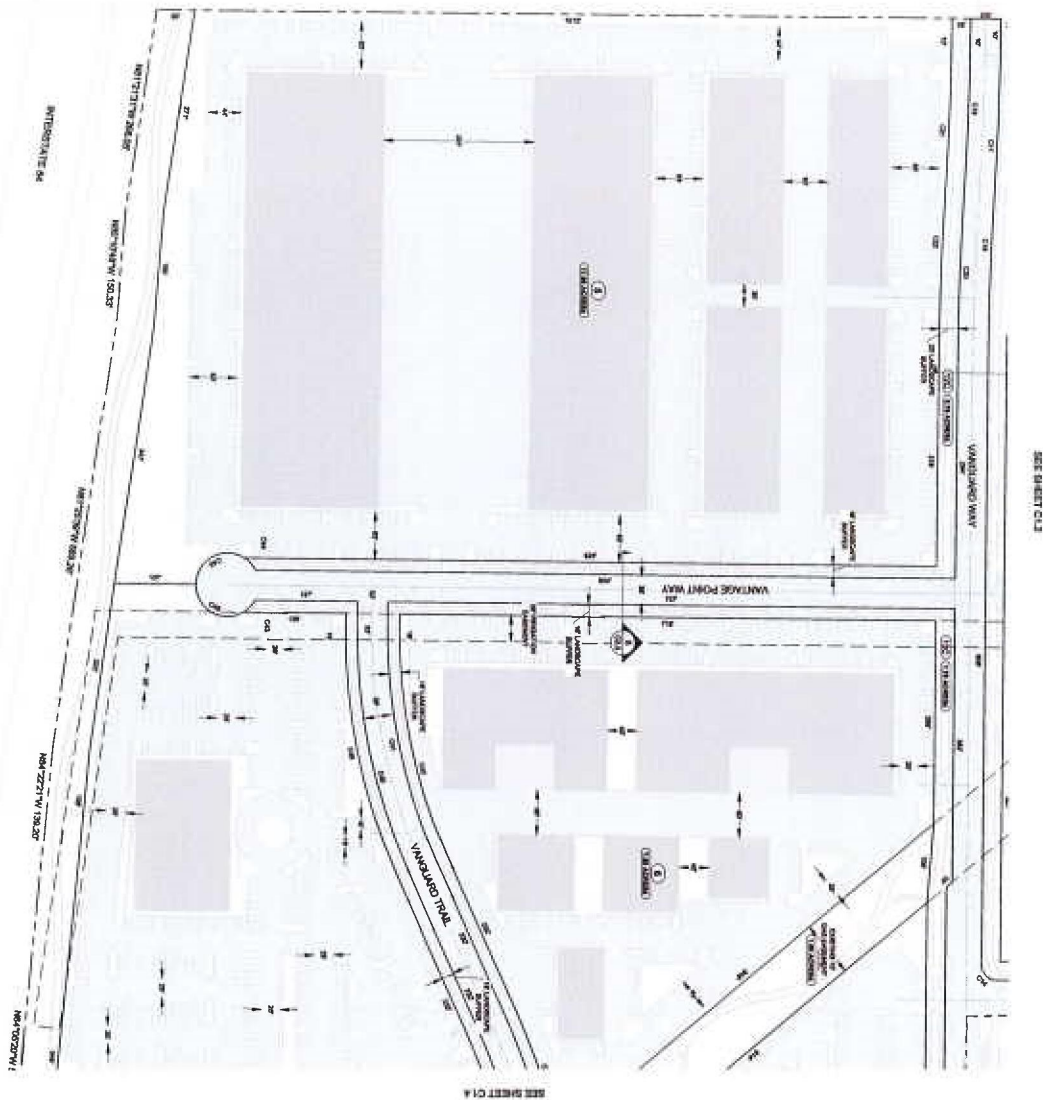
- NOTES:**
- 1. DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 - 2. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 - 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

LOT	AREA (SQ. FT.)	WIDTH (FT.)	DEPTH (FT.)	PERCENTAGE OF TOTAL AREA
1	10,000	100	100	1.00
2	10,000	100	100	1.00
3	10,000	100	100	1.00
4	10,000	100	100	1.00
5	10,000	100	100	1.00
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18	10,000	100	100	1.00
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23	10,000	100	100	1.00
24	10,000	100	100	1.00
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98	10,000	100	100	1.00
99	10,000	100	100	1.00
100	10,000	100	100	1.00



PRELIMINARY - NOT FOR CONSTRUCTION

<p>ATTENTION: THIS INSTRUMENT IS THE PROPERTY OF T-O ENGINEERS. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF T-O ENGINEERS IS STRICTLY PROHIBITED.</p> <p>DATE: 11/15/2019 DRAWN: [Name] CHECKED: [Name]</p>	<p>PRELIMINARY PLAT FOR: MERIDIAN 118 PROJECT LOT DIMENSIONS</p>	<p>T-O ENGINEERS CONSULTING ENGINEERS, SURVEYORS & PLANNERS 332 N. BRIDGEMORE WAY NAPLES, FLORIDA 34107 PHONE: (239) 414-0000 WWW.T-OENGINEERS.COM</p> <p>BOB • CODY • COLLIER DALY • HELEN CITY MORGAN • NANA • EPICORE</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	REVISIONS	DATE	BY																					<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	REVISIONS	DATE	BY																				
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COMP. TABLE

CHANG. NO.	DATE	BY	REVISION	DESCRIPTION
014	2/18/19	J.M.	2019-02-18	ISSUE FOR PERMIT
015	2/18/19	J.M.	2019-02-18	ISSUE FOR PERMIT
016	2/18/19	J.M.	2019-02-18	ISSUE FOR PERMIT
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018	2/18/19	J.M.	2019-02-18	ISSUE FOR PERMIT
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025	2/18/19	J.M.	2019-02-18	ISSUE FOR PERMIT



PRELIMINARY - NOT FOR CONSTRUCTION

C13

PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
 LOT DIMENSIONS

T-O ENGINEERS
 CONSULTING ENGINEERS, SURVEYORS & PLANNERS
 202 N. BRIDGEMORE WAY
 HANNA, IDAHO 83401
 PHONE: (208) 407-8888 WWW.T-OENGINEERS.COM

NO.	REVISIONS	DATE

DRAFT

SCALE: AS SHOWN

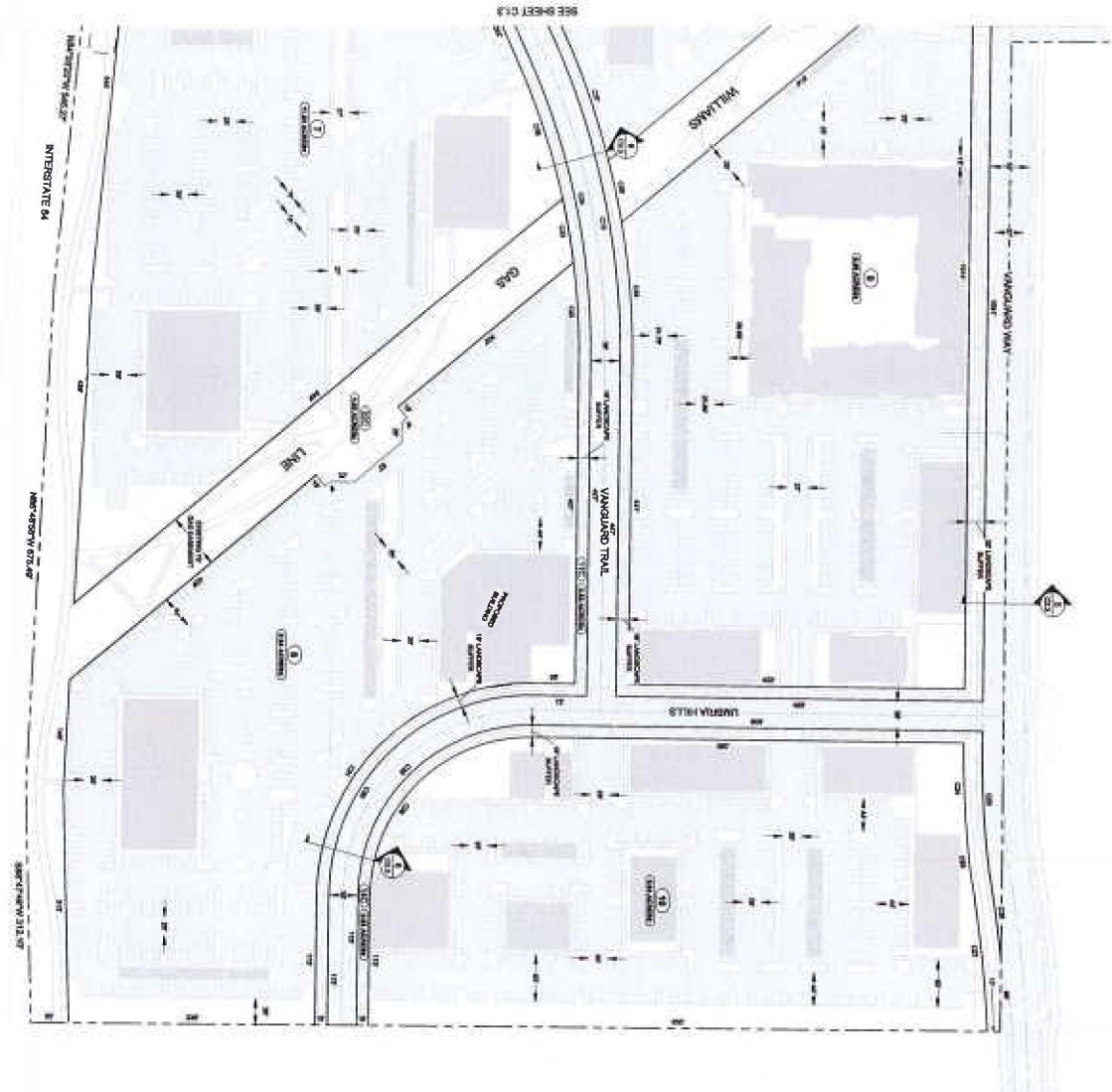
DATE: 2/18/19

BY: J.M.

CHECKED: J.M.

APPROVED: J.M.

SCALE: AS SHOWN



COORDINATE TABLE

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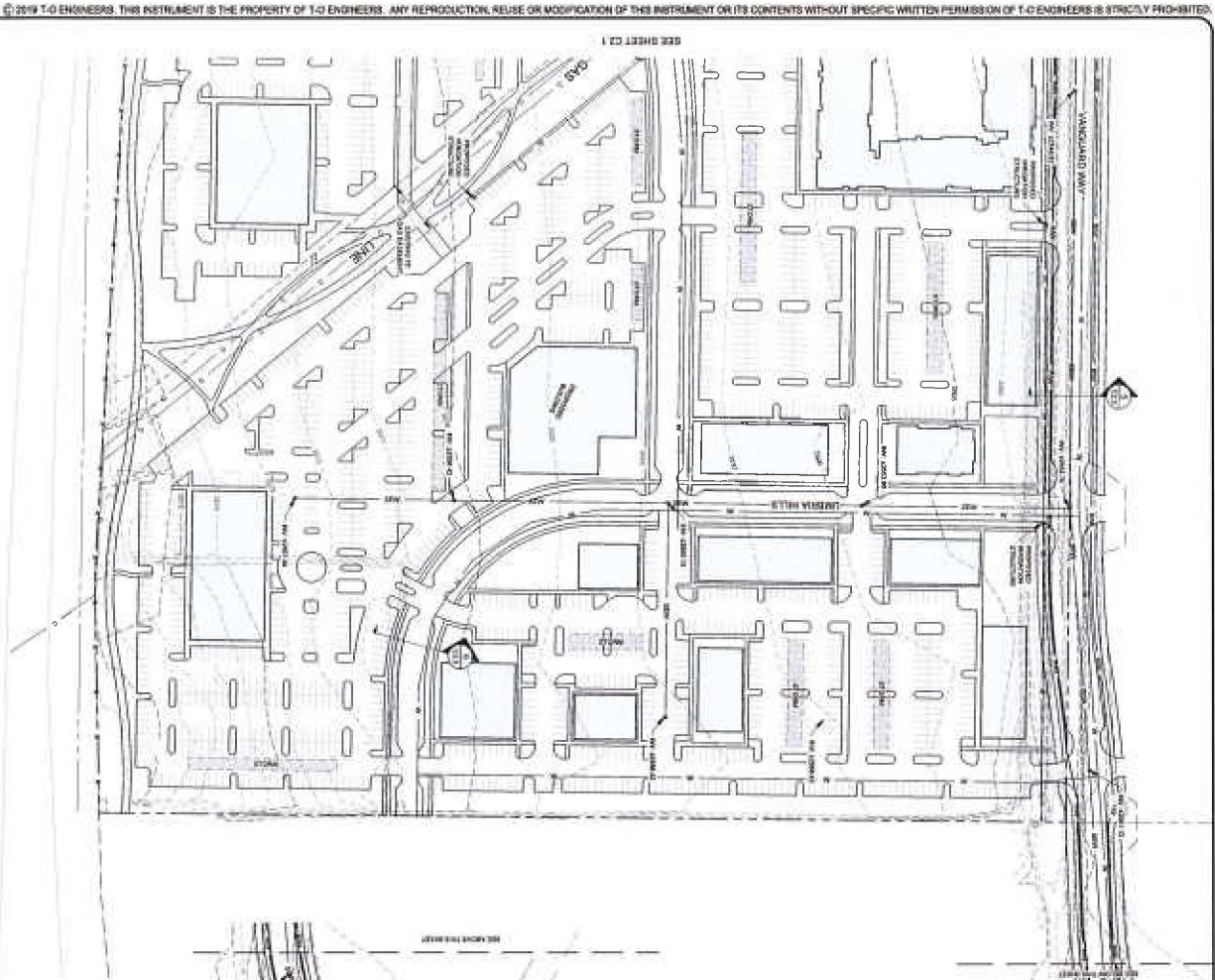
PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
LOT DIMENSIONS

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
332 N. BRIDGEMORE WAY
HARTSA, KANAS KANSAS
PHONE: (316) 434-2300 WWW.T-OENGINEERS.COM
BOB & COOY & COLAR DALLAS & JESSE CITY
MERCER & HANNA & BROOKS

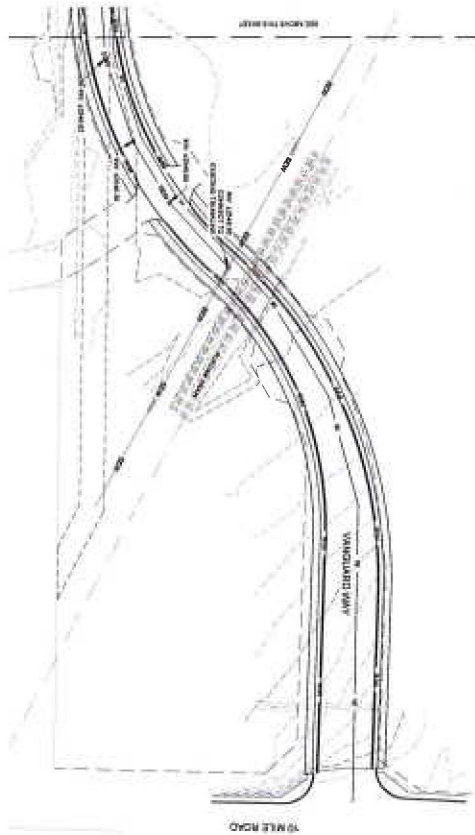
PRELIMINARY - NOT FOR CONSTRUCTION

REV.	DESCRIPTION	DATE	DESIGNED BY	CHECKED BY	APPROVED BY	DATE





SEE SHEET C21

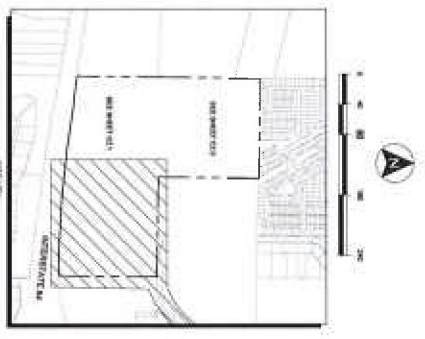


LEGEND

—	PROPOSED SUBSTANTIAL LANE
—	SUBSTANTIAL LANE
—	PROPOSED SIDEWALK
—	PROPOSED SIDEWALK WITH CURB
—	PROPOSED SIDEWALK WITH CURB AND BIKEWAY
—	PROPOSED SIDEWALK WITH CURB AND BIKEWAY WITH BIKEWAY
—	PROPOSED SIDEWALK WITH CURB AND BIKEWAY WITH BIKEWAY AND BIKEWAY
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NOTES

1. SEE ARCHITECTURAL AND MECHANICAL FOR ALL DETAILS.
2. SEE MECHANICAL FOR ALL DETAILS.
3. SEE ARCHITECTURAL FOR ALL DETAILS.
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8. SEE MECHANICAL FOR ALL DETAILS.
9. SEE ARCHITECTURAL FOR ALL DETAILS.
10. SEE MECHANICAL FOR ALL DETAILS.



PRELIMINARY - NOT FOR CONSTRUCTION

PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
SITEPLAN

C22

T-O ENGINEERS
 CONSULTING ENGINEERS, SURVEYORS & PLANNERS
 510 W. BROADWAY, SUITE 1000
 AUSTIN, TEXAS 78701
 PHONE: (512) 476-0000 | WWW.T-OENGINEERS.COM
 BRUCE - VICE PRESIDENT & SENIOR CITY ENGINEER
 MICHAEL - SENIOR ENGINEER

NO.	DATE	DESCRIPTION	APPROVED

APPROVED

J. GARRETT

APPROVED

J. GARRETT

APPROVED

J. GARRETT

Additional Narrative in Support of the Preliminary Plat

Meridian's subdivision regulations have been developed to encourage orderly growth and development served by essential public services. The flat, presently agricultural ground that makes up Project Vanguard (the "Property") was annexed into the City and zoned in 2009. In order to annex and zone the Property, the City was required to, and did, make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
3. The map amendment shall 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
5. The annexation (as applicable) is in the best interest of city.¹

As outlined further in the Narratives submitted with the Project Vanguard Applications, the zones continue to be in accord with the Ten Mile Interchange Specific Area Plan ("TMISAP") as well as the 2019 Comprehensive Plan.

As outlined on the Preliminary Plat Application, the subdivision standards for each of the applicable zones will be met with the exception that alternative compliance has been requested for setbacks for the residential buildings located on Sunset Point Way and Coral Reef. On collector streets, the R-15 district requires 20 feet between the back of the sidewalk and the living area of a building; proposed setbacks are 14 feet from the back of the sidewalk to the building. These streetscapes and setbacks were designed in large compliance with the TMISAP and exceed the ten foot minimum setback required in the Multifamily Development specific use standards.²

Justification for the alternative compliance requested is found in the "Narrative in Support of Alternative Compliance" submitted to the City.

The facts contained in the Project Vanguard Applications, including the Preliminary Plat Application, the analysis contained in the Applications' Narratives, and the analysis done by

¹ See, UDC § 11-5B-3.F

² See, UDC § 11-4-3-27.B.1.

the City when the City annexed and zoned this Property in 2009, underscore the ability of the City to make the following findings to enable approval of the Preliminary Plat:

- A. The plat is in conformance with the comprehensive plan and is consistent with this Unified Development Code;
- B. Public services are available or can be made available and are adequate to accommodate the proposed development;
- C. The plat is in conformance with scheduled public improvements in accord with the city's capital improvement program;
- D. There is public financial capability of supporting services for the proposed development;
- E. The development will not be detrimental to the public health, safety or general welfare.³

A copy of the Preliminary Plat submitted with the Application is attached on the following pages.

³ See, UDC § 11-6B-6. Please note that the required findings include a finding that the Preliminary Plat preserves significant natural, scenic or historic features. There are no significant natural, scenic or historic features on the Property.

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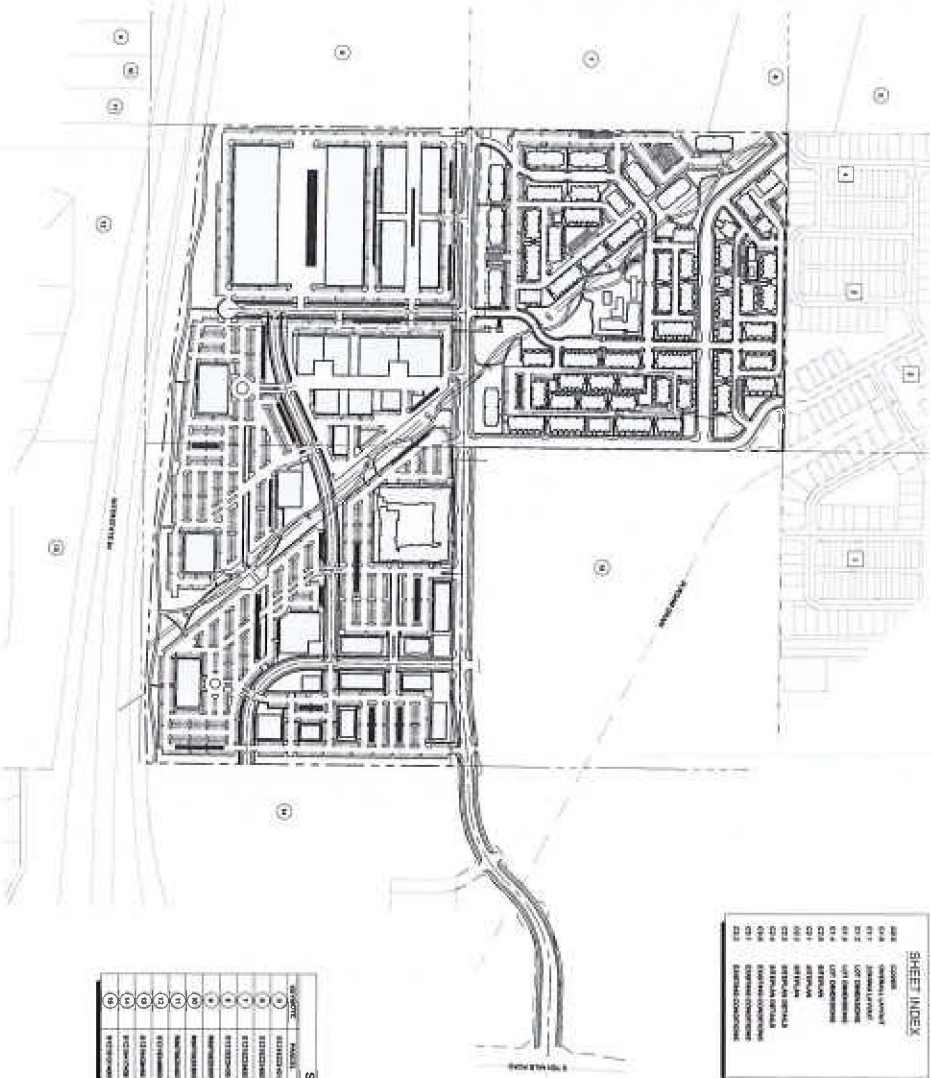
PRELIMINARY PLAT FOR
VANGUARD VILLAGE SUBDIVISION
 A PORTION OF SECTION 18,
 TOWNSHIP 3 NORTH, RANGE 1 WEST, BOISE MERIDIAN,
 CITY OF MERIDIAN, ADA COUNTY, IDAHO
 2023

LEGEND

PROPOSED ROADWAY LINE	---
EXISTING ROADWAY LINE	---
PROPOSED LOT BOUNDARY	---
EXISTING LOT BOUNDARY	---
PROPOSED UTILITY	---
EXISTING UTILITY	---
PROPOSED LOT NUMBER	---
EXISTING LOT NUMBER	---
PROPOSED AREA	---
EXISTING AREA	---

NOTES

1. ALL PROPOSED AND EXISTING UTILITIES SHOWN ARE BASED ON RECORD PLANS AND FIELD SURVEY DATA. THE LOCATION AND DEPTH OF UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. THE PROPOSED ROADWAY SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO HIGHWAY DESIGN MANUAL.
3. THE PROPOSED LOT BOUNDARIES SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO SUBDIVISION ACT.
4. THE PROPOSED UTILITY LOCATIONS SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO UTILITY CODE.
5. THE PROPOSED AREA SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO SUBDIVISION ACT.
6. THE PROPOSED AREA SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO SUBDIVISION ACT.
7. THE PROPOSED AREA SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO SUBDIVISION ACT.
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10. THE PROPOSED AREA SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO SUBDIVISION ACT.



SHEET INDEX

NO.	DESCRIPTION
1	PROPOSED ROADWAY LINE
2	EXISTING ROADWAY LINE
3	PROPOSED LOT BOUNDARY
4	EXISTING LOT BOUNDARY
5	PROPOSED UTILITY
6	EXISTING UTILITY
7	PROPOSED LOT NUMBER
8	EXISTING LOT NUMBER
9	PROPOSED AREA
10	EXISTING AREA



GENERAL NOTES

1. THE PROPOSED ROADWAY SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO HIGHWAY DESIGN MANUAL.

2. THE PROPOSED LOT BOUNDARIES SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO SUBDIVISION ACT.

3. THE PROPOSED UTILITY LOCATIONS SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO UTILITY CODE.

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10. THE PROPOSED AREA SHALL BE CONSTRUCTED TO THE STANDARDS SPECIFIED IN THE IDAHO SUBDIVISION ACT.

SURROUNDING PROPERTY OWNERS (2007)

OWNER	ADDRESS	ACRES
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2	118 N. BROADWAY	1.18
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4	118 N. BROADWAY	1.18
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8	118 N. BROADWAY	1.18
9	118 N. BROADWAY	1.18
10	118 N. BROADWAY	1.18

SURROUNDING PROPERTY OWNERS (2007)

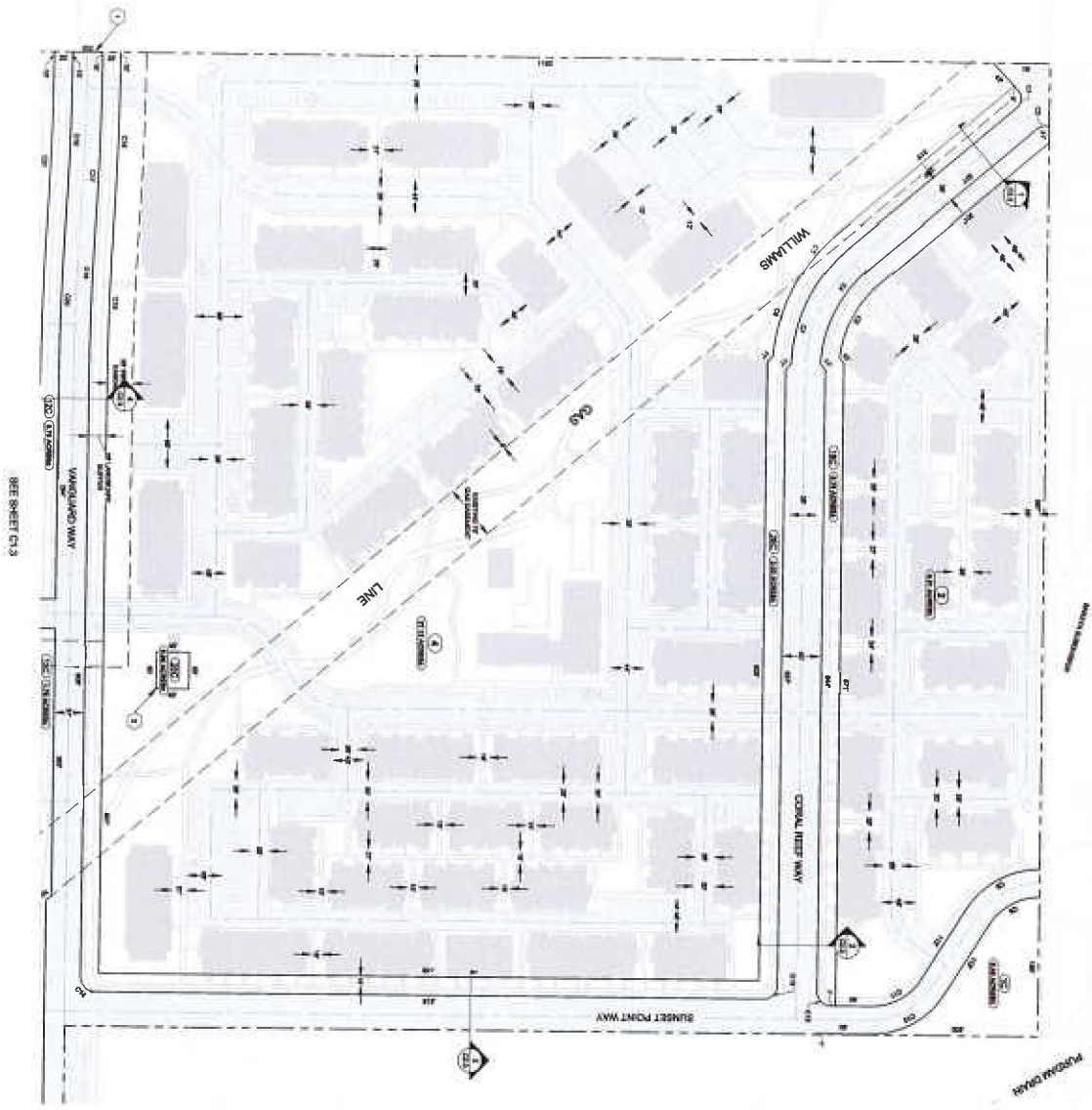
OWNER	ADDRESS	ACRES
1	118 N. BROADWAY	1.18
2	118 N. BROADWAY	1.18
3	118 N. BROADWAY	1.18
4	118 N. BROADWAY	1.18
5	118 N. BROADWAY	1.18
6	118 N. BROADWAY	1.18
7	118 N. BROADWAY	1.18
8	118 N. BROADWAY	1.18
9	118 N. BROADWAY	1.18
10	118 N. BROADWAY	1.18

PRELIMINARY - NOT FOR CONSTRUCTION

<p>T-O ENGINEERS CONSULTING ENGINEERS, SURVEYORS & PLANNERS 333 N. BROADWAY, SUITE 200 MERIDIAN, IDAHO 83436 PHONE: 208-492-0000 WWW.T-OENGINEERS.COM</p>	<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DESCRIPTION	DATE										<p>DESIGNED BY: C. KERRAS DRAWN BY: C. KERRAS CHECKED BY: J. CARROLL APPROVED BY: J. CARROLL</p>	
		NO.	DESCRIPTION	DATE											
<p>DATE: 10/20/2023 SCALE: AS SHOWN SHEET: C00.0</p>															

PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
 COVER

C00.0

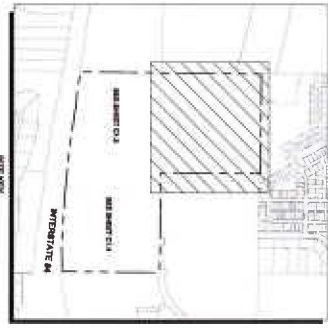


SEE SHEET C13

NOTES

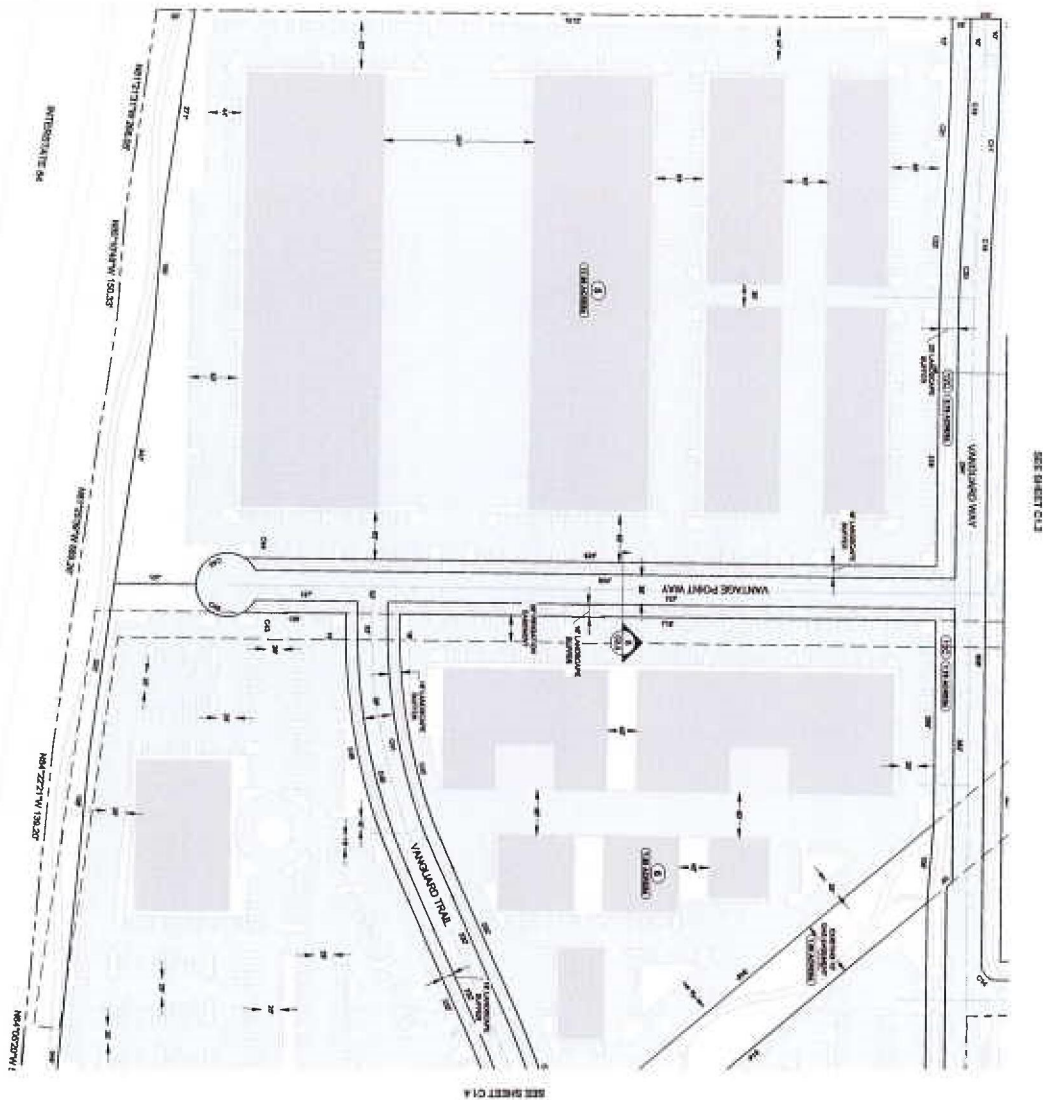
1. DIMENSIONS SHOWN ARE APPROXIMATE AND SUBJECT TO FIELD SURVEY.
2. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
3. VERIFY ALL DIMENSIONS AND LOCATIONS IN THE FIELD.

LOT NO.	AREA (SQ. FT.)	PERCENTAGE OF TOTAL AREA
1	10,500	1.10%
2	10,500	1.10%
3	10,500	1.10%
4	10,500	1.10%
5	10,500	1.10%
6	10,500	1.10%
7	10,500	1.10%
8	10,500	1.10%
9	10,500	1.10%
10	10,500	1.10%
11	10,500	1.10%
12	10,500	1.10%
13	10,500	1.10%
14	10,500	1.10%
15	10,500	1.10%
16	10,500	1.10%
17	10,500	1.10%
18	10,500	1.10%
19	10,500	1.10%
20	10,500	1.10%
21	10,500	1.10%
22	10,500	1.10%



PRELIMINARY - NOT FOR CONSTRUCTION

<p>T-O ENGINEERS CONSULTING ENGINEERS, SURVEYORS & PLANNERS 332 N. BRIDGEMORE WAY NAPLES, FLORIDA 34107 PHONE: (239) 414-0000 WWW.T-OENGINEERS.COM</p>	<p>REVISIONS</p> <table border="1"> <tr><th>NO.</th><th>DESCRIPTION</th><th>DATE</th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	DESCRIPTION	DATE										<p>WORK SHEET</p> <p>DATE: 05/01/2019 BY: C. NICHOLS CHECKED: J. COOPER APPROVED: J. COOPER</p>	
		NO.	DESCRIPTION	DATE											
<p>PRELIMINARY PLAT FOR: MERIDIAN 118 PROJECT LOT DIMENSIONS</p>	<p>DATE: 05/01/2019 SCALE: AS SHOWN</p>														



COMP. TABLE

CHAIN	MARK	LENGTH	BEGIN	END	COORDS
014	2209'	214.74	809.97	847.62	231.32
015	4625.14'	222.12	210.27	487.63	231.32
016	4082.70'	218.89	210.27	687.63	231.32
017	4412.24'	218.89	210.27	887.63	231.32
018	4048.22'	222.12	210.27	1087.63	231.32
019	2986.14'	217.63	210.27	1287.63	231.32
020	4412.24'	217.63	210.27	1487.63	231.32
021	4412.24'	222.12	210.27	1687.63	231.32
022	4412.24'	217.63	210.27	1887.63	231.32
023	4412.24'	217.63	210.27	2087.63	231.32
024	4412.24'	217.63	210.27	2287.63	231.32



PRELIMINARY - NOT FOR CONSTRUCTION

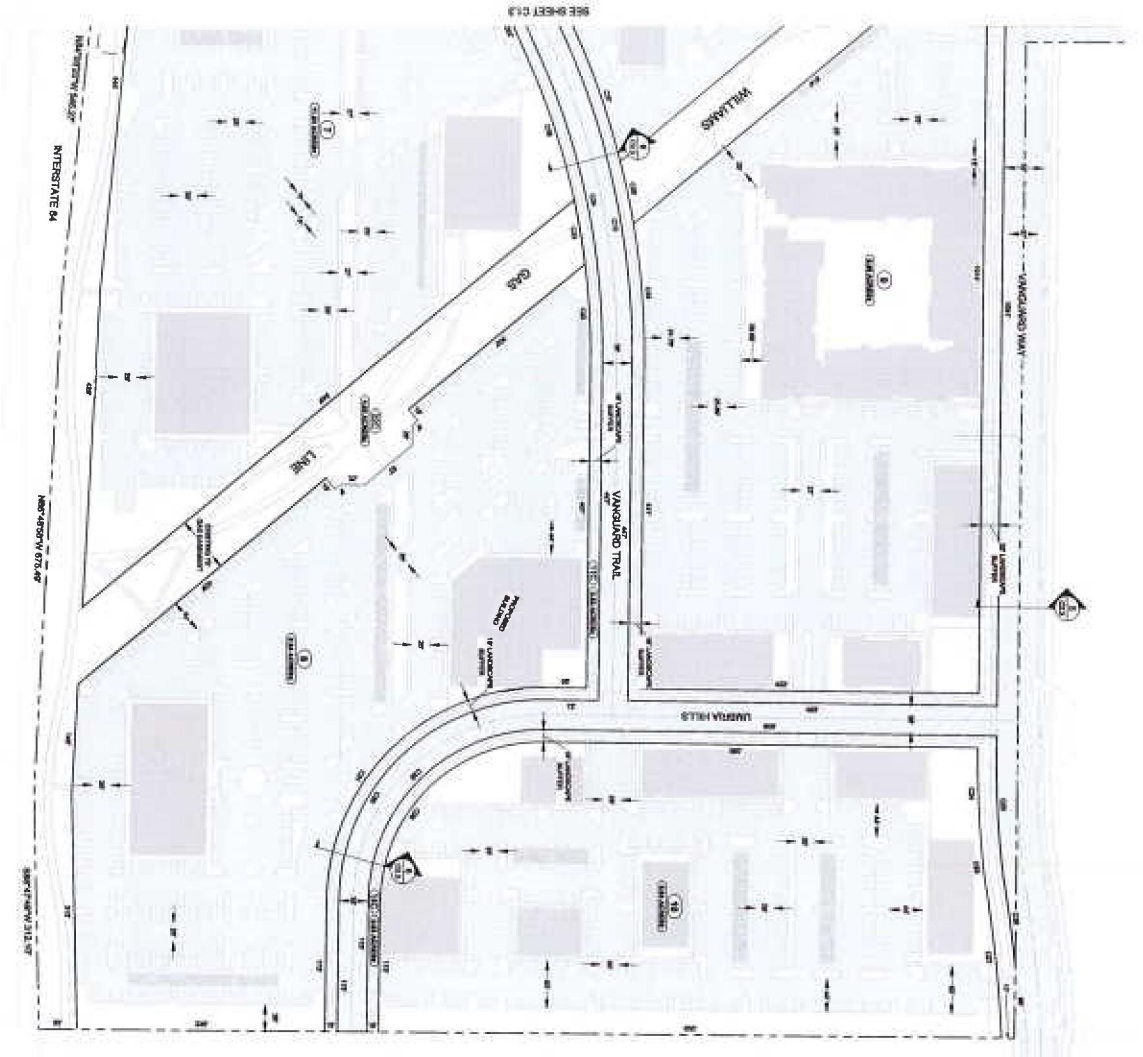
T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
200 M. BRUCEGARDNER WAY
HARRIS, TEXAS 77060
PHONE: (281) 492-8000 WWW.T-OENGINEERS.COM

PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
LOT DIMENSIONS

NO.	REVISIONS	DATE	BY

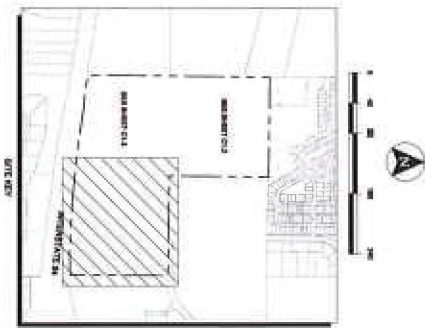
SCALE: AS SHOWN

C13



CONST. TABLE

POINT	STATION	LENGTH	BEARING	STATION	STATION
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102	140+00.00	100.00	S 00° 00' 00" W	103	240+00.00
103	240+00.00	100.00	S 00° 00' 00" W	104	340+00.00
104	340+00.00	100.00	S 00° 00' 00" W	105	440+00.00
105	440+00.00	100.00	S 00° 00' 00" W	106	540+00.00
106	540+00.00	100.00	S 00° 00' 00" W	107	640+00.00
107	640+00.00	100.00	S 00° 00' 00" W	108	740+00.00
108	740+00.00	100.00	S 00° 00' 00" W	109	840+00.00
109	840+00.00	100.00	S 00° 00' 00" W	110	940+00.00
110	940+00.00	100.00	S 00° 00' 00" W	111	1040+00.00
111	1040+00.00	100.00	S 00° 00' 00" W	112	1140+00.00
112	1140+00.00	100.00	S 00° 00' 00" W	113	1240+00.00
113	1240+00.00	100.00	S 00° 00' 00" W	114	1340+00.00
114	1340+00.00	100.00	S 00° 00' 00" W	115	1440+00.00
115	1440+00.00	100.00	S 00° 00' 00" W	116	1540+00.00
116	1540+00.00	100.00	S 00° 00' 00" W	117	1640+00.00
117	1640+00.00	100.00	S 00° 00' 00" W	118	1740+00.00
118	1740+00.00	100.00	S 00° 00' 00" W	119	1840+00.00
119	1840+00.00	100.00	S 00° 00' 00" W	120	1940+00.00
120	1940+00.00	100.00	S 00° 00' 00" W	121	2040+00.00
121	2040+00.00	100.00	S 00° 00' 00" W	122	2140+00.00
122	2140+00.00	100.00	S 00° 00' 00" W	123	2240+00.00
123	2240+00.00	100.00	S 00° 00' 00" W	124	2340+00.00
124	2340+00.00	100.00	S 00° 00' 00" W	125	2440+00.00
125	2440+00.00	100.00	S 00° 00' 00" W	126	2540+00.00
126	2540+00.00	100.00	S 00° 00' 00" W	127	2640+00.00
127	2640+00.00	100.00	S 00° 00' 00" W	128	2740+00.00
128	2740+00.00	100.00	S 00° 00' 00" W	129	2840+00.00
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131	3040+00.00	100.00	S 00° 00' 00" W	132	3140+00.00
132	3140+00.00	100.00	S 00° 00' 00" W	133	3240+00.00
133	3240+00.00	100.00	S 00° 00' 00" W	134	3340+00.00
134	3340+00.00	100.00	S 00° 00' 00" W	135	3440+00.00
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142	4140+00.00	100.00	S 00° 00' 00" W	143	4240+00.00
143	4240+00.00	100.00	S 00° 00' 00" W	144	4340+00.00
144	4340+00.00	100.00	S 00° 00' 00" W	145	4440+00.00
145	4440+00.00	100.00	S 00° 00' 00" W	146	4540+00.00
146	4540+00.00	100.00	S 00° 00' 00" W	147	4640+00.00
147	4640+00.00	100.00	S 00° 00' 00" W	148	4740+00.00
148	4740+00.00	100.00	S 00° 00' 00" W	149	4840+00.00
149	4840+00.00	100.00	S 00° 00' 00" W	150	4940+00.00
150	4940+00.00	100.00	S 00° 00' 00" W	151	5040+00.00
151	5040+00.00	100.00	S 00° 00' 00" W	152	5140+00.00
152	5140+00.00	100.00	S 00° 00' 00" W	153	5240+00.00
153	5240+00.00	100.00	S 00° 00' 00" W	154	5340+00.00
154	5340+00.00	100.00	S 00° 00' 00" W	155	5440+00.00
155	5440+00.00	100.00	S 00° 00' 00" W	156	5540+00.00
156	5540+00.00	100.00	S 00° 00' 00" W	157	5640+00.00
157	5640+00.00	100.00	S 00° 00' 00" W	158	5740+00.00
158	5740+00.00	100.00	S 00° 00' 00" W	159	5840+00.00
159	5840+00.00	100.00	S 00° 00' 00" W	160	5940+00.00
160	5940+00.00	100.00	S 00° 00' 00" W	161	6040+00.00
161	6040+00.00	100.00	S 00° 00' 00" W	162	6140+00.00
162	6140+00.00	100.00	S 00° 00' 00" W	163	6240+00.00
163	6240+00.00	100.00	S 00° 00' 00" W	164	6340+00.00
164	6340+00.00	100.00	S 00° 00' 00" W	165	6440+00.00
165	6440+00.00	100.00	S 00° 00' 00" W	166	6540+00.00
166	6540+00.00	100.00	S 00° 00' 00" W	167	6640+00.00
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168	6740+00.00	100.00	S 00° 00' 00" W	169	6840+00.00
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170	6940+00.00	100.00	S 00° 00' 00" W	171	7040+00.00
171	7040+00.00	100.00	S 00° 00' 00" W	172	7140+00.00
172	7140+00.00	100.00	S 00° 00' 00" W	173	7240+00.00
173	7240+00.00	100.00	S 00° 00' 00" W	174	7340+00.00
174	7340+00.00	100.00	S 00° 00' 00" W	175	7440+00.00
175	7440+00.00	100.00	S 00° 00' 00" W	176	7540+00.00
176	7540+00.00	100.00	S 00° 00' 00" W	177	7640+00.00
177	7640+00.00	100.00	S 00° 00' 00" W	178	7740+00.00
178	7740+00.00	100.00	S 00° 00' 00" W	179	7840+00.00
179	7840+00.00	100.00	S 00° 00' 00" W	180	7940+00.00
180	7940+00.00	100.00	S 00° 00' 00" W	181	8040+00.00
181	8040+00.00	100.00	S 00° 00' 00" W	182	8140+00.00
182	8140+00.00	100.00	S 00° 00' 00" W	183	8240+00.00
183	8240+00.00	100.00	S 00° 00' 00" W	184	8340+00.00
184	8340+00.00	100.00	S 00° 00' 00" W	185	8440+00.00
185	8440+00.00	100.00	S 00° 00' 00" W	186	8540+00.00
186	8540+00.00	100.00	S 00° 00' 00" W	187	8640+00.00
187	8640+00.00	100.00	S 00° 00' 00" W	188	8740+00.00
188	8740+00.00	100.00	S 00° 00' 00" W	189	8840+00.00
189	8840+00.00	100.00	S 00° 00' 00" W	190	8940+00.00
190	8940+00.00	100.00	S 00° 00' 00" W	191	9040+00.00
191	9040+00.00	100.00	S 00° 00' 00" W	192	9140+00.00
192	9140+00.00	100.00	S 00° 00' 00" W	193	9240+00.00
193	9240+00.00	100.00	S 00° 00' 00" W	194	9340+00.00
194	9340+00.00	100.00	S 00° 00' 00" W	195	9440+00.00
195	9440+00.00	100.00	S 00° 00' 00" W	196	9540+00.00
196	9540+00.00	100.00	S 00° 00' 00" W	197	9640+00.00
197	9640+00.00	100.00	S 00° 00' 00" W	198	9740+00.00
198	9740+00.00	100.00	S 00° 00' 00" W	199	9840+00.00
199	9840+00.00	100.00	S 00° 00' 00" W	200	9940+00.00



PRELIMINARY - NOT FOR CONSTRUCTION

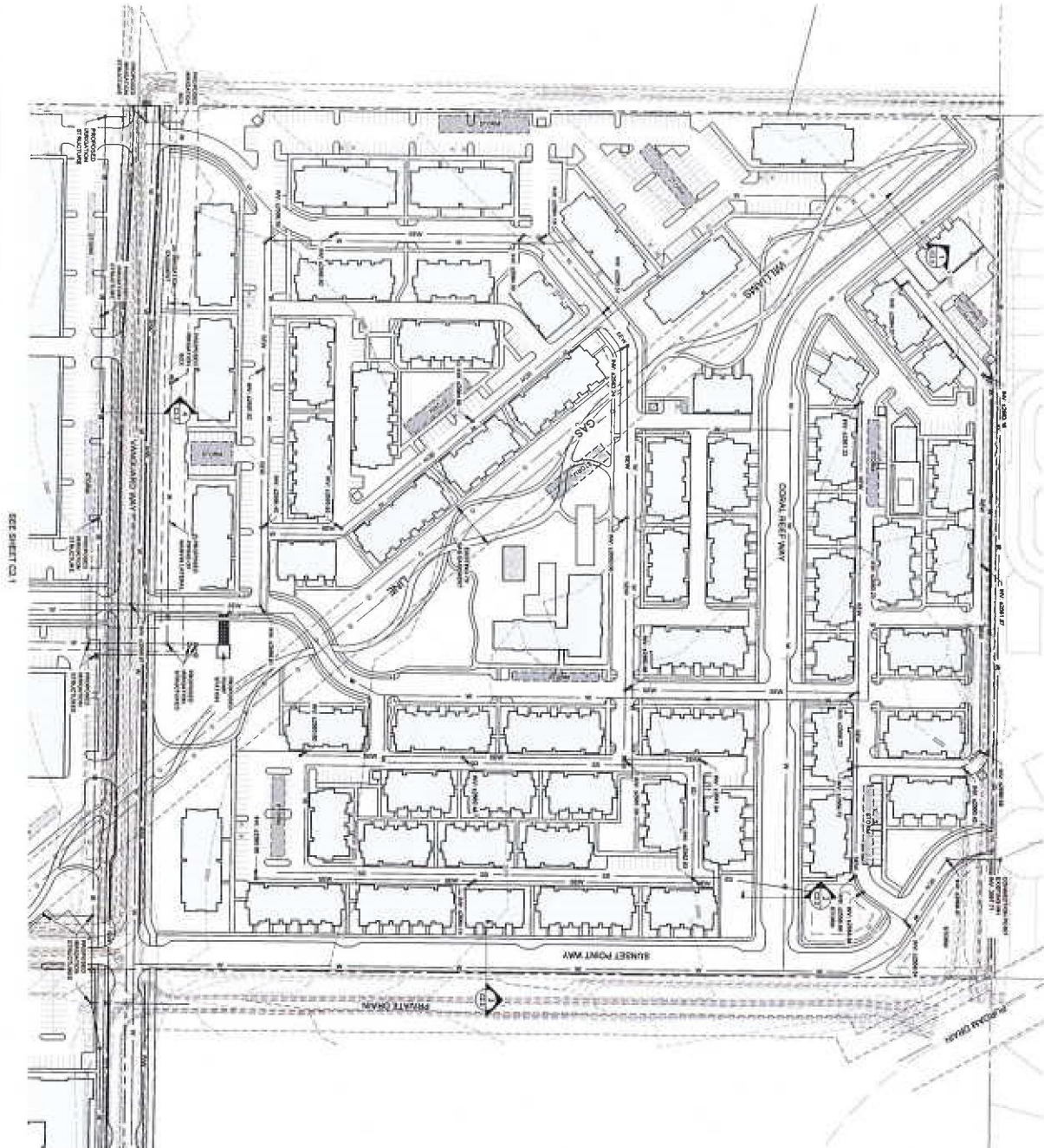
REVISIONS

NO.	DESCRIPTION	DATE

**PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
LOT DIMENSIONS**

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
332 N. BRIDGEMORE WAY
HARRIS, MISSOURI 63044
PHONE: (314) 433-2800 WWW.T-OENGINEERS.COM





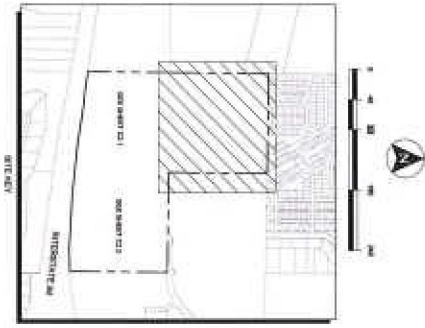
SEE SHEET C2.1

NOTES

- 1. ALL DIMENSIONS SHOWN ARE UNLESS OTHERWISE NOTED.
- 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

LEGEND

---	PROPOSED EASEMENT LINE
---	BOUNDARY OF ASSESSMENT
---	PROPOSED DRIVE
---	PROPOSED SIDEWALK
---	PROPOSED BIKEWAY
---	PROPOSED TRAIL
---	PROPOSED FUTURE ROAD RIGHT-OF-WAY
---	PROPOSED FUTURE SIDEWALK
---	PROPOSED FUTURE BIKEWAY
---	PROPOSED FUTURE TRAIL
---	PROPOSED FUTURE DRIVE
---	PROPOSED FUTURE SIDEWALK
---	PROPOSED FUTURE BIKEWAY
---	PROPOSED FUTURE TRAIL



PRELIMINARY - NOT FOR CONSTRUCTION

C2.0

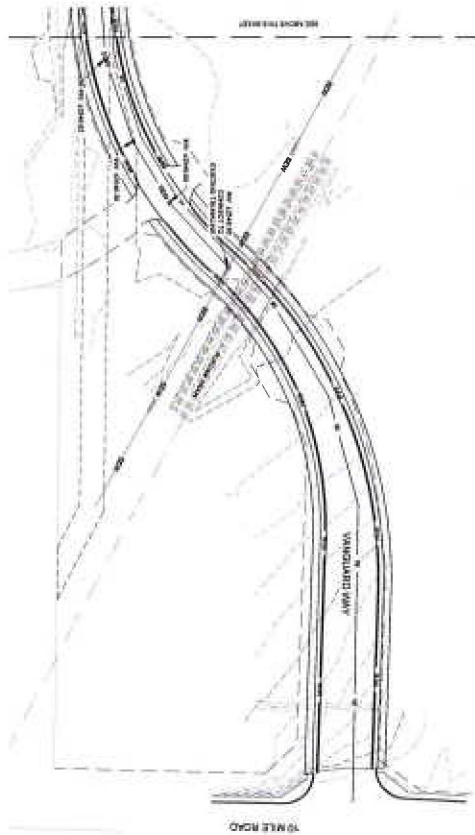
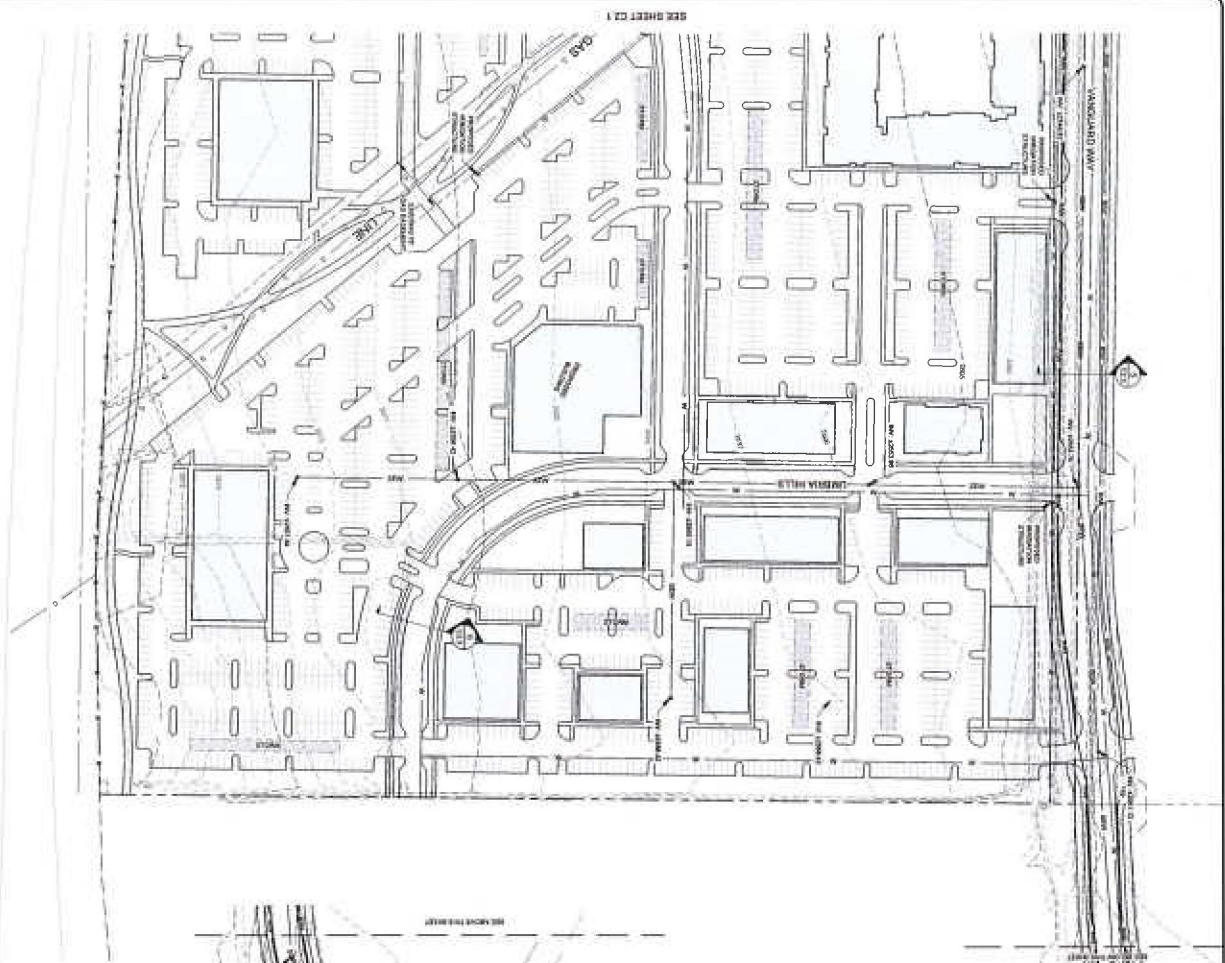
PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
 SITEPLAN

T-O ENGINEERS
 CONSULTING ENGINEERS, SURVEYORS & PLANNERS
 353 H. BROOKS DRIVE
 TAMPA, FLORIDA 33607
 PHONE: (813) 945-6600 WWW.T-OENGINEERS.COM

NO.	REVISIONS	DATE	BY	APPROVED

DRP
 DRAFT
 11/15/18

STATE OF FLORIDA
 MERIDIAN 118 PROJECT

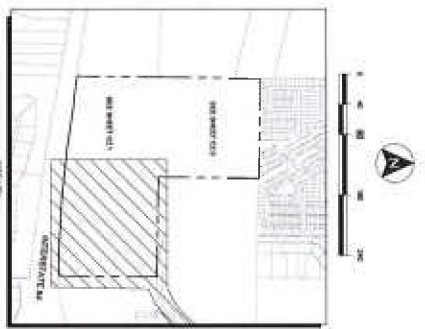


LEGEND

Proposed Submittal Line	Proposed Over the Line
Field Station	Proposed Existing Structure Line
Proposed Structure Line	Proposed Existing Structure Line
Proposed Utility Structure Line	Proposed Existing Utility Structure Line
Proposed Existing Structure Line	Proposed Existing Utility Structure Line
Proposed Existing Utility Structure Line	Proposed Existing Structure Line
Proposed Existing Structure Line	Proposed Existing Utility Structure Line
Proposed Existing Utility Structure Line	Proposed Existing Structure Line
Proposed Existing Structure Line	Proposed Existing Utility Structure Line
Proposed Existing Utility Structure Line	Proposed Existing Structure Line

NOTES

1. SEE SHEET C21 FOR DIMENSIONS AND NOTES FOR THE SITE PLAN TO BE SUBMITTED TO THE BOARD OF ZONING ADJUSTMENTS.



PRELIMINARY - NOT FOR CONSTRUCTION

C22

PRELIMINARY PLAT FOR:
MERIDIAN 118 PROJECT
 SITEPLAN

T-O ENGINEERS
 CONSULTING ENGINEERS, SURVEYORS & PLANNERS
 513 N. BROADWAY WAY
 NAPOLI, FL 34102
 PHONE: (813) 486-8888 WWW.T-OENGINEERS.COM
 BRUCE - VICE & COUNTY CLERK & HESLER CITY
 MICHAEL & KIMBERLY - ENGINEER

NO.	DATE	REVISIONS

PROJECT NO. 19-0001
 SHEET NO. C22
 DESIGNER: C. RIBBAAR
 CHECKER: M. RIBBAAR
 ENGINEER: J. GARRETT
 APPROVED: J. GARRETT
 DATE: 11/15/2019

Additional Narrative in Support of Rezone Application

Project Vanguard is the updated 2021 name for the 115-acre project reviewed and approved by the City in 2009 as “Meridian Crossing” or the “**Property.**” The 2009 request for annexation and rezone was approved by the City as being in accord with the guidance of the then-applicable Comprehensive Plan¹ and the Ten Mile Interchange Specific Area Plan (“**TMISAP**”).

The Property is located within four general land use classifications identified on the TMISAP Land Use Map: Mixed Use Commercial; Mixed Employment; High Density Employment; and Medium High Density Residential. The zones approved by the City in 2009 reflect the TMISAP planning guidance for: C-C (Community Business); M-E (Mixed Employment); H-E (High Density Employment); and R-40 (High-Density Residential). Note that the R-40 zone was approved in 2009 but only with the caveat that the R-40 zone would be developed with medium high-density residential in keeping with the density promoted by the TMISAP.²

The zones proposed today remain the same as previously approved by the City, with the exception that the R-40 zone is being revised to R-15 for the northern 40 acres known as “Vanguard Commons”, which R-15 zone reflects the medium high-density residential promoted by the City in 2009 and in the TMISAP. The zoning boundaries proposed in 2021, however, are much less fragmented than those approved in 2009 and, as described below, flow with the street and pathway systems.

The goal of the TMISAP is “to promote more organic and holistic development patterns, to mix uses more than to obey lines on a map.”³ As the TMISAP states:

The lines in this Land Use Map, then, are flexible. These lines should adjust and evolve to create a place that is truly an integrated whole – mixing uses both vertically and horizontally...While proposed land uses are mapped to specific locations, the land use recommendations presented in the Land Use Map are still relatively broad, and the exact shape of many of the land use areas is somewhat conceptual. The Land Use Map recommends the general locations for specific types of land uses, and illustrates how these uses are related to each other geographically.⁴

The flexibility promoted by the TMISAP supports today’s modification of the 2009 zone boundaries. The revised zoning boundaries reflect the connectivity promoted by the TMISAP, and the open space and connectivity between zones offered with the greenway along the

¹ In 2009, the applicable Comprehensive Plan was adopted by the City in 2002 (Resolution No. 02-382). Today, the applicable Comprehensive Plan is the Plan adopted by the City in 2019 (Resolution No. 19-2179). As described in the Narrative submitted with the Project Vanguard Applications, Project Vanguard continues to be in accord with, and guided by, the Comprehensive Plan as well as the TMISAP.

² See, 2009 Development Agreement, Exhibit B, p. 11.

³ TMISAP, p. 3-15.

⁴ Id.

Williams Pipeline easement that runs diagonally through Project Vanguard. The revised zoning boundaries include:

- R-15 (Medium High-Density Residential; 40.33 acres) in the north of Project Vanguard (i.e., Vanguard Commons);
- M-E (Mixed Employment; 29.07 acres) in the west of Vanguard Village and along I-84;
- H-E (High Density Employment; 28.60 acres) in the south of Vanguard Village along I-84; and
- C-C (Community Business District; 17.27 acres) along Vanguard Way at the entrance to Project Vanguard.⁵

Overview of the Concept Plan in Relation to the Proposed Zoning

The dynamic vision of the TMISAP -- integrating land use and transportation planning to position this area of the City for business, recreation, and a great place to live -- was reflected in the 2009 concept plan for Meridian Crossing. That concept plan was approved as being consistent with the vision and intent of the Comprehensive Plan as anticipated by the TMISAP, yet the City also recognized that the 2009 concept plan might change as properties in the surrounding Ten Mile area developed and street alignments were refined.⁶

In the 12 years since annexation of the Property, the City has seen a great deal of mixed-use development in the TMISAP area, especially east of S. Ten Mile Road. Streets have been built and realigned and, most importantly, for Project Vanguard, Vanguard Way has been identified (and public right-of-way obtained) as the main collector road for development west of S. Ten Mile Road. The concept plan presented today, in 2021, reflects the development pattern advanced with the location of Vanguard Way as well as the guidance of the most recent (2019) Comprehensive Plan and the TMISAP. Please refer to the Narrative submitted with the Applications for a thorough review of Project Vanguard compliance with the 2019 Comprehensive Plan.

The TMISAP promotes a roadway network designed as a multimodal transportation system for all transportation users. The TMISAP was established to ensure connectivity within the planning area as well as to adjoining development, while controlling access onto arterial roads. The Project Vanguard concept site plan and zoning boundaries mirror the roadway network established in the TMISAP, which roadway network also reflects the 2012 annexation of property immediately east of Project Vanguard.⁷

⁵ The legal description for each zone has been provided with the applications. Note that the applications in connection with Project Vanguard also include an application for a Development Agreement Modification to reflect the revised zoning boundaries.

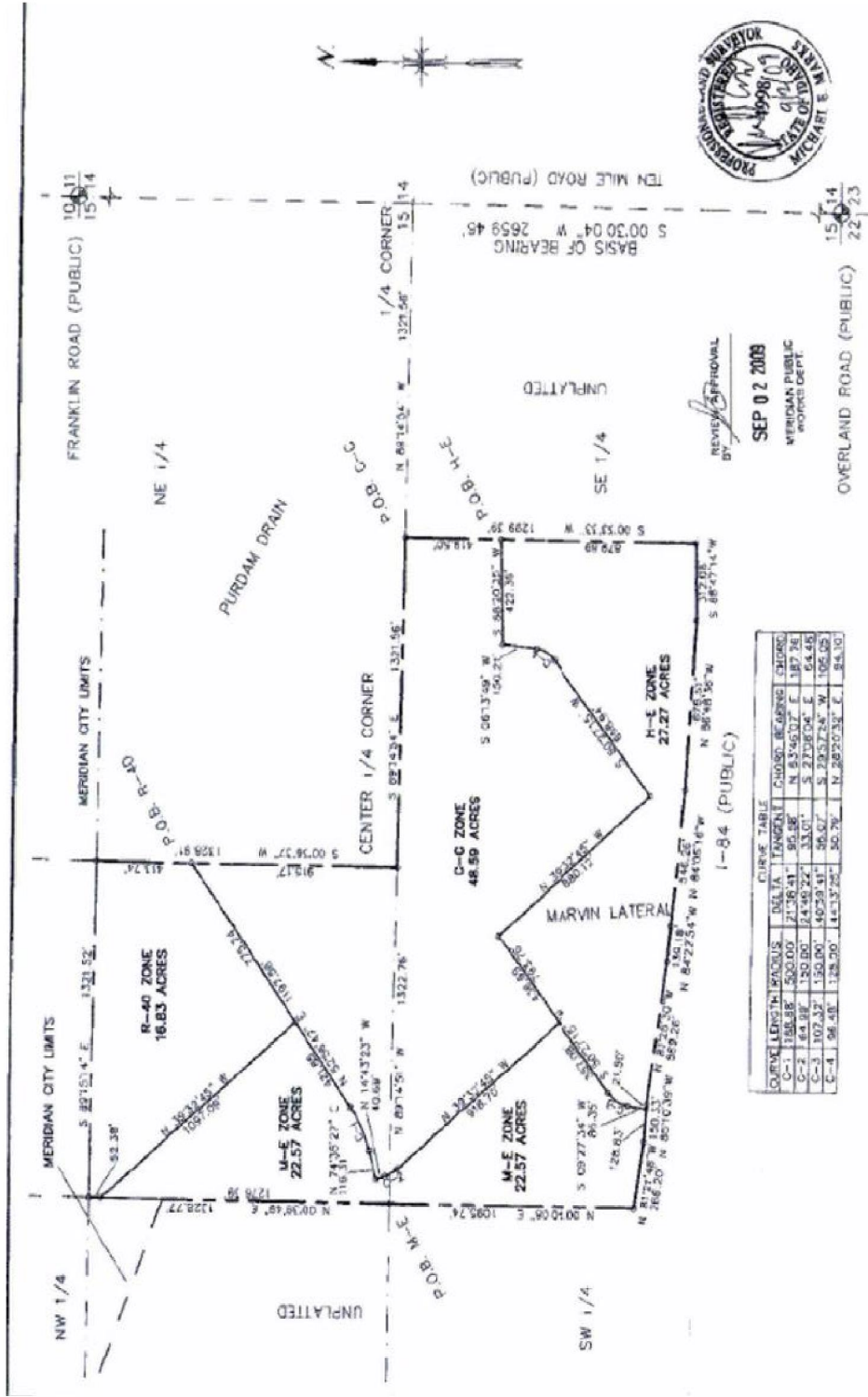
⁶ City of Meridian Findings of Fact Conclusions of Law and Decision Order, dated December 22, 2009 (the “**2009 Findings**”); see p. 6-7.

⁷ In 2012, the City annexed the properties east of the Property, which properties lie between Project Vanguard and S. Ten Mile Road. That annexation occurred only after the City, Ada County Highway District (“**ACHD**”) and the Idaho Transportation Department (“**ITD**”) determined how best to consolidate access points along S. Ten Mile Road. ACHD and ITD entered into a cooperative agreement, the purpose of which is to fund the



Project Vanguard Concept Plan

construction of Vanguard Way extending west from S. Ten Mile Road. ACHD is holding a cash bond from ITD in an amount estimated to cover the cost of construction of a portion of Vanguard Way. The property owners seeking annexation in 2012 dedicated to ACHD certain right-of-way to accommodate that construction. Meridian 118 and the property owners that abut S. Ten Mile Road are cooperating to complete the design and construction of Vanguard Way from S. Ten Mile Road to and through Project Vanguard.



REVISION APPROVAL
 BY *[Signature]*
 SEP 02 2019
 MERIDIAN PUBLIC WORKS DEPT.

Current Zoning



Project Vanguard Concept Plan and Proposed Zoning District Boundaries

The City's analysis in 2009 found that the annexation of the Property and the proposed zones met the rezone criteria found in the City's Unified Development Code ("UDC").⁸ The City made the finding in 2009 that the annexation of the Property was in the best interest of the City (Finding 5 below). With the factual information provided to the City, the City can again reach the conclusions of law found in Findings 1 – 4 for revising the zoning boundaries:

1. The map amendment complies with the applicable provisions of the comprehensive plan;
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
3. The map amendment shall 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
5. The annexation (as applicable) is in the best interest of city.

Community Business District (C-C):

The purpose of the C-C district is to provide larger scale and broader mix of retail, office, and service uses, and it is most appropriate in areas with good access to arterial and non-residential collector streets. Approximately 48 acres are currently designated C-C; we are requesting 17.44 acres be designated as such. The C-C area provides the entrance into Vanguard Village and will include a vertically integrated residential project. More information on this zone and its proposed uses can be found in the Narrative, pages 8-10, and in Tab 2 of the Narrative.

Mixed Employment (M-E):

The purpose of the M-E district is allow for offices, medical centers, research and development facilities, and light industrial uses with ancillary support services. This zoning district should also be located with access to arterial or collector roads. We have smoothed out the borders of this district so that it more closely tracks the gas easement and our proposed road system. Currently, 25 acres are designed M-E; we are requesting 29 acres be zoned M-E. More information on this zone can be found in the Narrative, page 11, and in Tab 2 of the Narrative.

High Density Employment (H-E):

The zoning district provides for larger employment centers, including corporate headquarters, office complexes, research and development facilities and complementary services such as

⁸ UDC § 11-5B-3.F

conference centers and hospitality use with limited retail. This zone is most appropriate in close proximity to Federal and State highway interchanges and major arterials. As depicted on the proposed zoning boundary map, above, this zone will remain adjacent to the Interstate with convenient access onto Ten Mile and the interstate. Approximately 27 acres are currently zoned H-E; we are requesting 28.8 acres of H-E zoning. More information on this zone can be found in the Narrative, pages 12-13, and in Tab 2 of the Narrative.

Medium High Density Residential (R-15):

The purpose of the residential district is to provide for a range of housing opportunities consistent with the Meridian Comprehensive Plan. R-15 zoning allows for a more intensive residential use, and multi-family developments are permitted with a conditional use permit. The R-15 zoning designation reflects the underlying TMISAP land use designation and the intensity approved in the 2009 Development Agreement. The R-15 zoning complies with the Comprehensive Plan and the TMISAP. The proposed development, Vanguard Commons, complies with the regulations for the R-15 district except where we have requested alternative compliance. Services are available to the property, and the zone is not materially detrimental to the public health, safety and welfare. There were originally 16.83 acres designated R-40; we are requesting 40 acres designated R-15. More information on this zoning designation can be found in the CUP Narrative.

Additional Narrative in Support of Rezone Application

Project Vanguard is the updated 2021 name for the 115-acre project reviewed and approved by the City in 2009 as “Meridian Crossing” or the “**Property.**” The 2009 request for annexation and rezone was approved by the City as being in accord with the guidance of the then-applicable Comprehensive Plan¹ and the Ten Mile Interchange Specific Area Plan (“**TMISAP**”).

The Property is located within four general land use classifications identified on the TMISAP Land Use Map: Mixed Use Commercial; Mixed Employment; High Density Employment; and Medium High Density Residential. The zones approved by the City in 2009 reflect the TMISAP planning guidance for: C-C (Community Business); M-E (Mixed Employment); H-E (High Density Employment); and R-40 (High-Density Residential). Note that the R-40 zone was approved in 2009 but only with the caveat that the R-40 zone would be developed with medium high-density residential in keeping with the density promoted by the TMISAP.²

The zones proposed today remain the same as previously approved by the City, with the exception that the R-40 zone is being revised to R-15 for the northern 40 acres known as “Vanguard Commons”, which R-15 zone reflects the medium high-density residential promoted by the City in 2009 and in the TMISAP. The zoning boundaries proposed in 2021, however, are much less fragmented than those approved in 2009 and, as described below, flow with the street and pathway systems.

The goal of the TMISAP is “to promote more organic and holistic development patterns, to mix uses more than to obey lines on a map.”³ As the TMISAP states:

The lines in this Land Use Map, then, are flexible. These lines should adjust and evolve to create a place that is truly an integrated whole – mixing uses both vertically and horizontally...While proposed land uses are mapped to specific locations, the land use recommendations presented in the Land Use Map are still relatively broad, and the exact shape of many of the land use areas is somewhat conceptual. The Land Use Map recommends the general locations for specific types of land uses, and illustrates how these uses are related to each other geographically.⁴

The flexibility promoted by the TMISAP supports today’s modification of the 2009 zone boundaries. The revised zoning boundaries reflect the connectivity promoted by the TMISAP, and the open space and connectivity between zones offered with the greenway along the

¹ In 2009, the applicable Comprehensive Plan was adopted by the City in 2002 (Resolution No. 02-382). Today, the applicable Comprehensive Plan is the Plan adopted by the City in 2019 (Resolution No. 19-2179). As described in the Narrative submitted with the Project Vanguard Applications, Project Vanguard continues to be in accord with, and guided by, the Comprehensive Plan as well as the TMISAP.

² See, 2009 Development Agreement, Exhibit B, p. 11.

³ TMISAP, p. 3-15.

⁴ Id.

Williams Pipeline easement that runs diagonally through Project Vanguard. The revised zoning boundaries include:

- R-15 (Medium High-Density Residential; 40.33 acres) in the north of Project Vanguard (i.e., Vanguard Commons);
- M-E (Mixed Employment; 29.07 acres) in the west of Vanguard Village and along I-84;
- H-E (High Density Employment; 28.60 acres) in the south of Vanguard Village along I-84; and
- C-C (Community Business District; 17.27 acres) along Vanguard Way at the entrance to Project Vanguard.⁵

Overview of the Concept Plan in Relation to the Proposed Zoning

The dynamic vision of the TMISAP -- integrating land use and transportation planning to position this area of the City for business, recreation, and a great place to live -- was reflected in the 2009 concept plan for Meridian Crossing. That concept plan was approved as being consistent with the vision and intent of the Comprehensive Plan as anticipated by the TMISAP, yet the City also recognized that the 2009 concept plan might change as properties in the surrounding Ten Mile area developed and street alignments were refined.⁶

In the 12 years since annexation of the Property, the City has seen a great deal of mixed-use development in the TMISAP area, especially east of S. Ten Mile Road. Streets have been built and realigned and, most importantly, for Project Vanguard, Vanguard Way has been identified (and public right-of-way obtained) as the main collector road for development west of S. Ten Mile Road. The concept plan presented today, in 2021, reflects the development pattern advanced with the location of Vanguard Way as well as the guidance of the most recent (2019) Comprehensive Plan and the TMISAP. Please refer to the Narrative submitted with the Applications for a thorough review of Project Vanguard compliance with the 2019 Comprehensive Plan.

The TMISAP promotes a roadway network designed as a multimodal transportation system for all transportation users. The TMISAP was established to ensure connectivity within the planning area as well as to adjoining development, while controlling access onto arterial roads. The Project Vanguard concept site plan and zoning boundaries mirror the roadway network established in the TMISAP, which roadway network also reflects the 2012 annexation of property immediately east of Project Vanguard.⁷

⁵ The legal description for each zone has been provided with the applications. Note that the applications in connection with Project Vanguard also include an application for a Development Agreement Modification to reflect the revised zoning boundaries.

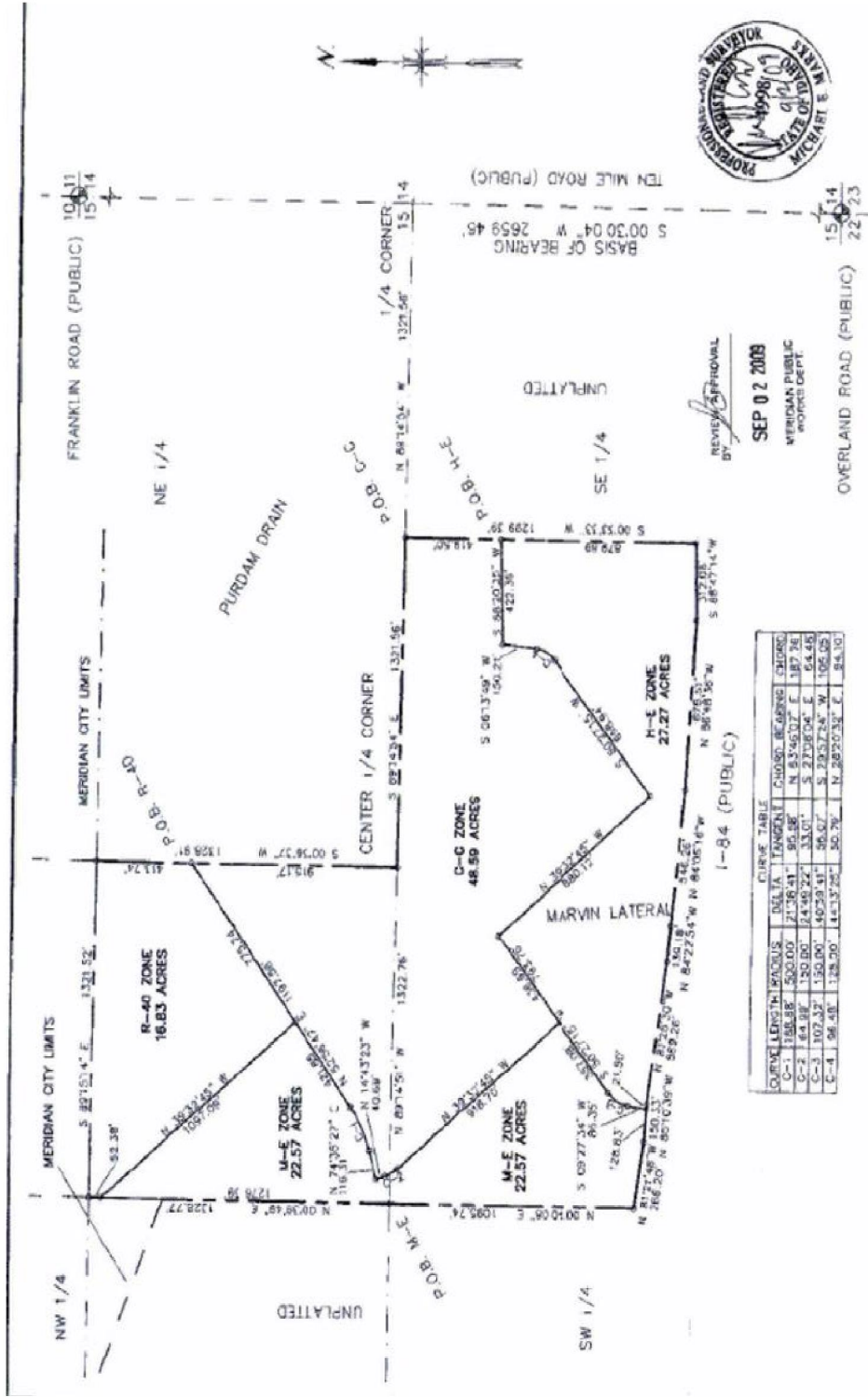
⁶ City of Meridian Findings of Fact Conclusions of Law and Decision Order, dated December 22, 2009 (the “**2009 Findings**”); see p. 6-7.

⁷ In 2012, the City annexed the properties east of the Property, which properties lie between Project Vanguard and S. Ten Mile Road. That annexation occurred only after the City, Ada County Highway District (“**ACHD**”) and the Idaho Transportation Department (“**ITD**”) determined how best to consolidate access points along S. Ten Mile Road. ACHD and ITD entered into a cooperative agreement, the purpose of which is to fund the



Project Vanguard Concept Plan

construction of Vanguard Way extending west from S. Ten Mile Road. ACHD is holding a cash bond from ITD in an amount estimated to cover the cost of construction of a portion of Vanguard Way. The property owners seeking annexation in 2012 dedicated to ACHD certain right-of-way to accommodate that construction. Meridian 118 and the property owners that abut S. Ten Mile Road are cooperating to complete the design and construction of Vanguard Way from S. Ten Mile Road to and through Project Vanguard.



REVISION APPROVAL
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TAB 1

**PROJECT VANGUARD
CONTACT INFORMATION: APPLICANTS AND CONSULTANTS**

**PROPERTY OWNER,
DEVELOPER
AND APPLICANT**

(SOUTH 74 ACRES): Meridian 118, LLC, a Nevada limited liability company
3005 W. Horizon Ridge Parkway
Suite 141
Henderson, NV 89052
702-436-3133

James Zeiter, Manager
jzeiter@insightinvestmentpartners.com

Airalea Newman, Project Manager
702-524-5681
ANewman@insightinvestmentpartners.com

**DEVELOPER AND
APPLICANT**

(NORTH 40 ACRES): LDK Ventures, LLC
3140 Peacekeeper Way
McClellan, CA 95652
916-965-7100

Denton Kelley, Managing Principal
dkelley@ldkcapital.com

Trey Gundlach, Vice President of Development
TGundlach@mcclellanpark.com

Srinivasa Nookala, P.E.
SNookala@ldkventures.com
208-369-6620

ENGINEERS:

T-O Engineers
2471 Titanium Place
Meridian, ID 83642
208-323-2288

John Carpenter, P.E.
jcarpenter@to-engineers.com

Bill White, Transportation Engineer
bwhite@to-engineers.com

MERIDIAN 118
ARCHITECT: Adam Garcia, Project Manager
Cushing Terrell
800 W. Main Street, #800
Boise, ID 83702
208-577-5660
adamgarcia@cushingterrell.com

MERIDIAN 118
LANDSCAPE
ARCHITECT: T-O Engineers
2471 Titanium Place
Meridian, ID 83642
208-323-2288

Jaime Snyder, Landscape Architect
208-323-2288 ext. 128
208- 867-6597
jsnyder@to-engineers.com

LDK LANDSCAPE
ARCHITECT: Tim Slazinik
GGLO
1301 First Avenue, Suite 301
Seattle, WA 98101
206-902-5424
TSlazinik@GGLO.com

MERIDIAN 118
LEGAL: Santoro Whitmire
Andy Glendon
10100 W. Charleston Blvd. #250
Las Vegas, NV 89135
702-948-8771
aglendon@santoronevada.com

Butler Spink, LLP
JoAnn C. Butler
967 E. Parkcenter Blvd. #313
Boise, ID 83706
208-388-1082
jbutler@butlerspink.com

LDK LEGAL: Givens Pursley LLLP
Deborah E. Nelson
601 W Bannock St.
Boise, ID 83702
208-388-1215
den@givenspursley.com

TAB 2

**PROJECT VANGUARD
Summary Zoning Analysis – Vanguard Village
(Approximately 74 Acres within Project Vanguard)
With an Emphasis on
Vertically Integrated Residential Development in the C-C District¹**

Unified Development Code – Chapters 2B and 3A, B, C, D, and G

Standard	Commentary
UDC Chapter 2B:	
The purpose of the commercial districts [including C-C, M-E and H-E] is to provide for the employment, retail and service needs of the community in accordance with the Meridian Comprehensive Plan.	<p>Each of the districts in Project Vanguard provide different sized and scaled structures to accommodate a mix of allowed employment, commercial and residential uses. The purpose statement in UDC § 11-2B-1 notes that the districts will have proximity to streets and highways.</p> <p>For example, the H-E zone in Project Vanguard is proposed to be located in close proximity to Federal and State highway interchanges and major arterials, which is promoted by the Ten Mile Interchange Specific Area Plan.</p> <p>Project Vanguard will help provide a planned and necessary connection between S. Ten Mile and Black Cat Roads. Vanguard Way is proposed to connect to S. Ten Mile Road and extend to the westerly boundary of Project Vanguard.</p>
Table 11-2B-2 of the UDC lists principal permitted, accessory, and conditional or prohibited uses within each commercial district.	Noted.
Table 11-2B-3 sets out the dimensional standards for all commercial districts.	Vanguard Village will meet and exceed the dimensional standards for the C-C, M-E and H-E zoning districts.
UDC Chapter 3:	
UDC-3A provides standard regulations for the location, design, and development of land uses and supplements the regulations for development in the C-C, M-E and H-E districts.	Development of all land uses in Vanguard Village will meet or exceed the minimum standards for development provided in UDC-3A.

¹ As provided further in the Narrative, the residential project proposed in the C-C zone is a vertically integrated residential project that is an allowed use in the C-C zone. Meridian 118 has proposed a vertically integrated residential project that will also - - even though not required - - meet the stringent requirements of UDC § 11-4-3-27 for multifamily developments. See pages 3 - 7 below.

<p>UDC-3B requires a landscape plan for all development other than single family dwellings.</p>	<p>A comprehensive landscape plan and narrative has been provided with the Project Vanguard preliminary plat application package in compliance with the regulations of UDC Chapter 3B.</p> <p>The landscape plan for all of Project Vanguard has been designed to improve the quality of community living by enhancing the aesthetic quality, economic viability, and environmental health of this area of the City. The goal of the Project Vanguard landscape plan is to ensure residents and employees are able to live, work, shop, and recreate in pleasant, healthy, and attractive surroundings.</p>
<p>UDC-3C provides the off-street parking and loading requirements for all development.</p>	<p>The off-street parking is designed to meet the UDC requirements, including stall and drive aisle dimensions, type and number of parking spaces, location relative to structures, landscape buffers, and parking lot design.</p> <p>A table of parking counts for Vanguard Village is provided on Sheet L5.00 (Materials and Site Circulation Plan) with the applications.</p>
<p>UDC-3D – Sign Requirements</p>	<p>The applicant is not proposing a sign package with these applications but will prepare (for separate review) a sign package for all of Project Vanguard. The sign package will allow good visibility for the public and the needs of businesses minimizing distractions to motorists and pedestrians, and not detract from the overall visual quality of this area of the City. The applicant has had preliminary discussions with staff in connection with a sign package for this area of the City including the area identified in the UDC as the I-84/Ten Mile Interchange.</p>
<p>UDC-3G -- The common open space and site amenities provided in the UDC are intended to improve the livability of residential neighborhoods, buffer street edges, and protect natural amenities.</p>	<p>As provided further in the landscape narrative, the landscape design is defined by pedestrian connectivity and ample open space to create an inviting, lively and engaged multi-use development. A comprehensive off-road network of detached sidewalks, pathways, and pedestrian plazas are designed to encourage non-motorized movement throughout Project Vanguard. This interconnected, walkable network also connects Project Vanguard to the greater community.</p> <p>Through its core, Vanguard Village is anchored with a north-south multipurpose trail system, leading diagonally from the far north of Project Vanguard's R-15 residential area all the way to the southern end of the Project and connecting to a proposed additional portion of the Meridian Loop Pathway along I-84. This addition will help the City of Meridian move towards enhancing their pathway system and promote more healthy recreation opportunities to the whole community.</p> <p>The northern end of the pathway connects into the existing Baraya Subdivision, making the multiuse amenities and businesses of Project Vanguard accessible to neighbors and residents beyond our boundaries.</p>

	<p>Generous open space through the central 75-foot Williams Pipeline gas easement provides passive recreation opportunities and additional space for community plazas, gatherings, and other possible “pop up” amenities - - all of which will provide Vanguard Village with vibrancy and enhance the aesthetics and quality of life for its residents and employment-based users.</p> <p>The primary design features that are being utilized to make this development a positive addition to the City of Meridian and its Ten Mile Specific Area include:</p> <ul style="list-style-type: none"> • Additional mixed-use employment center • Plentiful open and green space • Grand entry plaza and community gathering space • Comprehensive network of off-road pedestrian pathways • Detached sidewalks along streets for safe and serene pedestrian experience • An addition to Meridian's Pathway System at the Meridian Loop Pathway • Generously sized and highly planted landscape buffers • Central core open space • Vertically integrated residential component with significant amenity package for its residents • Vehicular and pedestrian connection to Ten Mile Road • On-site parking adjacent to Vanguard Way
--	--

Unified Development Code § 11-4-3-27. - Multi-family development (Specific Use Standards)

Specific Use Standard	Commentary
B. Site Design	
<p>1. Buildings shall provide a minimum setback of ten (10) feet unless a greater setback is otherwise required by this title and/or title 10 of this Code [i.e., Building Code]. Building setbacks shall take into account windows, entrances, porches and patios, and how they impact adjacent properties.</p>	<p>All buildings will meet the minimum setback and other bulk standards of Meridian City Code, Title 11.</p>
<p>2. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, and transformer and utility vaults shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.</p>	<p>The on-site service areas will be located so as not to be visible from a public street or screened from view. Screening design will be addressed in connection with subsequent design review applications. On-site amenities are noted on the landscape plans.</p> <p>Note: the applicant is not developing outdoor storage areas.</p>

Specific Use Standard	Commentary										
<p>3. A minimum of eighty (80) square feet of private, usable open space shall be provided for each unit. This requirement can be satisfied through porches, patios, decks, and/or enclosed yards. Landscaping, entryway and other accessways shall not count toward this requirement. In circumstances where strict adherence to such standard would create inconsistency with the purpose statements of this section, the Director may consider an alternative design proposal through the alternative compliance provisions as set forth in section 11-5B-5 of this title.</p>	<p>A total of 14,160 square feet (177 units x 80 square feet) of private, usable open space is to be provided with the vertically integrated residential development.</p> <p>Almost double this amount is provided with a 28,000 square feet central, open air plaza located at the heart of the vertically integrated residential building.</p>										
<p>4. For the purposes of this section, vehicular circulation areas, parking areas, and private usable open space shall not be considered common open space.</p>	<p>Noted.</p>										
<p>5. No recreational vehicles, snowmobiles, boats or other personal recreation vehicles shall be stored on the site unless provided for in a separate, designated and screened area.</p>	<p>The applicant is not developing outdoor storage areas. Such personal recreational vehicles will not be allowed to be stored on site.</p>										
<p>6. The parking shall meet the requirements set forth in chapter 3, "regulations applying to all districts", of this title.</p>	<p>The required parking for the vertically integrated residential development is:</p> <table data-bbox="1073 743 1430 1019"> <tr> <td>Retail:</td> <td>40.0</td> </tr> <tr> <td>1 BR Unit (115 units):</td> <td>115.0</td> </tr> <tr> <td>2 BR Units (62 units):</td> <td>62.0</td> </tr> <tr> <td>Guest Parking:</td> <td>21.7</td> </tr> <tr> <td>Total</td> <td>238.7</td> </tr> </table> <p>The actual parking provided with the vertically integrated residential building is 364 spaces, including 8 ADA parking spaces. 15 bike parking spaces are also provided.</p> <p>Parking spaces have been designed for standard vehicle sizes and the stall and drive aisle dimensions required in UDC Table 11-3C-5. Parking lots have been designed in accord with UDC § 11-3B-8.</p> <p>Perimeter parking lot landscaping buffers have been included and no off-street parking spaces are located in any landscape buffer. Interior parking lot planters have been provided in accordance with UDC § 11-3B-8-C-2. The parking lot islands have been carefully designed to become a part of the overall pedestrian connectivity routes. Through material changes, pedestrian "corridors" delineate walkable routes through the parking lots, not only guiding</p>	Retail:	40.0	1 BR Unit (115 units):	115.0	2 BR Units (62 units):	62.0	Guest Parking:	21.7	Total	238.7
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Specific Use Standard	Commentary
	users to their location but also signaling vehicular traffic to slow and watch for pedestrians.
<p>7. Developments with twenty (20) units or more shall provide the following:</p> <ol style="list-style-type: none"> a. A property management office. b. A maintenance storage area. c. A central mailbox location, including provisions for parcel mail, that provide safe pedestrian and/or vehicular access. d. A directory and map of the development at an entrance or convenient location for those entering the development. 	The landscape plans on Sheet L6.04 depict the location of these items.
C. Common Open Space Design Requirements	
<p>1. A minimum area of outdoor common open space shall be provided as follows:</p> <ol style="list-style-type: none"> a. One hundred fifty (150) square feet for each unit containing five hundred (500) or less square feet of living area. b. Two hundred fifty (250) square feet for each unit containing more than five hundred (500) square feet and up to one thousand two hundred (1,200) square feet of living area. c. Three hundred fifty (350) square feet for each unit containing more than one thousand two hundred (1,200) square feet of living area. 	<p>All 177 units range between 500 and 1,200 square feet. If this was a multifamily development, the required common open space is a total of 44,250 square feet (177 units x 250 square feet).</p> <p>In addition to the 28,000 square feet central, open air plaza located at the heart of the vertically integrated residential building, the building is immediately adjacent to the expansive trail and fitness area along the Williams Pipeline (a total of 101,695 square feet), which leads directly to the 10-foot major section of the Meridian Loop Pathway on the South boundary of Project Vanguard along I-84.</p>
<p>2. Common open space shall be not less than four hundred (400) square feet in area, and shall have a minimum length and width dimension of twenty (20) feet.</p>	As noted above, the common open space exceeds these area and dimension requirements.
<p>3. In phased developments, common open space shall be provided in each phase of the development consistent with the requirements for the size and number of dwelling units.</p>	Noted.
<p>4. Unless otherwise approved through the conditional use process, common open space areas shall not be adjacent to collector or arterial streets unless separated from the street by a berm or constructed barrier at least four (4) feet in height, with breaks in the berm or barrier to allow for pedestrian access.</p>	With regard to the vertically integrated residential development, the common open space is not adjacent to a collector or arterial streets.
D. Site development amenities.	
<p>1. All multifamily developments shall provide for quality of life, open space and recreation amenities to meet the particular needs of the residents as follows:</p> <ol style="list-style-type: none"> a. <i>Quality of life.</i> 	<p>1. Vanguard Village provides a total of <u>8 qualified amenities</u> (underlined for emphasis below) for the use of residents in the vertically integrated</p>

Specific Use Standard	Commentary
<p>(1) Clubhouse. (2) Fitness facilities. (3) Enclosed bike storage. (4) Public art such as a statue.</p> <p>b. <i>Open space.</i> (1) Open grassy area of at least fifty (50) feet by one hundred (100) feet in size. (2) Community garden. (3) Ponds or water features. (4) Plaza.</p> <p>c. <i>Recreation.</i> (1) Pool. (2) Walking trails. (3) Children's play structures. (4) Sports courts.</p>	<p>residential development. These amenities represent each of the categories listed in UDC §11-4-3-27(D).</p> <ul style="list-style-type: none"> • Amenity Courtyard <ul style="list-style-type: none"> ○ A 28,000 square foot central, open air plaza is located at the heart of the vertically integrated residential building. ○ Several amenities are planned for residents within this area: <ul style="list-style-type: none"> A. Quality of Life Category <ol style="list-style-type: none"> 1. <u>Clubhouse</u> with game space for pool table, shuffle board, card tables, tv/lounge area, and gaming console. 2. <u>Wellness/Fitness Studio</u> that includes weight and cardio equipment. 3. <u>Bar b que Stations</u> and bar tops for outdoor cooking and dining. B. Open Space Category <ol style="list-style-type: none"> 4. <u>Outdoor Lounge/ Plaza</u> C. Recreation Category <ol style="list-style-type: none"> 5. <u>Pool and Spa</u> • Central Greenway – Between Vanguard Way and Vanguard Trail <ul style="list-style-type: none"> ○ 47,305 square feet of common open space is provided within this section of the Greenway. ○ Several amenities are planned to benefit the residents in this area: <ul style="list-style-type: none"> A. Quality of Life Category <ol style="list-style-type: none"> 6. <u>Fitness stations</u> B. Open Space Category <ol style="list-style-type: none"> 7. <u>50x100 open lawn area</u> C. Recreation Category <ol style="list-style-type: none"> 8. <u>Multiuse trail system</u> <p>2. Central Greenway – Between Vanguard Trail and southern property line</p> <ul style="list-style-type: none"> • 101,695 square feet of common open is provided within this section of the Central Greenway. Walkable connections and flex space are the main design elements of this area. With a trail system linking a mix of pedestrian plazas and open lawn space through the space, this greenway is meant to be a vibrant spine of activity for the adjacent workers.
<p>2. The number of amenities shall depend on the size of multifamily development as follows: a. For multifamily developments with less than twenty (20) units, two (2) amenities shall be provided from two (2) separate categories.</p>	<p>The vertically integrated residential development is nestled in the heart of Vanguard Village surrounded by the qualified and other amenities listed herein.</p>

Specific Use Standard	Commentary
<ul style="list-style-type: none"> b. For multifamily development between twenty (20) and seventy-five (75) units, three (3) amenities shall be provided, with one (1) from each category. c. For multifamily development with seventy-five (75) units or more, four (4) amenities shall be provided, with at least one (1) from each category. d. For multifamily developments with more than one hundred (100) units, the decision-making body shall require additional amenities commensurate to the size of the proposed development. 	
<p>3. The decision-making body shall be authorized to consider other improvements in addition to those provided under this subsection (D), provided that these improvements provide a similar level of amenity.</p>	Noted.
<p>E. Landscaping Requirements</p>	
<p>1. Development shall meet the minimum landscaping requirements in accord with chapter 3, "regulations applying to all districts", of this title.</p>	<p>We have provided a separate document entitled "Preliminary Plat Permit Application Landscape Narrative Elements", which document contains calculations for all of the Vanguard Village landscape components to demonstrate compliance with the requirements of UDC § 11-3B.</p>
<p>2. All street facing elevations shall have landscaping along their foundation. The foundation landscaping shall meet the following minimum standards:</p> <ul style="list-style-type: none"> a. The landscaped area shall be at least three (3) feet wide. b. For every three (3) linear feet of foundation, an evergreen shrub having a minimum mature height of twenty-four (24) inches shall be planted. c. Ground cover plants shall be planted in the remainder of the landscaped area. 	<p>The landscape buffers along all streets in Vanguard Village have been designed and planted to enhance the overall quality of Vanguard Village's pedestrian experience. The buffers are planted to meet or exceed UDC §11-3B-7.</p> <p>Along Vanguard Way, which is the street the vertically integrated residential development faces, there will be a 25' landscape buffer is that includes an 8' planter strip and detached 10' sidewalk. Evergreen shrubs and ground cover will be planted as required.</p>
<p>F. Maintenance and ownership responsibilities.</p>	
<p>All multifamily developments shall record legally binding documents that state the maintenance and ownership responsibilities for the management of the development, including, but not limited to, structures, parking, common areas, and other development features.</p>	<p>The applicant will maintain, or cause to be maintained through a management company, the vertically integrated residential structure, parking, common areas, and other development features.</p>