

NORTH MERIDIAN AREA PUBLIC OPEN HOUSE
MAY 16, 2005
SUMMARY OF PUBLIC COMMENTS



GENERAL HIGHLIGHTS

- Approx. 110 total participants
- Primarily attended by large parcel property owners and developers
- Six “working tables” created six maps
- 15 written comments/questionnaires submitted

LAND USE MAP ACTIVITY

	Commercial/Mixed Use	Office/Civic	Residential	Parks/Open Space	Roadways	Other Comments
Map A	Various intersections	Allow office to front Ten Mile across from Bridgetower Sub (currently in Mixed Use- Wastewater Treatmt Plant area)	Dispersed	Next to WWTP	a) Change Black Cat to 3-lane b) SH16 align w/McDermott c) SH16 access points spaced at 1 mile intervals	a) Add approx. 400 acres N of Phyllis Canal to Area of Impact b) Retain existing county subs @ 1-acre min. size c) W of Star “feels like Nampa”; E of Star “feels like Meridian”
Map B	a) SWC of Ustick/ Linder b) SEC of Chinden /Linder	N of McMillan in Section 28	Dispersed	E and W of Black Cat b/w Chinden and McMillan	a) Create quad-grid collector system in S28 b) SH16 align w/McDermott	
Map C	a) Chinden /Linder intersection b) McMillan/Ten Mile	E of Ten Mile in Section 35	High Density Res. designated at 3 places (Chinden and McMillan)	Continue public pathway along Five Mile and Nine Mile Creeks	a) Change Black Cat to 3-lane b) SH16 align w/McDermott c) Create quad-grid system in Section 28	

Map D	a) Various intersections b) Show nursery at Star/Ustick	a) NE corner of Ustick/Black Cat b) Half mile, adjacent W of Cedar Springs	Dispersed; preserve large, county lots	Shown on E side of Ten Mile near Ustick and existing city parcels	a) SH16 align w/ Black Cat until S of McMillan and then connect to McDermott	
Map E	a) Star/Chinden intersection b) Linder/Chinden intersection c) Paramount entrance on Chinden	Various locations on Chinden and McMillan (some mid-block)	Preserve existing 5-acre lots at McMillan and Black Cat	None	None	
Map F	a) Black Cat/Chinden intersection b) Linder/Chinden intersection c) Star and McDermott intersections @ McMillan	Focus on Chinden, near future SH16 extension	Dispersed	Near Spurwing Golf Course	SH16 align w/ McDermott	

KEY DIFFERENCES / AREAS FOR DISCUSSION

1. Location of Commercial and Mixed Use areas - how much distribution on Chinden vs. McMillan?
2. Mixed Use-Wastewater Treatment Plant Area – allow new residential development or not?
3. Alignment of SH16 – McDermott? Black Cat?
4. Level/intensity of development in Sections 29-32 (west of McDermott)?

WRITTEN QUESTIONNAIRES / COMMENTS (15 respondents)

A. Most Important Issue Facing the North Meridian Area (ranked)

- Traffic and keeping up with road infrastructure (both N/S and E/W)
- Preserving farmland and open space
- Maintaining free-flowing access to I-84 and downtown for N. Meridian residents
- Providing efficient public services ahead of growth
- Quality of life issues (parks, schools and good transportation)

B. Other Growth/Development Issues the City of Meridian Should Address

- Plans for BSU West Campus and its impact on N. Meridian roads
- Encourage more employment centers
- Realigning a new I-84 interchange at Meridian Road with a new 5-lane Meridian Rd. to Chinden
- New/expanded sewer plant
- Getting Ten Mile/I-84 interchange built ASAP
- The Mixed Use-Wastewater Treatment Plant map restriction creates a hardship for owners who want to sell
- Integrated parks with connecting pathways
- Allow commercial at corners to minimize residential areas being disturbed by commercial traffic

C. Should the City of Meridian Expand its Area of Impact as Proposed?

Yes = 11

No = 2

D. Additional Written Comments

- Retain my property as agricultural and restrict development in large, virgin open lands. Development is consuming our best farmland
- Development at 3 units per acre is disturbing in this area (near McDermott).
- “Growth at any cost” to benefit developers has already destroyed too much prime agricultural land. Retain sufficient farmland. Include rural, open space and ag enclaves distributed throughout the area.
- Minimize high speed, high traffic volume roads in favor of narrower, lower speed roads
- I appreciate the vision and planning to protect a corridor for State Highway 16.
- Do all you can to benefit citizen and business groups.
- Open house was held too early. How can residents make intelligent choices until we understand what’s happening in downtown?
- McMillan should be 5 lanes from Nampa to Boise.
- Boise, Meridian, Eagle, Star and Middleton would benefit from a northern connector linking the east and west areas of the valley.
- Why not use Star Road as the hook-up with Highway 16 and I-84?
- Why address high density residential when current sales indicate a preference for single family lots and lawns?
- The City should not require a ¾ mile radius around the sewer plant. Properties surrounding the site should be allowed the same opportunity to develop land like other areas.
- Workshop could have been better served with Idaho Transportation Department participation.
- The more quickly the Hwy. 16 connection is determined the better. McDermott is a good choice.
- The Phyllis Canal is a natural and logical boundary for Meridian City
- Would have been helpful to know where existing park space is located to better determine where more should go.