

# COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING DATE: 5/7/2026

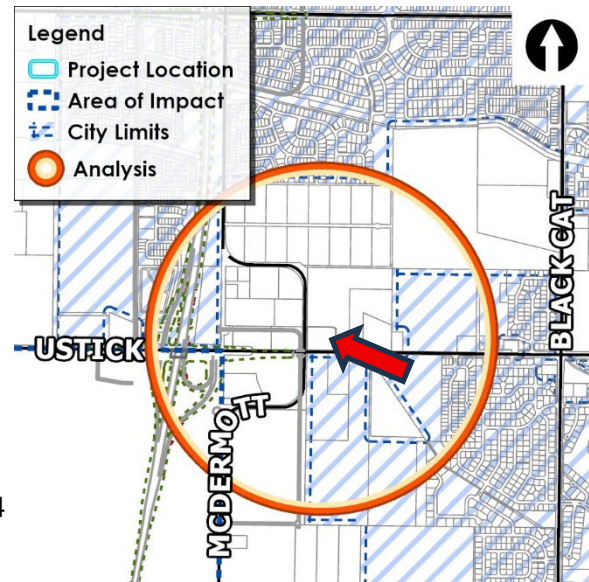
TO: Planning & Zoning Commission

FROM: Sonya Allen, Associate Planner  
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APPLICANT: Hawkins Companies

SUBJECT: Ustick Commercial  
H-2025-0059 (CPAM); H-2026-0007 (AZ, PP)

LOCATION: 5900 W. Ustick Rd., in the southwest 1/4 of Section 33, T.4N., R.1W.



## I. PROJECT OVERVIEW

### A. Summary

The Applicant has submitted the following applications:

- Comprehensive Plan map amendment to change the Future Land Use Map (FLUM) designation on 4-acres of land from Medium Density Residential (MDR) to Commercial;
- Annexation of 4.31 acres of land with a C-C zoning district; and
- Preliminary plat consisting of four (4) building lots on 4-acres of land in the C-C zoning district for McUstick Subdivision.

### B. Issues/Waivers

Staff is not in support of the proposed map amendment from MDR to Commercial for the following reasons:

- The proposed development plan is entirely auto-oriented and the uses will create a high volume of trips, which will create traffic conflicts in this area – none of which are desired in such close proximity to the Ustick/McDermott interchange area.
- The proposed development is not consistent with key policies in the Comprehensive Plan, as follows:
  - o There is no transition in uses, zoning or buffering provided between the proposed commercial uses and future residential uses to the north, which negatively impacts quality of life for those living in the immediate area;
  - o There is no landscape buffer and/or wall proposed along the northern boundary of the site to assist in buffering the future residential uses to the north from noise, lighting, and odor impacts from the proposed uses;

- o The proposed auto-oriented commercial development will not improve air quality or reduce air pollution, which will negatively affect air quality in the Meridian and Treasure Valley airshed due to added vehicular traffic and vehicles idling in drive-thru lines.
- o The proposed commercial uses, associated business hours of operation and site design will create conflicts with adjacent future residential uses and is not compatible.
- o The Dayspring project on the south side of Ustick includes commercial uses that haven't been realized yet. Additionally, their concept plan did not include auto-dominated uses.

**C. Recommendation**

**Planning Division:** Denial of the proposed map amendment and consequently the proposed annexation and preliminary plat.

**Planning and Zoning Commission:** Pending

**D. Decision**

**City Council:** Pending

**E. Table of Contents**

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**II. COMMUNITY METRICS**

**Table 1: Land Use**

Description	Details	Map Ref.
Existing Land Use(s)	Rural residential	-
Proposed Land Use(s)	Commercial (e.g. convenience store/fuel facility, coffee shop, oil change facility, financial institution, or other commercial uses allowed in the C-C district)	-
Existing Zoning	RUT in Ada County	<a href="#">VII.A.2</a>
Proposed Zoning	C-C (Community Business District)	
Adopted FLUM Designation	Medium Density Residential (MDR)	<a href="#">VII.A.3</a>
Proposed FLUM Designation	Commercial	

**Table 2: Project Overview**

Description	Details
History	None
Phasing Plan	1 phase
Physical Features	The Sky Pilot Drain lies on the northern boundary of this site; 50' of the 100' easement for the drain lies on this property
Acreage	4 acres
Lots	4 building lots/0 common lots

**Table 3: Process Facts**

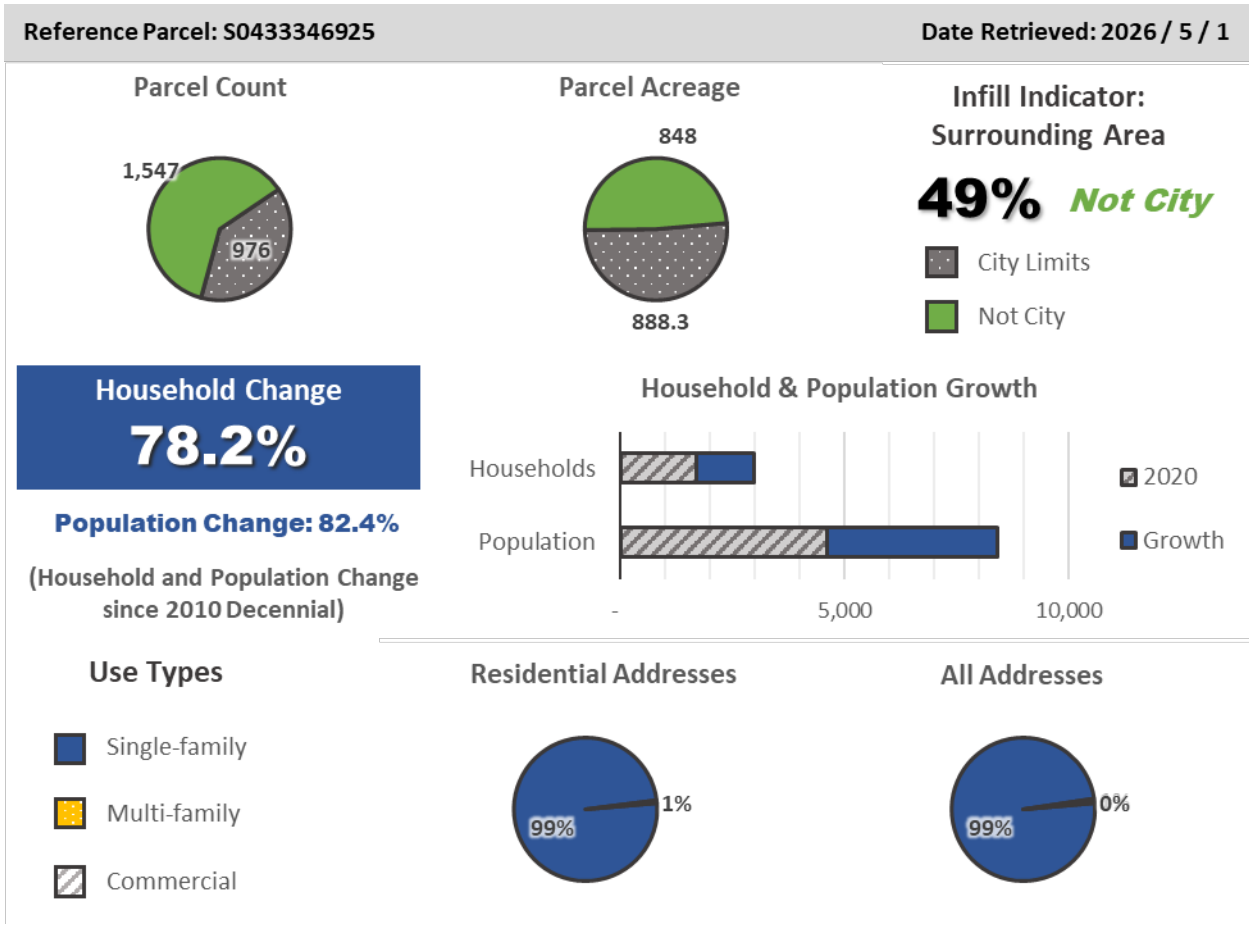
Description	Details
Preapplication Meeting date	12/2/2025
Neighborhood Meeting	11/19/2025

**Table 4: Agency Comments**

Agency / Element	Description / Issue	Reference															
Ada County Highway District		IV.K															
<ul style="list-style-type: none"> <li>• Comments Received</li> </ul>	Yes – Draft report	-															
<ul style="list-style-type: none"> <li>• Commission Action Required</li> </ul>	No	-															
<ul style="list-style-type: none"> <li>• Access</li> </ul>	Full access driveway to McDermott Bypass and RIRO to Ustick as temporary access if cross access isn't provided from the Durango development.	-															
<ul style="list-style-type: none"> <li>• Traffic Level of Service</li> </ul>	<table border="1"> <thead> <tr> <th>Roadway</th> <th>Frontage</th> <th>Functional Classification</th> <th>PM Peak Hour Traffic Count</th> <th>PM Peak Hour Level of Service</th> </tr> </thead> <tbody> <tr> <td>Ustick Road</td> <td>448-feet</td> <td>Principal Arterial</td> <td>493</td> <td>Better than "E"</td> </tr> <tr> <td>McDermott Bypass</td> <td>363-feet</td> <td>Future Collector</td> <td>N/A</td> <td>** N/A</td> </tr> </tbody> </table> <p>* Acceptable level of service for a two-lane principal arterial is "E" (690 VPH).  ** ACHD does not set level of service thresholds for ITD roadways.</p>	Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Ustick Road	448-feet	Principal Arterial	493	Better than "E"	McDermott Bypass	363-feet	Future Collector	N/A	** N/A	-
Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service													
Ustick Road	448-feet	Principal Arterial	493	Better than "E"													
McDermott Bypass	363-feet	Future Collector	N/A	** N/A													
<ul style="list-style-type: none"> <li>• TIS submitted?</li> </ul>	Yes																
ITD Comments Received	No comments received	IV.L															
Meridian Public Works Wastewater		IV.B															
<ul style="list-style-type: none"> <li>• Distance to Mainline</li> </ul>	Sewer to this property is contingent on others extending the sewer from McDermott Rd.																
<ul style="list-style-type: none"> <li>• Impacts or Concerns</li> </ul>	No																
Meridian Public Works Water		IV.B															
<ul style="list-style-type: none"> <li>• Distance to Mainline</li> </ul>	Water is available to the site.																
<ul style="list-style-type: none"> <li>• Impacts or Concerns</li> </ul>	No																

Note: See section IV. City/Agency Comments & Conditions for comments received or see the public record. Paste the following link into your browser to access the public record:  
<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=435499&dbid=0&repo=MeridianCity>

**Figure 1: One-Mile Radius Existing Condition Metrics**



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

### III. STAFF ANALYSIS

#### Comprehensive Plan and Unified Development Code (UDC)

##### A. History

None

##### B. General Overview

The subject property is currently zoned RUT in Ada County and designated Medium Density Residential (MDR) on the Future Land Use Map (FLUM) in the Comprehensive Plan. The MDR designation allows residential dwellings at gross densities of three (3) to eight (8) units per acre.

The adjacent property to the north and east has a development application (i.e. Durango Subdivision H-2025-0017) in process for annexation with R-8 and L-O zoning and a preliminary plat, scheduled to be heard by the Commission on May 28<sup>th</sup>. That property is proposed to develop with single-family detached residential homes and offices along Ustick Rd., as shown below. The configuration of the proposed Office area has shifted from the east to the west from that shown on the FLUM.



The property directly to the south across W. Ustick Rd. (Dayspring Subdivision H-2024-0070) was recently annexed and is proposed to develop with neighborhood commercial non-auto-oriented uses along Ustick Rd. and single-family residences to the south. The McDermott Road Bypass runs along the west side of the property, which is currently under the jurisdiction of the Idaho Transportation Department (ITD).

The Applicant proposes an amendment to the FLUM to change the future land use designation of this property from MDR to Commercial, annexation of 4-acres of land with a C-C (Community Business District) zoning district, and a preliminary plat consisting of four (4) buildable lots on 4-acres of land.

Per the Comprehensive Plan, the Commercial designation provides for a full range of commercial uses to serve area residents and visitors and is the most intense of the commercial designations. Per the UDC (11-2B-1), the purpose of the commercial districts is to provide for the retail and service needs of the community in accord with the Comprehensive Plan. The proposed C-C zoning district allows a larger scale and broader mix of retail, office and service uses with access to arterial streets than the C-N district but is less intense than the C-G district, which allows the largest scale of these uses along with industrial uses.

A conceptual development plan and building elevations are proposed with the annexation application that demonstrate how the site is proposed to develop with a convenience store/fuel sales facility, oil change facility, coffee shop, financial institution and/or other commercial uses as allowed in the proposed C-C zoning district. Four (4) building pads are proposed, two (2) of which have drive-through establishments.

The proposed development plan is entirely auto-oriented, which is not desired in such close proximity to the Ustick/McDermott interchange. This area is not intended for high volume trips and is to be protected from traffic conflicts, which are created by high traffic-generating uses, thus the reason the MDR FLUM designation was determined to be the most appropriate for this site and the Mixed Use – Interchange (MU-I) designation most appropriate for across the street to the west adjacent to the interchange.

As noted above, the adjacent development to the north and east of this site (Durango Subdivision) is not scheduled to be heard by the Commission until *after* the subject application is heard. If office uses aren't approved along the frontage of Ustick Rd. on that property, residential uses will likely develop in that area, which will abut the commercial uses proposed on this site making the use even more inappropriate due to incompatibility of uses.

At the pre-application meeting, Staff requested the Applicant submit a market analysis to support the proposed change to the FLUM – the Applicant did not do so but their narrative does include their reasoning for why the property should be designated Commercial rather than Residential. The Applicant also recommended waiting until the project to the east (Durango) obtains entitlements before submitting an application for this property – that application as noted is in process but scheduled to be heard by the Commission after this application.

Beyond the desire for low intensity uses to be located in close proximity to the interchange area, Staff is concerned about the negative impact approving the proposed development might have on nearby planned retail and restaurant uses in Commercial and Mixed-Use designated properties in the nearby area. Therefore, Staff is of the opinion the existing entitled and designated commercial uses should develop first in order to determine if the market will support additional commercial uses beyond those planned in this area.

### C. Comprehensive Plan Policies (*Staff analysis in italic text*)

- 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. *There is no transition in uses or zoning between the proposed commercial uses and future residential uses to the north, which negatively impacts quality of life for those living in the immediate area. No landscape buffer and/or walls are proposed outside of the 50' wide Sky Pilot drain easement along the northern boundary of the site to adequately buffer/screen the proposed commercial development from the future residential development to the north.*
- 5.01.01F – Minimize noise, lighting, and odor disturbances from commercial developments to residential dwellings by enforcing city code. *The UDC limits business hours of operation in the C-C district adjacent to residential uses and zoning from 6 am to 11 pm to minimum these disturbances; however, extended hours may be requested through a conditional use permit as set forth in UDC 11-2B-3B. It's anticipated extended hours will be needed for the fuel facility and drive-through uses.*
- 6.01.01J – 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. *The proposed sidewalks along the arterial streets (McDermott Bypass & Ustick) are separated from the motor vehicle lane by a planter strip.*

- 3.07.02B – Locate smaller-scale, neighborhood-serving commercial and office use clusters so they complement and provide convenient access from nearby residential areas, limiting access to arterial roadways and multimodal corridors. *The proposed convenience store/fuel facility, drive-through establishments and oil change facility uses are larger scale and more intense than neighborhood-serving uses listed in the Comprehensive Plan with direct access to adjacent arterial roadways and no vehicular connectivity with the future residential neighborhood.*
- 4.06.00 – Improve air quality and reduce air pollution in the Meridian and Treasure Valley airshed. *The proposed development would negatively affect air quality for adjacent residential uses due to added vehicular traffic and vehicles idling in drive-thru lines.*
- 3.01.01A – Evaluate comprehensive impacts of growth and consider City Master Plans and Strategic Plans in all land use decisions (e.g., traffic impacts, school enrollment, and parks). *The existing FLUM designation for this property in the Comprehensive Plan is MDR, which has a much lower traffic impact than the proposed development plan. As noted in the Applicant’s narrative, the McDermott Bypass/Ustick intersection is expected to be extremely busy – the proposed uses will exacerbate traffic in this area where low traffic generating uses are desired. The study that went into the FLUM determined that residential use was the best use for this property with higher intensity/traffic generating uses located further away from the interchange area.*
- 3.07.00 – Encourage compatible uses and site design to minimize conflicts and maximize use of land. *Residential uses as currently planned on this property which are more compatible with future adjacent residential uses and the nearby interchange area than the proposed commercial uses. Residential uses will create less traffic than commercial uses, which is more appropriate and will create less conflicts in this area. The proposed commercial uses, associated business hours of operation and site design will create conflicts and is not compatible with adjacent residential uses.*
- 3.07.01 – Proactively address potential conflicts between incompatible uses. *The proposed convenience store/fuel facility, drive-through and vehicle service uses and associated hours of operation will likely conflict with future residential uses due to impacts pertaining to lighting, noise and air quality, which are not proposed to be buffered and/or mitigated.*

#### **D. Site Development and Use Analysis**

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

There is an existing home and accessory structures on the property that will be removed with development.

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

The proposed convenience store & fuel sales facility and restaurant (coffee shop) are principal permitted uses in the C-C district, subject to the specific use standards in UDC 11-4-3-20 (and 11-3A-16 if applicable) and 11-4-3-49 (and 11-4-3-11 Drive-through Establishment if applicable), respectively. The proposed vehicle service (oil change facility) use requires conditional use permit approval in the C-C district, subject to the specific use standards in UDC 11-4-3-38. A financial institution is a principal permitted use in the C-C district, subject to the specific use standards in 11-4-3-17 (and 11-3A-16 if applicable). See UDC Table 11-2B-2 for additional uses allowed in the C-C district.

3. Dimensional Standards (*UDC 11-2*):  
Compliance with the dimensional standards of the C-C zoning district in UDC Table 11-2B-3 is required.

**E. Design Standards Analysis**

1. Structure and Site Design Standards (*UDC 11-3A-19*):  
All structures and site design is required to comply with the standards listed in UDC 11-3A-19.

The conceptual development plan depicts an interconnected network of walkways and drive aisles that promote pedestrian and vehicular mobility within the development and to the adjacent development to the east; a pathway is proposed to the future residential development to the north for pedestrian access and connectivity, no vehicular connectivity is proposed.

For lots with frontage on a public street, a minimum of thirty (30) percent of the buildable frontage of the property shall be occupied by building facades and/or public space per UDC 11-3A-19B.2b. A drive aisle is proposed along the frontage of the property adjacent to Ustick Rd., which separates the buildings from the street – parking is proposed at the rear of the buildings. **If the proposed development is approved, compliance with this standard is required. A revised conceptual development plan should be submitted that demonstrates compliance with this standard.**

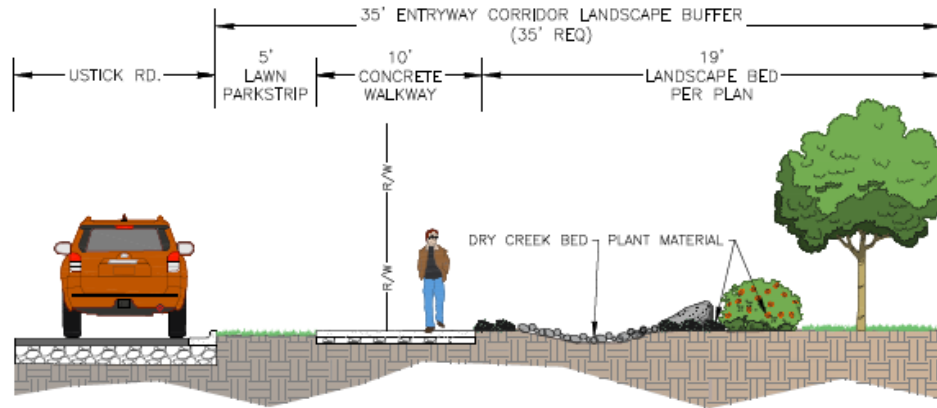
Pedestrian pathways are proposed from the perimeter sidewalk to the main building entrances. **Where the pathway crosses vehicular driving surfaces, it is required to be distinguished through the use of pavers, colored or scored concrete, or bricks, per UDC 11-3A-19B.4b.**

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

- i. Landscape buffers along streets

UDC Requirement	Proposed/Analysis
Entry Way Corridor: 35 Feet	W. Ustick Rd. – the proposed buffer width is 35’, which complies with this standard
Arterial Road: 25 Feet	N. McDermott Rd. Bypass – the proposed buffer width is 26’, which complies with this standard

Landscaping must comply with the standards in UDC 11-3B-7C. **Lawn and other grasses requiring regular mowing shall comprise no more than sixty-five (65) percent of the vegetated coverage of a landscape buffer; calculations demonstrating compliance should be included on the plan.** Because W. Ustick Rd. is an entryway corridor, additional landscape design features are required within the buffer as set forth in UDC 11-3B-7C.3f. The additional design features consist of a dry creek bed with river rock and boulders as shown on the cross-section below and on the landscape plan below in Section VII.H.



**USTICK RD. LANDSCAPE BUFFER SECTION**



**DRY CREEK BED REFERENCE IMAGE**

ii. Parking lot landscaping

Landscaping is required to be provided in all parking areas with future development per the standards listed in UDC 11-3B-8. Analysis of the plans for consistency with these standards will take place with the Certificate of Zoning Compliance and/or Conditional Use Permit application, as applicable.

iii. Landscape buffers to adjoining uses

A minimum 25-foot-wide buffer is required adjacent to residential land uses in the C-C district in accord with UDC Table 11-2B-3 landscaped per the standards in UDC 11-3B-9C. Where the adjacent property is vacant, the FLUM designation determines use. Although no residential land uses currently exist on the adjacent property to the north and east, the FLUM designation on that property is MDR. With the pending Durango Subdivision application for that property, residential uses are proposed to the north and office uses are proposed to the east.

Because there is a 50' wide easement for the Sky Pilot Drain along the north property boundary, which prohibits trees/shrubbery, the buffer should be placed outside of the

easement. **The width of the buffer may be modified by City Council at a public hearing with notice to surrounding property owners if requested by the Applicant.**

iv. Tree preservation

Per UDC 11-3B-10, Mitigation shall be required for all existing trees four-inch caliper or greater that are removed from the site with equal replacement of the total calipers lost on site up to an amount of one hundred (100) percent replacement (Example: Two (2) ten-inch caliper trees removed may be mitigated with four 5-inch caliper trees, five (5) four-inch caliper trees, or seven (7) three-inch caliper trees).

There are existing trees on the site that will be removed with development. **Mitigation should be assessed prior to removal of any trees from the site and information should be included on the landscape plan that demonstrates compliance with the standards in UDC 11-3B-10C.5.**

v. Storm integration

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

**A geotech report was submitted with this application for Durango Subdivision; a report for the proposed subdivision and not the adjacent subdivision should be submitted.**

vi. Pathway landscaping

A minimum 5' wide landscape strip is required along each side of all pathways landscaped per the standards in UDC 11-3B-12C.

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

i. Nonresidential parking analysis

UDC Requirement	Proposed/Analysis
Commercial: 1 Parking Stall per 500 Square Feet of Gross Floor Area	Future development should comply with this standard.
Specific Use Standards: Restaurants: 1 Parking Stall per 250 Square Feet of Gross Floor Area	Future development should comply with this standard. Coffee shops are considered a restaurant.

ii. Bicycle parking analysis

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

Review of compliance with parking standards will take place with future Certificate of Zoning Compliance and Conditional Use Permit applications, as applicable.

4. Building Elevations (*Architectural Standards Manual*):

Conceptual building elevations were submitted for the proposed convenience store, fuel canopy, coffee shop and oil change facility as shown below in Section VII.J. All structures are proposed to be a single story in height. **Final design is required to comply with the design standards in the Architectural Standards Manual (ASM).**

5. Fencing (*UDC 11-3A-6, 11-3A-7*):  
No fencing is proposed on the landscape plan.
6. Parkways (*UDC 11-3A-17*):  
Parkways are required to comply with the standards in UDC 11-3A-17.

**F. Transportation Analysis**

1. Roadway Improvements (FYWP & CIP):  
Ustick Road, between McDermott and Black Cat, is planned to be widened to 5-lanes (2-thru lanes in each direction with center medians and turn pockets where appropriate) in 2027 per the adopted North Meridian Neighborhood Plan & the Capital Improvement Plan (CIP). The project includes adding multi-use pathways.  
  
State Highway 16 and an interchange at Ustick/McDermott Roads are currently being constructed ¼+ mile to the west.

A Traffic Impact Study (TIS) was submitted to ACHD for this development at the request of the city. The TIS included trip generation information for the current MDR designation and the proposed commercial designation as follows:

Land Use Type	Average Daily Trips	PM Peak Hour Trips
Residential	467	27
Commercial	3,703	396
Increase in Trips	3,236	369
Percent Increase	693%	1,367%

2. Access (*UDC 11-3A-3, UDC 11-3H-4*):  
One (1) full access is proposed via N. McDermott Bypass on the west side of the site at the north boundary; and one (1) right-in/right-out temporary access is proposed via W. Ustick Rd. at the east boundary of the site. The McDermott Bypass is currently under the jurisdiction of ITD but is expected to be turned over to ACHD at some point in the future. ITD has stated they won't support access via McDermott Bypass.

Staff is not supportive of an access via W. Ustick Rd. ACHD states that the TIS did not demonstrate a need for this driveway. Further ACHD, like City policy, requires access to be taken from lesser-classified roadways, which is McDermott Bypass; a collector roadway once under the jurisdiction of ACHD.

Drive aisle stubs are proposed to the property to the east but no vehicular connectivity is proposed to the future residential development to the north. **If approved, Staff recommends a drive aisle connection be provided to the north for interconnectivity with the residential neighborhood. Cross-access/ingress-egress easements are required between all lots in the subdivision and to adjoining properties either by recorded easement or as a note on the final plat as set forth in UDC 11-3A-3A.2.**

3. Pedestrian Connectivity (*UDC 11-3A-5, UDC 11-3A-8, UDC 11-3A-17*):  
A 10' wide detached sidewalk/multi-use pathway is required on this site along W. Ustick Rd. per the Pathways Master Plan; and a 10' wide detached sidewalk is also required along N. McDermott Road Bypass, as proposed.

All pathways should comply with the standards in UDC 11-3A-8. **If any portion of the multi-use pathway lies outside of the adjacent right-of-way, it shall be included in a public use easement as required by the Park's Dept.**

#### G. Services Analysis

1. Waterways (*UDC 11-3A-6*):  
The Sky Pilot Drain lies along the northern boundary of this site within a 100' wide easement, 50' of which lies on this property. The drain is proposed to be relocated and piped by the developer.
2. Pressurized Irrigation (*UDC 11-3A-15*):  
An underground pressurized irrigation system is required to be installed in the development for each lot as set forth in UDC 11-3A-15.
3. Storm Drainage (*UDC 11-3A-18*):  
An adequate storm drainage system is required for this development in accord with the City's adopted standards, specifications and ordinances per UDC 11-3A-18. Design and construction shall follow Best Management Practice as adopted by the City.
4. Utilities (*UDC 11-3A-21*):  
All utilities for an approved use shall be installed at or below grade in accord with the City's adopted standards, specifications and ordinances.  
  
Street lighting shall be installed in accord with the city's adopted standards, specifications and ordinances.  
  
The development shall be connected to the City of Meridian water and sewer systems in accord with the standards in UDC 11-3A-21C. *Toll Brothers, the developer of the adjacent Dayspring and Springday developments to the south and east, recently reached an agreement with the City to extend sewer service from the north down McDermott Rd. and east on Ustick Road to serve their projects earlier than the City project to do so. This extension of services is planned to occur at the same time as the Ustick Rd. widening project and would also provide service to this development if approved. This development is subject to the Oaks lift station & West Ada School District reimbursement agreement:*  
<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=178931&dbid=0&repo=MeridianCity>  
  
Adequate fire protection is required in accord with Fire Dept. standards. An emergency access plan is included below in Section VII.I.

#### IV. CITY/AGENCY COMMENTS & CONDITIONS

##### A. Meridian Planning Division

**Staff is recommending denial of the comprehensive plan map amendment application and consequently the annexation & zoning and preliminary plat applications; therefore, conditions of approval are not included.**

**If the Commission and/or City Council determines the proposed map amendment is in the best interest of the City with the proposed development plan, the project should be**

**continued to a later hearing date in order for Staff to prepare recommended conditions of approval.**

## **B. Meridian Public Works**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=435509&dbid=0&repo=MeridianCity>

### **Site Specific Conditions of Approval**

1. If a Well is located on the site it must be abandoned per regulatory requirements and proof of abandonment must be provided to the City.
2. Ensure no sewer services pass through infiltration trenches.
3. Provide 20' Easements for mains, hydrant laterals and water services. Easements should extend up to the end of main/hydrant/water meter and 10' beyond it.
5. No permanent structures (trees, bushes, buildings, carports, trash receptacle walls, fences, infiltration trenches, light poles, etc.) to be built within the utility easement.

### **General Conditions of Approval**

1. Applicant shall coordinate water and sewer main size and routing with the Public Works Department.
2. Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
3. The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). Sewer/water easement varies depending on sewer depth. Sewer 0-20 ft deep require a 30 ft easement, 20-25 ft a 40 ft easement, and 25-30 ft a 45 ft easement. Ensure no permanent structures (trees, bushes, buildings, carports, trash receptacle walls, fences, infiltration trenches, light poles, etc.) are built within the utility easement. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. DO NOT RECORD.
4. The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (UDC 11-3B-6). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
5. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
6. All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.

7. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources (IDWR). The Developer, Owner, or project Engineer, shall provide a statement addressing whether there are any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment. If wells are to be abandoned, the project owner or their representative must contact the IDWR Groundwater Protection Section (Aaron Skinner, Hydrogeologist 208-287-4972) BEFORE any work is done to decommission an existing well (even if it is believed that the well is less than 18 ft deep). Proof of communication with IDWR must be submitted to the City prior to any work being done to decommission the well. Failure to communicate with IDWR may result in additional work and expense to decommission the well.
8. Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
9. All improvements related to public life, safety and health shall be completed prior to occupancy of the structures.
10. Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
11. It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
12. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
13. Developer shall coordinate mailbox locations with the Meridian Post Office.
14. Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
15. The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
16. The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
17. At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
18. A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at [http://www.meridiancity.org/public\\_works.aspx?id=272](http://www.meridiancity.org/public_works.aspx?id=272).
19. The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
20. The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

Click or tap here to enter text.

**C. Meridian Park’s Department**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=435517&dbid=0&repo=MeridianCity>

**D. Idaho Department of Environmental Quality (DEQ)**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=436100&dbid=0&repo=MeridianCity>

**E. Ada County Highway District (ACHD)**

See public record.

**V. FINDINGS**

**A. Comprehensive Plan (UDC 11-5B-7D)**

Upon recommendation from the Commission, the Council shall make a full investigation and shall, at the public hearing, review the application. In order to grant a amendment to the Comprehensive Plan, the Council shall make the following findings:

1. The proposed amendment is consistent with the other elements of the comprehensive plan.  
*Staff finds the proposed amendment is not consistent with key elements of the Comprehensive Plan pertaining to compatibility and transition of land uses and other elements, as noted above in Section III.C.*
2. The proposed amendment provides an improved guide to future growth and development of the city.  
*Staff finds the proposed amendment will not provide an improved guide for future growth and development of the city and that the existing MDR FLUM designation is more appropriate for this property and should remain.*
3. The proposed amendment is internally consistent with the goals, objectives and policies of the Comprehensive Plan.  
*Staff finds the proposed map amendment is not consistent with the goals, objectives and policies of the Comprehensive Plan, including but not limited to, compatibility and transition of land uses, as noted above in Section III.C.*
4. The proposed amendment is consistent with this Unified Development Code.  
*Staff finds the proposed map amendment is not consistent with UDC 11-5B-7, which requires the amendment to be compatible with existing and planned surrounding land uses. The proposed land uses will not be compatible with the adjacent Ustick/McDermott interchange area and future residential uses to the north as discussed above in Section III.*
5. The amendment will be compatible with existing and planned surrounding land uses.  
*Staff finds the proposed map amendment to Commercial will not be compatible with abutting planned residential uses to the north.*
6. The proposed amendment will not burden existing and planned service capabilities.  
*Staff finds the proposed amendment will burden existing and planned transportation capabilities in this area due to the increase in traffic a map amendment from MDR to Commercial will create.*

7. The proposed map amendment (as applicable) provides a logical juxtaposition of uses that allows sufficient area to mitigate any anticipated impact associated with the development of the area.

*Staff finds the proposed map amendment does not provide a logical juxtaposition of uses that allows sufficient areas to mitigate any anticipated impact associated with the development of the area.*

8. The proposed amendment is in the best interest of the City of Meridian.

*Staff finds the proposed map amendment is not in the best interest of the City for the above-noted reasons.*

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

Because the proposed map amendment request is recommended for denial, the proposed annexation & zoning request is also recommended for denial because the proposed development plan isn't consistent with the FLUM designation in effect for the property. Therefore, no findings analysis is provided for the associated annexation & zoning request.

**C. Preliminary Plat (UDC-6B-6)**

Because the proposed map amendment request is recommended for denial, the proposed annexation & zoning and preliminary plat requests are also recommended for denial because the proposed development plan isn't consistent with the FLUM designation in effect for the property. Therefore, no findings analysis is provided for the associated preliminary plat request.

**VI. ACTION**

**A. Staff:**

Staff recommends denial of the proposed Comprehensive Plan Map Amendment for the reasons noted above in Section III. Consequently, Staff recommends denial of the associated annexation & zoning and preliminary plat requests because the proposed development plan isn't consistent with the MDR FLUM designation in effect for this property.

**B. Commission:**

Pending

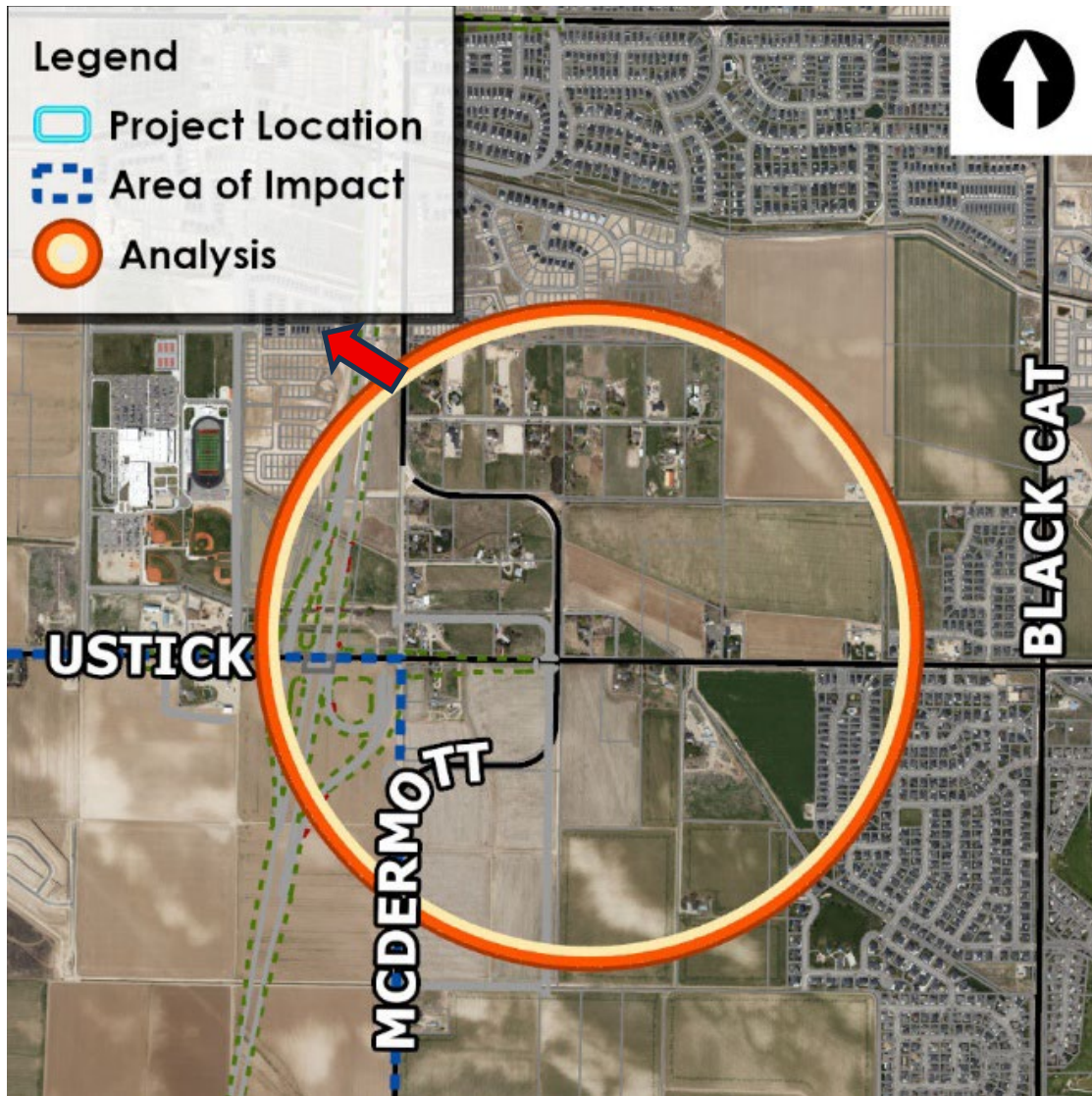
**C. City Council:**

Pending

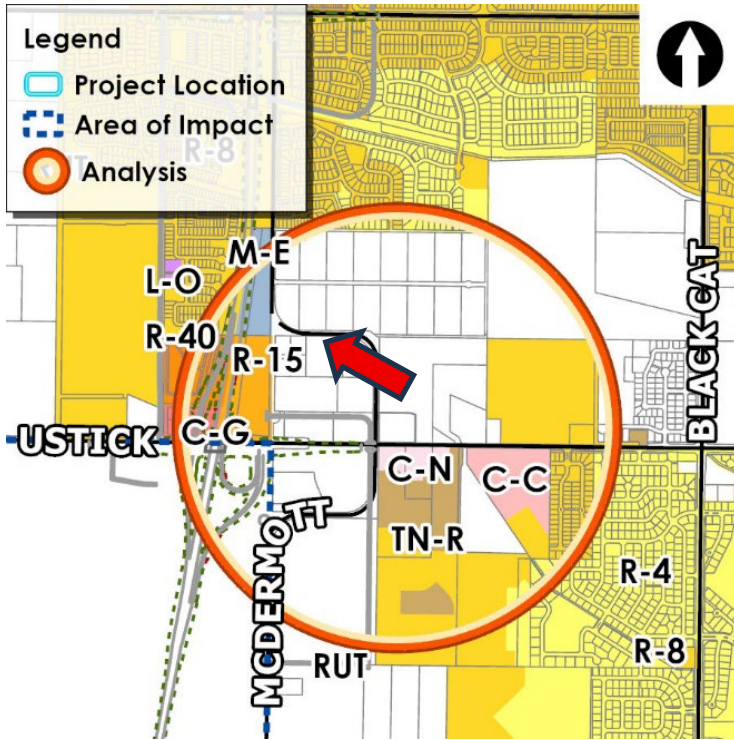
VII. EXHIBITS

A. Project Area Maps

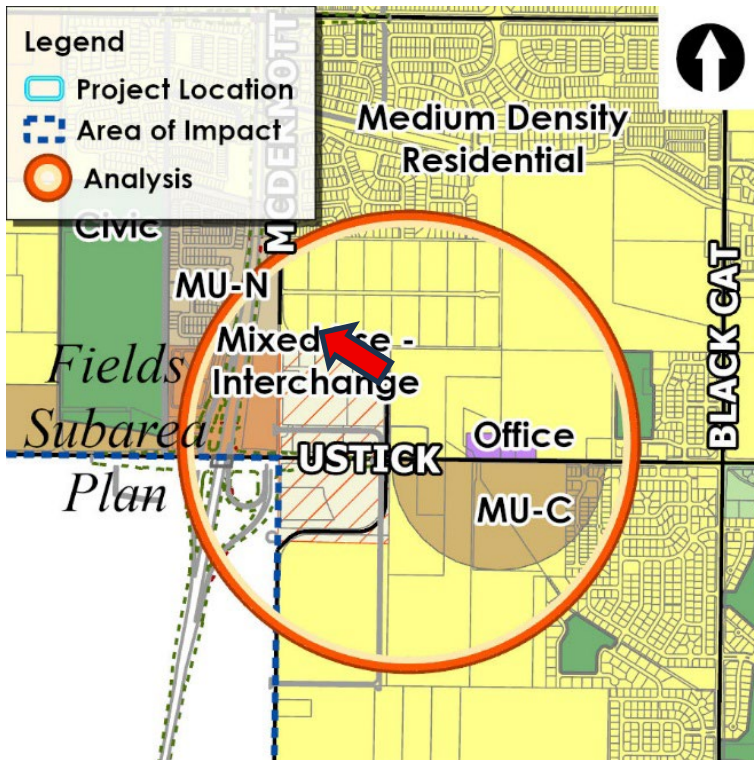
1. Aerial



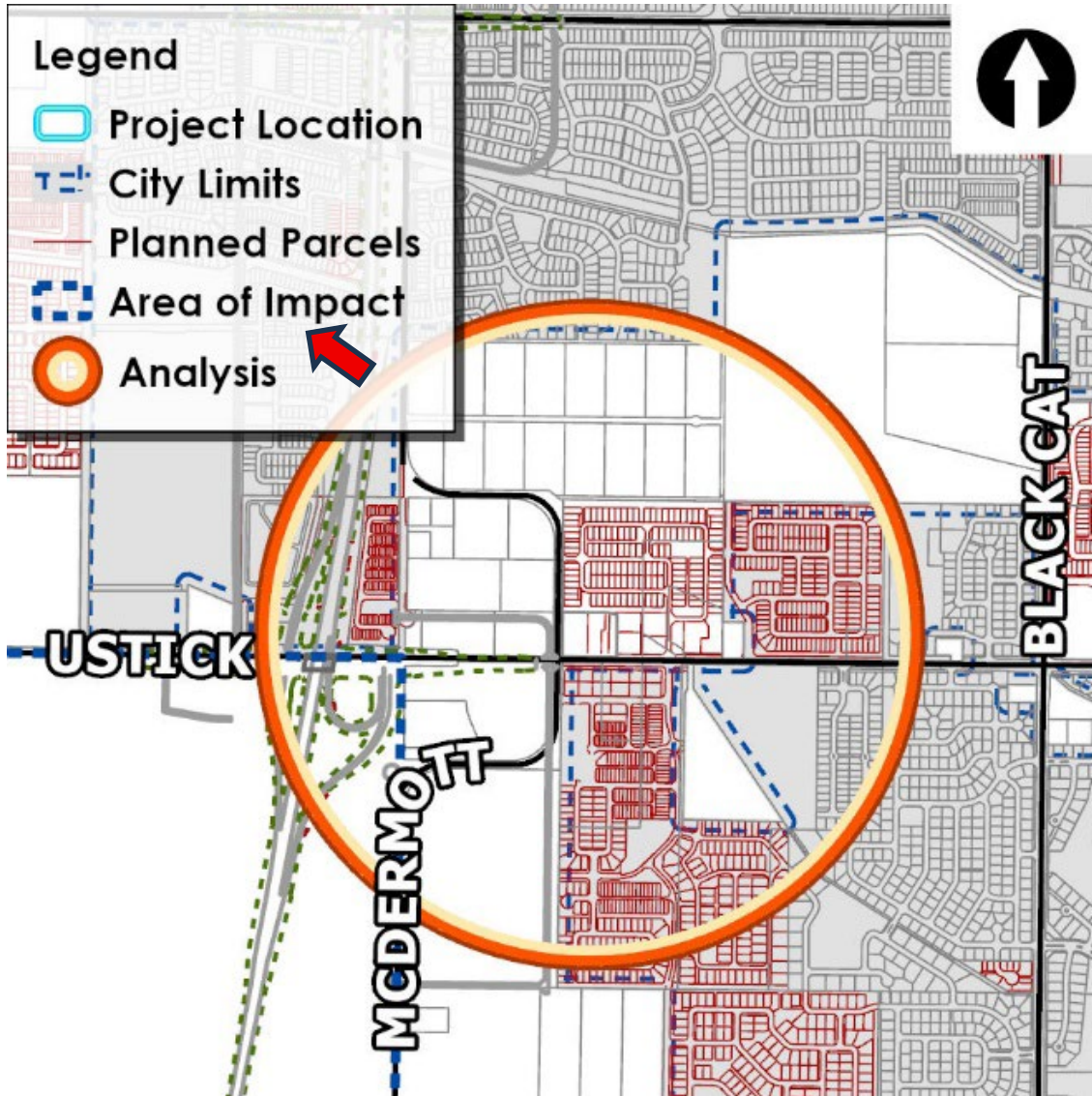
2. Zoning Map



3. Future Land Use



4. Planned Development Map



**B. Service Accessibility Tool (Existing Conditions)**

# **PARCEL S0433346925 SERVICE ACCESSIBILITY**

<b>Overall Score: 12</b>	<b>2nd Percentile</b>
--------------------------	-----------------------

<b>Criteria</b>	<b>Description</b>
Location	Within 1/2 mile of City Limits
Extension Sewer	Trunkshed mains > 2,000 ft. from parcel
Floodplain	Either not within the 100 yr floodplain or > 2 acres
Emergency Services Fire	Response time < 5 min.
Emergency Services Police	Reporting District meets response time goals some of the
Pathways	Within 1/4 mile of future pathways
Transit	Not within 1/4 of current or future transit route
Arterial Road Buildout Status	Ultimate configuration (# of lanes in master streets plan)
School Walking Proximity	From 1/2 to 1 mile walking
School Drivability	Either a High School or College within 2 miles OR a
Park Walkability	No park within walking distance by park type

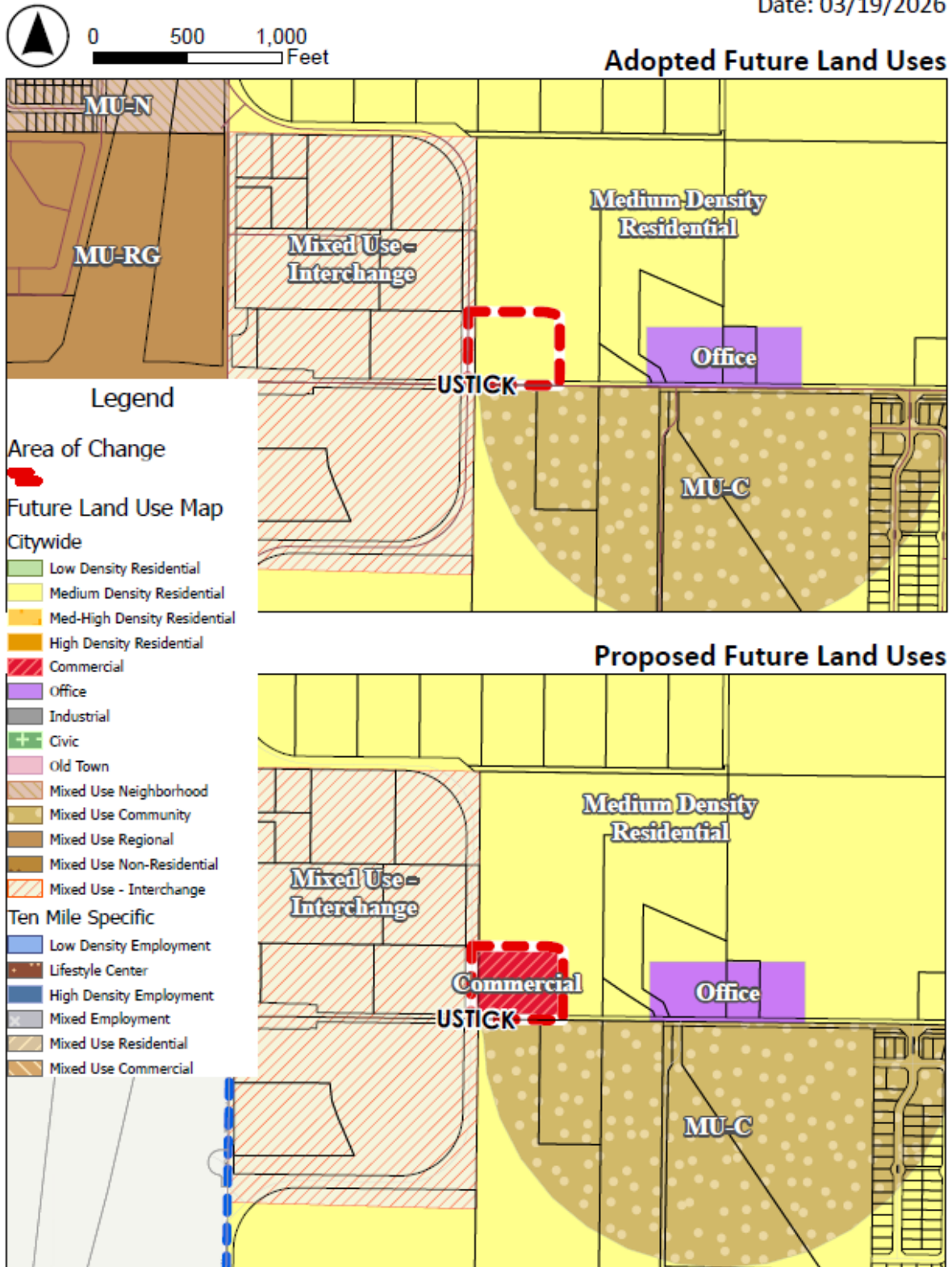
Report generated on 04-11-2026 by MERIDIAN\sallen

**C. Aerial View of Property/Site Photos**

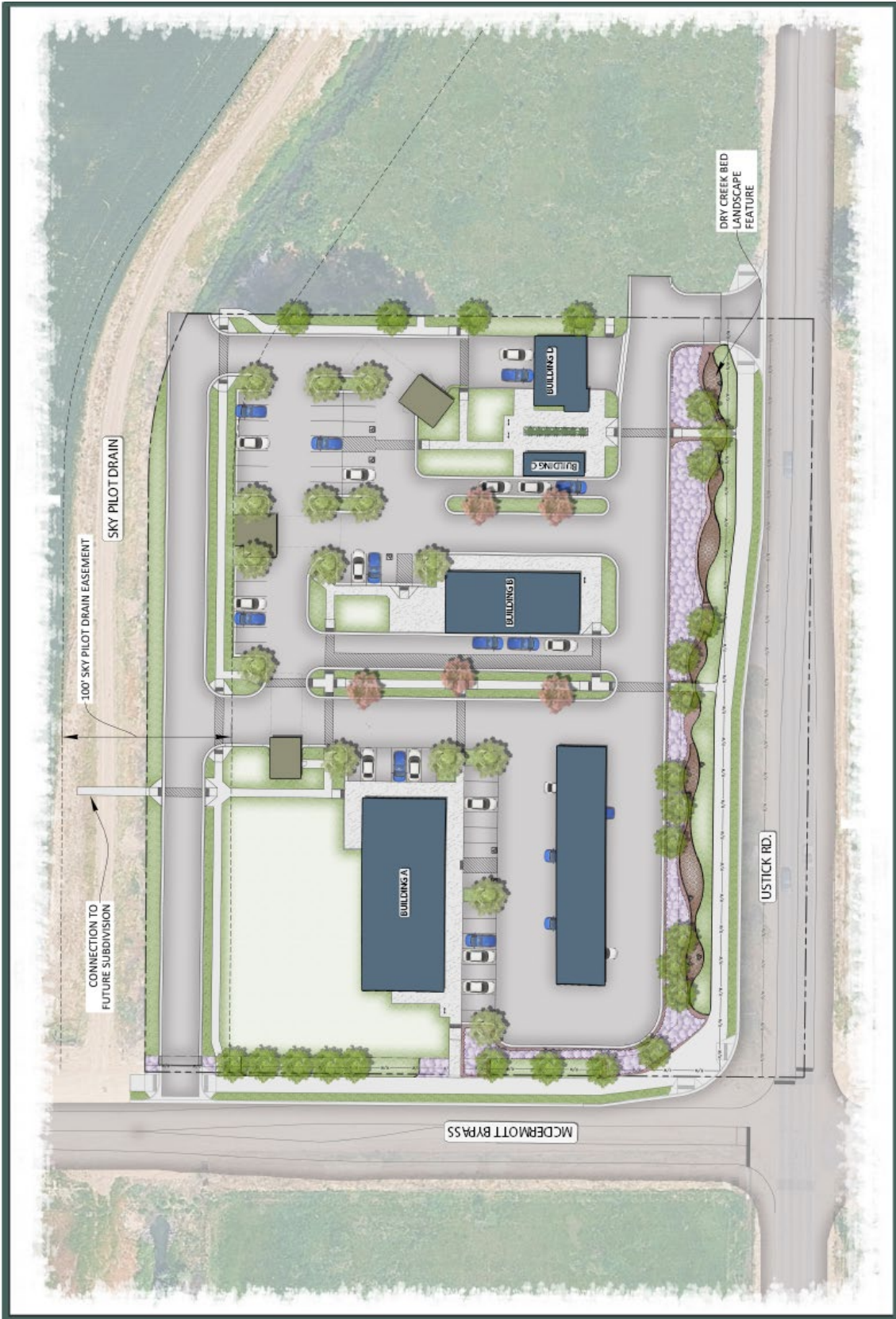


**D. Adopted vs. Proposed Future Land Use Map**

Date: 03/19/2026

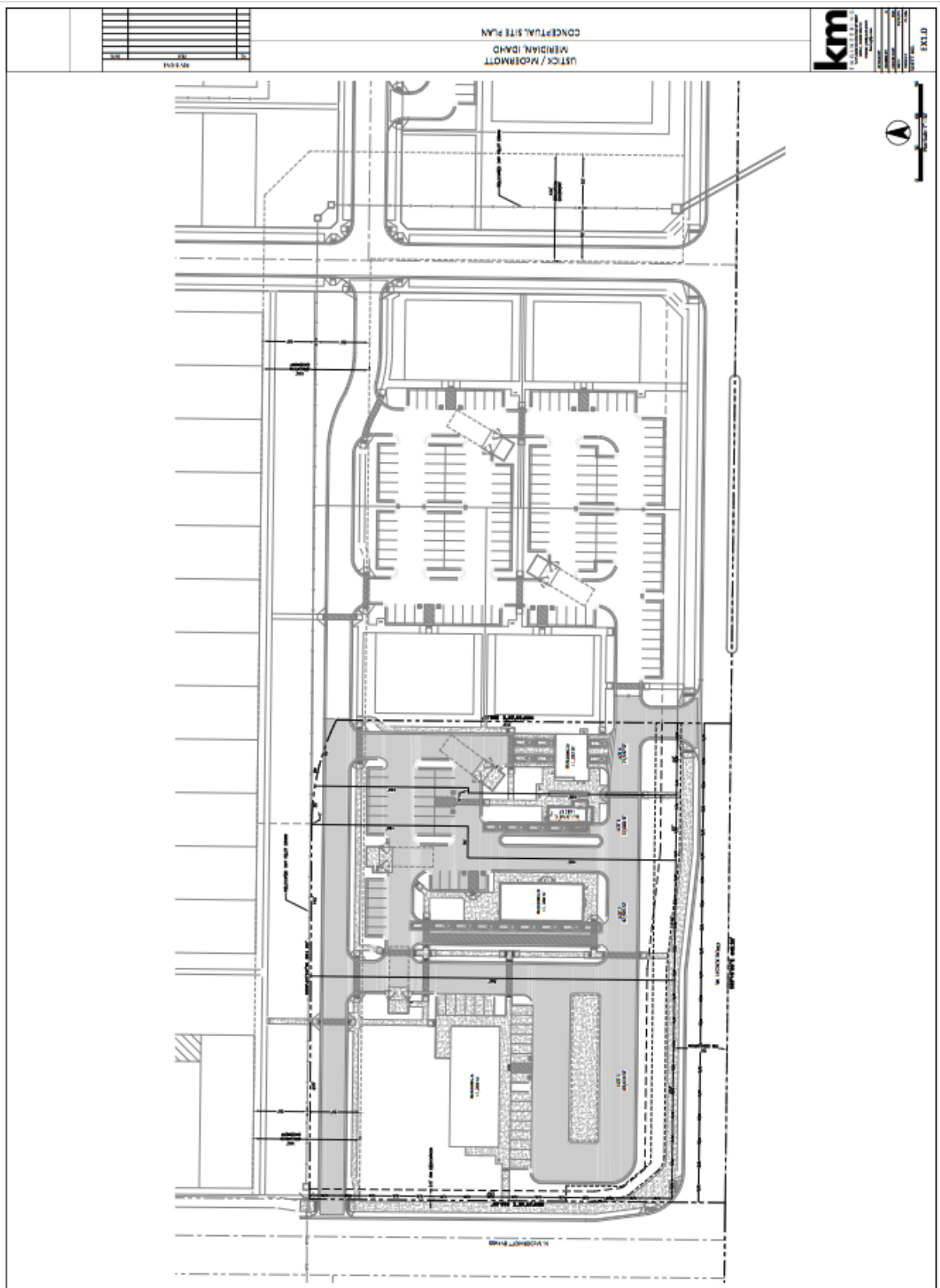


**E. Conceptual Development Plan**



CONCEPTUAL, SUBJECT TO CHANGE

## F. Concept Plan with Durango Subdivision





H. Landscape Plan (date: 12/15/2025)



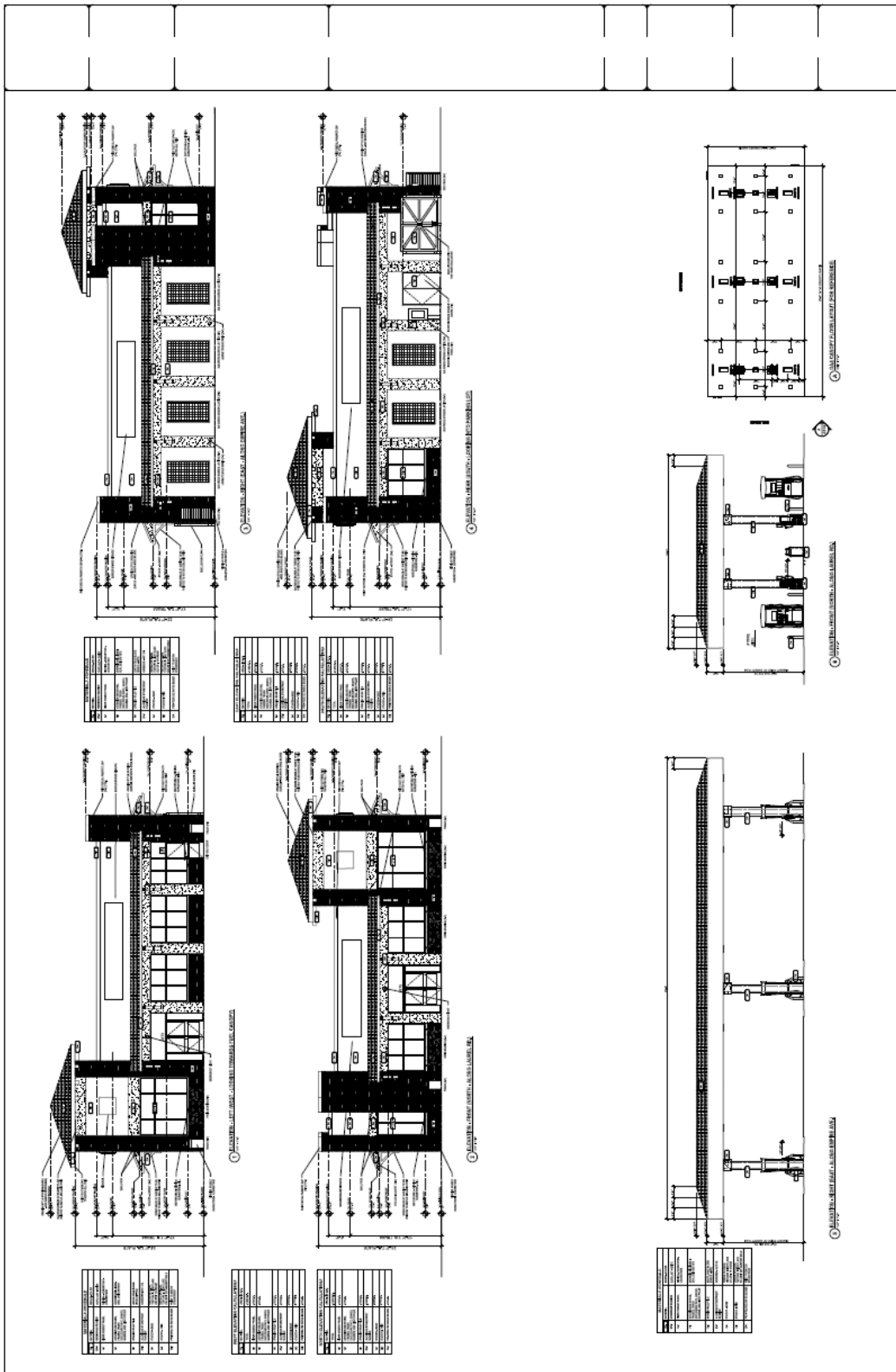
CONCEPTUAL, SUBJECT TO CHANGE







## J. Conceptual Building Elevations



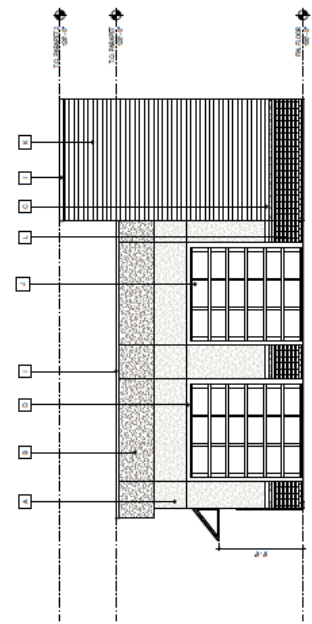


NO		REVISIONS		DATE	

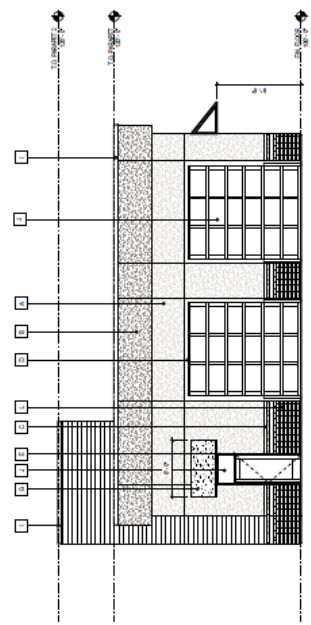
# OIL CHANGE SHOP

## EXTERIOR MATERIAL LEGEND

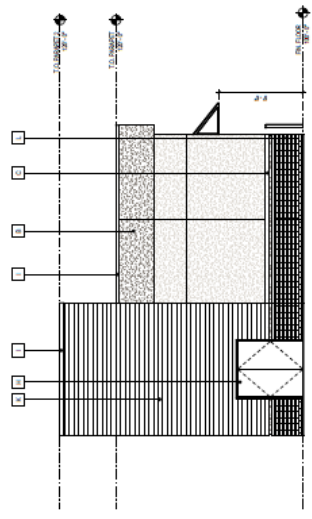
- 1. BRICK (SEE SPECIFICATIONS)
- 2. BRICK (SEE SPECIFICATIONS)
- 3. BRICK (SEE SPECIFICATIONS)
- 4. METAL CORNER BOARD (SEE SPECIFICATIONS)
- 5. FRAMES & MULLIONS (SEE SPECIFICATIONS)
- 6. CONCRETE CLADDING (SEE SPECIFICATIONS)
- 7. GRANITE GRANITE (SEE SPECIFICATIONS)
- 8. PAINTED METAL CORNER BOARD (SEE SPECIFICATIONS)
- 9. PAINTED METAL CORNER BOARD (SEE SPECIFICATIONS)
- 10. OUTSIDE DOOR (SEE SPECIFICATIONS)
- 11. WINDOW (SEE SPECIFICATIONS)
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- 50. WINDOW (SEE SPECIFICATIONS)



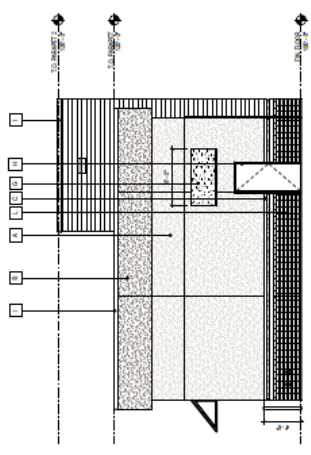
EXTERIOR ELEVATION - SOUTH  
SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATION - NORTH  
SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATION - EAST  
SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATION - WEST  
SCALE: 1/8" = 1'-0"

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

(link to [Community Metrics](#))

### A. One-Mile Radius Existing Condition Notes

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

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

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

### B. Service Assessment Notes

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

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

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

### C. ACHD Roadway Infographic Notes

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

- **Existing Level of service (LOS).** LOS indicator is a common metric to consider a driver's experience with a letter ranking from A to F. Letter A represents free flow conditions, and on the other end Level F represents forced flow with stop and go conditions. These conditions usually represent peak hour driver experience. ACHD considers Level D, stable flow, to be acceptable. The LOS does not represent conditions for bikes or pedestrians, nor indicate whether improvements: are possible; if there are acceptable tradeoffs; or if there is a reasonable cost-benefit.
- **Integrated Five Year Work Plan (IFYWP).** The IFYWP marker (yes/no) indicates whether the specified roadway is listed in the next 5-years. This work may vary, from concept design to construction.
- **Capital Improvement Plan (CIP).** The CIP marker (yes/no) indicates whether the specified roadway is programmed for improvement in the next 20-years.