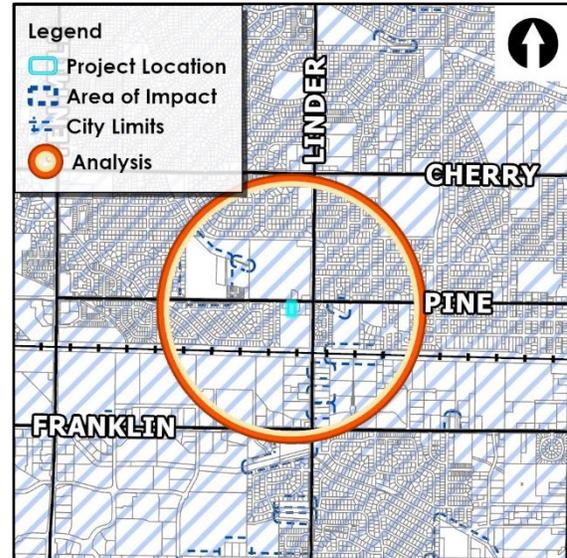


COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING DATE: 3/3/2026
TO: Mayor & City Council
FROM: Linda Ritter, Associate Planner
208-884-5533
lritter@meridiancity.org
APPLICANT: William Veloso
SUBJECT: H-2025-0050
1725 Pine - MDA
LOCATION: 1725 W. Pine Avenue, parcel #
S1211417479



I. PROJECT OVERVIEW

A. Summary

The applicant is proposing to modify the amended development agreement (Instrument No. 2019-121600) on 0.76 acres in the C-N zoning district. Per the applicant, the proposed modification is requested in order to refine the cross-access provisions to establish a more purposeful and coordinated cross-access plan that aligns with adjacent properties and anticipated redevelopment patterns along W. Pine Avenue, according to the applicant.

B. Issues/Waivers

No cross-access is proposed on the east side of the property connecting to N. Linder Road, resulting in reduced connectivity and fewer access options for both the subject site and potential future development of adjacent properties.

C. Recommendation

Staff recommends denial of the application, as the request is premature. The applicant has not submitted a development proposal for the subject property, and without such information, staff is unable to determine whether removal of the approved cross-access is warranted. Review of cross-access modifications should occur concurrently with a proposed development plan to ensure compliance with applicable standards and long-term connectivity objectives.

D. Decision

II. COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Single-Family Residential (nonconforming)	-
Proposed Land Use(s)	Commercial	-
Existing Zoning	C-N	V.A.2
Proposed Zoning	C-N	
Adopted FLUM Designation	Commercial	V.A.3
Proposed FLUM Designation	Commercial	

Table 2: Process Facts

Description	Details
Preapplication Meeting date	8/19/2025
Neighborhood Meeting	10/13/2025
Site posting date	2/19/2026

Table 3: Project Overview

Description	Details
History	AZ-09-001, Development Agreement (Instrument No. 111072107); A-2016-0321; H-2019-0061 (DA Modification Instrument No. 2019-121600)
Acreage	0.76

Staff Analysis

Comprehensive Plan and Unified Development Code (UDC)

A. General Overview

This designation will provide a full range of commercial uses to serve area residents and visitors. Desired uses may include retail, restaurants, personal and professional services, and office uses, as well as appropriate public and quasi-public uses. Multi-family residential may be allowed in some cases but should be careful to promote a high quality of life through thoughtful site design, connectivity, and amenities.

B. History

The following is a summary of the actions associated with this property since it was proposed for annexation into the City of Meridian:

- **2009** - On April 7, 2009, the City Council approved findings for AZ-09-001 and Development Agreement (Instrument No. 111072107) to change the future land use designation on approximately 2.05 acres, consisting of three (3) tax parcels, from Medium Density Residential to Commercial. The approval also included a request for annexation and zoning of one 0.76-acre parcel (0.86 acre including right-of-way to the centerline of W. Pine Avenue) with a C-N (Neighborhood Commercial) zoning district. Conceptual development plans were approved with a proposal to retain the existing structure and construct a 70-foot by 81-foot addition to accommodate Flow Aquatics, a business specializing in learn-to-swim lessons for beginners, as well as stroke instruction for valley triathletes and advanced swimmers.
- **2016** - On October 13, 2016, a zoning verification letter (A-2016- 0321) was provided to the property owner Gary Goff in response to his request for a rebuild on the property. The following information was provided:
 - *Single-family dwellings are not a permitted use in the C-N zoning district. However, because the residential use has not ceased for 12 consecutive months or been replaced with a conforming use, the use is allowed to continue as a nonconforming use as long as*

the use remains lawful and is not expanded or extended, subject to the following provisions:

1. *Alteration: No existing structure containing a nonconforming use may be enlarged, extended, constructed, reconstructed, moved or structurally altered except: a) through the approval of a conditional use permit in accord with the procedures set forth in chapter 5, article B, " Specific Provisions", of this title; or b) where the use of the structure is changed to a conforming use.*
 2. *Extension: A nonconforming use may be extended to occupy additional land area only through the approval of a conditional use permit in accord with the procedures set forth in chapter 5, article B, " Specific Provisions", of this title.*
- **2019** - On June 25, 2019, City Council approved findings for H-2019-0061 (DA Instrument No. 2019-121600) for modifications to the existing Development Agreement (DA) Instrument No. 111072107 to remove the previously approved conceptual plan and associated provisions for the aquatic center from the agreement as this plan fell through and was never developed.

C. Development Agreement Modification

The applicant is proposing to revise the existing development agreement as follows:

- Access to W. Pine is restricted to one (1) access driveway. Cross-access shall be provided to the property to the west (parcel #~~S1211417515~~ S1211417505) ~~and the property to the east (parcel #S1211417415)~~ at the southwest boundary of ~~the site~~ parcel #S1211417505 for future interconnectivity. A recorded copy of the cross-access agreement(s) shall be provided with the Certificate of Zoning Compliance application for the change in use of this site.

D. Staff Analysis

After meeting with the applicant several times to review the request, staff is not in support of modifying the amended development agreement (H-2019-0061, Inst. #2019-121600) to remove the required cross-access to the parcels to the east. This determination is based on the following applicable regulations and long-range access management considerations:

- **UDC 11-3A-3: Access to Streets**

The intent of this section is to **improve safety** by *combining and limiting access points* onto collector and arterial streets and ensuring motorists can safely enter and navigate the street network. Cross-access between adjacent properties is a key mechanism for achieving this intent because it reduces the need for multiple individual driveways on major streets and minimizes conflict points. Eliminating the planned cross-access would undermine these access-management objectives and increase dependence on direct street access.

- **UDC 11-3A-19: Site Design and Circulation**

The purpose of this section is to promote a site design that:

- Provides an interconnected network of walkways, pathways, streets, and/or drive aisles that enhances both pedestrian and vehicular mobility within the development and between adjacent developments.
- Facilitates the efficient movement of traffic into, out of, and through the site, while protecting pedestrians and cyclists and reducing the visual impacts of large parking areas.

Staff also finds that eliminating this cross-access would neglect planned connectivity to the property to the east, which carries a future land use designation of Commercial and has direct connection to N. Linder Road, including a signalized intersection at W. Pine Avenue. Maintaining cross-access ensures that both sites can utilize this signalized access, reduces pressure on unsignalized movements, and achieves the interconnected circulation network envisioned in the UDC.

E. Proposed Site Plans

The applicant has provided several exhibits illustrating how cross-access could be accommodated on the property under different scenarios, regardless of whether the existing DA provision is amended. A corresponding hyperlink is provided for each exhibit, along with the applicant's explanation.

[Exhibit 1. Existing Site Plan \(Current Conditions\).](#)

This existing site plan shows property lines, current approaches, and drive aisles, as well as distances between them. It also includes property addresses, current zoning designations, parcel numbers, and relevant structure outlines. All properties labeled in the figure are designated as 'Commercial' on the City's Future Land Use Map. Note that 737 N Linder Rd is an established daycare facility with its own parking lot and approach of Linder Rd (see vicinity map for reference).

[Exhibit 2. Hypothetical Site Plan: Compliance with Existing Development Agreement.](#)

This exhibit demonstrates the hypothetical site plan if the subject property were to comply with the existing development agreement; cross access is provided to the parcels to the east and west at the southeast boundary of the parcel. Note that ACHD requires the new approach on the subject property to be directly centered across from Meridian High School's exit-only approach. Note that this approach at Meridian High School did not exist at the time the original development agreement was put in place, and so the subject property's original plans and drawings were able to better utilize the area by placing the drive aisle closer to the western property line. The required drive aisle extends approximately 240 feet onto the property, necessitating an acceptable fire apparatus turnaround until such time that cross-access is extended by Parcel #S1211417510. Also demonstrated in black rectangular blocks are the remaining parking areas on the subject property. The immediate impact is notable only on diminished buildable/usable area of the subject property; impact on surrounding properties will be demonstrated in a later exhibit when cross connections are extrapolated.

[Exhibit 3. Proposed Site Plan: With Requested Development Agreement Modification.](#)

This exhibit demonstrates the intended design outcome under the modified DA language, where cross-access of the subject property is limited only to the northwestern parcel. The immediate impact is notable only on the improved buildable/usable area of the subject property; impact on the surrounding properties will be demonstrated in a later exhibit when future cross connections are extrapolated.

[Exhibit 4. Extrapolated Future Cross-Connectivity if Existing Development Agreement](#)

[Remains.](#) Note that the subject property is capable modest redevelopment of its parking area if the previous fire apparatus turnaround were removed. However, removal of this turnaround is contingent when/if neighboring properties take and extend cross-access at the time of their own redevelopment. The parcel at 1665 W. Pine must take cross-access at the southeast its boundary, but this configuration would substantially reduce the buildable area on the southern portion of lot due to the limited remaining width of property after the new drive aisle is in place. This east-west cross-access pattern would require a substantial amount of paving to achieve full connectivity, resulting in inefficient use of site area and reduced buildable space for 1785 W. Pine, 1665 W Pine, and 1725 W. Pine. Since all three of these parcels require redevelopment and cross-access extension to their neighboring parcels before their neighboring parcels can redevelop, this design would unnecessarily constrain redevelopment across all parcels on this block.

[Exhibit 5. Extrapolated Future Cross-Connectivity if Proposed Modification is Approved.](#)

Similar to the configuration required under the existing Development Agreement, this design also reduces the number of approaches from seven to two. However, the revised plan allows all parcels to obtain cross-access using significantly less roadway area while retaining substantially more buildable area across multiple lots. The order of redevelopment between 1775 W. Pine and

1785 W. Pine is reversed, where 1775 W Pine must redevelop first before 1785 W Pine in order to extend cross access; this sequencing is more practical than the reverse (the existing order), as 1785 W. Pine is already zoned I-L and, according to the long-time property owner, is extremely unlikely to redevelop in the foreseeable future. This offers an earlier route to redevelopment of 1775 W. Pine, taking cross-access from the shared approach and drive aisle proposed on the subject property. As demonstrated in Exhibit 5, this proposed modification creates a clear pathway toward the efficient use of two approaches in a way that permits and promotes future redevelopment of all properties on this block in accordance with the City's Future Land Use Map. This proposal represents a thoughtful, forward-looking revision that aligns with current access management standards and supports the City's long-term redevelopment vision for this W. Pine Avenue corridor.

Although the applicant submitted multiple illustrations regarding future cross access between the adjacent properties, staff finds that removal of this condition is premature and should be requested through a future development application. Staff therefore determines that cross-access is necessary to meet applicable UDC standards by facilitating internal circulation, promoting shared access, and ensuring long-term connectivity with adjacent properties to the east and west that may redevelop in the future.

III. CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

No conditions, recommending denial

B. Meridian Public Works

No change to the existing water and sewer system being requested.

C. Meridian Fire Department

Fire Department Access Exhibit that is provided does not provide detailed/sufficient information as to compliance with the 2018 IFC, Chapter 5 and Appendix D. The applicant is required to provide a Fire Access Exhibit from a Design Professional that details this information.

D. Meridian Police Department

Upon discussing the proposed access to 1725 W. Pine (zoned commercial) provided by the applicant, I have the following safety concerns:

- Pine Ave is heavily traveled during several times of the day, being that Meridian HS (MHS) is directly across the street from this parcel. MHS has approximately 1700 students alone and a significant amount of students who travel to MHS for their CTE classes throughout the day not including parent drop off/pickup and staff. This leads me to believe that there will be an increase in crashes having another roadway entering and exiting from this parcel in the future.
 - I would recommend this parcel being required to have cross access onto Linder to reduce traffic on Pine.
- A commercial business would have an increased amount of vehicle traffic day to day compared to a residential parcel.
- Pine has become a more heavily traveled arterial roadway as it cuts through majority of our city east/west now all the way to Black Cat which has increased traffic in this areas as well.
- Pedestrian traffic is significant in the morning and afternoon hours due to the number of students walking and riding bikes to school.

E. Idaho Department of Environmental Quality (DEQ)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=425439&dbid=0&repo=MeridianCity>

F. Idaho Transportation Department (ITD)

<https://weblink.meridiancity.org/WebLink/browse.aspx?id=425439&dbid=0&repo=MeridianCity>

IV. ACTION

A. Staff:

Staff recommends denial of the application, as the request is premature. The applicant has not submitted a development proposal for the subject property, and without such information, staff is unable to determine whether removal of the approved cross-access is warranted. Review of cross-access modifications should occur concurrently with a proposed development plan to ensure compliance with applicable standards and long-term connectivity objectives.

B. City Council:

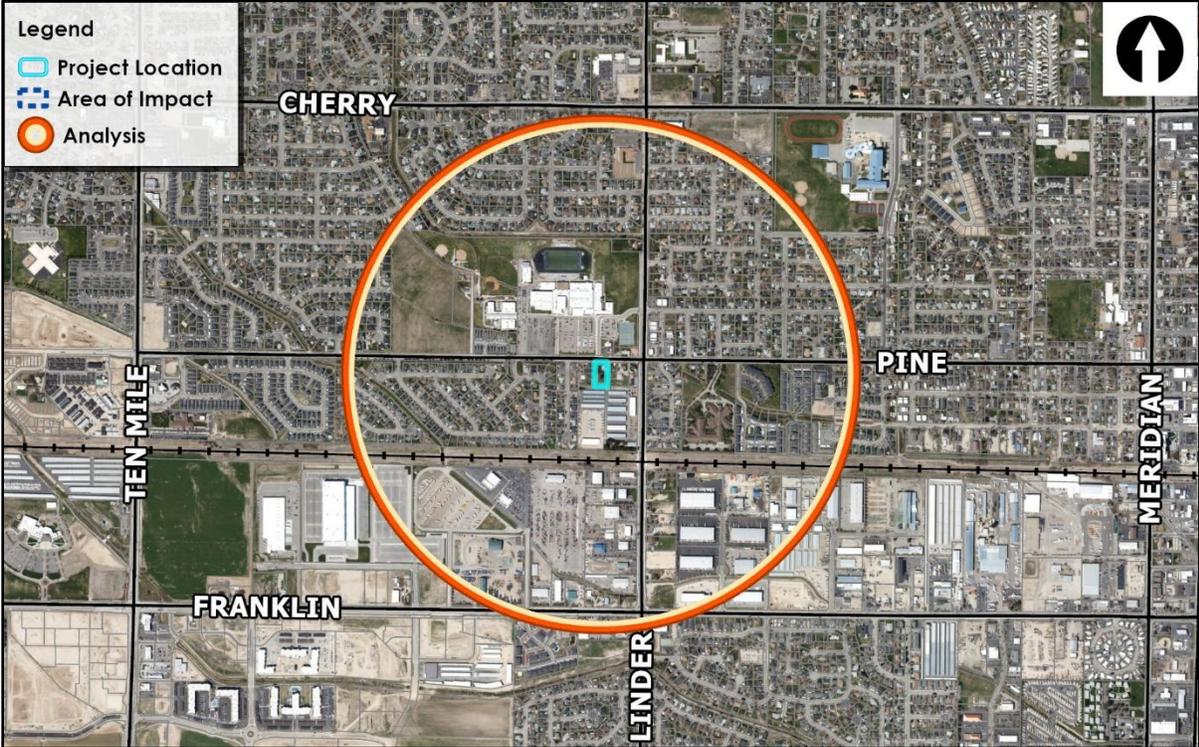
Pending

V. EXHIBITS

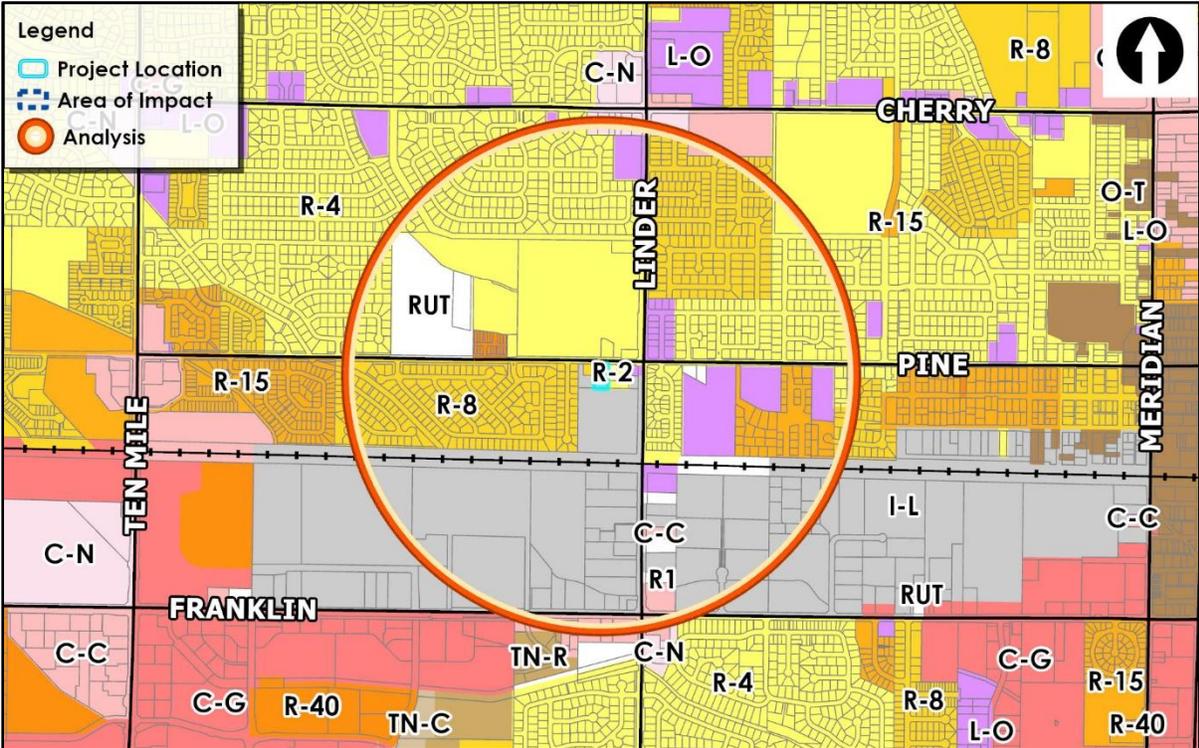
A. Project Area Maps

(link to [Project Overview](#))

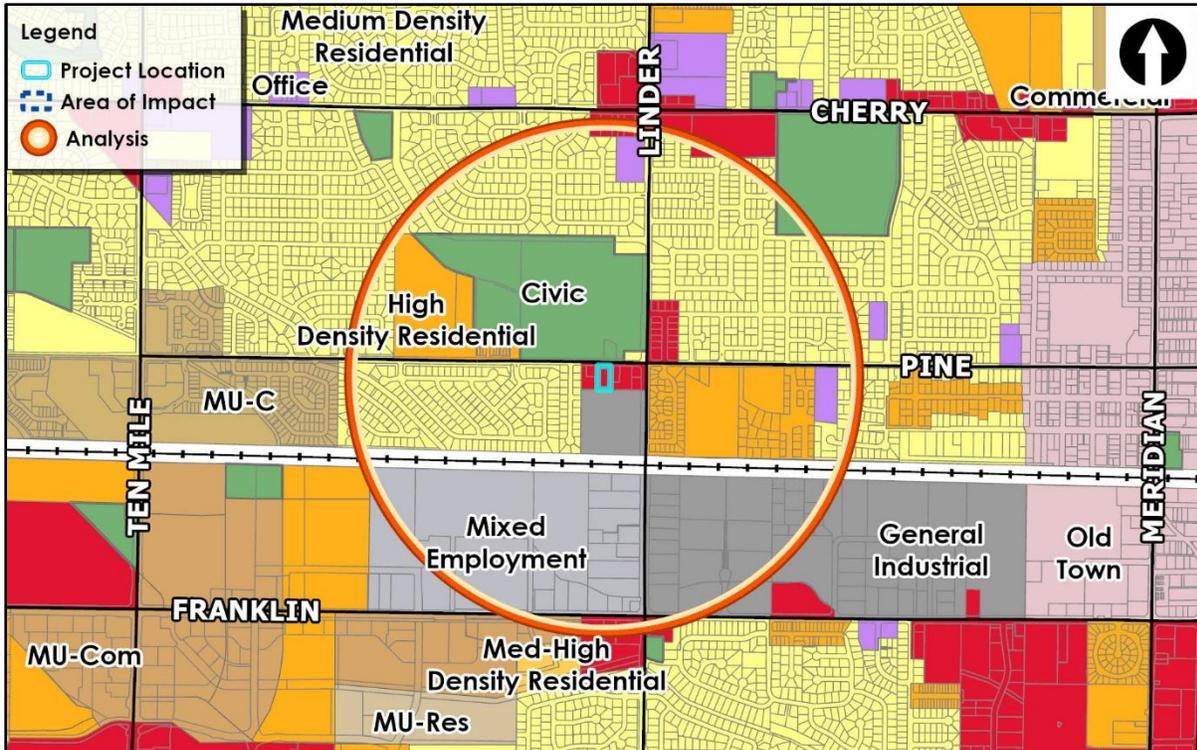
1. Aerial



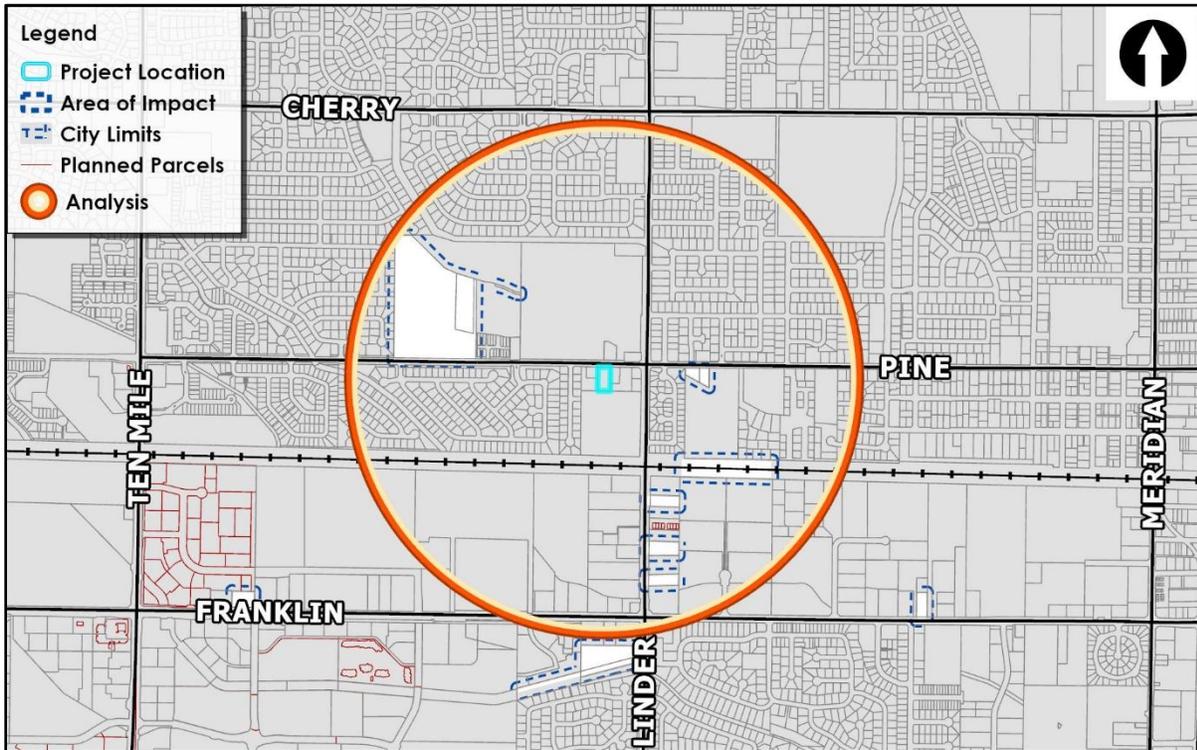
2. Zoning Map



3. Future Land Use



4. Planned Development Map



B. Subject Site Photos







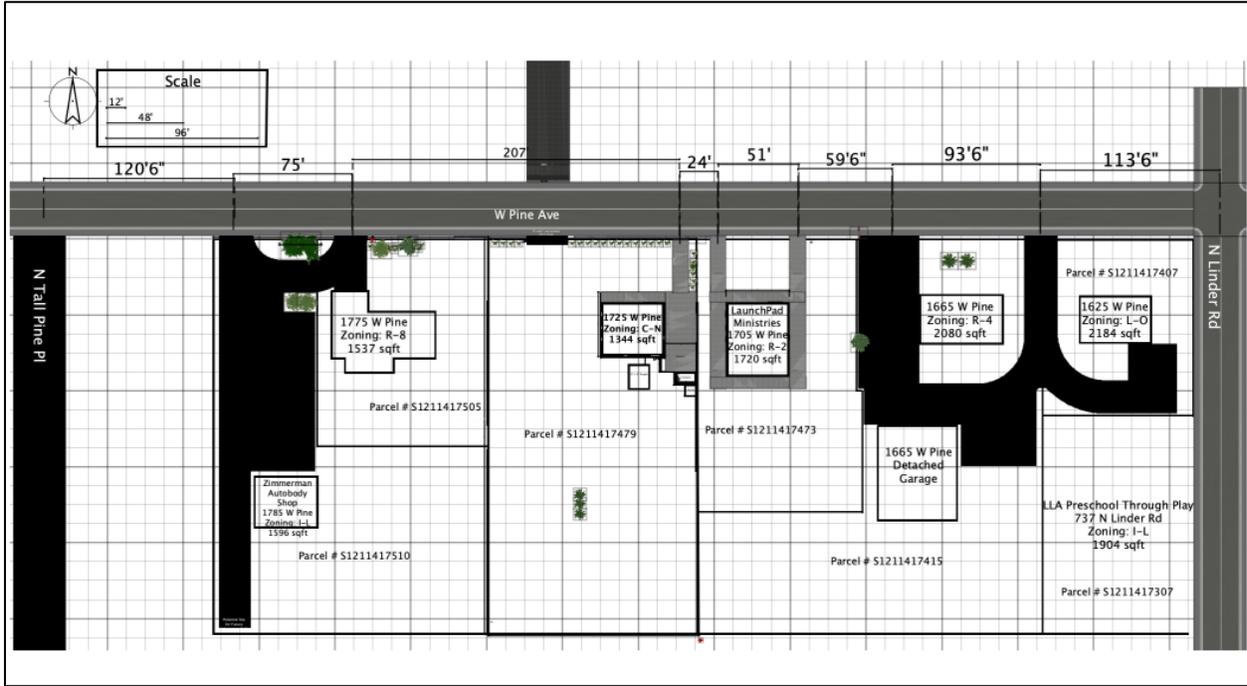
C. Service Accessibility Report

PARCEL S1211417479 SERVICE ACCESSIBILITY

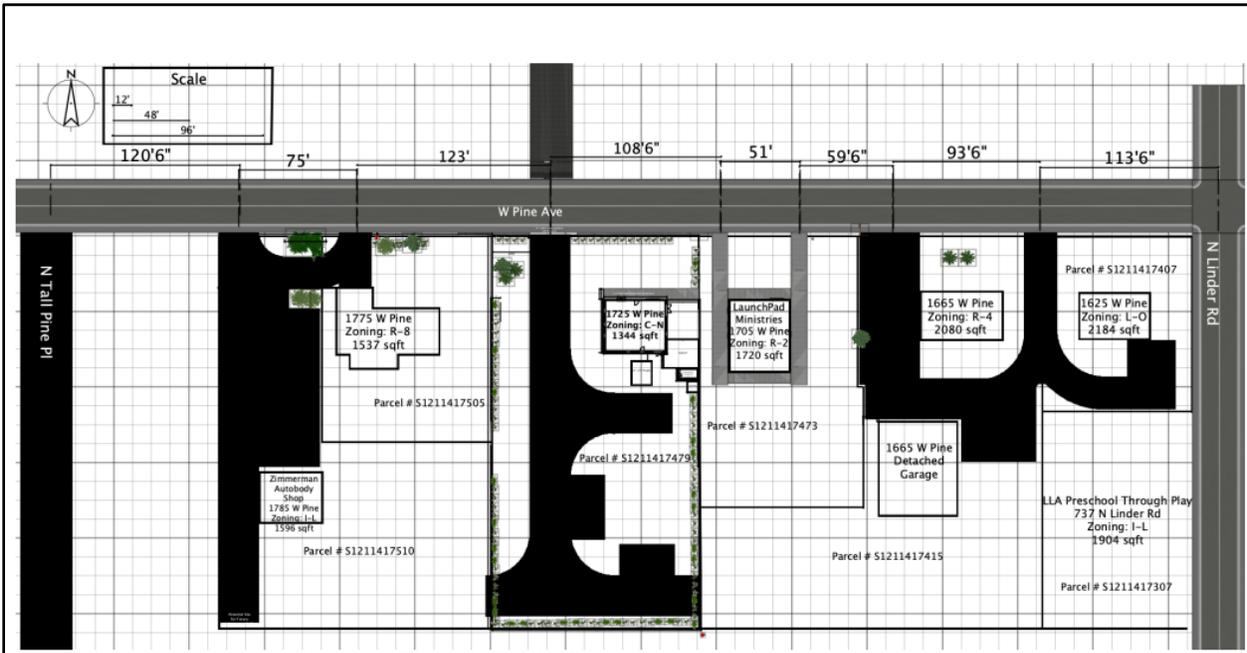
Overall Score: 31	44th Percentile
--------------------------	------------------------

Criteria	Description	Indicator
Location	In City Limits	GREEN
Extension Sewer	Trunkshed mains < 500 ft. from parcel	GREEN
Floodplain	Either not within the 100 yr floodplain or > 2 acres	GREEN
Emergency Services Fire	Response time 5-9 min.	YELLOW
Emergency Services Police	Reporting District meets response time goals most of the time	GREEN
Pathways	Within 1/4 mile of current pathways	GREEN
Transit	Within 1/4 mile of current transit route	GREEN
Arterial Road Buildout Status	Ultimate configuration (# of lanes in master streets plan) matches existing (# of lanes)	GREEN
School Walking Proximity	Within 1/2 mile walking	GREEN
School Drivability	Either a High School or College within 2 miles OR a Middle or Elementary School within 1 mile driving (existing or future)	GREEN
Park Walkability	No park within walking distance by park type	RED

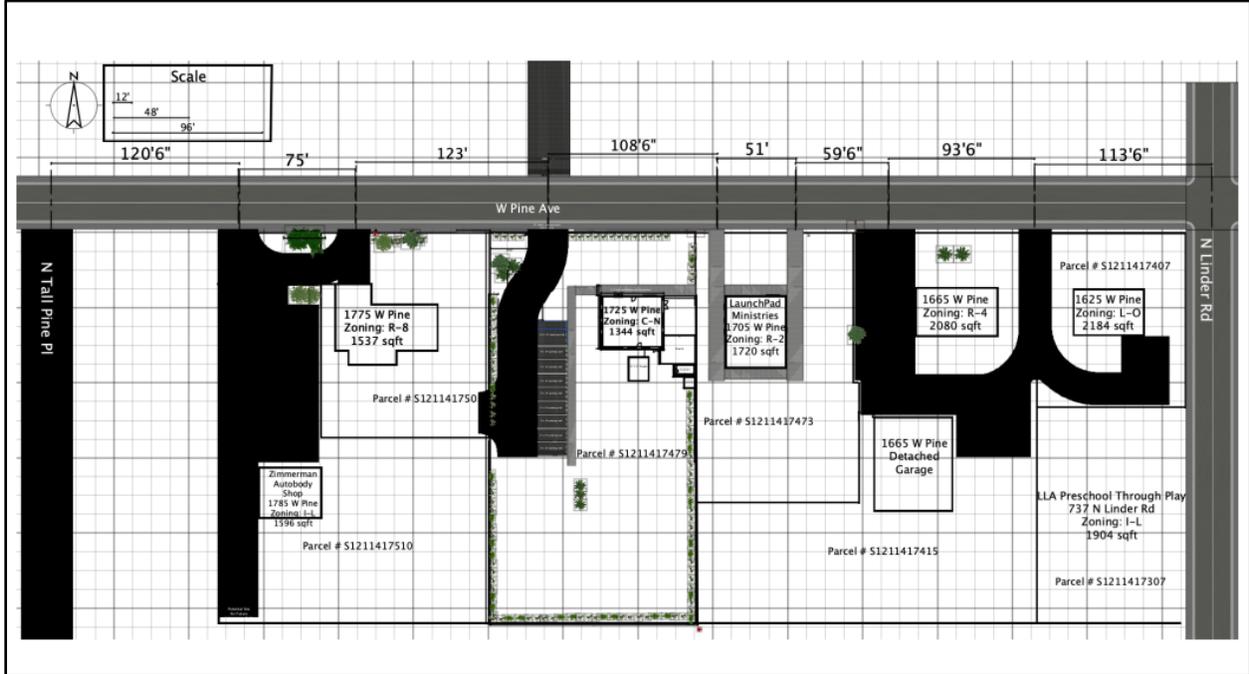
D. Exhibit 1 – Existing Site Plan (Current Conditions)



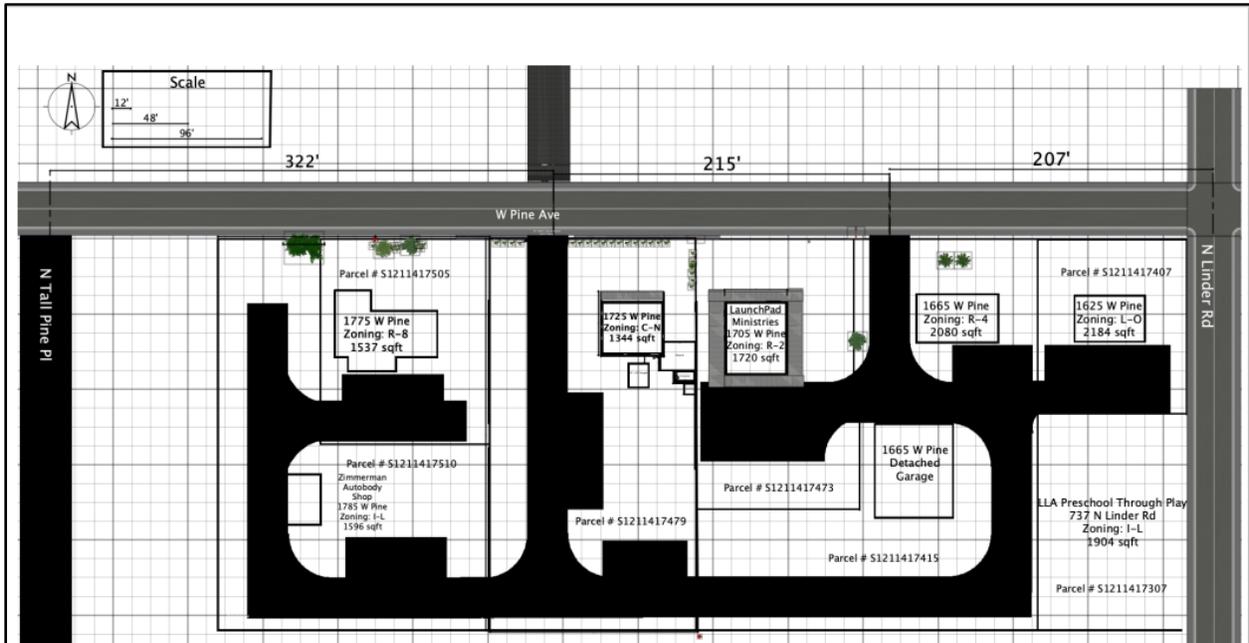
E. Exhibit 2 – Hypothetical Site Plan: Compliance with Existing Development Agreement.



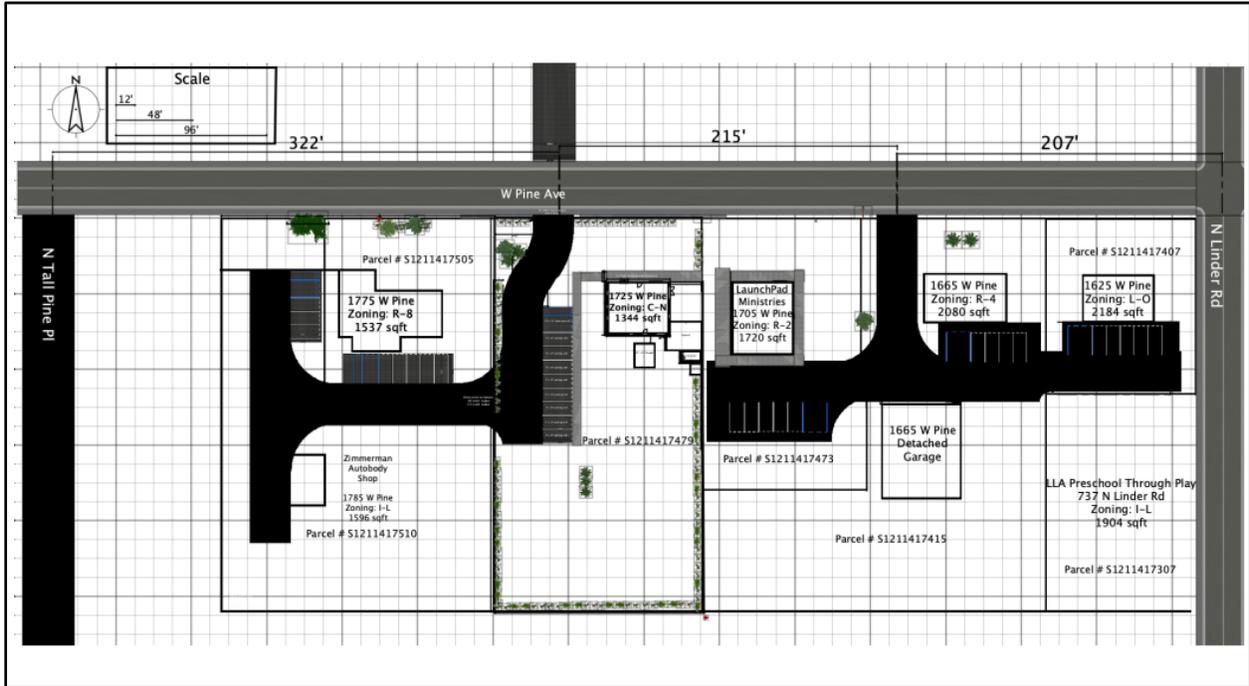
F. Exhibit 3 – Proposed Site Plan: With Requested Development Agreement Modification.



G. Exhibit 4. Extrapolated Future Cross-Connectivity if Existing Development Agreement Remains.

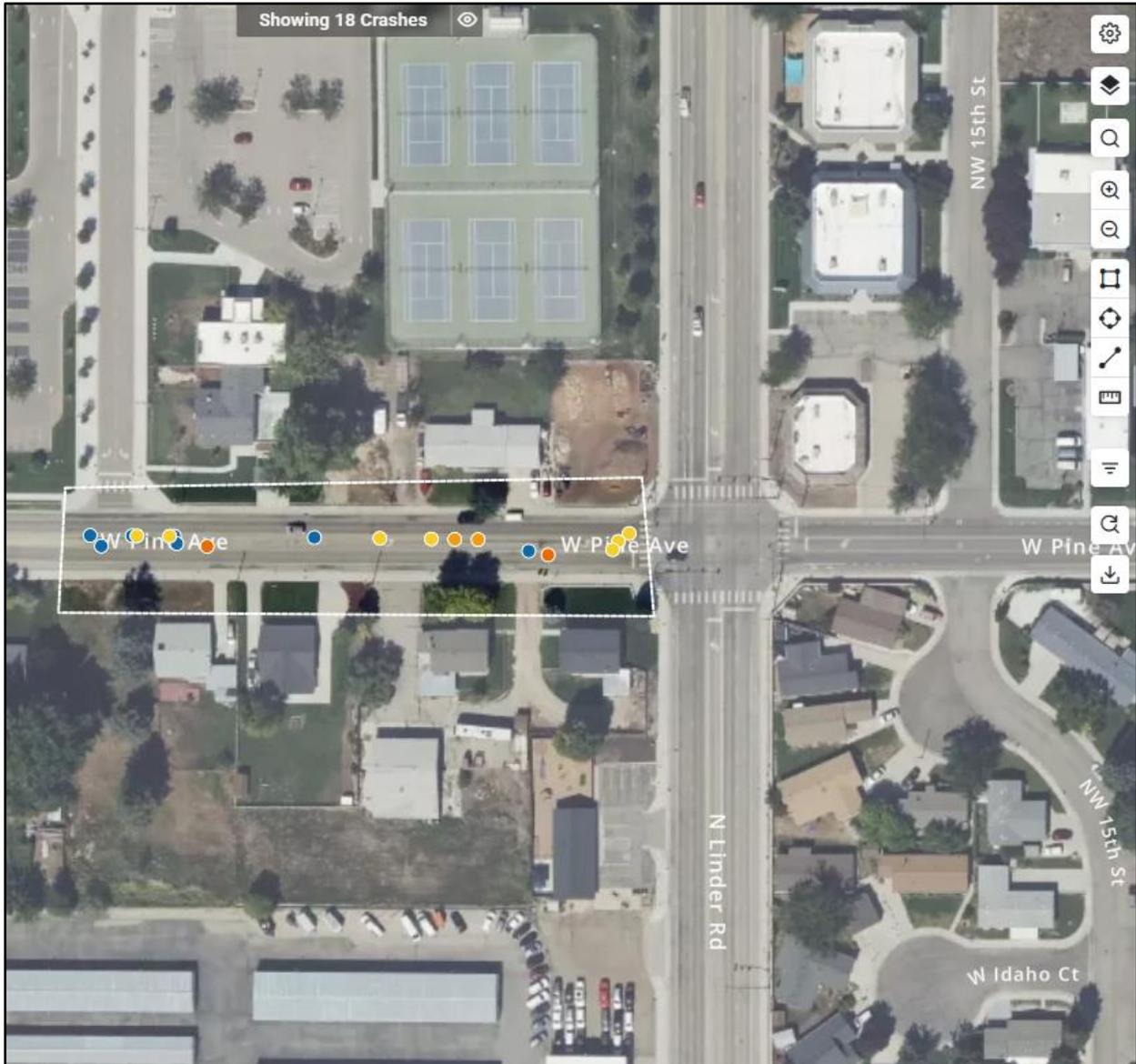


H. Exhibit 5 – Extrapolated Future Cross-Connectivity if Proposed Modification is Approved.



I. Accident Data

The image and table below summarize reported vehicular accidents in the vicinity of the subject property. The data indicates approximately 18 reported accidents in this area, attributed to various contributing factors as identified in the table. The map and crash summary are provided for informational purposes only and reflect incidents that have previously occurred on Pine Avenue within this area. However, staff believes the data also supports the need for improved cross-access beyond what is currently proposed by the applicant.



Metrics	Chart Builder	Raw Table
ITD Crash Summary		Crash
Total Crashes	18	100.00%
Intersection Related	8	44.44%
Distracted Driver Related	4	22.22%
CMV Related	2	11.11%
Impaired Driver Related	2	11.11%
Alcohol Related	1	5.56%
Show all (7 more)	0	0%
Date & Time (Year)		Crash
2025	1	5.56%
2024	2	11.11%
2023	1	5.56%
2022	3	16.67%
2021	2	11.11%
2019	2	11.11%
2018	2	11.11%
2017	4	22.22%
Show all (10 more)	1	5.56%
Crash Severity (# of Crashes)		Crash
(C) Possible Injury/Complaint	7	38.89%
(O) Property Damage Report	7	38.89%
(A) Suspected Serious Injury	2	11.11%
(B) Suspected Minor/Visible Injury	2	11.11%
(K) Fatal Injury	0	0.00%



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

(link to [Community Metrics](#))

A. One-Mile Radius Existing Condition Notes

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

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

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

B. Mixed Use Analysis Notes

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

C. Service Assessment Notes

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

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

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

D. ACHD Roadway Infographic Notes

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

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

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

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