

# STAFF REPORT

## COMMUNITY DEVELOPMENT DEPARTMENT



HEARING DATE: 1/9/2024

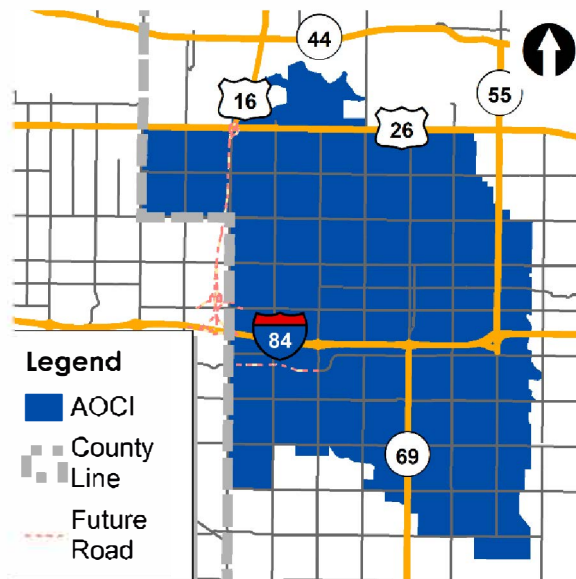
TO: Mayor & City Council

FROM: Brian McClure, Comprehensive Associate Planner  
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APPLICANT: City of Meridian

SUBJECT: H-2023-0057  
2023 Mixed Use Comprehensive Plan  
Text Amendment

LOCATION: Citywide



### I. PROJECT OVERVIEW

#### A. Summary

Request for a Comprehensive Plan Text Amendment to update and/or replace certain text and graphics associated with the mixed-use sections of the City's Comprehensive Plan, including other minor revisions, terms and a new appendix, by City of Meridian.

#### B. Issues

Staff is not aware of any issues as of this staff report being prepared. One area to highlight is the removal of building size references for each of the mixed use, future land use designations. Instead, context sensitive design principles are proposed. Building area requirements and maximum footprint allowances have been points of contention in past applications, namely grocery stores, and do not reflect most of the prototypes being developed today.

#### C. Recommendation

Staff: Recommend approval of H-2023-0057 with all changes included in the Staff Report.

Commission Recommendation: The Meridian Planning & Zoning Commission (Commission) heard this application on December 7, 2023. The Commission recommended the application forward to City Council for approval. See section [VI.B. Commission Action](#) for additional information and changes.

#### D. Decision

City Council: Pending.

**Table: Land Use Descriptions**

| <b>Description</b>          | <b>Details</b> | <b>Page</b> |
|-----------------------------|----------------|-------------|
| Existing/Proposed Zoning    | n/a            | n/a         |
| Future Land Use Designation | n/a            | n/a         |
| Existing Land Use(s)        | n/a            | n/a         |
| Proposed Land Use(s)        | n/a            | n/a         |

**Table: Process Facts**

| <b>Description</b>          | <b>Details</b>           |
|-----------------------------|--------------------------|
| Preapplication Meeting date | Monday, October 23, 2023 |
| Neighborhood Meeting        | n/a                      |
| Site posting date           | n/a                      |

## **II. COMMUNITY METRICS**

See City/Agency Comments and Conditions Section for all department/agency comments received.

**Table: Community Metrics**

| <b>Agency / Element</b>          | <b>Description / Issue</b> | <b>Page</b> |
|----------------------------------|----------------------------|-------------|
| Ada County Highway District      |                            |             |
| • Comments Received              | n/a                        | n/a         |
| • Commission Action Required     | n/a                        | n/a         |
| • Access                         | n/a                        | n/a         |
| • Traffic Level of Service       | n/a                        | n/a         |
| ITD Comments Received            | n/a                        | n/a         |
| Meridian Fire                    | n/a                        | n/a         |
| Meridian Police                  | n/a                        | n/a         |
| Meridian Public Works Wastewater | n/a                        | n/a         |
| Meridian Public Works Water      | n/a                        | n/a         |
| School District(s)               | n/a                        | n/a         |
| • Distance                       | n/a                        | n/a         |
| • Capacity of Schools            | n/a                        | n/a         |
| • Number of Students Enrolled    | n/a                        | n/a         |



### III. STAFF ANALYSIS

*(Comprehensive Plan)*

#### A. General Overview

The purpose of this Comprehensive Plan Text Amendment (CPAT) is to ensure that mixed use areas are supporting the City by providing a healthy balance of dynamic services, shopping, and diversified housing within desirable destination centers. Proposed mixed use text changes are intended to improve project design consistency, clarify expectations, reduce risk through the entitlement process, and ensure a more transparent development review and approval process. The proposed changes apply citywide and in all areas designated for Mixed Use in the Comprehensive Plan (the Plan).

Areas designated as Mixed Use in Meridian's Comprehensive Plan are critical in providing opportunities for goods and services to Meridian residents and stakeholders. These areas are intended to offer more housing choice and more access to common services closer to homes. As such, Mixed Use areas should be designed as open, integrated, safe, and be of reduced impact on the community from otherwise distinct and separate land use types.

Mixed Use areas are not intended only for large box stores, multi-family, multi-story office parks, or drive-throughs on major roadways. In fact, and as a whole, these uses are less important for Meridian residents living in these areas and close by, than opportunities for convenient access to other goods and services such as grocers, daycares, gyms, martial arts studios, professional offices, bistros, and other desired routine services. Having a diversity of uses is intended to reduce long-distance trips for neighborhood and community residents, and to provide opportunities for social experiences in plazas, parks, and on pathways with friends, families, and colleagues where greater time can be spent in these areas.

The City of Meridian needs sustainable developments that are vibrant over time, through a variety of economic conditions and market trends. **Most of the remaining undeveloped areas of the City are not planned (designated on the Future Land Use Map) for traditional, discrete commercial or office uses, but instead many carry Mixed Use designations. All of the City's future "commercial" services are intended to occur in these mixed use areas. Therefore,** changes to the existing Mixed Use text are essential to ensure that new developments are providing thoughtful and intentional live-work-play opportunities for residents and stakeholders (now or later), and that reduce the need for local vehicular trips by supporting jobs, services, and activities closer to home.

While the market is an essential consideration in the ongoing development of the City, the land use needs of the City long-term are more important than meeting temporary demand in any one type of land use. The City is trying to achieve a healthy jobs-housing mix and should not overreact to seasonal shifts towards or away from commercial or residential just because it can sell. Planned land use needs that require more rooftops, market shifts, or other external changes to work, are still expected; timing is a relevant factor in the land use and development decisions. Any other decision making process that does not provide or set aside space for both planned necessary services and housing, within Mixed Use areas would not meet the needs of the City long-term. The Future Land Use Map as adopted would need to be rethought with analysis into all related Local Land Use and Planning act analysis areas. Large mixed use areas may benefit from infill, and from paced, gradual development just as any other areas of the City, and should be a consideration during land options and acquisitions.

**Table: Project Facts**

| <b>Description</b> | <b>Details</b>                     |
|--------------------|------------------------------------|
| History            | 20-2224, 21-2302, 22-2347, 23-2406 |
| Phasing Plan       | n/a                                |
| Residential Units  | n/a                                |
| Open Space         | n/a                                |
| Amenities          | n/a                                |
| Physical Features  | n/a                                |
| Acreage            | n/a                                |
| Lots               | n/a                                |
| Density            | n/a                                |

## **B. History & Process**

1. The current Mixed Use text in the adopted 2019 Comprehensive Plan was developed by a Steering Committee, built on the work of the prior 2010 Comprehensive Plan and Future Land Use Map (FLUM). While substantial work went into developing the 2019 Comprehensive Plan to verify and validate the need for future rooftops, service areas, and general acreage needs of various uses for the City at buildout, by specialized professionals in economic development and land use planning, work on the text involved many hands, many of whom were not subject matter experts. The vision and intent behind the Comprehensive Plan is valid, and Staff believes it is important, but applying this work to a very dynamic entitlement and development review process has proved difficult. By including the necessary details that are proposed with the subject CPAT, the vision should be clearer and the City, through development, able to make these areas healthy and sustainable.

Applicants struggle to understand and conceptualize text across various areas, there is little narrative or lead-in to provide context or describe the process, and there is duplication of ideas throughout. Further, many of the metrics are confusing, and staff struggle to communicate or justify process. This CPAT seeks to improve on all of these deficiencies with Plan text that is streamlined and linear.

The review process for the subject CPAT began with Staff seeking to reorganize the sections into a more top-down review with better organization of content, and in trying to bring clarity to ideas that had limited direction, context, or examples. A deep dive into the various performance standards was also done, and is touched on in the following section. It was and is intended that all changes still reflect the same vision during development of the first rough drafts.

After a rough draft was completed, Staff invited a group of development and agency partners that have experience planning and developing mixed use projects, locally or elsewhere, to review and comment. Of special importance was ensuring that areas still deficient in explanation, or that remained unclear, were improved, and of course to provide any other suggestions. This support team included architects, engineers, landscape architects, property investment interests, and other experienced professionals largely from the private development groups. Staff made every effort to address each comment with changes, and when that was not possible to explain why (usually simply just out of scope of this work). These comments resulted in significant changes. Internal Staff were also asked to review and provide comment on this new draft, with only minor revisions. NOTE: Public comment received after application have/will also be addressed by staff.

2. Performance Standard Review. The adopted Comprehensive Plan contains a number of metrics related to minimum and maximum coverages, densities, and a variety of bonuses.

These metrics as written are unclear, inconsistent, and difficult to actually apply. Very specific metrics were provided as if part of a formula, but with incomplete information required to make the math work. Part of this CPAT includes creating consistent metrics for each of the Mixed Use designations, and presenting them each in the same fashion, while ensuring that the purpose and intent of the designation could be met.

The methodology for the performance standard review and changes are based on constraints in the actual data itself, and in examining variations for theoretical project ranges (multiple different project areas, at varying densities, and coverage areas of different land use types). Existing constraints include the existing residential minimum areas subtract from 100%, and how the remaining areas could be split among other land use needs. Generally smaller and less dense mixed use designations intended for neighborhoods had higher requirements for residential coverage (with less density), and more non-retail commercial, where larger projects more attractive for regional uses, have more retail and less residential coverage (densities may be high). Another critical factor here are the additional allowances for increased retail or residential, and other criteria such as public uses, constrained to 100% coverage area. The emphasis with scenario modeling was ensuring realistic preservation of the products often missed but needed by the community, regardless of whether it happens right away or waits until rooftops are there to support. Finally, variations in hypothetical projects were reviewed to understand the range of flexibility to ensure opportunities for some market influence, while still preserving spaces required for healthy neighborhoods, healthy roads, and a healthy city.

In general, only minor changes were recommended from existing metrics, with additional metrics added to “complete the math”. No density ranges were modified for residential uses. The proposed CPAT reflects this work. More on this process including additional context, math, and charts are available as part of Exhibit A.

3. Areas of Highlight. While staff made every effort to constrain changes to the adopted vision, and believe this was achieved, one area modified has been a point of repeated contention in public hearings, and so it was also addressed and is covered here.

- a. Maximum Building Size

The Mixed Use Neighborhood (MU-N) and Mixed Use Community (MU-C) sections in the adopted Plan each contain references to maximum building size or footprint. They each also include “bonuses” that are both very specific and very vague, that modify allowances. Neither of these standards address building height which is arguably more important, only building footprint. These values have caused contention at past public hearings, usually by proposed grocery stores which are described and desired in mixed use areas, but do not often fall within these metrics. Grocery stores are trending both smaller and larger, and the adopted value provided is arbitrary. The contention in public hearings wasn’t really about the building size, but became contentious because of site design and other factors such as hours of operation and noise, both of which are regulated by City Code, not the Comprehensive Plan.

Initially, Staff was resistant to modify the building size language because it has been a contentious topic, but many comments were received during review regarding the value and accuracy of the provisions. Thus, the CPAT includes new language which emphasizes compatibility with adjacent neighborhoods and design that mitigates for operational impacts, but removes the building size metrics.

b. Clarifications on Density and Gross Areas

While not a change in either practice or in the modeling and planning for utilities (water/sewer), there was some desire to see clarification on density and gross area terms. In Mixed Use designated areas residential densities apply to the residential areas only. If residential densities were for the entire mixed use area (calculated as total units), and then consolidated into only residential portions, the actual realized densities (still gross) would be far higher than planned or intended, and may be unserviceable (or absorbing capacity for others). Extremes in densities would also likely be infeasible given existing parking and open space code requirements.

Gross area is clarified and refers to all areas considered with any given residential or non-residential portion. Parking and open space for a residential project includes the supportive areas. Net density is not a term used in the Comprehensive Plan.

C. Specific Text Changes in the Comprehensive Plan

In addition to replacing the mixed use section of the Comprehensive Plan in its entirety, there are several areas of the Comprehensive Plan with additional changes. These staff changes are included below in ~~strike-through~~ (delete) and underline (add) format and italics.

Text with ~~dashed underline~~ have been integrated into Exhibit B: Strike-through and underline of changes, and Exhibit C: Clean copy of all proposed changes.

1. Mixed Use Land Uses (beginning on page 3-13 of the currently adopted formatted PDF).

Delete entire section and replace with text included in Exhibit C. See also additional changes in section III-C-5 below.

2. Industrial Land Use (pages 3-13 of the currently adopted formatted PDF).

The following text under the Industrial section of the Future Land Use section is cleanup and includes removal of some duplicative text.

- This designation allows a range of uses that support industrial and commercial activities. Industrial uses may include processing, warehouses, storage units, light manufacturing, flex, and incidental retail and offices support uses. ~~In some cases uses may include processing, manufacturing, warehouses, storage units, and industrial support activities.~~ Sample zoning includes: I-L and I-H.*

3. Definitions (Appendix A. Glossary of Terms).

The following are new or modified definitions that support text in the Mixed Use section. The employment definition was created in coordination with COMPASS, and based on COMPASS data for traffic analysis zones. This is the same information utilized for traffic analysis and accurately reflects several of Meridian's existing employment centers including Silverstone and Ten Mile Crossing. Newer sources could be used by development applicants when needed (e.g. projections based on a development plan). This information will be also be maintained in GIS, on the Planning website.

- Employment Area – An employment area provides a job and employer base large enough to generate agglomeration of ideas and innovation, are dense enough to promote a cohesive and integrated environment with efficient transportation, and include a focus on supporting Meridian families with family-wage jobs. The minimum size of an employment area is 25 acres, it must provide 1,000 jobs with at least 70% that are neither retail or service, and include a minimum of 10 employers.*



Employment area boundaries align with COMPASS traffic analysis area (TAZ) boundaries. Other verifiable data may be used in substitute for developing areas.

- Linear Open Space – This type of open space is longer than wide, typically publicly accessible, generally found along canals, creeks, or linking pedestrian-oriented points of interest, and includes tree canopy and other active or passive natural features offset from multiuser connectivity such as pathways.
- Walkable - Development that contains a comprehensive network of sidewalks and ~~trails~~ multiuse pathways. Development tends to be compact, and diverse, providing varied and plentiful destinations for walking and cycling; destinations tend to be within ¼ of a mile from dwellings without crossing arterial-arterial intersections. Environment is safe and aesthetically pleasing, with open space interspersed throughout development.

#### 4. Appendix F. Mixed Use Examples.

This appendix is entirely new. No strike-through or underline is provided to help maintain readability. The final document will look different when formatted for PDF and the interactive website.

#### 5. Additional Text Changes Proposed with Staff Report.

The following changes are not included in the CPAT application. They are being proposed as part of the Staff Report as additional cleanup by Staff, or based on feedback received prior to submitting this Staff Report during the public comment period.

The List of Implementation Tools (page C in the formatted PDF) inaccurately references Sterling Codifiers as the repository for City Code. The City now uses municode.

*The following table lists existing tools which will be utilized to implement the City of Meridian Comprehensive Plan. These tools are already approved through City ordinance, but may require updates to most effectively implement this Plan. Meridian's online City Code is maintained by ~~Sterling Codifiers~~ a third party and is available via the City's website.*

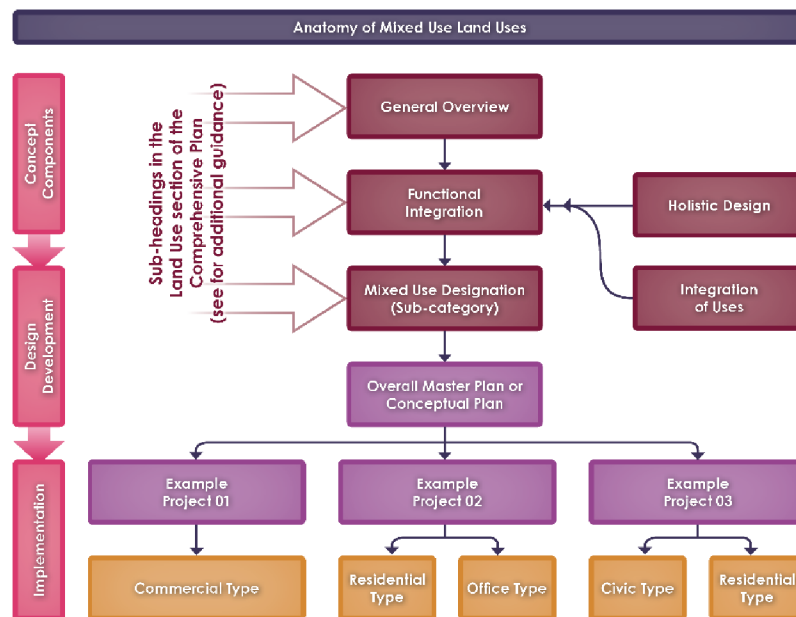
~~The following recommendation is to clarify that single-family homes, more broadly than just alley-loaded, may be appropriate in mixed use area. Note that changes recommended in the original application are not shown here, only the additional recommended change.~~

~~Sample uses appropriate in MU-N areas include: single-family homes, alley-loaded single-family homes, single-family homes with accessory dwelling units, townhouses, condominiums, small-scale multi-family developments such as fourplexes, neighborhood grocers, drug stores, coffee/sandwich/ice-cream shops, vertically integrated buildings, live-work spaces, dry cleaner/laundromat, salons/spas, daycares, neighborhood-scale professional offices, gift shops, schools, parks, churches, clubhouses, public uses, and other appropriate neighborhood-scale uses. Sample zoning includes: R-8, R-15, TN-R, TN-C, L-O, and C-N.~~

~~The following recommend change is to clarify the difference between mixed use area, mixed use project, and when a development agreement would come into play. Note that changes recommended in the original application are not shown here, only the additional recommended change.~~

*A Mixed Use project should be developed with an overall master or conceptual plan for the larger mixed use area; during an annexation or rezone request, a development agreement will typically be required for development projects with a Mixed Use, future land use designation*

The following graphic proposed in the CPAT has been modified to revise several text bubbles, including the title, to better align with proposed text.



## D. Comprehensive Plan Analysis

### 1. Text Analysis

The Comprehensive Plan (Plan) is a living document with maintenance and updates expected over time. Some of these changes occur with periodic updates to policies, and in other cases the policies drive adaptations due to ever changing operational conditions in the City. Specific to this Mixed Use CPAT, the following context is helpful,

*Meridian looks to maintain a balanced mix of land uses based on a holistic understanding of community character, transportation systems, market realities, and utility use (Evolving Community, iv)*

This section of text is a general reference to all future land uses in the City, but also interrelates many critical elements including character, transportation, market conditions, and services. Mixed Use future land use areas are not only the distilled essence of these considerations, but hyper focused to critical areas of the City with opportunities for more benefit, but also more impact. Ensuring that the balance of land uses are developing, as intended, is essential to the Plan.

Additionally, one other area of general text is important to this CPAT is in reference to previously conveyed concerns by elected officials and City staff that housing opportunities

are being missed. The current trends, even now while appearing to slow, are for very large higher-end apartment complexes. Usually these are either garden style apartments, three and four stories with external stairways, or mid-rise (on the lower floor count), with internal hallways. Other types of proposed housing, often referred to as “Missing Middle” housing, are almost completely absent.

The Comprehensive Plan seeks to achieve a better mix of options, and while not all of these are just within mixed use areas, by land area (acreage) mixed use designations are where most opportunities may lay, and have the most benefit. The following text is relevant,

*Opportunities for housing should be available for all income groups with a diverse mix including rural, modular, townhouses, apartments, workforce housing, large lot subdivision, and single-family homes ranging in size from one-bedroom to estate homes. A premier community needs a good [cross-section] of housing and therefore must guard against an abundance of subdivisions in similar and repetitive densities, appearances, and price ranges. (2-2, Housing Introduction)*

Mixed Use areas already reference multiple housing product types desired within each section, but this CPAT expands on the list to further emphasize the need by describing a greater diversity of product types. Middle Housing often fall within densities indicated, or may be one part of a proposed products meeting the specific range of densities required. Within mixed uses, this diversity of products and densities help to support more services and amenities attractive to more people. Middle housing is also supportive of many of the demographics that the City seeks, such as transitional housing for retirees, and also to be attractive to more employers, where young professionals and general workforce may be housed. Within mixed use area, this helps to support non-residential uses and more active, vibrant spaces. Not to be taken as a new, different extreme, a diversity of single-family and larger multi-family are also desired within the context of intentional integrated spaces.

**Figure: Missing Middle Housing Sampler<sup>1</sup>**



## 2. Policy Review

2.02.01E, 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.

*Alone the above policy is straight forward and this CPAT seeks to enable better implementation. The reorganization, additional narrative, graphics, and the new appendix all seek to better achieve this vision. However, this policy when considering companion policies is more complex. Almost exclusively in larger mixed use areas, developments provide more expensive and large-scale multi-family, provide less employment, less community and neighborhood services, and as a result do so with greater impacts to the transportation network. **Policies 3.07.02F, 6.01.01G, 6.01.02B, 6.01.04A are all critical considerations when understanding the appropriateness of any mixed use project.** These policies are available in the next section for reference.*

2.06.02D, Work to encourage a diversity of housing, recreation, and mobility options to attract and sustain the local workforce.

*This policy area is one where many in the community, including elected officials, have wished to see more done. The housing crisis is a term used perhaps out of context too regularly as it's multifaceted and does not involve simply reducing lot sizes or producing more product faster. This CPAT may help, however, by better aligning the Comprehensive Plan vision, this defined need, with expectations. Providing more choice to buyers in areas where more people can be better supported by more services and more transportation options (the theme here being more), reduces reliance on vehicles and supports taking more cars off the road, resulting in fewer trips (i.e. – trip capture). Mixed use areas that are designed instead as*

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<sup>1</sup> AARP & Opticos. 2023. "Discovering and Developing Missing Middle Housing." American Association of Retired Persons. Accessed November 2023. <https://AARP.org/MissingMiddleHousing>.



*retail centers with no workforce supportive housing, simply create more trips and more congestion both in and out of a mixed use area, without any of the intended trip capture.*

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

*Meridian uses an Architectural Standards Manual that is oriented around base zoning districts. While there are some standards specific to traditional neighborhood districts (TN-R, TN-C, O-T), the bulk of mixed use areas develop out with other more standard districts like R-15, R-40, C-C, and C-G. Further, there is very little code guidance that staff can provide to a developer related to site design, and mixed use. The entitlement framework that Meridian adheres too is generally designed around the public hearing process, and in inherently more discretionary review with fewer design standards.*

*This existing process is guided both by the current and previous Comprehensive Plans, and so part of this CPAT is improving the context around design. They are not standards, but the guidelines, or “principles” as they are referred to, now are intended to be clearer in what the Plan Vision seeks to achieve. This process of broad guidelines will always inherently include discrepancies of interpretation, but greater structure has been developed, the order of elements has been reworked, redundancy has been lessened, and a wealth of additional graphics with callout references and annotations provided to help improve it.*

3.06.00, Ensure a variety and balance of land uses within the Area of City Impact.

*This high level policy is a goal from the Plan, and the operating word is ensure. The City has and continues to miss areas for many services that either follow development, after the rooftops, or bleed over into other areas such as industrial districts simply because there’s no other spaces. With no office or employment uses for most of the remaining greenfield areas of the Area of City Impact, mixed use areas were planned to provide spaces close to neighborhoods, and are the only opportunity. **This CPAT seeks to further identify this intentional, planned, and studied need that went into the 2019 Comprehensive Plan.***

3.06.01, Plan for periodic review, monitoring, and updating of land uses within City limits and Area of City Impact.

*This policy is perhaps more oriented towards land use changes, but regardless the City monitors land use, and has done a number of reviews regarding concerns such as industrial encroachments. In the context of this CPAT, this application seeks to indirectly “update” land uses, by ensuring a variety of uses within the intended future land use designations.*

3.06.02A, Plan for an appropriate mix of land uses that ensures connectivity, livability, and economic vitality.

*This policy is higher level than just mixed use areas, but the mix applies very aptly within a mixed use designated area of the City. Connectivity, livability, and economic vitality are important citywide, but central within a mixed use designation. The CPAT seeks to improve these interrelated considerations.*

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.

*A mixed use designation is unlikely to be all things or even most things to all people, but it should provide opportunities for all elements; live, shop, dine, play, and work, to appeal and support vibrant communities. The CPAT seeks to improve these interrelated considerations by creating more intentional text and descriptions.*

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.

*Aside from improving the process, and striving to better communicate the vision which were a core focus for this CPAT, this policy is perhaps one that resonates most with why some of this work is proposed. Whereas older areas of the City had general commercial, office, and even industrial uses spread throughout the existing City, and in closer range to developing areas, remaining undeveloped areas of the City do not generally have these distinct future land use designations planned near developing and future areas of the community. Further, even some of the existing services desired can only be reached by utilizing or crossing arterials, and worse, State highways. The service areas intended to provide for these elements, within the rest of the City, are and have been within mixed use areas. This CPAT seeks to better document this need.*

5.01.01D, Plan for and encourage neighborhoods that provide reasonable pedestrian and bicycle access to services like healthcare, daycare, grocery stores, and recreational areas.

*This policy is an area where Staff and development applicants regularly struggle to understand each other. The CPAT seeks to further emphasize enhanced pedestrian and bicycle access within mixed use areas, through integration and design of the site, rather than to simply provide sidewalks through and across drive aisles (as is done in all commercial areas). The CPAT seeks to improve these interrelated considerations. An area easier and safer to access by car, is likely to be visited by cars.*

5.01.02A, Maintain and implement community design ordinances, quality design criteria, and complete street policies to set quality standards citywide.

*The proposed CPAT seeks to update quality design criteria for mixed use areas citywide. There is greater emphasis on holistic site design rather than application of certain elements after-the-fact.*

### 3. Policies for Reference Only:

The following policies are referenced in the above analysis and are applicable to the subject application. However, there are no changes proposed to the text, they are included for reference only.

3.07.02F, Coordinate with transportation agencies to align future needed infrastructure with land use plans and implement through the development review processes.

6.01.01G, Develop criteria for plan review in determining whether a development proposal is safe, accessible, and comfortable for pedestrians and cyclists.

6.01.02B, 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.

6.01.04A, Support efforts to evaluate and plan for future transportation services such as public transit, on-demand services, autonomous and shared vehicles.

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

- A. Planning Division**
- B. Public Works**
- C. Fire Department**
- D. Police Department**
- E. Park's Department**
- F. Community Planning Association of Southwest Idaho (COMPASS)**
- G. Nampa & Meridian Irrigation District**
- H. Settler's Irrigation District**
- I. Boise Project Board of Control**
- J. Central District Health Department**
- K. Department of Environmental Quality (DEQ)**
- L. West Ada School District (WASD)**
- M. Ada County Highway District (ACHD)**
- N. Idaho Transportation Department (ITD)**

#### **V. STAFF 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 an 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 consistent with other elements of the Plan.*

2. The proposed amendment provides an improved guide to future growth and development of the city.

*Staff finds the proposed amendment is an improved guide for future development. The proposed text improves the structure of the mixed use section of the Comprehensive Plan, and will improve consistent application.*

3. The proposed amendment is internally consistent with the goals, objectives and policies of the Comprehensive Plan.

*Staff finds the propose amendment supports the adopted goals, objectives, and policies of the Comprehensive Plan, and will enhance its use as an implementation tool.*

4. The proposed amendment is consistent with this Unified Development Code.  
*Staff finds the amendment is consistent with the Unified Development Code (UDC). The amendment clarifies implementation, some of which works in unison with development related standards of the UDC.*
5. The amendment will be compatible with existing and planned surrounding land uses.  
*Staff finds the amendment is compatible with existing and planned land uses within and around mixed uses areas identified on the future land use map.*
6. The proposed amendment will not burden existing and planned service capabilities.  
*Staff finds the proposed amendment will not burden existing and planned service capabilities. The proposed text clarifies expectations for residential densities and residential coverage areas.*
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.  
*Not applicable. The proposed amendment does not revise the map or land use descriptions.*
8. The proposed amendment is in the best interest of the City of Meridian.  
*Staff finds the proposed amendment is in the best interest of the City. The text clarifies expectations for the purpose and vision of mixed use areas, provides more context for expectations, and will result in an improved tool for implementing the overall goal and vision of the Comprehensive Plan.*

## **VI. ACTION**

### **A. Staff:**

The proposed application is a text amendment for the Comprehensive Plan, adheres to the larger vision, goals, and objectives of the Plan, and will result in an improved guide.

### **B. Commission:**

The Meridian Planning & Zoning Commission heard these items on 12/7/2023. At the public hearing, the Commission moved to recommend approval of the subject H-2023-0057 application request.

1. Summary of Commission public hearing:
  - i. In favor: All
  - ii. In opposition: None
  - iii. Commenting: None
  - iv. Written testimony: None at the time of staff report being written. Comments were received after, from Mike Wardell with Brighton Corp prior to the public hearing.
  - v. Staff presenting application: Brian McClure
  - vi. Other Staff commenting on application: None
2. Key issue(s) of public testimony:



- i. No key issues were discussed. Written testimony was helpful, but general.
- 3. Key issue(s) of discussion by Commission:
  - i. Commission discussed staff recommended changes of terminology from "required" to "should", various synonyms of these words, and how different parties interpret the language used. Commission generally wanted phrasing to impart more strength than should, and that the City expects the associated language, but also acknowledged that shall realistic in the Comprehensive Plan.
- 4. Commission change(s) to Staff recommendation:
  - i. Commission approved all staff recommended changes, including the new Appendix F: Mixed Use Examples, except that staff was also directed to use more instructive and precise language, within the Mixed Use section of the Comprehensive Plan, with regards to “should” and working closer to “shall”. Commission examples generally included using “expected”, and giving staff flexibility to modify other words or phrases to integrate the revisions. One alternative was to format sentences to just be statements without “should” or “shall”. No revisions discussed impact Specific Text Changes included in this Staff Report (Section III.C). Additional changes recommended as part of the staff presentation were also supported, and incorporated.

**See Exhibit B: Strike-through and underline of changes for recommended Mixed use text changes to City Council.** Staff changes made under the Planning and Zoning Commissions direction, and those approved as part of the staff presentation to the Commission, are shown in highlighted text. **Exhibit C: Clean copy of all proposed changes** has also been updated to reflect Planning and Zonings recommended changes to City Council. No changes were recommended to **Exhibit D: Appendix F**.
- 5. Outstanding issue(s) for City Council:
  - i. None.

**C. City Council:**

Action Pending.

## **VII. EXHIBITS**

The following is an index of exhibits. See following pages for complete text.

### **Exhibit A: Context for Performance Standards**

Staff Note: due to the number of internal and external reviewers, staff cannot guarantee that every change within the Mixed Use section of the Comprehensive Plan has been highlighted. Staff is not aware of any omissions, but the formal baseline recommendation, except for changes noted in the Staff Report, is a complete replacement for the mixed use specific changes. All other changes are known to be accurate.

**Commission Note: Planning and Zoning Commission recommendations that modified the original staff proposal, are shown in highlighted text, along with ~~strike-through~~ and underline of staff recommended changes.**

### **Exhibit C: Clean copy of all proposed changes**

Changes include recommendations from the Planning and Zoning Commission to City Council.

### **Exhibit D: Appendix F**

## EXHIBIT A: CONTEXT FOR PERFORMANCE STANDARDS

### A. Consolidated Performance Standards

The following consolidated table provides an overview of the performance metrics included within each of the applicable mixed use designations, as proposed as part of this CPAT. There are no values for minimum public space or maximum footprint. Instead, policies direct what is desired and not simply an arbitrary area that may or may not (likely) achieve the desired result.

| Designation | Residential Density Min | Residential Density Max | Residential Coverage Min | Residential Coverage Max | Res. Cov. Max w/ Bonus, Note |
|-------------|-------------------------|-------------------------|--------------------------|--------------------------|------------------------------|
| MU-N        | 6                       | 12                      | 30%                      | 60%                      | 70%, 1                       |
| MU-C        | 6                       | 15                      | 20%                      | 50%                      | 65%, 1                       |
| MU-R        | 6                       | 40                      | 10%                      | 30%                      | 50%, 1                       |
| MU-NR       | NA                      | NA                      | 0%                       | 0%                       | 0%                           |
| MU-I        | NA                      | NA                      | NA                       | NA                       | NA                           |

Notes:

1. The following text below serves as the new “bonus” language, that replaces all previous text. It is identical for each designation, except that the value shown as **XY** is either 10%, 15%, or 20%, respectively.

Where the development site has transit available or stops are planned, an additional **XY**% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.

### B. Existing (Adopted) Performance Metrics

The following consolidated table and notes include the pieces related to densities, coverage areas, building sizes, and performance bonuses under the adopted Comprehensive Plan.

| Designation | Res. Density Min | Res. Density Max | Res. Cov. Min | Res. Cov. Max* | Non-Res. Min | Public Use Min | Retail Max | Max Foot print | Other Bonus, Note |
|-------------|------------------|------------------|---------------|----------------|--------------|----------------|------------|----------------|-------------------|
| MU-N        | 6                | 12               | 40%           | -              | -            | 10%            | NA         | 20,000         | Yes, 1            |
| MU-C        | 6                | 15               | 20%           | -              | -            | 5%             | NA         | 30,000         | Yes, 2            |
| MU-R        | 6                | 40               | 10%           | -              | 10%          | -              | 50%        | NA             | Yes, 3,4,5        |
| MU-NR       | NA               | NA               | 0%            | -              | 100%         | -              | -          | NA             | NA                |
| MU-I        | NA               | NA               | NA            | NA             | NA           | NA             | NA         | NA             | NA                |

Notes:

1. Where the development proposes public and quasipublic uses to support the development above the minimum 10%, the developer may be eligible for additional residential densities and/or an increase to the maximum building footprint.
2. Where the development proposes public and quasipublic uses to support the development above the minimum 5%, the developer may be eligible for additional residential densities and/or an increase to the maximum building footprint.

3. For land that is designated for a public use, such as a library or school, the developer is eligible for a 2:1 bonus. That is to say, if there is a one-acre library site planned and dedicated, the project would be eligible for two additional acres of retail development.
4. For active open space or passive recreation areas, such as a park, tot-lot, or playfield, the developer is eligible for a 2:1 bonus. That is to say, if the park is 10 acres in area, the site would be eligible for 20 additional acres of retail development.
5. For plazas that are integrated into a retail project, the developer would be eligible for a 6:1 bonus. Such plazas should provide a focal point (such as a fountain, statue, and water feature), seating areas, and some weather protection. That would mean that by providing a half-acre plaza, the developer would be eligible for three additional acres of retail development.

### **C. Comparison of Coverage Requirements and Impacts**

For all of the following sections, the density shown in each of the charts (in the legend these are simply “X” DU) following are the minimum, maximum, and “target” densities as adopted in the Comprehensive Plan. These remain the same in the CPAT. The purpose of these charts is to demonstrate the huge diversity of both opportunities, and also impacts, dependent on the minimum or maximum coverage area.

Charts that provide a “variation” or “spread”, are indicating the difference between the low value and the high value for any given acreage, using the minimum and maximum. Charts providing population and trip estimates, use 2.82 persons per household and 6.0 trips per households as variables. These may obviously vary, and in the case of trips, may vary greatly dependent upon whether the project achieves the purpose and vision or not.

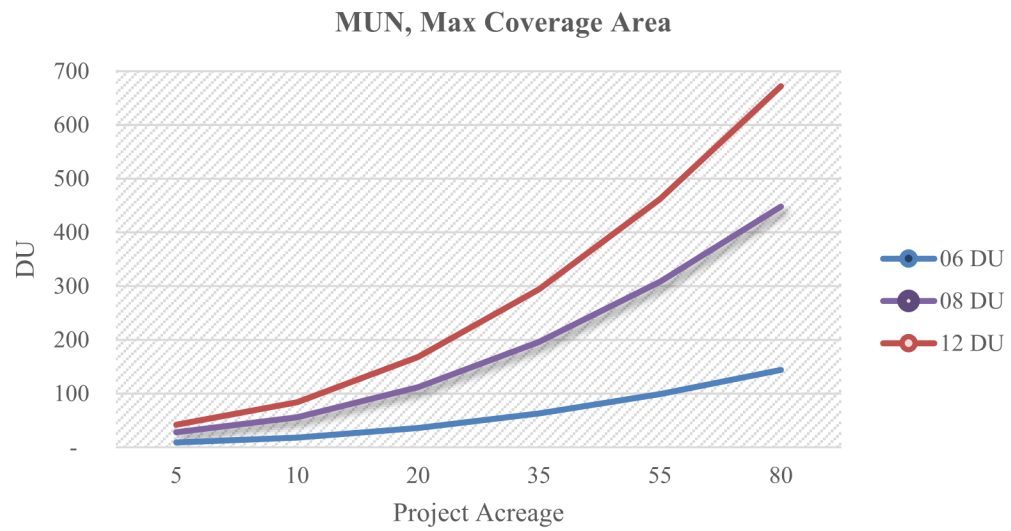
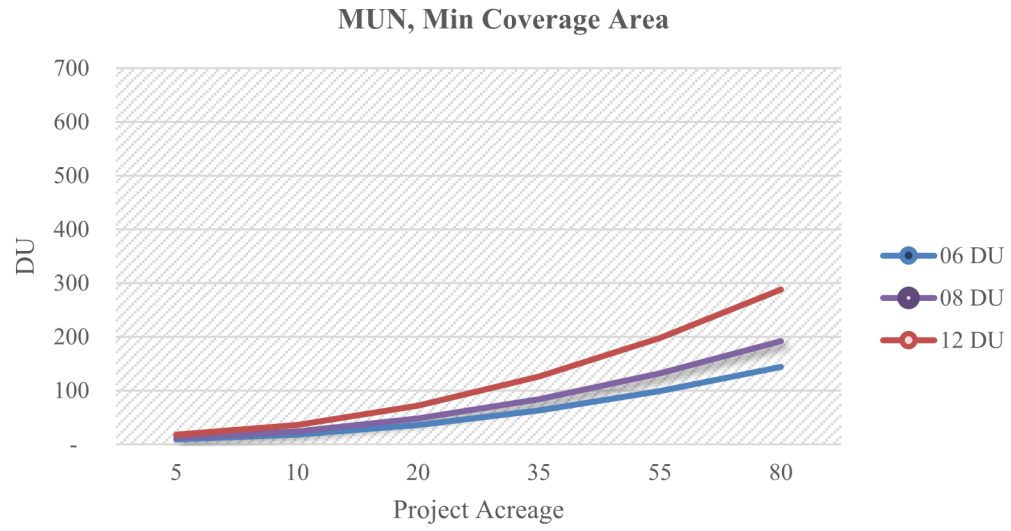
Trip spread in particular is intended to highlight the variability of projects, the importance, and to ensure that density is intentional and meeting the purpose and vision. Most mixed use areas are located either along state facilities, (ITD does not collect impact fees), or along regional corridors where ACHD is very limited (per policy) in what they may require for mitigation for any given project. Stated another way, and to be clear, density may have adverse impacts on regional transportation corridors, and not pay commensurate share of impacts, if trip capture and other community benefit are not realized through means other than fees.

Since the adopted Comprehensive Plan includes performance bonuses, and since Meridian isn’t at a stage of its development life cycle where floor area ratios are likely to exceed 100% (a multi-story building with SQFT that equal or exceed land area SQFT), a maximum value could not simply exist as the natural cap (what’s left of coverage) or there would be no “bonus”. These bonuses are only allowed when there is greater potential to capture trips and more community benefit to reduce a project’s impact on the transportation network. The maximum residential coverage is reduced for this reason, and projects with greater impacts are only allowed when there are increased transportation choices. Charts that compare variation in impacts, by showing reductions in population and trips, are calculated by comparing spreads of the baseline to the difference in spread under the new reduced maximum. For each future land use designation, the left axis maximum value is maintained for comparable ranges.

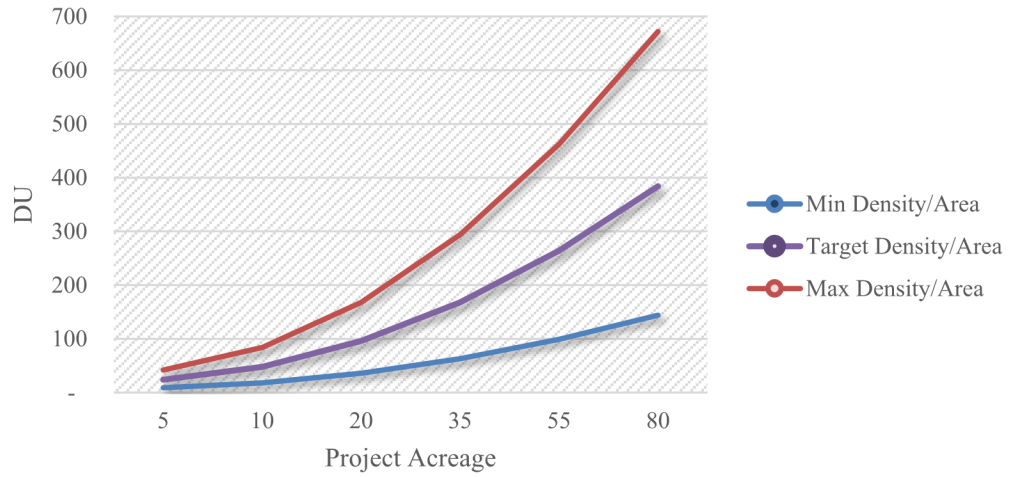
All applicable modeled project sizes, with natural maximums (including the bonus) and the reduced maximum (without bonus), are able to provide for minimum non-residential needs. See next section.



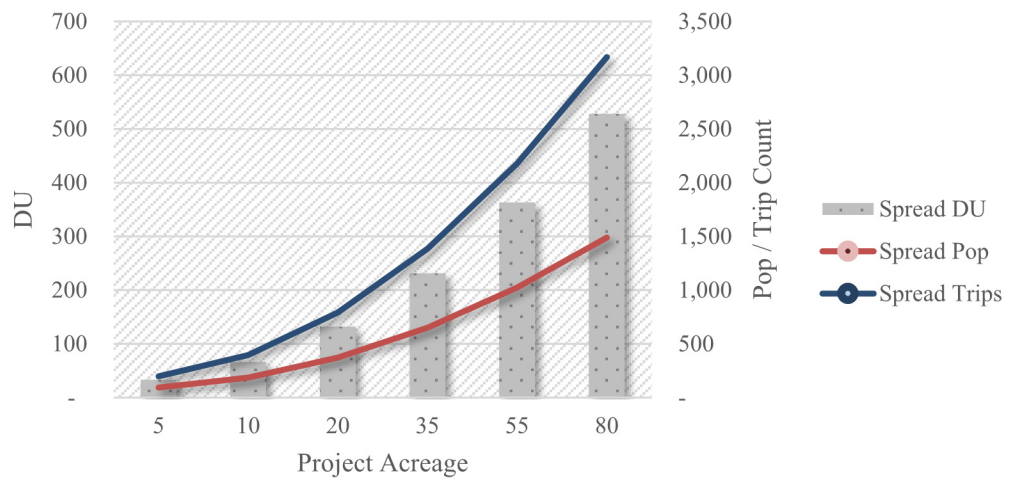
1. Mixed Use Neighborhood, Total Dwelling Units Based on Coverage Area.

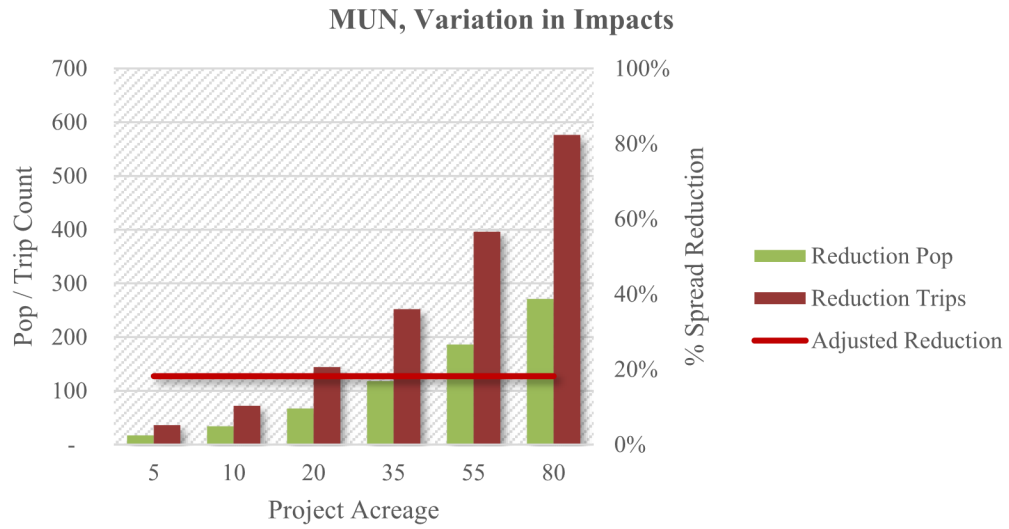


**MUN, Variation in Density and Coverage Area**

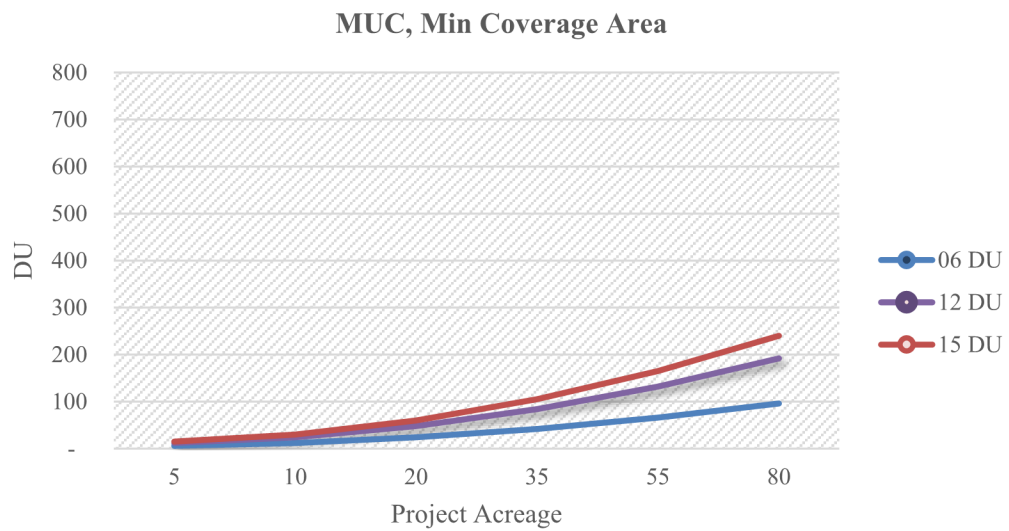


**MUN, Variation in Impacts**

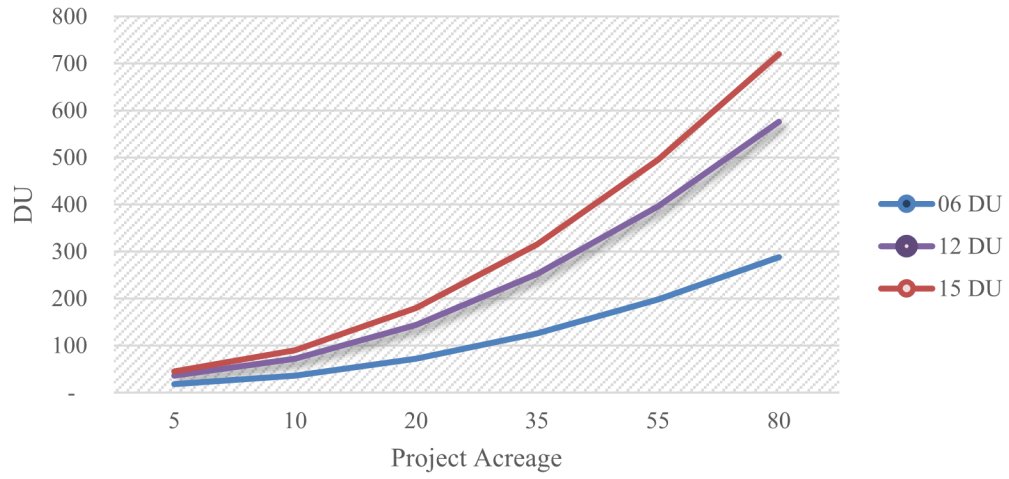




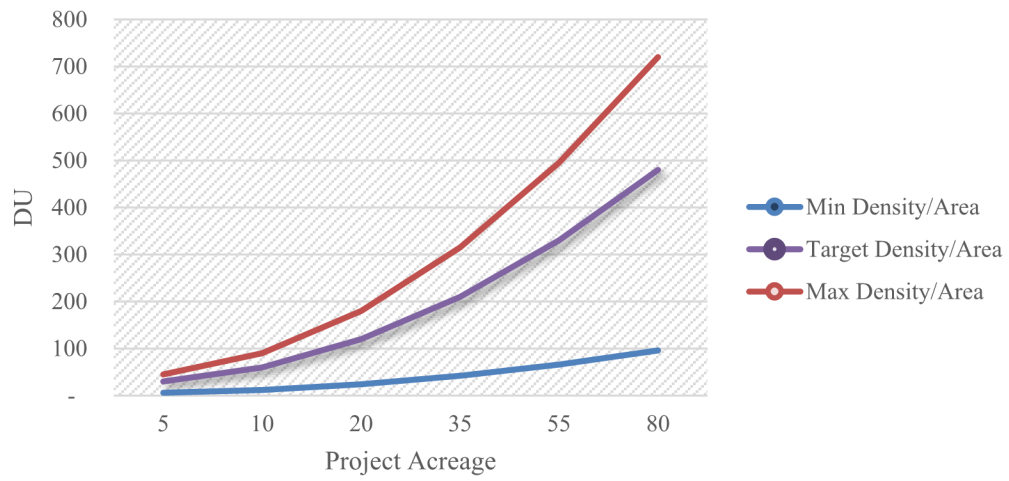
## 2. Mixed Use Community, Total Dwelling Units Based on Coverage Area.

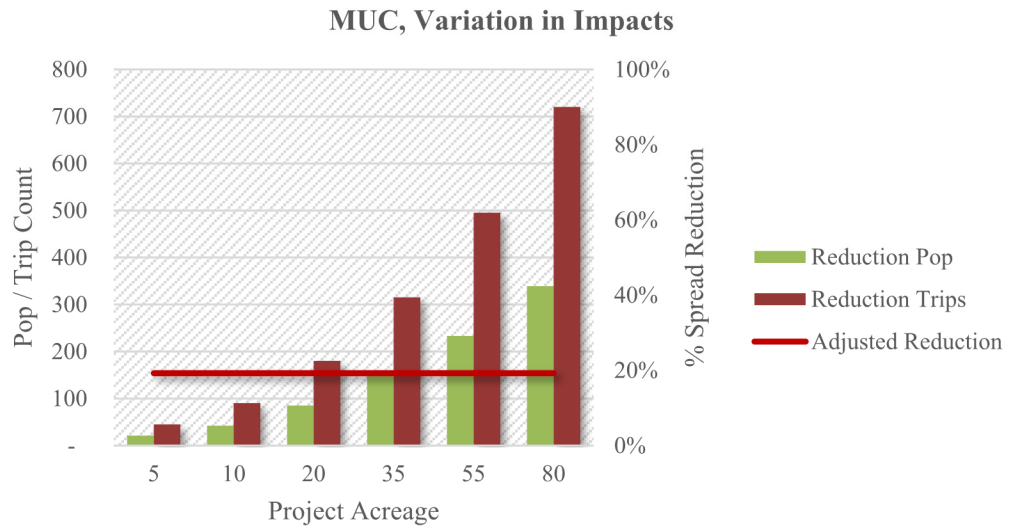
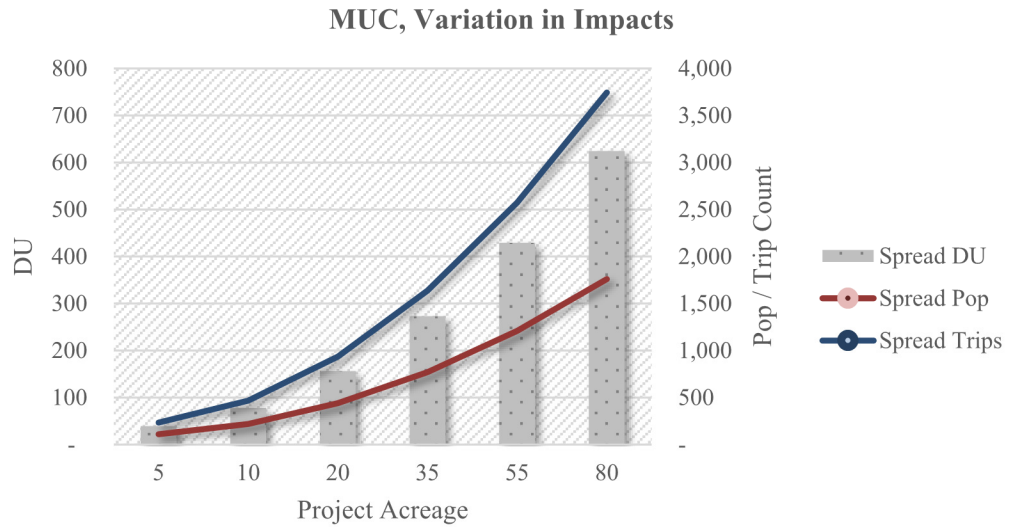


**MUC, Max Coverage Area**



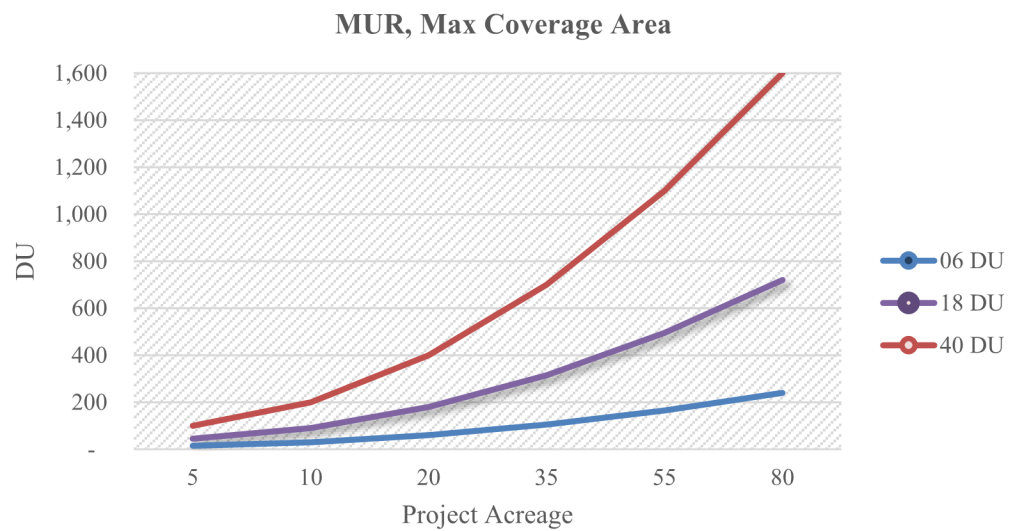
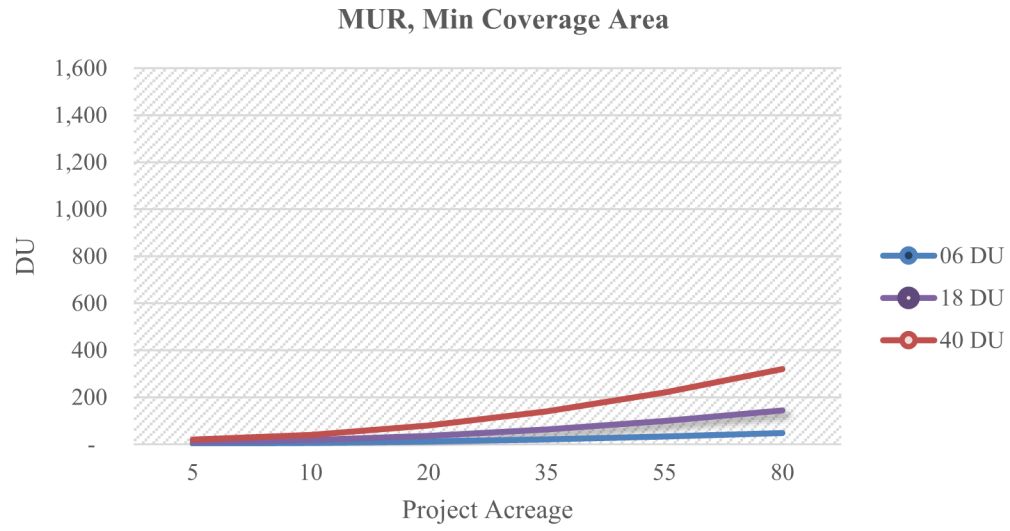
**MUC, Variation in Density and Coverage Area**



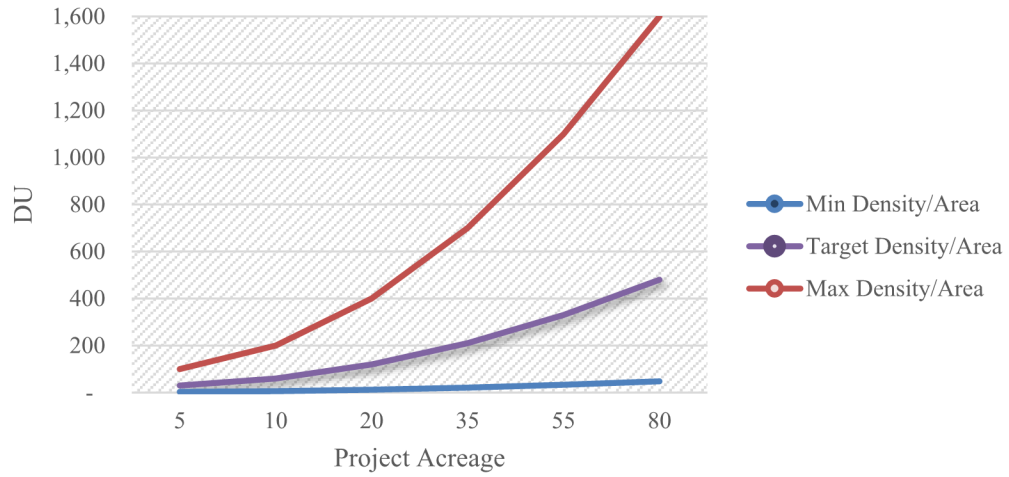




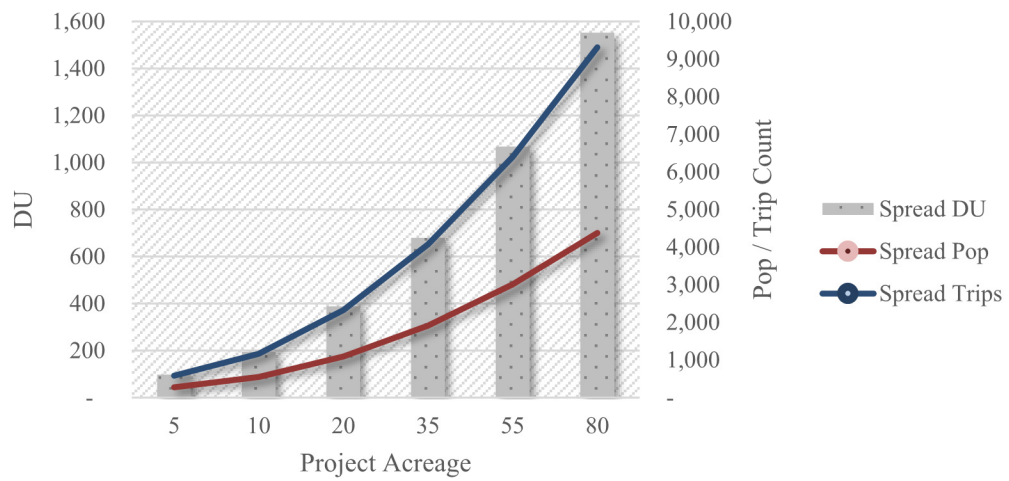
3. Mixed Use Regional, Total Dwelling Units Based on Coverage Area.

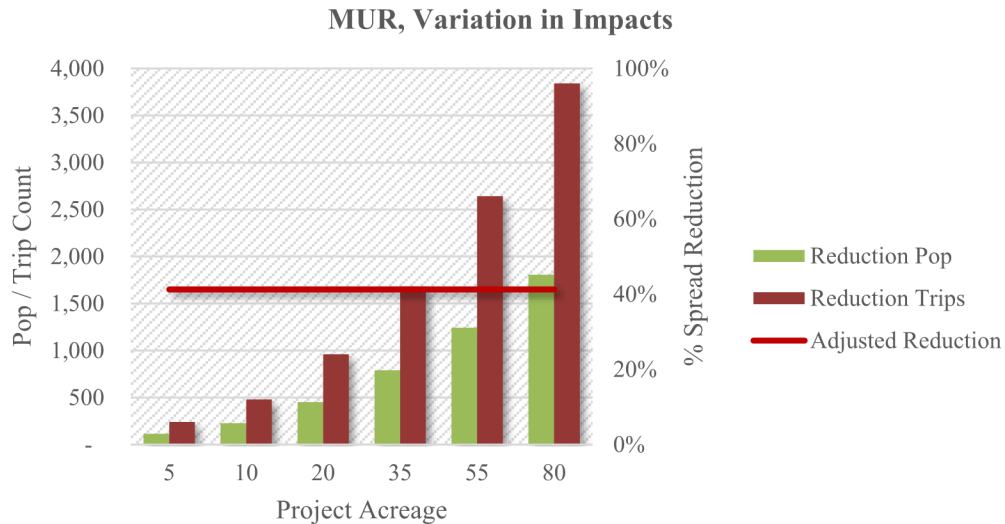


**MUR, Variation in Density and Coverage Area**



**MUR, Variation in Impacts**





#### D. Understanding Non-residential Needs

To understand whether modeled projects could provide for a minimum number of desired non-residential uses, a variety of typical uses were researched and verified for realistic gross footprints (area including parking, loading, etc.). These identified specific uses were categorized by the mixed use designations they were generally desired in (i.e. literally listed as an example, or inferred in the purpose/intent text). For each mixed use designation, an average, lower average, and upper average acreage were calculated using all of the applicable uses researched.

Each designation was then compared in a matrix to indicate which uses would fit on each project, given the minimum, target, and maximum residential areas, and then also whether multiple commercial uses of the three averages, would also fit. The variable for multiple uses was 3 uses, although 4 also generally works (again, using averages).

Note: for mixed use regional, the smallest project sizes could not generally achieve 3 average sized uses that are expected in this designation. However, mixed use regional is not applied in small areas, and so the condition does not exist.

**Table: Typical Use by Gross Development Area**

| Description of Use      | Building Footprint SQFT | Parking SQFT | Other Area | Total Acreage | MUN | MUC | MUR | Local Example           |
|-------------------------|-------------------------|--------------|------------|---------------|-----|-----|-----|-------------------------|
| Small convenience store | 4,000                   | 16,700       | -          | 0.48          | Y   | Y   | Y   | (Researched value)      |
| Daycare                 | 6,500                   | 21,000       | -          | 0.63          | Y   | Y   | Y   | Raising Angels          |
| Restaurant              | 6,000                   | 31,600       | -          | 0.86          | Y   | Y   | Y   | Good Wood               |
| Healthcare user         | 10,000                  | 34,700       | -          | 1.03          | Y   | Y   | Y   | St Luke's Pediatrics    |
| Gas station             | 6,000                   | 19,400       | 60,000     | 1.96          | Y   | Y   | Y   | Maverick, Main/Franklin |

| Description of Use         | Building Footprint SQFT | Parking SQFT | Other Area | Total Acreage | MUN | MUC | MUR | Local Example        |
|----------------------------|-------------------------|--------------|------------|---------------|-----|-----|-----|----------------------|
| Small strip mall           | 30,000                  | 79,900       | -          | 2.52          | Y   | Y   | Y   | Meridian Marketplace |
| Neighborhood grocery store | 16,000                  | 49,300       | 50,000     | 2.65          | Y   | Y   | Y   | TM Grocery Outlet    |
| Mid-box store              | 50,000                  | 30,700       | 150,000    | 5.30          |     | Y   | Y   | Hobby Lobby          |
| Community grocery store    | 60,000                  | 51,400       | 150,000    | 6.00          |     | Y   | Y   | Amity Albertsons     |
| Multi-user office          | 50,000                  | 92,400       | -          | 3.27          |     | Y   | Y   | Cedar Pointe         |
| Midrise building           | 150,000                 | 146,200      | -          | 6.80          |     |     | Y   | BVA ESI              |
| Large box store            | 140,000                 | 145,800      | 250,000    | 12.30         |     |     | Y   | Lowes (Both)         |
| Power center               | 250,000                 | 167,800      | 350,000    | 17.63         |     |     | Y   | Village P.C.         |

Notes:

Parking" includes rough estimates for other areas associated with parking requirements including landscape and drive aisle approximations for commercial zoning.

Fast food and specifically convenience drive-thru are allowed, but not supportive of either the intent or purpose of mixed use designations. They are in many ways the antithesis of mixed use design principles. Providing those uses is allowed, and when appropriately designed even encouraged within reason, but may preclude neighborhood services when considering maximum residential coverages.

**Table: Typical (Average) of Individual Commercial Use Land Area in Acres, by Mixed Use Designation**

| Designation | Average | Lower Half Average* | Upper Half Average* |
|-------------|---------|---------------------|---------------------|
| MUN         | 1.45    | 0.66                | 2.04                |
| MUC         | 2.47    | 1.45                | 3.11                |
| MUR         | 4.72    | 1.93                | 10.00               |

## **EXHIBIT B: STRIKE-THROUGH AND UNDERLINE OF CHANGES**

Planning and Zoning Commission recommendations that modified the original staff proposal, are shown in **highlighted** text, along with ~~strike-through~~ and underline of staff recommended changes.



# Mixed Use Changes

## Mixed Use Land Uses

In general, the purpose of these designations is to provide for a combination of compatible land uses within a close geographic area that allows for easily accessible and convenient services for residents, and workers, and visitors.

The intent of these designations is to promote encourage developments that offer functional and physical integration of land uses, to create and enhance neighborhood sense of place, and to allow developers a greater-high degree of design and use flexibility.

Following is a general overview of mixed use principles that apply for all mixed use designations in the City (unless otherwise noted). This information is organized to include:

- a description of their general locations;
- an overview of the different sub-categories of mixed use; and
- a design section describing principles aimed at the functional integration of uses and features of a mixed use area.

## General Overview

Land Uses-uses can be mixed vertically, such as a building with retail on the ground floor and offices above, or horizontally, such as a healthcare center with a mix of adjacent doctor offices, pharmacies, beauty salons, assisted care facilities, and apartments buildings. A variety and mix of residential types are desired, from single-family with accessory dwelling units, patio homes, and alley load homes, to cottage court, live-work, small scale multi-family, and larger midrise multi-family developments. Mixed use areas tend to have higher floor area ratios (buildings with multiple stories and less area devoted to parking), integral shared open space, and interconnected vehicular and pedestrian networks.

## The Value of Mixed Use

Vibrant mixed use communities are those with shared spaces to gather and recreate – residents, employees, and visitors alike. They are places to conduct business, collaborate, share ideas, and to innovate. This relationship between residential and non-residential uses is essential, without which the intensity and density of mixed use areas, and the impacts of disjointed and unmitigated density, are not justified.

Intrinsic to the success of Mixed Use areas where people may live (1<sup>st</sup> Place), work (2<sup>nd</sup> Place), and play or spend time (3<sup>rd</sup> Place), is a healthy balance of both residential and non-residential uses. Having a 3<sup>rd</sup> place in close proximity to home or work, a place to escape, is essential to the emotional and physical health and well-being for most

**Commented [BM1]:** !~\*~\* Text with highlights are additional P&Z Commission recommendations to City Council \*~\*~!

Note: text referencing the new appendix images are not shown in strike-through and underline (it gets busy).

Anything relating to Appendix F is new.

**Commented [BM2]:** Intended to better organize the section.

**Commented [BM3]:** Some context for why. Not just assumed to be understood.

people. Not all mixed use areas are expected to be all places to all people, but they are expected to be more than just where any given person either lives or works.

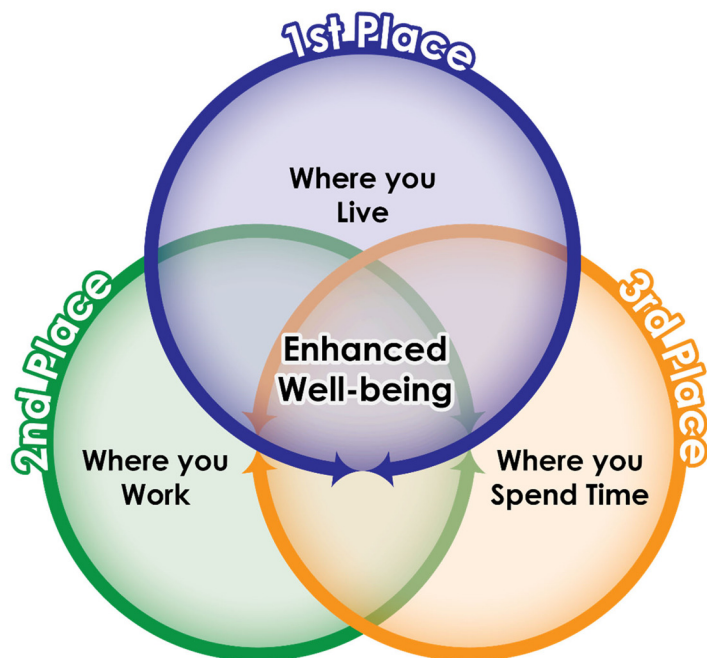


Figure 3A. Diagram Conceptualizing 3<sup>rd</sup> Place

#### Location

In developing the Comprehensive Plan, the City has typically designated a Mixed Use designation is typically used to identify a key area within the City in areas of higher visibility (such as along arterial roadways). These Mixed Use areas identified on the Future Land Use Map vary in size, intensity (both residential and commercial), and consider the visibility of the planned transportation network, number of residences planned within mixed use designation service areas, and location relevant to other commercial opportunities. The locations are intended to provide Meridian residents with a variety of opportunities for housing, leisure, activity, and commerce. Attractive and convenient prioritized elements such as multiuse pathways are paramount to functionally reducing impacts to the transportation network through proximity and density of services. Contiguous Mixed Use identified areas that are bisected by an arterial or highway are considered separate and independent areas for use and design integration and will be evaluated independently of each other, which is either infill in nature or situated in a highly visible or transitioning area where innovative and flexible designs are encouraged.

**Commented [BM4]:** New section. This is already true, but additional context/history for what exists where and why. Some location related text is being removed from principles below.

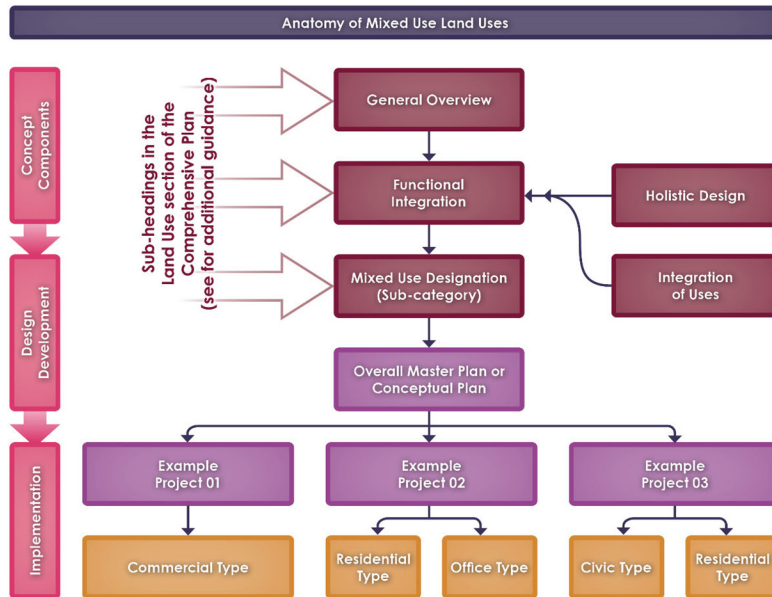


Figure 3B. Anatomy of a Mixed Use Project

There are five sub-categories of the Mixed Use designation that are used throughout the City: Neighborhood, Community, Regional, Interchange, and Non Residential. This section further describes the purpose, intent, and development standards for these sub-categories. In addition, there are three sub-categories of the Mixed Use designation that are solely used in the Ten Mile Interchange Specific Area: Commercial, Residential, and Lifestyle Center. Mixed Use designations in the Ten Mile Interchange Specific Area are different than those throughout the rest of the City and are not subject to this section. For detailed descriptions of the land use designations in the Ten Mile area, go directly to the Ten Mile Interchange Specific Area Plan.

### Generalized Land Use Types

For the purposes of the Mixed Use section, the City identifies five different generalized land use types:

1. commercial (includes retail, restaurants, daycares, etc.);
2. office;
3. residential;

**Commented [BM5]:** Intended to visualize the new mixed use structure. This is one of the largest issues with the adopted text; most don't understand that the early text frames the specific mixed use designation.

**Commented [BM6]:** Moved down to before these specific designations are explained to improve flow.

4. civic (includes both public and quasi-public open space, for leisure, active play, or enhanced natural spaces~~sparks, entertainment venues, etc.~~); and,
5. industrial.

All development in Mixed Use areas ~~shall~~ fall within one of these five generalized land use type~~categories~~. Land uses requiring industrial zoning ~~Industrial uses are typically discouraged in~~ ~~residential~~ mixed use areas with existing or expected residential uses. However, if the developer can demonstrate that industrial uses are compatible and appropriate ~~in Mixed Use Regional (MU-R), Mixed Use Non-Residential (MU-NR), or Mixed Use Interchange (MU-I) areas,~~ the City will consider industrial uses when proposed as part of a larger Mixed Use ~~development~~conceptual plan.

Metrics referenced within the mixed use text, such as minimum or maximum coverage area, are describing gross area. Generally, gross area would include all portions of features supporting the land use type (e.g. – parking and open space associated with residential). Vertically integrated units count towards the primary building use type, to ensure balanced impacts and benefits.

**Commented [BM7]:** New section. Many questions on existing text during early outside review, and how things are measured. These are all standard practice currently.



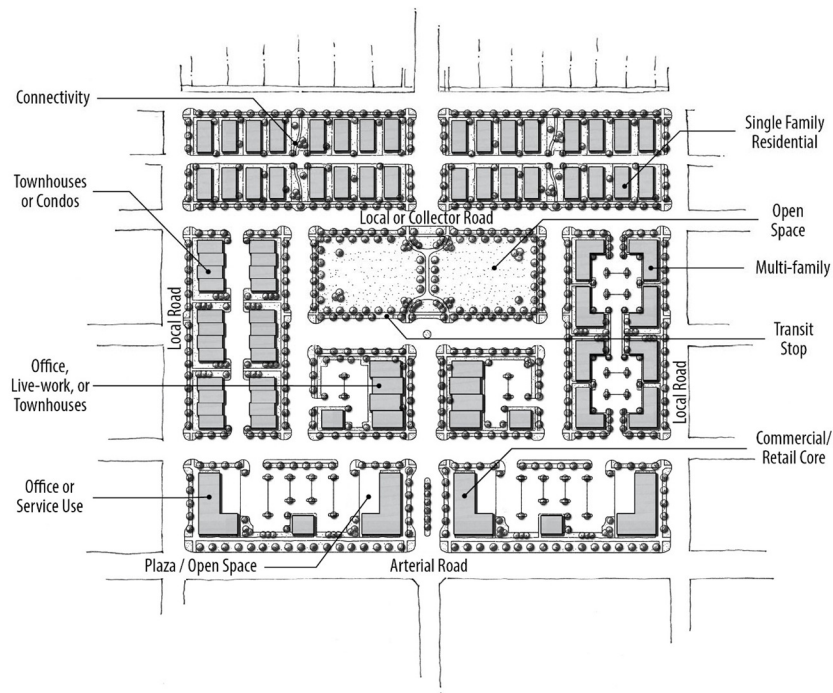


Figure 3AC. Mixed Use Concept Diagram. See also Appendix, Figure FA1 for Color Diagram with markup.

### Functional Integration

As the City ~~in reviewing reviews~~ development applications for consistency with the Comprehensive Plan, the ~~following items~~ principles described in the Integration of Uses and Holistic Design sub-sections following will be considered in all Mixed Use areas unless otherwise noted. To be successful, the principles outline in these sub-sections must be considered as interrelated features serving as the basis of plan design. They must function together, not as individual components. Helpful diagrams, photos, and other exhibits are cross-referenced after many principles, and included in Appendix F to illustrate the concepts.

### Integration of Uses

A variety of uses, both residential and non-residential, are critical in successfully creating spaces that are unique, distinctive, and attractive. Successful projects reduce vehicle trips for nearby residents and/or visitors by having frequent, accessible and safe pedestrian connections. Residential and non-residential areas should typically feel cohesive, as one neighborhood, even when developed across multiple properties over

**Commented [BM8]:** These example concepts were hand sketches in 2010. In 2019 we overhauled them with additional detail (as shown here). The new appendix takes them a step further. We did not replace though, as there's just a lot of info, and we still like these too.

**Commented [BM9]:** New section rearranges previous bullets into more purposeful themes.

Items shown in double underline-line and strike through indicate text moved to a new location (not outright deleted).

multiple years or by different developers. To properly develop a mixed use project, the following principles should be integrated into the design:

- ~~A Mixed Use projects are to be~~ areas are typically ~~should be~~ developed under ~~a with an overall~~ master or conceptual plan ~~for the larger mixed use area;~~ during an annexation or rezone request, a development agreement will typically be required for ~~developments projects~~ with a Mixed Use, future land use designation.
- ~~A mixed use project~~ Mixed use areas ~~should must~~ include at least three ~~land use types of land uses~~ within a designation. Exceptions may be granted for ~~Mixed Use designations~~ smaller than 10 acres ~~sites~~ on a case-by-case basis. ~~This land use is not intended for high-density residential development alone. Individual projects within a large mixed use designation area may not warrant a mix of uses, provided compliance with a larger vision and integration of uses.~~
- ~~Where appropriate, higher density and/or multi-family residential development is encouraged for projects with the potential to serve as employment destination centers and when the project is adjacent to US 20/26, SH-55, SH-16 or SH-69.~~
- ~~Mixed Use areas are typically developed under a master or conceptual plan; during an annexation or rezone request, a development agreement will typically be required for developments with a Mixed Use designation.~~
- High intensity residential (higher density or significant percent of an overall mixed use area) requires commensurate levels of employment or other non-residential elements supporting residents and reducing local vehicle trips (see specific allowances of residential and non-residential within each sub-category).
- ~~In developments where multiple commercial and/or office buildings are proposed, the buildings should be arranged to create some form of common, usable area, such as a plaza or green space.~~
- ~~A M~~ mixed use projects ~~must should~~ inherently support ~~intentional opportunities the need~~ for neighborhood and community services such as recreation centers (e.g. – specialized gyms), daycares, and office (e.g. – professional offices). Some of these uses do not need prominent arterial road visibility to be successful, but instead rely on strong connectivity and access nearer to residential and employment areas. See also figures: **FB2**, **FB3**, **FB5**.
- Community-serving facilities such as hospitals, clinics, churches, schools, ~~parks, daycares,~~ civic buildings, or public safety facilities are expected in ~~most larger-~~ mixed use developments ~~thereby reducing extraordinary service and transportation network impacts.~~
- Supportive and proportional outdoor public and/or quasi-public spaces and places including, but not limited to, parks, plazas, outdoor gathering areas, linear open space, ~~libraries,~~ and schools are expected. ~~These areas may be located in spaces between residential and non-residential uses to provide both integration and transition between uses.~~ ~~o~~ Outdoor seating areas at

**Commented [BM10]:** Very few small mixed use areas remain. 5 acres is the minimum in scenario modeling to meet objectives. Doubled to consider site constraints.

**Commented [BM11]:** Moved to top and modified.

**Commented [BM12]:** Move down to design and modified.



restaurants ~~do not count~~ are not considered supportive public spaces unless integrated into shared open space, natural amenities, and interconnected with cohesive pathway elements. See also figures: **FB4**, **FC5**, **FC7**

### Holistic Design

The design of quality mixed use areas is not accomplished by merely including a variety of land use types, elements and features, but by the manner in which such elements and features are seamlessly integrated towards the purpose and vision of mixed use. The uses and site elements of a proposed mixed use project ~~will~~ **should** be designed foremost around the idea of visible, attractive, and accessible destinations. The designer(s) must purposefully layout features to create focal elements that are visibly and physically linked within a development, to ensure that residents and employees have prioritized access to the places and services of most interest. The following design principles should be thoughtfully considered as part of a project within a mixed use area:

- Mixed use areas ~~are to~~ **should** be centered around spaces that are well-designed public and quasi-public centers of activity. Spaces ~~should~~ **must** be designed with community supportive purpose, incorporate permanent design elements with features to promote frequent use, and support activated and incorporate permanent design elements and amenities that foster a wide variety of interests ranging from ~~leisure-relaxation~~ to play. These areas ~~must~~ **should** be thoughtfully strategically integrated into the overall development, interconnected with meaningful points of interest, prioritize pedestrian infrastructure, be highly visible and accessible, and designed to enhance both the adjacent uses/development and larger mixed use area/further placemaking opportunities considered. See also figures: **FB5**, **FC6**, **FC7**
- In developments where multiple commercial and/or office buildings are proposed, the buildings should be arranged to create some form of common, usable area, such as a plaza or green space. See also figures: **FB8**, **FC9**, **FD2**.
- Open space should be purposeful in supporting a visible community and utilized to enhance synergies between residential and non-residential uses. See also figures: **FB7**, **FC9**, **FD2**.
- Open space should be prioritized along natural or naturalized amenities (i.e. creeks and canals), integrated with pathways and pedestrian corridors, and located away from site features that may obscure visibility and attract dangerous or illegal behavior. See also figures: **FC1**, **FC2**.
- Commercial drive aisles ~~must~~ **should** contemplate a pedestrian friendly built environment with a minimal number of conflict points, and ~~should be~~ oriented so that aisle ingress and egress is generally parallel to multiuse pathways, sidewalks, and linear open space. Drive aisles supporting primary pedestrian connectivity for a site ~~must feel safe, and~~ should include planted

and/or hardscaped parkway treatment, or other enhanced separation with both aesthetic and safety benefits. See also figures: **FC1**

- All mixed use projects should be accessible to adjacent neighborhoods by both vehicles and pedestrians automotive and alternative-vehicular transportation opportunities. Pedestrian circulation must ~~should~~ be convenient and interconnect different land use types. Vehicle connectivity must ~~should~~ not rely on arterial streets for neighborhood access. See also figures: **FA3**, **FA4**, **FB3**, **FB4**.
- A mixed use project should be designed to serve as a public transit location for future support alternative transportation such as public transit stops, park-and-ride lots, bus stops, shuttle bus stops, other ride sharing services including auto, bike, or scooter, and/or other innovative or alternative modes of transportation. Alternative transportation improvements should be integrated as functional, convenient, and comfortable spaces. Electric charging stations for a variety of transportation modes is encouraged.
- Alleys and roadways should be used to transition from dissimilar land uses, and between residential densities and housing types.
- Non-residential buildings should transition to and compliment adjacent residential buildings in mass and form, and include safe and meaningful mitigation for operational impacts such as loading docks, storage, and outdoor equipment. See also figures: **FB2**, **FB4**.
- Transitions between different residential product types and dissimilar land uses should include the use of use alleys, roadways with landscaped parkways, or highly connected open space. The use of barriers such as closed vision fencing or walls that limit connectivity and reduce visibility are typically not appropriate as transitions. See also figures: **FB1**, **FB2**.
- Because of the parcel configuration within Old Town, development is not subject to the Mixed Use standards listed herein.

### Mixed Use Sub-Categories

There are five designations (sub-categories) of the Mixed Use designation that are used identified throughout the City of Meridian and the Meridian Area of City Impact: Neighborhood, Community, Regional, Interchange, and Non-Residential. This section further describes the purpose, intent, and development standards design principles for these sub-categories designations. In addition, there are three sub-categories of the Mixed Use designation that are solely used permitted in the Ten Mile Interchange Specific Area: Commercial, Residential, and Lifestyle Center. Mixed Use designations in the Ten Mile Interchange Specific Area are different than those throughout the rest of the City and are not subject to this section. For more detailed descriptions of the land use designations in the Ten Mile area, see below, and also go directly to the Ten Mile Interchange Specific Area Plan.

Every mixed use designation includes a specific range of densities and coverage that generally allow for a mixed use area to realize a diversity of use types and to achieve its stated purpose. Recognizing the dynamic nature of mixed use areas, additional

**Commented [BM13]:** This is new. Primarily intended to address removal of maximum building size in several of the mixed use sub categories later.

**Commented [BM14]:** Fragment from Old Comp Plan. O-T is not covered under the general mixed use section.

**Commented [BM15]:** This section occurred earlier but did not transition well.

flexibility is afforded to these ranges through other referenced policies. Ultimately, any mixed use project must work towards the purpose and intent statements, including availability of goods and service to the community, and must offset impacts by providing quality of life opportunities not typically achievable through other single use areas of the City. The base land use coverage ranges are a starting point, with exceptions expected to include justification not on current market conditions, but the health and wellbeing of the community, and the market potential and buildout over time for the service area of each mixed use designation.

Conditions may exist within some mixed use areas that influence these metrics. For example, significant grade and access limitations may better support reduced intensities. Other land, with high visibility and access, may for example represent an opportunity to provide increased acreage for large employment, or reduced residential ratios when a service provider acquires significant prime acreage. However, examples like these shall will not be used to justify increased residential intensities outside of the specific allowances that are described within each mixed use designations.

Mixed Use Neighborhood (MU-N)

**The purpose of this designation is to assign-allocate areas where neighborhood-serving uses and dwellings are seamlessly integrated into the urban fabric.**

**The intent is to avoid predominantly single-use developments by incorporating a variety of uses. Land uses in these areas should be primarily residential with supporting non-residential services.**

Non-residential uses in these areas tend to should be smaller scale and provide goods or services that people typically do not travel far for (approximately one mile) and need regularly. Employment opportunities for those living in the neighborhood are encouraged. Connectivity and access between the non-residential and residential land uses is particularly critical in MU-N areas. Tree-lined, narrow streets are encouraged. Developments are also encouraged to be designed according to the conceptual MU-N plan depicted in Figure 3BD.

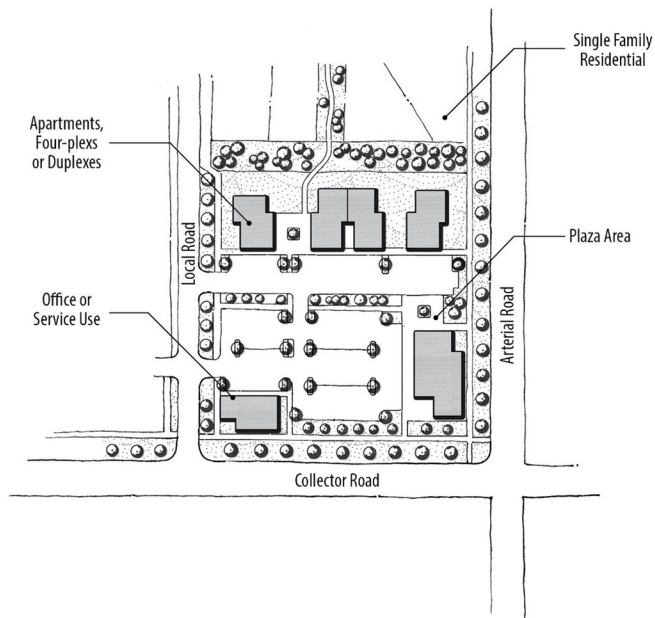


Figure 3BD. Mixed Use Neighborhood Concept Diagram. See also Appendix, Figure FA1 for Color Diagram with markup. See also Appendix, Figure FA2 for Color Diagram with markup.

In reviewing development applications, the City will consider the following items ~~will be considered~~ in MU-N areas:

- Development ~~must~~ should comply with the Functional Integration principles items listed for development in all Mixed Use areas.
- ~~Residential uses should comprise a minimum of 40% of the development area at gross densities ranging from 6 to 12 units/acre.~~
- Residential uses are expected to ~~should~~ comprise between 30% and 60% of the development area, with gross densities ranging from 6 to 12 units/acre (of the residential area).
- Multiple residential product types are desired within a single mixed use area. See Sample uses appropriate in MU-N areas, below.
- ~~Non-residential buildings should be proportional to and blend in with residential buildings.~~
- A straight or curvilinear grid or radiating street pattern grid is encouraged for residential areas, and most blocks should be no more than 500' to 600' long.

**Commented [BM16]:** For all mixed use types, typical, we've tried to consolidate this area. Most of these have natural caps already given other requirements, and considering bonuses (existing and new). Bonuses are still at the end after understanding the needs. Ranges were modeled to consider land area feasibility and general impacts.

**Commented [BM17]:** For all designations, relocated to Functional Integration.



similar to Old Town or Heritage Commons; larger blocks are allowed along parallel to arterial streets and integration of natural features is encouraged.

- Three specific design elements should be incorporated into a mixed-use development: a) street connectivity, b) open space, and c) pathways.
- Unless a structure contains a mix of both residential and office, or residential and commercial land uses, maximum building size should be limited to a 20,000 square-foot building footprint. For the development of public school sites, the maximum building size does not apply.
- Supportive and proportional public and/or quasi-public spaces and places such as parks, plazas, outdoor gathering areas, open space, libraries, and schools should comprise a minimum of 10% of the development area. Outdoor seating areas at restaurants do not count towards this requirement.
- Where the development proposes public and quasi-public uses to support the development above the minimum 10%, the developer may be eligible for additional residential densities and/or an increase to the maximum building footprint.
- Where the development site has transit available or stops are planned, an additional 10% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.
- A straight or curvilinear grid or radiating street pattern is encouraged for residential areas, and most blocks should be no more than 500' to 600' long, similar to Old Town or Heritage Commons; larger blocks are allowed along arterial streets.
- Sample uses appropriate in MU-N areas include: single-family homes, alley-loaded single-family homes, single-family homes with accessory dwelling units, townhouses, small-scale multi-family developments such as fourplexes, condominiums, neighborhood grocers, drug stores, coffee/sandwich/ice-cream shops, vertically integrated buildings, live-work spaces, dry cleaner/laundromat, salons/spas, daycares, neighborhood-scale professional offices, gift shops, schools, parks, churches, clubhouses, public uses, and other appropriate neighborhood-scale uses. Sample zoning includes: R-8, R-15, TN-R, TN-C, L-O, and C-N.

#### Mixed Use Community (MU-C)

**The purpose of this designation is to allocate areas where community-serving uses and dwellings are seamlessly integrated into the urban fabric.**

**Commented [BM18]:** Important note: This is a more significant change given past context. Originally removing something like this that was at the center of multiple hearing debates was a line that was not going to be crossed. However, these values listed are arbitrary, outdated (wrong), and we received too many comments from very experienced site designers regarding these metrics to ignore. Expansion of non-residential building text above is meant to address. Code enhancements or specific plans are likely needed to fully address (but that is also the case now).

**Commented [BM19]:** Addressed generally within Functional Integration now. Each designation has its own specific metric.

**Commented [BM20]:** New definition in appendix



The intent is to integrate a variety of uses, including residential, and to avoid mainly single-use and strip commercial type buildings.

Non-residential buildings in these areas ~~have a tendency to~~ tend to be larger than in Mixed Use Neighborhood (MU-N) areas, but not as large as in Mixed Use Regional (MU-R) areas. Goods and services in these areas tend to be of the variety that people will mainly travel by car to, but also walk or bike to (up to three or four miles). Employment opportunities for those living in and around the neighborhood are encouraged. Developments are encouraged to be designed according to the conceptual MU-C plan depicted in Figure 3CE.

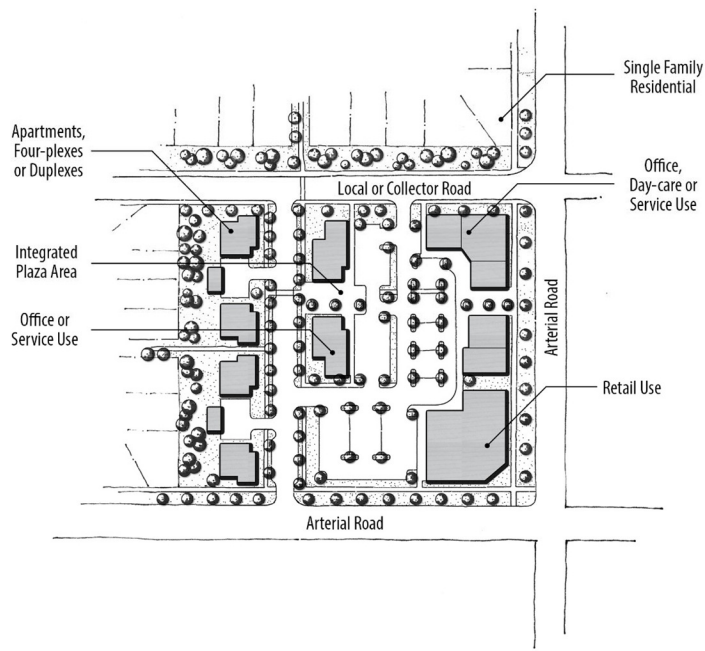


Figure 3CE. Mixed Use Community Concept Diagram. See also Appendix, Figure FA3 for Color Diagram with markup.

In reviewing development applications, the City will consider the following items ~~will be considered~~ in MU-C areas:

- Development ~~concepts must should~~ comply with the Functional Integration principles general guidelines for development in all Mixed Use areas.
- ~~All developments should have a mix of at least three land use types.~~

- Residential uses should comprise a minimum of 20% of the development area at gross densities ranging from 6 to 15 units/acre.
- Residential uses **are expected to should** comprise between 20% and 50% of the development area, with gross densities ranging from 6 to 15 units/acre (of the residential area).
- Non-residential buildings should be proportional to and blend in with adjacent residential buildings.
- ~~Vertically integrated structures are encouraged.~~
- Unless a structure contains a mix of both residential and office, or residential and commercial land uses, maximum building size should be limited to a 30,000-square-foot building footprint. For community grocery stores, the maximum building size should be limited to a 60,000-square-foot building footprint. For the development of public school sites, the maximum building size does not apply.
- Supportive and proportional public and/or quasi-public spaces and places including but not limited to parks, plazas, outdoor gathering areas, open space, libraries, and schools ~~that should~~ comprise a minimum of 5% of the development area are required. ~~Outdoor seating areas at restaurants do not count towards this requirement.~~
- ~~Where the development proposes public and quasi-public uses to support the development above the minimum 5%, the developer may be eligible for additional residential densities and/or an increase to the maximum building footprint.~~
- ~~Where the development site has transit available or stops are planned, an additional 15% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.~~
- Sample uses appropriate in MU-C areas include: All MU-N categories, community scale grocers, clothing stores, garden centers, hardware stores, restaurants, banks, drive-thru facilities, auto service station, ~~and~~ retail shops, and other appropriate community-serving uses. Sample zoning includes: R-15, R-40, TN-R, TN-C, C-C, and L-O.

Commented [BM21]: Stated in the beginning.

Commented [BM22]: There is no longer a maximum building size; design considerations address.

#### Mixed Use Regional (MU-R)

**The purpose of this designation is to provide a mix of employment, retail, ~~and~~ residential dwellings, and public uses near major arterial intersections.**

**The intent is to integrate a variety of uses together, including residential, and to avoid predominantly single use developments such as a regional retail center with only restaurants and other commercial uses.**

Developments should be anchored by uses that have a regional draw with the appropriate supporting uses. For example, an employment center should have supporting retail uses; a retail center should have supporting residential uses as well as supportive neighborhood and community services. The standards for the MU-R designation provide an incentive for larger public and quasi-public uses where they provide a meaningful and appropriate mix to the development. The developments are encouraged to be designed consistent with the conceptual MU-R plan depicted in Figure 3DE.

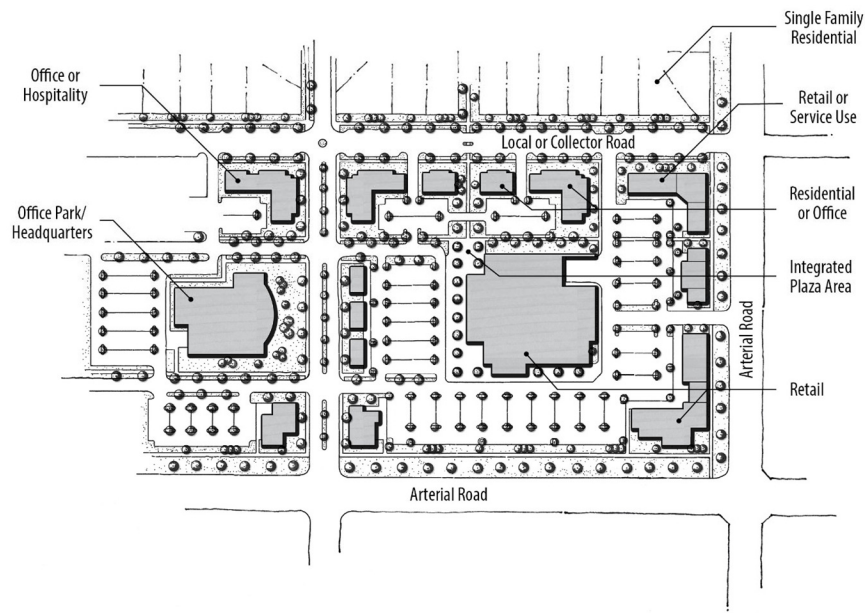


Figure 3DE. Mixed Use Regional Concept Diagram. [See also Appendix, Figure FA4 for Color Diagram with Markup.](#)

In reviewing development applications, the City will consider the following items ~~will be considered~~ in MU-R areas:

- Development ~~must~~should generally comply with the Functional Integration principles general guidelines for development in all Mixed Use areas.
- ~~Residential uses should comprise a minimum of 10% of the development area at gross densities ranging from 6 to 40 units/acre.~~

- Residential uses ~~are expected to~~ should comprise between 10% and 30% of the development area, with gross densities ranging from 6 to 40 units/acre (of the residential area).
- There ~~is neither a~~ minimum ~~nor maximum imposed on~~ for non-retail commercial uses such as light-office, office, clean industry, or entertainment uses, is 20% of the mixed use area.
- Retail commercial uses should comprise a maximum of 50% of the development area.
- Where the development proposes public and quasi-public uses to support the development, the developer may be eligible for the following additional coverage area bonuses for retail or residential development (beyond the ~~allowed 50% base allowance~~), ~~based on the ratios below~~:
  - o For land that is designated for a public use, such as a library or school, the developer is eligible for a 2:1 bonus (e.g. - , That is to say, if there is a one-acre library site planned and dedicated, the project would be eligible for two additional acres of retail development).
  - o For active and shared open space or passive recreation areas, such as a park, tot-lot, or playfield, the developer is eligible for a 2:1 bonus (e.g. - , That is to say, if the a park is 10 acres in area, the site would be eligible for 20 additional acres of retail development).
  - o For plazas that are integrated into a retail project, the developer would be eligible for a 6:1 bonus. Such plazas should provide a focal point (such as a fountain, statue, and water feature), seating areas, and some weather protection. That would mean that by providing a half-acre plaza, the developer would be eligible for three additional acres of retail development.
- Where the development site has transit available or stops are planned, an additional 20% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.
- Sample uses, appropriate in MU-R areas would include: All MU-N and MU-C categories, entertainment uses, major employment centers, clean industry, and other appropriate regional-serving ~~most~~ uses. Sample zoning includes: R-15, R-40, TN-C, C-G, and M-E.

#### Mixed Use Non-Residential (MU-NR)

**The purpose of this designation is to designate areas where new residential dwellings will not be permitted, as residential uses are not compatible with ~~the~~ planned and/or existing uses in these areas.**



-For example, MU-NR areas are used near the City's Wastewater Resource Recovery Facility and where there are heavy industrial or other hazardous operations that need to be buffered from residential. Developments are encouraged to be designed similar to the conceptual MU-NR plan depicted in Figure 3EG.

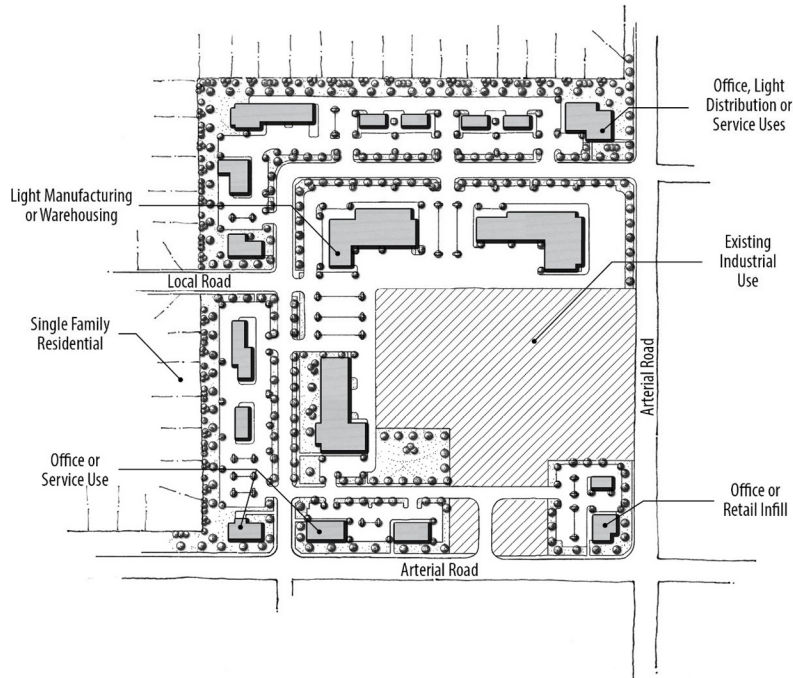


Figure 3EG. Mixed Use Non-Residential Concept Diagram.

In reviewing development applications, the City will consider the following items will be considered in MU-NR areas:

- No new residential uses will be permitted (existing residential may remain).
- All developments should have a mix of at least two types of land uses.
- Development is not required to comply with the minimum number of use types in the Functional Integration principles; general mixed use standards only two use types are required.
- Street sections consistent with the Ada County Highway District Master Street Map are required within the Unified Development Code.
- There is neither a minimum nor maximum imposed on non-retail commercial uses such as office, food service/restaurants, industry, or warehouse uses. Food service and restaurants are encouraged in support of other adjacent employment oriented product.

**Commented [BM23]:** Comp Plan adopts this by reference. Odd to have it referenced specifically, only here.



- A transitional use such as professional office or public/quasi-public plaza is encouraged on the perimeter of the MU-NR areas between any existing or planned residential development.
- Sample uses, appropriate in MU-NR areas would include: employment centers, professional offices, flex buildings, warehousing, industry, storage facilities and retail, and other appropriate non-residential uses. Sample zoning includes: C-C, C-G, L-O, M-E, H-E, I-L, and I-H.

#### Mixed Use Interchange (MU-I)

The purpose of this designation is to call-out areas where around construction of future SH-16 interchanges is likely to occur, and to acknowledge that this land will have a high degree of very visibility. These areas will be served by highway interchange ramps and restricted local access. There are two SH-16 interchange areas, one located at US 20-26 and one at Ustick Road, that differ from the other Mixed Use categories in that a much stronger emphasis will be placed upon gateway elements and traffic flow/trip generation factors when reviewing new land use applications. Uses in these areas will need to be compatible with the impacts of a freeway interchange. These areas are not intended for high volume uses such as retail trips, either aggregated over the larger planned MU-I area, or as individual use types. The intention is to protect the immediate vicinity of the interchange from traffic conflicts and shift the high traffic-generating uses away from the immediate vicinity of the interchange to other, nearby areas.

In reviewing development applications, the City will consider the following items will be considered in MU-I areas:

- Development must should generally comply with the Functional Integration principles for development in all Mixed Use areas.
- Areas in close proximity to interchanges and interchange ramps (and which are further from public access to major roadways) are not appropriate for residential uses intended for senior care, low-income, or other residents and families that may be more sensitive to noise, emissions, or adversely impacted by increased travel times to essential services.
- Land uses within the MU-I areas and adjacent to the SH-16 corridor should will be carefully examined for their potential impacts on nearby existing and planned retail and restaurant uses in Commercial and Mixed future land use areas.
- A traffic impact study or other traffic analysis may be required for larger developments in these areas.
- Vehicular access points must should be located as far as practical from are prohibited near interchange ramps. Future uses should be planned to integrate with a frontage/backage road type circulation system, ensuring high visibility property is able to develop with desired uses such as office or technology/research parks to support the economy, job-base, and reduce local trips on the regional network.

- Regional ridesharing, park-and-ride and transit transfer facilities are strongly encouraged.
- ~~Any new development at or near MU-I areas should promote a nodal development pattern where buildings are clustered, off-street parking is screened in the rear of the parcel and, where practical, development is inter-connected with adjoining parcels.~~
- The SH-16/US 20-26 interchange will be one of only two regional gateways to the City of Meridian for travelers coming from north of the Boise River (the other being Linder Road). As such, buildings, landscaping, and other design features at this interchange should reflect Meridian's heritage, quality, and character.
- ~~Regional ridesharing, park-and-ride and transit transfer facilities are strongly encouraged.~~
- ~~The MU-I area at Ustick Road, west of SH-16, should minimize retail and auto-oriented services and transition rapidly from the interchange to residential uses near the county line.~~
- Examples of uses include schools, post office or library branches, office uses, light residential (low density with minimal trip generation) developments, athletic clubs, and technology/research parks.

#### Ten Mile Interchange Specific Area Plan

The City developed a specific plan for approximately 2,800 acres bordered (roughly) by Linder Road to the east; McDermott Road to the west; the Union Pacific Railroad line to the north; and ½ mile south of Overland Road on the south. The specific area plan is an addendum to this Comprehensive Plan and 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.

It is important to note that the Ten Mile Interchange Specific Area Plan (TMISAP) uses different land use designations than the rest of the FLUM. While there are some similarities, (for example Low Density Residential), there are also new designations which do not exist outside of this Ten Mile area. It is expected that development within Ten Mile area Mixed Use designations should be designed consistent with the Functional Integration principles herein. The TMISAP was adopted as an addendum to the City of Meridian Comprehensive Plan on June 19<sup>th</sup>, 2007, by Resolutions Numbers 07-563 (Map) and 07-564 (Text). Development in the Ten Mile Interchange area will also be reviewed using the TMISAP. See the Ten Mile Interchange Specific Area Plan for more details of this area.

**EXHIBIT C: CLEAN COPY OF ALL PROPOSED CHANGES**

Changes include recommendations from the Planning and Zoning Commission to City Council.

# Mixed Use Changes

## Mixed Use Land Uses

**In general, the purpose of these designations is to provide for a combination of compatible land uses within a close geographic area that allows for easily accessible and convenient services for residents, workers, and visitors.**

**The intent of these designations is to encourage developments that offer functional and physical integration of land uses, to create and enhance neighborhood sense of place, and to allow a high degree of design and use flexibility.**

Following is a general overview of mixed use principles that apply for all mixed use designations in the City (unless otherwise noted). This information is organized to include:

- a description of their general locations;
- an overview of the different sub-categories of mixed use; and
- a design section describing principles aimed at the functional integration of uses and features of a mixed use area.

## General Overview

Land uses can be mixed vertically, such as a building with retail on the ground floor and offices above, or horizontally, such as a healthcare center with adjacent doctor offices, pharmacies, beauty salons, assisted care facilities, and apartment buildings. A variety and mix of residential types are desired, from single-family with accessory dwelling units, patio homes, and alley load homes, to cottage court, live-work, small scale multi-family, and larger midrise multi-family developments. Mixed use areas tend to have higher floor area ratios (buildings with multiple stories and less area devoted to parking), integral shared open space, and interconnected vehicular and pedestrian networks.

## The Value of Mixed Use

Vibrant mixed use communities are those with shared spaces to gather and recreate – residents, employees, and visitors alike. They are places to conduct business, collaborate, share ideas, and to innovate. This relationship between residential and non-residential uses is essential, without which the intensity and density of mixed use areas, and the impacts of disjointed and unmitigated density, are not justified.

Intrinsic to the success of Mixed Use areas where people may live (1<sup>st</sup> Place), work (2<sup>nd</sup> Place), and play or spend time (3<sup>rd</sup> Place), is a healthy balance of both residential and non-residential uses. Having a 3<sup>rd</sup> place in close proximity to home or work, a place to escape, is essential to the emotional and physical health and well-being for most people. Not all mixed use areas are expected to be all places to all people, but they are expected to be more than just where any given person either lives or works.



Figure 3A. Diagram Conceptualizing 3<sup>rd</sup> Place

### Location

In developing the Comprehensive Plan, the City has typically designated Mixed Use in areas of higher visibility (such as along arterial roadways). These Mixed Use areas identified on the Future Land Use Map vary in size, intensity (both residential and commercial), and consider the visibility of the planned transportation network, number of residences planned within mixed use designation service areas, and location relevant to other commercial opportunities. The locations are intended to provide Meridian residents with a variety of opportunities for housing, leisure, activity, and commerce. Attractive and convenient prioritized elements such as multiuse pathways are paramount to functionally reducing impacts to the transportation network through proximity and density of services. Contiguous Mixed Use identified areas that are bisected by an arterial or highway are considered separate and independent areas for use and design integration and will be evaluated independently of each other.



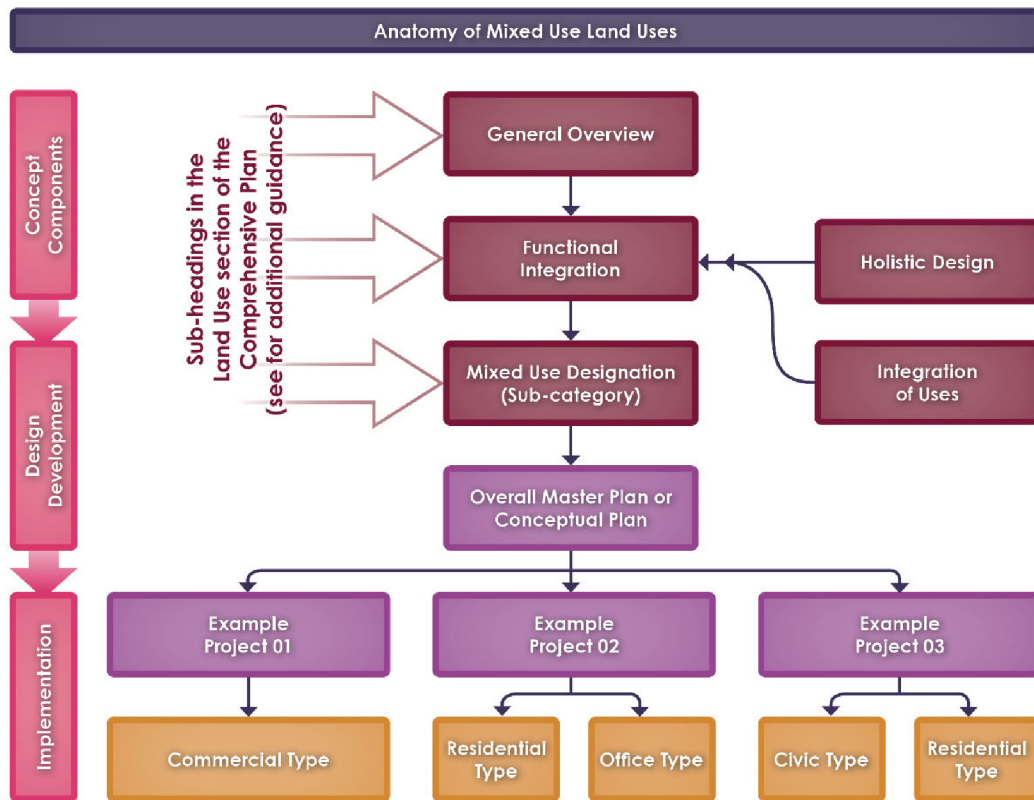


Figure 3B. Anatomy of a Mixed Use Project

### Generalized Land Use Types

For the purposes of the Mixed Use section, the City identifies five different generalized land use types:

1. commercial (includes retail, restaurants, daycares, etc.);
2. office;
3. residential;
4. civic (includes both public and quasi-public open space, for leisure, active play, or enhanced natural spaces); and,
5. industrial.

All development in Mixed Use areas fall within one of these five generalized land use types. Land uses requiring industrial zoning are discouraged in mixed use areas with existing or expected residential uses. However, if the developer can demonstrate that industrial uses are compatible and appropriate, the City will consider industrial uses when proposed as part of a larger Mixed Use conceptual plan.

Metrics referenced within the mixed use text, such as minimum or maximum coverage area, are describing gross area. Generally, gross area would include all portions of features supporting the land use type (e.g. – parking and open space associated with residential). Vertically integrated units count towards the primary building use type, to ensure balanced impacts and benefits.

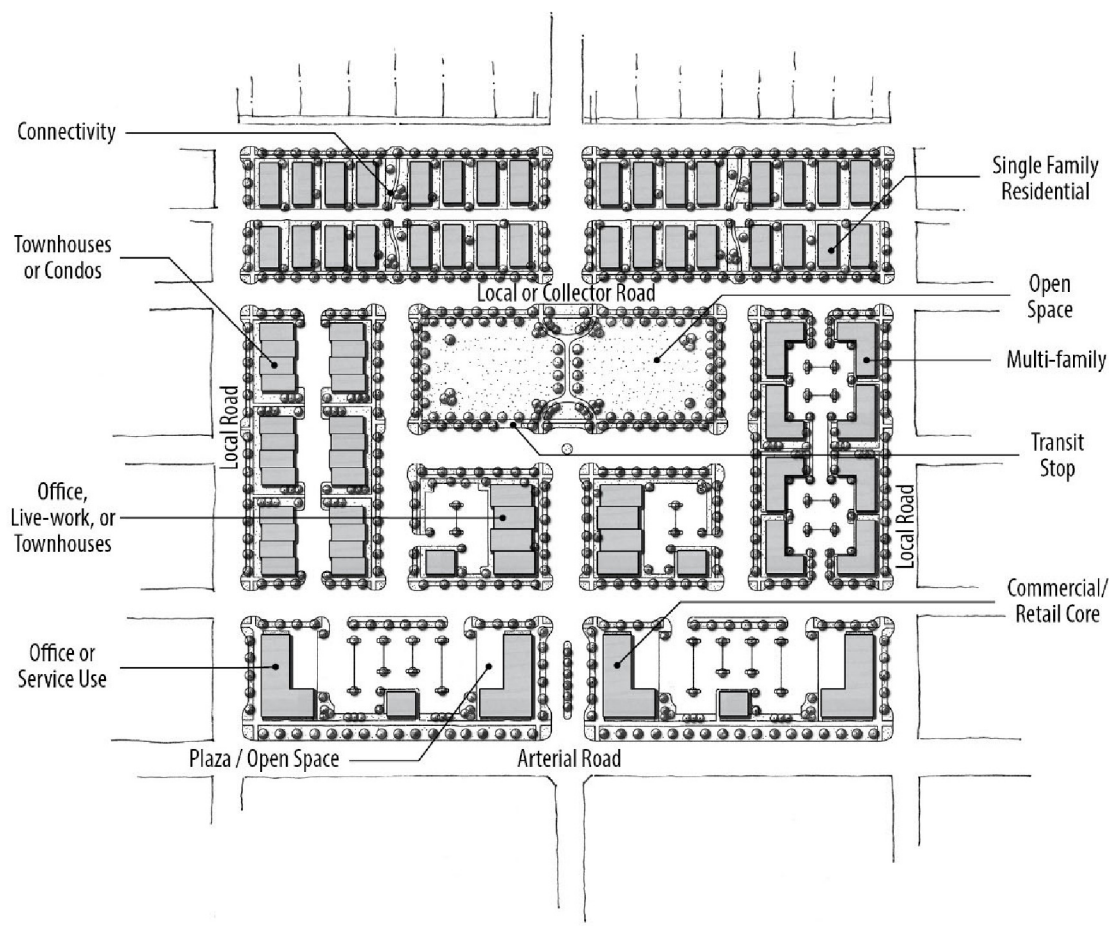


Figure 3C. Mixed Use Concept Diagram. See also Appendix, Figure FA1 for Color Diagram with markup.

## Functional Integration

As the City reviews development applications for consistency with the Comprehensive Plan, the principles described in the Integration of Uses and Holistic Design sub-sections following will be considered in all Mixed Use areas unless otherwise noted. To be successful, the principles outline in these sub-sections must be considered as interrelated features serving as the basis of plan design. They must function together, not as individual components. Helpful diagrams, photos, and other exhibits are cross-referenced after many principles, and included in Appendix F to illustrate the concepts.

## Integration of Uses

A variety of uses, both residential and non-residential, are critical in successfully creating spaces that are unique, distinctive, and attractive. Successful projects reduce vehicle trips for nearby residents and/or visitors by having frequent, accessible and safe pedestrian connections. Residential and non-residential areas feel cohesive, as one neighborhood, even when developed across multiple properties over multiple years or by different developers. To properly develop a mixed use project, integrate the following principles into the design:

- Mixed Use projects are to be developed with an overall master or conceptual plan for the larger mixed use area; during an annexation or rezone request, a development agreement will typically be required for projects with a Mixed Use, future land use designation.
- Mixed use areas must include at least three land use types within a designation. Exceptions may be granted for Mixed Use designations smaller than 10 acres on a case-by-case basis. Individual projects within a large mixed use designation area may not warrant a mix of uses, provided compliance with a larger vision and integration of uses.
- High intensity residential (higher density or significant percent of an overall mixed use area) requires commensurate levels of employment or other non-residential elements supporting residents and reducing local vehicle trips (see specific allowances of residential and non-residential within each sub-category).
- Mixed use projects must inherently support intentional opportunities for neighborhood and community services such as recreation centers (e.g. – specialized gyms), daycares, and office (e.g. -professional offices). Some of these uses do not need prominent arterial road visibility to be successful, but instead rely on strong connectivity and access nearer to residential and employment areas. See also figures: **FB2**, **FB3**, **FB5**.
- Community-serving facilities such as hospitals, clinics, churches, schools, civic buildings, or public safety facilities are expected in most mixed use developments thereby reducing extraordinary service and transportation network impacts.
- Supportive and proportional outdoor public and/or quasi-public spaces and places including, but not limited to, parks, plazas, outdoor gathering areas, linear open space, and schools are expected. These areas may be located in spaces between residential and non-residential uses to provide both integration and transition between uses. Outdoor seating areas at restaurants are not considered supportive public spaces unless integrated into shared open space, natural amenities, and interconnected with cohesive pathway elements. See also figures: **FB4**, **FC5**, **FC7**

## Holistic Design

The design of quality mixed use areas is not accomplished by merely including a variety of land use types, elements and features, but by the manner in which such elements

and features are seamlessly integrated towards the purpose and vision of mixed use. The uses and site elements of a proposed mixed use project will be designed foremost around the idea of visible, attractive, and accessible destinations. The designer(s) must purposefully layout features to create focal elements that are visibly and physically linked within a development, to ensure that residents and employees have prioritized access to the places and services of most interest. The following design principles should be thoughtfully considered as part of a project within a mixed use area:

- Mixed use areas are to be centered around spaces that are well-designed public and quasi-public centers of activity. Spaces must be designed with community supportive purpose, incorporate permanent design elements with features to promote frequent use, and support amenities that foster a wide variety of interests ranging from relaxation to play. These areas must be strategically integrated into the overall development, interconnected with meaningful points of interest, prioritize pedestrian infrastructure, be highly visible and accessible, and designed to enhance both the adjacent uses and larger mixed use area. See also figures: **FB5, FC6, FC7**
- In developments where multiple commercial and/or office buildings are proposed, the buildings should be arranged to create some form of common, usable area, such as a plaza or green space. See also figures: **FB8, FC9, FD2.**
- Open space should be purposeful in supporting a visible community and utilized to enhance synergies between residential and non-residential uses. See also figures: **FB7, FC9, FD2.**
- Open space should be prioritized along natural or naturalized amenities (i.e. creeks and canals), integrated with pathways and pedestrian corridors, and located away from site features that may obscure visibility and attract dangerous or illegal behavior. See also figures: **FC1, FC2.**
- Commercial drive aisles must contemplate a pedestrian friendly built environment with a minimal number of conflict points, and oriented so that aisle ingress and egress is generally parallel to multiuse pathways, sidewalks, and linear open space. Drive aisles supporting primary pedestrian connectivity for a site must feel safe, and should include planted and/or hardscaped parkway treatment, or other enhanced separation with both aesthetic and safety benefits. See also figures: **FC1**
- All mixed use projects should be accessible to adjacent neighborhoods by both automotive and alternative-vehicular transportation opportunities. Pedestrian circulation must be convenient and interconnect different land use types. Vehicle connectivity must not rely on arterial streets for neighborhood access. See also figures: **FA3, FA4, FB3, FB4.**
- A mixed use project should be designed to support alternative transportation such as public transit stops, park-and-ride lots, other ride sharing services including auto, bike, or scooter, and/or other innovative or alternative modes of transportation. Alternative transportation improvements should be



- integrated as functional, convenient, and comfortable spaces. Electric charging stations for a variety of transportation modes is encouraged.
- Non-residential buildings should transition to and compliment adjacent residential buildings in mass and form, and include safe and meaningful mitigation for operational impacts such as loading docks, storage, and outdoor equipment. See also figures: **FB2**, **FB4**.
  - Transitions between different residential product types and dissimilar land uses should include the use of use alleys, roadways with landscaped parkways, or highly connected open space. The use of barriers such as closed vision fencing or walls that limit connectivity and reduce visibility are typically not appropriate as transitions. See also figures: **FB1**, **FB2**.

### Mixed Use Sub-Categories

There are five designations (sub-categories) of Mixed Use that are identified throughout the City of Meridian and the Meridian Area of City Impact: Neighborhood, Community, Regional, Interchange, and Non-Residential. This section further describes the purpose, intent, and development design principles for these designations. In addition, there are three sub-categories of the Mixed Use designation that are solely permitted in the Ten Mile Interchange Specific Area: Commercial, Residential, and Lifestyle Center. For more detailed descriptions of the land use designations in the Ten Mile area, see below, and also the Ten Mile Interchange Specific Area Plan.

Every mixed use designation includes a specific range of densities and coverage that generally allow for a mixed use area to realize a diversity of use types and to achieve its stated purpose. Recognizing the dynamic nature of mixed use areas, additional flexibility is afforded to these ranges through other referenced policies. Ultimately, any mixed use project must work towards the purpose and intent statements, including availability of goods and service to the community, and must offset impacts by providing quality of life opportunities not typically achievable through other single use areas of the City. The base land use coverage ranges are a starting point, with exceptions expected to include justification not on current market conditions, but the health and wellbeing of the community, and the market potential and buildout over time for the service area of each mixed use designation.

Conditions may exist within some mixed use areas that influence these metrics. For example, significant grade and access limitations may better support reduced intensities. Other land, with high visibility and access, may for example represent an opportunity to provide increased acreage for large employment, or reduced residential ratios when a service provider acquires significant prime acreage. However, examples like these will not be used to justify increased residential intensities outside of the specific allowances that are described within each mixed use designations.

### Mixed Use Neighborhood (MU-N)

**The purpose of this designation is to allocate areas where neighborhood-serving uses and dwellings are seamlessly integrated into the urban fabric.**



**The intent is to avoid predominantly single-use developments by incorporating a variety of uses. Land uses in these areas should be primarily residential with supporting non-residential services.**

Non-residential uses in these areas tend to be smaller scale and provide goods or services that people typically do not travel far for (approximately one mile) and need regularly. Employment opportunities for those living in the neighborhood are encouraged. Connectivity and access between the non-residential and residential land uses is particularly critical in MU-N areas. Tree-lined, narrow streets are encouraged. Developments are also encouraged to be designed according to the conceptual MU-N plan depicted in Figure 3D.

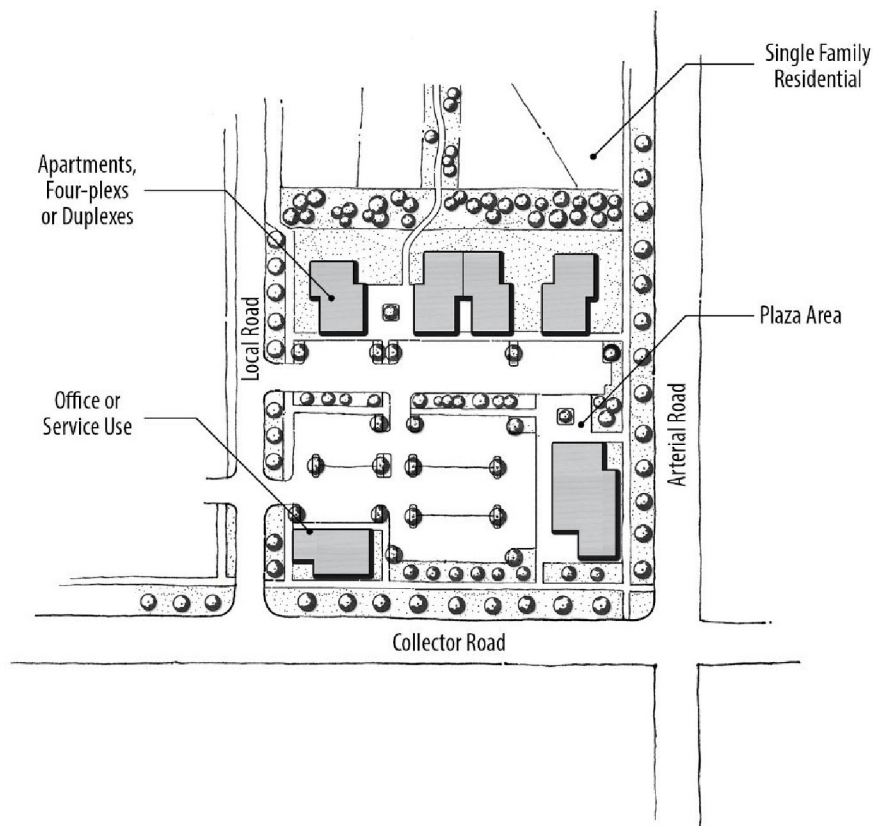


Figure 3D. Mixed Use Neighborhood Concept Diagram. See also Appendix, Figure FA1 for Color Diagram with markup. See also Appendix, Figure FA2 for Color Diagram with markup.

In reviewing development applications, the City will consider the following items in MU-N areas:

- Development must comply with the Functional Integration principles for development in all Mixed Use areas.

- Residential uses are expected to comprise between 30% and 60% of the development area, with gross densities ranging from 6 to 12 units/acre (of the residential area).
- Multiple residential product types are desired within a single mixed use area. See Sample uses appropriate in MU-N areas, below.
- A street pattern grid is encouraged for residential areas, and most blocks should be no more than 600' long, similar to Old Town; larger blocks are allowed parallel to arterial streets and integration of natural features is encouraged.
- Supportive and proportional public and/or quasi-public spaces and places should comprise a minimum of 10% of the development area.
- Where the development site has transit available or stops are planned, an additional 10% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.
- Sample uses appropriate in MU-N areas include: single-family, alley-loaded single-family homes, single-family homes with accessory dwelling units, townhouses, small-scale multi-family developments such as fourplexes, condominiums, neighborhood grocers, drug stores, coffee/sandwich/ice-cream shops, vertically integrated buildings, live-work spaces, dry cleaner/laundromat, salons/spas, daycares, neighborhood-scale professional offices, gift shops, schools, parks, churches, clubhouses, public uses, and other appropriate neighborhood-scale uses. Sample zoning includes: R-8, R-15, TN-R, TN-C, L-O, and C-N.

### Mixed Use Community (MU-C)

**The purpose of this designation is to allocate areas where community-serving uses and dwellings are seamlessly integrated into the urban fabric.**

**The intent is to integrate a variety of uses, including residential, and to avoid mainly single-use and strip commercial type buildings.**

Non-residential buildings in these areas tend to be larger than in Mixed Use Neighborhood (MU-N) areas, but not as large as in Mixed Use Regional (MU-R) areas. Goods and services in these areas tend to be of the variety that people will mainly travel by car to, but also walk or bike to (up to three or four miles). Employment opportunities for those living in and around the neighborhood are encouraged. Developments are encouraged to be designed according to the conceptual MU-C plan depicted in Figure 3E.

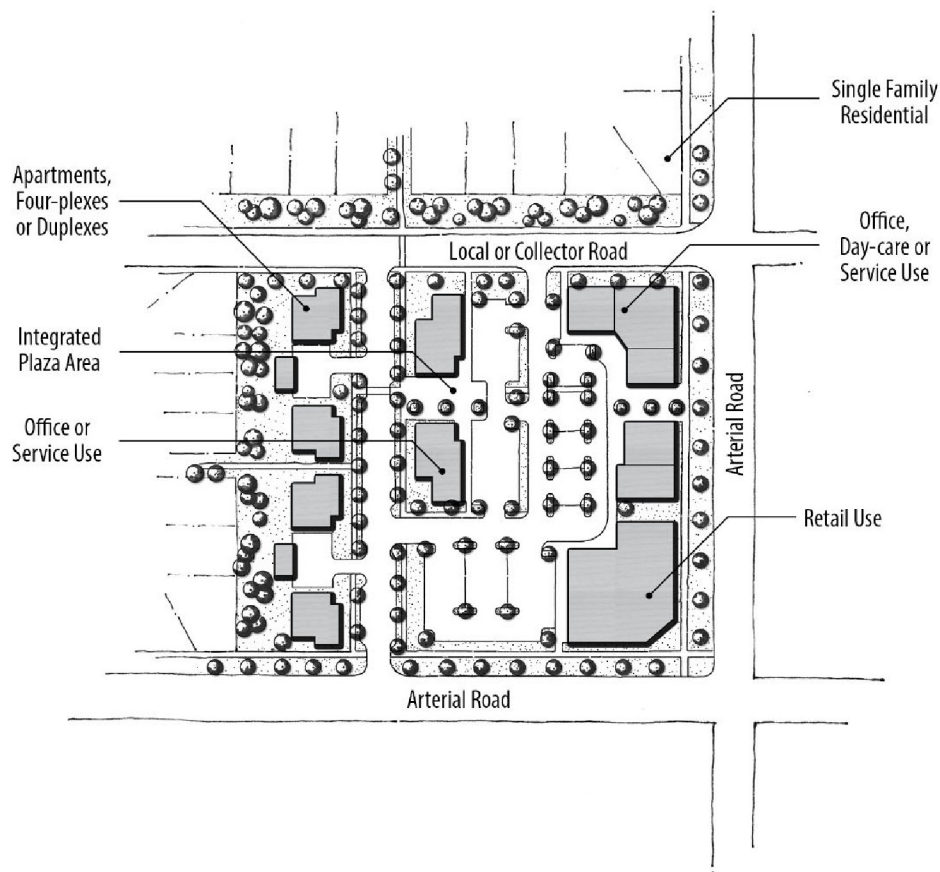


Figure 3E. Mixed Use Community Concept Diagram. See also Appendix, Figure FA3 for Color Diagram with markup.

In reviewing development applications, the City will consider the following items in MU-C areas:

- Development must comply with the Functional Integration principles for development in all Mixed Use areas.
- Residential uses are expected to comprise between 20% and 50% of the development area, with gross densities ranging from 6 to 15 units/acre (of the residential area).
- Supportive and proportional public and/or quasi-public spaces and places should comprise a minimum of 5% of the development area are required.
- Where the development site has transit available or stops are planned, an additional 15% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip

capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.

- Sample uses appropriate in MU-C areas include: All MU-N categories, community scale grocers, clothing stores, garden centers, hardware stores, restaurants, banks, drive-thru facilities, auto service station, retail shops, and other appropriate community-serving uses. Sample zoning includes: R-15, R-40, TN-R, TN-C, C-C, and L-O.

### Mixed Use Regional (MU-R)

**The purpose of this designation is to provide a mix of employment, retail, residential dwellings, and public uses near major arterial intersections.**

**The intent is to integrate a variety of uses together, including residential, and to avoid predominantly single use developments such as a regional retail center with only restaurants and other commercial uses.**

Developments should be anchored by uses that have a regional draw with the appropriate supporting uses. For example, an employment center should have supporting retail uses; a retail center should have supporting residential uses as well as supportive neighborhood and community services. The standards for the MU-R designation provide an incentive for larger public and quasi-public uses where they provide a meaningful and appropriate mix to the development. The developments are encouraged to be designed consistent with the conceptual MU-R plan depicted in Figure 3F.

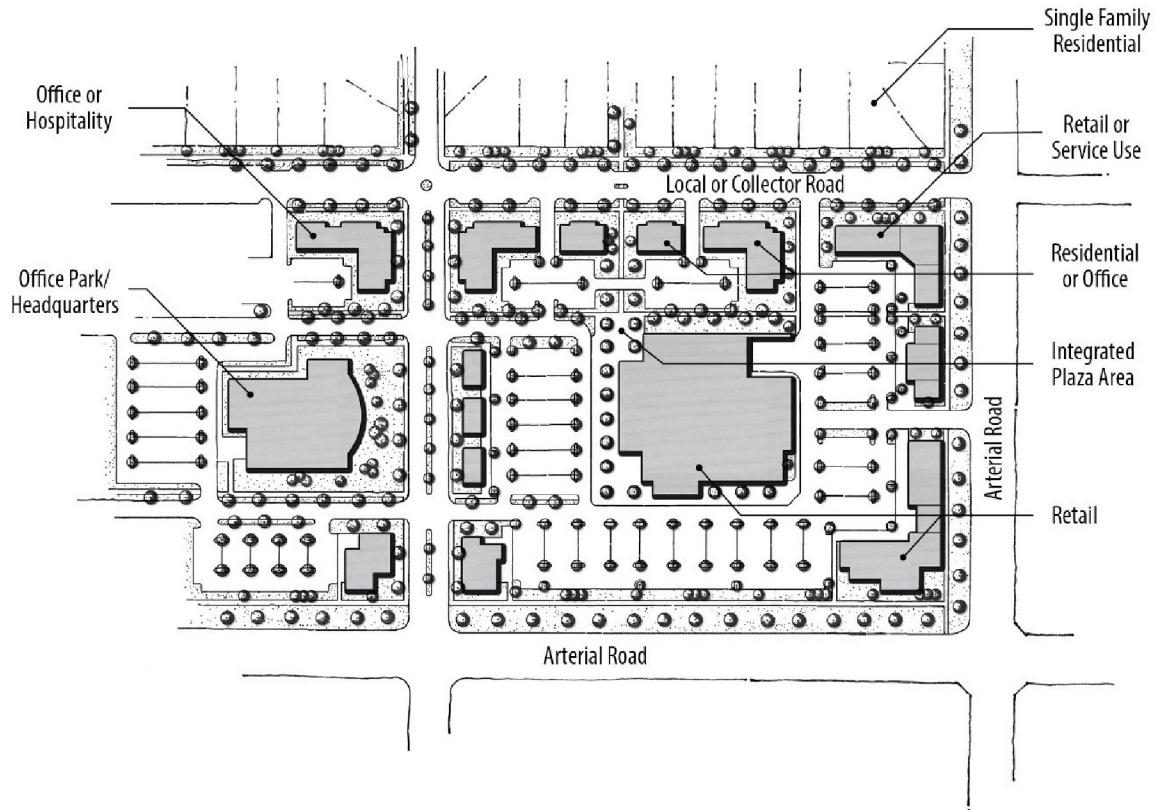


Figure 3F. Mixed Use Regional Concept Diagram. See also Appendix, Figure FA4 for Color Diagram with Markup.

In reviewing development applications, the City will consider the following items in MU-R areas:

- Development must comply with the Functional Integration principles for development in all Mixed Use areas.
- Residential uses are expected to comprise between 10% and 30% of the development area, with gross densities ranging from 6 to 40 units/acre (of the residential area).
- The minimum for non-retail commercial uses such as light-office, office, clean industry, or entertainment uses, is 20% of the mixed use area.
- Retail commercial uses should comprise a maximum of 50% of the development area.
- Where the development proposes public and quasi-public uses to support the development, the developer may be eligible for the following additional coverage area bonuses for retail or residential development (beyond the base allowance):



- For land that is designated for a public use, such as a library or school, the developer is eligible for a 2:1 bonus (e.g. - if there is a one-acre library site planned and dedicated, the project would be eligible for two additional acres of retail development).
- For active and shared open space or passive recreation areas, such as a park, tot-lot, or playfield, the developer is eligible for a 2:1 bonus (e.g. - if a park is 10 acres in area, the site would be eligible for 20 additional acres of retail development).
- For plazas that are integrated into a retail project, the developer would be eligible for a 6:1 bonus. Such plazas should provide a focal point (such as a fountain, statue, and water feature), seating areas, and some weather protection. That would mean that by providing a half-acre plaza, the developer would be eligible for three additional acres of retail development.
- Where the development site has transit available or stops are planned, an additional 20% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.
- Sample uses, appropriate in MU-R areas would include: All MU-N and MU-C categories, entertainment uses, major employment centers, clean industry, and other appropriate regional-serving uses. Sample zoning includes: R-15, R-40, TN-C, C-G, and M-E.

### Mixed Use Non-Residential (MU-NR)

**The purpose of this designation is to designate areas where new residential dwellings will not be permitted, as residential uses are not compatible with planned and/or existing uses in these areas.**

For example, MU-NR areas are used near the City's Wastewater Resource Recovery Facility and where there are heavy industrial or other hazardous operations that need to be buffered from residential. Developments are encouraged to be designed similar to the conceptual MU-NR plan depicted in Figure 3G.

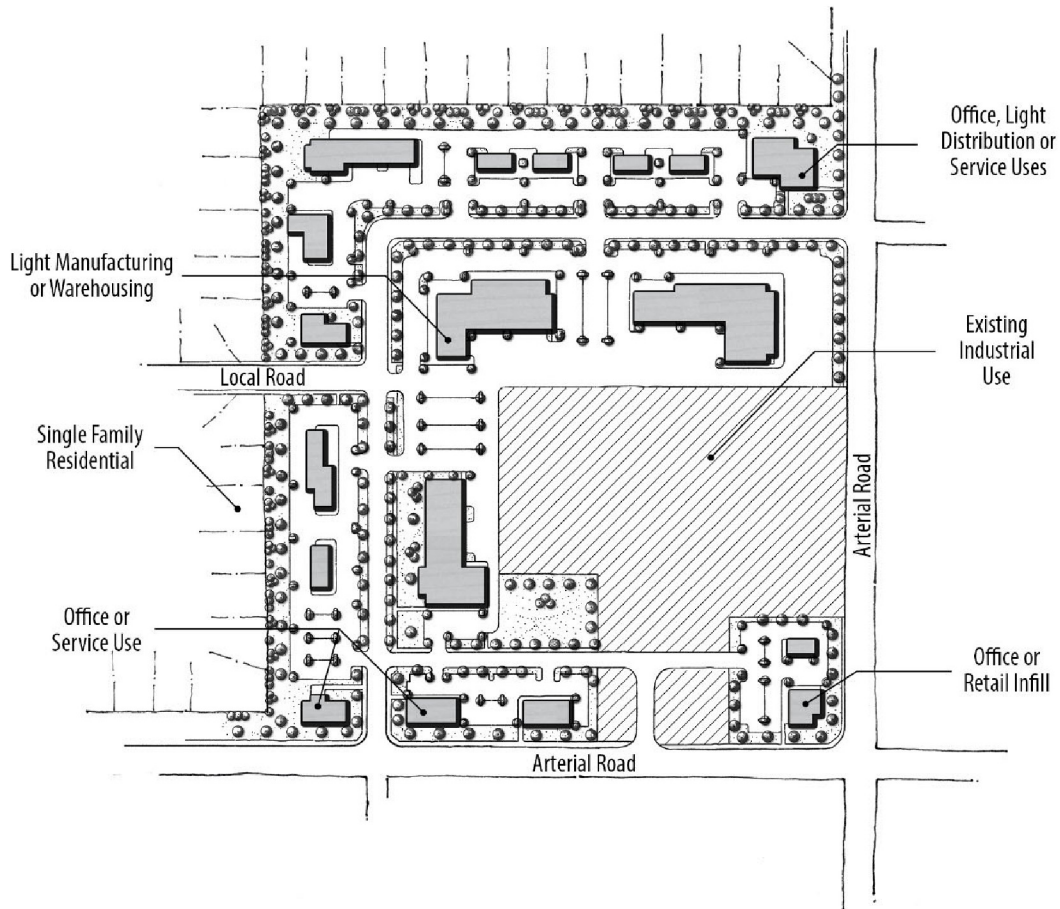


Figure 3G. Mixed Use Non-Residential Concept Diagram.

In reviewing development applications, the City will consider the following items in MU-NR areas:

- No new residential uses will be permitted (existing residential may remain).
- Development is not required to comply with the minimum number of use types in the Functional Integration principles; only two use types are required.
- There is neither a minimum nor maximum imposed on non-retail commercial uses such as office, industry, or warehouse uses. Food service and restaurants are encouraged in support of other adjacent employment oriented product.
- A transitional use such as professional office or public/quasi-public plaza is encouraged on the perimeter of the MU-NR areas between any existing or planned residential development.
- Sample uses, appropriate in MU-NR areas would include: employment centers, professional offices, flex buildings, warehousing, industry, storage facilities and. Sample zoning includes: C-C, C-G, L-O, M-E, H-E, I-L, and I-H.

### Mixed Use Interchange (MU-I)

The purpose of this designation is to call out areas around SH-16 interchanges, and to acknowledge that this land is very visible. These areas will be served by interchange

ramps and restricted local access. There are two SH-16 interchange areas, one located at US 20-26 and one at Ustick Road, that differ from the other Mixed Use categories in that a much stronger emphasis will be placed upon gateway elements and traffic flow/trip generation factors when reviewing new land use applications. Uses in these areas will need to be compatible with the impacts of a freeway interchange. These areas are not intended for high volume trips, either aggregated over the larger planned MU-I area, or as individual use types. The intention is to protect the immediate vicinity of the interchange from traffic conflicts and shift the high traffic-generating uses away from the immediate vicinity of the interchange to other, nearby areas.

In reviewing development applications, the City will consider the following items in MU-I areas:

- Development must comply with the Functional Integration principles for development in all Mixed Use areas.
- Areas in close proximity to interchanges and interchange ramps (and which are further from public access to major roadways) are not appropriate for residential uses intended for senior care, low-income, or other residents and families that may be more sensitive to noise, emissions, or adversely impacted by increased travel times to essential services.
- Land uses within the MU-I areas and adjacent to the SH-16 corridor will be carefully examined for their potential impacts on nearby existing and planned retail and restaurant uses in Commercial and Mixed future land use areas.
- A traffic impact study or other traffic analysis may be required for developments in these areas.
- Vehicular access points must be located as far as practical from interchange ramps. Future uses should be planned to integrate with a frontage/backage road type circulation system, ensuring high visibility property is able to develop with desired uses such as office or technology/research parks to support the economy, job-base, and reduce local trips on the regional network.
- Regional ridesharing, park-and-ride and transit transfer facilities are strongly encouraged.
- The SH-16/US 20-26 interchange will be one of only two regional gateways to the City of Meridian for travelers coming from north of the Boise River (the other being Linder Road). As such, buildings, landscaping, and other design features at this interchange should reflect Meridian's heritage, quality, and character.
- Examples of uses include schools, post office or library branches, office uses, light residential (low density with minimal trip generation) developments, athletic clubs, and technology/research parks.

### Ten Mile Interchange Specific Area Plan

The City developed a specific plan for approximately 2,800 acres bordered (roughly) by Linder Road to the east; McDermott Road to the west; the Union Pacific Railroad line to the north; and ½ mile south of Overland Road on the south. The specific area plan is an addendum to this Comprehensive Plan and 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.

It is important to note that the Ten Mile Interchange Specific Area Plan (TMISAP) uses different land use designations than the rest of the FLUM. While there are some similarities (for example Low Density Residential), there are also new designations which do not exist outside of this Ten Mile area. It is expected that development within Ten Mile area Mixed Use designations be designed consistent with the Functional Integration principles herein. The TMISAP was adopted as an addendum to the City of Meridian Comprehensive Plan on June 19, 2007, by Resolutions Numbers 07-563 (Map) and 07-564 (Text). Development in the Ten Mile Interchange area will also be reviewed using the TMISAP. See the Ten Mile Interchange Specific Area Plan for more details of this area.

## **EXHIBIT D: APPENDIX F**



# Appendix F: Mixed Use Examples

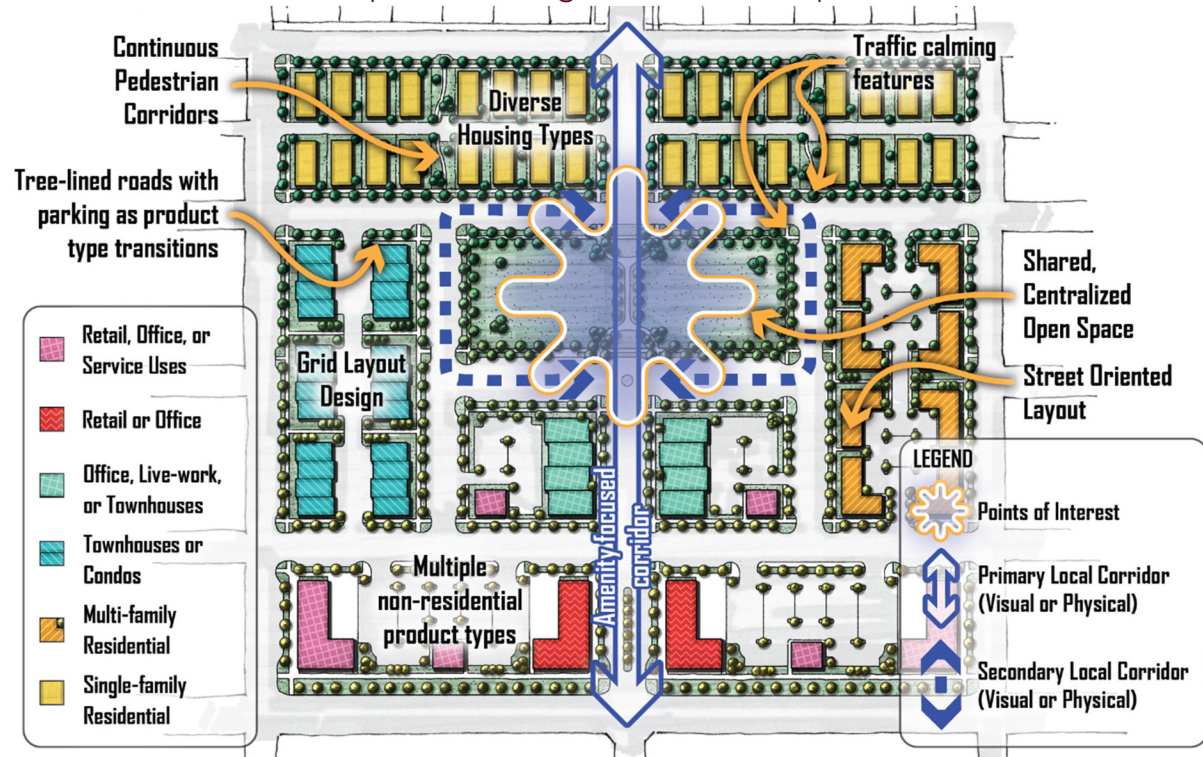
## A. Mixed Use Concepts with Additional Annotation

The following images are colorized versions of the mixed use concept included in the Land Use section of the Comprehensive Plan. These colorized concepts include additional annotation styles that more closely align with aerial examples of real mixed use projects in Appendix F, Section B. These are intended to better identify different building types, and to correlate design features with actual mixed use projects.

The following definitions may be helpful when reviewing these concepts:

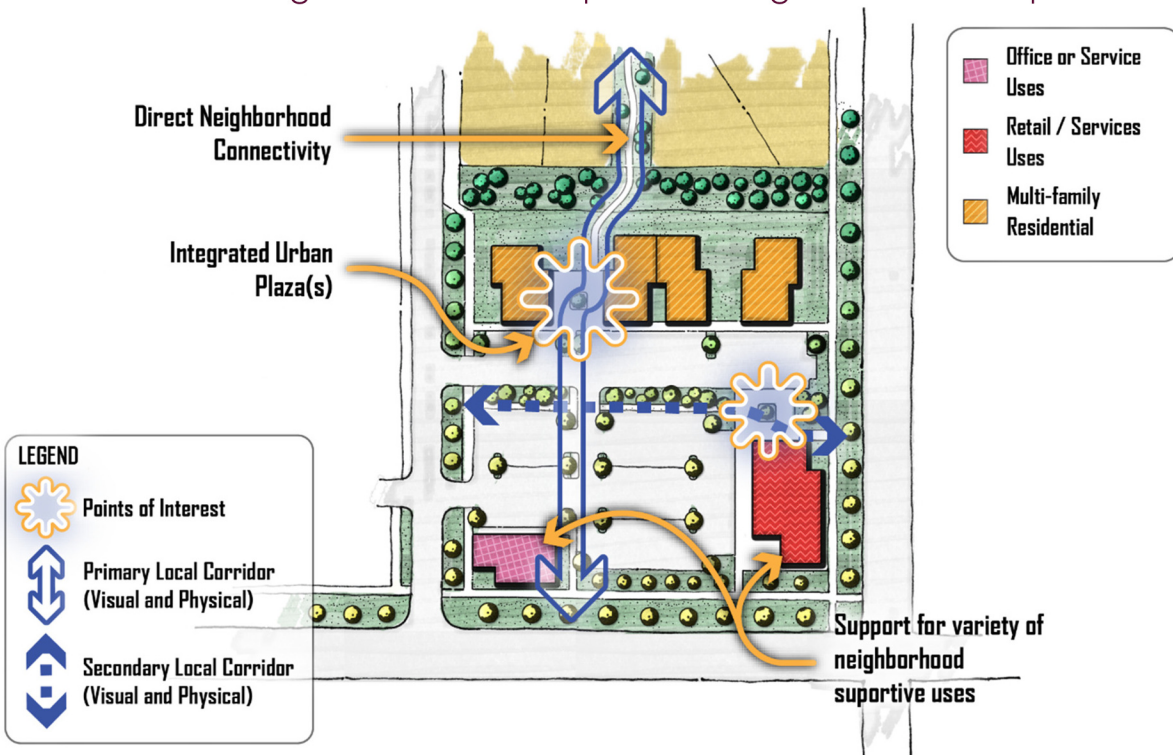
- **Points of Interest:** Generally intended as public spaces such as an urban plaza or small park, but may also be a historical site, a building with architectural interest, a landmark with significance, or some other unique visual point of interest.
- **Primary Local Corridor (Visual and Physical):** The main transportation and/or visual corridor linking the area; size is relative. When depicting a roadway, the cross-section is context sensitive to the adjacent land use. This could be considered the main thoroughfare or feature.
- **Secondary Local Corridor (Visual and Physical):** Secondary transportation and/or visual corridors linking the area; size is relative. When depicting a roadway, the cross-section context sensitive. This is often shown as pedestrian connections but may also be secondary vehicular to highlight pedestrian prioritized areas.

## FA1 Mixed Use Concept Color Diagram with Markup



Note: See Chapter 3 Evolving, Land Use, Mixed Use for companion graphic.

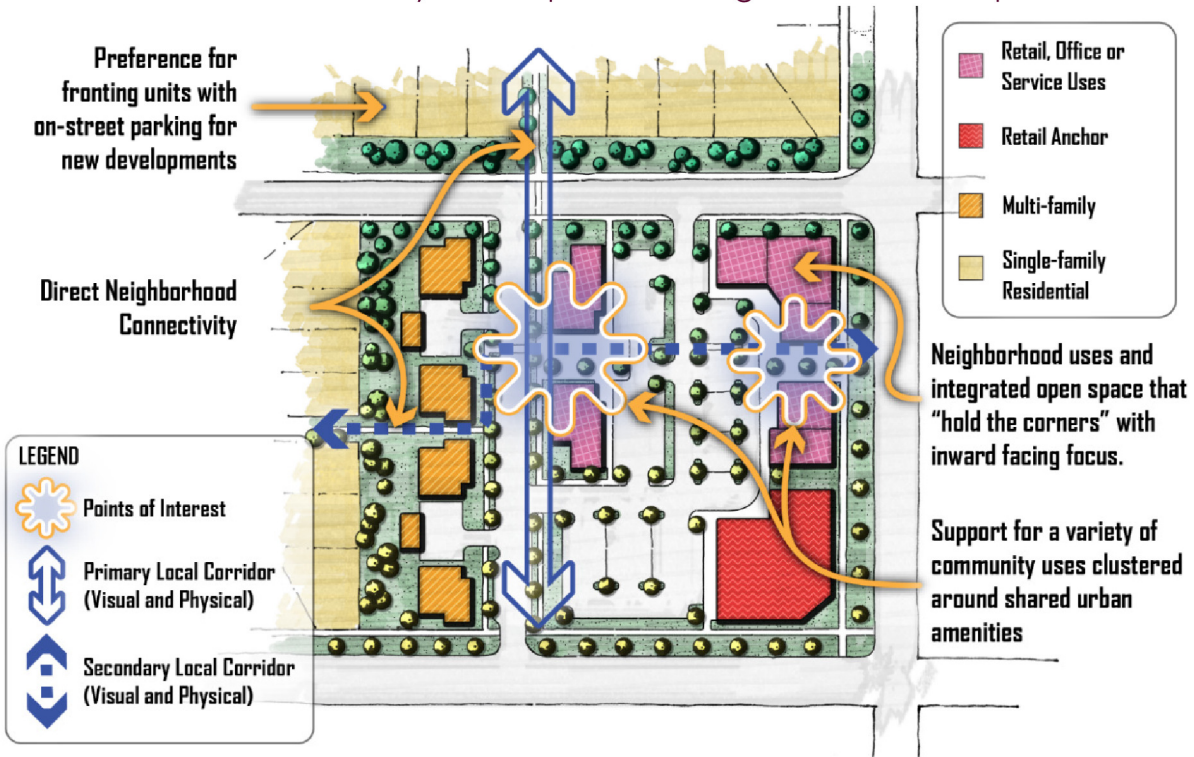
## FA2 Mixed Use Neighborhood Concept Color Diagram with Markup



Note: See Chapter 3 Evolving, Land Use, Mixed Use for companion graphic.

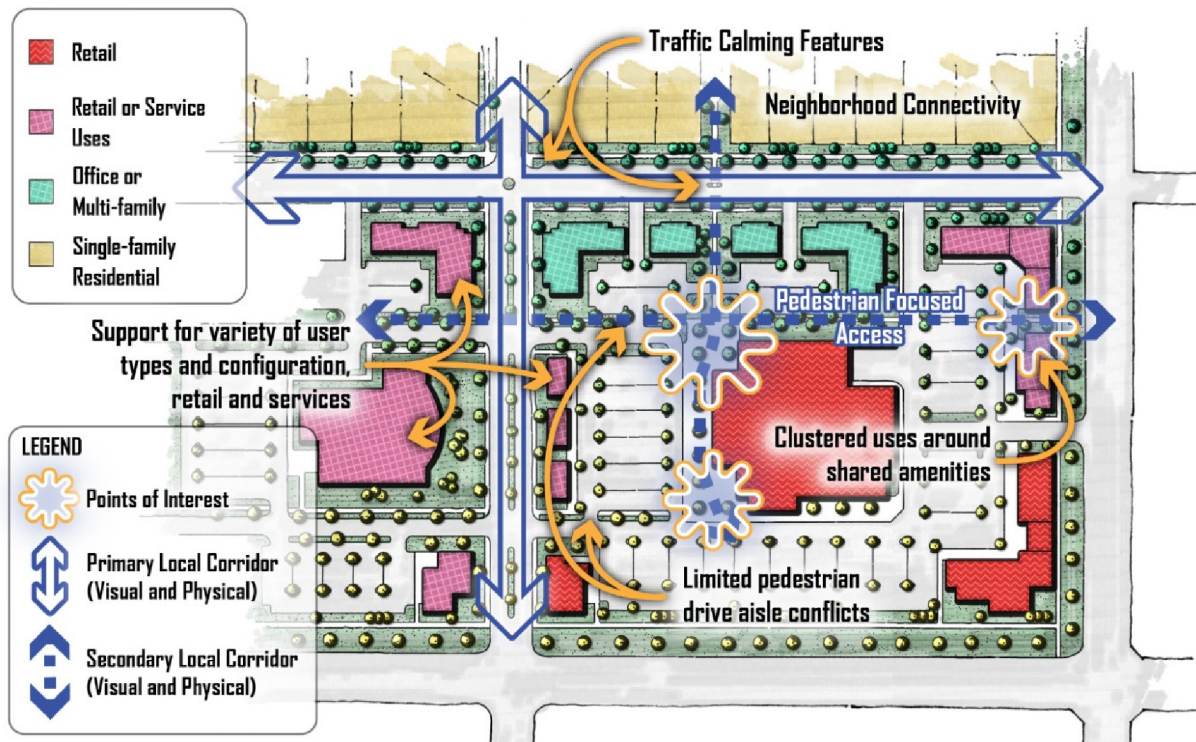


### FA3 Mixed Use Community Concept Color Diagram with Markup



Note: See Chapter 3 Evolving, Land Use, Mixed Use for companion graphic.

### FA4 Mixed Use Regional Concept Color Diagram with Markup



Note: See Chapter 3 Evolving, Land Use, Mixed Use for companion graphic.

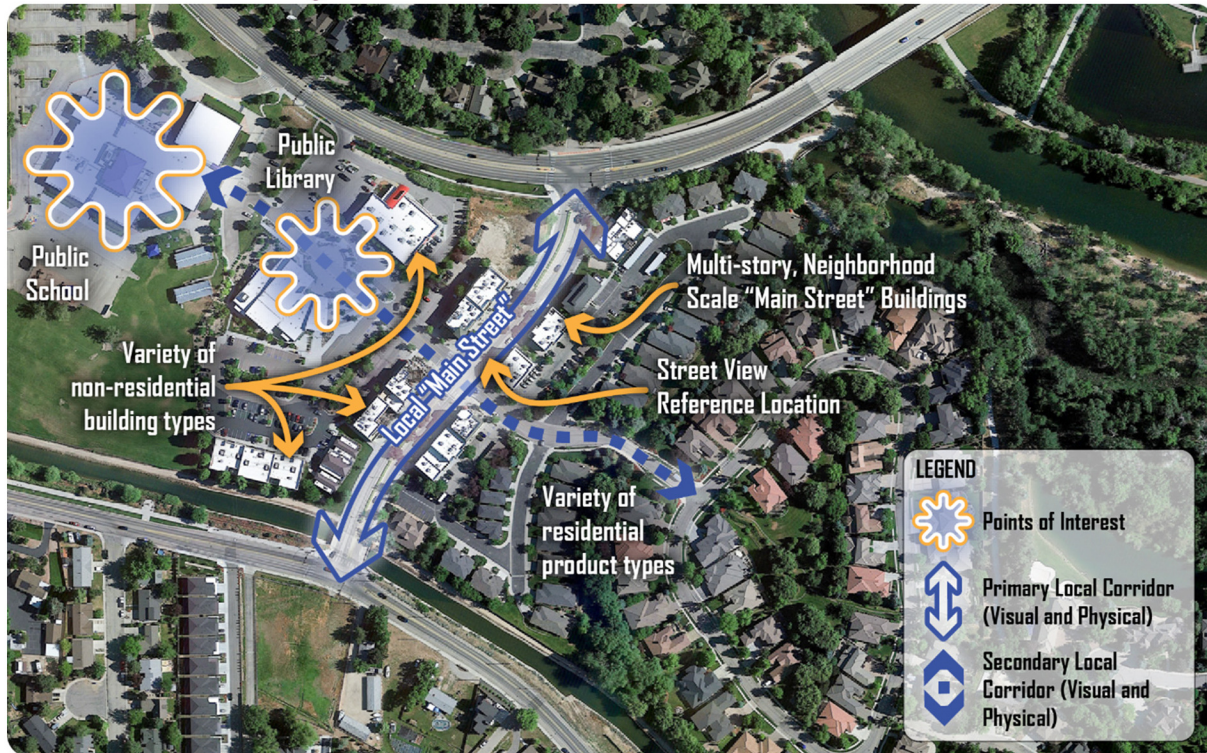
## B. Mixed Use Project Examples

Images on the following pages include aerial and street view photo examples of mixed use projects. These images are intended to supplement conceptual graphics included in Appendix F, Section A, and the general text of the Comprehensive Plan. Reference points on aerial images indicate the location of any companion street view examples.

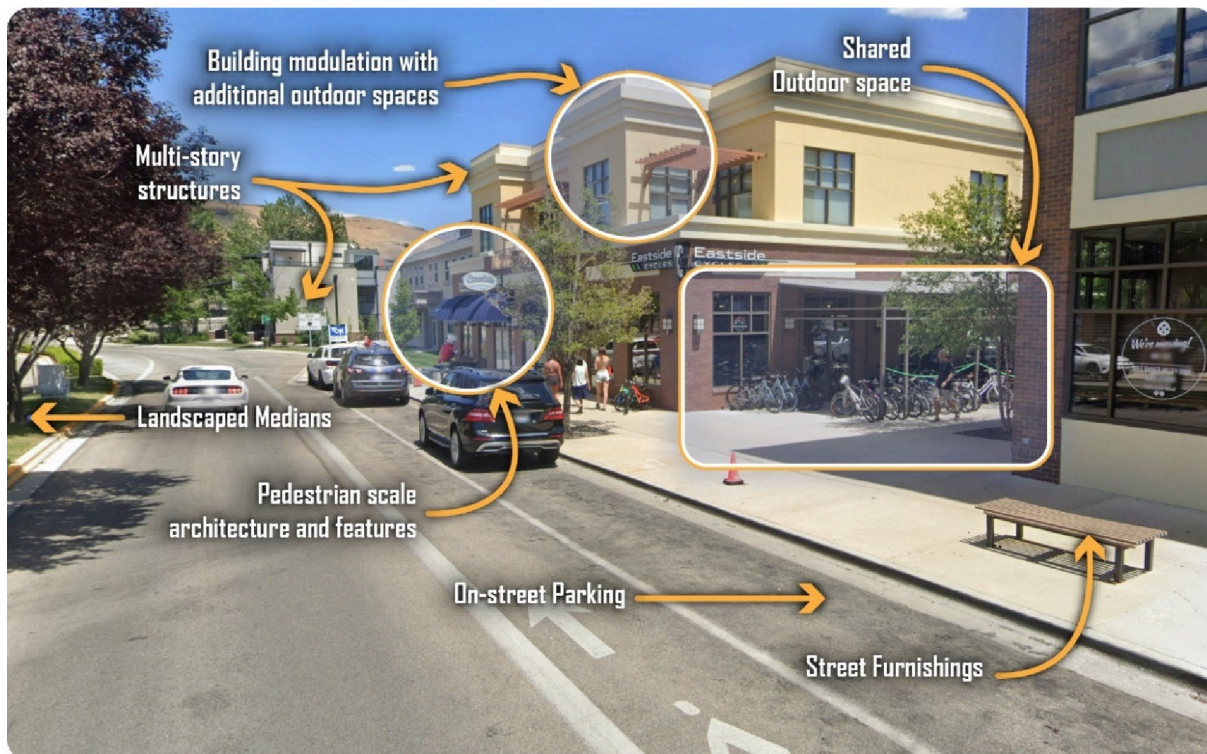
These examples are all real-life, developed, unique projects with locations and land development policies that vary across the Country.



## FB1 Bown Crossing Mixed Use Area



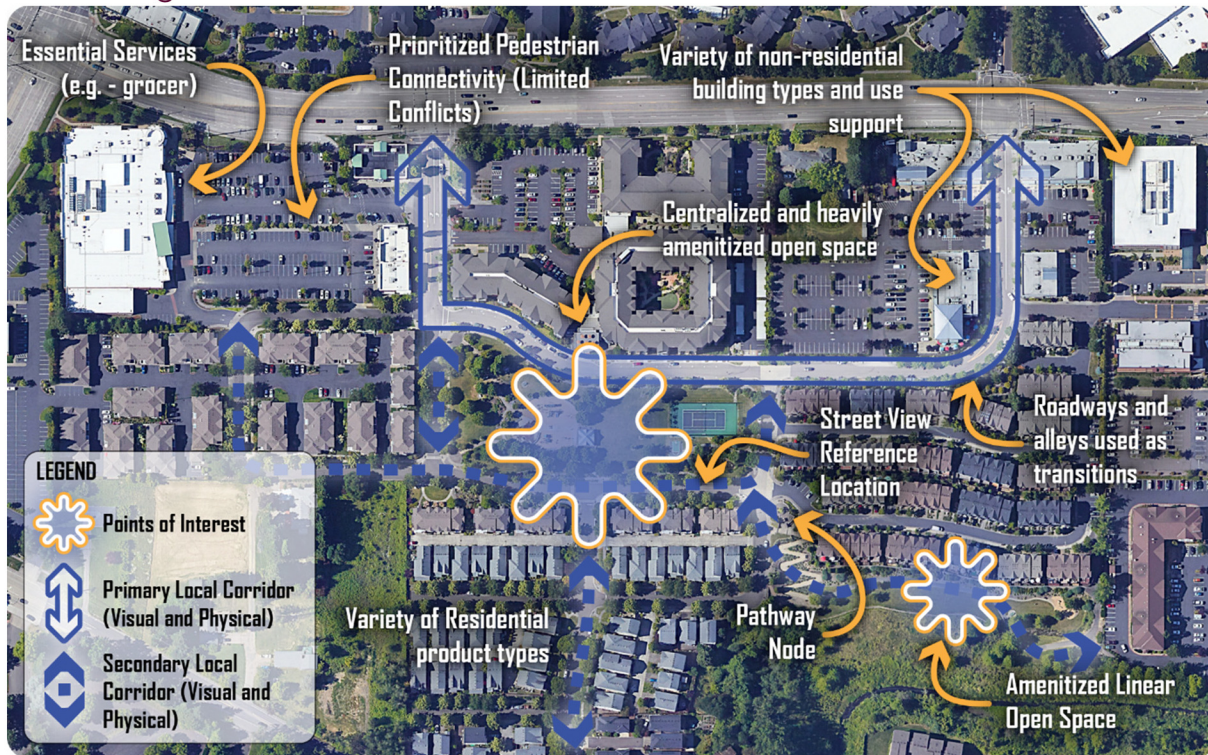
Source: Google Earth Pro, Bown Crossing Mixed Use Area, Boise, Idaho 43°34'27.13"N, 116° 9'17.73"W. [Accessed June 2023].



Source: Google Earth Pro, Bown Crossing Mixed Use Area, Boise, Idaho 43°34'27.13"N, 116° 9'17.73"W. [Accessed June 2023].



## FB2 Magnolia Mixed Use Area



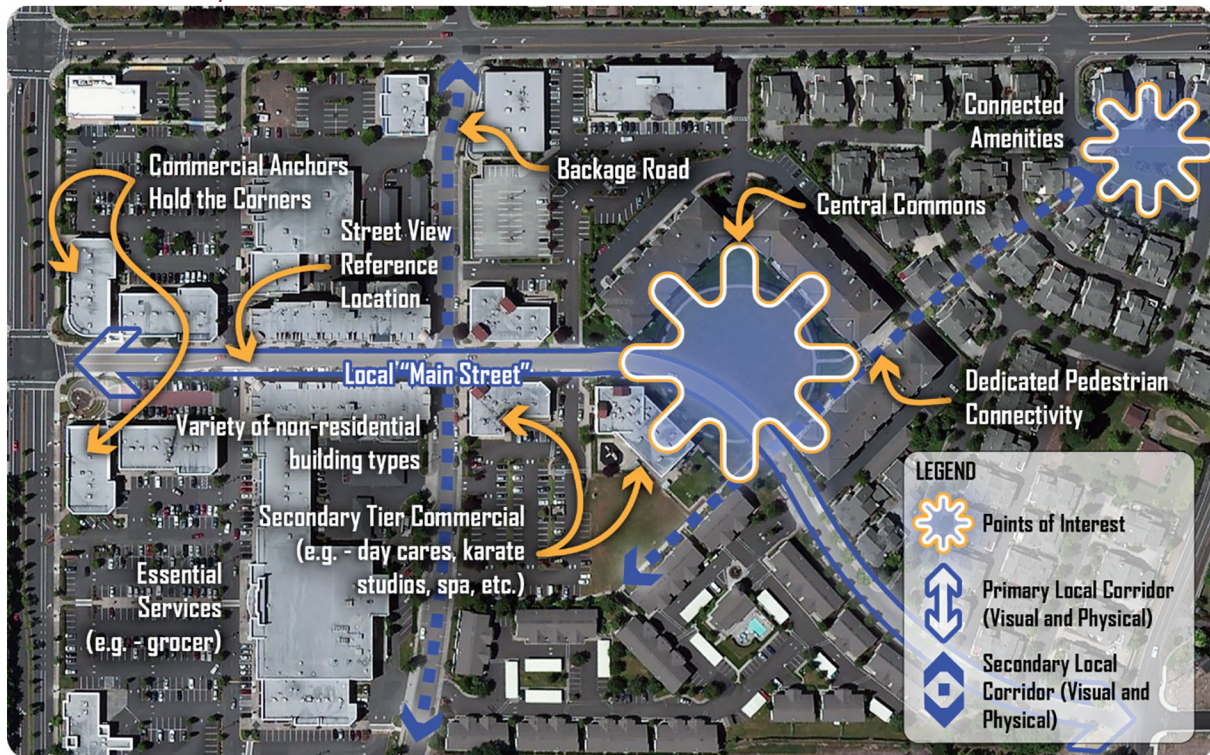
Source: Google Earth Pro, Magnolia Park Mixed Use Area, Hillsboro, Oregon 45°31'57.64"N, 122°52'27.07"W. [Accessed June 2023].



Source: Google Earth Pro, Magnolia Park Mixed Use Area, Hillsboro, Oregon 45°31'57.64"N, 122°52'27.07"W. [Accessed June 2023].



### FB3 Bethany Mixed Use Area



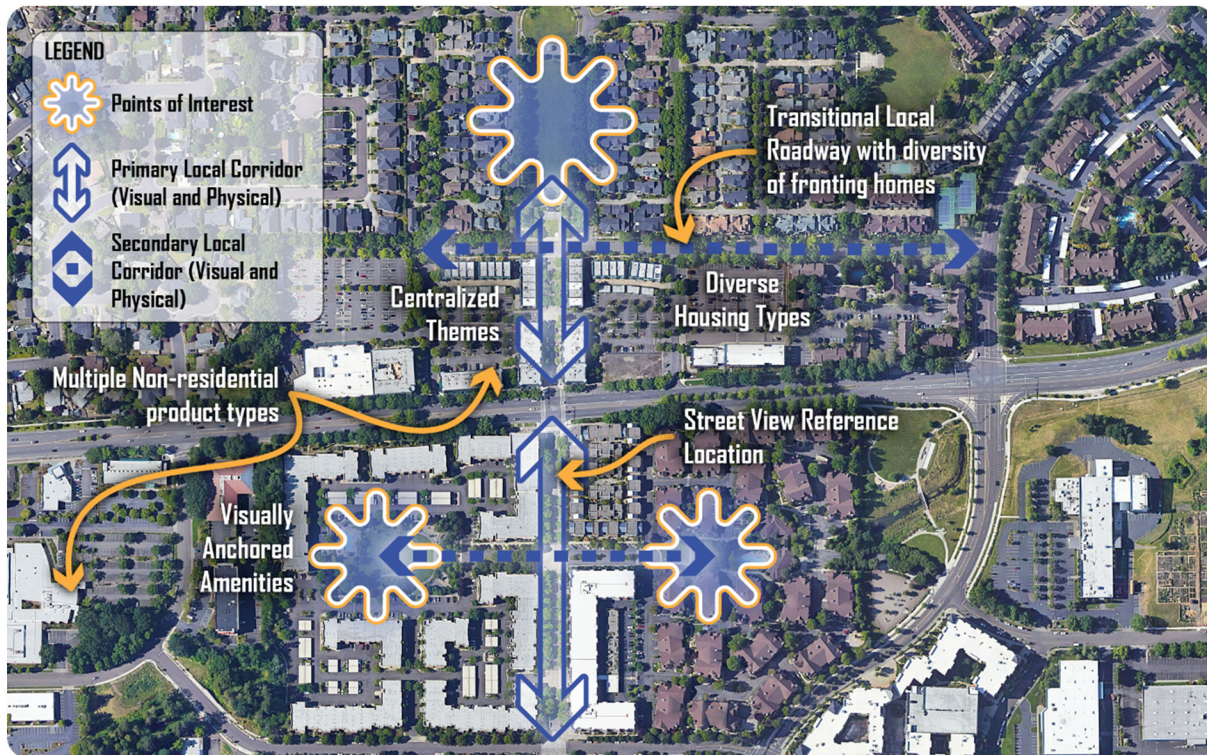
Source: Google Earth Pro, Bethany Village Mixed Use Area, Bethany, Oregon  
 45°33'16.28"N, 122°49'57.44"W. [Accessed June 2023]



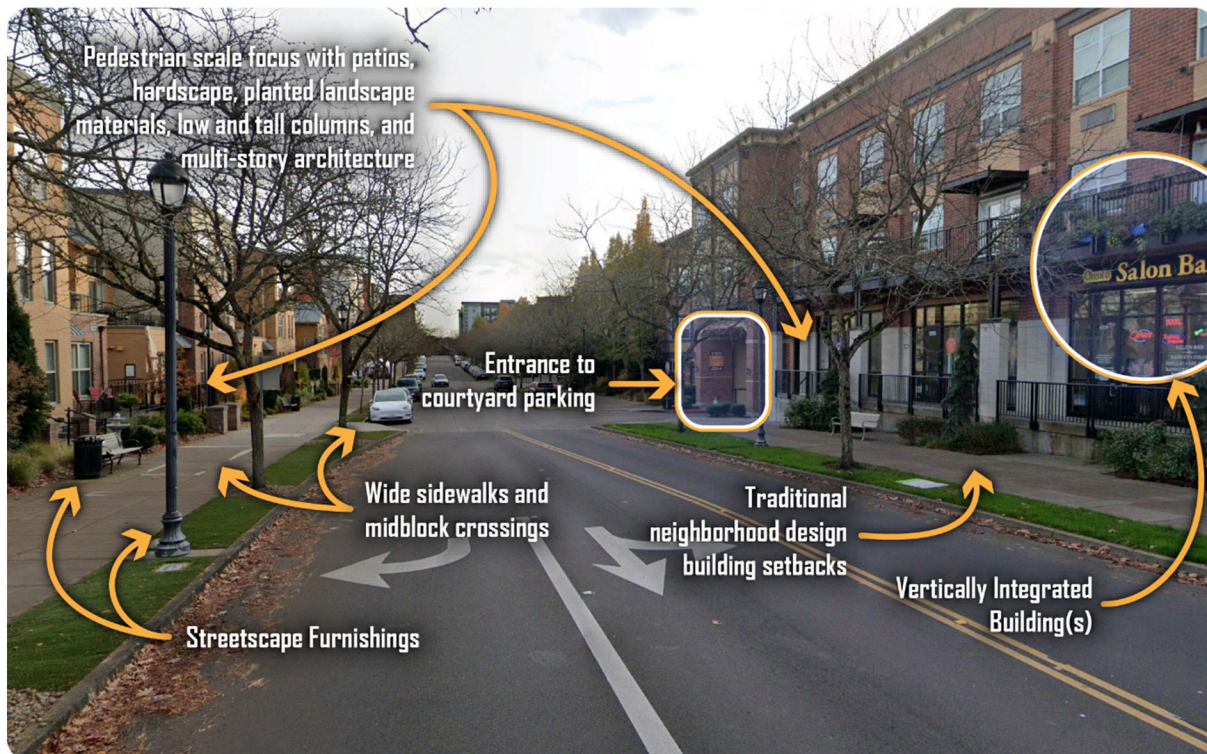
Source: Google Earth Pro, Bethany Village Mixed Use Area, Bethany, Oregon  
 45°33'16.28"N, 122°49'57.44"W. [Accessed June 2023]



## FB4 Orenco Mixed Use Area



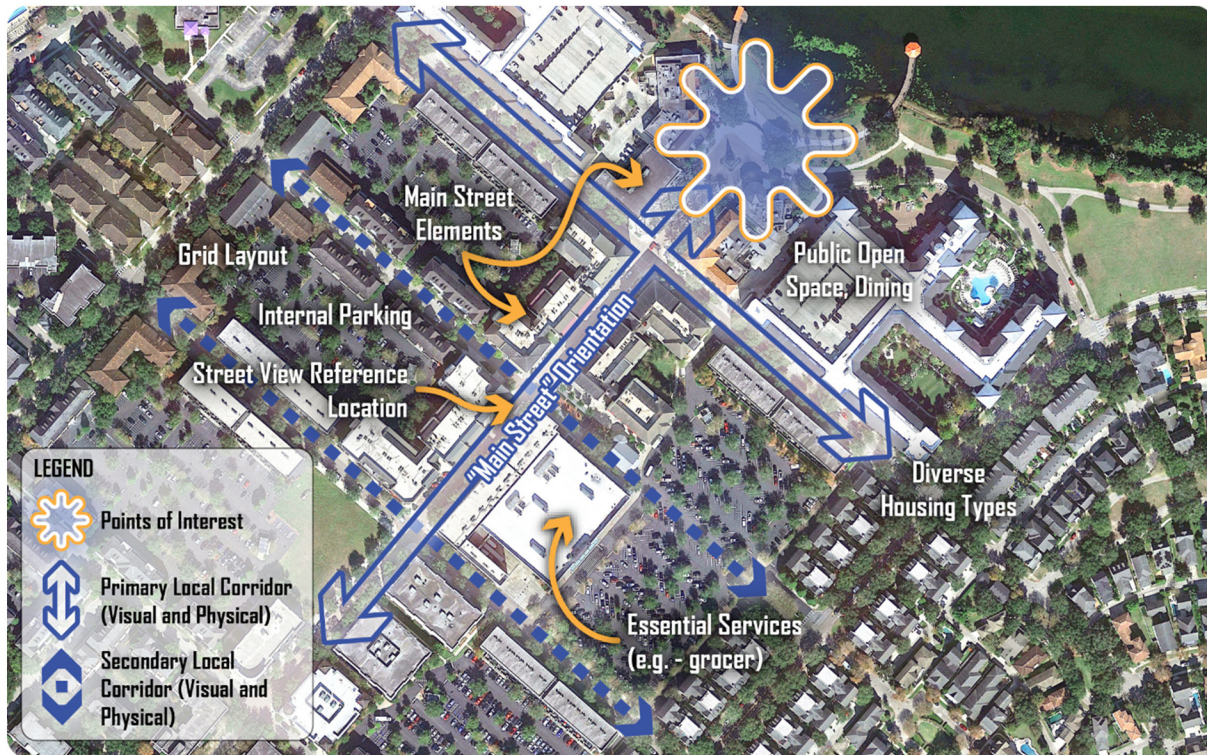
Source: Google Earth Pro, Orenco Station Mixed Use Area, Hillsboro, Oregon  
 45°32'2.09"N, 122°55'0.66"W. [Accessed June 2023]



Source: Google Earth Pro, Orenco Station Mixed Use Area, Hillsboro, Oregon  
 45°32'2.09"N, 122°55'0.66"W. [Accessed June 2023]



## FB5 Baldwin Park Mixed Use Area



Source: Google Earth Pro, Baldwin Park, Orlando, Florida 28°33'59.76"N, 81°19'40.37"W.  
[Accessed June 2023]



Source: Google Earth Pro, Baldwin Park, Orlando, Florida 28°33'59.76"N, 81°19'40.37"W.  
[Accessed June 2023]

### C. Public Spaces, Node, and Link Examples

The following images are examples of pathways and public spaces that may be appropriate in mixed use areas. These are organized by interconnected **nodes** and **links**. Nodes are often places of respite or of focal activity, and activated with amenities that usually include constructed hardscape or play elements. Links are features such as pathways or linear spaces connecting nodes, usually visibly, and in a meaningful and interrelated context.

These examples are all developed in unique projects with locations, environments, and land development policies that vary across the County. However, the design nodes and links depicted may be replicated in similar settings within Meridian.

NOTE: For the draft version below, text is located below the image, for suggesting revisions and to track changes. Final text will be overlaid on the images instead (and likely integrated into metadata).



## FC1 Link, Linear Open Space with Pathway



Detached pathway link between a variety of residential and non-residential uses. Pathway parallels linear open space and includes amenities.

Source: Google Earth Pro, Lincoln Gateway, Lincoln, California 38°53'3.75"N, 121°17'27.93"W. [Accessed June 2023]

## FC2 Link, Pathway Link



Thematic pathway bridge provides architectural character integration of the pedestrian network into the surrounding development amenities.

Source: Google Earth Pro, Caldwell, Idaho 43°40'2.10"N, 116°41'23.73"W. [Accessed June 2023]



### FC3 Link, Shared Purpose Pathway Corridor



Pathway links can be accommodated in areas where development is otherwise difficult, but should be attractively improved and integrate thoughtfully into the overall site design and mix of uses.

*Source: Google Earth Pro, Lincoln, California 38°51'51.35"N, 121°19'0.91"W. [Accessed June 2023]*

#### FC4 Link, Linear Urban Open Space



Linear open spaces may not only follow naturalized amenities, but also external to developments and include integration with streetscape and utilized as shared open space.

Source: Google Earth Pro, Baccus Park Streetscape, Plano, Texas 33° 4'54.47"N, 96°49'14.81"W. [Accessed June 2023]



## FC5 Node, Urban Plaza Open Space



Urban Plazas provide both permanent constructed features along with planted materials, and include year-round seasonal interest. Lighting, protected spaces, shade, and places for both social experiences or quiet escape are important.

*Source: Google Earth Pro, Baccus Park, Plano, Texas 33° 4'53.70"N, 96°49'16.41"W.  
[Accessed June 2023]*

## FC6 Node, Micro Plaza on Neighborhood Pathway



Pathway node with highly contextual, permanent constructed features. Pathway link meanders across visible open space towards an activity node (see Figure FB2).

*Source: Google Earth Pro, Magnolia Mixed Use Project, Hillsboro, Oregon 45°31'56.05"N, 122°52'21.10"W. [Accessed June 2023]*



## FC7 Node, Shared Open Space



Community open space shared among multiple developments and benefiting both local residential and employment uses. Shared space increases opportunities for improved location, increased size, and additional amenities, and enhances identity for a neighborhood.

Source: Google Earth Pro, Gramercy Park, Meridian, Idaho 43°35'8.47"N, 116°21'43.52"W.  
[Accessed June 2023]

## FC8 Node, Non-residential Open Space



Non-residential open space can be used to integrate development signage, raise awareness and improve identity, create amenities for restaurants and other specialized services, and serve to enhance the destination appeal of retail and service uses.

Source: Google Earth Pro, Lincoln Gateway, Lincoln, California 38°53'4.16"N, 121°17'35.24"W. [Accessed June 2023]



## FC9 Nodes and Links, Destination Commercial Open Space



Destination commercial spaces require fully integrated, desirable, and prioritized public spaces. A variety of hardscape, landscaping, and unique, thoughtful, and context specific amenities and features are essential.

*Source: Google Earth Pro, The Domain, Austin, Texas 30°24'6.10"N, 97°43'35.36"W.  
[Accessed June 2023]*

## D. Other Examples

The following examples are a variety of public space examples with unique features, such as having special functionality or in serving alternative transportation.

## FD1: Urban Spaces, Flexibility or Dedication



Community plazas can often have a focus, such as hosting community events. Conversely, spaces can also be designed with flexibility to address a variety of needs. Flexible spaces should still be intentional in providing a diversity of amenities.

Source: Google Earth Pro, Midtown Plaza, Carmel, Indiana 39°58'32.49"N, 86° 7'45.03"W.  
[Accessed June 2023]



## FD2: Urban Spaces, Multifunctional



Community plazas can serve multiple purposes. For example, the lines of delineation between weekday parking and special weekend event expansion can be seamless, and without sacrificing amenities for daily users or unique community features.

*Source: Google Earth Pro, Newman Plaza, Newman, California 37°18'55.59"N, 121°1'20.06"W. [Accessed June 2023]*



### FD3: Urban Spaces, Interior and Exterior Integration



Community plazas can serve as extensions of interior spaces such as libraries, community centers, and other civic places. Integration should positively influence site design and benefit the larger community when not programmed.

*Source: Google Earth Pro, Oakdale Community Center, Oakdale, California  
37°45'56.51"N, 120°50'54.92"W. [Accessed June 2023]*

#### FD4: Urban Spaces, Children at Play



Urban spaces may not always rely on large green space for play areas to be successful. Spaces can also be integrated into shopping areas, streetscape, and other unique conditions when activated with context appropriate amenities and design features.

*Source: Google Earth Pro, Village at Leesburg, Leesburg, Virginia 39° 5'22.94"N, 77°31'27.60"W. [Accessed June 2023]*



## FD5: Shared Neighborhood Spaces



A variety of housing products are desired to support a range of housing preferences and opportunities. Garden homes share common area of a size that would often be unavailable for any single owner alone.

*Source: Google Earth Pro, Daybreak, Utah 40°32'36.00"N, 112° 0'20.72"W. [Accessed June 2023]*



## FD6: Public-Private Integration



Integrating development opportunities with public streetscape increases opportunities to enhance visibility and contributes to identification and branding. Architecture and landscaping should also consider site and regional context.

*Source: Google Earth Pro, Daybreak, Utah 40°32'48.65"N, 112° 0'8.62"W. [Accessed September 2023]*

## FD7: Active and Public Transportation Along Linear Open Space



Linear open space can seamlessly serve pedestrians, alternative transportation, the business environment, and local residents. Activation of public spaces with amenities is essential to supporting a variety of both non-residential and residential uses.

*Source: Google Earth Pro, 16<sup>th</sup> Street Mall, Denver, Colorado 39°44'40.02"N, 104°59'28.50"W. [Accessed September 2023]. Note: As of 2023, revitalization and reconstruction are on-going.*



## FD8: Public Transportation & Shared Mobility



Mixed use areas should include public transit stops or other opportunities for shared mobility. Transit stop features should consider bus pullouts, shelter, and safety lighting. Other shared mobility features should include and integrate opportunities for safe and visible access, charging, and storage.

*Source: Google Earth Pro, Sunset Transit Center, Beaverton, Oregon 45°30'36.55"N, 122°46'53.16"W. [Accessed September 2023]*