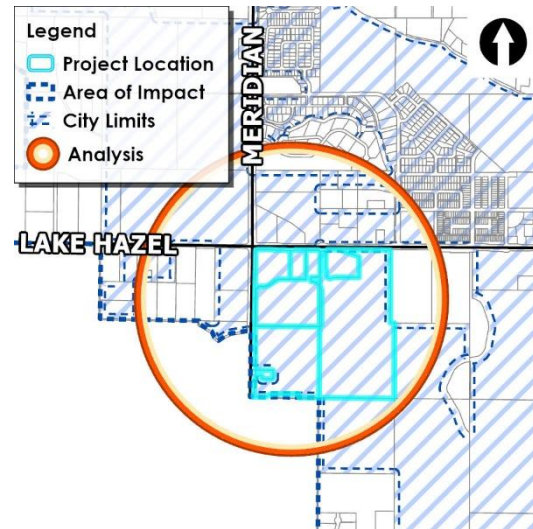


COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING DATE: 10/1/2026
TO: Planning & Zoning Commission
FROM: Nick Napoli, Associate Planner
208-884-5533
nnapoli@meridiancity.org
APPLICANT: Amanda McNutt
SUBJECT: Momentum Subdivision
H-2026-0036

LOCATION: Generally located at the southeast corner of Meridian Road and Lake Hazel in the east ½ of the northwest ¼ of Section 6, T.2N., R.1E.



I. PROJECT OVERVIEW

A. Summary

- Comprehensive Plan Map Amendment to change 60.97 acres of land from Medium-High Density Residential to the Mixed-use Regional Future Land Use Map Designation.
- Rezone of 19.0 acres of land from the R-15 to the R-40 zoning district.
- Preliminary Plat consisting of 11 residential buildable lots, 24 commercial lots, 3 commons lots on 106.1 acres of land with the C-G, R-15, and R-40 zoning designations.
- Development Agreement modification to create a new development agreement to update the concept plan, add design guidelines for the development, and update certain provisions.

B. Issues/Waivers

- The applicant provided an illustrative concept plan for the proposed map amendment; however, they are asking not to be tied to this concept plan as they would like the flexibility to change building locations, square footage, plaza locations, curb cuts, and number of buildings as market demands change. In addition, no concept plans were submitted for the residential portion.

For rezones city code requires the applicant to provide a conceptual development plan that depicts streets, site access, internal circulation patterns, connectivity to adjacent properties, parking, general location of buildings, including number of dwelling units and nonresidential building square footages, pedestrian walkways, and public or private open space. The recorded DA also requires an updated concept plan consistent with the FLUM designations. Although some flexibility is supported by staff, additional changes are warranted to ensure consistency with the existing and proposed FLUM designations. Therefore, the applicant

should provide a modified concept plan showing the requested changes listed in Section [IV](#). Commission may request to review changes before making a recommendation to city council.

- The applicant is proposing direct lot access to E. Lake Hazel Road for Lot 3, Block 1. ACHD and City Staff do not support this access because the lot will have direct access to the future north/south collector located immediately to the east. Additionally, the applicant has not requested a City Council waiver for the proposed access.
- The applicant did not request a City Council waiver to keep the Rawson Canal open; one is required.
- It is estimated that 207 school aged children will be added to the schools across all grade levels. Both Victory Middle School and Mountain View High School are over capacity.

C. Recommendation

Planning Division: Approval with conditions and a new development agreement.

Planning and Zoning Commission: Pending

D. Decision

City Council: Pending

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II.

COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Commercial	-
Proposed Land Use(s)	Commercial and Residential	-
Existing Zoning	C-G and R-15	VII.A.2
Proposed Zoning	C-G, R-15, and R-40	
Adopted FLUM Designation	Mixed Use Regional and Medium-High Density Residential	VII.A.3
Proposed FLUM Designation	Mixed Use Regional and Medium-High Density Residential	

Table 2: Project Overview

Description	Details
History	H-2024-0052, H-2025-0041, A-2025-0129, A-2025-0078, and H-2026-0014
Residential Units	To be determined with future CUP and Preliminary Plat(s). However, the applicant indicated the housing types include garden style apartments, townhomes, duplex and single family detached homes.
Open Space	To be determined
Amenities	To be determined
Physical Features	Rawson Canal

Description	Details
Acreage	106.1 acres
Lots	11 residential buildable lots 24 commercial lots 3 commons lots
Density	To be determined with future CUP and Preliminary Plat(s)

Table 3: Process Facts

Description	Details
Preapplication Meeting date	6/2/2026
Neighborhood Meeting	5/19/2026
Site posting date	9/18/2026

Table 4: Agency Comments

Agency / Element	Description / Issue	Reference
Ada County Highway District		IV.F
• Comments Received	Yes: Staff Report	-
• Commission Action Required	No	-
• Access	SH-69 (Meridian Rd): State Highway Lake Hazel Rd: Arterial Road Aristocrat Dr: Collector Road Optima View Ave: Collector Road	-
• Traffic Level of Service	Lake Hazel Rd: Better than “E”	-
ITD Comments Received	Yes	
Meridian Public Works Wastewater		IV.B
• Distance to Mainline	Available at site	
• Impacts or Concerns	Yes, see public works comments	
Meridian Public Works Water		IV.B
• Distance to Mainline	Available at site	
• Impacts or Concerns	Yes, see public works comments	

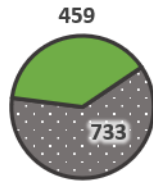
Note: See section IV. City/Agency Comments & Conditions for comments received or see the public record. Paste the following link into your browser to access the public record:
<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=448006&dbid=0&repo=MeridianCity>

Figure 1: One-Mile Radius Existing Condition Metrics

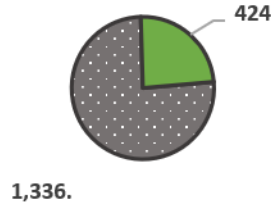
Reference Parcel: S1406247810

Date Retrieved: 2026 / 7 / 23

Parcel Count



Parcel Acreage



**Infill Indicator:
Surrounding Area**

24% Not City



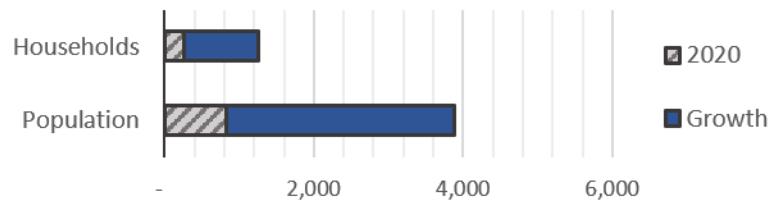
Household Change

369.0%

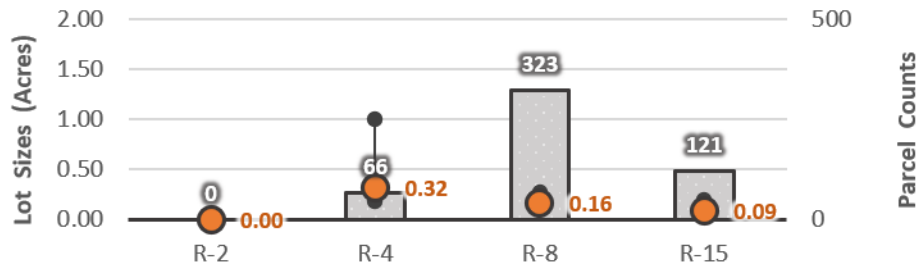
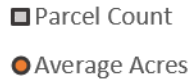
Population Change: 364.9%

(Household and Population Change since 2010 Decennial)

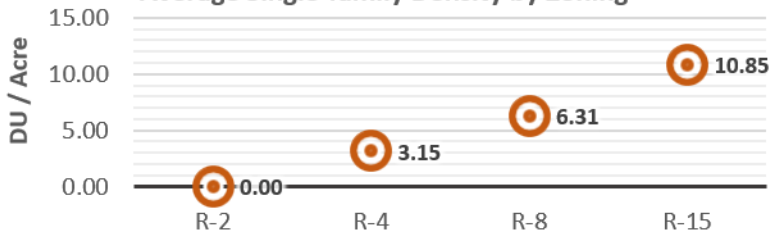
Household & Population Growth



**Single-family
Residential
Parcel Diversity**



Average Single-family Density by Zoning



Average

Residential Net Density

6.12

Dwelling Units / Acre

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

Figure 2: ACHD Summary Metrics

Level of Service Planning Thresholds

1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
**SH-69 (Meridian Road)	1,240-feet	Principal Arterial	1,700	N/A
Lake Hazel Road	1,234 -feet	Principal Arterial	424	Better than "E"
Locust Grove Road	0-feet	Minor Arterial	321	Better than "E"
Amity Road	0-feet	Minor Arterial	326	Better than "E"
Aristocrat Drive	811-feet	Collector	N/A	N/A

* Acceptable level of service for a five-lane principal arterial is "E" (1,780 VPH).

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

* Acceptable level of service for a two-lane collector is "D" (425 VPH).

* Acceptable level of service for a three-lane collector is "D" (530 VPH).

** ACHD does not set level of service thresholds for State Highways.

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

STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

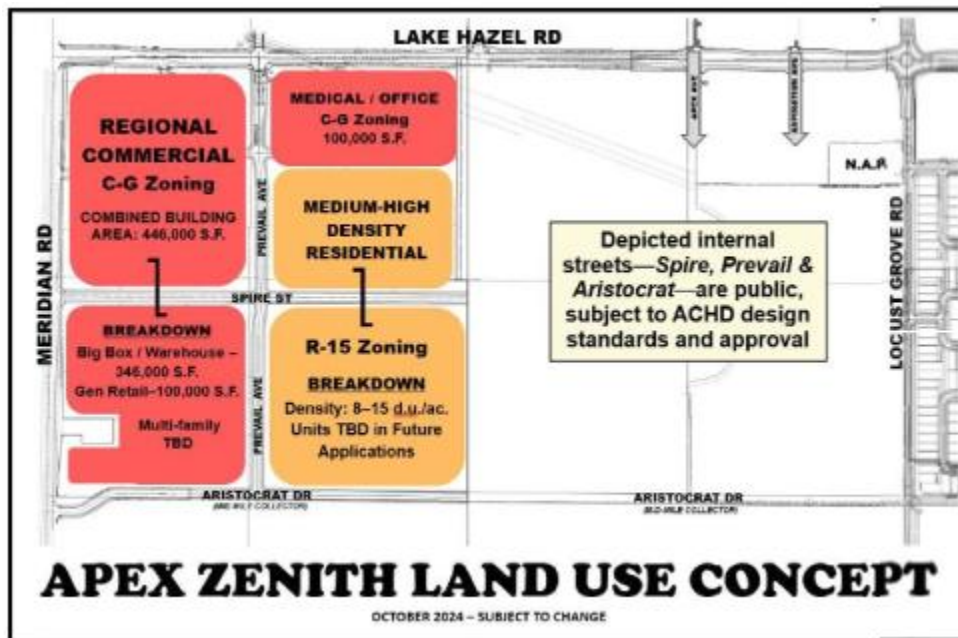
A. History

III.

In 2024, the applicant applied for rezone from R-4 to C-G, annexation with C-G and R-15 zoning districts, and a development agreement modification to develop the subject property with a mixed-use development consisting of approximately 446,000 sq. ft. of commercial, 100,000 sq. ft. of office/employment and residential uses. Currently the Costco and the associated fueling facility is under construction as allowed in phase one (1) of the Apex Zenith Development Agreement.

With phase two the recorded DA requires the applicant to provide a detailed concept plan exhibiting the following elements: Plazas between commercial and residential that include a main focal point, active and shared open space within the mixed-use designation and neighboring uses, a mix of three (3) different uses, and 8-foot parkways, and traffic calming such as on street parking and bulb outs.

Concept Plan Approved in 2024:



In 2025, the applicant submitted a preliminary plat for the northwest corner of the site consisting of 7 building lots.

B. General Overview

The overall development spans 149.41 acres with 106.1 acres being included in the new preliminary plat. In addition, the applicant is requesting to change 60.97 acres of land of the FLUM from Medium High Density Residential (MHDR) to Mixed-use Regional (MU-R). This leaves approximately 8.7 acres remaining as MHDR in the development.

With this proposal, the MU-R designation will account for the majority of the development. The MU-R designation is intended to promote a balanced integration of employment, retail, residential, and public uses, particularly near major arterial intersections. This designation aims to create diverse and connected communities where residents can live, work, and shop locally.

The additional area left as the Medium-High Density Residential designation is intended to be relatively compact within the context of larger neighborhoods and are typically located around or

near mixed use commercial or employment areas to provide convenient access to services and jobs for residents. Developments need to incorporate high-quality architectural design and materials and thoughtful site design to ensure quality of place and should also incorporate connectivity with adjacent uses and area pathways, attractive landscaping and project identity.

Comprehensive Plan Map Amendment:

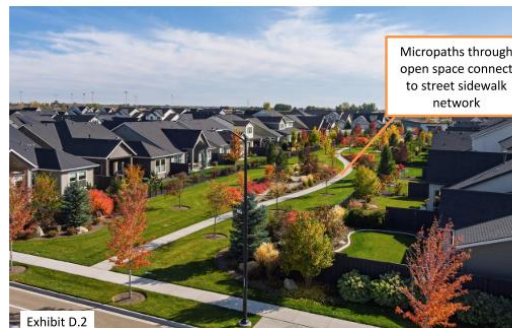
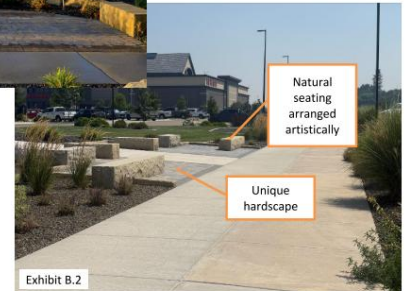
The applicant's narrative states that by changing the FLUM, it will help create a more cohesive and functional land use pattern. More specifically, better integration between residential and non-residential uses, transitions between different intensity of uses, and greater flexibility in achieving a balance of uses across the area. In addition, the applicant points to the approval of Skyranch Subdivision, an all-residential development in the MU-R designation to the north of Lake Hazel Road as another reason for the requested change. They believe that by allowing additional non-residential within their development that it will help balance the variety of uses in this portion of the city. **It is important to note that the comprehensive plan specifically calls for Mixed Use identified areas that are bisected by an arterial or highway be considered separate and independent areas for use and design integration and will be evaluated independently of each other.**

The applicant submitted a concept plan illustrating the proposed land use and development pattern; however, they are requesting that the concept plan be illustrative only and not binding. The applicant seeks flexibility to modify building locations, building square footage, plaza locations, curb cuts, and the number of buildings in response to future market conditions. The applicant provided some images of the plazas they intend to include in the development; however, the locations of these plazas are not specified. While some flexibility may be appropriate as the development progresses, there are concerns with the level of detail currently provided and the lack of commitment to key mixed-use policies, site design standards, and integration of uses. See the development agreement modification section below for additional analysis.

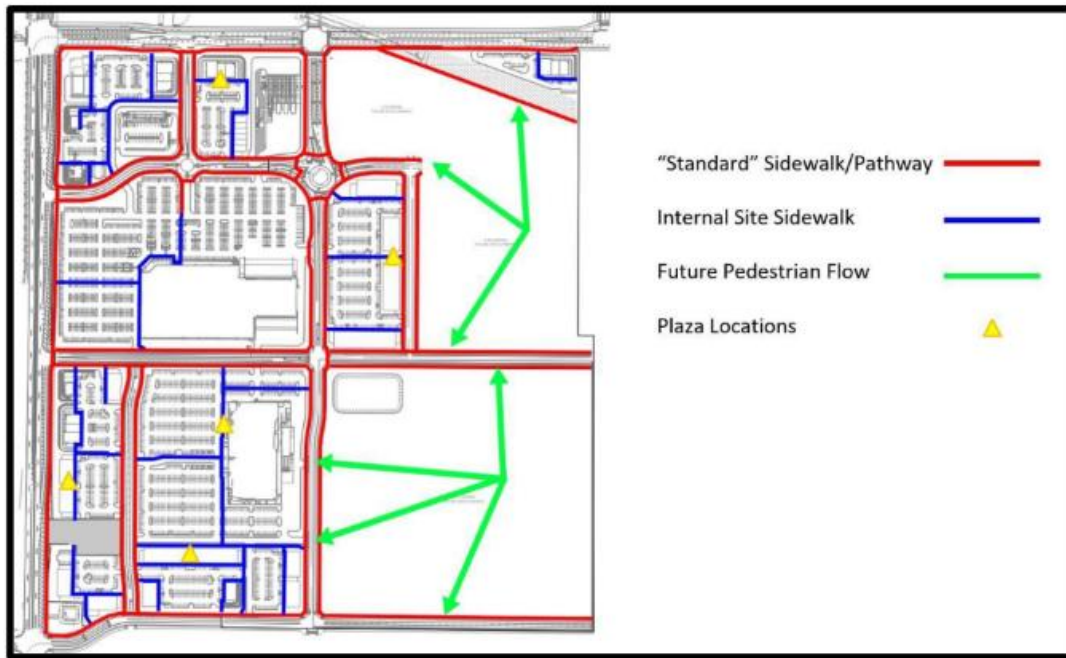
The mixed use areas identified on the Future Land Use Map consider the visibility of the planned transportation network, number of residences planned within mixed use designation service areas, and location relevant to other commercial opportunities. The base land use coverage ranges are a starting point, with exceptions expected to include a justification not on the current market conditions, but the health and wellbeing of the community, as well as potential overtime for the service area of each mixed use designation. The density range of the MU-R is 6-40 du/acre. The additional MU-R as requested would increase the potential maximum density range for the overall project area.

Additionally, attractive and convenient prioritized elements such as multiuse pathways are paramount to functionally reducing impacts on the transportation network. Due to the anticipated retail commercial nature of the project and lack of a concept plan for the residential elements, it's unclear how residential pedestrian connectivity will be prioritize throughout, in the context of the required public and quasi-public open space. As shown below, the applicant has provided a pedestrian connectivity plan. Based on the plan provided, it appears a lot of the pedestrian connectivity is through parking lots and not prioritized through public or quasi-public space. In the applicant's supplemental narrative, they provided images regarding how the plazas and residential open space could develop in the future. As shown below, these plazas and open space may achieve some of the mixed use policies however, without specified locations, it is difficult for staff to determine the integration of these areas.

Proposed Plazas and Open Space Concepts:



Pedestrian Connectivity Plan:



To improve pedestrian connectivity between the residential and commercial areas, staff recommends requiring mid-block pedestrian connections through the development. Specifically, connections should be provided from Lot 7, Block 1 to Lot 10, Block 1, and from Lot 2, Block 3 to Lot 9, Block 2. These connections would improve internal pedestrian connectivity and help ensure that future development supports the connected, integrated pattern envisioned for the MU-R designation.

Rezone:

The applicant is requesting a rezone of approximately 19.0 acres from the R-15 zoning district to the R-40 zoning district. The proposed rezone would increase the allowable residential density within this portion of the development and is intended to provide greater flexibility for future residential development. This leaves the remaining residential as the R-15 zoning district that is currently present.

The Unified Development Code requires a concept plan to be submitted with a rezone application to demonstrate how the property is anticipated to develop under the proposed zoning designation. The applicant has provided an illustrative concept plan; however, as discussed in the Comprehensive Plan Map Amendment analysis, the applicant did not depict a plan for the residential portion.

A primary driving factor for the UDC requiring a concept plan is due to staff being able to analyze what is being proposed with the UDC and Comprehensive Plan. In addition, it provides clarity to the decision making body, recommending body, and general public on what is being proposed and what should be anticipated with future development.

Staff has concerns that the level of detail and flexibility requested with the concept plan makes it difficult to evaluate whether the proposed R-40 zoning is appropriate in the context of the overall development. In particular, the concept plan does not provide sufficient certainty regarding residential density, site design, connectivity, transitions between residential and non-residential uses, and the integration of the proposed R-40 area with the surrounding mixed-use development.

In addition, densities need to be justified with commensurate levels of employment which have not been confirmed or committed to with this application.

The applicant provided estimates for the number of residential units in each zoning designation. They anticipate 400 units in the R-40 portion of the development and 290 units in the R-15 portion. However, no concept plan was provided.

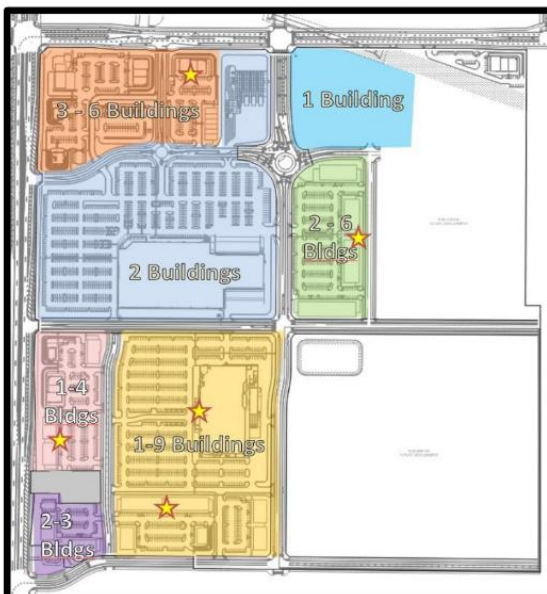
Staff recommends limiting residential density within the R-40 zoning district to a maximum of twenty (20) dwelling units per acre and a maximum of twelve (12) dwelling units per acre in the remaining R-15 zoned area. The R-40 zone will be reviewed and approved with a future Conditional Use Permit; the remaining R-15-zoned area would be evaluated with a new preliminary plat.

Development Agreement Modification:

In 2024, the applicant entered in a Development Agreement with the City (DA Inst # 2025-010344) as a part of the original entitlement for the Apex Zenith development. In the DA, staff was specific about the applicant meeting mixed use policies and design standards with the future application for phase two (2). The current submittal is considered the second phase of the development; however, the applicant is not showing compliance with requirements from the DA including plaza locations, shared open space throughout the development, transitions between different residential uses and non-residential uses, and building frontage of 40% along all roads. In addition, as mentioned above, the applicant is requesting not to have a conceptual plan tied to the DA other than a range in the number of buildings and an approximate square footage. With this approach, it is difficult for staff to evaluate key design elements to ensure they align with the comprehensive plan and unified development code.

Proposed Illustrative Concept Plan:

Possible Building Counts per Block



Approximate Building Sq Ft per Block



The applicant requests a Development Agreement Modification in the form of a new development agreement to include the new road layout, pathway layout, and design guidelines. The applicant provided an 86-page design guideline for their development and requests they oversee the design review throughout the development and supersede the Meridian Architectural Standards Manual (ASM). Their committee will oversee items such as site and landscape design, parking, specific use requirements. However, the UDC requirements will still be reviewed by the City throughout the development.

In addition, the applicant is requesting more flexibility in the types of uses allowed. Currently, the DA requires residential uses be between 10-30%, non-retail commercial uses be a minimum of

20%, and retail uses being capped at 50% of the developments area. The applicant believes these percentages are too stringent and will not allow them to meet market demands if they need to shift in the future.

Staff recommends that the following development agreement provisions be incorporated into a new development agreement:

- **Orient neighborhood serving uses towards the residential portions of the development.**
- **A minimum of six (6) plazas or shared open space be incorporated throughout the development with two (2) focal areas being in Lots 11 and/or 12, Block 1 and Lots 8 and/or 9, Block 2.**
- **Residential uses shall comprise of 10% -30% in the MU-R designation, with densities not exceed twenty (20) units per acre in the R-40 zoning and twelve (12) units per acre in the R-15 zoning.**
- **Non-retail commercial uses shall comprise a minimum of 20% of the proposed MU-R designation to include the likes of employment, office, clean industry, or entertainment uses.**
- **Retail commercial uses shall comprise a maximum of 50% of the proposed MU-R designation.**
- **New buildings on pad sites adjacent to single-family neighborhoods shall be limited to no more than a 1-story disparity in building height.**
- **Transitions between different residential product types and dissimilar land uses shall include the use of alleys, roadways with landscaped parkways, or highly connected open spaces.**
- **For mixed-use developments, a minimum of 40% of the buildable frontage must be occupied by building facades or public space. This is required along all public roads.**
- **The applicant shall reorient the big box store to orient the loading dock towards the loading dock on the south side of the Costco Building and frame buildings along Optima View Avenue.**

Preliminary Plat:

The applicant is requesting approval of a preliminary plat consisting of eleven (11) residential lots, twenty-three (23) commercial lots, and four (4) common lots on approximately 106.1 acres zoned C-G, R-15, and R-40. The preliminary plat includes eleven (11) large residential lots that the applicant has identified as "super pad" lots, which are intended to facilitate future subdivision through subsequent preliminary plat applications. Additionally, Lots 4, 5, 6, 7, and 8, Block 1 shall be required to obtain approval of a Conditional Use Permit prior to the commencement of any development.

C. Mixed Use Regional Consistency Matrix

Integration of Uses – Review

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.

Yes	No	N/A	Design Principle & Consistency Review
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☐	☒	☐	Design Principle: 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. Review: <i>The applicant has provided an illustrative concept plan but has requested flexibility to modify the plan in response to changing market conditions. While the applicant has identified estimated square footage, proposed use types, and the anticipated number of buildings, these elements remain conceptual and have not been finalized. Additionally, the applicant has not provided a concept plan for the residential portion of the development.</i> <i>Based on the concept plan submitted, it is unclear how the residential and non-residential components will be integrated to create a cohesive development and function as a unified neighborhood. The proposed roadway network and conceptual commercial layout appear to create a central intersection that is bounded by a stormwater pond to the southeast and the rear of the proposed big-box retail buildings. There is an opportunity to reorient the conceptual site elements to establish a stronger sense of place at this intersection and create an appropriately defined and activated corner.</i> <i>This design principle may be addressed through the submittal of an updated overall site plan that illustrates how the residential and non-residential components will be integrated and coordinated across the site. As discussed in the analysis above, staff has identified concerns regarding the proposed integration of residential and commercial land uses within the Mixed Use Regional future land use designation. In the absence of an overall concept plan demonstrating how the various components of the development will be cohesively integrated, staff is unable to adequately evaluate whether the proposed development will achieve the intent of the Mixed Use Regional designation.</i>
☒	☒	☐	Design Principle: 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. Review: <i>The applicant states they will have three (3) different types of use in the form of retail, office, and residential. However, the applicant is requesting the C-G zoning designation across most of the development which would not restrict uses from being all retail. In addition, the applicant is requesting the use type percentages that were placed in the original development agreement be removed to provide additional flexibility. Staff is recommending the percentages stay in the development agreement as the applicant agreed to with the approval 2024.</i>
☒	☒	☐	Design Principle: 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). Review: <i>The applicant has not provided a concept plan for the R-40 residential component of the development. As a result, it is difficult to determine whether the applicant complies with this design principle. In addition, the applicant estimates that 19% of the development will consist of employment type uses with 51% being retail. These percentages are generally consistent with the comprehensive plan policies for MU-R. However, these are estimates and the applicant is requesting that they not be bound by the percentages currently listed in the development agreement and comprehensive plan.</i>

			<i>Without the percentages remaining in the DA, staff cannot ensure commensurate levels of employment and non-residential neighborhood serving uses for the residential density being proposed.</i>
☐	☒	☐	Design Principle: 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. Review: <i>Staff inquired about this with the applicant and they indicated they will let the market dictate where different uses go throughout the development. As a result, staff will be recommending a DA provision requiring the neighborhood serving uses be oriented towards the residential portions of the development and that adequate connectivity is preserved for this.</i>
☒	☐	☐	Design Principle: 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. Review: <i>The applicant has indicated that they have commitments from a hospital user for the development. In addition, they anticipate additional ancillary medical offices in the development. Details on other users have not been provided with the application.</i>
☐	☒	☐	Design Principle: 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. Review: <i>Staff talked with the applicant about this, and they have not committed to the location of shared spaces between the commercial and residential in the development. Based on the concept plan submitted, and with one potential exception, the proposed outdoor public and/or quasi public open spaces do not appear to be located between residential and non-residential uses (as evidenced by narrative page 6 Plaza locations). The proposed plaza spaces shown appear to be primarily for the potential commercial uses. Be advised that outdoor seating areas for restaurants are not considered supportive public spaces unless integrated into shared open spaces as detailed by this policy. However, they did provide some images showing what they anticipate these areas looking like in the future. Staff will be recommending plazas and quasi-public open spaces be required throughout the development, tie into the residential, and match the design shown in exhibits shown in section VI.</i>

Holistic Design – Review

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.

Yes	No	N/A	Design Principle & Consistency Review
☒	☒	☐	Design Principle: 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. Review: <i>The applicant has not provided locations for plazas and public/quasi-public centers within the development. However, with their supplemental narrative, the applicant showed examples of pathway plazas, commercial plazas, and residential open space. With these examples it is helpful for visual purposes; however, staff still has concerns about placement of these areas and complying with the design principle above. As a result, staff is recommending a minimum of six (6) plazas or shared open space be incorporated throughout the development with two (2) focal areas being in Lots 11 and/or 12, Block 1 and Lots 8 and/or 9, Block 2. The primary purpose of this requirement is to promote shared plazas and open space between the commercial and residential.</i>
☒	☒	☐	Design Principle: 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. Review: <i>As noted above, the applicant has not committed to the location of buildings and plazas/open space. As a result, staff is recommending the conditions listed above.</i>
☐	☒	☐	Design Principle: Open space should be purposeful in supporting a visible community and utilized to enhance synergies between residential and non-residential uses Review: <i>The applicant has not demonstrated this with their application. As a result, staff is recommending the conditions listed above. Alternatively, the Commission may wish to continue the subject application and request an updated concept plan that demonstrates compliance with this and other related design principles.</i>
☐	☒	☐	Design Principle: 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. Review: <i>The applicant provided a pedestrian connection exhibit which shows a pathway running along the Rawson Canal. However, the applicant did not provide a concept plan for the proposed R-40 portion of the site which does not allow staff to adequately analyze whether the open space is placed along the canal.</i>
☒	☒	☐	Design Principle: 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. Review: <i>The applicant provided a pedestrian connectivity plan; however, did not specify specific locations for pedestrian connections between the planned residential and commercial uses. As mentioned previously, staff has recommended mid-block pedestrian connections in the development. In addition to this, staff is recommending pedestrian crossings that are delineated from the street with stamped or scored concrete, bricks, or pavers. The location of these crossings shall be in commercial drive aisles leading to commercial building entrances.</i>

☐	☐	☐	Design Principle: 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. Review: <i>With the original concept plan currently in the DA, the applicant showed three stub streets to the east. These stubs include Aristocrat Drive and Spire Street, both collector roadways. In addition, they showed an additional stub between the residential and the commercial along the Rawson Canal. The new application does not depict a connection between the residential and commercial near the Rawson Canal due to the rezone request to make a portion along the Rawson residential instead of commercial (R-40 zoning). As a result of this, connectivity to the future collector roadway to the east would require drivers to go to Spire Street or onto Lake Hazel Road. Staff is recommending the applicant provide an additional stub from the R-40 zoning to the future north/south collector to the east to provide better connectivity between the adjacent residential that is anticipated and already approved to the east.</i>
☐	☒	☐	Design Principle: Non-residential buildings should transition to and complement adjacent residential buildings in mass and form, and include safe and meaningful mitigation for operational impacts such as loading docks, storage, and outdoor equipment. Review: <i>Since the applicant did not provide a concept plan for the residential portion and is requesting not to be tied to their concept plan, staff cannot confirm whether the transition will meet this policy. As a result, staff is recommending this as a provision of the DA.</i>
☐	☒	☐	Design Principle: New buildings on pad sites adjacent to existing single-family neighborhoods should be limited to no more than a 1-story disparity in building height (or floor height equivalent). Natural features, differences in grade, and other context sensitive neighborhood preservation design features should be considered with transitions. Review: <i>Since the applicant did not provide a concept plan for the residential portion and is requesting not to be tied to their concept plan, staff cannot confirm whether the transition will meet this policy. As a result, staff is recommending this as a provision of the DA.</i>
☐	☒	☐	Design Principle: 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. Review: <i>Since the applicant did not provide a concept plan for the residential portion and is requesting not to be tied to their concept plan, staff cannot confirm whether the transition will meet this policy. As a result, staff is recommending this as a provision of the DA.</i>

Mixed-Use Regional (MU-R) – Review

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.

Yes	No	N/A	Design Principle & Consistency Review
☐	☒	☐	Design Principle: Development must comply with the Functional Integration principles for development in all Mixed Use areas. Review: As detailed above, the development concept has not demonstrated compliance with the functional integration principles for development in all mixed use areas. Staff have recommended conditions that may facilitate compliance with these design principles of the Plan, however, the Commission may request an update to the concept plan prior to taking action on the application. Alternatively, the Commission may wish to deny the application until such time these design principles have been addressed.
☒	☐	☐	Design Principle: 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). Review: <i>The applicant's supplemental narrative details they estimate 400 units in the R-40 portion and 290 units in the R-15 portion. It appears the residential uses will be in compliance with the criteria listed above.</i>
☒	☒	☐	Design Principle: The minimum for non-retail commercial uses such as light-office, office, clean industry, or entertainment uses, is 20% of the mixed use area. Review: <i>The applicant's narrative indicates they intend to have 19% non-retail commercial throughout the development. This is close the 20% indicated in the Comprehensive Plan. Staff does not have concerns with the slight decrease as it is generally consistent with what is called for.</i>
☒	☒	☐	Design Principle: Retail commercial uses should comprise a maximum of 50% of the development area. Review: <i>The applicant's narrative indicates they intend to have 51% retail commercial throughout the development. This is close to the 50% indicated in the Comprehensive Plan. Staff does not have concerns with the slight increase as it is generally consistent with what is called for.</i>
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):			
☐	☐	☒	Design Principle: 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). Review: <i>N/A</i>
☐	☐	☒	Design Principle: 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). Review: <i>N/A</i>
☐	☐	☒	Design Principle: 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. Review: <i>N/A</i>
☐	☐	☒	Design Principle: 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. Review: <i>N/A</i>
☒	☐	☐	Sample Uses: 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. Review: <i>The applicant is proposing retail, residential, and non-retail commercial uses throughout the site. While the applicant has only provided estimated percentages, staff has provided applicable development agreement provisions and conditions to ensure a mix of uses are met throughout the site.</i>

D. Comprehensive Plan Policies

Policy	Analysis
“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.” (3.06.02B)	The request to extend the Mixed Use Regional designation will expand the regional draw that this development will have on south Meridian. While the applicant has not committed to a concept plan, staff has provided specific conditions and development agreement provisions to ensure the development will build out as intended in the comprehensive plan and unified development code.
“Promote area beautification and community identity through context sensitive building and site design principles, appropriate signage, and attractive landscaping.” (5.01.02C)	The applicant proposes to include an 86 page design standard document to govern the larger development. This document will require consistent design, attractive landscaping, and a distinct identity for the development. In addition, the UDC and Comprehensive Plan speaks to design, landscaping, open spaces, identity, and connectivity which will add to the development’s identity. As noted above, staff has provided specific conditions and provisions for the development to ensure development conforms with the city’s standards.
“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.” (6.01.02B)	The applicant received a city council waiver for three (3) access points with the original entitlement of the development (H-2025-0052). However, on their concept plan, they show another direct access to Lake Hazel Road for Lot 3, Block 1. Staff is not in support of this access point as there is a future collector directly to the east of the site that the property can use for access. As a result, staff has provided a development agreement provision restricting this access point.
“Require all development to be consistent with Future Land Use Map designations for the property.” (3.03.03D)	With the proposed Comprehensive Plan Map Amendment extending the Mixed Use Regional designation across the majority of the site, together with the conditions identified in the Department Report, the proposed development will be consistent with the Future Land Use Map.
“Promote the Comprehensive Plan as the primary guide for growth and development of the community.” (3.04.01A)	As provided above in the department report, staff has analyzed the proposed development with the comprehensive plan and provided analysis for specific policies. While the current proposal does not meet all of the policies provided in the comprehensive plan, staff has provided conditions and provisions to ensure the applicant is in compliance as the development gets built out.

E. Site Development and Use Analysis

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

Currently, Costco and fuel center is being constructed within the development. All other structures have been previously removed, and water and sewer infrastructure is being installed.

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

The applicant has submitted a concept plan consisting of commercial retail and medical offices/professional services. The applicant is requesting that the concept plan be used for illustration purposes and would like flexibility for building locations, square footage, plaza locations, curb cuts, and number of buildings as market demands change. Staff has concerns about this approach as many key elements of mixed-use developments are not presented at this time. As a part of phase one (1) staff required a mix of uses in the DA based on percentages in the comprehensive plan. However, the applicant is now requesting for these to be more flexibility as they may have retail uses above 50%, and less than 20% non-retail commercial uses. The applicant's narrative states they anticipate being at 51% retail, 19% office and service uses, and 30% residential (see below). However, the zoning and concept plan do not provide enough clarity for staff to have reassurance that these percentages will be met or close to being met. As a result, staff is proposing to keep the percentages in the new Development Agreement to ensure we receive the mix of uses contemplated.

USE		ACREAGE	PERCENTAGE
Retail	Approved Retail	~25 ac	20%
	General Retail (70% of flex area)	~38.5 ac	31%
	Total Retail	~63.5 ac	51%
Office/Service	Known Office	~7 ac	6%
	General Office (30% of flex area)	~16.5 ac	13%
	Total Office	~23.5 ac	19%
Residential	Combined R-15 and R-40 areas	~38 ac	30%
TOTAL		125 ACRES	100%

3. Dimensional Standards (*UDC 11-2*):

The development shall comply with the dimensional standards for the C-G, R-15, and R-40 zoning districts as listed in UDC Tables 11-2A-7, 11-2A-8, and 11-2B-3. The applicant shall comply with the dimensional standards of the C-G, R-40, and R-15 zoning districts listed in UDC 11-2C-3, 11-2A-7, and 11-2A-8..

4. Specific Use Standards (*UDC 11-4-3*):

The applicant's narrative does not specify uses or users within the commercial development at this time. Any future application that falls within UDC 11-4-3 shall comply with the applicable category within the specific use section.

The residential portion was indicated that multi-family will be proposed with a future application. The multi-family section of the development shall comply with the standards listed in UDC 11-4-3-27.

F. Design Standards Analysis

1. Structure and Site Design Standards (*UDC 11-3A-19*):

The UDC requires large multi-building developments requires a minimum of forty (40) percent of buildable frontage to be occupied by building facades and/or public space. The applicant's concept plan does not comply with the requirement. As a result, staff is including the following provision in the development agreement: "For mixed-use developments, a minimum of 40% of the buildable frontage must be occupied by building facades or public space. This is required along all public roads."

In addition, the UDC speaks to parking placement, design, and pedestrian connections. With the high level concept plan provided, staff cannot determine full compliance with this section of code. However, staff has provided a provision in the development agreement that will require compliance with these standards when certificate of zoning compliance applications are submitted.

2. Qualified Open Space & Amenities (*UDC 11-3G*):

The applicant has not provided details of the qualified open space and amenities for the residential portion of the development. They are requesting these be addressed with future conditional use permit and preliminary plat applications. The applicant will be required to comply with the amenity and open space requirements in UDC 11-3G-3 and the specific use standards for multi-family developments in UDC 11-4-3-27.

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

i. Landscape buffers along streets

UDC Requirement	Proposed/Analysis
Entry Way Corridor: 35 Feet	Along Meridian Road/SH-69 the applicant is proposing a 35-foot-wide landscape buffer. However, the preliminary plat shows a significant portion of the landscaping is proposed to be inside of the right of way. The applicant shall provide a license agreement with the transportation authority to certify the entire landscape buffer will meet UDC requirements.
Arterial Road: 25 Feet	The applicant is not proposing the required 25-foot landscape buffer along Lake Hazel Road as required in the UDC. The applicant shall revise their landscape plan with the final plat to show the 25-foot landscape buffer along Lake Hazel Road in Lots 1, 2, and 3, Block 1.
Collector Road: 20 Feet	The preliminary plat shows a 20-foot landscape buffer along E. Spire Street; however, S. Optimum View Avenue and E. Aristocrat Drive do not show the full 20-foot landscape buffer. The applicant shall revise this with the final plat application. In addition, the southern half between Spire Street and Aristocrat Drive borders the future extension of the north/south collector. The applicant does not depict the landscape buffer along this road. This shall be revised with the final plat(s) for the R-15 portion of the site.
Local Road: 10 Feet	S. Launch Lane is in compliance with the 10-foot landscape buffer requirement.

The applicant shall comply with the vegetation coverage calculations with the final plat to ensure they are meeting the 70% vegetation coverage at maturity with no more than

65% of this coverage coming from lawn or other grasses. These buffers shall be landscaped per the standards in UDC 11-3B-7C.

ii. Parking lot landscaping

Landscaping is required to be provided along all parking areas per the standards listed in UDC 11-3B-8. *Landscaping is required to be provided along all parking areas per the standards listed in UDC 11-3B-8. The requirements include five (5) foot perimeter adjacent to streets and islands of at least 50 sq. ft. per every twelve (12) parking spaces. Any car park that does not abut seven (7) feet of overhang shall have parking blocks. These requirements will be analyzed with the Certificate of Zoning Compliance.*

iii. Landscape buffers to adjoining uses

A minimum 25-foot-wide buffer is required adjacent to residential land uses in accordance with UDC Tables 11-2C-3, 11-2B-3, and 11-4-3-34F. The buffer shall be landscaped in compliance with the standards of UDC Section 11-3B-9C. *The applicant has not provided details into the commercial and residential integration at this time. Landscaping is required to be provided along abutting uses. These requirements will be analyzed with the Certificate of Zoning Compliance application.*

iv. Tree preservation

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

v. Storm integration

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

vi. Pathway landscaping

A minimum of 5 feet of landscaping is required on each side of the multi-use pathway along Optima View Avenue and Aristocrat Drive. It appears that 8 feet of landscaping is provided in the parkways along Optima View Avenue and Aristocrat Drive, however, it does not appear there is 5 feet of landscaping on the back side of the pathway. These standards will be evaluated with the final plat application and shall comply with UDC 11-3B-12.

4. Parking (UDC 11-3C):

i. Residential parking analysis

Off-street parking is required per the standards listed in UDC Table 11-3C-6; the number of parking spaces is based on the number of bedrooms per unit. The applicant shall comply with these standards. Each single-family residence will be evaluated at the time of building permit submittal.

ii. Nonresidential parking analysis

The applicant is proposing their own parking standards to supersede the city code for parking.

iii. Bicycle parking analysis

A minimum of one (1) bicycle parking space must be provided for every 25 vehicle spaces or portion thereof per UDC 11-3C-6G; bicycle parking facilities are required to comply with the location and design standards listed in UDC 11-3C-5C. *The applicant shall depict compliance with this standard on each certificate of zoning compliance application.*

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

Typically, all building elevations should comply with the design guidelines in the Architectural Standards Manual. However, the Applicant requests that these guidelines and standards not apply to this development and instead proposes alternate design standards and a design review process of their own for the proposed development as part of the development agreement.

The proposed project design standards incorporate site development and architectural design standards. The intent of which, as stated in the document, is to establish a set of criteria and procedures that will be used to implement Momentum's vision for a cohesive and integrated development.

The document proposes to create new design guidelines that applies to all development within Momentum Subdivision and the Apex Zenith Development Agreement (DA Inst# 2025-010344). Prior to submission of a Certificate of Zoning Compliance (CZC) application to the City, a Design Review application will be submitted to Brighton's Design Review Board for review and approval to ensure compliance with the Site Development and Design Standards. Following approval, the CZC application can then be submitted to the City without further design approvals from the City.

While all of the proposed design standards may not expressly align with the guidelines in the Architectural Standards Manual, they appear to generally follow the guidelines and should ensure a high quality of development.

It is important to note that these standards may not allow deviations to UDC standards.

6. Fencing (*UDC 11-3A-6, 11-3A-7*):

The UDC requires fencing to be in compliance with UDC 11-3A-7 and 11-3A-6. *The applicant did not depict fencing on their plans. If fencing is proposed, it shall be provided with the submittal of the final plat(s) and certificate of zoning compliance applications.*

7. Parkways (*UDC 11-3A-17*):

UDC 11-3A-17 requires parkways of a minimum width of 8 feet. The applicant has indicated in their narrative that the parkways are 8 feet in width, however it is not dimensioned on the landscape plan. These parkways are provided along the private streets within the development alongside the five (5) foot sidewalks. The parkways shall be dimensioned and a minimum of 8 feet in width in the final plat application.

G. Transportation Analysis

1. Access (*UDC 11-3A-3, UDC 11-3H-4*):

In 2024, the City Council and ITD approved three (3) access points to Meridian Road/State Highway 69 and two (2) access points to Lake Hazel Road. In addition, the applicant is currently installing a significant amount of the internal local, collector and private streets within the larger development. Many of these improvements are tied to the Certificate of Occupancy for Costco.

In addition, the applicant entered into a STARs Agreement with ITD for improvements to SH-69. This includes three (3) separate phases with the first phase including a signal at Aristocrat Drive and Optima View, deceleration lanes for points, and an internal roundabout.

It is important to note that the applicant is requesting flexibility of future access points to these collector, local, and private roads. The primary driver behind this request is they do not have a solidified concept plan and would like future flexibility on these access points. Staff and ACHD have concerns with this approach as limiting the number of access points to the collector network will be crucial in having adequate flow in and out of the site.

ACHD's report states access points to Lake Hazel Road, Aristocrat Drive, Spire Street and Optima View Avenue are prohibited except for those specifically approved with this application.

In addition, it appears the applicant is proposing another access point to Lake Hazel Road for Lot 3, Block 1, which is shown as a commercial user. In the future, the property will have direct access to the north/south collector that is currently off site.

Staff and ACHD are not supportive of the access point shown as there is a lower classified road that the property can use for access. In addition, the applicant did not request a city council waiver in their application. Given the access shown, staff recommends restricting direct access to Lake Hazel Road for Lot 3, Block 1. However, an access to the Rawson Canal off Lake Hazel Road will remain for irrigation maintenance purposes.

2. Pedestrian Connectivity (*UDC 11-3A-5, UDC 11-3A-8, UDC 11-3A-17*):

The applicant provided a pedestrian connectivity plan with their submittal. The plan shows all multi-use pathways and sidewalks that are planned for the development. However, since a concept plan for the residential portion was not provided, the applicant has not provided clear pedestrian connections from the residential to the commercial uses in the development. As a result, staff recommends requiring mid-block pedestrian connections through the development. Specifically, connections should be provided from Lot 7, Block 1 to Lot 10, Block 1, and from Lot 2, Block 3 to Lot 9, Block 2. These connections would improve internal pedestrian connectivity and help ensure that future development supports the connected, integrated pattern envisioned for the MU-R designation.

3. Subdivision Regulations (*UDC 11-6*):

i. Dead end streets

ACHD is requiring a temporary cul-de-sac to be located at the terminus of Aristocrat Drive and Spire Street.

ii. Block face

ACHD requires the applicant to provide traffic calming through passive design elements along both Aristocrat Drive and Spire Street. This excludes speed hump/bumps, valley gutters, stop signs, and cross drains. Details on the traffic calming shall be submitted with the first final plat for the subdivision.

4. Private Streets

The applicant is proposing three (3) private streets (Launch Lane, Velocity Lane, and Tower Lane) within the preliminary plat.

The applicant is proposing two (2) private streets in the form of E. Tower Lane and S. Momentum Lane with this application. These private streets are depicted on the plat and have an eighty-six (86) foot or eighty-one and a half (81.5) foot easement that spans across the full

street section including forty (40) foot street width, eight (8) foot parkways, five (5) foot sidewalks on both sides, and ten (10) feet of landscaping on the back of the sidewalk. The exception is Tower Lane has one section that has five and a half (5.5) feet of landscaping on the back of the sidewalk.

Since the plat is located within the MU-R FLUM designation, it is critical to have connectivity for pedestrians that are integrated with vehicular access points. The applicant has provided five (5) foot sidewalks on both sides of the private streets which will connect with ten (10) foot multi-use pathways along all collector and arterial roads.

The applicant shall apply for a private street application concurrently with the associated final plat record(s).

H. Services Analysis

1. Waterways (*UDC 11-3A-6*):

Per UDC 11-3A-6, requires limiting the tiling and piping of natural waterways, including, but not limited to, ditches, canals, laterals, sloughs and drains where public safety is not a concern as well as improve, protect and incorporate creek corridors (Five Mile, Eight Mile, Nine Mile, Ten Mile, South Slough and Jackson and Evan Drains) as an amenity in all residential, commercial and industrial designs. When piping and fencing is proposed, the standards outlined in UDC 11-3A-6B shall apply. The applicant did not request a waiver to keep the Rawson Canal open; however, keeping the waterway open will require a city council waiver.

2. Pressurized Irrigation (*UDC 11-3A-15*):

The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (UDC 11-3B-6). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required.

3. Storm Drainage (*UDC 11-3A-18*):

An adequate storm drainage system is required in all developments by the City's adopted standards, specifications, and ordinances. Design and construction shall follow best management practices as adopted by the City as outlined in UDC 11-3A-18. Storm drainage will be proposed with a future Certificate of Zoning Compliance application and shall be constructed to City and ACHD design criteria.

4. Utilities (*UDC 11-3A-21*):

Ensure development is connected to City of Meridian water and sanitary sewer systems and the extension to and through said developments are constructed in conformance with the City of Meridian Water and Sewer System Master Plans in effect at the time of development. All utilities are available to the site. Water main, fire hydrant and water service require a twenty-foot (20) wide easement that extends ten (10) feet past the end of main, hydrant, or water meter. No permanent structures, including trees are allowed inside the easement.

It is important to note that the Public Works department left the following comment regarding the proposed development: "Construction plans for the Momentum Subdivision will not be approved until a second water connection from Sky ranch Subdivision is made."

5. School Capacity (*Comp Plan*):

School District(s)	West Ada School District
Capacity of Schools	Mary McPherson Elementary School: 550 Program Victory Middle School: 1000 Mountain View High School: 2175
Number of Students Enrolled	Mary McPherson Elementary School: 495 Victory Middle School: 1075 Mountain View High School: 2479

Based on the number provided by the applicant for 400 multi-family units and 290 single family units it is estimated that 207 school aged children will be added to the schools across all grade levels. Both Victory Middle School and Mountain View High School are over capacity. The Planning and Zoning Commission and City Council shall carefully consider whether the rezone is appropriate given the current state of the schools in the area.

CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

IV.

15 Days Prior to the City Council hearing, the applicant shall provide a revised concept plan with the changes listed below.

1. A Development Agreement (DA) is required as a provision of rezone of this property. Prior to approval of the rezone ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of rezone ordinance adoption, and the developer. A final plat or certificate of zoning compliance shall not be submitted until the DA and Ordinance is approved by City Council.

Future development of this site shall be generally consistent with the concept plan included in Section VIII and the provisions contained herein.

- a. Residential uses shall comprise of 10% - 30% in the MU-R designation, with gross densities ranging from 6 to 12 units per acre in the R-15 zoning district and a maximum of 20 units per acre in the R-40 zoning district.
- b. Non-retail commercial uses shall comprise a minimum of 20% of the proposed MU-R designation to include the likes of employment, office, clean industry, or entertainment uses.
- c. Retail commercial uses shall comprise a maximum of 50% of the proposed MU-R designation, unless otherwise approved by City Council.
- d. New buildings on pad sites adjacent to single-family neighborhoods shall be limited to no more than a 1-story disparity in building height.
- e. Transitions between different residential product types and dissimilar land uses shall include the use of alleys, roadways with landscaped parkways, or highly connected open spaces.
- f. For mixed-use developments, a minimum of 40% of the buildable frontage must be occupied by building facades or public space. This is required along all public roads.
- g. Any future development of the site must comply with the City of Meridian ordinances in effect at the time of the development.

- h. Development within the R-15-zoned area shall require approval of a preliminary and final plat prior to any development occurring in the zoning designation.
- i. Lot 3, Block 1 shall not be developed until access has been made available to the future north/south collector roadway to the east. Direct access to Lake Hazel Road is prohibited.
- j. Future development shall be consistent with the Pinnacle Design Guidelines submitted by the applicant and approved with this application. These standards shall supersede the design standards in the Architectural Standards Manual. These standards shall not allow deviations to UDC standards.
- k. Revise the concept plan with the following changes:
 - A minimum of six (6) plazas or shared open space be incorporated throughout the development with two (2) focal areas being in Lots 11 and/or 12, Block 1 and Lots 8 and/or 9, Block 2
 - Mid-block pedestrian connections shall be provided through the development. Specifically, connections shall be provided from Lot 7, Block 1 to Lot 12, Block 1, and from Lot 2, Block 3 to Lot 9, Block 2.
 - In developments where multiple commercial and/or office buildings are proposed, the buildings shall be arranged to create some form of common, usable area, such as a plaza or green space.
 - The applicant shall reorient the big box store to orient the loading dock towards the loading dock on the south side of the Costco Building and frame buildings along Optima View Avenue.

Preliminary Plat:

- 2. The final plat shall include the following revisions:
 - a. Details on the traffic calming along Aristocrat Drive and Spire Street, shall be submitted with the first final plat for the subdivision.
 - b. Provide an additional stub from the R-40 zoning to the future north/south collector to the east.
 - c. Add a plat note stating direct lot access to Lake Hazel Road, Meridian Road, Optima View Avenue, Aristocrat Drive, Spire Street and the future north/south collector on the eastern boundary of the site are prohibited except where approved with this application.
 - d. Provide the license agreement from ACHD and ITD for landscaping within the transportation authority's right of way.
 - e. Add a plat note or reference the CCR instrument number for cross-access and maintenance of the private streets.
 - f. Add a common lot along the east side of Lot 6, Block 1 and Lots 4 and 5, Block 3 for the landscape buffer along the future north/south collector to the east.
- 3. The landscape plan submitted with the final plat shall include the following revisions:
 - a. Show the 25-foot landscape buffer along Lake Hazel Road in Lots 1, 2, and 3, Block 1 and include vegetation coverage meeting UDC 11-3B-5 and UDC 11-3B-7.
 - b. Include mitigation calculations on the plan for existing trees that are proposed to be removed in accord with the standards listed in UDC 11-3B-10C.5. The Applicant

shall coordinate with the City Arborist (Kyle Yorita kyorita@meridiancity.org) to determine mitigation requirements prior to removal of existing trees from the site.

- c. A portion of the landscape buffer is inside of the Rawson Canal easement which may affect vegetation coverage. If vegetation coverage requirements cannot be met, the applicant shall apply for alternative compliance with the final plat application.
- d. Provide 5 feet of landscaping on the back side of all multi-use pathways.
- e. Show the full 20-foot landscape buffer along S. Optimum View Avenue and E. Aristocrat Drive.
- f. Show the required 20-foot landscape buffer along the future North/South Collector along the east side of Lot 6, Block 1 and Lots 4 and 5, Block 3.

4. The proposed plat and subsequent development are required to comply with the dimensional standards listed in UDC Table 11-2A-7 for the R-15 zoning district, UDC 11-2A-8 for the R-40 zoning district, and UDC 11-2B-3 for the C-G zoning district.
5. A Private Street application shall be submitted with the associated commercial final plat application(s).
6. The R-40 portion of the development is subject to a conditional use permit application prior to any development commencing in the zoning designation.
7. Comply with all subdivision design and improvement standards as set forth in UDC 11-6C-3, including but not limited to cul-de-sacs, alleys, driveways, common driveways, easements, blocks, street buffers, and mailbox placement.
8. Comply with all of the Meridian Parks and Recreation conditions of approval.
9. Provide pedestrian crossings that are delineated from the street with stamped or scored concrete, bricks, or pavers. The location of these crossings shall be in commercial drive aisles leading to commercial building entrances.
10. Off-street parking is required to be provided in accord with the standards listed in UDC Table 11-3C-6 for single-family dwellings based on the number of bedrooms per unit.
11. A Certificate of Zoning Compliance and Design Review application shall be submitted and approved for the proposed use prior to the submittal of a building permit application. The design of the site and structures shall comply with the standards listed in UDC 11-3A-19.
12. The preliminary plat approval shall become null and void if the applicant fails to either: 1) obtain the City Engineer's signature on a final plat within two years of the date of the approved findings; or obtain approval of a time extension as set forth in UDC 11-6B-7.
13. The applicant and/or assigns shall have the continuing obligation to provide irrigation that meets the standards as set forth in UDC 11-3B-6 and to install and maintain all landscaping as set forth in UDC 11-3B-5, UDC 11-3B-13 and UDC 11-3B-14.
14. The final plat shall substantially comply with the approved preliminary plat as set forth in UDC 11-6B-3C.
15. The Applicant shall comply with all ACHD conditions of approval.
16. The Applicant shall have a maximum of two (2) years to obtain City Engineer's signature on a final plat in accord with UDC 11-6B-7.
17. Staff's failure to cite all relevant UDC requirements does not relieve the applicant from compliance.

B. Meridian Public Works

NON-PLAT CONDITIONS

PUBLIC WORKS DEPARTMENT

Site Specific Conditions of Approval

1. Sewer is available to site from Lake Hazel and from the West. To and through is required to all bordering parcels to the East and South.
2. Water main along E Spire Street needs to be 12".
3. Provide Easement to allow connection to Water and Sewer main in the future to parcel S1406233902.
4. The 8" Water stub must be looped into the system. This can either occur with this submittal by bringing it down Aristocrat Dr or through the parcel 13 at a later time.
5. Construction plans for Momentum Subdivision will not be approved until a second connection from Skyranch Subdivision is made.

General Conditions of Approval

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

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

C. Meridian Park's Department



Reviewer: Kim Warren / Pathways Project Manager

Planner Assigned: Nick Napoli

Date: 7.8.2026

Project Name: Momentum Sub **File No:** H-2026-0036 – CPAM, MDA,PP, RZ

The following will be required for development of the proposed project:

CONDITIONS OF APPROVAL - PATHWAYS

1. The project developer shall design and construct multi-use pathways consistent with the location and specifications set forth in the Meridian Pathways Master Plan Map and Master Pathways Plan Document Chapter 3). Any proposed adjustments to pathway alignment shall be coordinated through the Pathways Project Manager. *See Interactive Pathways Map on City Website.*
2. Prior to final project approval the applicant shall dedicate a public access easements for and construct 10' wide detached multi-use pathways (concrete sidewalks) along Lake Hazel Rd and South Meridian Rd.

Easements shall be a minimum of 14' wide (10' pathway + 2' shoulder each side). All pathways shall be located outside of irrigation district easements unless permission is specifically obtained from the governing irrigation district. Easement need only be dedicated for multi-use pathways that lie outside the public ROW. Follow ACHD easement requirements for detached sidewalks along public roadways.

*Use standard City template for public access easement. **Submit all easements online through Citizen's Access Portal.***
3. Construct multi-use pathways per paving section based on existing site conditions as recommended by project civil engineer in accord with UDC 11-3A-8 and 11-3B-12. Prior to final approval the applicant's engineer shall provide written documentation (stamped plans depicting recommended paving section) that the pathway segment was constructed per the recommended specifications.
4. The owner (or representative association) of the property affected by each public access easement shall have an ongoing obligation to maintain the multi-use pathway.
5. 6' high open vision fencing shall be installed between pathways and (live) water irrigation canals and laterals as detailed in the Meridian Pathways Master Plan, Chapter 3, page 3-5. All other fence details per UDC 11-3A-7.
6. Project developer shall be responsible for obtaining license agreement and other permission(s) as required for constructing within irrigation district easements.
7. Should any discrepancy exist between these conditions of approval and the requirements of the irrigation district, the developer shall work with Pathways Project Manager to achieve a pathway design that meets both City and irrigation district objectives. City requirements as stated shall not (nor are they intended to) override those of the irrigation district having jurisdiction over the project area.

D. Irrigation Districts

1. Boise Project Board of Control

RICHARD DURRANT CHAIRMAN OF THE BOARD	BOISE PROJECT BOARD OF CONTROL (FORMERLY BOISE U.S. RECLAMATION PROJECT)	OPERATING AGENCY FOR 167,000 ACRES FOR THE FOLLOWING IRRIGATION DISTRICTS
WILLIAM PATTERSON VICE CHAIRMAN OF THE BOARD	2483 OVERLAND ROAD BOISE, IDAHO 83705-2183	NAMPA-MERIDIAN DISTRICT BOISE-KUNA DISTRICT WALDER DISTRICT NEW YORK DISTRICT BIG BEND DISTRICT
ROBERT D. CARTER PROJECT MANAGER		
THOMAS RITTHALER ASSISTANT PROJECT MANAGER		
APRYL GARDNER SECRETARY-TREASURER		
MARY SUE CHASE ASSISTANT SECRETARY- TREASURER		

05 August 2026

RECEIVED
AUG 12 2026
CITY OF MERIDIAN
CITY CLERKS OFFICE

TEL: (208) 344-1541
FAX: (208) 344-1437

City Clerk's Office
33 E Broadway Avenue
Meridian ID, 83642

RE: Apex Zenith
E Lake Hazel and South Meridian Rd, Meridian
Boise-Kuna Irrigation District
New York Irrigation District
Rawson Canal 259+90
Sec. 06, T2N, R1E, BM.

H-2204-0036 CPAM, MDA, PP, RZ
BK-146
NY-229-001-00, 001-01, 001-02

Nick Napoli:

The United States' Rawson Canal lies within the boundary of the above-mentioned location. The easement for this canal and lateral is held in the name of the United States through the Bureau of Reclamation under the authority of the Act of August 30, 1890. (26 Stat. 391; 43 U.S.C. 945) if approved.

The Boise Project Board of Control is contracted to operate and maintain this canal. We assert this Federal easement of 40 feet both directions of the Rawson Canal centerline. Whereas this area is for the operation and maintenance of our facility, no activity should hinder our ability to do so.

Due to the increased population and safety concerns to the public near these Federal facilities listed above, created by this new development of the land, Boise Project strongly encourages the city/county to require the landowner/developer to pipe/concrete line these facilities for public safety.

If the original landscape is planned to be excavated more than 10 feet (20% or 11.3 degrees) within 50 feet of the above quoted federal easement, Boise Project will require that the canal/lateral be piped/concrete lined by the landowner or developer to include all required box structures and deliveries within the project boundaries. Piped canals/laterals could get a reduced easement if agreed upon by Boise Project and the landowner/developer.

The Boise Project does not approve landscaping (gravel only) within its easements, as this will certainly increase the cost of maintenance. The easement must remain a flat drivable surface. All public roadways must be outside of this easement. Easement must remain a flat drivable surface. No variances will be granted.

Fencing, gates, pathways and pressurized irrigation lines (as may be required) must be constructed just off the lateral easement, to ensure public safety and prevent encroachments. No variances will be granted.

The construction of any roadway crossings must be conducted only during the non-irrigation season when the lateral is dewatered. In any case no work shall take place within the easement before the proper crossing agreements have been secured through the Bureau of Reclamation and the Boise Project Board of Control.

Project facilities and/or easements that parallel and are within and/or intended to be within road right-of-ways due to any development of this property must be relocated outside of road right-of-ways.

Utilities planning to cross any project facility must do so in accordance with the master policies now held between the Bureau of Reclamation and most of the utilities. In any case no work shall take place within the easement before proper crossing agreements have been secured through both the Bureau of Reclamation and the Boise Project Board of Control.

Crossing agreements must be secured and signed by all parties prior to March 1st of each year. A time schedule for the construction to be done during the non-irrigation season must be approved by Boise Project prior to any activity within Project easements. No construction will be allowed within the easement boundaries of the Boise Project Board of Control facilities after March 1st of each year. However, on a case-by-case basis, overhead utilities and utilities boring underneath a Project facility may be allowed after March 1st if reviewed and approved by the Boise Project.

Storm Drainage and/or Street Runoff must be retained on site.

NO DISCHARGE into the live irrigation system is permitted.

Per Idaho Statutes, Title 42, local irrigation/drainage ditches that cross this property, to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer and contractors.

Whereas this property lies within the Boise-Kuna and New York Irrigation Districts it is important that representatives of this development contact these offices as soon as possible to discuss the pressure system prior to any costly design work. If applicable, the irrigation system will have to be built to specific specifications as set by the District / Project.

Written confirmation from the Boise-Kuna and New York Irrigation Districts and the City of Meridian is required as to who will own and operate the irrigation system.

If the districts are to own and operate this pressurized irrigation system, Boise Project Board of Control will require a set of plans be sent to Jim Money, Civil Survey Consultants, Inc. at 1400 E. Watertower Street, Meridian, Idaho 83642-3513 for his review, comments and approval.

This development is subject to Idaho Code 31-3805, in accordance, this office is requesting a full-size hard copy of the irrigation and drainage plans.

Wording on the preliminary and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Control facilities are subject to Idaho Statutes, Title 42-1209.

Whereas this development is in its preliminary stages, Boise Project Board of Control reserves the right to require changes when our easements and/or facilities are affected by unknown factors even during the approved construction phase.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,



Kevin Reeves
Assistant Project Manager, BPBC

thb/tr

cc: Erik Wyatt	Watermaster, Div. 2 BPBC
Alicia Flavel	Secretary – Treasurer, BKID
Dawn Harmon	Secretary – Treasurer, NYID
File	

E. West Ada School District (WASD) or Other District/School

MEMORANDUM: SCHOOL IMPACTS COMMUNITY DEVELOPMENT DEPARTMENT

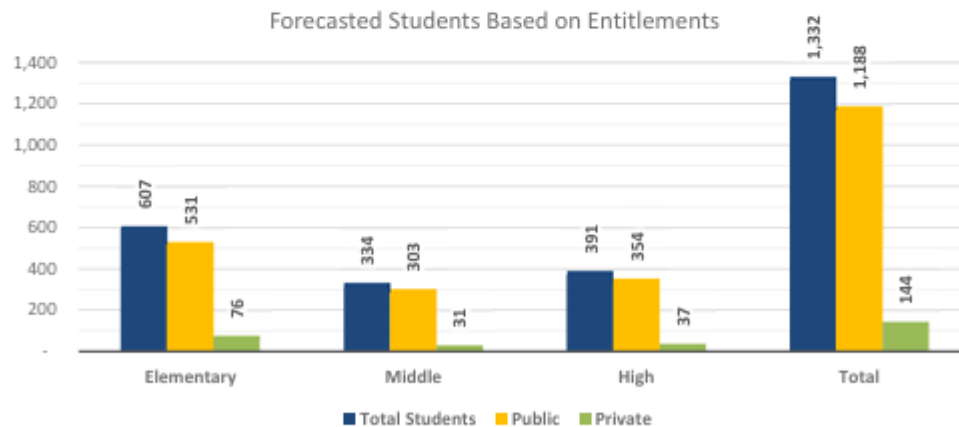


August 21, 2026

TO: Nick Napoli, Current Associate Planner
CC: Bill Parsons, Current Planning Supervisor
FROM: Craige Bergman, Long-Range Associate Coordination Planner
RE: H-2026-0036: Momentum Subdivision

CUMULATIVE IMPACTS ON SCHOOLS

The proposed residential development application is located at parcel S1406247810. This section of the memo looks at cumulative impacts over a broad area and provides entitlement data in areas affected by the subject application. The following information is intended as a reference, rather than a decisive tool, and serves to forecast the number of school-aged children, enrolled in both public and private schools, using city-wide census data. **To date and within the last five years, there have been 2409 entitled units (2409 single-family and 0 multi-family) approved within a 1-mile radius of the project location resulting in approximately 1,332 school-aged children.**



Notes: Total units derived from Meridian enterprise data for preliminary plats and relevant conditional use permits over the last 5-years. This data reflects approved projects only and excludes pending applications, including the subject application. American Community Survey 5-year data is used to determine persons per household and enrollment by grades for public and private schools.

WEST ADA SCHOOL DISTRICT - STUDENT GENERATION RATES

West Ada School District (WASD) uses a Student Generation Rate (SGR) to determine what impact future development will have on enrollments. Using WASD's SGR, the following is City staff's assessment: The SGR for **Mary McPherson Elementary School** is **0.49** for single-family and **0.16** for multi-family. The proposed project will contain **290** single family units and **400** multi-family units resulting in **approximately 207** school-aged children across all grade levels. The proposed project is within the following school boundaries, currently, and approval of the project may affect enrollments at these schools:

School Attendance Areas	25-26' Enrollment	Architectural Capacity	Program Capacity
Mary McPherson Elementary School	495	675	550
Victory Middle School	1075	1000	-
Mountain View High School	2479	2175	-

Notes:

- *Student Generation Rates are calculated in reference to the designated elementary school within the subject property's associated school attendance area. This information is intended as a reference, rather than a decisive tool.*
- *Projects can be built in phases and full impacts not immediate.*
- *Architectural Capacity – the capacity established at the time a school is designed based on the number of general education classrooms in the building.¹*

F. Ada County Highway District (ACHD)



Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

Date: August 31, 2026

To: Amanda McNutt

Staff Contact: KaraLeigh Troyer, Planner

Project Description: Momentum Subdivision

Trip Generation: This development is estimated to generate 22,798 vehicle trips per day, 2,012 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

Proposed Development Meets	
All ACHD Policies	
Requires Revisions to meet ACHD Policies	X

Area Roadway Level of Service	
Do area roadways meet ACHD's LOS Planning Thresholds?	
Yes	X
No	
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	
No	

Traffic Impact Study	
Yes	X
No	
If yes, is mitigation required	X

ACHD Planned Improvements	
FVP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	
No	X

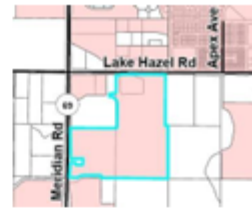
connecting you to more

Ada County Highway District - 5800 N Meeker Avenue - Boise, ID - 83713 - PH 208-387-6300 - FX 345-7650 - www.achdidaho.org

G. Community Planning Association (COMPASS)

Communities in Motion (CIM) Development Review Checklist

Development Name:	Momentum Subdivision
<u>CIM Vision</u> Category:	Future Neighborhood
Consistent with <u>CIM Vision</u>?	YES
New Households:	±1000
New Jobs:	±900



Safety

How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Lake Hazel Road

Pedestrian level of stress	☐
Bicycle level of stress	☐



Economic Vitality

To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access	☐
Impact on Existing Surrounding Farmland	☒
Net Fiscal Impact	N/A



Convenience

What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop	☐
Nearest public school	☐
Nearest public park	☒



Quality of Life

Checked boxes indicate that additional information is attached.

Active Transportation	☒
Automobile Transportation	☐
Public Transportation	☐
Roadway Projects	☒



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

Improvements to Lake Haze Road may improve bicycle and pedestrian safety. The Pipeline multiuse pathway is supported in existing pathway plans.

Who we are: The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with Communities in Motion, the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available online. See the Development Review User Guide for more information on the red, yellow, and green checklist thresholds.



<https://compassidaho.org/>



info@compassidaho.org



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name: Lake Hazel Road

Primary Use: Freight

Secondary Use:

Access Management

- ✓ Provide more access on lower functionally classified roads, such as collectors, and less on arterials, to facilitate efficient and safe through movement
- ✓ Provide cross or shared access to reduce the need for excessive access on major roads

More information is available in the [COMPASS Access Management Toolkit](#) and the [COMPASS Access Management Business Guide](#).

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

Lake Hazel Road (State Highway 69 to Locust Grove Road)

Widening Lake Hazel Road (State Highway 69 to Locust Grove Road) to 5 lanes is a local system project in *Communities in Motion 2050*. It is funded.

CIM Priority Corridor:

State Highway 69 (Kuna Road to Interstate 84)

Widening State Highway 69 (Kuna Road to Interstate 84) to 6 lanes is a state system project with a priority ranking of 4 in *Communities in Motion 2050*. It is unfunded.

More information on transportation needs and projects based on forecasted future growth is available at: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

Short-Term Funded Capital Projects

SH-69 (Meridian Road), Columbia Road to Lake Hazel Road, Ada County

Regionally Significant: ☒

☐ Inflated

Key #: 24818

Requesting Agency: ACHD

Project Year: 2026 ITD

Total Previous Allocations:

Total Programmed Budget: \$24,510

Total Cost (Prev. + Prog.): \$0

Project Description

Widen State Highway 69 (Meridian Road) from just north of Columbia Road in the City of Kuna to Rawson Canal just north of Lake Hazel Road in the City of Meridian. Work includes widening State Highway 69 to three through lanes in each direction; installing a raised median; full width shoulders; drainage and utility adjustments, and traffic signals at State Highway 69 and Aristocrat Drive, Lake Hazel Road, and Preval Avenue; modifying intersections; and adding detached pedestrian facilities. Work will be completed in two phases. Project will use a Sales Tax Anticipated Revenue (STAR) financing agreement through a private developer.

TIP Achievement:

System Performance

Active Transportation

Safety

Funding Source		State	Program					State Forces	Local Match			100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2026	10	0	0	0	0	0	10	0	10			
Fund Totals:	10	0	0	0	0	0	10	0	10			

Funding Source		Private Developer	Program					Hwy - Local Partnerships	Local Match			100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2026	0	0	0	0	0	24,500	24,500	0	24,500			
Fund Totals:	0	0	0	0	0	24,500	24,500	0	24,500			

Source: The COMPASS Transportation Improvement Program (TIP). The TIP is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant and is available at:

<https://compassidaho.org/transportation-improvement-program/>

FINDINGS

A. Rezone (UDC 11-5B-3E)

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 annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;
Staff finds with the proposed development agreement provisions and conditions that the map amendment complies with the applicable provisions in the comprehensive plan. As evidenced by this staff report with and all exhibits attached therein, and assuming compliance with the recommended conditions.
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
Staff finds with the proposed development agreement provisions and conditions that the map amendment complies with the regulations outlined for the Mixed Use Regional purpose statement.
3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;
Staff finds that the map amendment will not be materially detrimental to the public health, safety, and welfare. This is primarily due to the improvements being made with the current first phase of development. These improvements include corridor improvements along Meridian Road through a STARS agreement with ITD, signalized intersections, and construction of a collector road network that will eventually connect Meridian Road with Locust Grove and Lake Hazel Road with Columbia Road.
4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and
Staff finds the map amendment will not result in adverse impact upon the delivery of services by political subdivision providing public services within the city. Staff received comments from ACHD, COMPASS, and West Ada School District. While these agencies provided comments that raise some concerns, they provide avenues for mitigation. In addition, the applicant will be required to comeback at a later date with a conditional use permit and preliminary plat for the residential portions of the site.
5. The annexation (as applicable) is in the best interest of city.
Not Applicable.

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

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

1. The proposed amendment is consistent with the other elements of the comprehensive plan.
Staff finds with the proposed development agreement provisions and conditions that the amendment is consistent with the elements of the comprehensive plan.
2. The proposed amendment provides an improved guide to future growth and development of the city.
Staff finds with the proposed development agreement provisions and conditions that extending the Mixed Use Regional designation will provide and improved guide for future growth and development in the regional area.

3. The proposed amendment is internally consistent with the goals, objectives and policies of the Comprehensive Plan.
Staff finds with the proposed development agreement provisions and conditions that the amendment is consistent with the goals, objectives, and policies of the Comprehensive Plan.
4. The proposed amendment is consistent with this Unified Development Code.
Staff finds with the proposed development agreement provisions and conditions that the amendment is consistent with the Unified Development Code.
5. The amendment will be compatible with existing and planned surrounding land uses.
Staff finds with the proposed development agreement provisions and conditions that the amendment will be compatible with the existing and planned surrounding land uses.
6. The proposed amendment will not burden existing and planned service capabilities.
Staff finds the amendment should not burden existing and planned service capabilities. Agencies have provided mitigation for any impacts proposed with the development that will provide improvement in the future once additional roads and schools are built.
7. The proposed map amendment (as applicable) provides a logical juxtaposition of uses that allows sufficient area to mitigate any anticipated impact associated with the development of the area.
Staff finds with the proposed development agreement provisions and conditions that the amendment provides a logical juxtaposition of uses that allows sufficient area to mitigate any anticipated impact associated with the development of the area.
8. The proposed amendment is in the best interest of the City of Meridian.
Staff finds with the proposed development agreement provisions and conditions that the amendment is in the best interest of the City of Meridian.

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

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

1. The plat is in conformance with the comprehensive plan and is consistent with this unified development code;
Staff finds with the proposed conditions that the plat is in conformance with the comprehensive plan and is consistent with the Unified Development Code.
2. Public services are available or can be made available and are adequate to accommodate the proposed development;
Staff finds the public services are available and are currently being constructed to accommodate the proposed development.
3. The plat is in conformance with scheduled public improvements in accord with the city's capital improvement program;
Staff finds the plat is in conformance with the scheduled public improvements in accord with the city's capital improvement program.
4. There is public financial capability of supporting services for the proposed development;
Staff finds there is public financial capability of supporting services for the proposed development.

5. The development will not be detrimental to the public health, safety or general welfare; and
Staff finds the development will not be detrimental to the public health, safety or general welfare.
6. The development preserves significant natural, scenic or historic features.
Not applicable. Staff is not aware of any significant natural, scenic or historic features.

ACTION

A. Staff:

VI.

Staff recommends approval of the proposed amendment to the Future Land Use Map, Rezone, Preliminary Plat, and Development Agreement Modification per the provisions in Section IV in accord with the Findings in Section V.

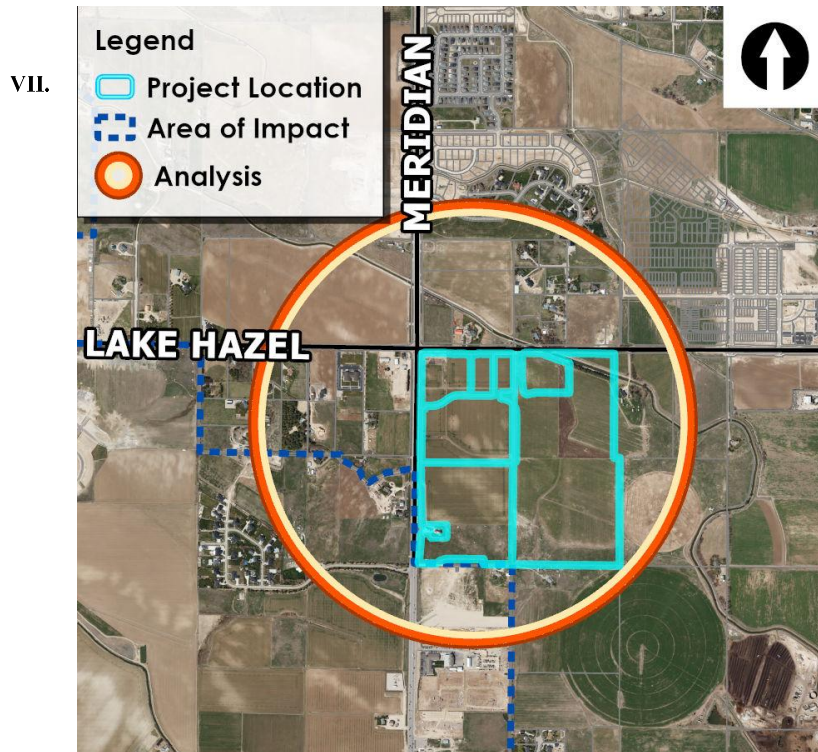
B. Commission:

C. City Council:

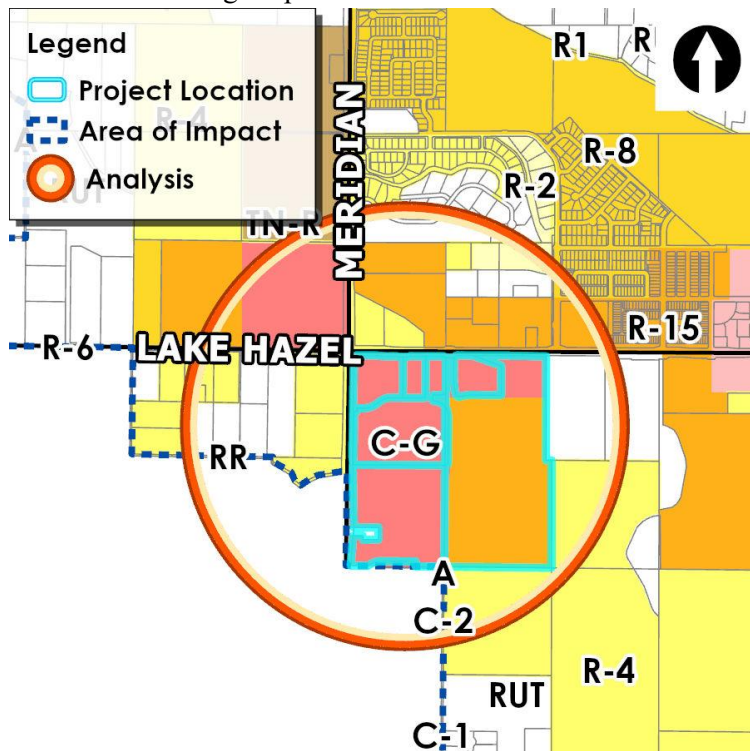
EXHIBITS

A. Project Area Maps

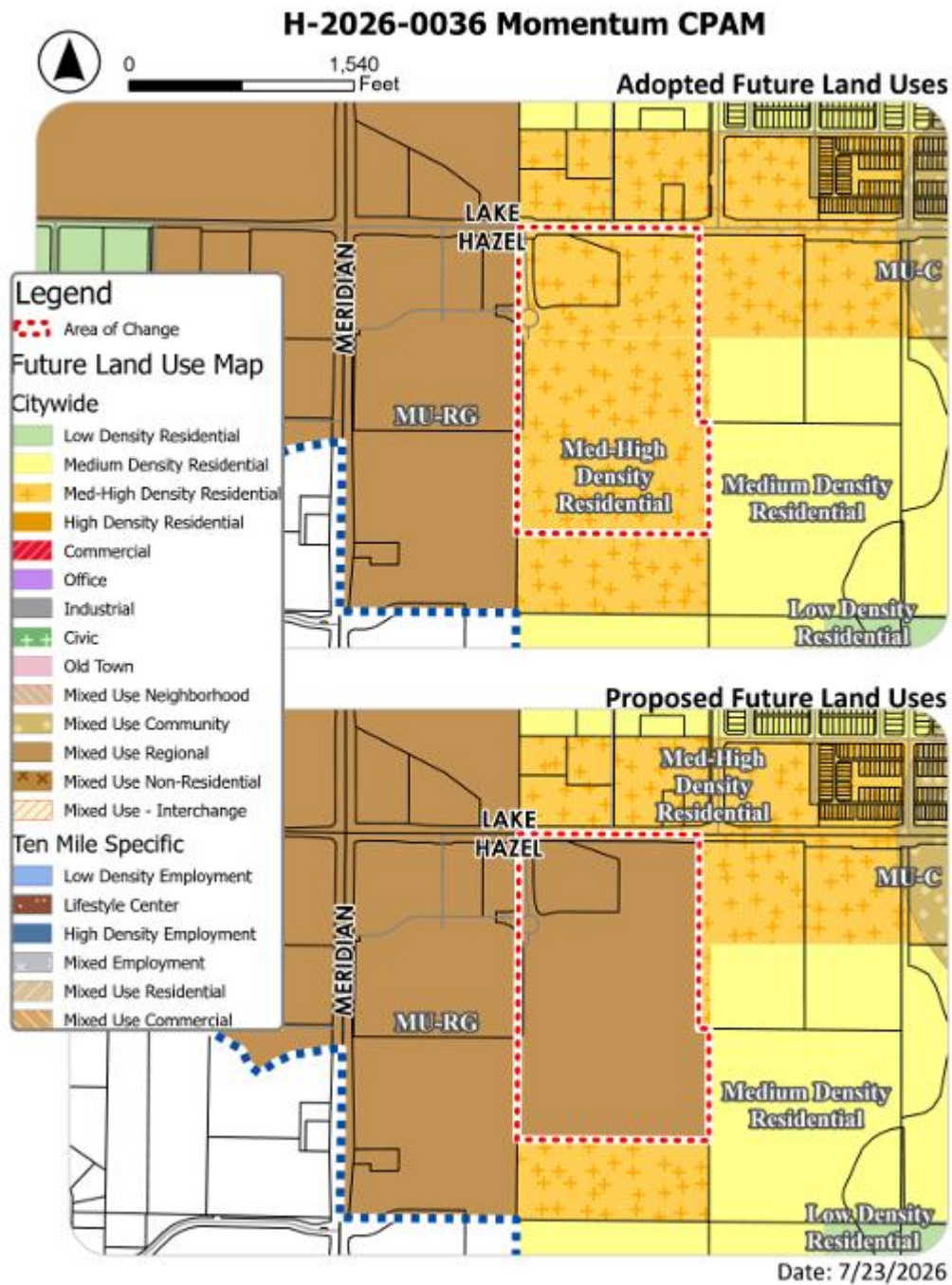
1. Aerial



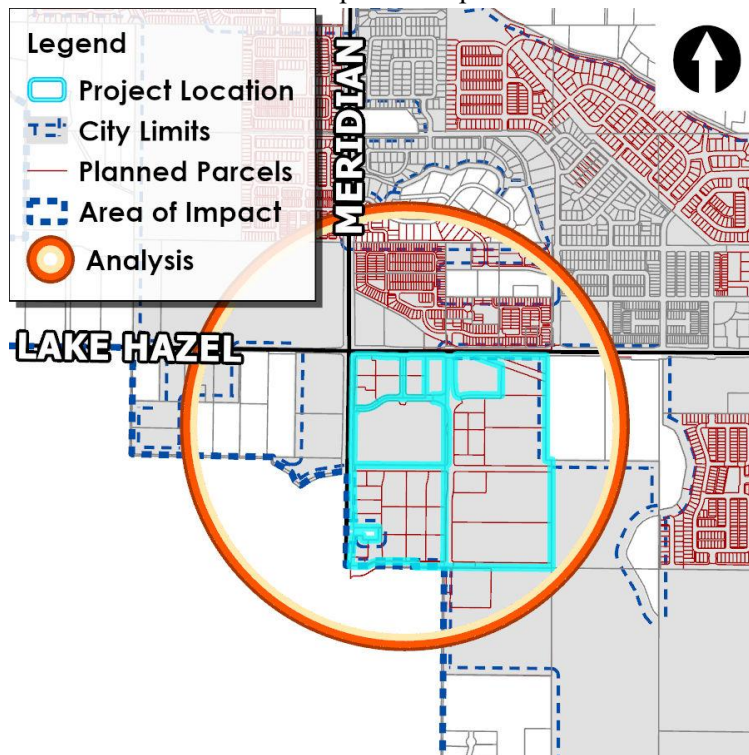
2. Zoning Map



3. Future Land Use



4. Planned Development Map

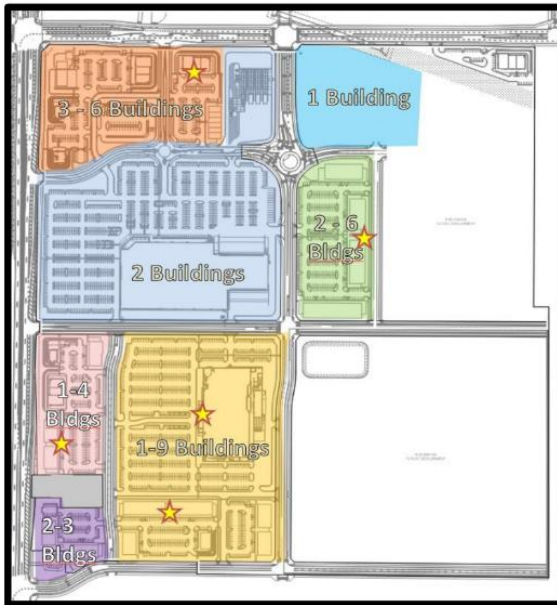


B. Subject Site Photos

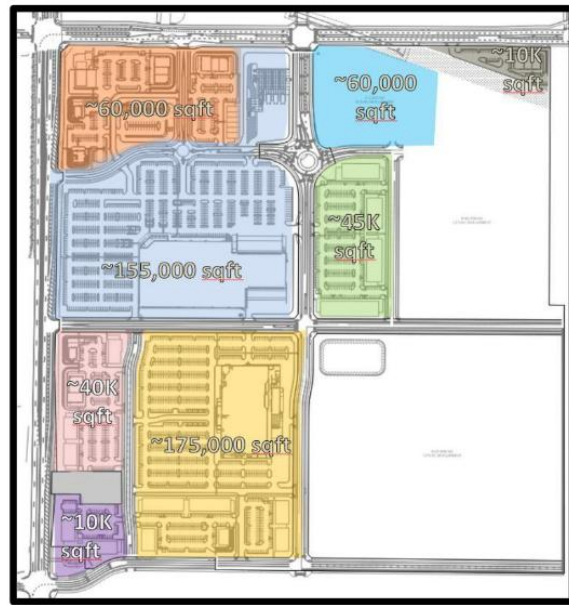
C. Previous and Current Concept Plan (date: 8/19/2026)

Current:

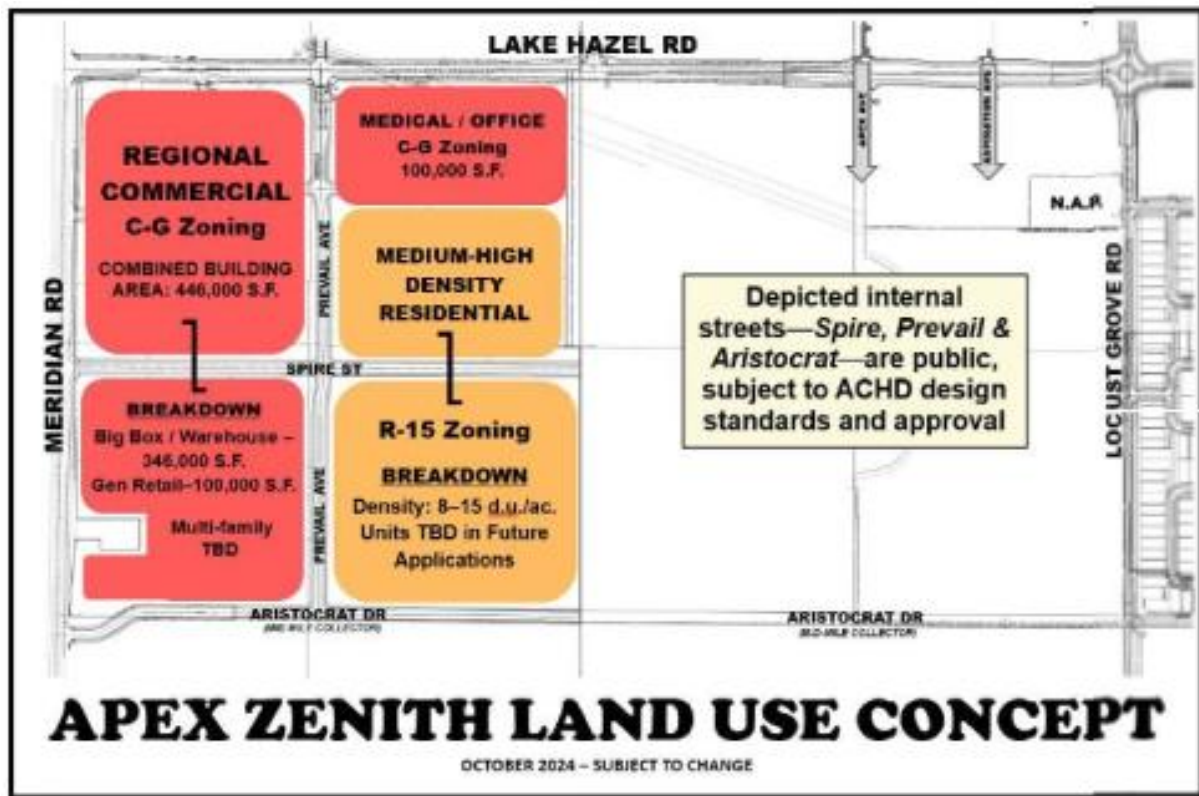
Possible Building Counts per Block



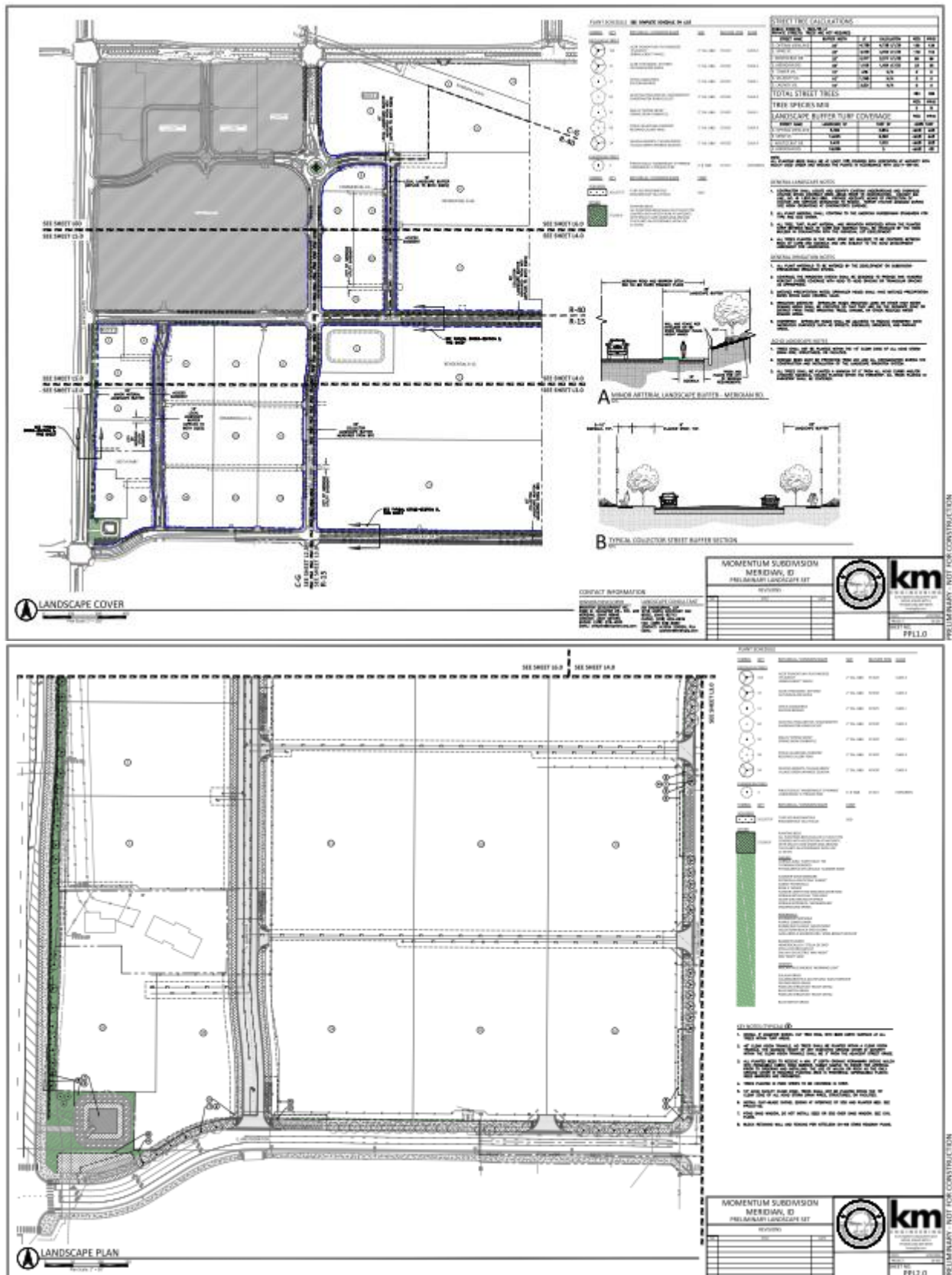
Approximate Building Sq Ft per Block

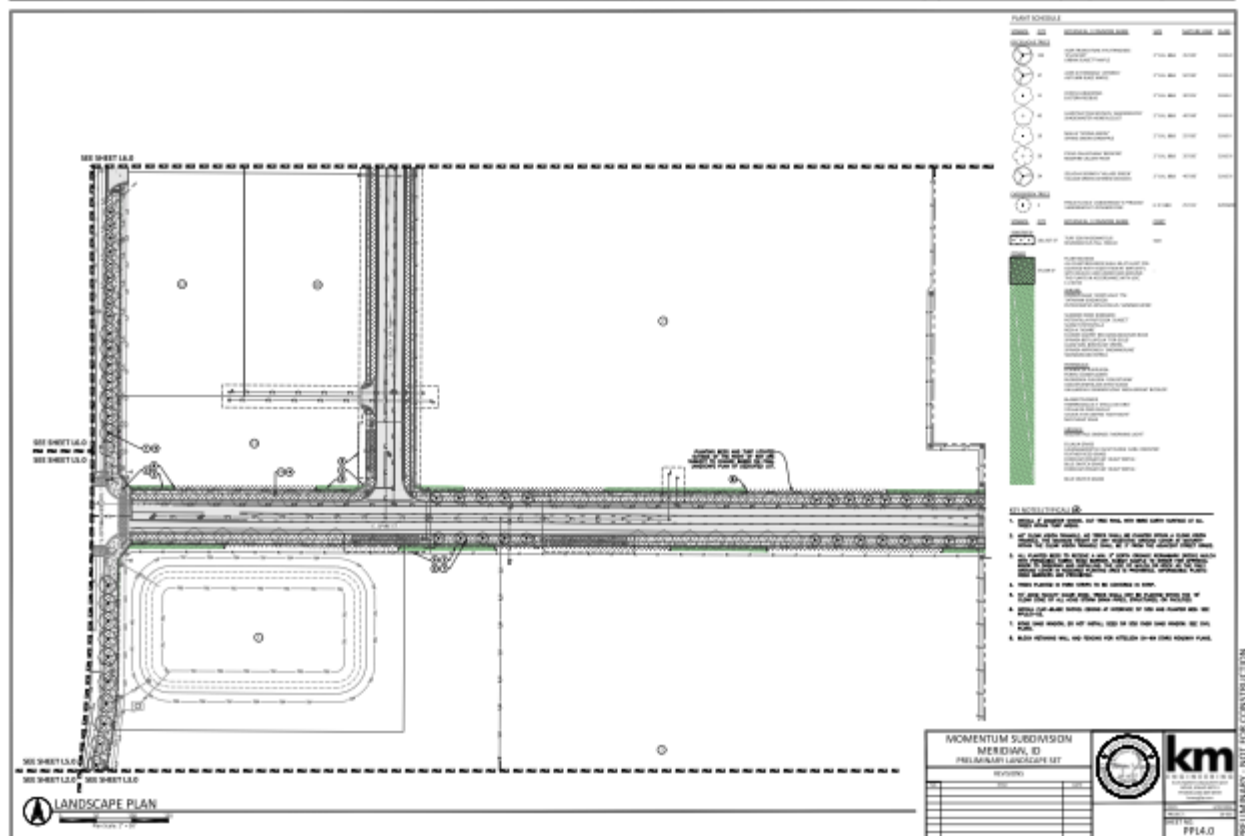
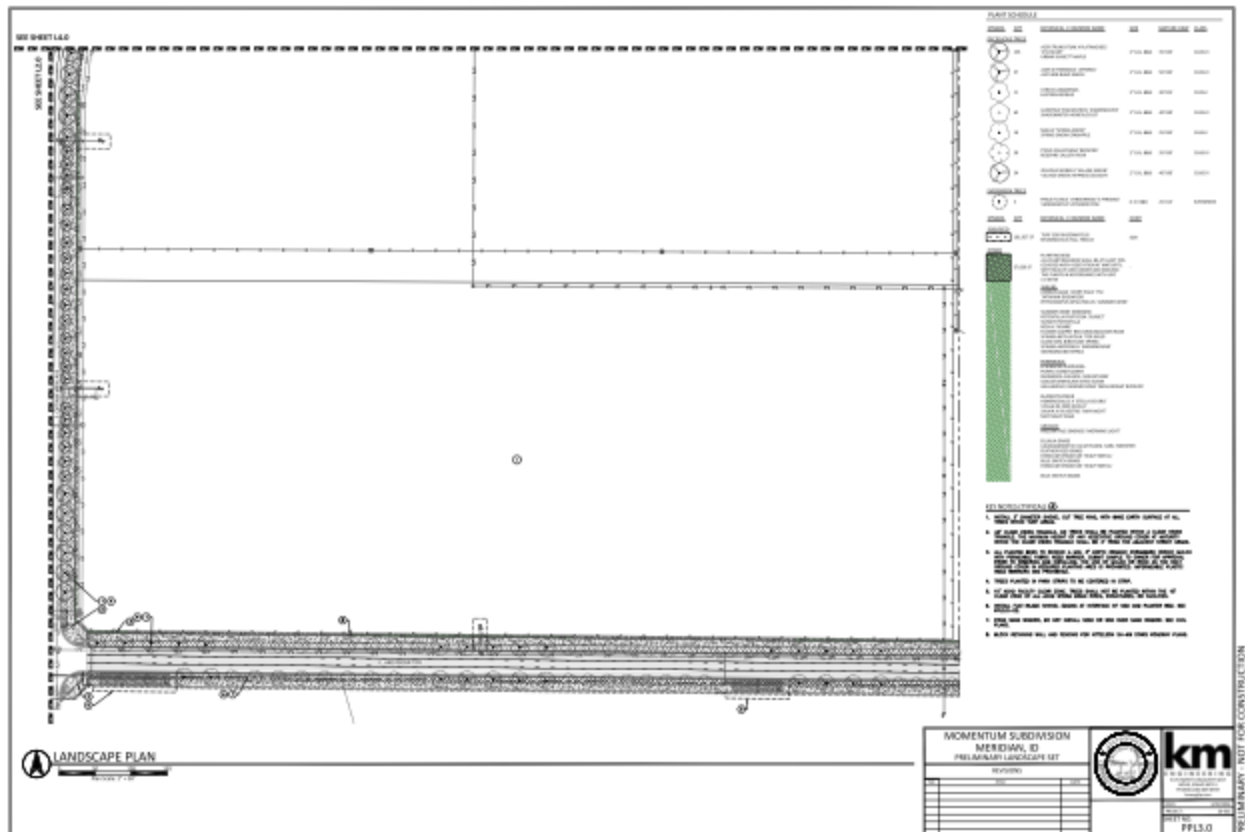


Previous:

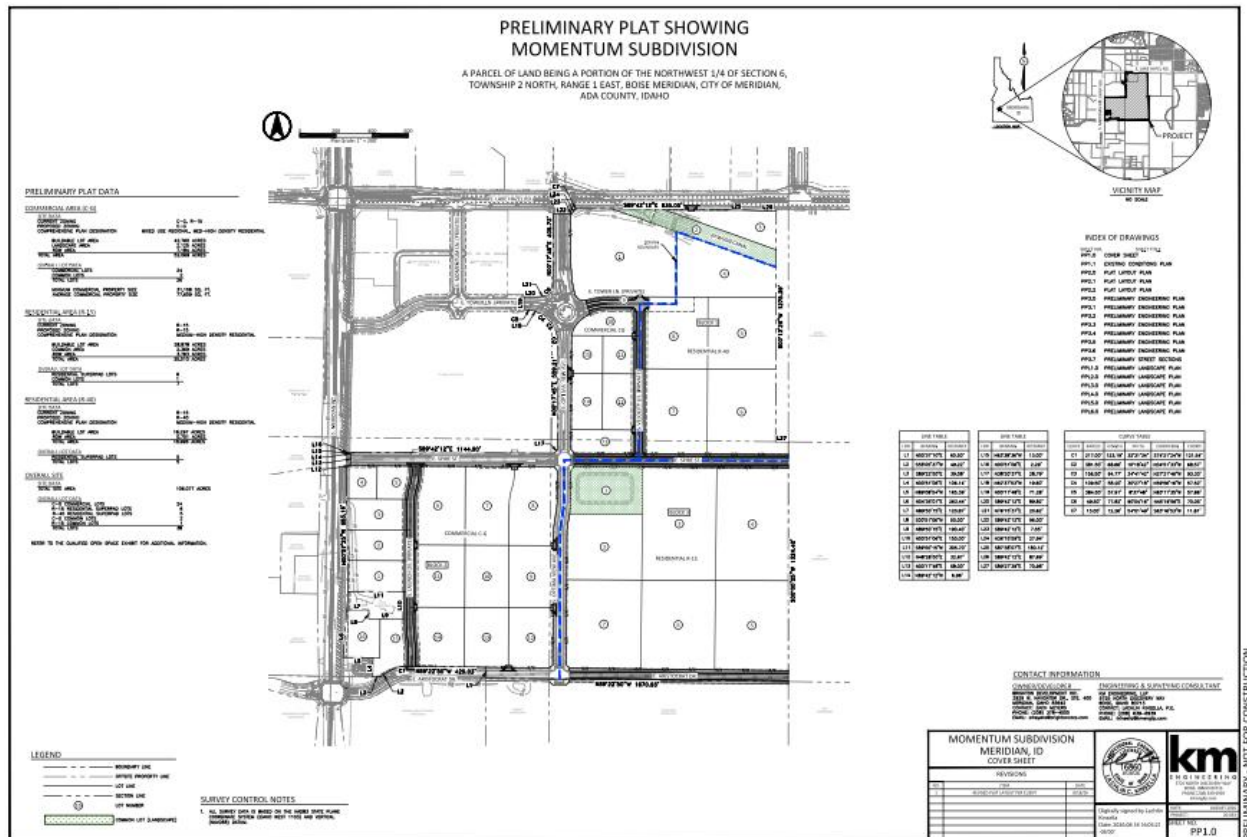


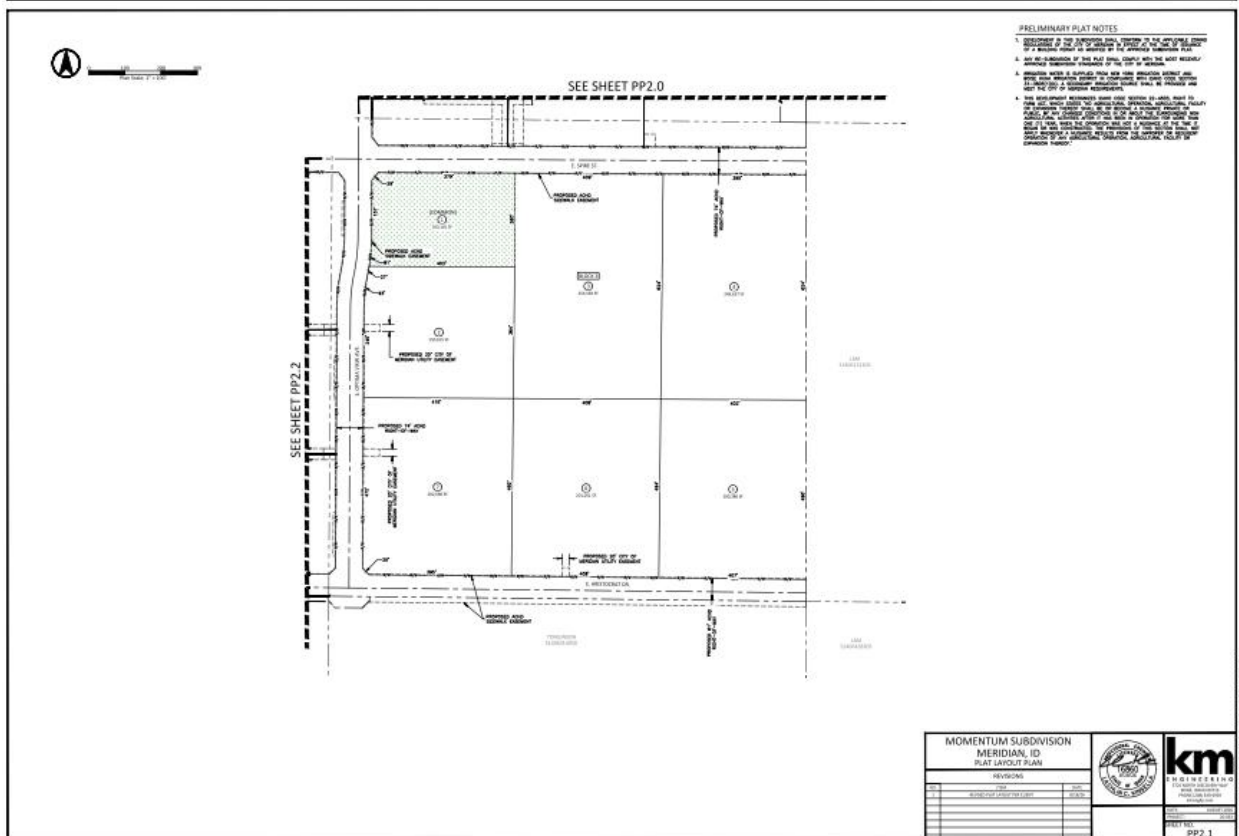
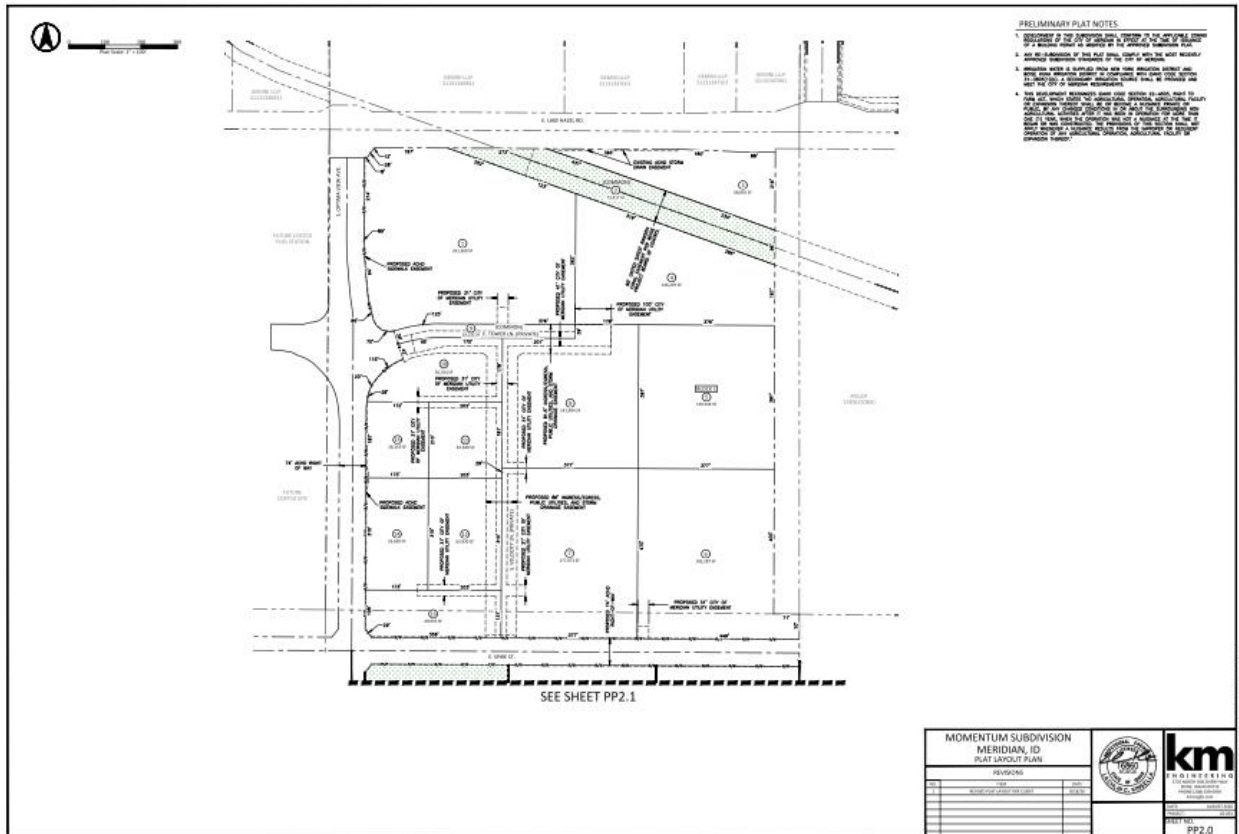
D. Landscape Plan (date: 8/19/2026)

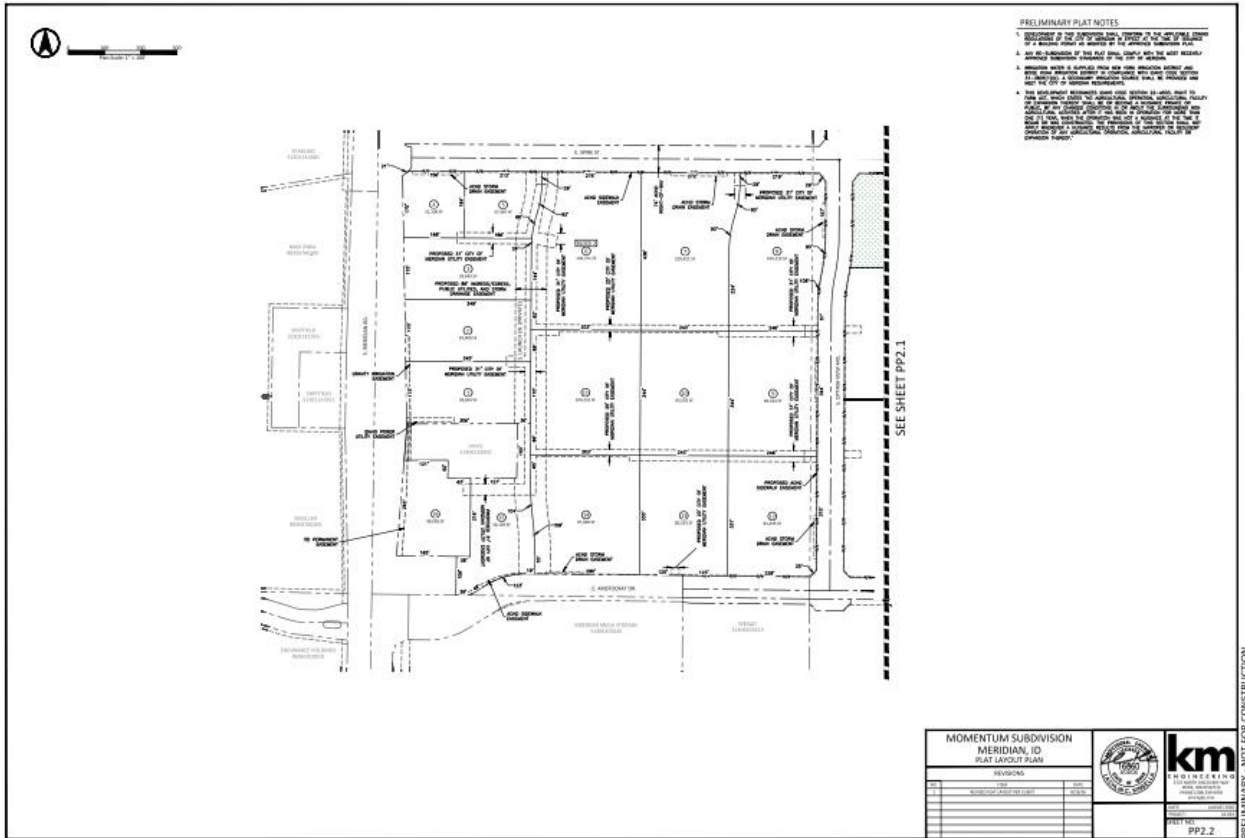




E. Preliminary Plat (date: 8/19/2026)





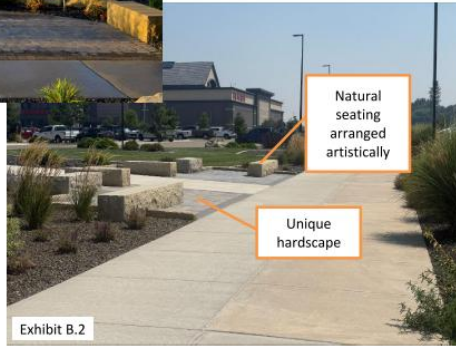


F. Building Elevations/Design Guidelines (date: 8/19/2026)

Input this link into the browser to review the file:

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=453736&dbid=0&repo=MeridianCity>

G. Plaza and Open Space Images





Situated so the commercial plaza area and multifamily open space are in line with one another and accessible by pathways that stretch through the plaza area to the multifamily.

Landscaping is similar on both the residential and commercial sides to show cohesion.

Seating, tables, and shade are provided

Exhibit C.3



Micropaths go through amenity and open space areas to enhance pedestrian access

Exhibit D.1

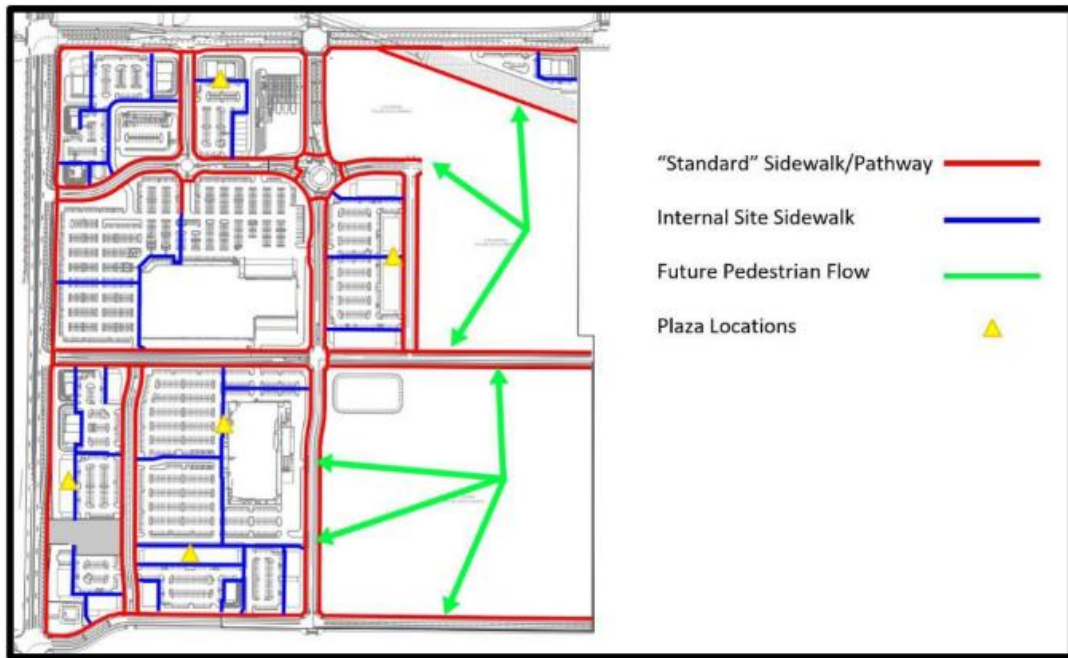
Major amenities or gathering spaces are accessible via detached public sidewalks adjacent to roadways



Micropaths through open space connect to street sidewalk network

Exhibit D.2

H. Pedestrian Connectivity Plan



I. Rezone Legal Description & Exhibit Map



March 26, 2026
Project No.: 26-033
Momentum Subdivision

Exhibit A Legal Description for Rezone to R-40

A parcel of land being a portion of Government Lot 3 and a portion of the Southeast 1/4 of the Northwest 1/4 all in Section 6, Township 2 North, Range 1 East, B.M., City of Meridian, Ada County, Idaho being more particularly described as follows:

Commencing at an aluminum cap marking the North 1/4 corner of said Section 6 which bears S89°42'12"E a distance of 1,300.53 feet from a 5/8-inch rebar marking the Northwest corner of said Government Lot 3, thence following the northerly line of said Government Lot 3, N89°42'12"W a distance of 617.70 feet;
Thence leaving said northerly line, S00°17'48"W a distance of 173.16 feet to a 5/8-inch rebar on the southerly right-of-way line of the Rawson Canal and being the **POINT OF BEGINNING**.

Thence following said southerly right-of-way line the following two (2) courses:

1. S70°28'01"E a distance of 319.18 feet;
2. S70°06'42"E a distance of 265.99 feet;

Thence leaving said southerly right-of-way line, S00°12'26"W a distance of 963.87 feet to a 5/8-inch rebar on the southerly line of said Government Lot 3;

Thence following said southerly line, S89°27'39"E a distance of 70.98 feet to a 5/8-inch rebar marking the Southeast corner of said Government Lot 3;

Thence following the easterly line of said Southeast 1/4 of the Northwest 1/4 of Section 6, S00°00'25"W a distance of 107.19 feet;

Thence leaving said easterly line, N89°42'12"W a distance of 825.73 feet;

Thence N00°17'48"E a distance of 865.67 feet;

Thence S89°42'12"E a distance of 200.75 feet;

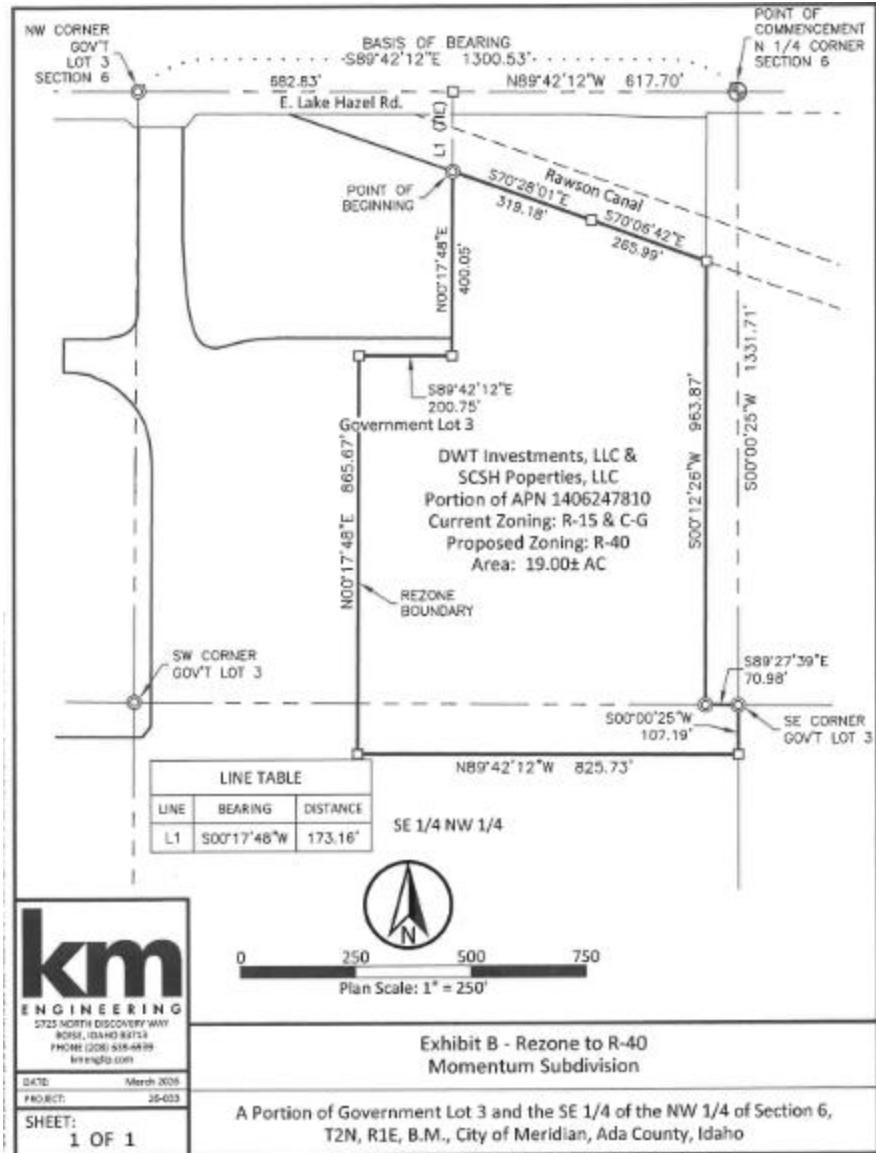
Thence N00°17'48"E a distance of 400.05 feet to the **POINT OF BEGINNING**.

Said parcel contains a total of 19.00 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

Attached hereto is Exhibit B and by this reference is made a part hereof.



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J. Comprehensive Plan Map Amendment Legal Description and Exhibit



May 8, 2026
Project No.: 26-033
Momentum Subdivision

Exhibit A Legal Description for Comprehensive Plan Amendment

A parcel of land being a portion of Government Lot 3 and a portion of the Southeast 1/4 of the Northwest 1/4 of Section 6, Township 2 North, Range 1 East, B.M., City of Meridian, Ada County, Idaho being more particularly described as follows:

BEGINNING at a 5/8-inch rebar marking the Northwest corner of Government Lot 3 of said Section 6, which bears N89°42'12"W a distance of 1,300.53 feet from an aluminum cap marking the North 1/4 corner of said Section 6, thence following the northerly line of said Government Lot 3, S89°42'12"E a distance of 1,234.21 feet;
Thence leaving said northerly line, S00°12'26"W a distance of 1,331.39 feet to a 5/8-inch rebar on the southerly line of said Government Lot 3;
Thence following said southerly line, S89°27'39"E a distance of 70.98 feet to a 5/8-inch rebar marking the southeast corner of said Government Lot 3 (also being the northeast corner of said Southeast 1/4 of the Northwest 1/4);
Thence leaving said southerly line and following the easterly line of said Southeast 1/4 of the Northwest 1/4, S00°00'25"W a distance of 767.70 feet;
Thence leaving said easterly line, N89°42'12"W a distance of 1,316.65 feet to the westerly line of said Southeast 1/4 of the Northwest 1/4;
Thence following said westerly line, N00°26'49"E a distance of 773.24 feet to a 5/8-inch rebar marking the southwest corner of said Government Lot 3 (also being the northwest corner of said Southeast 1/4 of the Northwest 1/4);
Thence leaving said westerly line of the Southeast 1/4 of the Northwest 1/4 and following the westerly line of said Government Lot 3, N00°26'49"E a distance of 1,326.15 feet to the **POINT OF BEGINNING**.

Said parcel contains a total of 60.969 acres, more or less.



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K. Development Agreement Modification Legal Description



June 11, 2026
Project No.: 26-033

Legal Description for Momentum Subdivision Development Agreement

A parcel of land being a portion of the Northwest 1/4 of Section 6, Township 2 North, Range 1 East, B.M., City of Meridian, Ada County, Idaho being more particularly described as follows:

Commencing at a 5/8-inch rebar marking the Northwest corner of Government Lot 3 of said Section 6, which bears S89°42'12"E a distance of 1,189.98 feet from an aluminum cap marking the Northwest corner of said Section 6, thence following the westerly line of said Government Lot 3, S00°26'49"W a distance of 77.48 feet to a 5/8-inch rebar on the southerly right-of-way of W. Lake Hazel Road; Thence leaving said westerly line and following said southerly right-of-way, S89°42'12"E a distance of 1.28 feet to a 5/8-inch rebar being the **POINT OF BEGINNING**.

Thence following said southerly right-of-way the following six (6) courses:

1. S89°42'12"E a distance of 103.55 feet to a 5/8-inch rebar;
2. N36°15'59"E a distance of 27.94 feet to a 5/8-inch rebar;
3. 12.26 feet along the arc of a curve to the right, said curve having a radius of 13.00 feet, a delta angle of 54°01'49", a chord bearing of N63°16'53"E and a chord distance of 11.81 feet to a 5/8-inch rebar;
4. S89°42'12"E a distance of 835.05 feet to a 5/8-inch rebar;
5. S87°38'07"E a distance of 180.12 feet to a 5/8-inch rebar;
6. S89°42'12"E a distance of 87.69 feet to a 5/8-inch rebar;

Thence leaving said southerly right-of-way, S00°12'26"W a distance of 1,275.39 feet to a 5/8-inch rebar on the southerly line of said Government Lot 3;

Thence following said southerly line, S89°27'39"E a distance of 70.98 feet to a 5/8-inch rebar marking the Southeast corner of said Government Lot 3;

Thence leaving said southerly line and following the easterly line of the Southeast 1/4 of the Northwest 1/4 of said Section 6, S00°00'25"W a distance of 1,324.42 feet to a 5/8-inch rebar marking the Center 1/4 corner of said Section 6;

Thence leaving said easterly line and following the southerly line of said Southeast 1/4 of the Northwest 1/4, N89°22'50"W a distance of 1,320.93 feet to a brass cap marking the Southeast corner of Government Lot 5 of said Section 6;

Thence leaving the southerly line of said Southeast 1/4 of the Southwest 1/4 and following the southerly line of said Government Lot 5, N89°22'50"W a distance of 350.00 feet to a 5/8-inch rebar on the easterly right-of-way of W. Aristocrat Drive;

Thence leaving said southerly line and following said easterly right-of-way, N00°37'10"E a distance of 60.50 feet to a 5/8-inch rebar on the northerly right-of-way of said W. Aristocrat Drive;

Thence leaving said easterly right-of-way and following said northerly right-of-way the following four (4) courses:

1. N89°22'50"W a distance of 429.03 feet to a 5/8-inch rebar;
2. 123.19 feet along the arc of a curve to the left, said curve having a radius of 217.00 feet, a delta angle of 32°31'34", a chord bearing of S74°21'24"W, and a chord distance of 121.54 feet to a 5/8-inch rebar;
3. S58°05'37"W a distance of 49.22 feet to a 5/8-inch rebar;
4. N89°22'50"W a distance of 39.08 feet;

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Thence leaving said northerly right-of-way, N00°51'06"E a distance of 106.14 feet;
 Thence N89°08'54"W a distance of 165.39 feet to the easterly right-of-way of S. Meridian Road;
 Thence following said easterly right-of-way, N04°35'02"E a distance of 263.44 feet to a 5/8-inch rebar;
 Thence leaving said easterly right-of-way, N89°50'15"E a distance of 120.87 feet to a 1/2-inch rebar;
 Thence S00°51'06"W a distance of 50.00 feet to a 1/2-inch rebar;
 Thence N89°50'15"E a distance of 190.40 feet to a 1/2-inch rebar;
 Thence N00°51'06"E a distance of 150.00 feet to a 1/2-inch rebar;
 Thence S89°50'15"W a distance of 305.70 feet to a 5/8-inch rebar on said easterly right-of-way;
 Thence following said easterly right-of-way the following six (6) courses:
 1. N00°57'25"W a distance of 683.16 feet;
 2. N48°28'50"E a distance of 32.67 feet;
 3. N00°17'48"E a distance of 58.00 feet;
 4. N89°42'12"W a distance of 6.96 feet;
 5. N63°38'36"W a distance of 13.00 feet;
 6. N00°51'06"E a distance of 2.29 feet;
 Thence leaving said easterly right-of-way, S89°42'12"E a distance of 1,144.90 feet to a 5/8-inch rebar;
 Thence N38°20'37"E a distance of 28.79 feet to a 5/8-inch rebar;
 Thence N00°17'45"E a distance of 559.21 feet to a 5/8-inch rebar;
 Thence 68.66 feet along the arc of a curve to the left, said curve having a radius of 381.50 feet, a delta angle of 10°18'42", a chord bearing of N04°51'33"W, and a chord distance of 68.57 feet to a 5/8-inch rebar;
 Thence 94.77 feet along the arc of a compound curve to the left, said curve having a radius of 156.50 feet, a delta angle of 34°41'42", a chord bearing of N27°21'46"W, and a chord distance of 93.33 feet to a 5/8-inch rebar;
 Thence N44°42'37"W a distance of 22.65 feet to a 5/8-inch rebar;
 Thence 58.20 feet along the arc of a curve to the left, said curve having a radius of 109.50 feet, a delta angle of 30°27'18", a chord bearing of N59°56'16"W, and a chord distance of 57.52 feet to a 5/8-inch rebar;
 Thence N62°37'53"W a distance of 19.60 feet to a 5/8-inch rebar;
 Thence 57.91 feet along the arc of a curve to the left, said curve having a radius of 384.50 feet, a delta angle of 08°37'48", a chord bearing of N83°11'35"W, and a chord distance of 57.86 feet to a 5/8-inch rebar;
 Thence N00°17'48"E a distance of 71.28 feet to a 5/8-inch rebar;
 Thence S89°42'12"E a distance of 89.82 feet to a 5/8-inch rebar;
 Thence N76°15'37"E a distance of 20.62 feet to a 5/8-inch rebar;
 Thence 77.82 feet along the arc of a curve to the left, said curve having a radius of 49.50 feet, a delta angle of 90°04'16", a chord bearing of N45°19'56"E, and a chord distance of 70.05 feet to a 5/8-inch rebar;
 Thence N00°17'48"E a distance of 405.73 feet to the **POINT OF BEGINNING**.

Said parcel contains a total of 106.077 acres, more or less.



PAGE | 2

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

(link to [Community Metrics](#))

VIII.

A. One-Mile Radius Existing Condition Notes

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

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

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

B. Service Assessment Notes

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

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

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

C. ACHD Roadway Infographic Notes

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

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

