

CITY OF MERIDIAN
Planning & Zoning Department
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COMPREHENSIVE PLAN AMENDMENT APPLICATION

APPLICANT: City of Meridian Planning & Zoning Department PHONE: 884-5533

ADDRESS: 660 E. Watertower Lane, Suite 202, Meridian, ID 83642 FAX: 888-6854

OWNER: N/A PHONE: _____

ADDRESS: _____ FAX: _____

GENERAL LOCATION: North Meridian Area (as further defined herein). Generally the Phyllis Canal on north, Ustick Road on south, Locust Grove Road on east, and CanAda Road on west (with some exceptions).

LEGAL DESCRIPTION OF PROPERTY: See above. (If approved by the City Council, a more detailed description will be drawn up.)

PRESENT ZONE CLASSIFICATION: Various (both City of Meridian and Ada County zones affected)

VICINITY SKETCH: A vicinity map and/or site plan at a scale approved by the City showing property lines, existing streets, easements, and such other items as the City may require (35 copies). **See attached map(s).**

I hereby certify that the information contained herein is true and correct. I also certify that I will ensure all required public notices are published per Idaho State Statute.

SIGNATURE: Brad Hawkins-Clark DATE: 8-25-05

**NORTH MERIDIAN AREA
COMPREHENSIVE PLAN AMENDMENT
APPLICATION CONTENT**

August 2005

(for September 22, 2005 P&Z Commission public hearing)

APPLICATION ORGANIZATION & CONTENT

This Comprehensive Plan Amendment (CPA) application proposes to amend the 2002 City of Meridian Comprehensive Plan (hereafter referred to as “Plan”), adopted on August 6, 2002 and amended by Resolutions 03-401 and 04-454. The proposed changes affect both the text and map components of the Plan (as further defined below). The application contains the following sections:

- A. Application Overview (*provides background, purpose and assumption information*)
- B. CPA Application Questions (*answers the questions required in the City of Meridian application form*)
- C. Idaho Code (*briefly reviews Idaho Code requirements for changes to Area of City Impact boundaries*)
- D. Proposed Area of City Impact Map (*graphically depicts the existing and proposed boundaries for the Meridian Area of City Impact*)
- E. Transportation/Infrastructure Text Changes (*proposed amendments to Chapter VI of the Plan*)
- F. Circulation Plan Map (*a new figure proposed to be inserted into Chapter VI*)
- G. Land Use Text Changes (*proposed amendments to Chapter VII of the Plan*)
- H. Amended Future Land Use Map (*a figure proposed to replace existing Figure VII-2 in Chapter VII*)
- I. North Meridian Area Traffic Update by Washington Group International (*the Executive Summary of a full study completed in August 2005 examining intersection capacities in North Meridian*)

Each element listed above is inter-related with the subsequent element and the application is most effectively read and understood in that manner.

A. Application Overview

1. Background

The genesis of this CPA application was in 2001, preceding even the approval of the current 2002 plan. While Meridian's overall growth rate in the 1990's was unprecedented (approx. 230% increase in population between the 1990 and 2000 U.S. Census), only a small fraction of that growth occurred north of Ustick Road. Over 90% of subdivisions created in the 1990's were located south of Ustick Road (mostly west of Meridian Road).

However, when the White Trunk Sewer project began construction in 2001 (extending from Ten Mile Road to Locust Grove Road, between Ustick and McMillan), it would eventually open up over three square miles of largely undeveloped county land to urban scale development. This precipitated the acquisition of large land holdings by developers and subsequent annexation and subdivision applications to the city. With some concern about the provision and readiness of public infrastructure to serve this area, several residential land developers hired Wardle and Associates, a local land planning firm, to facilitate a broad-based planning effort that included mostly public agencies and technical staff. This effort came to be known as the North Meridian Area Plan (NMAP).

After more than 18 months of workshops, interviews, and planning, the NMAP was submitted to the city as a CPA application. A public hearing was held before the Planning & Zoning Commission in May 2003. While there was strong, broad support for the plan's vision and principles, staff believed the administrative challenges associated with the plan as submitted would impede effective and efficient implementation. For example, the plan was written as a stand alone document with no cross-references to the adopted Plan. With the consent of Wardle and Associates, the application was withdrawn. No formal recommendation was made by the Planning & Zoning Commission to the City Council, but they did direct staff to incorporate many of the NMAP goals and policies in any future CPA application.

During her 2004 mayoral campaign, Mayor de Weerd made the NMAP a high priority, calling for that plan to be revived and this time lead and initiated by the City of Meridian. The Planning Department staff began meeting with various stakeholders to formulate a timeline and method to more directly involve private property owners in the area. The mayor and City Council also directed staff to explore an expansion to the Area of City Impact (AOIC) boundary to the north and west. In May 2005, an open house was held at Sawtooth Middle School to present the general purpose of the plan and to receive feedback from the public on land use and transportation concerns and ideas. Below is a simple comparison of the private and public plans:

	NMAP (private)	CPA (public)
Applicant	Wardle & Associates	City of Meridian
Geographic Area	10 square miles	16 square miles (approx.)
Area of City Impact	No change	Proposed expansion
Proposed Zoning Ordinance Amendment?	Yes	No
Transportation Funding a Part of Application?	Yes	No

Relationship to Communities in Motion and Blueprint for Good Growth: Two regional land use and transportation planning efforts are underway at the time this CPA application is being submitted. Communities in Motion (CIM) is the Regional Long-Term Transportation Plan of the Community Planning Association of Southwest Idaho (COMPASS) and Blueprint for Good Growth (BGG) is a 2025 land use and public infrastructure plan being co-sponsored by the Ada County Highway District, Ada County and the six cities of Ada County. It is not the intent of the City of Meridian to supercede or compromise either the process or recommendations of these regional plans. In fact, the city has been an active participant in both the CIM and BGG steering teams and has contributed funding to both plans. So, given the long-term nature of those plans and that neither one is intended to provide area-specific detail, Meridian believes this application will compliment and honor the outcome of both the CIM and BGG efforts.

Consultants for Plan: While the Planning Department staff is preparing most of the content for this application, we have contracted with two private firms to provide additional, supporting documentation. The first is Thornton Oliver Keller, a real estate brokerage, who is conducting a market analysis of the North Meridian Area to help determine the absorption rate and demand for office, retail and industrial uses. Results of this study are expected to help guide the city in designating areas for new non-residential uses. The second contract is with Washington Group International, an engineering and construction firm located in Boise, Idaho. They are updating the 2001 Traffic Impact Study of the 12-square mile area in North Meridian, focusing particularly on 5-year estimates of intersection improvements needed to accommodate new traffic generated in the area. The Executive Summary of this report is shown in Section I of this application.

2. Application Purpose

In summary, this CPA application includes three general requests:

- a) expand the AOCI boundary north of Chinden Boulevard (to the rim) and west of McDermott Road (to Can Ada Road);
- b) designate new land uses and policies within the proposed expansion areas and amend existing land uses in the current AOCI; and
- c) create a new circulation map and associated transportation policies to address multi-modal forms of travel in North Meridian.

In addition to the obvious intent to amend the Plan, this application is also being prepared as part of the City of Meridian's application to Ada County to expand the AOCI boundary. Ada County requires cities to provide a detailed map with land use designations for any new land being added to the AOCI. If approved by City Council, the Future Land Use Map associated with this application would be sent to Ada County to fulfill that requirement of renegotiating the AOCI boundary.

3. Key Assumptions

Below are some of the key land use and transportation assumptions that staff referenced in developing the CPA application. These assumptions were presented and discussed in special workshops with the Planning & Zoning Commission and City Council. The majority of the assumptions are similar to and/or derived from assumptions found in the Foundation Report section of the private NMAP application (withdrawn in 2003).

Land Use

- All existing zoning, preliminary plats and planned developments will remain unchanged.
- The plan will give detail to the work in process for the CIM and BGG plans
- The City of Meridian desires to manage growth and annex new land only when it is clearly demonstrated that all urban services will meet targeted levels.
- A mix of services and job types will be available in North Meridian and policies will encourage mixed-use neighborhoods.
- Overall density of housing will be at least 3 – 3.5 dwelling units/acre.
- Lower density housing (less than 2 dwelling units/acre) is expected north of Chinden Boulevard along the rim.
- Higher density housing is desired close to service centers and along transit corridors.
- The existing mid-mile Neighborhood Centers shown in sections where commercial annexations have been approved at the corners will be removed.
- A majority of residents in the two new areas of expansion (north of Chinden Boulevard and west of McDermott Road) support the AOCI change.

Transportation

- SH20-26/Chinden will be a limited access highway that retains a speed of at least 45 mph.
- Future SH16/Emmett Highway extension will generally align with McDermott Rd. and will dramatically affect land uses.
- ITD won't know the final alignment of SH16 for at least 2 ½ - 3 years. Until the alignment is known, it is in the best interest of the City of Meridian to protect this corridor from urban growth.
- A new limited access highway (SH16) will create an incredible opportunity and a physical barrier for the community.
- A grade separated interchange is anticipated at SH16/SH20-26 and at SH16/Ustick Road (wherever the SH16 alignment ends up being located).
- Multi-modal centers will be encouraged near these interchanges.

- Future bus routes will be focused on the arterial grid and will primarily serve neighborhood centers
- Ultimately, all arterial intersections and many half-mile intersections will be signalized

B. CPA Application Questions (from Meridian's CPA application form)

1. Specific definition of the change requested.

The changes proposed in this application fall into three broad areas:

- a) Expand the AOCI boundary north of Chinden Boulevard (to the rim) and west of McDermott Road (to Can Ada Road).*

The City of Meridian is proposing to expand its AOCI boundary in two different areas – one is north of Chinden Boulevard/SH20-26 (hereafter referred to as SH20-26) and the other is south of SH20-26. The area north of SH20-26 begins at the northwest corner of N. Linder Road and SH20-26 and extends west to McDermott Road. The north boundary is currently proposed to be the centerline of the Phyllis Canal or the nearest logical property boundary to the canal. Initial discussions have taken place with the City of Eagle regarding Almaden Subdivision, approximately ¼ mile north of SH20-26, and an 11-acre parcel abutting the canal. This area is currently not a part of Meridian's AOCI application.

This area is approximately 825 acres in size and includes 135 recorded properties. The land falls within Township 4N, Range 1E and includes portions of Sections 21, 22 and 23. Several large parcel owners have already approached the city requesting to be added to Meridian's AOCI. Noteworthy land uses in this area include the Spurwing Golf Course, Jaker's Wholesale Nursery and other estate-type housing.

In 2004, the Public Works Department contracted with JUB Engineers to complete a sanitary sewer study of this area (including the Almaden Subdivision area). That study demonstrated the City of Meridian is capable of providing sewer service to this area, assuming a new lift station is built north of SH20-26. Meridian's domestic water service can also be extended to this area (although no formal study was done). This area is already within the boundaries of the Meridian Rural/City Fire Department and Joint School District No. 2. One new elementary school is anticipated in this area north of SH20-26.

Finally, at the May open house, a property owner located between the Phyllis Canal and the Boise River expressed interest in being added to Meridian's AOCI. Prior to this meeting, the city had not considered expanding north of the rim. The attached Future Land Use Map does not reflect this area. However, staff recommends the Commission and City Council review this request as part of the public hearing process. There is approximately 1,400 acres of land between the rim and the river and between McDermott Road and Linder Road. The subject property is approximately

390 acres, or 28% of the total “below rim” area. Staff prepared a brief analysis of this area and it is available upon request.

The area south of SH20-26 begins at the southwest corner of McDermott Road and SH20-26 and extends south and west to the corner of CanAda Road and Ustick Road. It includes Sections 29 - 32 (four square miles) within Township 4N, Range 1E. Existing agricultural/rural type uses dominate this area and include churches, a tree nursery, dairy operations and a small cemetery.

The Public Works Department is currently under contract with JUB Engineers to complete a sanitary sewer study of this four mile area. The study is expected to be complete by December 2005. Initial findings show that Meridian should be able to serve the area, taking into account treatment plant and potential lift station improvements. Initial findings also show that Meridian should be able to provide domestic water service. New well sites are proposed in each square mile, although the need for these is yet to be determined. This area is currently within the boundaries of the Star Fire District. However, the City of Star is not currently seeking any AOCI expansion south of SH20-26 and, if annexed, it is anticipated the Meridian Fire Department would service the area. One new elementary school and one fire substation are expected for this area.

- b) Designate new land uses and policies within the proposed expansion areas and amend existing land uses in the current AOCI.*

The Amended Future Land Use Map (see attached) shows new land use designations for all properties in both of the areas described above. This map also reflects the new zoning districts and land uses in the North Meridian Area approved by City Council to date since adoption of the Comprehensive Plan. Many of the new land use policies are taken directly from the Wardle and Associates NMAP application. We’ve also added a new section pertaining to policies specific to the SH16 preservation corridor.

- c) Create a new circulation map and associated transportation policies to address multi-modal forms of travel in North Meridian.*

Figure VI-8 in Chapter VI of the current Plan is a “Future Collector Streets” map which generally shows where the city anticipates new collector roadways. This application proposes to expand the scope and detail of this map. The map in Section F depicts new collectors and backage roads in both the existing and proposed AOCI. Finally, in concert with the Idaho Transportation Department’s anticipated interchange at SH16 and SH20-26, guidelines for a multi-modal center near this interchange are also proposed. (See Section E of this application for more detail.)

2. Specific information on any property involved.

As noted in Section B.1.a. above, there are numerous existing uses in the proposed and existing AOCI. Given the number of properties affected by this application, detailed

information is not being provided on specific properties. Further research on targeted areas can be provided to the Commission or Council upon request.

3. The condition or situation which warrants a change being made in the Plan.

Staff believes there are three primary conditions that warrant a change to the Plan:

- a) *Rate and Type of Growth* : Since August 2002 (adoption of the current Plan), the City of Meridian has witnessed unprecedented growth, much of which has occurred in North Meridian. More than 8,000 new building lots have received preliminary plat approval in the North Meridian Area alone. In 2004, 25% of all new residential building permits within Ada County were issued within a six square mile area of North Meridian. That figure was 14.6% in 2003. The North Slough Sewer Trunk, extending from Ten Mile Road to Locust Grove Road between McMillan Road and SH20-26, began construction in late 2002. This project came on-line ahead of schedule and triggered additional development.

While a majority of the new development conforms with the adopted Future Land Use Map and urban services are being provided per master plans, the pace of growth has brought changes not anticipated in the 2002 Plan. Several large Planned Development applications (300+ acres each) were approved for land use exceptions which allowed non-residential uses at the arterial intersections instead of neighborhood centers at the half mile as anticipated in the Plan (i.e. Bridgetower Crossing, Lochsa Falls, Paramount). Also, now that new school and park sites, housing densities, and street patterns have been approved, the Plan should be updated to reflect these growth patterns.

- b) *SH16 River Crossing and Extension to I-84*: Governor Kempthorne's "Connecting Idaho" plan (the Garvee bond project), signed in Spring 2005, included a proposal for an extension of SH16 from SH44 to I-84. This new roadway has broad implications for the NMA. This project was anticipated in 2002 and the existing Plan includes policies which encourage a Ten Mile Road alignment. Both the private NMAP and Washington Group International's 2001 NMA Traffic Study also anticipated the SH16 extension. However, with the Garvee bonding one step closer to reality and with ITD including SH16 study funds in their 2006 budget, it warrants the City of Meridian updating its Plan to be more proactive in planning for this significant project.

The following reasons support a change from Ten Mile Road to McDermott Road as the preferred alignment (and help to justify a change to the Plan):

- Instead of dividing our community at Ten Mile Road, the state highway would be located at the edge of our Area of Impact--which would separate Meridian from Nampa and Ada County from Canyon County (south of Ustick Road).
- The obstacles to preserving right-of-way and limiting development or existing curb cuts along McDermott are fewer than Ten Mile Road.

- Large existing parcels – there are fewer parcels to negotiate future right-of-way purchase and the roadway impacts fewer property owners in the McDermott corridor.
 - A McDermott alignment fits the logical progression of interchanges at two-mile spacing along I-84 (i.e. Meridian, Ten Mile, McDermott, Garrity)
- c) *Requests for Area of City Impact Expansion:* Since adoption of the existing Plan, the Mayor and City Council have received requests from individual property owners outside the existing AOCI to receive urban services. Meridian City Code requires a property to be within the AOCI and Urban Services Planning Area before annexation and service extensions can occur. So, the AOCI boundary must be adjusted to consider any of these requests. Amending the Comprehensive Plan is the first step to expanding this boundary (prior to negotiating the boundary with Ada County). While properties outside an AOCI have some development rights, sound planning calls for urban and suburban development to utilize sanitary sewer and municipal water where feasible. Since Meridian is the nearest city to the interested properties and probably best suited to extend urban services, staff was directed to include the AOCI expansion in this CPA application.

4. The public need for and benefit from such a change in the Plan.

The answer to this question begs another question – “which ‘public’ is being talked about?” The public consists of a broad array of interests – often competing interests. Agriculture, recreation, business, residential, and other interests have different perspectives on this question. There may also be competing objectives between the present and future needs of the community. Comments for and against the AOCI expansion and Plan amendment were received at the May open house. The most effective planning weighs all interests and the Commission and Council must decide which plans further the interest of Meridian and the region as a whole. Below is a discussion of both potential benefits and drawbacks to amending the Plan as proposed.

Potential Benefits: One of the primary functions of an AOCI is to designate and accommodate urban scale development (e.g. higher populations, higher residential and commercial densities, alternative transportation, etc.). Existing and prospective city residents and developers benefit from a Plan that designates locations for principle land uses and reflects uses already approved but not built. Utilities and other service providers benefit from being able to predict and anticipate densities and future demands for their respective service. Property owners adjacent to the AOCI and city limits benefit by being able to participate in setting the direction and type of growth around their property.

If development is expected north of SH20-26 and west of McDermott Road (which it is, unless permanent, legal tools/easements are put in place to guarantee the open space), it is the responsibility of Ada County and cities to plan for these areas. This is especially true as land speculation and development pressure increases due to nearby services. The benefits to preceding growth with updated comprehensive and facility plans include more efficient use of tax dollars and coordination of sewer, water, fire, police and other services.

Potential Drawbacks: There is, of course, an inherent conflict between some rural and urban uses. If Meridian expands its AOCI and urban development extends into the new areas, the existing agricultural operations (e.g. nurseries, dairies, farms) that intend to conduct business into the future will experience conflicts. Many of these concerns were noted on the summary sheet from the open house. These property owners would prefer to remain outside any AOCI and be buffered and protected from urban/suburban influences. Another potential drawback to expanding the AOCI that could be perceived by residents is the additional stress on the transportation system. Rural type uses and residential densities will have far less demand on the system than the higher intensity activities associated with cities. This same argument could be made for demand on electric, water and other utilities.

5. Documentation that no other solutions to the problem are presented by the current policy of the Plan are possible or reasonable.

The existing Plan notes that the SH16 extension may happen and, if so, would likely be aligned with Ten Mile Road. Since that time, the amount of new development approved on both Ten Mile Road and Black Cat Road has lead the city to believe McDermott is the most appropriate corridor for this facility.

6. Development intentions for any land involved.

It is anticipated the City of Meridian will acquire land for public parks, easements for sewer trunk lines and multi-use pathways and various domestic well sites within the subject area. However, specific locations have not been identified at this point. Otherwise, private development is expected to proceed in accordance with the adopted Plan and ordinances.

7. Any other data and information needed by the Planning and Zoning Commission in evaluating the proposal, such as who does it help, who does it hurt, how much is it going to cost and who's going to pay for it.

To date, no other information has been requested by the Commission. Regarding the question of who benefits and who is hurt, see Question #4 above. Several property owners voiced opposition to the AOCI boundary being expanded.

If approved, the main costs of implementing the AOCI expansion and making the amendments to the plan will be administrative expenses that are largely built into the Planning & Zoning Department's budget. The Public Works Department has not currently budgeted for the extension of the Black Cat Trunk to the north side of SH20-26. Any costs associated with this project would be borne by private developers.

C. Idaho Code Overview (AOCI)

Requirements for Renegotiation: Idaho Code Section 67-6526 sets out the requirements for setting, negotiating and renegotiating AOI boundaries. In particular:

1. Boundaries remain fixed until renegotiated. [Section 67-6526(d).]
2. Renegotiation must follow the same provisions for adopting an AOI originally. [Section 67-6526(d).]
3. Where a county does not approved the city's desired AOI, the city has resort to either a committee of nine [Section 67-6526((b))] or the district court [Section 67-6526(b).]
4. If there is an overlapping AOI boundary with another city, the cities are required to negotiate a recommendation to the county. In the event either city disagrees with the AOI finally adopted by the county pertaining to the overlapping area, it may request an election be held, funded by the county, for persons owning property in the disputed area. [Section 67-6526(c)]
5. In setting an AOI, the county or district court is required to consider three (3) factors [Section 67-6526(b)]:
 - a. trade area;
 - b. geographic factors; and,
 - c. areas that can reasonably be expected to be annexed to the city in the future.

Trade Area: Trade area can be defined as the area needed to provide a city an economic base in which to support its self. This base is not only the area of the city and the AOCI but also involves the areas surrounding a city that brings people into the city for services. Historically, Meridian has been associated with a large trade area extending north to SH20-26, west into eastern Canyon County, south past Lake Hazel, and east to the Boise City limits.

An informal survey of residents north of SH20-26 revealed that this area identifies with Meridian more than any other jurisdiction. There is no river crossing between Linder and Star, so residents in this area are forced to travel south for services. Also, the 2001 WGI Traffic Study projected a vast majority of new trips to SH20-26 being generated from south of SH20-26 and it could be expected that any commercial uses on the north side of the highway would benefit from Meridian customers for this reason. It is logical that both the north and south sides of SH20-26 are planned under one jurisdiction and use one set of development ordinances, especially for the four miles between the two river crossing streets.

Public comments were received at the May open house that Star Road functions as a natural boundary between Meridian and Nampa, with properties west of Star Road associating with and "feeling" more like Nampa. This boundary is especially emphasized south of Ustick Road where McDermott becomes the county line and Star/Robinson Road is entirely within Canyon County. However, for this area north of Ustick, the trade area question becomes less clear. Staff expects that a survey of property owners in this area may be necessary prior to submitting an application to Ada County if the Commission and Council approve the expansion.

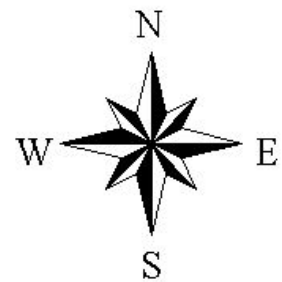
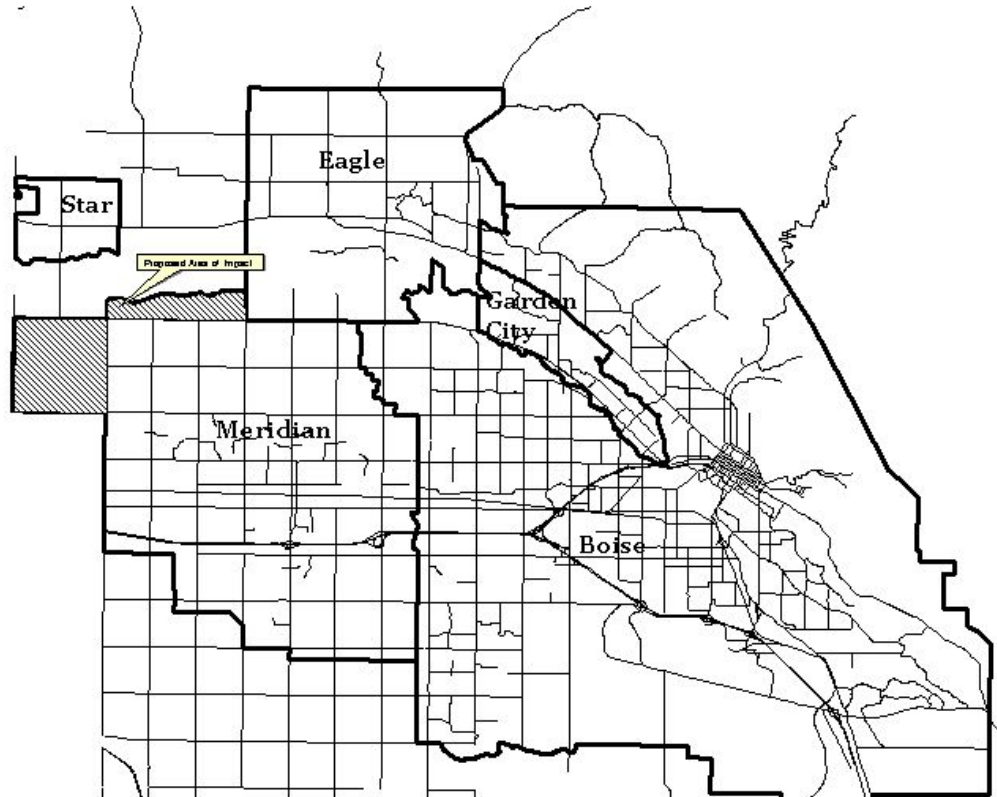
Geographic Factors: Among the geographic factors supporting Meridian's proposed AOCI are: current capacity and capability to provide essential public services as well as planned improvements; transportation system corridor and services; and annexation trends and requests. A detailed analysis of the following essential public services is being developed for any potential negotiation with Ada County for the AOCI expansion:

- Sewer
- Water
- Police
- Fire and Emergency Services
- Library
- Schools
- Parks and Recreation Facilities
- Irrigation Systems
- Solid Waste
- Electric Utility
- Public Transportation

Annexation in the Reasonable Future: Meridian's existing city limits extend to SH20-26 at four different points within Sections 25 – 27 (T.4N, R.1W), between Black Cat and Meridian Road. Several parcels on the north side of the highway are currently contiguous at these points and are eligible for annexation today.

Regarding the annexation potential for the area west of McDermott Road, the city limits extend as far as ¼ mile west of Black Cat Road on Ustick Road and a ½ mile west of Ten Mile Road on SH20-26. A path of annexation west of McDermott Road is dependent upon several intervening property owners between the existing city limits and McDermott. The main obstacle in determining this path is the unknown alignment of SH16. In either case, Meridian city limits are closer to these parcels than either Nampa or Star. The draft Future Land Use Map designates a preservation corridor for this highway and the draft policies propose no urban scale development for a ½ mile west of Black Cat Road until the alignment is identified and the federal government has approved the location. So, if this policy is adopted, it may present a delay in property owners being able to secure a path of annexation. (See Section E for further discussion of this issue.)

SECTION D PROPOSED AREA OF CITY IMPACT MAP



SECTION E
TRANSPORTATION / INFRASTRUCTURE
TEXT AMENDMENT
(Chapter VI)

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

Page 52, Paragraph 2.a.

- Add the following roadways to the arterial list:
 - Chinden Blvd./Highway 20-26
 - McMillan Road, east of Ten Mile Road
 - Star Road, between Ustick Road and Chinden Blvd.
- **Arterial Planning in North Meridian**

There are two state highways in the North Meridian Area that have a significant influence on the arterial system and deserve special attention:

 1. State Highway 20-26 (Chinden Blvd.). This highway serves as the north boundary of the City's Area of Impact east of Linder Road and bisects the Area of Impact west of Linder Road. It is expected to be five to seven lanes wide at build-out of the city. It separates Meridian's distinctly urban growth patterns from the City of Eagle, with its low-density, semi-rural character. The City of Meridian will establish ordinances and development standards that preserve the highway as a major regional transportation facility, connecting the cities of Caldwell, Nampa, Star, Meridian, Eagle and Boise. The City believes this roadway needs to be protected from multiple access points and preserved as a high capacity connector. The City supports beautification and appropriate sound mitigation measures along the SH20-26 corridor.
 2. State Highway 16 (future extension). The extension of State Highway 16 from State Highway 44 to I-84 is a critical step to providing regional mobility for citizens from north Ada County and Gem County to I-84 and south Ada County. Identifying the most useful and environmentally and fiscally responsible location for this new highway is crucial to the future of west Meridian and its character. To that end, transportation and land development policies and a special map overlay have been created to preserve and guide development in this area. (See "State Highway 16 Corridor Preservation Area" for more details.)
- **Urban and Residential Collectors**

The transportation system's second tier is the collector system. Collectors are generally categorized as either urban or residential. Urban collectors are designed to

carry higher volumes of traffic and often seamlessly connect one arterial to another through a given mile. They also may move at higher speeds than residential collectors. The latter are typically constructed by private developers at the time of construction of a subdivision and have a more residential character. They may or may not connect through an entire mile section. Collector roads was the subject of an Ada County Highway District-funded study by JUB Engineers in August 2001. The City of Meridian supports and will apply the following conclusions of that study:

- a. Intersection Spacing. The intersections of collector roads and arterial roads should be located at the ½ mile point within any given section;
 - b. Alignment. Collectors should extend in an essentially straight line for 200' to 400' from the intersection. Beyond that point the alignment is flexible;
 - c. Discontinuity Between Sections. Collectors should not be continuous for more than two to three miles to prevent their use as de facto arterials.
- Add the following roadways to the collector list:
 - a. W. Cayuse Creek Drive
 - b. W. Belltower Drive
 - c. W. Monument Street
 - Replace Figure VI-11, Functional Classification Map (pg. 53), with the revised map approved by the COMPASS Board of Directors in 2005.

Page 54, Paragraph 2.b.

- Add the following policy to the “Path System” paragraph:
 “The City of Meridian shall secure the right of public and recreational access and shall assume the liability for public use where City-designated public pathways are within irrigation district canal or drain easements or rights-of-way.”

Page 72

- Amend Table VI-9, Roadway Projects Planned for Meridian and Impact Area, on Page 72 as follows:

Project	Location	Number of lanes	Responsible Party
Eagle Road & Fairview Ave.	Construct Urban Interchange	N.A.	ACHD/ITD
<u>Eagle Road</u>	<u>Amity Road to Victory Road</u>	<u>3</u>	<u>ACHD</u>
<u>Eagle Road</u>	<u>Victory Road to Overland Road</u>	<u>5</u>	<u>ACHD</u>

I-84 widening	Meridian Road – Garrity Road Interchange	6	ITD
Kuna Mora Road & State Highway 69 (Kuna-Meridian Road)	Extend Kuna Mora Road & State Highway 69 (Kuna-Meridian Road) to connect	2-3	ACHD
Linder Road overpass	Extend over I-84	4-5	ACHD/ITD
Linder Road	Franklin Road to Ustick Road	3	ACHD
<u>Linder Road</u>	<u>Victory Road to Overland Road</u>	<u>2-3</u>	<u>ACHD</u>
<u>Locust Grove Road</u>	<u>Extend over I-84</u>	<u>5</u>	<u>ACHD/ITD</u>
<u>Locust Grove Road</u>	<u>I-84 Overpass to Franklin Road</u>	<u>4-5</u>	<u>ACHD</u>
<u>Locust Grove Road</u>	<u>Franklin Road to Fairview Ave.</u>	<u>4-5</u>	<u>ACHD</u>
Magie View Road—new road	Locust Grove Road—Eagle Road (all n/o I-84)	3	ACHD
<u>McMillan Road</u>	<u>Meridian Road to Locust Grove Road</u>	<u>3</u>	<u>ACHD</u>
<u>McMillan Road</u>	<u>Locust Grove Road to Eagle Road</u>	<u>5</u>	<u>ACHD</u>
Meridian Road widening	Franklin Road – Cherry Lane	3	ACHD
Meridian Road Interchange	Improvement: cloverleaf ramp for WB I-84 to SB Meridian Rd	N.A.	ITD
Franklin Rd.	Eagle Rd.—Meridian Rd.	5	ACHD
Pine Street—new	Locust Grove—Cloverdale	3 <u>5</u>	ACHD
Overland Road	State Highway 69 (Kuna—Meridian Road)—Eagle Road	3	ACHD
State Highway 16 Freeway (Emmett Highway) river crossing	@ Ten Mile <u>McDermott</u> Road to connect State Highway 44 to I-84	2-5	ACHD/ITD

<u>Ten Mile Road</u>	<u>Victory Road to Ustick Road</u>	<u>4-5</u>	<u>ACHD</u>
Ten Mile Road Interchange	Ten Mile Rd. – I-84	N.A.	ACHD/ITD
<u>Ustick Road</u>	<u>Meridian Road to Eagle Road</u>	<u>5</u>	<u>ACHD</u>
Source: COMPASS 2005 <u>ACHD Capital Improvements Program (2003)</u>			

In addition to the above projects which are approved and scheduled in the Ada County Highway District's plan, the City of Meridian has recommended approval to Ada County Highway District of a complete reconstruction of the Main Street and Meridian Road corridor between I-84 and Cherry Lane within the next three to ten years (2008 to 2015). The new design is called the "Split Corridor" and will create a one-way traffic system between the I-84 interchange and approximately the railroad tracks with Main Street being northbound and Meridian Road being southbound. North of the railroad, the system will retain its two-way traffic movement. This project is described in more detail in the Downtown Meridian Transportation Management Plan.

Page 73, top of page

- Add a new section as follows:

TRANSPORTATION PLANNING IN THE NORTH MERIDIAN AREA

Regional Transportation Planning & Cooperation

1. The City of Meridian will work together with the transportation authorities, specifically ACHD and ITD, to protect the SH20-26 and SH69 corridors as regional transportation routes and gateways to not only Meridian but to Boise, Eagle, Star, Kuna and Nampa.
2. The City of Meridian will coordinate closely with ITD to determine the most appropriate alignment of the future SH16 extension and to preserve appropriate rights-of-way for all state highways. We are committed to effective land use policies that preserve future transportation corridors. The City will protect the public's investments in existing and planned highway and separated grade interchanges.
3. The City of Meridian will coordinate closely with ITD, Ada County, Boise City, businesses, neighborhood groups and other stakeholders in the Eagle Road/SH55 corridor to implement the 2004 Eagle Road Arterial Study (prepared by Cambridge Systematics for ITD).

4. The 2025 Long-Range Regional Transportation Plan (administered by COMPASS) is hereby adopted by reference as part of Meridian’s Comprehensive Plan.

Key Transportation Assumptions

- SH20-26 will be a limited access highway that retains a speed of at least 45 miles per hour.
- A grade separated interchange is anticipated at the following intersections: SH16/SH20-26, SH16/Ustick Road and SH16/Franklin Road.
- Multi-modal centers will be encouraged near these interchanges
- Future bus routes will be on the arterial grid and will primarily serve neighborhood centers
- Ultimately, all arterial intersections and many half-mile intersections will have signal lights
- McMillan Road provides the best opportunity to create a North Meridian “community-oriented” transit boulevard, with emphasis on amenities and pedestrian-scale neighborhoods, services and character.

Arterials

1. The section-line arterial roadway network shall serve as the basis for an efficient and cost-effective transportation system.
2. Arterial roadways shall be classified as principal or minor, based on updated traffic projections.
3. Right-of-way, lane requirements and design speed shall be at the minimum allowed by the classification and required by projected traffic volumes.
4. Access control standards shall limit the number of arterial intersections, to improve traffic flow, to minimize the number of travel lanes, to accommodate drainage and to provide for pedestrian safety.
 - Primary access to arterials shall generally be provided at quarter and half-mile intervals with right-in/right-out access provided at intervening points.
5. Pedestrian safety must be balanced with efficient traffic flow.
 - Designated pedestrian crossings shall be provided generally at the quarter and half-mile intersections.
 - Landscaped center medians at intersections shall provide “safety zones” for pedestrians on principal arterials.
6. Arterial intersection design alternatives shall be developed that will assure traffic flow is balanced with pedestrian access and the viability of adjacent land uses.
 - Alternatives may include roundabouts where traffic movement is the primary objective, or couplets where public transportation, commercial center access, and pedestrian safety have equal consideration.

7. Non-structural surface drainage areas shall be provided between primary access points where roadways narrow.
 - o Sidewalks shall be located behind such drainage areas, away from traffic lanes.
8. Amenity enhancements shall be provided at primary access pedestrian medians, and in drainage facilities adjacent to the travel lanes.

Collectors and Backage Roads

Figure VI-8.A, North Meridian Auto Circulation Map, is a map of planned collectors and backage roads in the North Meridian Area. This map is intended to replace Figure VI-8, Auto Circulation: Future Collector Streets, for the area between Ustick Road and Chinden Boulevard and west of Locust Grove Road. It also includes the expanded Area of City Impact boundaries north of Chinden Boulevard and west of McDermott Road.

The map legend on Figure VI-8.A shows four different types of new roadways: Collectors and Preferred Collectors and Backage Roads and Preferred Backage Roads. The solid lines depict either existing or planned roads and the dashed lines depict the City's preferred or recommended location of future roads. Additional descriptions and policies for each category are listed below:

Collector Roads (solid blue lines)

1. Intersections of new collectors and Chinden Boulevard/SH20-26 shall be limited to one per mile and located as close to the half mile as feasible.
2. Intersections of new collectors and arterial roads shall be located as close to the half mile as feasible and, where needed, as close to the quarter mile as feasible.
3. Where a new collector (solid line) falls entirely within the boundaries of a proposed development, the developer shall be responsible to construct the roadway to an ACHD-approved collector road standard and as close to the depicted location as possible.
4. Collectors shall be designed to provide efficient traffic movement from neighborhoods to the arterial system while maintaining the integrity and internal accessibility of neighborhoods.
5. Collector roadway restrictions shall be required only at the point that internal street trip counts exceed local street standards.
6. Front-on uses and housing will be encouraged where alternate means of vehicular access are provided.
7. Where the collector falls on a shared property line, the developer shall have the option to either construct the full roadway on his/her property or construct only the minimum street section necessary for that development. In the latter case, the adjoining property owner must agree in writing to dedicate the balance of the required collector right-of-way to ACHD at the same time.

8. The intent of constructing a collector near the intersection of two arterial roads where commercial or mixed use designations are shown is to limit access near the intersection and to provide primary vehicular access from the collector road. The City will generally discourage direct access to arterials within 500 feet of an arterial intersection where a collector road can be provided.

Preferred Collector Roads (dashed blue lines)

1. These lines represent more generalized locations of future collectors where the planned land uses may warrant construction of a more limited access road (e.g. medium to high density housing, community park, etc.). The purpose is to create a more predictable and functional street circulation system and to encourage direct access to commercial services from within the same section without needing to use the arterial roads.
2. Developments where preferred collectors are shown are encouraged to incorporate a collector road in the site design or accomplish similar circulation goals through some alternative method.
3. When collectors are constructed in these locations, the collector road standards listed above shall apply.

Backage Roads (solid green lines)

1. Backage roads are intended to serve primarily non-residential land uses that front onto a state highway. They differ from frontage roads in that buildings, landscaping or other uses are to be constructed between the highway and the road.
2. The purpose of these roads is to facilitate ITD's and the City's limited access policies to state highways and to effectively move traffic from the highway to the businesses and other uses that have frontage but no direct access.
3. Backage roads may or may not have front-on housing.
4. Backage roads are encouraged to be public but may be private where it is demonstrated that trip generations and travel patterns will not benefit from a public facility.
5. Where a backage road is private, cross-access agreements with adjacent properties will be required to accomplish the desired circulation goals.

Preferred Backage Roads (dashed green lines)

1. These lines represent more generalized locations of future backage roads where the planned land uses may warrant their construction.
2. Developments where preferred backage roads are shown are encouraged to incorporate them in the site design or accomplish similar circulation goals through some alternative method.
3. When backage roads are constructed in these locations, the standards listed above shall apply.

Public Transportation

1. Land use patterns and residential densities along McMillan Road, east of McDermott Road, shall encourage future public transportation as North Meridian's "community-oriented" corridor.
2. Public transportation facilities will be planned with ValleyRide and "stops" shall be provided in designated regional, community and neighborhood centers on McMillan Road.
3. North/south arterial linkages to east/west public transportation routes will be designated.

State Highway 16 Corridor Preservation Area

Purpose & Intent

The City of Meridian supports ITD's plan to extend SH16 from SH44 to I-84. The City's preferred alignment, after crossing south of the Boise River, is to follow the existing McDermott Road right-of-way south to I-84. The Future Land Use Map shows a preservation corridor that extends a half-mile east of McDermott Road to a half-mile west of McDermott Road.

The corridor was chosen in consultation with ITD as an area that would ensure the least number of impacted properties at the time of roadway construction. Also, because ITD does not expect to know the precise alignment until required federal studies are completed, this corridor allows ITD to examine a greater number of roadway widths and design options. The corridor also preserves land needed for any parallel local road network necessary to move traffic between the interchanges.

It is the City of Meridian's intent to limit annexations and new development within this area until a plan is approved that specifies the SH16 right-of-way location and the associated right-of-way acquisition needs. At the date of this amendment (October 2005), the City envisions the following policies will be effective for at least three to five years. More precise timing and standards may be regulated by a separate corridor preservation ordinance and/or agreements with Ada County and ITD. The following statements further outline the reasons for creating the preservation corridor:

1. The City is concerned about the fiscal, environmental and general quality of life effects that a new state highway can have upon existing and future citizens. We find it is in the best interest of the city to protect this corridor from development until more details are known about the size, location, function and land use impacts of this regional facility.
2. The following corridor preservation policies listed in COMPASS's 2030 long-range transportation plan (limited update) support corridor preservation:

- a. COMPASS will coordinate with the cities, Ada County, the Ada County Highway District, and the Idaho Transportation Department to improve plans' and ordinances' abilities to preserve needed rights-of-way through adequate setbacks.
- b. COMPASS will work with local and state elected officials to increase funding for long-term preservation of rights-of-way, which could substantially reduce future costs and reduce conflicts with neighborhoods and businesses. One option to be considered should be a dedicated fund restricted to rights-of-way preservation.
- c. COMPASS will support, in coordination with the Idaho Transportation Department and/or the Ada County Highway District, a study to identify specific alignment of the west county river crossing to align with State Highway 16.

Support for McDermott Road Alignment

The City of Meridian supports the McDermott Road alignment for the following reasons:

- Instead of dividing our community at Ten Mile Road, the state highway would be located at the edge of our Area of Impact--which would separate Meridian from Nampa and Ada County from Canyon County (south of Ustick Road). Although the highway would divide the four square miles west of McDermott Road from the rest of Meridian, the City believes this area is large enough to still be blended with the Meridian community.
- The obstacles to preserve sufficient right-of-way and to limit development and curb cuts along McDermott Road are fewer than along Ten Mile Road.
- There are fewer existing parcels to negotiate future right-of-way purchase from and the highway impacts fewer property owners in the McDermott Road corridor.
- A McDermott Road alignment fits the logical progression of freeway interchanges at two-mile spacing along I-84 (i.e. Meridian, Ten Mile, McDermott, Garrity).

Implementation Policies

The following policies will apply to the State Highway 16 Preservation Corridor, as depicted on the Future Land Use Map in Chapter VII:

1. The desired effect of this corridor is to prohibit the construction or expansion of permanent structures in the future SH16 right-of-way and within the right-of-way of any frontage or backage roads parallel to SH16.
2. City of Meridian services (sanitary sewer, municipal water, and parks) will not be extended into the corridor until one of the following occurs:
 - b. The Federal Highway Administration adopts ITD's preferred alignment of the highway and preliminary construction drawings for the highway and interchanges are complete.

- c. ITD provides a written statement to the City of Meridian that the designated corridor is no longer a feasible alignment.
3. City of Meridian services will not be extended for new development proposed under the jurisdiction of Ada County.
4. For new development within the corridor, the City encourages the Ada County Board of County Commissioners to limit residential densities to one dwelling unit per 40 acres and to not allow non-farm and/or cluster subdivisions.
5. If any parcel is divided by the corridor boundary, the owner of land that includes reserved land may build on the non-reserved portion of the land and may use the reserved portion as long as no permanent structure is placed there or expanded.
6. As may be needed, the City of Meridian will consider adoption of additional standards for a Highway Access Management Overlay or similar tool to ensure this transportation corridor (as designated on the Future Land Use Map) is protected from unreasonable encroachments. The City urges Ada County and Nampa City to adopt similar corridor preservation policies.

Page 76, after Section C, “Water”

- Insert a new paragraph called “Drainage” and re-label numbering:

“The handling of storm water drainage presents an ever-present challenge for both the public and private sectors. The Ada County Highway District has completed drainage studies for portions of Meridian’s Area of Impact and is studying additional areas. Given the topography and water table, alternatives for handling of surface drainage are limited.

The implications are significant. If subsurface solutions are not available, then large areas of land will be consumed for drainage facilities. Those areas could serve jointly as open space and storm water facilities, if designed to handle the low-volume storms without restricting the area’s use for other purposes, including recreation.

The use of natural and existing constructed drains for storm water must be explored, and standards established to make the use of such drains a feasible alternative to the consumption of large areas of land. This is an area where cooperation between the public agencies and development community is needed. The City will apply the following general policies when reviewing new developments and drainage:

1. Drainage solutions shall be formulated to address the requirements of the public (City of Meridian and ACHD), irrigation/drainage districts, and the development community.
2. Solutions may include subsurface or surface facilities, and discharge into drains.

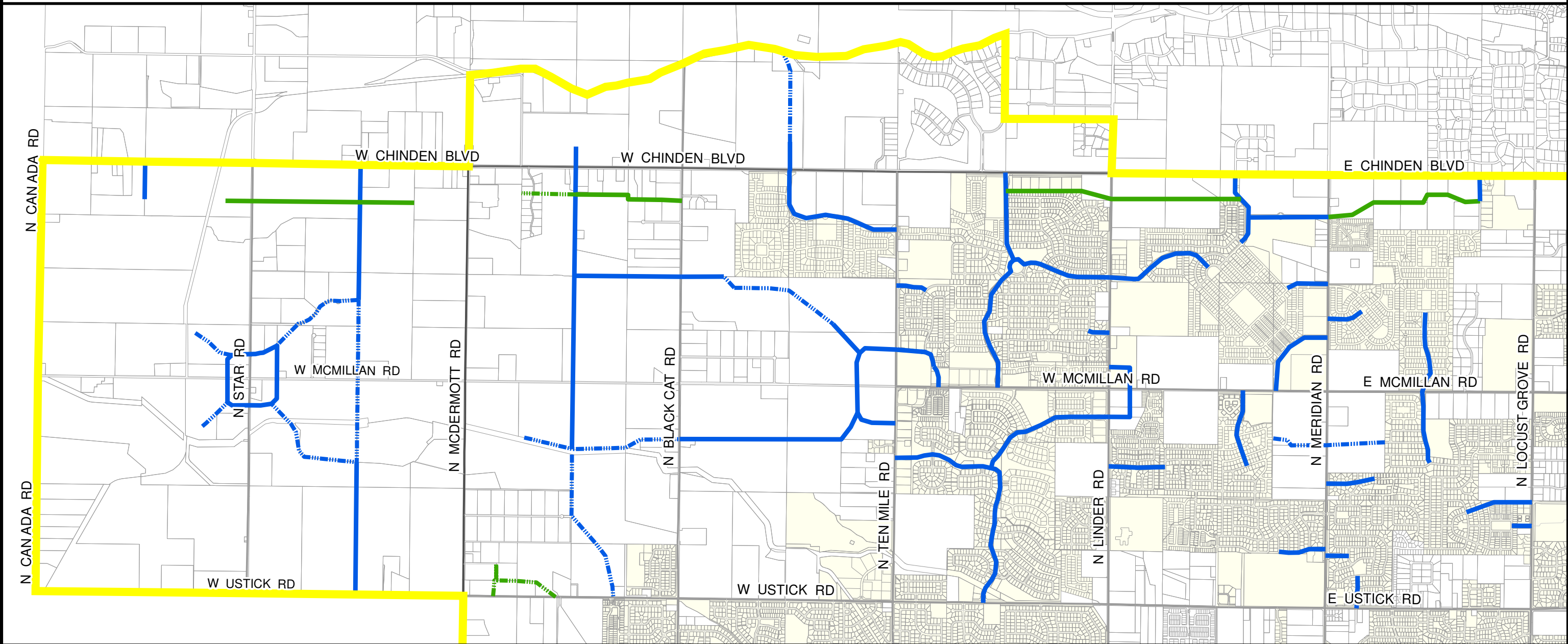
- “Non-structural” drainage bio-swales along the arterial roadways may minimize “regional” solutions and reduce costs.
 - Surface facilities may include public and private open space areas where design for low-volume events enables the use of the area for its primary purpose of recreation or other open space activity.
3. The public agencies (City, County and / or ACHD), in concert with the development community, will work with the irrigation/drainage entity to resolve issues of liability and discharge standards for drainage from public rights-of-way and facilities, including local streets.”

Page 79, Goal II, Obj. A

- Add a new policy (#17) as follows: “At a minimum, collectors must extend in a generally straight line for 200 to 400 feet beyond the intersection with an arterial. Beyond that point, the alignment of the collector is flexible. A public street system should be continuous through the full mile section. This does not preclude the use of traffic calming measures, nor does it imply the roadway has a straight alignment.”

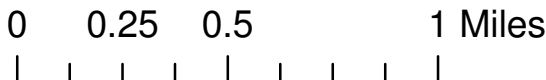
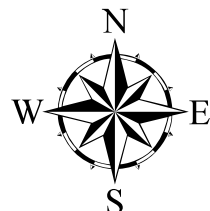
North Meridian Auto Circulation Map

Figure VI - 8. A.



Legend

- | | | |
|--------------------------|--------------------------|--------------------|
| Backage Road | Meridian Impact Boundary | SECTION LINE |
| Collector Road | Meridian City Limits | PRINCIPAL ARTERIAL |
| Preferred Backage Road | Approved Subdivisions | MINOR ARTERIAL |
| Preferred Collector Road | Other Roads | LOCAL |



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:

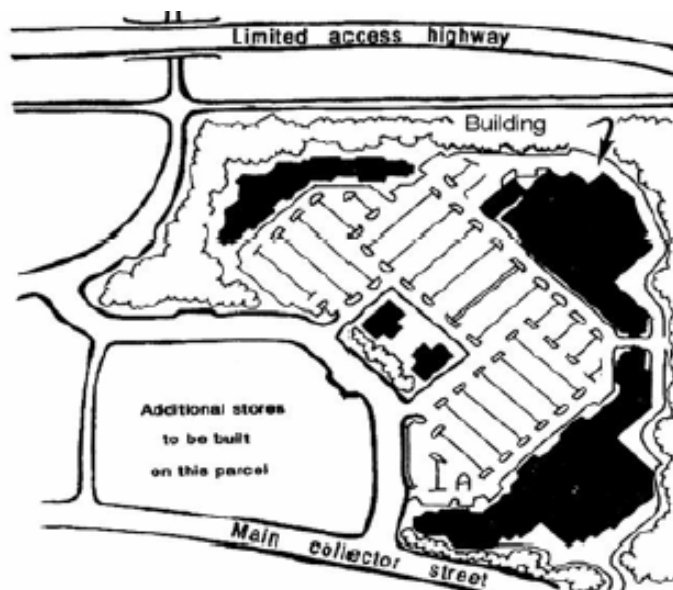
Mixed Use-Interchange. The purpose of this category is to designate areas for construction of future SH16 interchanges and to designate land that will have a high degree of visibility and be served by the interchange ramps and access points. These three areas (located at SH20-26, Ustick Road and Franklin 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

- Update table with data reflecting the expanded AOCI

Page 102 – 109, Goals, Objectives & Actions

- Insert all applicable “Action” policies from above into this section and into Table VIII-1 (in Chapter VIII)

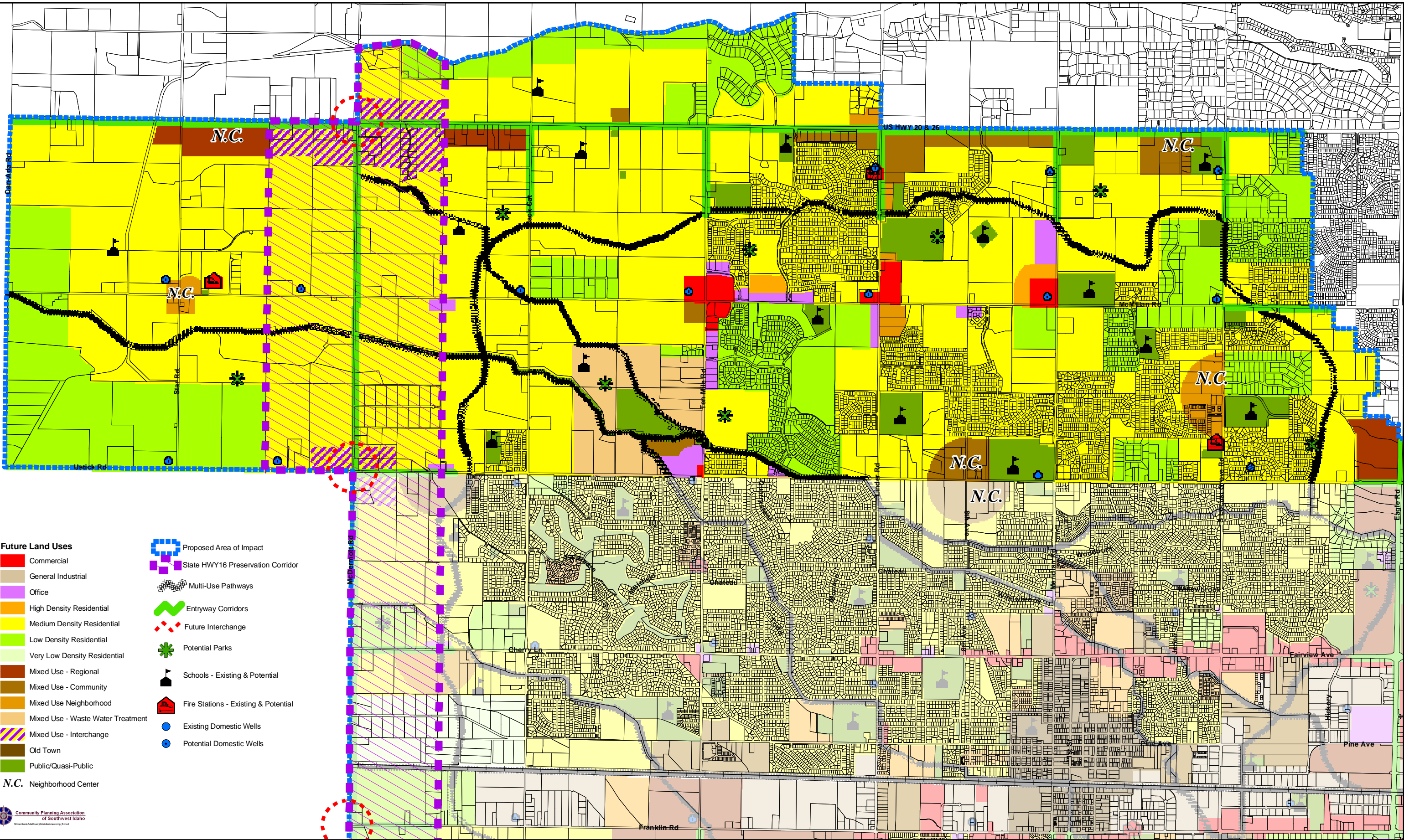
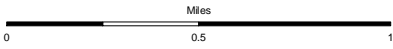
City of Meridian
Future Land Use Map

Map Creation Date: August 2005

Map Adoption Date: _____

Draft

Draft



- Future Land Uses**
- Commercial
 - General Industrial
 - Office
 - High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Very Low Density Residential
 - Mixed Use - Regional
 - Mixed Use - Community
 - Mixed Use Neighborhood
 - Mixed Use - Waste Water Treatment
 - Mixed Use - Interchange
 - Old Town
 - Public/Quasi-Public
 - N.C. Neighborhood Center
- Proposed Area of Impact**
- State HWY16 Preservation Corridor
 - Multi-Use Pathways
 - Entryway Corridors
 - Future Interchange
 - Potential Parks
 - Schools - Existing & Potential
 - Fire Stations - Existing & Potential
 - Existing Domestic Wells
 - Potential Domestic Wells

SECTION I

NORTH MERIDIAN AREA TRAFFIC UPDATE (WGI)

(see attached)

NORTH MERIDIAN AREA TRAFFIC UPDATE

*Intersection Capacity Analysis
between Black Cat Rd and Locust Grove Rd
and from Ustick Rd to the rim north of Chinden Blvd*

Prepared for

**City of Meridian
36 East Pine Avenue
Meridian, Idaho 83642**

August 24, 2005

Prepared by



Washington Group International

Integrated Engineering, Construction, and Management Solutions

**Washington Group International
720 Park Boulevard, P.O. Box 73
Boise, Idaho 83729-0073
(208) 386-5000**

EXECUTIVE SUMMARY

The North Meridian Area was analyzed for intersection impacts due to anticipated development in the next 25 years. The proposed study area is bounded by Locust Grove Road on the east and Black Cat Road on the west and from Ustick Road to the rim north of Chinden Blvd. The following are the principal findings and recommendations of the study:

- The traffic volumes for the arterial intersections with Chinden Blvd are expected to increase between 135% and 310% by 2030.
- The traffic volumes for the arterial intersections with McMillan Road are expected to increase between 220% and 1000% by 2030.
- The traffic volumes for the arterial intersections with Ustick Road are expected to increase between 120% and 320% by 2030.
- By the year 2010, ten arterial intersections within the study area are expected to be signalized. By 2020, all arterial intersections are expected to be signalized.
- The Chinden Boulevard / Locust Grove Road intersection is currently signalized. By 2015, an additional east/westbound through lane is needed. A northbound left and right turn-lane and a westbound left turn-lane will be needed by 2030.
- The Chinden Boulevard / Meridian Road intersection is currently signalized. By 2015, an additional east/westbound through lane is needed. A northbound right and westbound left turn-lane will be needed by 2030.
- The Chinden Boulevard / Linder Road intersection is currently signalized. By 2010, an additional east/westbound through lane is needed. Both a north and southbound right turn-lane and east and west bound right and left turn-lanes will be needed between 2020 and 2030.
- The Chinden Boulevard / Ten Mile Road intersection is currently STOP controlled on Ten Mile. By 2010, the intersection is forecast to need signalization and turn lanes. By 2015, an additional east/westbound through lane is needed. A westbound left and right turn-lane, southbound left and right turn-lane, and a northbound right turn-lane will be needed between 2020 and 2025. An additional northbound through lane and north and eastbound left turn-lanes are needed in 2030.
- The Chinden Boulevard / Black Cat Road intersection is currently STOP controlled on Black Cat. By 2010, the intersection is forecast to need signalization. A separate northbound right turn-lane will be needed in 2020. By 2030, an additional east/westbound through lane is needed.
- The McMillan Road / Locust Grove Road intersection is currently all-way STOP controlled. By 2010, the intersection is forecast to need signalization. Both an additional eastbound through and left turn-lane and a westbound left turn-lane will be needed at 2020. A north and southbound left turn-lane and an additional westbound through lane will be needed at 2030.
- The McMillan Road / Meridian Road intersection is currently all-way STOP controlled. By 2010, a northbound right turn-lane will be needed. By 2015, the intersection is forecast to need signalization. A north and westbound left turn-lane will be needed at 2025. Eastbound left and right turn-lanes and a southbound left turn-lane will be needed at 2030.
- The McMillan Road / Linder Road intersection is currently all-way STOP controlled. By 2015, the intersection is forecast to need signalization. Both east and westbound left turn-lanes will be needed by 2020.



- The McMillan Road / Ten Mile Road intersection is currently all-way STOP controlled. By 2015, the intersection is forecast to need signalization. A northbound right turn-lane and a westbound left-turn lane will be needed at 2020. Left turn-lanes in the north, south and eastbound directions will be needed at 2025. An additional north/southbound through lane is needed in 2030.
- The McMillan Road / Black Cat Road intersection is currently all-way STOP controlled. By 2020, the intersection is forecast to need signalization. A north and southbound left turn-lane will be needed at 2030.
- The Ustick Road / Locust Grove Road intersection is currently signalized. By 2025, both an additional westbound through and left turn-lane are needed.
- The Ustick Road / Meridian Road intersection is currently all-way STOP controlled. By 2010, the intersection is forecast to need signalization. East and westbound left turn-lanes will be needed at 2020. An eastbound right turn-lane will be needed in 2025. A northbound right turn-lane will be needed in 2030.
- The Ustick Road / Linder Road intersection is currently all-way STOP controlled. By 2010, the intersection is forecast to need signalization. Left turn-lanes for all four directions will be needed at 2020. A north and eastbound right turn-lane will be needed at 2030.
- The Ustick Road / Ten Mile Road intersection is currently all-way STOP controlled. By 2010, the intersection is forecast to need signalization. Both northbound left and right turn-lanes and a southbound left turn-lane will be needed at 2020. Both east and westbound left turn-lanes will be needed at 2025. An additional northbound through lane is needed by 2030.
- The Ustick Road / Black Cat Road intersection is currently all-way STOP controlled. By 2015, north and southbound left turn-lanes are needed. By 2020, the intersection is forecast to need signalization.
- Chinden Boulevard was assumed to be a 5-lane section in the study area by 2030. This is adequate based on the intersection analysis.
- McMillan Road is ultimately planned as a 5-lane roadway section from Locust Grove Road to Eagle Road and as a 3-lane roadway section from Locust Grove Road to Black Cat. This is adequate based on the intersection analysis.
- Ustick Road is ultimately planned as a 5-lane roadway section. This is adequate based on the intersection analysis.
- Black Cat Road is ultimately planned as a 5-lane roadway section. This is adequate based on the intersection analysis.
- Ten Mile Road is ultimately planned as a 5-lane roadway section. This is adequate based on the intersection analysis.
- Linder Road is ultimately planned as a 5-lane roadway section. This is adequate based on the intersection analysis.
- Meridian Road is ultimately planned as a 3-lane roadway section. This is adequate based on the intersection analysis.
- Locust Grove Road is ultimately planned as a 3-lane roadway section. This is adequate based on the intersection analysis.

