

COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING DATE: 7/8/2025

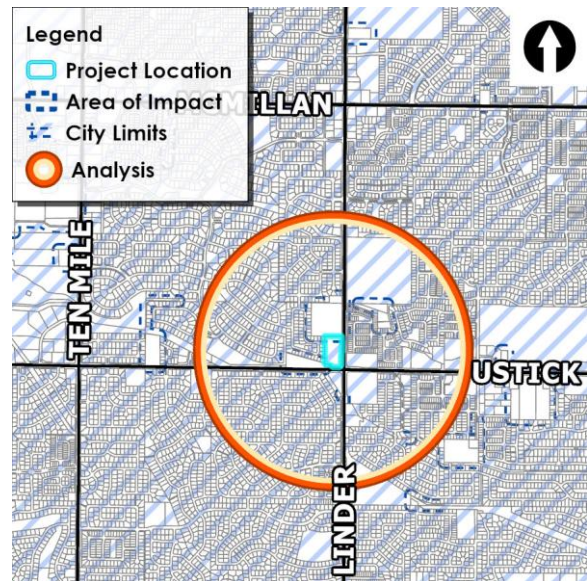
TO: Mayor & City Council

FROM: Linda Ritter, Associate Planner
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APPLICANT: Kent Brown, Kent Brown Planning Services

SUBJECT: H-2024-0073
PAW Subdivision

LOCATION: 1680 W. Ustick Road
Located in the SE ¼ of the SE ¼ of
Section 35 T. 4N, R.1W, Parcel No.
S0435449705



I. PROJECT OVERVIEW

A. Summary

The applicant proposes the following:

- Preliminary Plat to allow 33 residential lots, 2 lots for 2 vertically integrated buildings containing 12 residential units (6 units per building), and one commercial lot;
- Conditional Use Permit to allow townhouses in R-40 zoning district; and
- ~~A Conditional Use Permit for a drive-through on the commercial lot.~~

Note: The Applicant is also applying for private streets in a portion of the project. This application was reviewed and approved by the Director, Council and Commission action is not required. Analysis of the private street design is provided below in Section V.

B. Issues/Waivers

None

C. Recommendation

Staff recommend approval of the requested preliminary plat, conditional use permit for the townhomes and private streets with the provisions as noted in Section IV per the findings in Section V of this staff report.

D. Decision

II. COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Vacant	-
Proposed Land Use(s)	Single-Family Residence, Vertically Integrated Residential, and Commercial	-
Existing Zoning	R-40/C-C zoning districts	VII.A.2
Proposed Zoning	R-40/C-C zoning districts	
Adopted FLUM Designation	Mixed-Use Community (MU-C)	VII.A.3
Proposed FLUM Designation	Mixed-Use Community (MU-C)	

Table 2: Process Facts

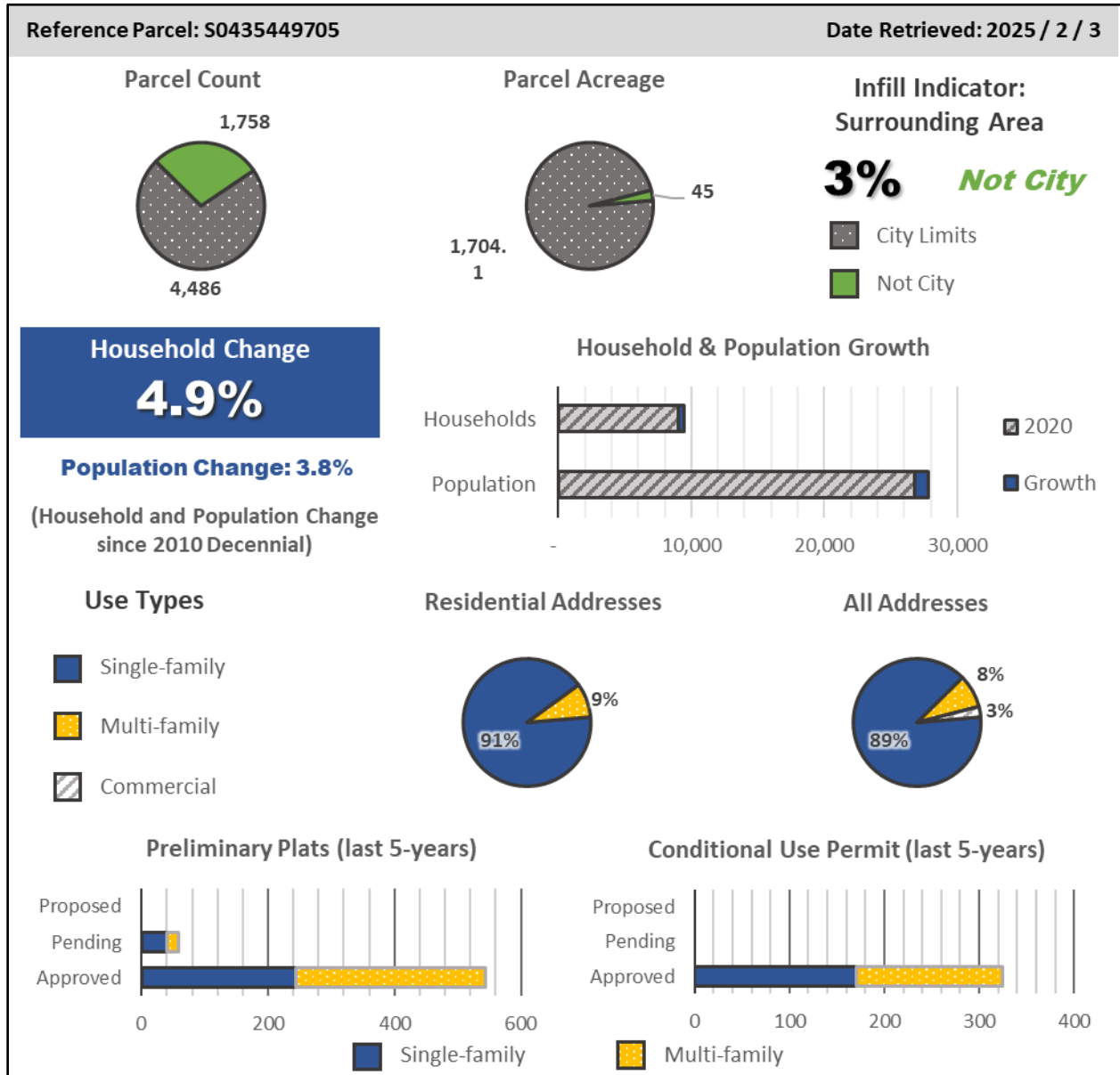
Description	Details
Preapplication Meeting date	11/19/2024
Neighborhood Meeting	11/25/2024
Site posting date	5/16/2025

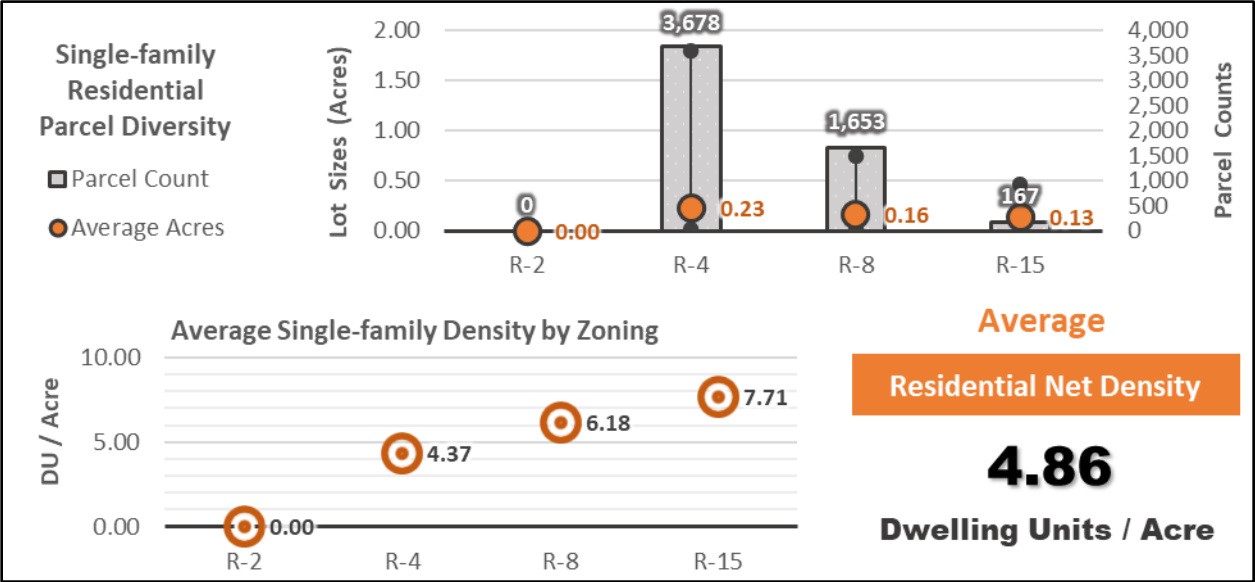
Table 3: Community Metrics

Agency / Element	Description / Issue	Reference
Ada County Highway District		IV.G
• Comments Received	Yes/Letter	-
• Commission Action Required	No	-
• Access	Residential Arterial/ N. Linder Road	-
• Traffic Level of Service	Lindar Road and Ustick Road - Better than E	-
ITD Comments Received	No Comment	IV.H
Meridian Fire	No Comment	Error! Reference source not found.
• Distance to Station	1.6 miles from Station 2	
• Response Time	5-9 minutes	
Meridian Police		IV.C
• Distance to Station	4.2 Miles	
• Response Time	Priority 3: 4.06 minutes Priority 2: 7.38 minutes Priority 1: 12.59 minutes	
Meridian Public Works Wastewater		IV.B
• Distance to Mainline	Sewer is available to the site	
• Impacts or Concerns	See Public Works Site Specific Conditions	
Meridian Public Works Water		IV.B
• Distance to Mainline	Water is available to the site	
• Impacts or Concerns	None	

Note: See section IV. City/Agency Comments & Conditions for comments received.

Figure 1: One-Mile Radius Existing Condition Metrics





Notes: See 0.

Figure 2: ACHD Summary Metrics

Counts are from the 2021 ACHD Report - No updated traffic count table provided

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
Linder Road	331-feet	Principal Arterial	1,024	Better than "E"
Ustick Road	613-feet	Principal Arterial	685	Better than "E"

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

Average Daily Traffic Count (VDT)

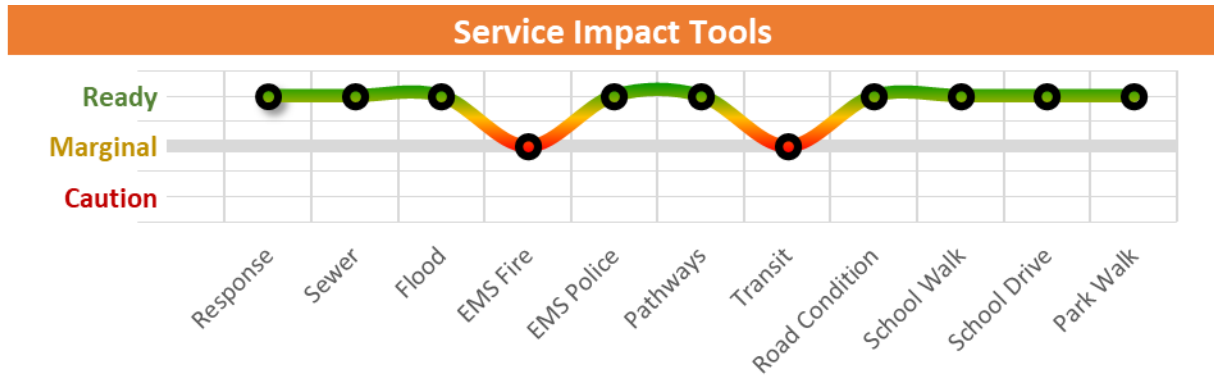
Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for Linder Road north of Ustick Road was 19,112 on 10/19/21.
- The average daily traffic count for Ustick Road west of Linder Road was 13,836 on 10/19/21.

Notes: See 0.

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

Figure 3: Service Impact Summary



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

III. STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

A. General Overview

The property is designated Mixed Use Community on the City's Future Land Use Map (FLUM) contained in the Comprehensive Plan. The purpose of this designation is to allocate areas where community-serving uses and dwellings are seamlessly integrated into the urban fabric. The intent is to integrate a variety of uses, including residential, and to avoid mainly single-use and strip commercial type buildings.

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

- Development must comply with the Functional Integration principles for development in all Mixed Use areas.
- Residential uses are expected to comprise between 20% and 50% of the development area, with gross densities ranging from 6 to 15 units/acre (of the residential area).
- Supportive and proportional public and/or quasi-public spaces and places should comprise a minimum of 5% of the development area are required.
- Where the development site has transit available or stops are planned, an additional 15% of the site may be dedicated to residential uses. Alternatively, this bonus may be applied where the development site is within one-mile of planned transit stops or an identified employment area, and where last-mile transportation features are incorporated into the site including thoughtfully located and integrated ride share parking, commensurate with potential trip capture. Other innovations to reduce traffic and/or parking impacts and capture local trips may be considered.
- Sample uses appropriate in MU-C areas include: All MU-N categories, community scale grocers, clothing stores, garden centers, hardware stores, restaurants, banks, drive-thru facilities, auto service station, retail shops, and other appropriate community-serving uses. Sample zoning includes: R-15, R-40, TN-R, TN-C, C-C, and L-O.

The property is zoned R-40 which is high density residential development. This allows for the development of multi-family homes in areas where high levels of urban services are provided and where residential gross densities exceed twelve dwelling units per acre. Development might include duplexes, apartment buildings, townhouses, and other multi-unit structures. A desirable project would consider the placement of parking areas, fences, berms, and other landscaping features to serve as transitions between neighboring uses. These areas are 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; they should incorporate connectivity with adjacent uses and area pathways, attractive landscaping, gathering spaces and amenities, and a project identity.

The applicant is proposing a mixed-use development within the R-40 and C-C zoning districts for a preliminary plat for 33 townhouse lots, 2 lots for 2 vertically integrated buildings with 6 residential units each (commercial and residential), 1 commercial lot with a drive-through, and 10 common lots. A Conditional Use Permit is required for townhouses in the R-40 zoning district for the townhomes and in the C-C zoning district for the drive-through. A development agreement modification is required for any development of the site. This proposal also includes a request for private streets because some of the units front on a mew.

Table 4: Project Overview

Description	Details
History	H-2021-0102; FP-2022-0034; DA Inst # 2022-063228
Phasing Plan	1
Residential Units	45
Open Space	Not required /.81 acres/16.98% provided
Amenities	Neighborhood Park, 10 ft. wide regional pathway
Physical Features	Five-mile creek floodway is at the southwest corner of the property to the south and west (but not on the property). The Creason Lateral flows through the property at the southwest corner of the lot. The lateral has previously been tiled with a sixty (60) foot easement
Acreage	4.77
Lots	49 lots (33 residential, 2 vertically integrated buildings, 1 commercial, 10 common, 3 private streets)
Density	9.43 gross/ 11.2 net

B. History

In 2022, a proposal to rezone 3.42 acres of the subject property from C-C to R-40, and a preliminary plat for 33 townhouse lots, 2 lots for 2 vertically integrated buildings with 6 residential units each (commercial and residential), 1 commercial lot, and 10 common lots. Along with a conditional use permit for townhouses in the R-40 zoning district.

The proposal was approved by the City Council; however, the preliminary plat expired prior to receiving the City Engineer's signature. The Conditional Use Permit also expired with the application.

C. Site Development and Use Analysis

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

The property is currently vacant.

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

Townhouses are allowed by conditional use in the R-40 zoning district and vertically integrated structures are a principally-permitted use in the C-C zoning district. Although it has not been determined what type of future use would occur on the commercial lot at the southwest corner of W. Crosswinds St and N. Linder Rd, the concept plan suggests a drive through establishment. If this drive-through is proposed in the future, it will require the approval a conditional use permit once a user has been identified.

3. Dimensional Standards (UDC 11-2):

The R-40 zoning district requires a minimum lot size of 1,000 square feet, 25 foot wide landscape buffers along arterial roads (W. Ustick Rd. and N. Linder Rd.) a 10 foot street setback from local streets (W. Crosswinds St.), internal side setbacks of 3 feet, rear setback of 12 feet and allows building heights of up to 60 feet The C-C zoning district has the same landscape buffer requirement and limits building heights to 50 feet. Staff notes it does not appear the 10-foot landscape buffer requirement is met along W. Crosswind St in the location of the commercial pad.

In the area proposed for R-40, the preliminary plat indicates lot sizes of at least 1,600 square feet, all setbacks are satisfied, the buffer is shown on the landscape plan, and the heights of the townhouses do not exceed 35 feet. The building elevations of the vertically integrated buildings appear to be within the 50 feet height limitation, although it is not specified on the elevations. Design will be assessed in detail at time of design review and certificate of zoning compliance.

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

UDC 11-4-3-41 requires vertically integrated residential projects to be at least two stories, with at least 25% of the gross floor area being residential. None of the required parking is to be located in the front of the structure. The minimum footprint is 2,400 square feet, and the specific use standards lists the types of uses that are allowed.

The site plan and building elevations reflect two 9,200 sq ft. +/- three-story vertically integrated buildings fronting W. Ustick Rd. and N. Linder Rd, with parking provided within the development, not in front of the buildings.

As mentioned above, staff believes the vertically integrated buildings would be more appropriate on the north side of W. Crosswind St. verses located at the southwest portion, directly on the intersection. This would allow the mixed-use buildings to provide a better transition between commercial and residential uses, promote better walkability with the residential to the west, and minimize traffic in the townhome area.

Also, based on the building elevations submitted, staff is unsure what is being proposed is “vertically integrated residential buildings” as much as additional townhouses or a “work / live” arrangement that could remain entirely residential. As a condition of approval, staff recommends a requirement that at the time of building permit, the ground floors of vertically integrated buildings meet occupancy class requirements for commercial structures.

The concept plan suggests a drive through establishment. As it will be within 300 feet of a residential zone district, a drive through establishment in this location will need approval through a conditional use permit per UDC 11-4-3-11.

D. Design Standards Analysis

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

The site is currently vacant. The applicant is proposing to construct townhouses, vertically integrated and commercial structures. Townhouses are allowed with the approval of a conditional use permit in the R-40 zoning district and vertically integrated structures are a principally permitted use in the C-C zoning district. Although it has not been determined what type of future use would occur on the commercial lot at the southwest corner of W. Crosswinds St and N. Linder Rd, the concept plan suggests a drive through establishment which requires approval of a conditional use permit. The applicant applied for review and approval of a conditional use permit for the drive-through establishment and proposed townhomes with this application.

2. Qualified Open Space & Amenities (Comp Plan, UDC 11-3G):

As the property is less than 5 acres in size, it is exempt from required qualified open space. However, the applicant has provided an open space exhibit, and the plat indicates 17% of qualified open space is provided.

An approximately 9,500 square feet central open space is provided with a gazebo. As one of the objectives of the Mixed-Use Community designation is for open spaces to be centered around spaces that are well-designed public and quasi-public centers of activity, at time of CZC or plat public accessibility should be specified in the CC&Rs, maintenance agreement or property owner’s association agreement.

3. Landscaping (UDC 11-3B):

i. Landscape buffers along streets

A 25-foot-wide street buffer is required adjacent to N. Linder Road and W. Ustick Road. Buffers are required to be landscaped per the standards listed in UDC 11- 3B- 7C. UDC

11-3B-7 requires all residential subdivision street buffers to be on a common lot, maintained by a homeowners' association.

However, it does not appear either landscape buffer meets the minimum landscaping standards of at least one tree per every thirty-five (35) linear feet. as there are long sections of arterial buffer without trees. A total of eighteen (18) trees are required along Linder Road. The applicant will need to revise the landscape plan to include the additional trees.

ii. Parking lot landscaping

Per UDC 11-3B-8, the applicant shall provide perimeter and internal parking lot landscaping to soften and mitigate the visual and heat island effect of a large expanse of asphalt in parking lots, and to improve the safety and comfort of pedestrians. A five-foot wide minimum landscape buffer adjacent to parking, loading, or other paved vehicular use areas. The requirements include 5 ft. perimeter adjacent to streets and islands of at least 50 sq. ft. per every 12 parking spaces.

iii. Landscape buffers to adjoining uses

Per UDC 11-3B-9, a landscape buffer is required in the C-C districts on any parcel sharing a contiguous lot line with residential land use. Additionally, the comprehensive plan speaks to plazas and open space providing integration in mixed-use areas.

iv. Tree preservation

Per UDC 11-3B-10, the applicant shall preserve existing trees four-inch caliper or greater from destruction during the development.

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). Deciduous specimen trees, four-inch caliper or greater may count double towards total calipers lost, when planted at entryways, within common open space, and when used as focal elements in landscape design.

The applicant shall add a mitigation section to the landscape plan for trees meeting the criteria above that are removed.

v. Storm integration

Per UDC 11-3B-11, the applicant shall meet the intent to improve water quality and provide a natural, effective form of flood and water pollution control through the integration of vegetated, well designed stormwater filtration swales and other green stormwater facilities into required landscape areas, where topography and hydrologic features allow if part of the development.

Development will be required to meet UDC 11-3B-11 for stormwater integration.

vi. Pathway landscaping

Pathways are required to be landscaped with a landscape strip a minimum of five (5) feet wide along each side of the pathway. It does appear landscape buffers of at least twenty-five (25) feet in width are provided along both arterials although they are not dimensioned.

4. Parking (UDC 11-3C):

i. Residential parking analysis

For townhouses of 2 bedrooms or less, 2 parking spaces are required, at least 1 in an enclosed garage. For townhouses of 3-4 bedrooms, 4 per dwelling unit is required, with two of them being in an enclosed garage. Parking for vertically integrated residential units ranges from 1 to 4 parking spaces depending on the number of bedrooms (not required to be covered) in addition to one space for every five hundred (500) square feet of gross floor area for the commercial portion.

The site plan and elevations reflect that all townhouse units are wide enough to have 2-car garages, and most have a pad in the front that meets minimum dimensional requirements for 2 cars (20 ft. by 20 ft.). Buildings A and B on the north side of W. Crosswind St. do not have pads that meet the minimum requirement to be counted as parking and therefore should be no more than 2-bedrooms each. There are 8 additional parking spaces shown on either side of the central open space to account for guest parking.

ii. Nonresidential parking analysis

The commercial lot indicates a building of approximately 2,000 sq. ft., which would require 4 parking spaces; 11 parking spaces are provided at the west and south sides of the building. The 12 vertically integrated units would require at least 12 parking spaces if all residential units were one bedroom, but the commercial spaces will also require parking spaces based on the amount of gross floor area dedicated to commercial. The elevations show all vertically integrated units contain a two-car garage with 14 additional parking spaces provided directly adjacent to an across from the buildings. A shared-parking agreement between the commercial use and the vertically integrated buildings should be submitted at time of Certificate of Zoning Compliance (CZC). Parking will be reviewed in detail at time of certificate of zoning compliance.

iii. Bicycle parking analysis

Per UDC 11-3C-6.G One (1) bicycle parking space shall be provided for every twenty-five (25) proposed vehicle parking spaces or portion thereof, except for single-family residences, two-family duplexes, and townhouses. Based on the thirty-eight (38) parking spaces provided, a total of two (2) bicycle parking spaces is required. The location of the bicycle racks will need to be depicted on the site and landscape plans.

An example of the bicycle rack will be required to be submitted with the CZC for review and approval.

5. Building Elevations (*Comp Plan 2.01.01C, Architectural Standards Manual*):

Building elevations were submitted with this application. The elevations show townhouses comprised of materials consisting of rock, cement board and hardie board, lap siding, with pitched roofs, exposed timber frame and trellis features, with stone bases. Windows are included on many of the garage doors. The elevations demonstrate significant fenestration and modulation as well as a variety of roofline variation. Most buildings also include first floor covered porches and second story decks.

Staff find the elevations, as proposed, demonstrate high quality design, but the elevations of the vertically integrated structures reflect a townhouse design rather than a commercial business. At design review the first floor (commercial portion) of the vertically integrated buildings shall meet the commercial architectural design standards.

Comprehensive Plan policy 2.01.01C encourages the applicants to maintain a range of residential land use designations that allow diverse lot sizes, housing types, and densities.

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

All fencing constructed on the site is required to comply with the standards listed in UDC 11-3A-7.

7. Vertically Integrated Residential Project (UDC 11-4-3-41):

- A. A vertically integrated residential project shall be a structure that contains at least two (2) stories.

Staff find the proposed elevations show the building for the vertically integrated structures has three (3) stories and meets the criteria.

- B. A minimum of twenty-five (25) percent of the gross floor area of a vertically integrated project shall be residential dwelling units, outdoor patio space on the same floor as a residential unit may count towards this requirement.
- C. A minimum of ten (10) percent of the gross floor area of a vertically integrated project shall be used for nonresidential uses as specified in subsection E below.
- D. The minimum building footprint for a detached vertically integrated residential project shall be two thousand four hundred (2,400) square feet.
- E. The allowed nonresidential uses in a vertically integrated project include: arts, entertainment or recreation facility; artist studio; civic, social or fraternal organizations; daycare facility; drinking establishment; education institution; financial institution; healthcare or social assistance; industry, craftsman; laundromat; nursing or residential care facility; personal or professional service; public or quasi-public use; restaurant; retail; or other uses that may be considered through the conditional use permit process.
- F. None of the required parking shall be located in the front of the structure.
- G. A minimum of fifty (50) square feet of private, usable open space shall be provided for each residential dwelling unit. This requirement can be satisfied through porches, patios, decks, and/or enclosed yards. Landscaping, entryway and other accessways shall not count toward this requirement. The Director may consider an alternative design proposal through the alternative compliance provisions as set forth in Section 11-5B-5 of this title.

E. Transportation Analysis

1. Access (Comp Plan 6.01.02B, UDC 11-3A-3, UDC 11-3H-4):

Per UDC 11-3A-3, the intent of these standards is to improve safety by combining and/or limiting access points to collector and arterial streets and ensuring that motorists can safely enter all streets unless waived by the City Council.

The subject property is located at the northwest corner of N. Linder Rd and W. Ustick Rd., both arterials. There is an existing local road, W. Crosswind St., which serves the adjacent Windsong Subdivision to the west and presently stubs to the subject property.

The sections of N. Linder Road and W. Ustick Rd abutting the subject property are improved with 5- travel lanes, curb, gutter, and 7-foot-wide attached concrete sidewalk. Both presently operate at a Level of Service “E”, which is considered acceptable. W. Ustick Road is scheduled to be widened to 5- lanes from Ten Mile Road to Linder Road in 2024. Design for widening N. Linder Rd. to 5-lanes from Cherry Road to Ustick Road is planned for 2025, although a construction year is not in the IFYWP at this point.

2. Multiuse Pathways (UDC 11-3A-5):

Multiuse pathways shall be constructed in accord with the city's comprehensive plan, the Meridian Pathways Master Plan, the Ada County Highway District Master Street Map and Roadways to Bikeways Master Plan.

3. Pathways (*Comp Plan 4.04.01A, UDC 11-3A-8*):

All pathways should be constructed in accord with the standards listed in UDC 11-3A-8.

Comprehensive Plan policy 4.04.01A ensures that new development and subdivisions connect to the pathway system. The Master pathway plan requires a 10-foot multi-use pathway along the south side of the property along Ustick Road.

4. Sidewalks (*UDC 11-3A-17*):

This proposal includes private streets within this development except for W. Crosswind St (collector) and what is shown as an alley at the northern perimeter of the property. UDC 11-3F-4 does not require sidewalks along private street streets in residential areas. Although the concept plan shows only portions of the private streets contain 4 ft. wide sidewalks, the development is clustered in such a way that pedestrian access is possible throughout the development by either pathway, sidewalks, or across green space without the need to walk in the street.

Five (5) feet wide sidewalks are provided along both sides of W. Crosswind St., and the stub street to the north. As discussed in the pathways section above, 10 feet wide multi-use pathways are being provided along W. Ustick Rd. and N. Linder Rd.

5. Private Streets (*UDC 11-3F-4*):

Several private streets are proposed with this development. All private streets shall meet the requirements of UDC 11-3F-4.

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

i. Dead end streets

No streets or series of streets that ends in a cul-de-sac or a dead end shall be longer than five hundred (500) feet except as allowed by UDC 11-6C-3.

ii. Block face

UDC 11-6C-3- regulates block lengths for residential subdivisions. Staff has reviewed the submitted plat for conformance with these regulations. The intent of this section of code is to ensure block lengths do not exceed 750 feet, although there is the allowance of an increase in block length to 1,000 feet if a pedestrian connection is provided. In no case shall a block face exceed one thousand two hundred (1,200) feet, unless waived by the City Council.

F. Services Analysis

1. Waterways (*Comp Plan 4.05.01D, 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.

Comprehensive Plan policy 4.05.01D requires improving and protecting creeks and other natural waterways throughout commercial, industrial, and residential areas.

The Creason Lateral traverses a small portion of the site at the southwest corner. The lateral has already been piped in this area, and it is within a common lot on the Plat.

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. 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.

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 (Comp Plan 3.03.03G, 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.

Comprehensive Plan policy 3.03.03G requires urban infrastructure to be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.

IV. CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

1. Future development of the site shall be generally consistent with the Development Agreement Instrument No. 2022-063228, conceptual site plan, landscape plan, and elevations submitted with the preliminary plat application contained herein.
2. The private streets are approved subject to completion of the tasks listed in UDC 11-3F-3 within one year. Documentation of such shall be submitted to the Planning Division in order to receive final approval.
3. All common lots, streets and alleys shall meet the requirements of UDC 11-6C-3.
4. The applicant shall construct all proposed fencing and/or any fencing required by the UDC, consistent with the standards as set forth in UDC 11-3A-7 and 11-3A-6B, as applicable.
5. The development shall comply with standards and installation for landscaping as set forth in UDC 11-3B-5 and maintenance thereof as set forth in UDC 11-3B-13.
6. Off-street vehicle parking shall be provided on the site in accord with UDC 11-3C-4 and UDC 11-3C-6 for townhouses, commercial buildings and vertically integrated projects.
7. The development shall comply with all subdivision design and improvement standards as set forth in UDC 11-6C-3, including but not limited to driveways, easements, blocks, street buffers, and mailbox placement.
8. An administrative design review will be required for all new attached residential structures containing two (2) or more dwelling units.
9. An administrative design review and certificate of zoning compliance will be required for any commercial buildings or vertically integrated buildings.

10. The first floor (commercial portion) of the vertically integrated buildings shall meet the commercial architectural design standards.
11. A conditional use permit shall be required for the drive-through establishment shown on the commercial lot once a user has been identified.
12. At the time of CZC or final plat submittal, an executed shared-parking agreement between the commercial lots and the vertically integrated structures shall be submitted.
13. The preliminary plat dated 3/04/2025, shall be revised as follows:
 - a. Per UDC 11-3B-7, all arterial street buffers shall be on a common lot or on a permanent dedicated buffer, maintained by the property owner or business owners' association.
 - b. Residential street buffers shall be on a common lot, maintained by a homeowners' association.
 - c. Identify the common lots within the notes on the plat.
14. The landscape plan dated 3/04/2025, shall be revised as follows:
 - a. Based on the thirty-eight (38) parking spaces provided, a total of two (2) bicycle parking spaces is required. The location of the bicycle racks will need to be depicted on the site and landscape plans. An example of the bicycle rack will be required to be submitted with the CZC for review and approval.
 - b. The landscape plan shall show any proposed fencing for the development with a detail of the fencing being proposed.
 - c. The landscape plan shall provide the minimum density of one (1) tree per thirty-five (35) linear feet is required for street buffers per UDC 11-3B-7.
 - d. Apply the 10-foot landscape buffer along W. Crosswind Street in the location of the commercial pad.
 - e. Per UDC 11-3B-10, a mitigation section shall be added to the landscape plan for trees that are removed from the site that are four-inch caliper or greater.
15. The developer shall comply with the specific use standards for vertically integrated projects as listed in UDC 11-4-3-41.
16. Direct access to Linder Road and Ustick Road is prohibited other than the access specifically approved with this development. All existing curb cuts shall be replaced with curb, gutter and sidewalk.
17. The preliminary plat approval shall become null and void if the applicant fails to either: 1) obtain the City Engineer signature on a final plat within two years of the date of the approved findings; or 2) obtain approval of a time extension as set forth in UDC 11-6B-7.
18. Outdoor lighting shall comply with the standards listed in UDC 11-3A-11. Lighting details shall be submitted with the Certificate of Zoning Compliance application that demonstrates compliance with these standards.
19. Protect any existing trees on the subject property that are greater than four-inch caliper and/or mitigate for the loss of such trees as set forth in UDC 11-3B-10.
20. The Applicant shall comply with all conditions of ACHD.
21. Staff's failure to cite all relevant UDC requirements does not relieve the applicant from compliance.
22. The Applicant shall have a maximum of two (2) years to commence the townhomes as permitted in accord with the conditions of approval listed above. If the townhomes have not begun within

two (2) years of approval, a new conditional use permit must be obtained prior to operation or a time extension must be requested in accord with UDC 11-5B-6F.

B. Meridian Public Works

SITE SPECIFIC CONDITIONS:

1. Sewer and Water in Parallel require 30ft easement.
2. Ensure no permanent structures (trees, bushes, buildings, carports, trash receptacle walls, fences, infiltration trenches, light poles, etc.) are not built within the utility easement.
3. Ensure no sewer services pass through infiltration trenches.
4. Water lines, fire hydrants and services up the meter require 20' easements. Easement to extend 10' beyond fire hydrant, water meters or termination of the main.
5. Streetlights must be activated and record drawings approved prior to any form of occupancy.

GENERAL CONDITIONS:

1. Sanitary sewer service to this development is available via extension of existing mains adjacent to the development. The applicant shall install mains to and through this subdivision; applicant shall coordinate main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
2. Water service to this site is available via extension of existing mains adjacent to the development. The applicant shall be responsible to install water mains to and through this development, coordinate main size and routing with Public Works.
3. All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
4. Upon installation of the landscaping and prior to inspection by Planning Department staff, the applicant shall provide a written certificate of completion as set forth in UDC 11-3B-14A.
5. A letter of credit or cash surety in the amount of 110% will be required for all incomplete fencing, landscaping, amenities, pressurized irrigation, prior to signature on the final plat.
6. The City of Meridian requires that the owner post with the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water 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 applicant shall be required to enter into a Development Surety Agreement with the City of Meridian. 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.
7. 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, and water infrastructure for a duration of two years. This surety amount will be verified by a line item final cost invoicing 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.

8. In the event that an applicant and/or owner cannot complete non-life, non-safety and non-health improvements, prior to City Engineer signature on the final plat and/or prior to occupancy, a surety agreement may be approved as set forth in UDC 11-5C-3C.
9. 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.
10. 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.
11. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
12. Developer shall coordinate mailbox locations with the Meridian Post Office.
13. All grading of the site shall be performed in conformance with MCC 11-1-4B.
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 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. Street light plan requirements are listed in section 6-7 of the Improvement Standards for Street Lighting (http://www.meridiancity.org/public_works.aspx?id=272). All street lights shall be installed at developer's expense. Final design shall be submitted as part of the development plan set for approval, which must include the location of any existing street lights. The contractor's work and materials shall conform to the ISPWC and the City of Meridian Supplemental Specifications to the ISPWC. Contact the City of Meridian Transportation and Utility Coordinator at 898-5500 for information on the locations of existing street lighting.
19. The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-feet wide for a single utility, or 30-feet wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. 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. Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to signature of the final plat by the City Engineer.
20. Applicant shall be responsible for application and compliance with and NPDES permitting that may be required by the Environmental Protection Agency.

21. 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. The Developer's 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.
22. Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact the Central District Health Department for abandonment procedures and inspections.
23. 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 development plan approval.
24. 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.

C. Meridian Police Department

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=396835&dbid=0&repo=MeridianCity>

D. Meridian Park's Department

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. *Interactive Pathways Map*
2. Prior to final approval the applicant shall dedicate a public access easement for a multi-use pathway (10' wide detached sidewalk) along the north side of Ustick Rd to connect the existing pathway at the west project boundary to the intersection at Linder and Ustick Road.

10' wide detached sidewalk will also be required along the length of the Linder Rd. frontage.

Limit the number of connections between private sidewalks and the multi-use pathway.

Easements shall be a minimum of 14' wide (10' pathway + 2' shoulder each side). Easement need only be dedicated for multi-use pathways that lie outside the public ROW.

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 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

E. Irrigation Districts

1. Nampa & Meridian Irrigation District

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=396835&dbid=0&repo=MeridianCity>

F. Idaho Department of Environmental Quality (DEQ)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=396835&dbid=0&repo=MeridianCity>

G. Ada County Highway District (ACHD)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=396835&dbid=0&repo=MeridianCity>

H. Idaho Transportation Department (ITD)

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=396835&dbid=0&repo=MeridianCity>

V. FINDINGS

A. Private Streets

In order to approve the application, the Director shall find the following:

1. The design of the private street meets the requirements of this Article;
The private streets meet the design requirements of not connecting to an arterial street, allowing sufficient maneuvering for emergency vehicles, not serving more than 50 units and meeting the minimum width of 24 feet.
2. Granting approval of the private street would not cause damage hazard, or nuisance, or other detriment to persons, property, or uses in the vicinity; and
As these are private streets internally contained within this development connected to adjacent properties by public streets, there is adequate parking provided and Meridian Fire and Police have not expressed objections, the Director finds approval of the private street would not cause damage, hazard, or nuisance, or other detriment to persons, property, or uses in the vicinity.
3. The use and location of the private street shall not conflict with the comprehensive plan and/or the regional transportation plan.
As listed above in the Comprehensive Plan analysis, the Director finds the use and location of the private street shall not conflict with the comprehensive plan and/or the regional transportation plan.
4. The proposed residential development (if applicable) is a mew or gated development.
The majority of the townhouses are clustered around a mew with their entrances facing the open space. This would be considered a mew development.

B. Conditional Use (UDC 11-5B-6E)

The commission shall base its determination on the conditional use permit request upon the following:

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.
Commission find that if the site is designed in accord with the site plan and landscape plan shown in the exhibits and the conditions of approval, the site will be large enough to

accommodate the proposed use and meet the dimensional and development regulations of the R-40 zoning district for townhouses.

2. That the proposed use will be harmonious with the Meridian comprehensive plan and in accord with the requirements of this title.

As described in the staff report, the proposed townhomes in the R-40 zone meet the objectives of the Comprehensive Plan and UDC.

3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.

This proposal would allow 33 townhouses on an arterial intersection, surrounded by multi-family detached and attached, commercial and multifamily uses. Sufficient buffering and landscaping have been provided, there is satisfactory parking, and the elevations reflect high quality design.

The general design, construction, operation and maintenance of the use will be compatible with other residential and commercial uses in the general neighborhood and with the existing and intended character of the vicinity and will not adversely change the character of the area.

4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.

As mentioned above, staff find the proposed townhouses will not adversely affect other property in the vicinity.

5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

Essential public facilities and services are presently serving the existing development. Sanitary sewer, domestic water and irrigation can be made available to additional property. Please refer to comments prepared by the Public Works Department, Fire Department, Police Department and other agencies.

6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.

The applicant will pay to extend the sanitary sewer and water mains into the site. No additional capital facility costs are expected from the City. The applicant and/or future property owners will be required to pay impact fees.

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

Commission find that the proposed development will not involve uses that will create nuisances that would be detrimental to the general welfare of the surrounding area. Staff recognize there will be a small increase in traffic and noise with the approval of this development; whenever undeveloped property is developed the amount of traffic generation does increase.

8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance.

Commission find that the proposed development will not result in the destruction, loss or damage of any natural feature(s) of major importance.

9. Additional findings for the alteration or extension of a nonconforming use:
Not applicable
10. That the proposed nonconforming use does not encourage or set a precedent for additional nonconforming uses within the area; and,
Not applicable
11. That the proposed nonconforming use is developed to a similar or greater level of conformity with the development standards as set forth in this title as compared to the level of development of the surrounding properties.
Not applicable

C. Preliminary Plat and Short 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;
Commission find the proposed plat is generally in conformance with the UDC if the Applicant complies with the conditions of approval in Section IV.
2. Public services are available or can be made available and are adequate to accommodate the proposed development;
Commission find public services can be made available to the subject property and will be adequate to accommodate the proposed development.
3. The plat is in conformance with scheduled public improvements in accord with the city's capital improvement program;
Commission find the proposed plat is in substantial conformance with scheduled public improvements in accord with the City's CIP.
4. There is public financial capability of supporting services for the proposed development;
Commission find 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
Commission find the proposed development will not be detrimental to public health, safety or general welfare.
6. The development preserves significant natural, scenic or historic features.
There is an existing floodplain and Five Mile Creek at the southwest portion of the property. These features are shown to be preserved in a common lot.

VI. ACTION

A. Staff:

Staff recommend approval of the requested preliminary plat, conditional use permit for the townhomes and private streets with the provisions as noted in Section IV per the findings in Section V of this staff report.

B. Commission:

The Meridian Planning & Zoning Commission heard these items on June 5, 2025. At the public hearing, the Commission moved to recommend approval of the subject Preliminary Plat and Conditional Use Permit for the townhomes requests.

1. Summary of Commission public hearing:
 - a. In favor: Jeremy Amar, representing the property owner
 - b. In opposition: None
 - c. Commenting: None
 - d. Written testimony: None
 - e. Staff presenting application: Linda Ritter
 - f. Other Staff commenting on application: None
2. Key issue(s) of public testimony:
 - a. None
3. Key issue(s) of discussion by Commission:
 - a. None
4. Commission change(s) to Staff recommendation:
 - a. None
5. Outstanding issue(s) for City Council:
 - a. None

C. City Council:

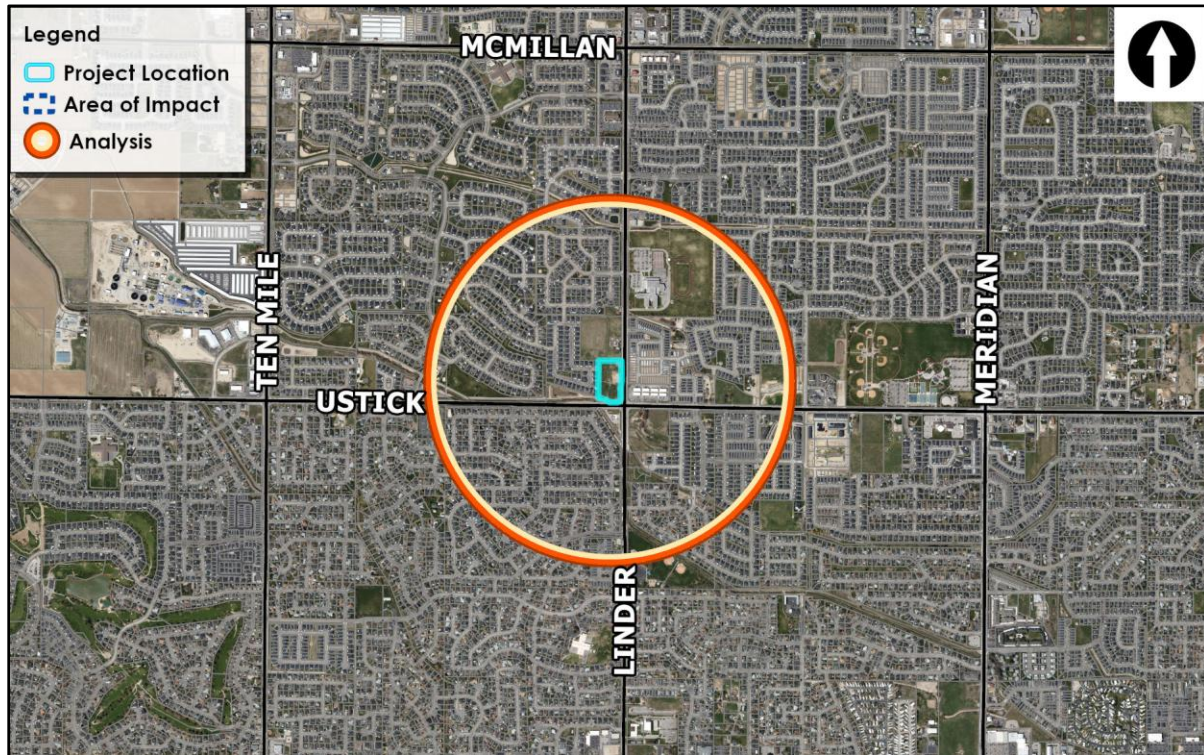
Pending

VII. EXHIBITS

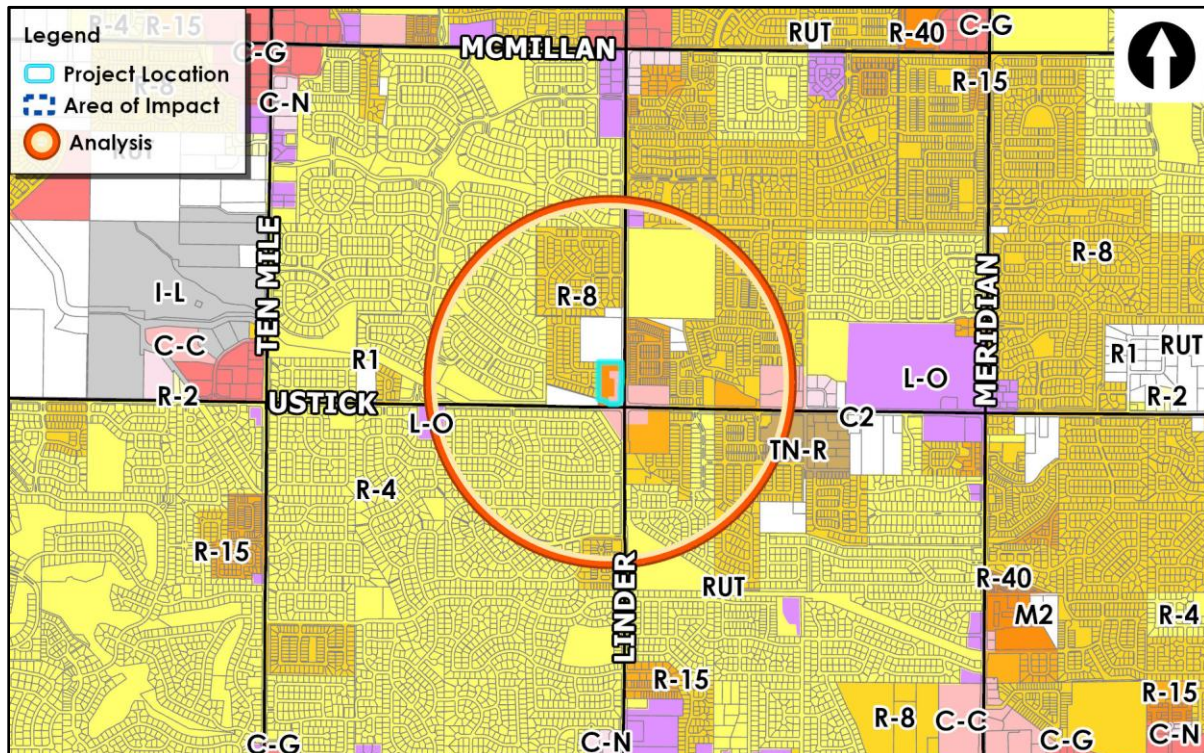
A. Project Area Maps

(link to [Project Overview](#))

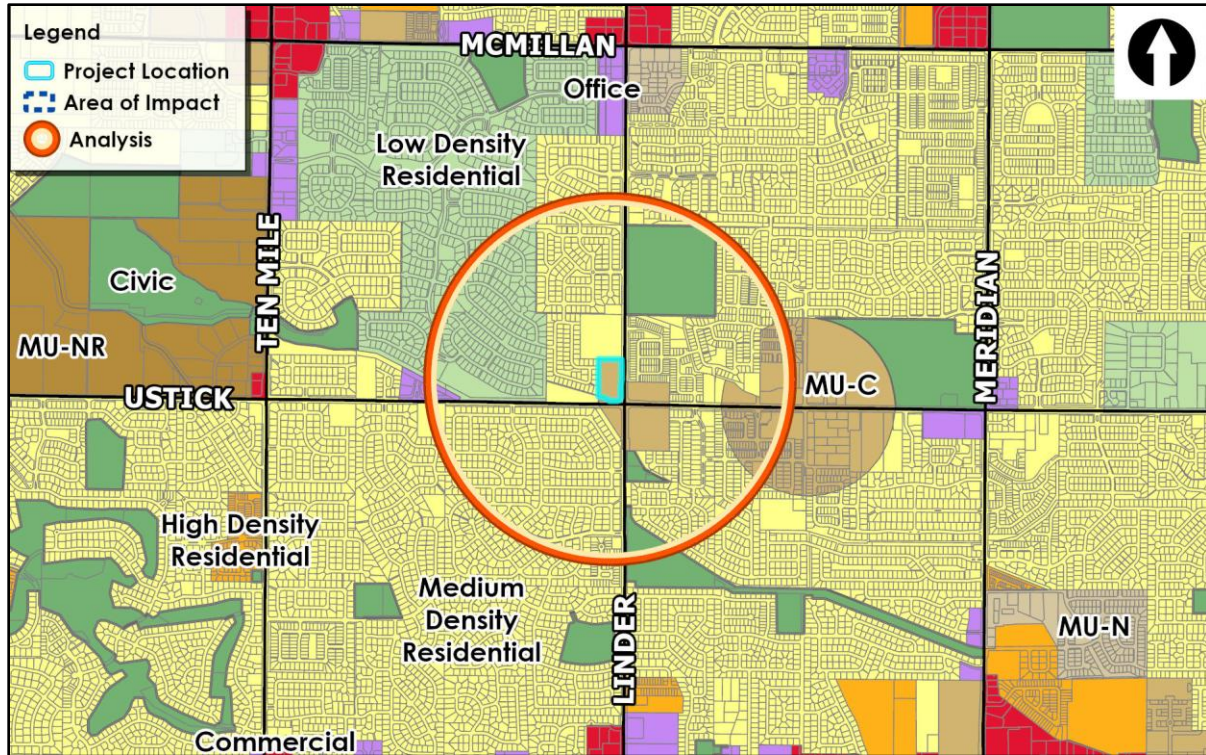
1. Aerial



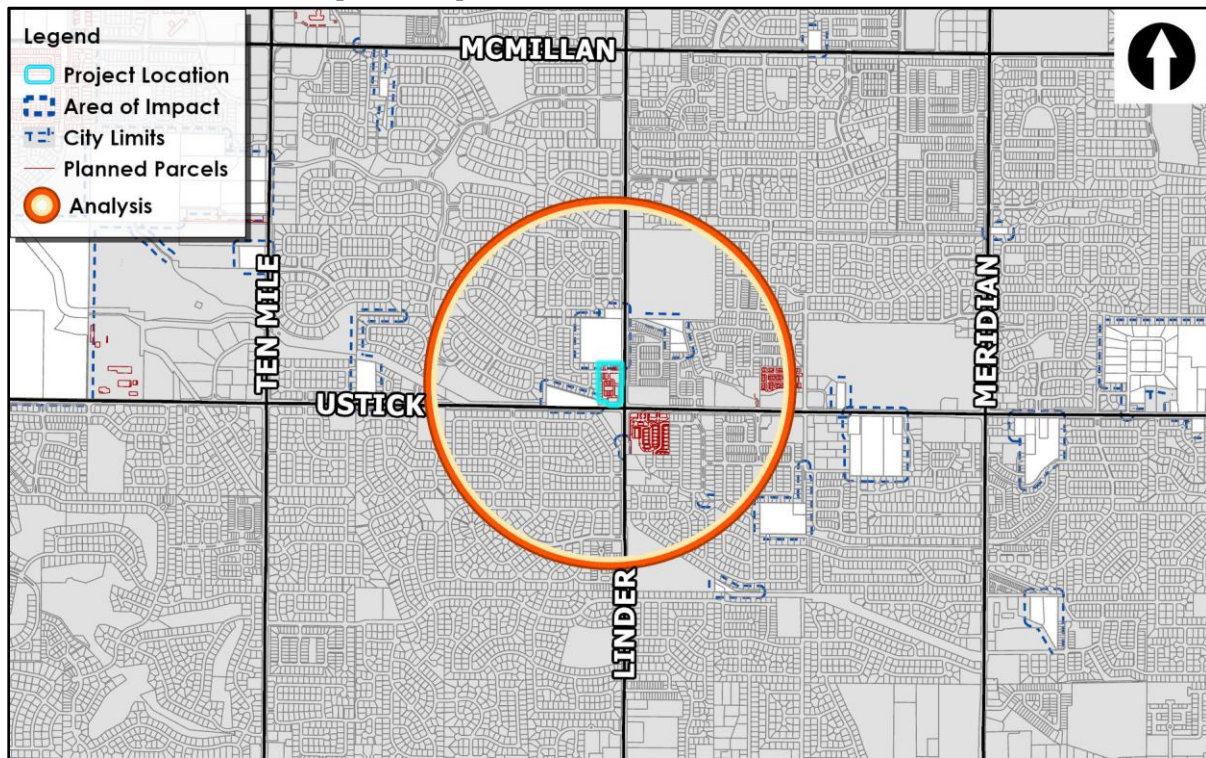
2. Zoning Map



3. Future Land Use



4. Planned Development Map



5. Map Notes

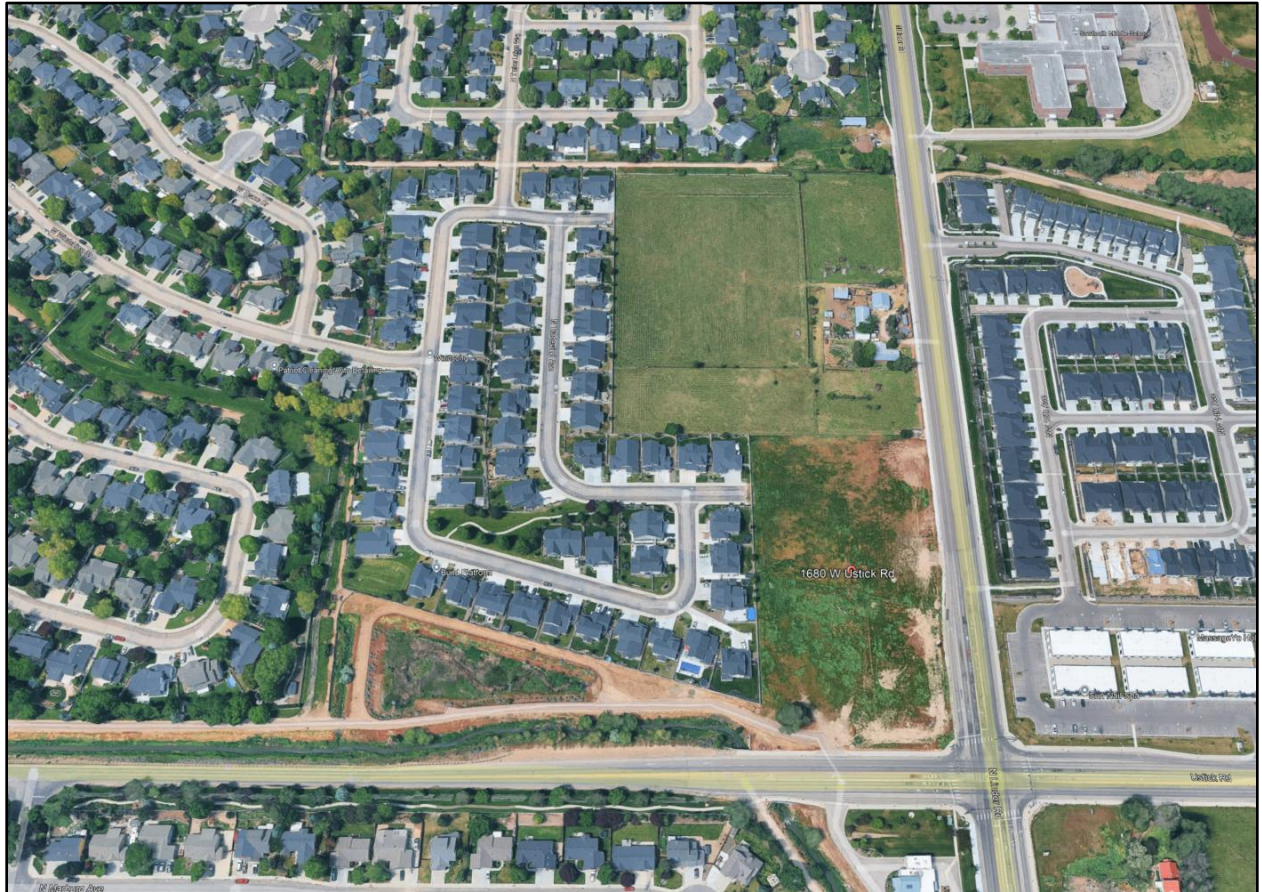
Nearby Recent Preliminary Plats (within last 5-years)

H-2018-0060 H-2019-0094 H-2020-0081 H-2020-0125 H-2021-0071 H-2021-0102 H-2022-0026 H-2022-0086 H-2022-0093 H-2023-0021

Nearby Recent Conditional Use Permits (within last 5-years)

H-2019-0109 H-2020-0112 H-2021-0071 H-2021-0102 H-2022-0005

B. Subject Site Photos



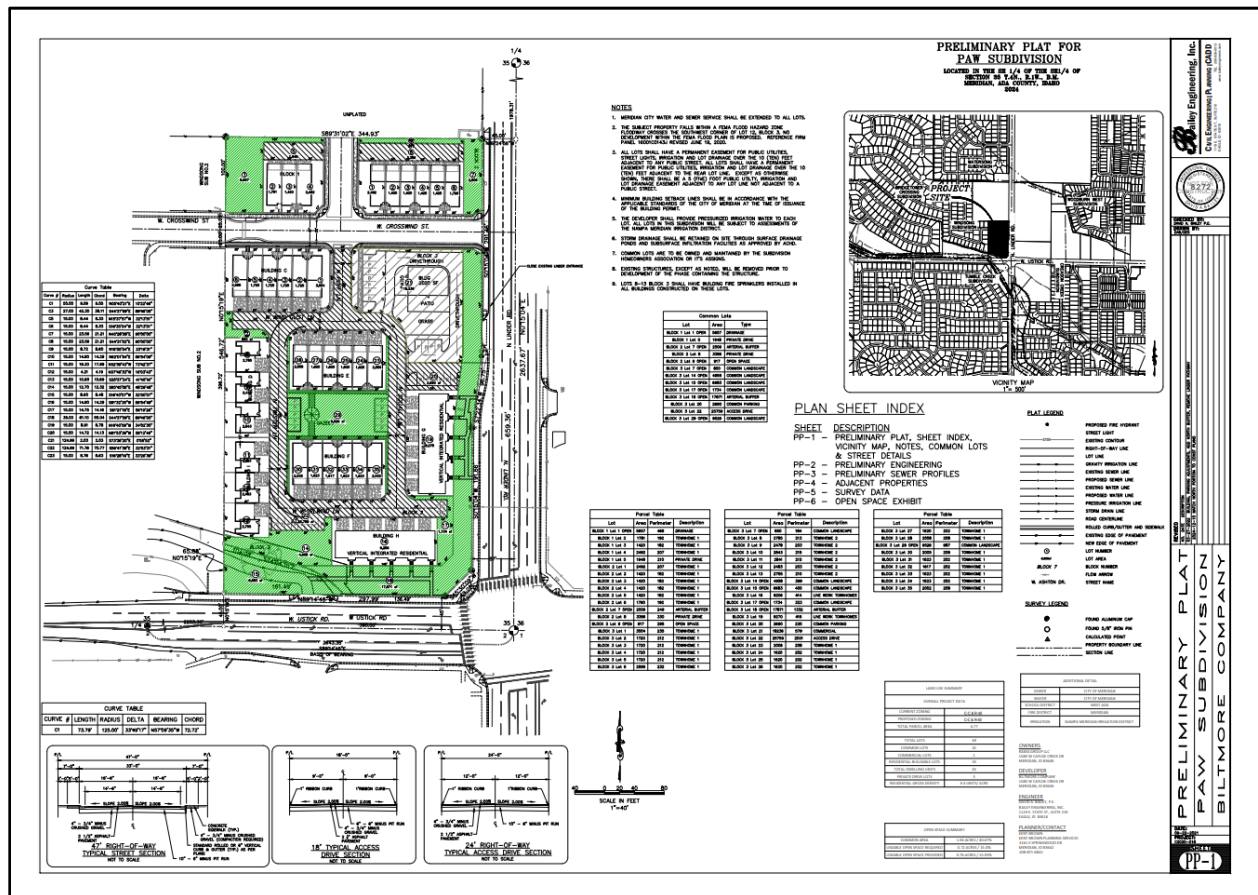
C. Service Accessibility Report

PARCEL S0435449705 SERVICE ACCESSIBILITY

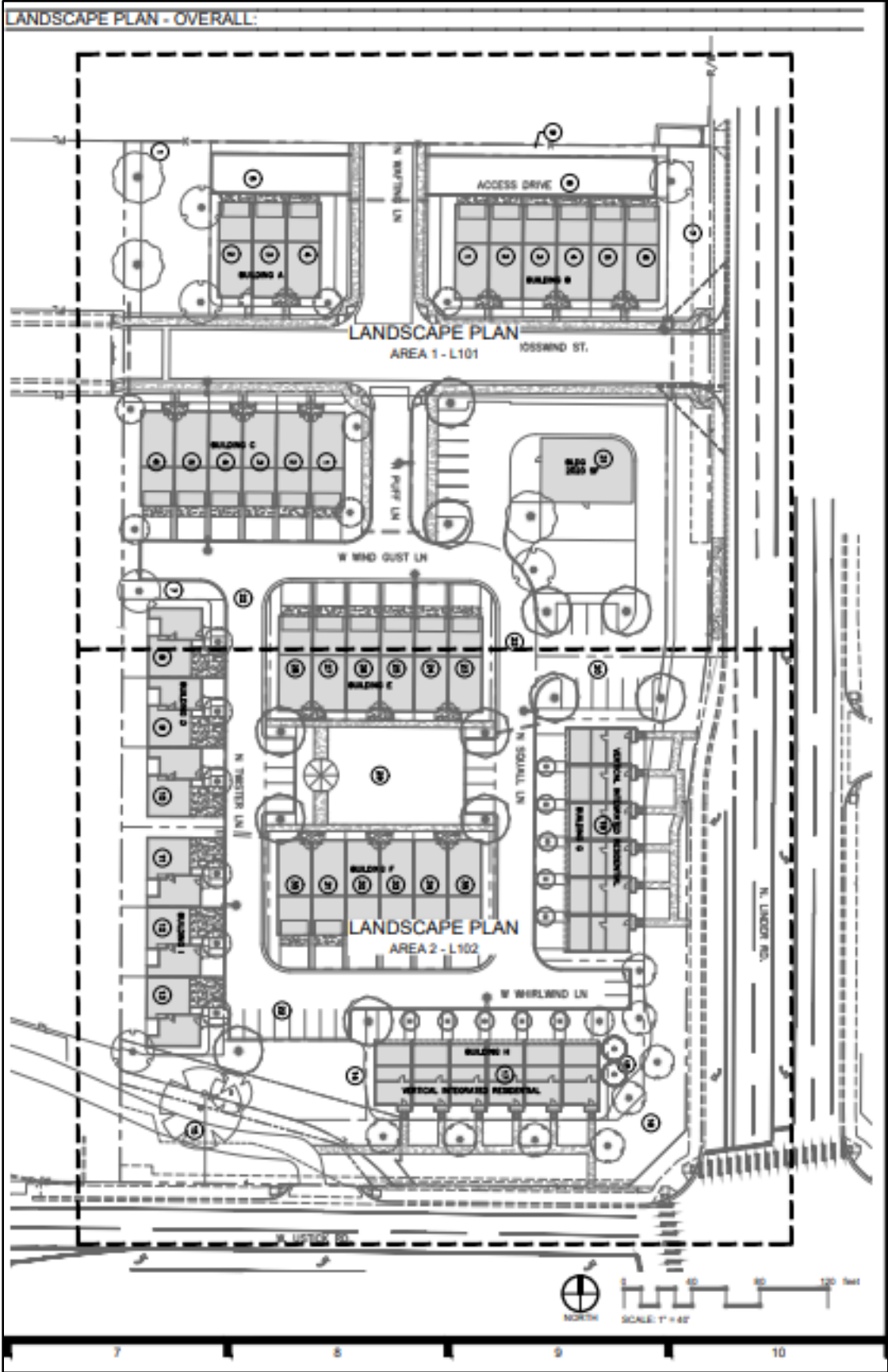
Overall Score: 34	57th Percentile
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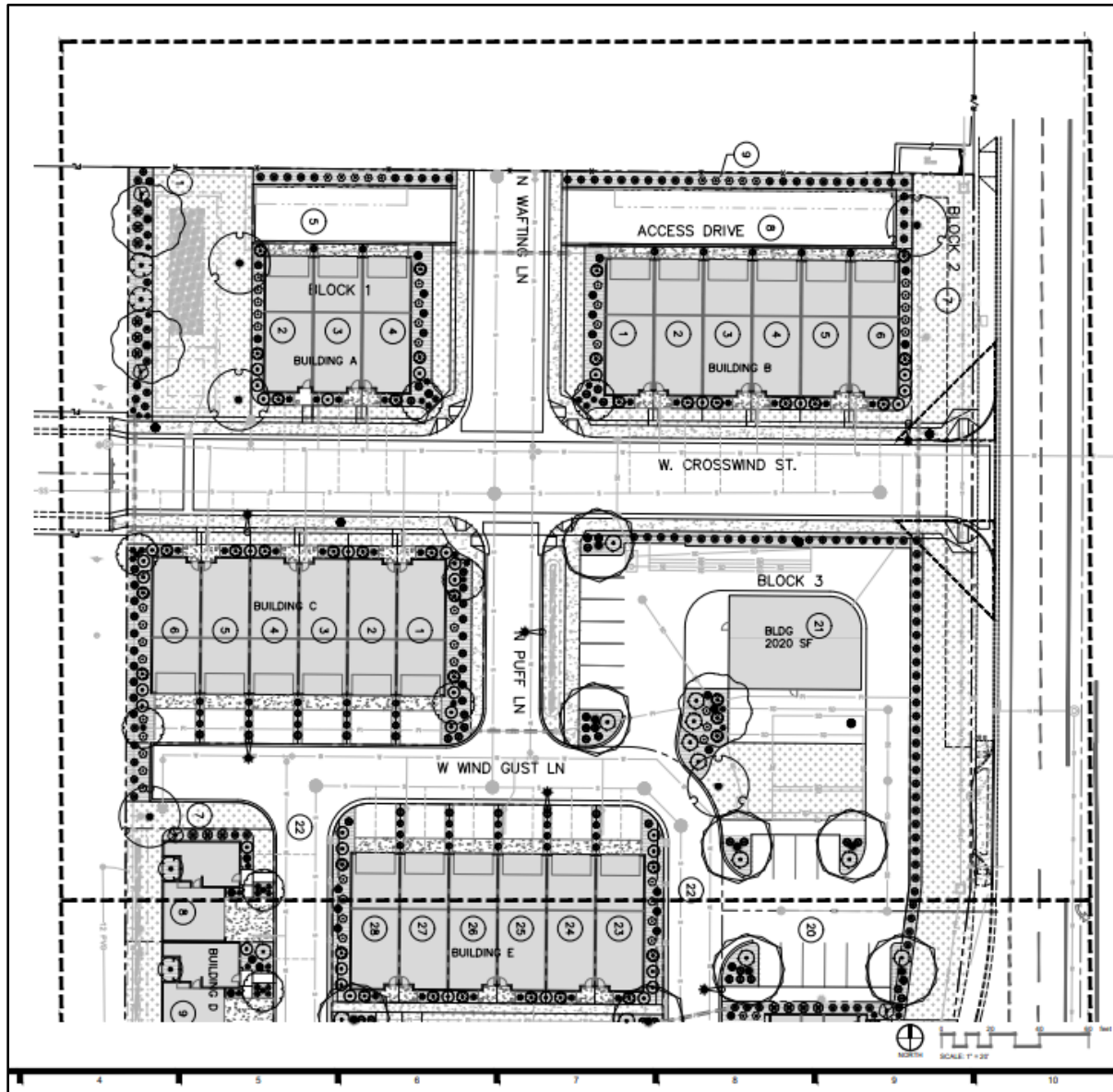
Criteria	Description	Indicator
Location	In City Limits	GREEN
Extension Sewer	Trunkshed mains < 500 ft. from parcel	GREEN
Floodplain	Either not within the 100 yr floodplain or > 2 acres	GREEN
Emergency Services Fire	Response time 5-9 min.	YELLOW
Emergency Services Police	Meets response time goals most of the time	GREEN
Pathways	Within 1/4 mile of current pathways	GREEN
Transit	Within 1/4 mile of future transit route	YELLOW
Arterial Road Buildout Status	Ultimate configuration (# of lanes in master streets plan) matches existing (# of lanes)	GREEN
School Walking Proximity	Within 1/2 mile walking	GREEN
School Drivability	Either a High School or College within 2 miles OR a Middle or Elementary School within 1 mile driving (existing or future)	GREEN
Park Walkability	Either a Regional Park within 1 mile OR a Community Park within 1/2 mile OR a Neighborhood Park within 1/4 mile walking	GREEN

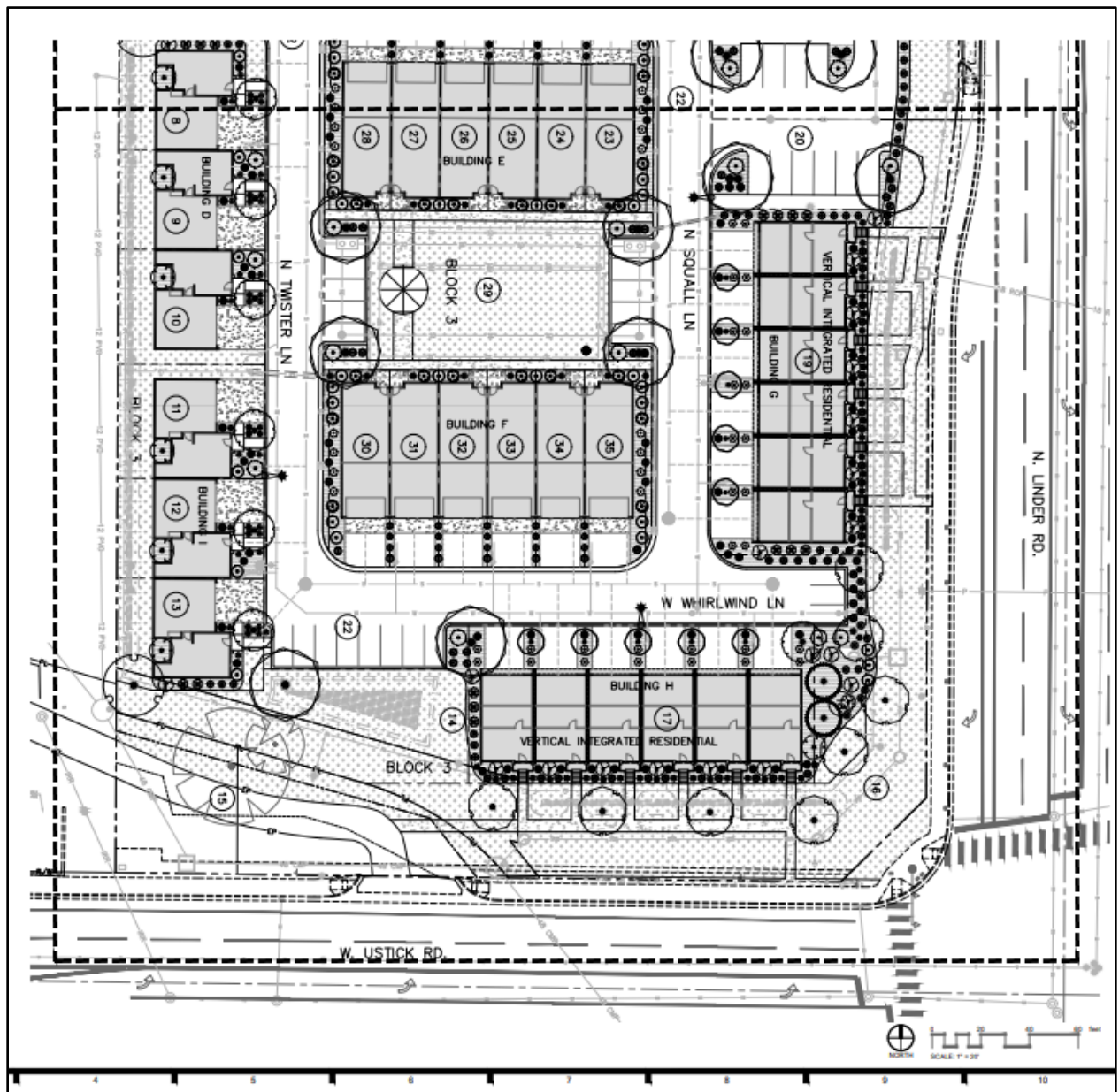
D. Preliminary Plat (date: 9/22/2021)



E. Landscape Plan (date: 11/30/2022)







F. Concept Plan (date: 4/29/2025)



G. Building Elevations (date: 1/2/2025)





BUILDING 'E'







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

(link to [Community Metrics](#))

A. One-Mile Radius Existing Condition Notes

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

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

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

B. Mixed Use Analysis Notes

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

C. Service Assessment Notes

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

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

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

D. ACHD Roadway Infographic Notes

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

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

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

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