

**SECTION G**  
**LAND USE**  
**TEXT AMENDMENT**  
**(Chapter VII)**

*(Unless otherwise noted, all of the following text is new and, if approved, will be incorporated into Chapters VII of the 2002 Comprehensive Plan in the sections as specified in the boxes. Page numbers refer to the existing Plan.)*

Page 92, Urban Service Planning Area (USPA)

- Insert changes from Resolution No. 03-401.
- Add a reference to the USPA being expanded to match the proposed Area of City Impact (AOIC) boundary, if approved by Ada County.

Page 93, Figure VII-2

- Insert the amended Future Land Use Map
- Amend Note #2 on the Future Land Use Map as follows:

“2. In residential areas, other residential densities will be considered without requiring a Comprehensive Plan Amendment. However, the density can only be changed one “step” (i.e. low to medium, not low to high, etc.). This “one step” policy will not apply to the “Low Density Residential” land in Sections 30, 31 and 32 of T.4N, R.1W. These areas must be developed as low density.”
- Insert a new “Residential” policy as follows:

North Chinden Area: Residential uses north of Chinden Boulevard and within a ¼ mile or less from the rim should focus on lot sizes ranging from ½-1 acres, ensuring compatibility with SpurWing Country Club to the east. Use of transitional lot sizes, feathering and clustering of smaller lots adjacent to the office and larger rim property with similar transition as development approaches the Spur Wing property to the east is encouraged.

Page 97, Mixed Use para.

- Amend first sentence to read, “There are ~~three~~ five sub-categories of the Mixed Use designation.” *(This correction adds the “WWTP” and “Interchange” designations.)*

Page 98, top of page, before “MU-Neighborhood”

- Insert new, mixed use policies that apply to all MU areas as follows:

- A mixed use project shall include a principal use (retail, office, professional or residential) and at least one other type of land use. Exceptions may be granted for small, single-use projects on a case-by-case basis.
- In addition to the principal use, other qualifying mixed use land uses may include community facilities such as a school, public park, civic building or public safety facility.
- All mixed use projects shall be directly accessible to neighborhoods within the section by both vehicles and pedestrians.

Page 98, bottom of page, below “MU-WWTP”

- Insert a new section as follows:

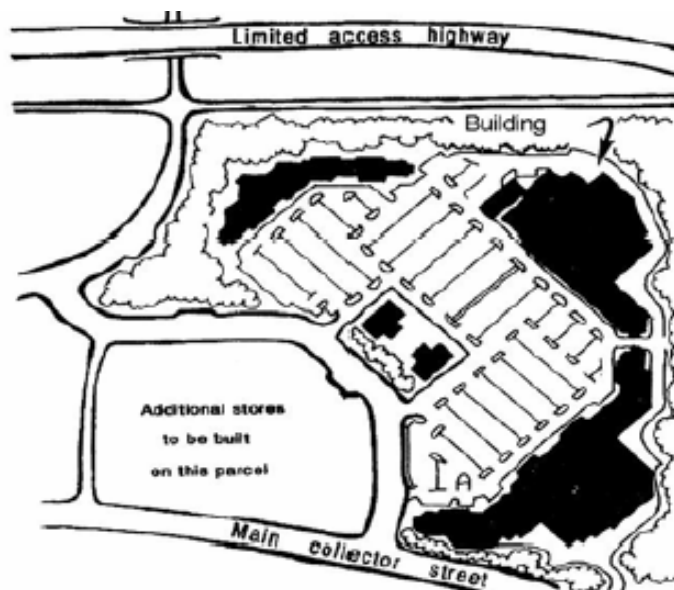
**Mixed Use-Interchange.** The purpose of this category is to designate areas for construction of future SH16 interchanges and to designate land that will have a high degree of visibility and be served by the interchange ramps and access points. These three areas (located at SH20-26, Ustick Road and Franklin Road) differ from the other mixed use categories in that a much stronger emphasis is placed upon gateway elements and traffic flow/trip generation factors when reviewing new land use applications. While the City recognizes that uses in these areas will need to be compatible with the impacts of a freeway interchange, these areas are not intended for large volume retail or other high attraction sites.

The following standards and policies will apply to this category:

- Broadly speaking, the following types of land use themes are envisioned at the three interchange locations along SH16:
  - 20/26: Commuter Services, Technology/Research, Business Park
  - Ustick Road: Educational, Civic, Light Retail, Residential
  - Franklin Road: Trucking and Freight, Light Industrial, Hospitality
- Land uses within the MU-Interchange areas and adjacent to the SH16 corridor should be carefully examined for their potential impacts on existing and designated neighborhood centers and commercial activity areas. Discourage creation or establishment of uses deemed more appropriate to activity centers.
- Vehicular access points should be prohibited within a ¼ mile or more of the interchange ramps. Future uses should be planned to integrate with the backage road circulation system shown on Figure VI-8.A.
- The City supports the development of Specific Area Plans for each of the interchange areas. Such plans should be conducted locally and in cooperation with landowners and other affected parties.
- Any new development at or near interchange areas should promote a nodal development pattern where buildings are clustered, off-street parking is screened in the rear of the parcel and, where practical, inter-connected to adjoining parcels.
- The SH16/SH20-26 interchange will be one of only two regional gateways to the City of Meridian for travelers coming from north of the Boise River (the other being Linder Road). As such, buildings, landscaping and other design

features at this interchange need to reflect Meridian's heritage, quality and character.

- Design of the SH16/SH20-26 interchange and its associated land uses needs to give special consideration to the more scenic and environmentally sensitive area on the north side of SH20-26. The more intensive land uses should be sited on the south side of SH20-26.
  - Regional ridesharing, park-and-ride and transit transfer facilities are encouraged within the SH16/SH20-26 interchange area.
  - The MU-Interchange area at Ustick Road, west of SH16, should minimize retail and auto-oriented services and transition to the more rural, low density character intended along this county line.
- Insert the following graphic as an example of the type of development encouraged within and near the interchanges:



## Prefer Building Oriented to Highway

Page 100, top of page, before Table VII-4

- Add three new sections:

### Regional Planning & Cooperation

1. The City of Meridian is committed to fulfilling the terms of its Area of City Impact agreement with Ada County as well as similar agreements of neighboring cities, including Eagle, Kuna, Star and Boise.

2. The City of Meridian intends to enter into an inter-local agreement or Memorandum of Understanding with neighboring cities agreeing not to annex into approved Areas of City Impact of those cities.
3. The City of Meridian will cooperate with the City of Eagle to notify them of any development applications being processed along our shared boundary, especially State Highway 20-26/Chinden Blvd.

### **State Highway 16 Preservation Corridor**

- Land within this corridor will be protected from strip commercial zoning and development. The City does not intend to strip zone land adjacent to the future highway for non-residential uses. Such uses will be targeted to key intersections and where vacant or surplus commercial space is already available and zoned.

### **Transit Oriented Development**

- The City will consider the option of reducing development application and/or building permit fees for projects that incorporate transit-oriented development (TOD) features at the following locations:
  - McMillan/Ten Mile
  - McMillan/Linder
  - Chinden/Linder
  - Ustick/Venable
  - SH16/SH20-26

Said developments must follow general TOD principles as listed below:

- A mix of land uses
- Buildings are oriented to provide the maximum level of service to pedestrians, bicyclists and transit users
- The development constructs alternative transit features such as a bus shelter (where approved by ValleyRide), bicycle locker facilities, a park and ride lot or similar facilities
- Residential densities are at least 8 dwelling units per acre and designed to comply with the Traditional Neighborhood design standards in the Unified Development Code

Page 100, Table VII-4
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- Update table with data reflecting the expanded AOCI

Page 102 – 109, Goals, Objectives & Actions
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- Insert all applicable “Action” policies from above into this section and into Table VIII-1 (in Chapter VIII)