

COMMUNITY DEVELOPMENT DEPARTMENT REPORT

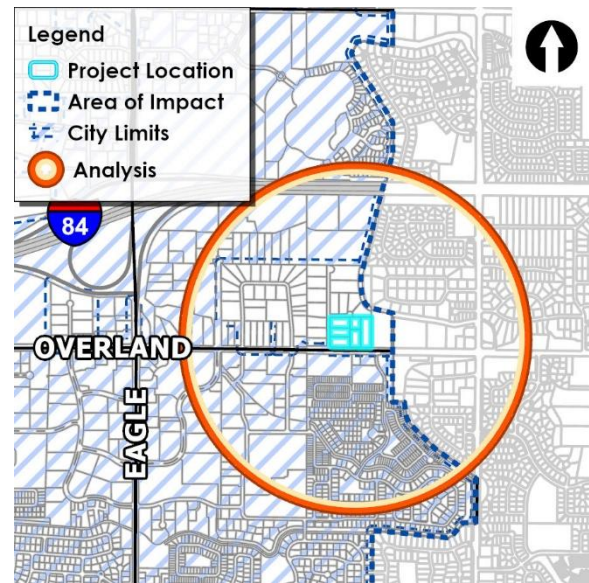


HEARING DATE: 4/28/2026
TO: Mayor & City Council
FROM: Nick Napoli, Associate Planner
208-884-5533
nnapoli@meridiancity.org

APPLICANT: David Ruby

SUBJECT: H-2025-0040
Rolling Hills

LOCATION: 1560 Rolling Hill Drive (Parcel # R7555000032), 1520 Rolling Hill Drive (Parcel #R7555000041), 1480 Rolling Hill Drive (Parcel #R7555000050), 4270 E. Overland Drive (Parcel #R7555000015) and Parcel #R7555000025, 4240 E. Overland Road (Parcel #R7555000022)



I. PROJECT OVERVIEW

A. Summary

Annexation of 8.16 acres of land with the C-C zoning to construct 184 vertically integrated residential units and 18,226 square feet of commercial space across four (4) buildings.

B. Issues/Waivers

- While staff supports the proposed land uses within the broader mixed-use regional area, concerns remain regarding project timing and integration. The primary issue is that the collector roadway has not yet been constructed, and no timeline or contribution for its completion has been provided. As a result, all traffic would be routed onto Rolling Hill Drive, a local street lacking curbs, gutters, sidewalks, and a signalized intersection at Overland Road. The Planning and Zoning Commission and City Council should carefully consider whether the project's timing is appropriate in the absence of the collector roadway.
- The applicant has attempted to address the transition to the northern county residences; however, staff has concerns that the proposed transition does not change the massing of the buildings. The applicant has proposed elevations for buildings A and B that are three (3) stories facing the interior of the site and two (2) stories facing the north. However, the roof height for the buildings remains the same from both perspectives, which is approximately forty-three (43) feet in height. The previous application had buildings that were four (4) stories in height with an approximate height of forty-five (45) feet. The Planning and Zoning Commission and City Council

should carefully consider whether the applicant proposal to address the transition to the north is adequate.

- The MU-R designation emphasizes community building and enhanced functionality throughout the area. However, the current design raises concerns about its lack of connection to the adjacent property to the east. Instead of fostering continuity, the proposed layout appears to create a physical and functional barrier between this development and the future collector that could hinder the integration with surrounding property and collector roadway in the future.
- Staff met with the applicant on multiple occasions to discuss potential solutions to the concerns outlined above. Despite these efforts, staff and the applicant were unable to reach a resolution that would positively impact the project and the surrounding area. However, the applicant did make significant revisions to address staff's concerns regarding the lack of open space and amenities by substantially enhancing the project's quality-of-life elements.

C. Recommendation

Staff: Denial

Commission: Denial

D. Decision

City Council: Pending

II. COMMUNITY METRICS

Table 1: Land Use

Description	Details	Map Ref.
Existing Land Use(s)	Single-family Residential and Vacant land	-
Proposed Land Use(s)	Vertically Integrated Residential	-
Existing Zoning	Estate Residential (R1)	VII.A.2
Proposed Zoning	Community Business District (C- C)	
Adopted FLUM Designation	Mixed Use-Regional (MU-R)	VII.A.3

Table 2: Process Facts

Description	Details
Preapplication Meeting date	7/15/2025
Neighborhood Meeting	7/21/2025
Site posting date	3/26/2026

Table 3: Community Metrics

Agency / Element	Description / Issue	Reference
Ada County Highway District		IV.E
• Comments Received	Yes; Staff Report	-
• Commission Action Required	No	-
• Access	One access is proposed via S. Rolling Hill Drive/Local (existing) via Overland Road from the west; One access is proposed via the future collector to be built (extension of Movado Way) from the east.	-
• Traffic Level of Service	Overland Road (Arterial): Better than “E”	-
ITD Comments Received	Yes; No comment	-
Meridian Public Works Wastewater		IV.B
• Distance to Mainline	Available at Site	
• Impacts or Concerns	See Public Works Site Specific Conditions	
Meridian Public Works Water		IV.B
• Distance to Mainline	Available at Site	
• Impacts or Concerns	None	
School District(s)	West Ada School District	IV.D
• Capacity of Schools	Pepper Ridge Elementary: 575 Lewis and Clark Middle: 1000 Centennial High: 1900	-
• Number of Students Enrolled	Pepper Ridge Elementary: 482 Lewis and Clark Middle: 863 Centennial High: 1704	-

Note: See section IV. City/Agency Comments & Conditions for comments received or see the public record. Paste this link into the browser for access:

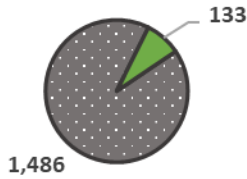
<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=413060&dbid=0&repo=MeridianCity>

Figure 1: One-Mile Radius Existing Condition Metrics

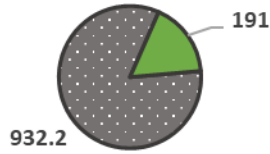
Reference Parcel: R7555000050

Date Retrieved: 2026 / 2 / 26

Parcel Count

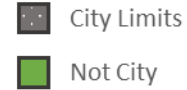


Parcel Acreage



**Infill Indicator:
Surrounding Area**

17% Not City

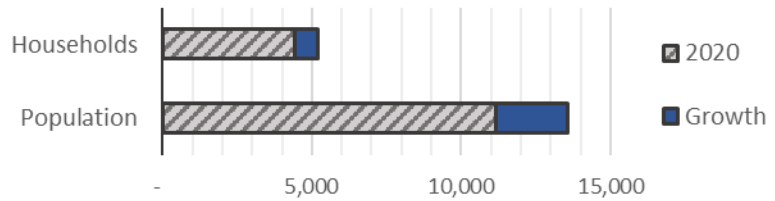


**Household Change
17.9%**

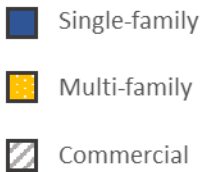
Population Change: 21.5%

(Household and Population Change since 2010 Decennial)

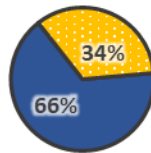
Household & Population Growth



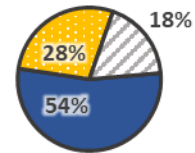
Use Types



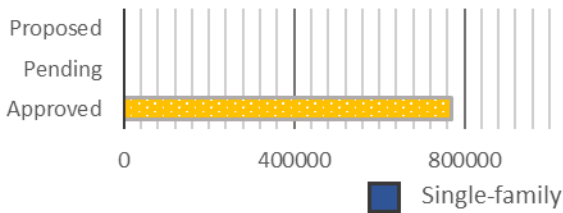
Residential Addresses



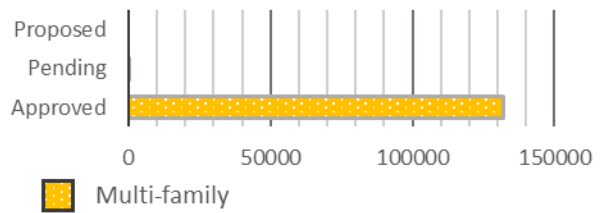
All Addresses



Preliminary Plats (last 5-years)



Conditional Use Permit (last 5-years)



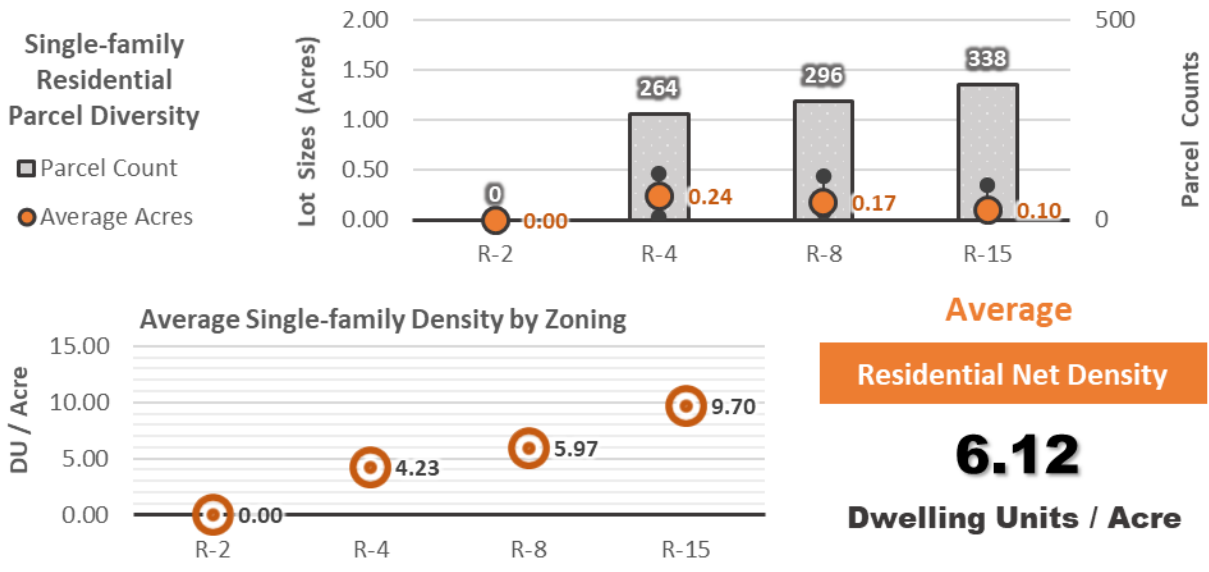
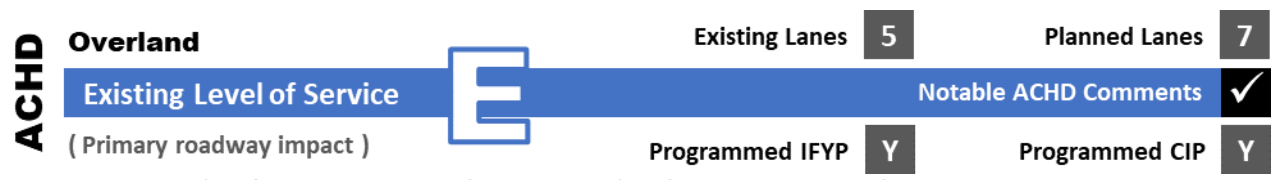
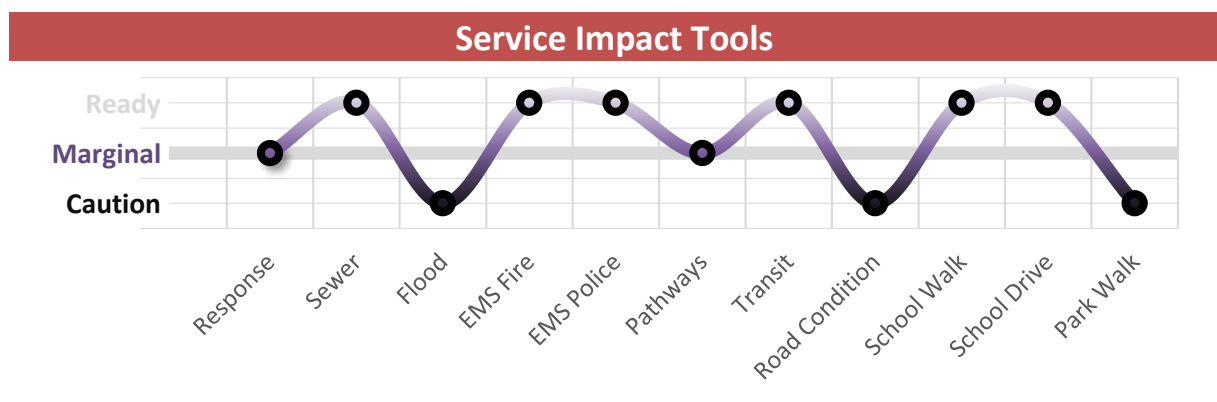


Figure 2: ACHD Summary Metrics



Notes: See Error! Reference source not found.. Error! Reference source not found..

Figure 3: Service Impact Summary



III. STAFF ANALYSIS

Comprehensive Plan and Unified Development Code (UDC)

A. General Overview

The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates this property as Mixed Use – Regional (MU-R).

The purpose of the MU-R designation is to provide a mix of employment, retail, and residential dwellings and public uses near major arterial intersections. The intent is to integrate a variety of uses together, including residential, and to avoid predominantly single-use developments such as a regional retail center with only restaurants and other commercial uses. Developments should be anchored by uses that have a regional draw with the appropriate supporting uses. The developments are encouraged to be designed consistently with the conceptual MU-R plan.

The site is currently surrounded by R1 and RUT residential county properties to the north, east, and west, with a single-family residents remaining along Rolling Hill Drive & E. View Circle. Additionally, commercial space is located at the north end of Rolling Hill Drive, including a Top Golf facility, offices, restaurants, and Eagle View Apartments comprising 396 units. To the south, directly across Overland Road are Silverstone Apartments consisting of 112 residential units, and Movado Village Apartments consisting of 60 residential units. Furthermore, the property on the northwest corner of Rolling Hill Drive and Overland (abutting this project) is an active commercial roofing company located in the C-G zoning district.

The Applicant proposes to develop the site with four (4) vertically integrated residential buildings, which include 18,226 square feet of non-residential space and 184 dwelling units. The proposed non-residential space exceeds the 10% required in the UDC and is designed to offer employment and service opportunities for residents in the development and surrounding area. According to the applicant's narrative, future tenants in the non-residential spaces include gyms, personal and professional services, and offices.

To comply with the MU-R designation the project should demonstrate thoughtful integration with surrounding properties by providing a balanced mix of residential, commercial, and recreational uses that align with the region's broader development goals. **The MU-R designation emphasizes community building and enhanced functionality throughout the area. However, the current design raises concerns about its lack of connection to the adjacent property to the east. Instead of fostering continuity, the proposed layout appears to create a physical and functional barrier between this development and the future collector that could hinder the integration with surrounding property and collector.**

This limited connectivity may disrupt infrastructure coordination, constrain cohesive land use planning, and further isolate the nearby county enclave from the region's overall growth. **Additionally, staff has concerns regarding the timing of this project relative to the planned collector roadway. As proposed, the collector roadway would be constructed almost entirely on the neighboring property to the east, potentially shifting the full cost burden onto that developer. Staff has talked with the applicant about helping be part of the solution by building a portion of the collector but was ultimately unsuccessful in this effort.**

Staff is also concerned that, if this project proceeds before the collector roadway is in place, traffic will be diverted onto Rolling Hill Drive, a local street that does not have curb, gutter, sidewalk, and a signalized intersection at Overland Road. While staff supports the overall concept plan, the timing of development in

relation to the collector roadway remains a significant issue.

Additionally, with approximately 560 multi-family units already in the vicinity, the Commission and Council should assess whether more high-density housing is truly needed in this location.

Comprehensive Plan Policies:

- “A mixed-use project should include at least three types of land uses. Exceptions may be granted for smaller sites on a case-by-case basis. This land use is not intended for high density residential development alone.”

The proposed development includes a vertically integrated residential project which will add to the variety of uses in the larger MU-R designated area to the north and south consisting of office, retail, entertainment, restaurants, hotel uses, and multi-family residential. As this area, continues to redevelop, staff will monitor the land uses and plan accordingly to ensure the Mixed-Use Regional vision is upheld. It is also important to note that the immediate area has approximately 560 multi-family units already constructed in the area.

- “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 green space.”

The site plan depicts a common open space area and plaza area adjacent to Buildings A, B, C, and D. Several of the plazas are standalone for that building while there is a central open space that can be used by both residential and commercial users.

- “The site plan should depict a transitional use and/or landscaped buffering between commercial and existing low- or medium-density residential development.”

There are vertically integrated uses proposed on this site, which is adjacent to existing Ada County residential properties. The applicant tried to address the transition from Buildings A and B to the county residences by making the façade facing the single family residential two (2) stories instead of three (3). However, staff has concerns with the approach proposed due to the roof line remaining the same height as the three (3) story building facing inwards on the site. This provides a steep roof pitch that does not limit the roofline to the adjacent residential.

- “Supportive and proportional public and/or quasi-public spaces and places including but not limited to parks, plazas, outdoor gathering areas, open space, libraries, and schools are expected; outdoor seating areas at restaurants do not count.”

An outdoor plaza/gathering area and common grass area are depicted on the conceptual development plan between Buildings A and B with ancillary plazas around buildings C and D.

- “All mixed-use projects should be directly accessible to neighborhoods within the section by both vehicles and pedestrians.”

The proposed development would be accessible by vehicle via Overland Road. However, since the planned collector roadway has not yet been constructed and there is no connection to the northern portion of Rolling Hill Drive, this remains the sole access point, creating a concern for staff.

Additionally, while pedestrian connectivity is encouraged within this portion of the broader MU-R area, pedestrian access outside the development is currently limited to an attached sidewalk along Overland Road. This limited network does not fully support the level of connectivity and walkability envisioned under the MU-R designation.

However, Staff notes that approval of this development could initiate the broader redevelopment of the area, ultimately improving connectivity; however, the timing of these improvements remains uncertain.

- “Consider incomplete and underserved roadways and timing of necessary roadway improvements in all land use decisions.”

The timing of the future collector roadway connection with Overland Road and future signal is a major concern from staff. Overland Road has an ultimate buildout to seven (7) lanes which will make the access off of Rolling Hill Drive restricted to a right in right out. Without the collector roadway construction this creates an additional 184 units coming off a local street that has not curb, gutter, sidewalk, and signal.

- “Consider ACHD's Master Street Map (MSM), Complete Streets Policy and the Transportation and Land Use Integration Plan in all land use decisions.”

The future collector roadway in this area is identified on the MSM, and staff worked with the applicant to explore potential solutions to enhance connectivity and circulation. However, the applicant indicated that certain options presented challenges, while others were determined to be financially infeasible for the project. As a result, staff concerns regarding traffic and connectivity in the area were not adequately addressed.

Table 4: Project Overview

Description	Details
History	H-2023-0070 was Denied
Phasing Plan	One (1) Phase
Residential Units	184 Vertically Integrated Residential Units
Open Space	53,000 Square Feet
Amenities	Playground, Pickleball Court, Outdoor Kitchen, Bocce Ball Court, Pergola, and Fire Pit.
Physical Features	Five Mile Creek
Acreage	8.16 acres
Lots	One (1) Lot
Density	26.4 units per acre

B. History

In 2023, an application was submitted for five (5) of the subject six (6) parcels with this application. The applicant was requesting annexation and a conditional use permit for a mix of vertically integrated units and multi-family. In total, they proposed 154 dwelling units across 5.89 acres of land. The application was denied by City Council due to the creation of a county enclave, inadequate transition to surrounding areas, and insufficient integration, particularly with the property to the east. That layout also created a narrow, underutilized strip of land between the future road and the edge of the development. In addition, the City Council discussed vehicular connectivity and traffic. This was a large concern for several members of the City Council.

C. Site Development and Use Analysis

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

The proposed site currently consists of six (6) parcels with five (5) single family homes and several accessory structures. If approved, the applicant shall remove all structures within ninety (90) days of the annexation ordinance being recorded.

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

The proposed development includes four (4) vertically integrated residential buildings totaling 18,226 square feet of commercial space featuring 184 dwelling units. The vertically

integrated residential project is a principally permitted use in the C- C (Community Business district) zoning district, in accordance with the Allowed Uses listed in the Commercial Districts Table 11-2A-2. A vertically integrated residential project is subject to the specific use standards in UDC 11-4-3- 41.

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

The proposed development is required to comply with the dimensional standards listed in UDC *Table 11-2B-3* or the C-C zoning district. *The proposed development complies with the dimensional standards for the district.*

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

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

The proposed vertically integrated structures are between two (2) and four (4) stories.

- 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.

The proposed vertically integrated residential project exceeds the required twenty-five (25) percent of the gross floor area for each building.

- 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.

The proposed vertically integrated residential project exceeds the required ten (10) percent of the gross floor area for non-residential in each building.

- D. The minimum building footprint for a detached vertically integrated residential project shall be two thousand four hundred (2,400) square feet.

The proposed vertically integrated residential project exceeds the required 2,400 square feet for each building.

- 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. *The applicant has indicated the anticipated tenants are personal and professional services, indoor recreation facilities, and other retail businesses.*

- F. None of the required parking shall be located in the front of the structure.

None of the required parking is along the Overland frontage.

- 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.

The applicant is meeting the fifty (50) square feet of private usable open space.

D. Design Standards Analysis

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

1. Encourage site design that provides an interconnected network of walkways, pathways, streets, and/or drive aisles that combined promote pedestrian and vehicular mobility within the development and connect to adjacent developments. *See analysis below.*

2. To facilitate the efficient movement of traffic into, out of, and through a site, protect pedestrian and bicycle users, establish an aesthetically consistent street presence and limit the visual impacts of large parking areas on a site. *See analysis below.*

The proposed vertically integrated residential project incorporates an internal network of walkways and micro pathways to connect the buildings with the ten-foot multi-use pathways along Overland Road and Five Mile Creek. While these connections do not complete the pathway at this time, future redevelopment of the area will promote enhance mobility and connectivity within the large MU-R area. However, it is important to note that we do not have a timeline for the pathways to be connected to the larger network.

The site layout includes a single access point and drive aisles that will provide smooth vehicular movement once the future collector roadway is constructed. In the interim the flow of traffic will be through the single access point that may back up at certain hours of the day. This is a major concern for staff.

Parking areas are strategically placed to minimize visual impact, incorporating landscape buffers, trees, and planters that maintain an attractive street presence. Additionally, the Applicant has provided a central pedestrian connection to get all residents to the main clubhouse and amenities.

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

No open space and amenities are required. However, staff had several meetings with the applicant in which they provided approximately 53,000 square feet of open space and amenities in the form of a pickleball court, bocce ball court, playground, firepit, pathways, two barbeque areas, and a pergola with outdoor seating. Staff is supportive of the changes made, however, the timing of the development in relation to the future collector roadway and signal remains a significant concern.

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

- i. Landscape buffers along streets

A thirty-five (35) foot wide street buffer is required along Overland Road, an entry way corridor. The landscaping within this buffer is required to be installed per UDC 11-3B.

The proposed landscape plan meets this requirement. However, the vegetation coverage appears to be below the 70% required at maturity. If approved, these calculations shall be submitted with the certificate of zoning compliance application.

- ii. Parking lot landscaping

Landscaping is required to be provided along all parking areas per the standards listed in UDC 11-3B-8. *The proposed landscape appears to meet the minimum requirements.*

However, the applicant did not dimension specific sidewalk and planters to confirm compliance with overhang requirements.

- iii. Tree preservation

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.

- iv. Storm integration

An adequate storm drainage system is 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 as set forth in UDC 11-3A-18. In addition, any drainage swales shall meet the requirements listed in UDC 11-3B-11.

v. Pathway landscaping

Landscaping is required to be provided along all pathways per the standards listed in UDC 11-3B-12C.

The applicant does not meet the pathway landscaping requirements and shall revise their site and landscape plan to reflect compliance with the vegetation coverage standards.

4. Parking (UDC 11-3C):

i. Parking analysis

Based on the number of bedrooms per unit, a minimum of 225 off-street parking spaces are required for the residential portions of the site. The applicant has provided 228 parking stalls that are reserved for residents, which meets the minimum requirements for parking. In addition to this, the applicant has provided 57 parking spaces that can be used for both residential visitors and commercial customers. The applicant has also designated 10 parking spaces for the community building in the center of the complex.

Based on the square footage of the non-residential portion of the site, the applicant has provided 37 parking stalls which meets minimum requirements. In addition to this, the applicant has provided 57 parking spaces that can be used for both residential visitors and commercial customers.

The total number of stalls required is 272 spaces and the applicant provided 332 stalls exceeding UDC standards.

ii. Bicycle parking analysis

A minimum of one (1) bicycle parking space must be provided for every 25 vehicle spaces or portion thereof per UDC 11-3C-6G; bicycle parking facilities are required to comply with the location and design standards listed in UDC 11-3C-5C. *The applicant is required to install 13 bicycle parking spaces and is proposing to install 90 bicycle parking spaces, exceeding the UDC requirements.*

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

Goals 5.01.02D and 5.01.02A of the Comprehensive Plan emphasize the importance of building design and landscaping in buffering, screening, beautifying, and integrating commercial, multifamily, and parking areas with existing neighborhoods. *The applicant has submitted elevations for the five (5) buildings which do not meet the city of meridian architectural standards.*

A reason the previous application on this property was denied was due to an inadequate transition to the existing county residences to the north of the development. To address this, the applicant proposed elevations for buildings A and B that are three (3) stories facing the interior of the site and two (2) stories facing the north. However, the roof height for the buildings remains the same from both perspectives, which is approximately forty-three (43) feet in height. The previous application had buildings that were four (4) stories in height with an approximate height of forty-five (45) feet. While staff understands the intent behind the applicant's proposed transition, the overall height of the building has only been lowered two (2) feet in height. The Planning and Zoning Commission and City Council should carefully consider whether the proposed transition is adequate.

The final design of all buildings must comply with the standards outlined in the Architectural Standards Manual.

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

All fencing is required to comply with the standards listed in UDC 11-3A-7.
The applicant did not depict any fencing with this application.

E. Transportation Analysis

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

Goals 6.01.01H and 6.01.02B of the Comprehensive Plan emphasize reducing the number of access points onto arterial streets through methods such as cross-access agreements, access management, and frontage or backage roads. These goals also stress the importance of enhancing local and collector street connectivity and incorporating pedestrian access connectors to link subdivisions and promote neighborhood connectivity within the community pathway system. In addition, Goal 6.01.02D emphasizes analyzing incomplete and underserved roadways and timing of necessary roadway improvements will all land use decisions.

One full-access driveway is proposed via S. Rolling Hill Drive (local street) off E. Overland Road (arterial roadway). According to ACHD's Staff Report, the Applicant should construct Rolling Hill Drive as ½ of a 36-foot wide local roadway with curb, gutter, and 5-foot wide concrete sidewalk abutting the site.

No access is proposed on E. View Circle (future collector roadway). According to ACHD's Staff Report, the Applicant should construct View Circle as ½ of a 36-foot wide residential collector roadway with curb, gutter, and a 10-foot wide pathway as required by the Meridian Pathway Master Plan.

One full-access driveway is proposed via the future collector Street (Movado Way). According to ACHD's Staff Report, the Applicant should dedicate right-of way abutting the site's northeast property line to accommodate the future construction of a planned collector roadway.

The current proposal provides a single access point to the proposed development via Rolling Hill Drive. This arrangement raises significant concerns for staff, as Overland is planned to be widened to seven (7) lanes, which would limit access on Rolling Hill Drive to right-in/right-out movements only. In addition, there is no established timeline for construction of the future collector roadway.

Staff has had multiple discussions with the applicant regarding this concern and has encouraged coordination with adjacent developers to pursue a solution that would help establish a timeline for construction of the collector roadway and a signalized intersection at Overland. The applicant has indicated that they have reached out to the neighboring developer but were unable to engage in substantive discussions regarding coordination efforts or potential property acquisition.

In addition, staff explored several potential solutions with the applicant in an effort to address this concern; however, the applicant was either unsuccessful or chose not to pursue certain options due to it not being financially feasible.

While staff acknowledge that this presents a challenging situation for the applicant, the collector roadway is critical to providing adequate connectivity for both this development and

the anticipated redevelopment of the surrounding area. Without clearer information regarding the timing and construction of the collector roadway, there is a risk that it may never be constructed, which would be detrimental to access for this development as well as future developments in the area.

As a result, staff finds that the due to timing of the proposed development it is not in the best interest of the city. This concern is the primary basis for the recommendation for denial.

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

Comprehensive Plan policy 4.04.01A ensures that new development and subdivisions connect to the pathway system.

UDC 11-3G-5 emphasizes the importance of common open space and amenities being located in areas that maximize pedestrian and bicycle connectivity.

The Applicant is proposing to construct an 8-foot wide planter strip with a 10-foot wide multi-use pathway abutting the site on Overland Road consistent with the City's Comprehensive Plan and Ada County Highway Districts Master Street Map and Roadways to Bikeways Master Plan.

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

All sidewalks around buildings and serving public streets shall be a minimum of five (5) feet in width, except if detached sidewalks are provided on local public streets in residential subdivisions, the minimum sidewalk width may be reduced to four (4) feet.

All internal sidewalks within the development appear to meet this requirement; however, the Applicant has not included the dimensions of all the sidewalks on the site plan submitted. In addition, the applicant shall depict a five (5) foot sidewalk on the north side of Five Mile Creek.

4. Waterways (*Comp Plan, UDC 11-3A-6*):

Goal 4.05.01D and Goal 6.01.04B of the Comprehensive Plan emphasize the importance of improving and protecting creeks and other natural waterways throughout commercial, industrial and residential areas. Develop and implement agreements with irrigation districts and the Union Pacific Railroad to allow for bike/pedestrian pathways.

The Five Mile Creek runs along the north boundary of the site and is proposed to be preserved as a natural amenity in accordance with UDC 11-3A-6. The Applicant prioritizes the preservation of the existing creek by incorporating the creek into the site design as a natural amenity. The Applicant is proposing to protect and enhance Five Mile Creek by adding planters with trees and shrubs, on the southside of the creek. Additionally, the multi-use pathway is proposed to run parallel to the Creek. The Applicant should coordinate with Nampa Meridian Irrigation District (NMID) to ensure that the development adheres to best practices for waterway protection.

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

Underground pressurized irrigation water is required to be provided as set forth in UDC 11-3A-15.

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

The Five Mile Creek bisects the north boundary of this site and is proposed to be left open as an amenity for the development in accord with UDC 11-3A-6. The design and construction shall follow Best Management Practice as adopted by the city.

7. Utilities (*Comp Plan, UDC 11-3A-21*):

Goal 3.01.01F of the Comprehensive Plan emphasizes the importance of permitting new development only where urban services can be reasonably provided at the time of final approval and development is contiguous to the City.

Connection to City water and sewer services is required in accord with UDC 11-3A-21 and the Comprehensive Plan.

IV. CITY/AGENCY COMMENTS & CONDITIONS

A. Meridian Planning Division

No conditions of approval, as City staff is recommending denial of the application.

B. Meridian Public Works

Wastewater	
<ul style="list-style-type: none"> • Distance to Sewer Services • Sewer Shed • Estimated Project Sewer ERU's • WRRF Declining Balance • Project Consistent with WW Master Plan/Facility Plan 	<p>Available at Site</p> <p>See application</p> <p>Yes</p>
<ul style="list-style-type: none"> • Impacts/concerns 	<ul style="list-style-type: none"> • See Public Works Site Specific Conditions
Water	
<ul style="list-style-type: none"> • Distance to Water Services • Pressure Zone • Estimated Project Water ERU's • Water Quality • Project Consistent with Water Master Plan • Impacts/Concerns 	<p>Water Available at Site</p> <p>See application</p> <p>None</p> <p>Yes</p> <p>None -</p>

NON-PLAT CONDITIONS

PUBLIC WORKS DEPARTMENT

Site Specific Conditions of Approval

1. 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.
2. Ensure no sewer services pass through infiltration trenches.
3. Provide 20' Easements for mains, hydrant laterals and water services. Easements should extend up to the end of main/hydrant/water meter and 10' beyond it.

5. No permanent structures (trees, bushes, buildings, carports, trash receptacle walls, fences, infiltration trenches, light poles, etc.) to be built within the utility easement. Any covered parking must be shown on Civil plans and cannot encroach on City Easements.

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. 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.
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 applicant's 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 certificate 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

Project Name: Rolling Hills **File No:** H-2025-0040 – AZ **Date:** 8.22.2025

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](#)
2. Prior to final approval the applicant shall dedicate a public access easement for a 10' wide multi-use pathway parallel to and south of the Fivemile Creek (Drain) on the north edge of the property. This pathway will also double as maintenance access to the Fivemile Drain for Nampa and Meridian Irrigation District. Ensure that no fences are proposed that would block irrigation district maintenance access.

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.

*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.
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. The Fivemile Pathway is NOT live water, so this condition does not apply.
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. West Ada School District (WASD) or Other District/School



West Ada
SCHOOL DISTRICT

February 11, 2026

RE: Rolling Hill AZ H-2025-0040

Dear Meridian City Planners:

West Ada School District has experienced significant and sustained growth in student enrollment during the last ten years. Based on current enrollment data specific to the area surrounding this proposed development, we estimate a development consisting of **0** single-family units and **184** multi-family units could house approximately **23 school aged children**. Approval of this application will affect enrollments at the following schools in West Ada School District.

	<u>Enrollment</u>	<u>Capacity</u>
Pepper Ridge Elementary	475	575*
Lewis and Clark Middle School	873	1000
Centennial High School	1741	1900

*Program Capacity

West Ada School District supports economic growth; however, growth fosters the need for additional school capacity. Future developments will continue to have an impact on the district's capacity. Should a school exceed capacity, to meet the need for additional school capacity in this area one or more of the following may need to be implemented:

- Transporting students to an alternate school with available classrooms.
- Attendance area adjustments if there is availability in a nearby school. The Long Range Planning Committee will reconvene in September 2026 to consider needed adjustments.
- Passage of a bond may be needed in the next 5-8 years to build new schools and fit the enrollment needs.
- Portable classrooms placed on the property at the Middle or High School.

West Ada School District requests developers' consideration for providing safe walkways, bike paths, and pedestrian access for our students to schools and community resources.

Sincerely,
Miranda Carson,
Director of Planning and Transportation

E. Ada County Highway District (ACHD)



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

Date: August 27, 2025

To: David Ruby

Staff Contact: KaraLeigh Troyer, Planner

Project Description: Rolling Hills Rezone

Trip Generation: Trip generation will be determined as part of a future development application, based on the Institute of Transportation Engineers Trip Generation Manual, 11th edition.

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

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

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	

ACHD Planned Improvements	
FYP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 2
Cyclist	LTS 3

Is Transit Available?	
Yes	
No	X

* Comments: The tables above list the existing conditions of the surrounding roadways without the proposed development as this application is for annexation and rezone only. With a future development application, this summary will be updated to reflect the development and its impact.

connecting you to more

Ada County Highway District • 5800 N Meeker Avenue • Boise, ID • 83713 • PH 208-387-6100 • FX 345-7650 • www.achdidaho.org

V. FINDINGS

A. Annexation (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;
The Planning and Zoning Commission finds the applicants proposal to annex 8.19 acres of land with the C-C zoning district for the development of 184 vertically integrated residential units, and 18,226 square feet of commercial space is consistent with the Mixed-Use Regional FLUM designation for this property. However, comprehensive plan policy 6.01.02E emphasizes the importance of roadway improvements necessary with new development. Overland Road has an ultimate buildout to seven (7) lanes which will make the access off of Rolling Hill Drive restricted to a right in/right out. Without the collector roadway construction this creates an additional 184 units coming off a local street that has not curb, gutter, sidewalk, and signal. This raises substantial concerns among staff and is a large reason for the recommendation for denial.
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
The Planning and Zoning Commission finds that the proposed map amendment to C-C and the associated conceptual development plan generally comply with the purpose of the C-C zoning district by contributing neighborhood-serving uses and commercial space, along with a mix of housing consistent with the Comprehensive Plan. However, the C-C purpose statement emphasizes meeting the retail and service needs of the community in a manner consistent with the Meridian Comprehensive Plan. While the proposal addresses some Comprehensive Plan objectives, it does not adequately incorporate key elements of vehicular and pedestrian connectivity or integration with surrounding properties.
3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;
The comprehensive plan asks for consideration of incomplete and underserved roadways and timing of necessary roadway improvements in all land use decisions. As a result, the Planning and Zoning Commission finds the proposed map amendment will be materially detrimental to the public health, safety, and welfare due to a single access point being provided for a development that will have 184 units and 18,226 square feet of commercial space. Rolling Hill Drive currently serves an additional 11 properties, further compounding access limitations. In the absence of a signalized intersection and with no established timeline for construction of the future collector roadway and signal to the east, access to the development would be limited solely to Rolling Hill Drive, with no certainty as to when improved connectivity would occur. As a result, staff has significant concerns regarding traffic safety for nearby residents and for motorists traveling along Overland 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
The Planning and Zoning Commission finds that the map amendment will not result in adverse impacts as City services are available to be provided to this development.
5. The annexation (as applicable) is in the best interest of city.
The Planning and Zoning Commission finds the proposed annexation is not in the best interest of the city due to safety concerns regarding access, a lack of transition to the county

residences, a lack of integration with the eastern property and future collector and not having a clear timeline for when the collector and intersection at Overland will be constructed.

VI. ACTION

A. Staff:

Staff recommends denial of the proposed Annexation as discussed above in Section III, per the Findings in Section V.

B. Commission:

The Meridian Planning & Zoning Commission heard these items on March 5th, 2026. At the public hearing, the Commission moved to recommend approval of the subject annexation request.

1. Summary of Commission public hearing:

- a. In favor: Chris Todd, Kim Boyack, Rick Boyack, Gary Rainey
- b. In opposition: Chris Mayoka, Alicia Eastman
- c. Commenting: David Mlecenko, Michael Blowers, Amy Waddles
- d. Written testimony: None
- e. Staff presenting application:
- f. Other Staff commenting on application: None

2. Key issue(s) of public testimony:

- a. - Kim and Rick Boyack: Both in support of the project and are ready to sell their property and move on from the busy corridor that is no longer rural. They both iterated that they are tired of being put in the middle when trying to sell their land. In addition, They had concerns about the placement of the signal on Overland Road and believe it should have been required by the Movado development.
- Chris Mayoka: In opposition to the project due to concerns about traffic, transition to his home to the north, He noted that five of the letters in support of the project are from landowners selling to the applicant. He would like to see a developer purchase the entire area so it can develop as a cohesive plan.
- Alicia Eastman: In opposition of the project due to concerns with traffic and the transition to her home on the west side of Rolling Hill Drive. In addition, she discussed traffic on Overland Road and expressed continued concern about safety, particularly when trying to turn left at peak hours.
- David Mlecenko: Commenting on the project as he is in support of certain elements and against others. He also mentioned that the FEMA maps need to be redone in the area because they are inaccurate as it currently is mapped.
- Michael Blowers: Commenting on the project as he is in support of some elements of the project and against others. He discussed the transition to the existing home is not adequate but also would like to see his property and the whole area redevelop in the future. He is tired of coming back to hearings every 2 years to find a resolution to this area. In addition, he has concerns with traffic and does not understand why the traffic light has to align with Movado and not Rolling Hill. He wants a definitive action to set the bar for the area.
- Amy Waddles: Commenting on the project and is in support of some elements and against others. She said the overall project is great but is greatly concerned about an increase in traffic and parking. As it currently exists, Rolling Hill is used for parking for the apartments to the north and a delivery corridor for delivery drivers. She is also tired of the stalemate that the homeowners that are trying to sell are in.
Gary Rainey: In support of the project due to concerns that if they are not bought now, they won't get fair market for their properties. He believes it is a good opportunity for Meridian to have more housing.

3. Key issue(s) of discussion by Commission:

- a. Traffic/Lack of Collector: The commission was significantly concerned about traffic and the timing of the future collector. Without the collector, this project is pushed entirely onto a single access point with no timeline for better circulation. They acknowledge the traffic on Overland Road and the challenge of turning right or left at peak hours of the day.

Design: Some commissioners were not in favor of the design due to a large sea of asphalt in the middle of the project and the elevations do not integrate with the design of the larger area.

Decision: Commission was on the fence on this one but ultimately unanimously voted in denial of the application due to lack of information of traffic impacts on the surrounding area.

4. Commission change(s) to Staff recommendation:

- a. None

5. Outstanding issue(s) for City Council:

- a. - Whether the annexation is in the best interest of the city.
- Whether the absence of the collector roadway is sufficient considering there is a single access proposed onto a county local street.
- Whether the transition to the existing residences is sufficient.
- Whether the traffic impacts are sufficient given the current conditions.

C. City Council:

Pending

VII. EXHIBITS

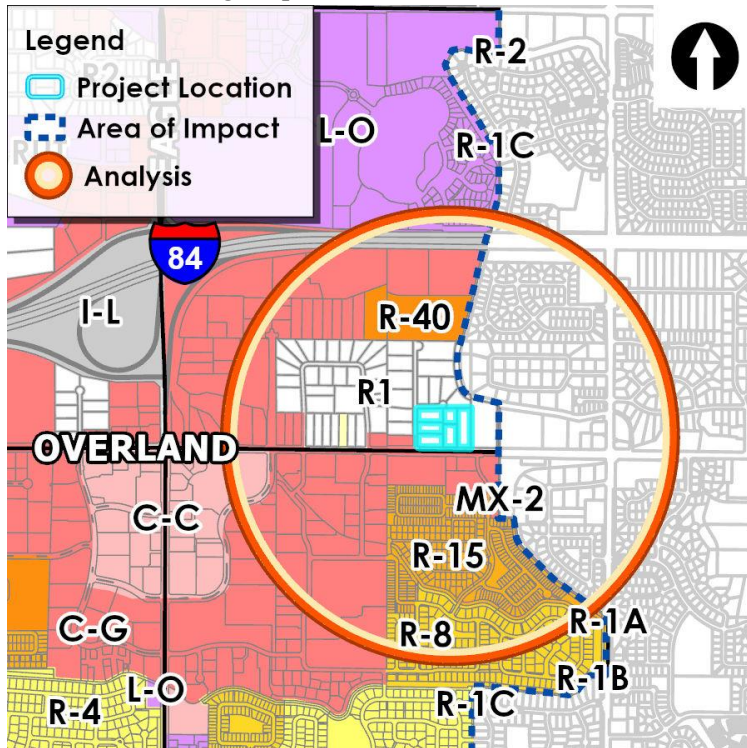
A. Project Area Maps

(link to [Project Overview](#))

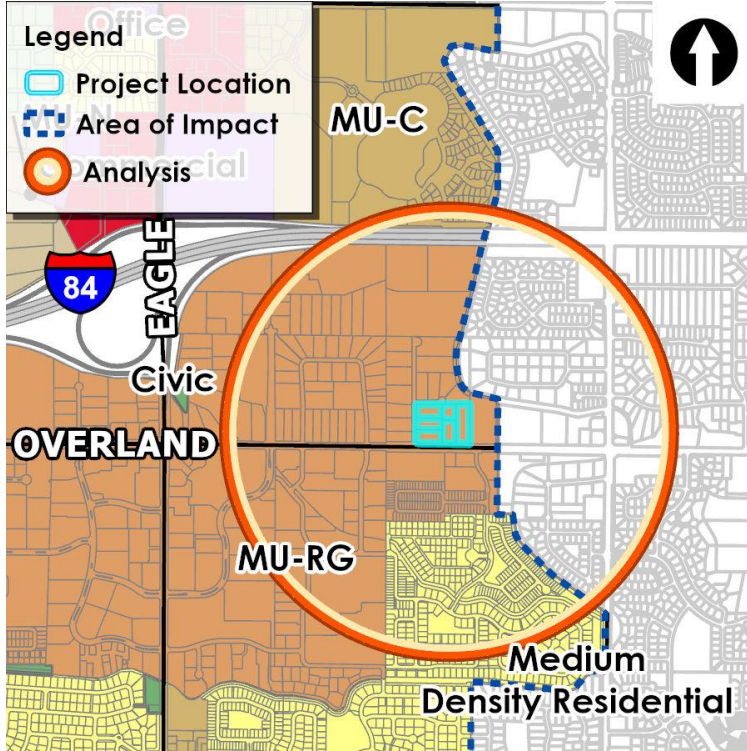
1. Aerial



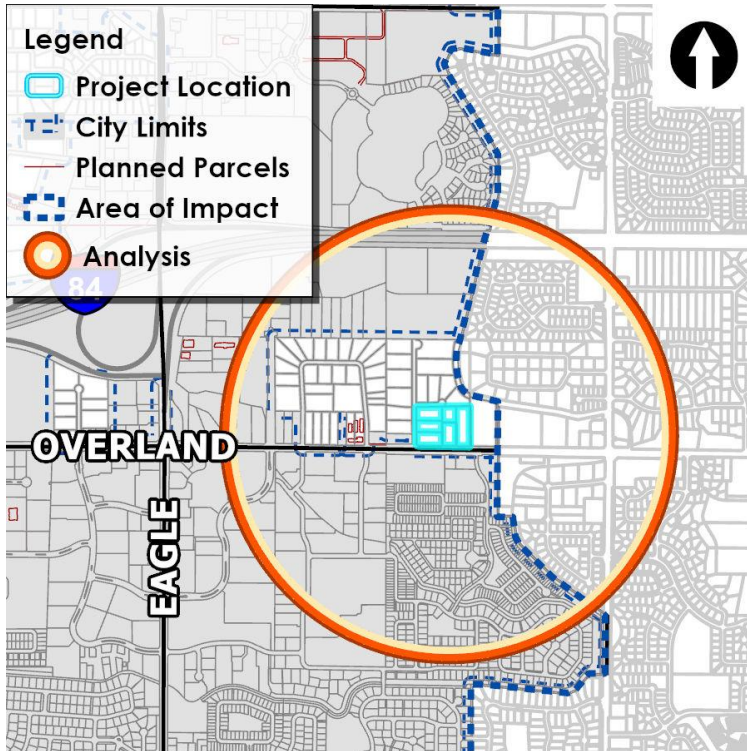
2. Zoning Map



3. Future Land Use



4. Planned Development Map

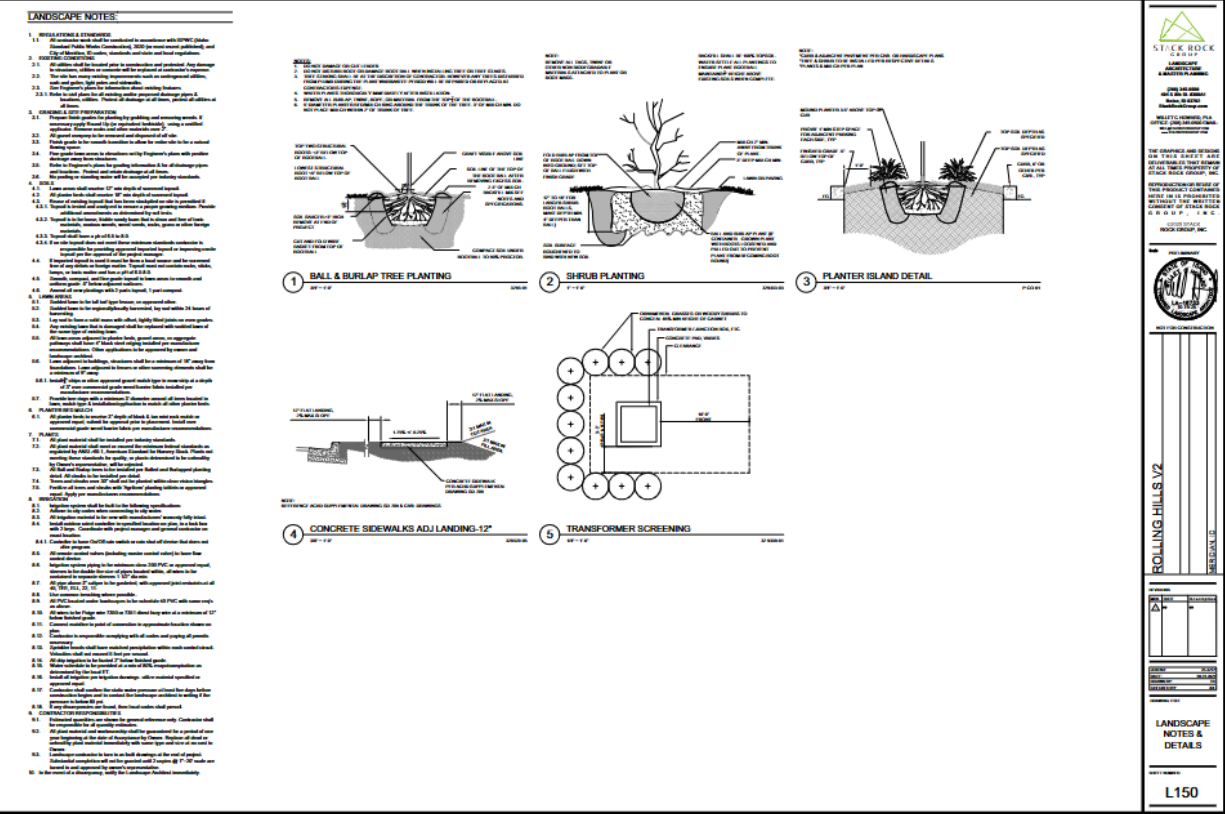
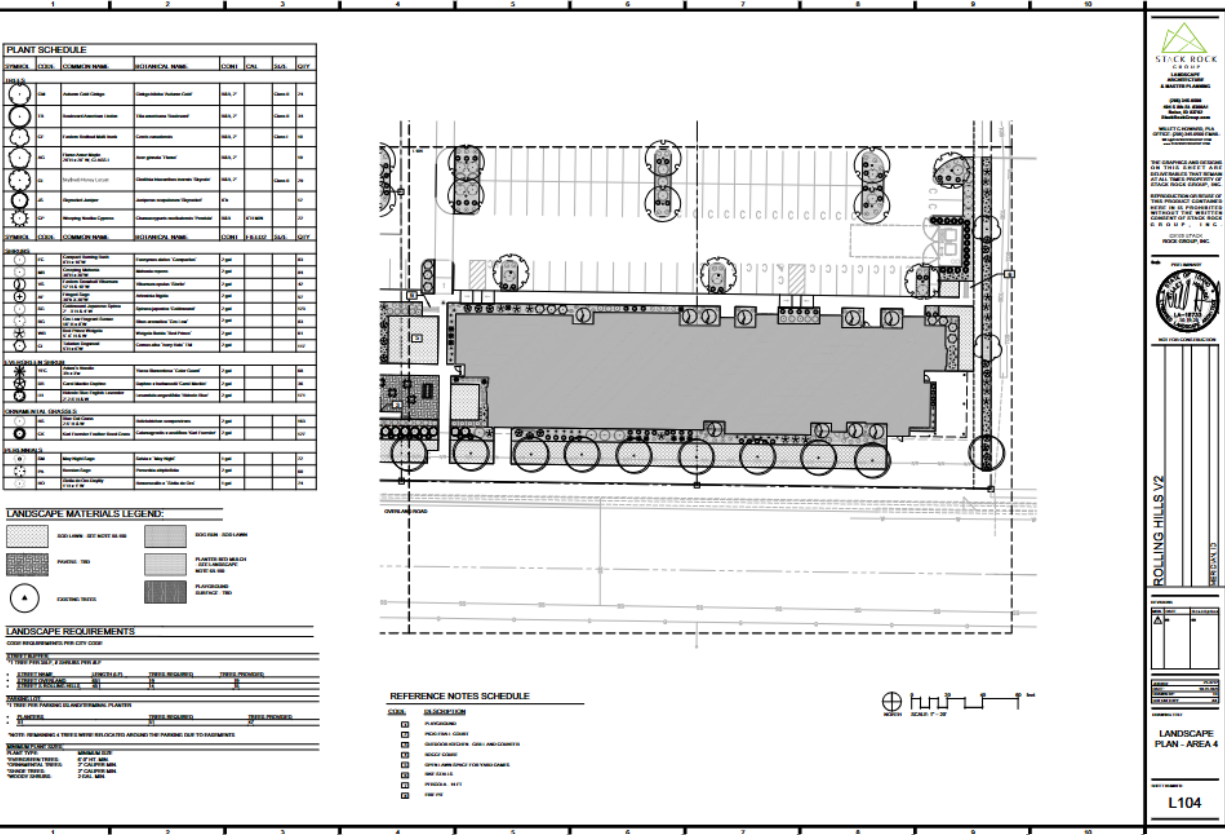


B. Subject Site Photos

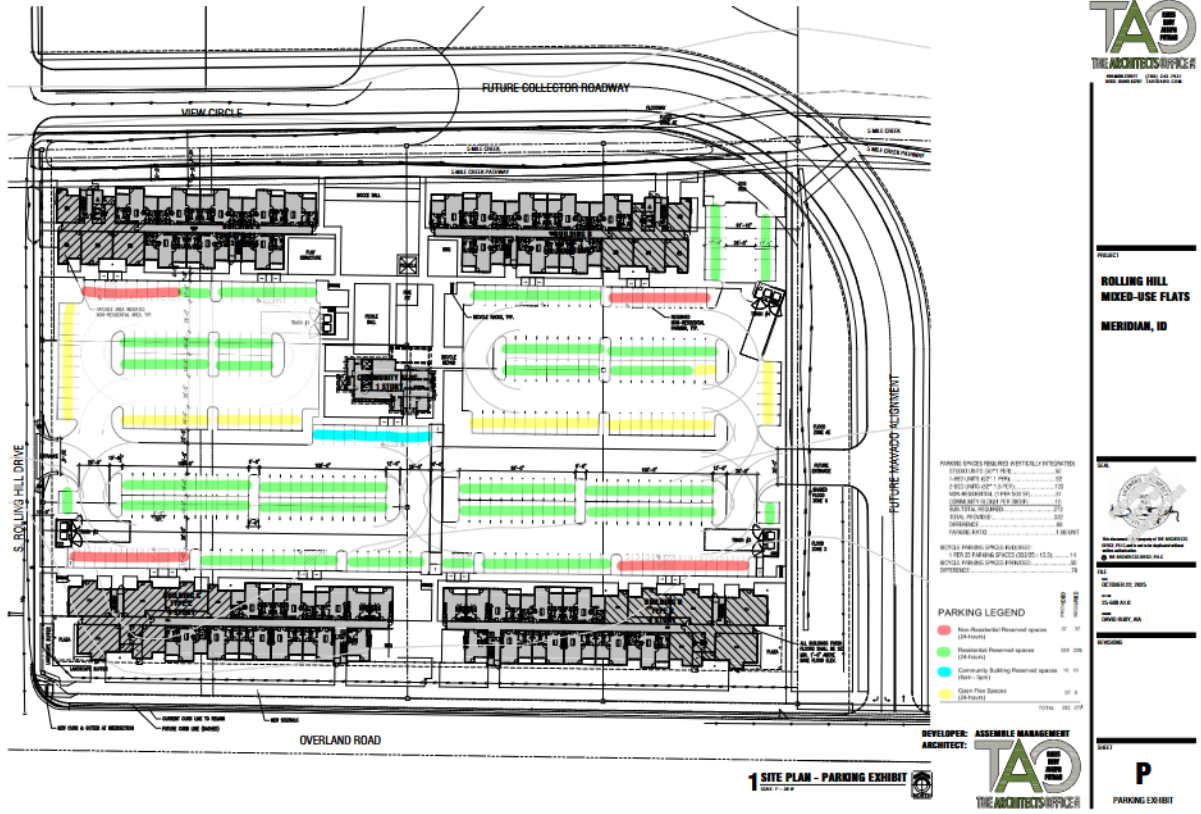




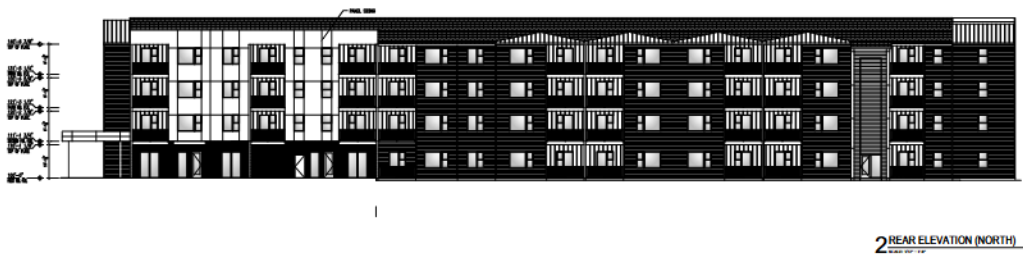
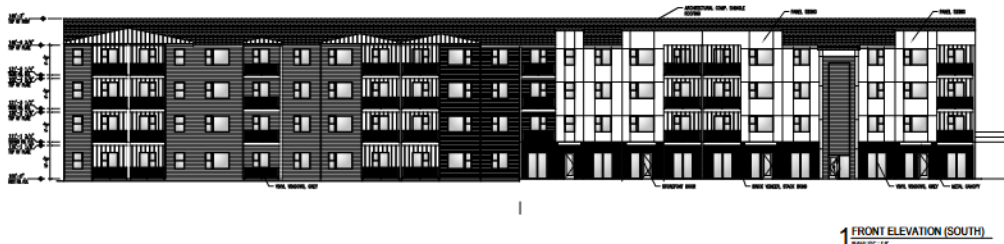




E. Parking Plan (date: 10/22/2025)



F. Building Elevations (date: 10/22/2025)



PROJECT
ROLLING HILLS
MIXED-USE FLATS
MERIDIAN, ID



SHEET
A5.0
EXTERIOR ELEVATIONS



PROJECT
ROLLING HILL
MIXED-USE FLATS
MERIDIAN, ID



SHEET
A5.0
EXTERIOR ELEVATIONS



3 SIDE ELEVATION
DATE: 07-17-18



4 SIDE ELEVATION
DATE: 07-17-18

PROJECT
**ROLLING HILL
MIXED-USE FLATS**
MERIDIAN, ID



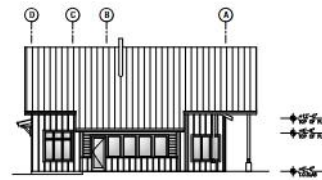
Architect: TAO THE ARCHITECTS OFFICE
1000 W. MAIN ST., SUITE 200
MERIDIAN, ID 83454
PHONE: (208) 261-1111
WWW.TAOARCHITECTS.COM

DATE: 07-17-18
SCALE: AS SHOWN
DRAWN BY: JAC
CHECKED BY: JAC

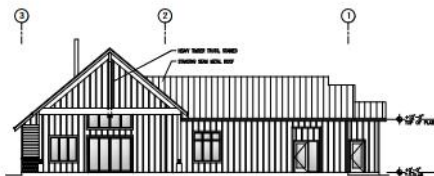
A5.3
EXTERIOR ELEVATIONS



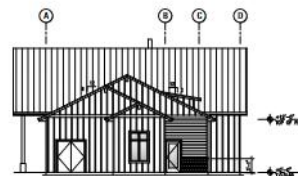
1 FRONT ELEVATION (SOUTH)
DATE: 07-17-18



2 SIDE ELEVATION (EAST)
DATE: 07-17-18



3 REAR ELEVATION (NORTH)
DATE: 07-17-18



4 SIDE ELEVATION (WEST)
DATE: 07-17-18

PROJECT
**ROLLING HILLS
MIXED-USE FLATS**
MERIDIAN, ID



Architect: TAO THE ARCHITECTS OFFICE
1000 W. MAIN ST., SUITE 200
MERIDIAN, ID 83454
PHONE: (208) 261-1111
WWW.TAOARCHITECTS.COM

DATE: 07-17-18
SCALE: AS SHOWN
DRAWN BY: JAC
CHECKED BY: JAC

A5.4
EXTERIOR ELEVATIONS

G. Annexation Legal Description & Exhibit Map



August 6, 2025
Project No.: 25-151
Rolling Hill Subdivision
Annexation
Legal Description

Exhibit A

A parcel of land for annexation being Lots 1 through 5, Block 1 of Rolling Hill Subdivision (Book 18, Pages 1202-1203) situated in the Southwest 1/4 of the Southeast 1/4 of Section 16, Township 3 North, Range 1 East, B.M., Ada County, Idaho being more particularly described as follows:

Commencing at a brass cap marking the South 1/4 corner of said Section 16, which bears N89°13'15"W a distance of 2,676.88 feet from an aluminum cap marking the Southeast corner of said Section 16, thence following the southerly line of said Southwest 1/4 of the Southeast 1/4, S89°13'15"E a distance of 335.76 feet to the centerline intersection of S. Rolling Hill Dr. and E. Overland Rd. and being the **POINT OF BEGINNING**,

Thence leaving said southerly line and following the centerline of said S. Rolling Hill Dr. N00°05'08"W a distance of 535.40 feet to the centerline intersection of said S. Rolling Hill Dr. and E. View Circle; Thence leaving the centerline of said S. Rolling Hill Dr. and following the centerline of said E. View Circle the following two (2) courses:

1. N89°21'05"E a distance of 266.28 feet;
2. 73.05 feet along the arc of a curve to the left, said curve having a radius of 130.00 feet, a delta angle of 32°11'41", a chord bearing of N73°14'40"E, and a chord distance of 72.09 feet;

Thence leaving said centerline, S00°38'37"E a distance of 45.00 feet to the Northwest corner of said Lot 2;

Thence following the southerly boundary of Lot 6, Block 1 of said Rolling Hill Subdivision, N89°21'05"E a distance of 333.36 feet to the easterly boundary of said Rolling Hill Subdivision; Thence leaving said southerly boundary and following said easterly boundary, S00°02'37"W a distance of 527.05 feet to the southerly line of said Southwest 1/4 of the Southeast 1/4 and the centerline of said E. Overland Rd.; Thence leaving said easterly boundary and following said southerly line and said centerline, N89°13'15"W a distance of 668.00 feet to the **POINT OF BEGINNING**.

Said parcel contains a total of 8.16 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

All subdivisions, deeds, records of surveys, and other instruments of record referenced herein are recorded documents of the county in which these described lands are situated.

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



5725 North Discovery Way • Boise, Idaho 83713 • 208.639.6939 • kmengllp.com

