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CHAPTER I INTRODUCTION

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Meridian, Idaho is located in Ada County, approximately 10 miles west of the state capital, Boise (Figure I-1). The city limits encompass approximately 16 square miles, while the Area of Impact includes about 41 square miles. Meridian and surrounding Impact Area are one of the fastest growing areas in the west. In order to maintain its small town character and charm, and because of its rapid growth, the City initiated the current comprehensive planning process.

A. Plan Purpose and Scope

The purpose of the City of Meridian’s comprehensive plan is to integrate the concerns and expressions of the community into a document that recommends how the City should grow and develop. All legislative requirements, specifically the Idaho Local Land Use Planning Act, must also be addressed in the plan. The plan uses maps and narrative to describe the City, provides a vision of a desired future, and recommends specific measures to reach that future.

Section 67-6508 of the Idaho Code (the Local Land Use Planning Act) provides for a planning process as follows:

Prepare, implement, and review and update a comprehensive plan, hereafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components unless the plan specifies reasons why a particular component is unneeded.

The components specified in the Idaho Code include private property rights; population; economic development; community design; special areas or sites; natural resources; hazardous areas; school facilities; recreation; transportation; public services, facilities, and utilities; land use; housing; implementation; and any other component which may be necessary.

The comprehensive plan provides direction for land use regulations, including zoning, as well as other implementation actions. Idaho Code § 67-6511 specifies the following:

Each governing board shall, by ordinance adopted, amended, or repealed in accordance with the notice and hearing procedures provided under § 67-6509, Idaho Code, establish within its jurisdiction one or more zones or zoning districts where appropriate. The zoning districts shall be in accordance with the adopted plans (emphasis added).

This plan applies to all geographic area within Meridian’s jurisdiction, including its surrounding Area of Impact . Plan goals, objectives, and action items are designed to address a 10-year period, although population forecasts are prepared to the year 2020. In the event of conflicts between this plan and any adopted addendums or specific area plans, the more restrictive policies shall prevail.

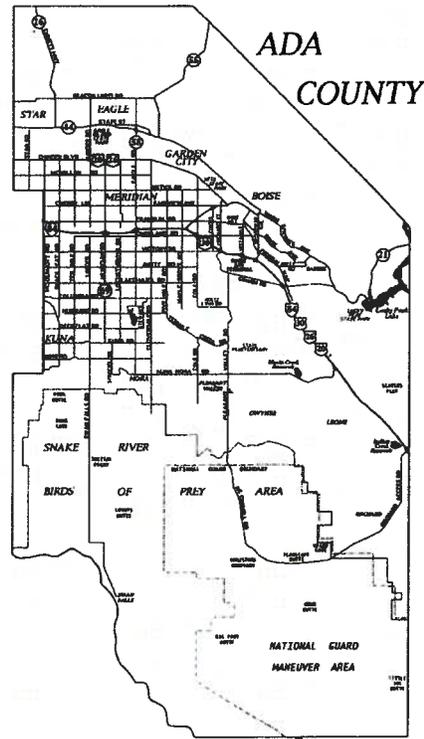


Figure I-1. Meridian Vicinity Map

B. Nature of the Plan

The Meridian Comprehensive Plan is an official policy guide for decisions concerning the physical development of the community. It indicates, in a general way, how the community may develop in the next five to 10 years.

Citizens, developers, the Planning and Zoning Commission, as well as the City Council and other groups, are all involved in questions of community development and have a primary responsibility to coordinate and direct the overall pattern of development activities within the community. The Planning and Zoning Commission and City Council make development decisions concerning annexation, rezoning, subdivision developments, conditional use permits, zoning variances, and planned developments. Due to these responsibilities, it is necessary for the City to implement technical guidelines and adopt policies which will provide the framework for resolving questions relating to quality of life and physical development. The City also needs to establish long-range implementation items for coordinated, unified development of public improvement projects.

Throughout the comprehensive planning process, citizens affirmed that the goals, objectives, and action items contained in this plan are based on six key community values:

- Manage growth to achieve high-quality development.
- Enhance Meridian’s quality of life for all residents.
- New growth should finance public service expansion.
- Prevent school overcrowding/enhance education services.
- Expand commercial and industrial development.
- Protect Meridian’s self-identity.



These important community values expressed in the 1993 Comprehensive Plan and during this recent planning process have been incorporated into the Meridian Comprehensive Plan.

C. Private Property Rights

Idaho Code § 67-6508 requires an analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property.

1. Purpose

The purpose of this component is as follows:

- To ensure that the City of Meridian in its land use policies, restrictions, conditions and fees does not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property; and
- To establish for planning and implementation purposes an orderly, consistent review process to enable the City to evaluate whether the proposed regulatory or administrative actions may result in a taking of private property without due process of law.

2. Analysis

A land use regulation or action must not be unduly restrictive so as to cause a "taking" of a landowner's property without just compensation. This right is provided in the Fifth Amendment to the United States Constitution and in Article 1 § 13 of the Constitution of the State of Idaho. Such a "taking" can occur whether accompanied by an actual taking of physical property or not. In the land use context the issue is usually framed: Does the land use ordinance, regulation or is the decision so restrictive so as to deprive the owner of economically viable use of the subject property? If so, then it is the subject of an "inverse condemnation" (a taking without just compensation).

The courts, when they find a "taking," require either the payment of compensation or the court invalidates the action for a violation of the due process.

The Meridian Comprehensive Plan is prepared to protect private property rights and values. No goals, objectives, or action items are developed to create unnecessary regulations that would negatively affect private property rights or values. This plan strives to balance the needs of the community in a broad spectrum of issues.

The Office of the Attorney General of the State of Idaho has prepared a checklist for reviewing the potential impact of regulatory or administrative actions upon specific property. The Meridian City Attorney has reviewed this and provided Appendix A.



D. Plan Structure

- This plan is organized into nine chapters. The first three chapters are introductory chapters, followed by five chapters that encompass the 13 components required by state law, and a chapter listing the references used to put the plan together. As allowed by Idaho Code, some components of the plan have been merged so that similar components are grouped together, providing some ease to the reader in following the City's key issues. Private property rights are discussed in this chapter. Chapter IV combines the population and economic development components. Community design, special sites, natural resources, and hazardous areas are all described in Chapter V. Chapter VI includes schools; transportation; recreation; and public services, facilities, and utilities. Finally, Chapter VII describes the land use and housing components.

Chapters IV through VII include a definition of the component, a description of the current conditions, a summary of issues and concerns, an analysis of future trends, and the associated goals, objectives, and action items.

- **Definition of the Component.** Each component is introduced and followed by a definition of the resource area (i.e., transportation describes all roads, highways, and related facilities within the Impact Area), and the purpose and content of the chapter. These definitions are largely derived from the Idaho Code.
- **Current Conditions.** This section describes the resources within the City and surrounding Impact Area as they exist today. This section was written utilizing existing plans and other information gathered throughout the data collection process. No new inventories or studies were conducted; rather, existing information was analyzed and applied to each resource.
- **Community Concerns.** Community issues and concerns regarding the resource are briefly summarized in this section. These concerns were developed from citizen's meetings, other public comments received throughout the planning process, and further refined by the steering committee and citizen subcommittees. The overall list of concerns expressed throughout the process is provided in Appendix B.
- **Future Conditions.** This section predicts the resource conditions in the Impact Area necessary to accommodate growth and maintain a high quality of life. To prepare for this analysis, the population forecasts (described in Chapter IV) were applied to each resource. The effects of the population forecast on the resource are then described.
- **Goals, Objectives, and Action Items.** A future vision and course of action based on the issues and concerns are presented in a series of goals, objectives, and action items. The steering committee and citizen subcommittees developed and refined these items for each resource. Furthermore, appropriate action items were included from the 1993 Comprehensive Plan and Meridian Chamber of Commerce's Vision Process. A consolidated and prioritized list of all the goals, objectives and specific action items within each chapter is available in Table VIII-8. This table also assigns a responsible agency, city department or civic organization to each action item to ensure implementation.

"The challenge of building a community in today's era is to recognize that, as stakeholders in the future, we must all invest personally in our city."

-Mayor Bob Corrie

CHAPTER III HOW WAS THE PLAN PUT TOGETHER?

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A. Brief History of Meridian Comprehensive Planning

Meridian's first comprehensive plan was adopted in 1978. The plan was developed to meet the requirements of the 1975 Land Use Planning Act of the State of Idaho, Title 67, Chapter 65.

Meridian has also been an active participant in Ada County planning efforts. The City of Meridian was a member of the Ada Council of Governments. They are currently members of the Community Planning Association of Southwest Idaho (COMPASS) (formerly known as Ada Planning Association [APA]).

In order to address growth and development issues, the Meridian City Council authorized a 118-day moratorium on new residential development applications on June 1, 1993. This began an effort by citizens of Meridian to update the 1978 Comprehensive Plan. During the summer of 1993, citizens representing neighborhood groups, developers, real estate professionals, and public agencies participated in the update process.

The Meridian Comprehensive Plan was adopted on December 21, 1993, and "is primarily a policy document identifying policies to guide future development within the City of Meridian and the Area of Impact.... The comprehensive plan has been updated with a broad base of community-wide citizen input, and is both sensitive to the changing needs of the community and recognizes a commitment to preserve the values identified by the City residents."

From 1997 through 1998, the Meridian Chamber of Commerce, COMPASS, various Meridian City departments, and concerned citizens met to discuss a vision for the community. This group identified a vision statement and several topic areas that directly related to the Meridian Vision, and made recommendations of additional goals and action items. The topic areas included: transportation, historic and cultural preservation, economic and commercial growth, recreation, health, education, housing, beautification, and City services. In August 1998, the Meridian City Council adopted the Meridian Vision Statement. The statement was later affirmed as the vision statement for the current comprehensive plan process.

B. Current Comprehensive Planning Process

On November 3, 1998, the City of Meridian issued a Request for Qualifications to prepare the City of Meridian Comprehensive Plan. Science Applications International Corporation (SAIC) submitted a response to that request on November 20, 1998, and was invited to give an oral presentation on March 18, 1999. By June 1999, SAIC began work as the technical consultants, in conjunction with City staff, City Council, Planning and Zoning Commission, and citizens, to prepare the comprehensive plan.

The process of developing Meridian’s comprehensive plan involved a five-phase approach. The phases included: 1) designing a project schedule and community involvement plan; 2) identifying issues, goals, objectives, and action items; 3) collecting data; 4) preparing a draft plan; and 5) distributing a final product. It is the intent of the following sections to discuss briefly each of these phases and describe how this plan was prepared.

C. Identification of Issues, Goals, Objectives, and Action Items

With the work plan and public involvement plan in place, the next phase was to identify issues and establish goals, objectives, and action items. This phase required the initiation of the aforementioned citizen groups. To lead the planning effort, a steering committee was formed. Its functions were to:

- serve as the primary point of contact for the public,
- lead the citizen committee effort,
- support the public involvement process,
- review preliminary and draft plan documents, and
- support the public hearing process.

“Meridian is a vibrant community at the center of the Treasure Valley dedicated to embracing its heritage and providing a high quality of life where its citizens live, work, and play.”

-Meridian City Council
August 1998
Adopted Vision
Statement

| |
|---|
| <p>Comprehensive Plan Steering Committee</p> <p>Tammy de Weerd Peggy Gardner Brad Hawkins-Clark Tim Heinze Steve Siddoway Byron Smith Shari Stiles</p> |
|---|



Three technical subcommittees were formed to assist in the preparation of the various components. These subcommittees included the following members¹:

Land Use Subcommittee:

| | | |
|----------------------|------------------|-------------------|
| Gwen Alger | Mike Gray | Ralph Patey |
| Rich Allison | Judy Hambley | Bette Pearcey |
| Kathy Barnes | Richard Howell | Dave Pearcey |
| Bob Barnes | June Howell | Ardyce Quenzer |
| Dave Bivens | David Huntting | Chuck Rauch |
| Mark Bowen | Dennis Huntting | Sharon Scott |
| Michael Caven | Frank Johnson | Joe Simunich |
| Virginia Christensen | Jim Johnson | Terry P. Smith |
| Dayne Clark | Damion Jordan | Shari Stiles |
| Kent Corbett | Fred Kesler | Gene Strate |
| Arden Davis | Louise R. Little | Jan Sylvester |
| Elma Draper | Carol Lotspeich | Frank Thomason |
| Wes Draper | Malcolm MacCoy | Bob Thruston |
| Art Finnell | Barbara McCoy | Charles Trainor |
| Peggy Gardner | Robert J. Morgan | Andrea Walther |
| Julie Grapatin | Lois J. Morgan | Brad Watson |
| Scott Grapatin | Mark Nelson | George Zickefoose |

Socioeconomics Subcommittee:

| | | |
|--------------------|-----------------|-----------------|
| Jim Carberry | Lori Jones | Ernie Roberson |
| Joe da Rosa | Lynda Kutrich | Bonnie Robinson |
| Art Finnell | Paul Loree | Byron Smith |
| Peggy Gardner | Peggy Loree | Terry P. Smith |
| Larry Gardner | Roger Nielsen | Jerri Snowball |
| Wayne Hanners | Dale Ownby | Jan Sylvester |
| Brad Hawkins-Clark | Sonya Rasmussen | |

Public Services Subcommittee:

| | | |
|-----------------|-----------------|----------------------|
| Thomas Barbeiro | Tim Heinze | Louis Serino |
| Maureen Boyle | Judy Kane | Steve Siddoway |
| Kent Brown | Phil Krichbaum | Scott Stanfield |
| Tracy Curran | Trace Leighton | Brad Watson |
| Arden Davis | David Moe | Norma Jeanne Wellman |
| Tammy de Weerd | Franz Riegert | Edee White |
| Hal Ford | Carol Semmens | |
| Chuck Gersdorf | Jeffrey Semmens | |

Note: 1. Citizens may have participated in more than one committee.

Citizen Subcommittees and Plan Components

Land Use

- Transportation
- Special Sites
- Community Design
- Land Use

Public Services

- Recreation
- Public Facilities
- Environment
 - Hazardous
 - Natural Resources

Socioeconomics

- Schools
- Housing

The committees met on four occasions to perform a series of tasks including: issue identification; data collection support; goal, objective, and action item development; review and editing of preliminary draft; and support of open houses and public hearings. The steering committee also met throughout the planning process. Technical consultants prepared the actual documentation, while the steering committee and three citizens committees represented the public.

The steering committee supported the technical consultants with suggestions to facilitate the planning process and also reviewed the preliminary and draft plan documents. Their participation proved key to presenting a draft to the public and to refining the final document.

Each subcommittee was given the responsibility of several plan components. The responsibility of each subcommittee was to provide expertise and perspective in each of these areas. This was achieved in a variety of ways, including supporting the data collection effort by providing information, plans, studies, and/or maps. They participated in issue identification exercises and set goals and objectives accordingly. They developed implementation items and, upon preparation of drafts, reviewed them for consistency and accuracy.

Several approaches were used to identify issues. These included small group mapping exercises designed to familiarize all committee members with the City while eliciting their concerns; a short writing exercise to encourage a focused articulation of ideas; and a simple brainstorming exercise to identify issues and concerns. (Appendix B presents a composite list of issues). The subcommittees then devised goals, objectives, and action items to address each concern. At subsequent meetings, the steering committee further refined and edited these statements.

D. Data Collection

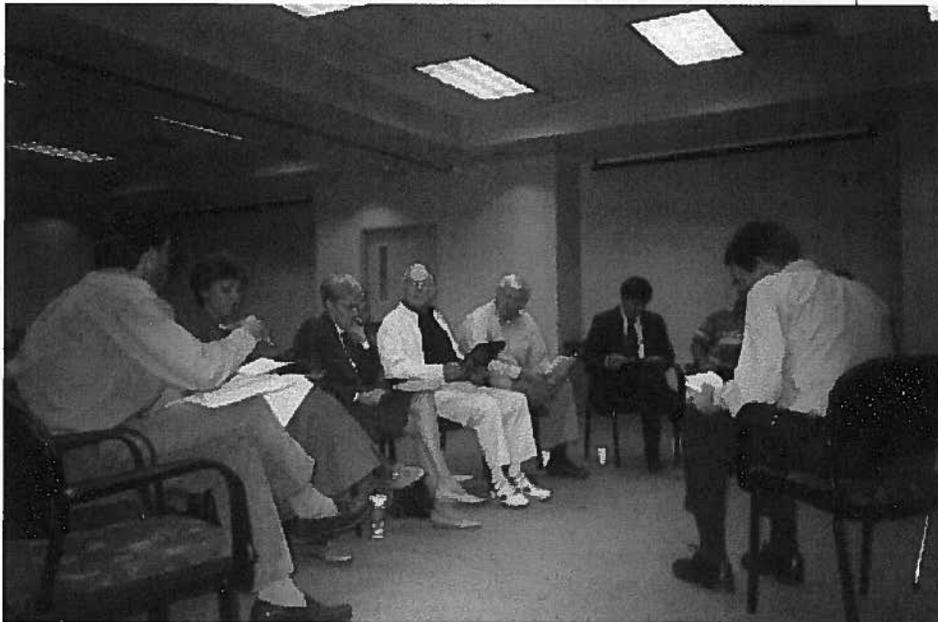
During the course of the issue identification and goal-setting process, existing information regarding Meridian and its Area of Impact was gathered wherever possible. To accomplish this, the team of technical consultants gathered information from key agencies, individuals, and resources including existing plans, studies, and other documents. Personal interviews were also conducted. Some materials were provided directly from affected agencies and their publications, and other information came from the members of the steering committee and subcommittees. To initiate the data collection process, the City identified key agencies and contacted them with a letter describing the comprehensive plan update. When agencies were then contacted by the technical consultants, they were already aware of the process, and, in some cases, had already prepared their statements. A complete list of references and persons and agencies contacted is provided in Chapter IX.

E. Draft Plan Preparation

A preliminary draft was prepared based on the work of the citizens' committees and the data collected. The preliminary draft was made available to the citizens' committee. On March 16, 2000, the committees convened and reviewed their sections in a large public meeting. The recommended edits and changes were incorporated into the document. The Steering Committee convened twice after that meeting to consider further refinements. This became the draft plan presented to the public at an open house on June 22, 2000. Written comments were received from the public following the open house throughout the next year. On December 6, 2001, after holding six public hearings, the Planning & Zoning Commission took final action on the Plan.

F. Final Plan Adoption

On January 29, 2002, the Mayor and the City Council were presented with the Draft Comprehensive Plan as recommended by the Meridian Planning and Zoning Commission. Several public hearings and workshops were held by the Council through the spring of 2002. Subsequent hearings were held with the Board of Ada County Commissioners. At the June 4, 2002 City Council hearing, the Comprehensive Plan was approved. The signed and dated resolution, signed on August 6, 2002, appears after the cover page of this document.





Joint School District No. 2 and St. Luke's Hospital Generously Offered Their Facilities for Public Meetings and Hearings

CHAPTER IV WHO LIVES IN MERIDIAN, AND WHAT DO THEY DO?

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This chapter discusses characteristics of Meridian’s population and employment. The chapter includes the population and economic development components of the comprehensive plan.

The purpose of the population discussion is to look at past trends and current and future levels of population and its characteristics such as age, race, and gender. Population inventories and forecasts are used to measure the demand for future facilities such as parks and roads and for services such as police and fire protection. Forecasts also can be used by businesses to anticipate market demand and to locate service and commercial facilities.

The purpose of the economic development portion of the chapter is to analyze the local economy for strengths and weaknesses and to set a direction for how Meridian will expand its economic base. Employment trends and forecasts also may be used to determine the need for additional land in particular zoning categories and the demand for future levels of public services.

This chapter begins with a discussion of past trends and current conditions in population and economic development. The second section is a discussion of issues related to population and economic development identified by the socioeconomic committee. Long-range population and employment forecasts and short-term income forecasts are included in the fourth section. Goals, objectives, and action items form the conclusion of Chapter IV.

A. Current Conditions

1. Population

a. Past Trends

The best way to describe Meridian’s population trends is to say that, over the past decade, Meridian’s population increased 264% and it has been one of the top fifteen fastest growing cities in the West (Table IV-1). In 1980, Meridian contained slightly more than 5,000 persons. Its population nearly doubled to about 9,600 residents by 1990. The 1990’s have seen unprecedented growth, with Meridian’s population reaching 34,919 by the 2000 Census. Population is expected to reach more than 74,825 persons by 2020. Meridian’s population nearly tripled from 1990 to 2000 and was one of the fastest growing areas in the state.

Meridian’s average annual growth rate has been nearly 30 percent and can be compared to other geographical area growth rates. From 1990 to 2000, Ada County’s population increased by 46 percent (a four percent annual rate) and the State of Idaho by 22 percent (an average annual rate of less than three percent). The national rate of population gain has been less than one percent annually.

Table IV-1. City of Meridian Population, Selected Years

| Year | Population | Numerical Gain | Percentage Gain |
|-------------|-------------------|-----------------------|------------------------|
| 1980 | 5,059 | - | - |
| 1990 | 9,596 | 4,537 | 90% |
| 2000 | 34,919 | 25,323 | 264% |

Sources: Intermountain Demographics
U.S. Department of Commerce

b. Age Composition

Area population counts are often divided into five year age groups to analyze the demand for municipal services in greater detail. In 2000, the youngest age group, those under five years old, contained the largest number of persons with about 4,000 persons or 10 percent of Meridian's total population (Table IV-2). The next largest age groups were the 5 to 9, 30 to 34, and 35 to 39 age groups, with each also containing about 10 percent of the City's population. That information is consistent with 1990 when the two youngest age groups also contained the most people. The 25 to 34 year old age groups had the next largest concentration of people in 1990. The data also showed that the 30 to 40 year old age groups had the next largest concentration of people ten years later. The remaining age distribution remained nearly consistent in both years.

The largest population gain occurred in the under 5 year old age group. Population in that age group increased by more than 3,000 persons, and almost tripled over the ten year time span. Numerical gains of more than 2,500 persons were recorded in the 5 to 9, 30 to 34, and 35 to 39 year old age brackets. The older age groups had the lowest population changes.

Median age in Meridian increased slightly, from 29.8 years old in 1990 to 30.1 by 2000. Meridian's 2000 median age was less than the median age of 32.1 for Ada County and the state's median of 33.2 years old.

c. Race and Sex

The City's population was primarily White, with 98 percent of its population in this race in both 1990 and 1999. Meridian residents of Hispanic Origin accounted for about 2.5 percent of the population in 1990 and 3.7 percent in 2000. The population was almost evenly divided by sex in both years, with females representing about 51 percent of the City's population, and males accounting for the balance of 49 percent.



Table IV-2. 1990 and 2000 City of Meridian Age Composition

| Age Group | 1990 Population | 2000 Population | Numerical Increase |
|------------------|------------------------|------------------------|---------------------------|
| Under 5 | 935 | 3,973 | 3,038 |
| 5 to 9 | 950 | 3,532 | 2,582 |
| 10 to 14 | 818 | 2,810 | 1,992 |
| 15 to 19 | 603 | 2,151 | 1,548 |
| 20 to 24 | 597 | 1,717 | 1,120 |
| 25 to 29 | 933 | 3,223 | 2,290 |
| 30 to 34 | 1,036 | 3,706 | 2,670 |
| 35 to 39 | 825 | 3,370 | 2,545 |
| 40 to 44 | 600 | 2,665 | 2,065 |
| 45 to 49 | 422 | 1,984 | 1,562 |
| 50 to 54 | 352 | 1,657 | 1,305 |
| 55 to 59 | 279 | 1,059 | 780 |
| 60 to 64 | 260 | 821 | 561 |
| 65 to 69 | 280 | 680 | 400 |
| 70 to 74 | 260 | 573 | 313 |
| 75 to 79 | 220 | 468 | 248 |
| 80 to 84 | 128 | 292 | 164 |
| 85 and Older | 98 | 238 | 140 |
| TOTAL | 9,596 | 34,919 | 25,323 |

Sources: Meridian Planning & Zoning Department
U.S. Department of Commerce

2. Economic Development

a. Regional Context

It is useful to examine recent trends in Ada County's economy to better understand the Meridian economy (Table IV-3). The number of persons employed in Ada County increased by almost 60,000 to reach nearly 200,000 from 1990 to 1997, a gain of 43 percent. The largest numerical gains in employment were seen in the services and retail trade sectors. Services, government, and manufacturing contained the most employees in 1997. Farming and mining contained the fewest employees in 1997. Those two sectors also were the only ones with decreases in employment. The area's unemployment rate in August 1999 was 3.4 percent, one of the lowest rates in the state. August's statewide unemployment rate was 4.9 percent while the national rate was 4.2 percent.

Table IV-3. 1990 to 1997 Ada County Employment Change

| Industry | 1990 Employment | 1997 Employment | Numerical Change | Percentage Change |
|--|----------------------------|----------------------------|-----------------------------|------------------------------|
| Farming | 1,742 | 1,611 | (131) | (8%) |
| Agricultural Services | 1,635 | 2,699 | 1,064 | 65% |
| Mining | 314 | 276 | (38) | (12%) |
| Construction | 9,496 | 15,498 | 6,002 | 63% |
| Manufacturing | 16,882 | 24,640 | 7,758 | 46% |
| Transportation / Utilities | 6,765 | 9,063 | 2,298 | 34% |
| Wholesale Trade | 7,728 | 10,428 | 3,150 | 43% |
| Retail Trade | 23,990 | 35,212 | 11,222 | 47% |
| Finance / Banking | 13,269 | 14,848 | 1,579 | 12% |
| Services | 36,565 | 58,901 | 22,336 | 61% |
| Government | 20,887 | 25,068 | 4,181 | 20% |
| TOTAL | 138,823 | 198,244 | 59,421 | 43% |
| Sources: Intermountain Demographics U.S. Department of Commerce | | | | |

"In response to citizen input, the City has created an Economic Development partnership with the Chamber of Commerce which has helped existing business expand and attract new industry into the area."

-Mayor's Ad Hoc
Committee,
Meridian Vision

Total earnings paid to employees in Ada County increased from more than \$3 billion in 1990 to about \$6 billion in 1997 (Table IV-4). The gain in wages paid from 1990 to 1997 (92 percent) was more than double the gain in total employment (43 percent) in that same timeframe. The greatest gains in wages paid occurred in the manufacturing and service sectors. Those two sectors also had the highest amount of wages paid in 1997. Again, the farming sector experienced a decline in economic activity.

b. Meridian's Economy

Employment data from state and federal sources is not available for areas smaller than counties. However, employment data prepared by COMPASS indicate that employment in the Meridian planning area increased from 5,611 in 1990 to 7,414 in 1997, a gain of nearly one third. Since 1997, Meridian's economic base has undergone a change from an emphasis on farming and dairy activities to a diversified base including retail, services, and manufacturing.

In 1997, about one-half of all employment in the planning area was in office type activities, with another 20 percent in retail trade (Table IV-5). The largest employer in Meridian was the school district, with about 2,400 employees. Other major employers include Blue Cross of Idaho, WalMart, Jabil Circuits, Albertson's, and St. Luke's Meridian Regional Medical Center.

**Table IV-4. 1990 to 1997 Ada County Earnings Change
(in thousands of dollars)**

| Industry | 1990 Earnings | 1997 Earnings | Numerical Change | Percentage Change |
|--|----------------------|----------------------|-------------------------|--------------------------|
| Farming | \$23,798 | \$18,818 | (\$4,980) | (21%) |
| Agricultural Services | \$21,954 | \$39,198 | \$17,244 | 79% |
| Mining | \$4,731 | \$15,129 | \$10,398 | 220% |
| Construction | \$344,915 | \$617,005 | \$272,090 | 79% |
| Manufacturing | \$628,195 | \$1,380,721 | \$752,526 | 120% |
| Transportation / Utilities | \$203,411 | \$429,988 | \$226,577 | 111% |
| Wholesale Trade | \$218,870 | \$391,099 | \$172,229 | 79% |
| Retail Trade | \$335,938 | \$591,917 | \$255,979 | 76% |
| Finance / Banking | \$213,090 | \$416,844 | \$203,754 | 96% |
| Services | \$664,429 | \$1,369,137 | \$704,708 | 106% |
| Government | \$499,228 | \$780,560 | \$281,332 | 56% |
| TOTAL | \$3,158,559 | \$6,050,416 | \$2,891,857 | 92% |
| Sources: Intermountain Demographics U.S. Department of Commerce | | | | |

Table IV-5. 1997 Meridian Planning Area Employment

| Employment Sector | Number of Employees | Percentage Total |
|--|---------------------|------------------|
| Retail | 1,456 | 20% |
| Office | 3,647 | 50% |
| Industrial | 1,388 | 18% |
| Government | 923 | 12% |
| TOTAL | 7,414 | 100% |
| Sources: Intermountain Demographics COMPASS | | |

The amount of commercial building permit activity in an area also is an indication of economic vitality. In 1990, the City of Meridian issued eight commercial building permits (Table IV-6). Commercial activity peaked in 2000 when 54 new commercial permits were issued, valued at over 74 million dollars, were issued. (The value of commercial building activity is for the structure and does not include land costs.) The value of all new commercial activity from 1990 to 2001 exceeded 304 million dollars. An additional 649 commercial structures were remodeled in the same time frame, with improvements valued at over 64 million dollars.

Table IV-6. 1990 to 2001 City of Meridian Commercial Building Permit Activity

| Year | New Commercial Building Permits | Value |
|---|---------------------------------|----------------------|
| 1990 | 8 | \$2,627,596 |
| 1991 | 16 | \$8,057,559 |
| 1992 | 18 | \$5,976,949 |
| 1993 | 14 | \$3,769,508 |
| 1994 | 22 | \$8,585,547 |
| 1995 | 37 | \$24,428,386 |
| 1996 | 39 | \$30,812,828 |
| 1997 | 19 | \$20,778,452 |
| 1998 | 32 | \$22,731,203 |
| 1999 | 34 | \$52,795,807 |
| 2000 | 54 | \$82,073,044 |
| 2001 | 36 | \$44,590,741 |
| TOTAL | 329 | \$307,228,070 |
| Sources: Intermountain Demographics City of Meridian Building Department | | |

c. Meridian's Income

In 1990, nearly one-half of all Meridian households had incomes below \$25,000 (Table IV-7). The largest concentration of households (26 percent) was found in the \$15,000 to \$25,000 income range. By 1998, the largest concentration of households (22 percent) was in the \$50,000 to \$75,000 range. The percentage of households earning less than \$15,000 decreased from 22 percent of all households in 1990 to about 13 percent of all households in 1998. Those households with incomes greater than \$75,000 increased from 2 percent of all households in 1990 to 15 percent by 1998.

Table IV-7. 1990 to 1998 City of Meridian Household Income Distribution

| Income Range | 1990 Households | 1998 Households | Numerical Change |
|------------------------|-----------------|-----------------|------------------|
| Under \$15,000 | 809 | 1,533 | 724 |
| \$15,000 to \$25,000 | 926 | 1,651 | 725 |
| \$25,000 to \$35,000 | 768 | 1,886 | 1,118 |
| \$35,000 to \$50,000 | 679 | 2,358 | 1,679 |
| \$50,000 to \$75,000 | 361 | 2,594 | 2,233 |
| \$75,000 to \$100,000 | 52 | 1,179 | 1,127 |
| \$100,000 to \$150,000 | 32 | 472 | 440 |
| Over \$150,000 | 0 | 118 | 118 |
| TOTAL | 3,627 | 11,790 | 8,163 |

Sources: Intermountain Demographics
EQUIFAX

Meridian's median household income increased from \$25,880 in 1990 to \$40,653 in 1998, a gain of more than one-half. Per capita household income increased from \$11,020 to \$17,699, a gain of 60 percent in that same time span. Both median household and per capita income gains exceeded cost of living gains in the nation and in Ada County. It is interesting to note that the Ada County cost of living index gain (32 percent) was greater than the national consumer price index increase of 25 percent from 1990 to 1998.

B. Community Concerns

The socioeconomic committee identified a broad range of issues and community concerns related to population and economic development. Those issues focused on the relationship between people and the community, as well as the economic role of Meridian in the Treasure Valley. Specific issues included encouraging clean industry and commercial development. A listing of the issues may be found in Appendix B.

C. Future Conditions

1. Population

a. Meridian City Population Forecast

Meridian's population forecast was forecast to increase by about 10,000 people to reach a total of 44,340 in the short range forecast or by 2005. Its population was projected to

increase by about 10,000 persons in each subsequent five year time frame and reach a total of nearly 75,000 by 2020 (Table IV-8). That forecast represents a slightly lower numerical and corresponding percentage rate of growth than seen from 1990 to 2000.

Table IV-8. 2000 to 2020 City of Meridian Population Forecast

| Year | Population |
|------------------------------------|------------|
| 2000 | 34,919 |
| 2005 | 44,340 |
| 2010 | 54,203 |
| 2015 | 64,305 |
| 2020 | 74,825 |
| Source: Intermountain Demographics | |

The population forecasts were based in part on the Ada County population forecasts in the Idaho Power Company's 2002 Idaho Economic Forecast for the State of Idaho (2001—2025), published in January 2002. Meridian's population forecast was based on a type of step-down forecasting methodology. It was assumed that Meridian's future population change would be the same as its 1990 to 2000 share of Ada County's population change. From 1990 to 2000, Meridian's population gain was 26 percent of the Ada County total. It was assumed that city to county ratio would remain in effect for each five year interval in the twenty year forecast period. The step-down methodology was used in part to keep Meridian's forecast in a regional perspective. The new forecasts also closely paralleled forecasts prepared for the City by Intermountain Demographics, when calibrated for the actual population change occurring from 1990 to 2000.

2020 Population by Age

Meridian's population in 2020 will remain relatively young. More than 50 percent of its population will be under 35 years of age. Nearly one-fourth of all its residents will be under 15 years of age in 2020, with each five year age range containing about 6,000 persons (Table IV-9). Another concentration of future population will occur in the 45 to 49 and 50 to 54 year old age groups. Persons 75 and older will account for less than five percent of Meridian's 2020 population.

The largest population gain was forecast to be in the 20 to 24 year old group, which will increase by more than 4,000 people. Those persons in the five year age groups from 45 to 59 will experience the next largest population change. Population in the oldest age groups will increase the least.

Table IV-9. 2000 and 2020 City of Meridian Age Composition

| Age Group | 2000 Population | 2020 Population | Numerical Increase |
|------------------|------------------------|------------------------|---------------------------|
| Under 5 | 3,973 | 5,686 | 1,713 |
| 5 to 9 | 3,532 | 5,730 | 2,198 |
| 10 to 14 | 2,810 | 5,699 | 2,889 |
| 15 to 19 | 2,151 | 5,538 | 3,387 |
| 20 to 24 | 1,717 | 5,899 | 4,182 |
| 25 to 29 | 3,223 | 5,514 | 2,291 |
| 30 to 34 | 3,706 | 5,211 | 1,505 |
| 35 to 39 | 3,370 | 4,940 | 1,570 |
| 40 to 44 | 2,665 | 4,714 | 2,049 |
| 45 to 49 | 1,984 | 5,711 | 3,727 |
| 50 to 54 | 1,657 | 5,493 | 3,836 |
| 55 to 59 | 1,059 | 4,575 | 3,516 |
| 60 to 64 | 821 | 3,421 | 2,600 |
| 65 to 69 | 680 | 2,494 | 1,814 |
| 70 to 74 | 573 | 1,825 | 1,252 |
| 75 to 79 | 468 | 1,143 | 675 |
| 80 to 84 | 292 | 686 | 394 |
| 85 and Older | 238 | 547 | 309 |
| TOTAL | 34,919 | 74,826 | 39,907 |

Source: Intermountain Demographics

The age distribution in Table IV-9 was prepared using the cohort-survival population forecasting methodology. In that technique, each five year age group was factored by a mortality or survival rate and placed in the next older five year age group over a five year time span. For instance the number of persons in the 25 to 29 age group in 2000 was multiplied by a mortality factor and placed into the 30 to 34 age group in 2005. That procedure was repeated for each five year age group for each five year time interval from 2000 to 2020. Mortality rates were based on actual mortalities by age in Ada County. The number of births in a five year time frame, those persons under five years of age, was based on Ada County birth rates.

In each five year time frame, the cohort survival methodology produced a lower population than the control total shown on Table IV-8. That difference was attributed to the migration of persons into the City of Meridian. The age on in-migrants was based on actual migration patterns into the City from 1990 to 2000.

2. Economic Development

a. Ada County Employment Forecast

Ada County's employment was forecast to increase by about 70 percent from 180,000 employees in 1997 to more than 307,000 by 2020 (Table IV-10). The office sector will continue to have the most employees in 1997 and 2020. Employment in that sector was forecast to increase by more than 51,000 in the 1997 to 2020 timespan. The industrial and retail sectors will contain the next largest concentration of employment. The industrial sector was forecast to gain slightly more employees (31,000) than the retail sector (28,000 employees).

COMPASS prepared the employment forecasts for the Meridian planning area. Ada County forecasts were prepared by the Idaho Power Company. COMPASS divided future employment into retail and non-retail sectors and allocated employment in those sectors to traffic analysis zones within planning area, generally based on existing employment, known expansions, zoning and land use plans. Zonal data were added to produce totals for each planning area and combined with the current employment inventory to establish the forecasts.

Table IV-10. 1997 to 2020 Ada County Employment Forecast

| Employment Sector | 1997 Employment | 2020 Employment | Numerical Change |
|-------------------|-----------------|-----------------|------------------|
| Retail | 34,368 | 62,417 | 28,049 |
| Office | 84,190 | 135,546 | 51,356 |
| Industrial | 36,922 | 67,964 | 31,042 |
| Government | 25,116 | 41,461 | 16,345 |
| TOTAL | 180,596 | 307,388 | 126,792 |

Sources: Intermountain Demographics
COMPASS

b. Meridian Employment Forecast

Employment in the Meridian planning area was forecast to increase from 7,414 in 1997 to 17,709 by 2020, a gain of more than 10,000 employees (Table IV-11). The greatest gains in employment were forecast for the office and retail sectors. Those sectors also will contain the greatest number of employees. Meridian's employment forecast (a 140 percent gain) was double Ada County's rate of employment increase of 70 percent.

Table IV-11. 1997 to 2020 Meridian Planning Area Employment Forecast

| Employment Sector | 1997 Employment | 2020 Employment | Numerical Change |
|-------------------|-----------------|-----------------|------------------|
| Retail | 1,456 | 4,177 | 2,271 |
| Office | 3,647 | 8,267 | 4,620 |
| Industrial | 1,388 | 3,170 | 1,782 |
| Government | 923 | 2,105 | 1,182 |
| TOTAL | 7,414 | 17,719 | 10,305 |

Sources: Intermountain Demographics
COMPASS

c. Meridian Income Forecast

The City of Meridian's income distribution was forecast to shift over the next five years (Table IV-12). The percentage of households with incomes below \$25,000 was forecast to decrease from 27 percent to 20 percent of all households. The percentage of households with incomes greater than \$100,000 will increase from five percent to nearly 15 percent of all households. The \$35,000 to \$50,000 and \$50,000 to \$75,000 income ranges will contain the most households, with each containing about 3,500 households.

EQUIFAX, a national proprietary data firm, prepared the income forecasts for Meridian. Their methodology was to assemble current household income information based on data from federal income tax returns. Their short term forecasts were based on local income changes occurring from 1990 to 1998, income changes forecast for the entire country, and estimated rates of inflation.

Table IV-12. 1998 to 2003 City of Meridian Household Income Distribution

| Income Range | 1998 Households | 2003 Households | Numerical Change |
|------------------------|-----------------|-----------------|------------------|
| Under \$15,000 | 1,533 | 1,586 | 53 |
| \$15,000 to \$25,000 | 1,651 | 2,114 | 463 |
| \$25,000 to \$35,000 | 1,886 | 2,291 | 405 |
| \$35,000 to \$50,000 | 2,358 | 3,348 | 990 |
| \$50,000 to \$75,000 | 2,594 | 3,524 | 930 |
| \$75,000 to \$100,000 | 1,179 | 2,291 | 1,112 |
| \$100,000 to \$150,000 | 472 | 1,762 | 1,290 |
| Over \$150,000 | 118 | 705 | 587 |
| TOTAL | 11,790 | 17,620 | 5,830 |

Sources: Intermountain Demographics
EQUIFAX

D. Goals, Objectives, and Action Items

Once the socioeconomic committee identified issues, it began to define broad goals responding to those issues. The committee generated more specific objectives to achieve the goals. Finally, the committee considered very specific action items to implement the objectives.

| | |
|---|---|
| Goal I: Recognize that Meridian's population will continue to grow and positively influence that growth. | |
| Objective A: Ensure that facilities and services keep up with growth. | Actions: <ol style="list-style-type: none"> 1. Quantify impact of growth (e.g., traffic volume, school enrollment, and parks). 2. Annually monitor population changes. 3. Identify/calculate ultimate build-out numbers based on City of Meridian 2002 Comprehensive Plan policies. 4. Adopt, maintain, and update the comprehensive plan to accommodate growth. 5. Develop incentives that encourage utilization of unimproved or underdeveloped land within the Meridian City limits in order to maximize public investments, curtail urban sprawl, and protect existing agricultural lands from unnecessary infringement. 6. Permit new residential, commercial, or industrial developments only where urban services can be reasonably provided at the time of final approval and development is contiguous to the City. 7. Evaluate development proposals based on physical, social, economic, and aesthetic criteria. |
| Objective B: Encourage a balanced cross section of incomes. | Actions: <ol style="list-style-type: none"> 1. Annually monitor changes in income levels. 2. Amend zoning ordinance and map to ensure wide variety of housing types can be developed and properly zoned and land is available. 3. Annually monitor building permit activity to ensure a diversity of housing is being maintained. |

Goal II: Diversify economic base of City – make Meridian more than a “bedroom” community.

| | |
|---|--|
| <p>Objective A: Encourage high-tech, research, pharmaceutical firms, and high-quality retail facilities.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Provide high-tech infrastructure. 2. Hire economic development specialist to promote and recruit businesses. 3. Develop mechanisms to promote the community (e.g., web site development, brochures). |
|---|--|

| | |
|---|---|
| <p>Objective B: Build upon/take advantage of the City’s location between Nampa and Boise and promote the regional concept.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Enhance the joint economic development effort between City and Chamber. 2. Provide unique destination-type activities and centers that Nampa and Boise do not offer. |
|---|---|

| | |
|---|---|
| <p>Objective C: Provide incentives and standards to attract high-quality businesses.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Develop a selection criteria list for business types, and incorporate it into the development review process. 2. Pursue grants for economic development and partnerships. 3. Allocate and identify locations/inventory for industrial and commercial business parks. 4. Develop long-term (20-year) and short-term (1-5 year) infrastructure and facility plan for business development. 5. Adopt a future land use map that establishes areas where commercial and industrial interest and activities are to dominate. |
|---|---|

Goal II: Diversify economic base of City — make Meridian more than a “bedroom” community. (continued)

Objective D:

Promote development of Old Town and encourage infill development.

Actions:

1. Offer incentives to businesses/developers to invest in Old Town.
2. Investigate tax increment financing.
3. Form public/private partnership to support a demonstration project.
4. Form and support a committee/work group to investigate opportunities for Old Town investment and economic development.
5. Provide ample parking in Old Town.
 - Research potential sites for parking garages.
 - Continue to acquire land and develop parking facilities available to the public and downtown employers.
6. Provide plazas and public areas for civic activities:
 - Utilization plan for Generations Plaza area.
 - Support COMPASS efforts to convert Union Pacific Railroad (UPRR) corridor.
7. Improve ingress and egress (both pedestrian and vehicle) into Old Town.
8. Develop incentives to retain the existing institutional, commercial, and government anchors to remain in Old Town.
9. Promote development of an Old Town Plan, including a discussion of infill housing in that area.
10. Form a Business Improvement District in the Old Town area.
11. Pursue Community Development Block Grants or other sources for public improvements in Old Town.
12. Develop incentives to attract new institutional, commercial, and government facilities to consider locating in downtown Meridian.
13. Develop programs to encourage and support development of the arts, cultural and educational facilities in Old Town.
14. Develop incentives to develop higher density housing throughout the Old Town neighborhood and in dispersed developments.

CHAPTER V WHAT ARE THE PHYSICAL AND CULTURAL FEATURES OF MERIDIAN?

INSIDE THIS CHAPTER:

| | |
|--|----|
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This chapter includes a discussion of natural resources, hazardous areas, special sites and historic resources, and community design. The City of Meridian’s natural resources include the area’s climate, air quality, geology, hydrology, soils, and vegetation. These natural resources form the basis of the community and can affect its growth and development. Hazardous areas are those that could pose a threat or danger to the community if not properly administered. Special sites include community landmarks, primarily landscape and natural features that are important to the community. Historic resources representing Meridian’s heritage are also identified. Community design includes a discussion of corridors, gateways and entrances, and the Old Town District.

This chapter begins with a discussion of current conditions describing the community’s environmental and cultural characteristics. Section B presents issues identified by citizen committees regarding natural resources and hazardous areas, special sites and historic resources, and community design. Section C discusses future conditions within each of these subject areas. Goals, objectives, and action items form the conclusion of Chapter V.

A. Current Conditions

1. Natural Resources

Meridian has seen much of its natural resources change over the years from agricultural open spaces to a growing city. The following characterizes aspects of the City’s environmental conditions.

Climate. The City of Meridian and surrounding county is favored by a mild, arid climate. While summer hot periods rarely last longer than a few days, temperatures of 100 degrees or higher occur nearly every year. July is the hottest month, with the average high temperature of 90° F. January is the coldest month with an average low temperature of 22° F. During the summer and winter months, winds come mainly from the northwest with surface winds coming from the west. The normal precipitation pattern in the Meridian area shows a winter high of 1.2 inches of precipitation per month and a very pronounced summer low of about 0.1 inches. Typically there are 12 inches of annual precipitation, and the frost-free period is 143 days. Meridian’s elevation is approximately 2,200 feet above sea level.

Air Quality. The Idaho Department of Environmental Quality (IDEQ) regularly monitors air pollutant levels in Ada County. During the 1970s and early 1980s the County experienced frequent violations of the national standards for carbon monoxide (CO) and Particulate Matter (PM₁₀). As a result, the Environmental Protection Agency (EPA) designated the area as nonattainment for these two pollutants. Ada County, however, has not experienced any violations of the national standards for CO since 1986. Therefore, in 1993 EPA removed the CO nonattainment designation and placed Ada County in the list of “Not Classified Areas.” In 2000, IDEQ submitted a Maintenance Plan for CO that can help the progress of the area into attainment.

The soil types in the Meridian area are depicted on Figure V-1.

Significant progress has been made in the reduction of PM₁₀ emissions since the area regulated wood burning in winter. Ada County has not experienced a formal violation of national standards for PM₁₀ over the past 10 years. In 1999, EPA removed Ada County's designation of nonattainment for PM₁₀. IDEQ is preparing a PM₁₀ Maintenance Plan for Ada County that will help achieve the status of attainment for this pollutant.

Geology. The Meridian area lies within the Snake River and Boise River Plains. Geology consists of a series of volcanic lava flows inter-bedded with soil layers. Most outcrops within a few miles of Meridian expose black basalt lava flows on the Snake River Plain. Significant geologic areas include the Snake River and its tributary, the Boise River, plus the Idaho Batholith.

Generally, geology-related issues in the region involve the basalts of the Snake River Plain or the windblown silt and sand that covers the basalt. The windblown material on the plain in the Meridian area supports some of the best farmland in southwest Idaho, but its properties can create problems for construction. Large structures placed directly on this material rather than on engineered foundations may settle because of compaction or the spreading of the unconsolidated material.

Hydrology. The hydrology of the area is affected by agricultural and development practices in the local area. Surface water within the Area of Impact includes the Boise River; seven perennial creeks; intermittent creeks; plus an extensive network of canals, laterals and drains. Groundwater in the Meridian area appears to be of good quality and close to the surface. Groundwater is the primary source of potable water for the City. Thirteen deep wells are located throughout the area which provide drinking water to the residents. Because of the community's agricultural base and location in a relatively low rainfall area, groundwater resources are extremely important. All surface and subsurface drainage returns to the Boise River. Use of septic tanks in areas of poor soils and/or a high water table pose a threat in terms of groundwater pollution unless actual sewage facilities are provided.

Soils. An understanding of soil properties makes it possible to predict suitability or limitations for present and future uses. In some cases, limited soil absorption for a domestic septic tank, combined with a high seasonable water table, limits the capacity of the soil to absorb and filter the additional liquid being discharged by the drainfield. The probable result is usually contamination of groundwater supplies. Soils that are shallow or water-saturated do not have adequate volume to absorb and filter sewage effluent. The Meridian area has moderate-to-slight limitations. The following are the three basic soil types found in the Meridian area.

- *Power-Seric Haplaquepts-Janness.* Found on floodplains, low terraces and in drainageways, these soils are very deep and somewhat poorly drained. Depth to water table ranges from 18 to 36 inches in the summer. Water runoff is very slow, and the hazard of erosion is slight. Flooding is a hazard in years of unusually high precipitation.
- *Purdam-Abo-Power.* Found on alluvial terraces and fans, these soils are moderately deep to a hardpan layer. The depth to hardpan ranges from 20 to 40 inches and can be a limiting factor in construction of buildings requiring subsurface excavation such as basements. The water runoff is slow over these soils and the hazard of erosion slight.
- *Colthorp-Elijah-Purdam.* Found on alluvial terraces and basalt plains, these soils are shallow to a hardpan layer. The depth to hardpan ranges from 20 to 40 inches and can be a limiting factor in subsurface excavation. Water runoff is slow and the hazard of erosion is slight.

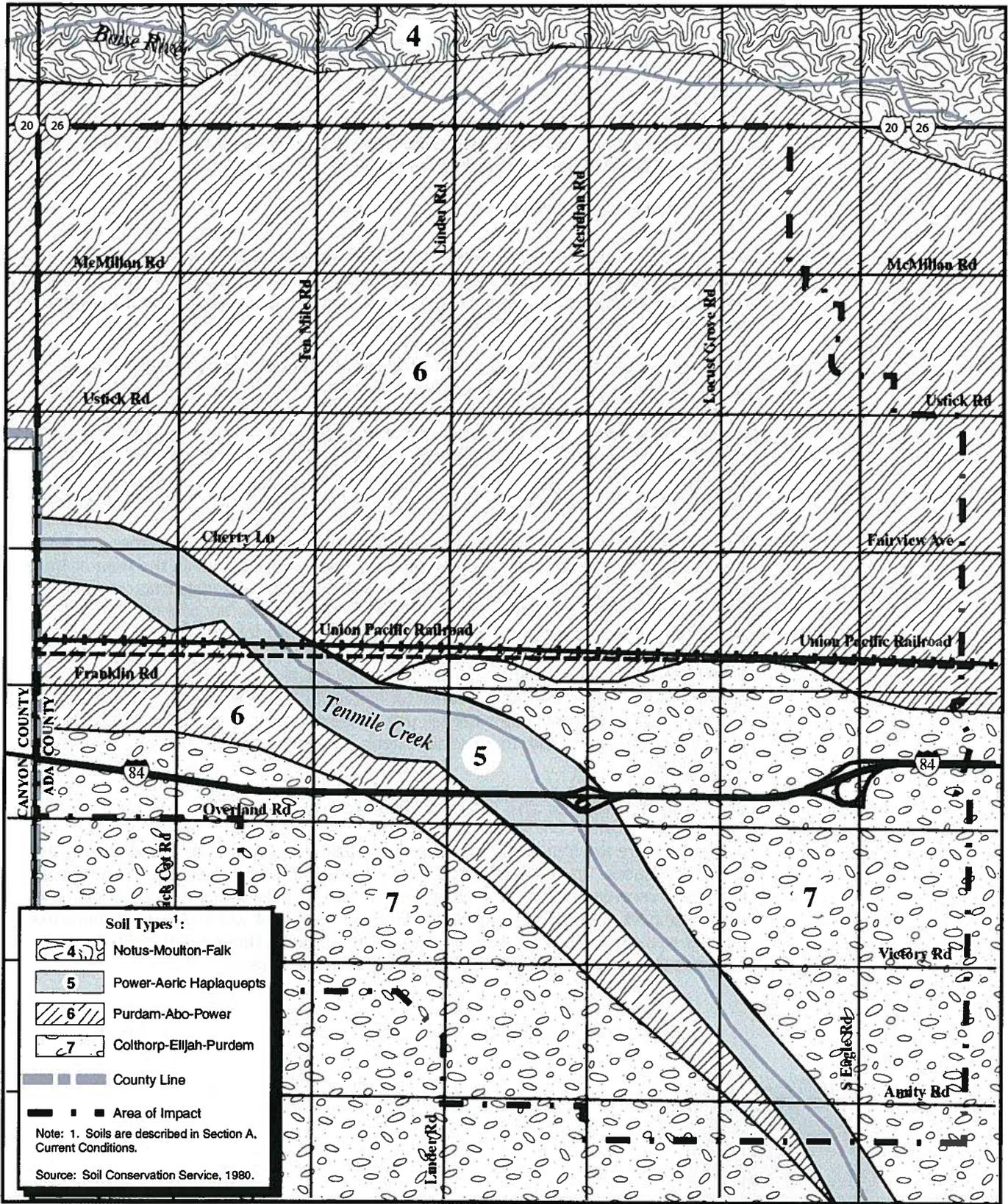
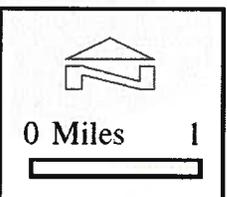


Figure V-1. Soils in the Meridian Area



Vegetation. Throughout the Meridian area are natural tree and shrub corridors along the creeks and drains. These vegetation resources are critical to wildlife and aesthetic values. Protection and preservation of natural vegetation along all creeks and drains within the Meridian area would assure that residents continue to be able to view wildlife and natural scenery while preserving a valuable natural resource.

2. Hazardous Areas

Very few hazardous areas exist within the City of Meridian and its Area of Impact. Without a large industrial complex, airports, petroleum tank farms and other uses which generate safety and pollution concerns, the City of Meridian is relatively free of hazardous areas which plague larger metropolitan areas.

Since certain areas of Meridian are affected by the 100-year floodplain, the City has developed a floodplain (FP) overlay district (Figure V-2). The purpose of the FP District is to guide development in the flood-prone areas of any watercourse that is consistent with the requirements for the conveyance of flood flows and to minimize the expense and inconveniences to the individual property owners and the general public through flooding. Uses permitted in this district are generally associated with open space, recreational, and agricultural land uses and do not hinder the movement of the floodwaters.

Railroad crossings also represent hazardous areas. Two gated railroad crossings exist within the City of Meridian. The other seven railroad crossings within the Area of Impact are not gated but have stop signs or flashing lights to alert motorists that crossings exist. The Idaho Transportation Department (ITD) ranks the safety of these railroad crossings. These crossings do not appear on a priority list for the ITD.

Most bulk fuel storage within the City is limited to diesel, gasoline and motor oil. Gas stations use underground storage tanks for storage; other businesses, which typically store hazardous or flammable material, use above ground storage tanks. All underground storage tanks, and, to a certain extent, above ground storage tanks, are regulated by DEQ.

3. Special Sites and Historic Resources

Currently, there are four Meridian properties (Table V-1) listed in the National Register of Historic Places. In addition to these, more than 140 historic architectural resources have been recorded within the City, and more than 30 outside the City, but within the Area of Impact. The recorded buildings probably represent just a sample of the actual number of historic buildings within the entire study area. These additional properties have not yet been evaluated for listing in the National Register.



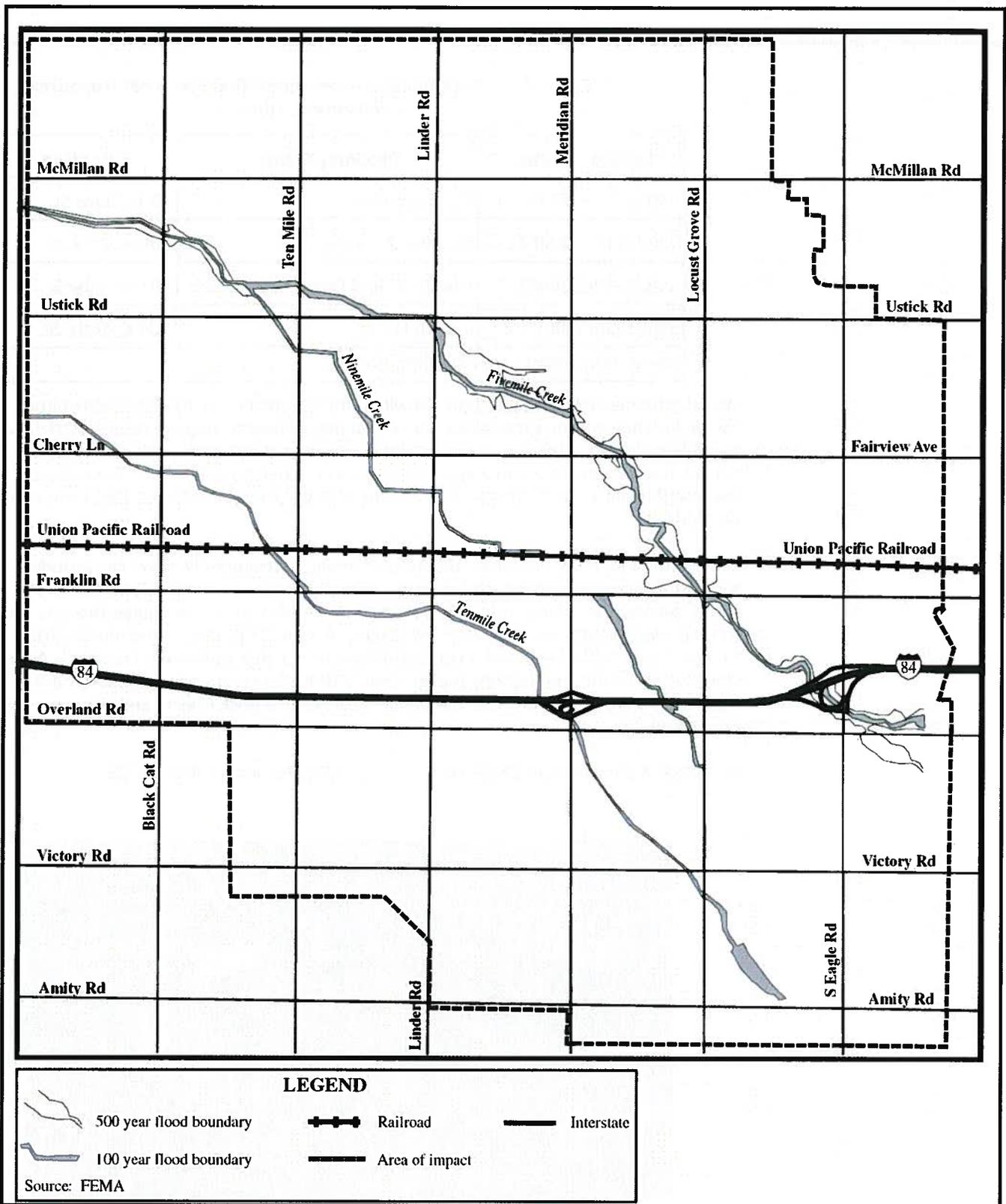


Figure V-2. Floodplains in the Meridian Area

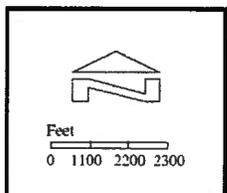


Table V-1. National Register-Listed Architectural Resources, Meridian, Idaho

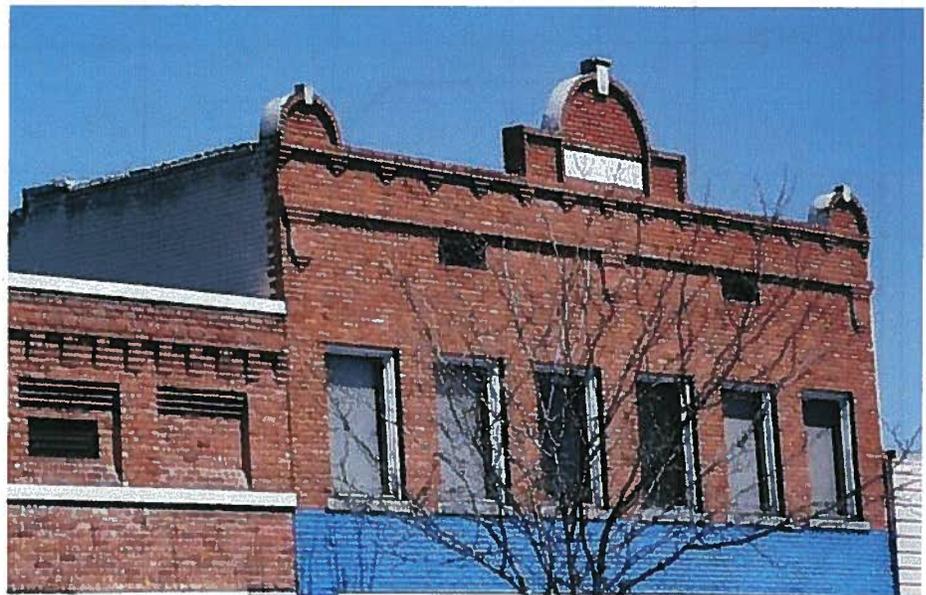
| Listing Number | Property Name | Location |
|---------------------|---------------------------------|-----------------------------|
| 19821117 / 82000210 | E.F. Hunt House | 49 E. State St. |
| 19821117/ 82000223 | Meridian Exchange Bank | 109 E. 2 nd Ave. |
| 19821019/ 82000227 | Halbert F. and Grace Neal House | 101 W. Pine St. |
| 19961220/96001506 | Tolleth House | 134 E. State St. |

Source: State Historic Preservation Office (SHPO).

Historic commercial buildings recorded within the City reflect its important agricultural heritage. They include grain elevators, a feed mill, a wagon shop, a cheese factory, and a number of shops. Historic public buildings include a public library, Meridian Rural High School, and a municipal pumping station, all constructed prior to 1923. The history of town settlement is also reflected in the many private historic residences that have been recorded.

Outside the City core, but within the Area of Impact, architectural resources include historic farmsteads, residences, hay derricks, irrigation facilities, and schools. Some of these, such as the White Cross School/Hamming Farmstead, are no longer present due to road widening and residential development. A study of historical irrigation in Ada County (Davis 1990) recorded a number of agricultural features within Meridian’s Area of Impact. These include the Ridenbaugh Canal Check Dam and associated structures, the Ten Mile Check/Weir structures, the Sundell Lateral lava Rock Check, and various Lemp Canal features.

No Native American sites have been recorded within Meridian’s Area of Impact.



4. Community Design

Community design is the relationship between the existing constructed environment and the natural setting. Community design involves landscaping, site and building design; however, it also includes the City's physical layout, the natural setting, and the built environment.

Ordinances. The City of Meridian's zoning ordinance has several design related provisions. In addition, the City adopted new landscape and sign ordinances in 2000 and 2001. Both ordinances give special attention to measures such as screening, buffering, lighting, paving materials, and all types of signage.

In March 1999, the City formed a committee to draft a landscape ordinance to regulate landscaping on all new commercial and industrial developments, and residential subdivision open space. It does not regulate landscaping on individual single family lots. The ordinance includes:

- Installation standards
- Irrigation
- Sight triangles
- Street buffers
- Parking lot landscaping
- Buffers between different land uses
- Tree preservation
- Stormwater integration
- Pathway landscaping
- Residential subdivision open space
- Landscape maintenance

The first draft was completed in August 1999. It was sent to more than 50 stakeholders including City officials, developers, business representatives, other government agencies, engineering firms, landscape architects, nurseries, planning consultants, public educators, and homeowners associations.

The committee then met in November 1999 to decide how to incorporate the comments received into the landscape ordinance. Those comments were written into the final document. Public hearings of the final draft ordinance were held before the Planning & Zoning Commission in September, and City Council adopted the ordinance in November 2000.

In August 1999, the City of Meridian formed a committee to prepare a draft sign ordinance intended to regulate all types of signage and sign code enforcement within the City limits. The committee was comprised of 12 people and included representatives from the professional sign industry, commercial development, residential development, property management, the small business community, and City staff. Topics covered by the draft ordinance include:

- Sign standards (size, height, location, etc.) according to zone
- Exempt signs
- Prohibited signs
- Sign code administration
- Sign maintenance requirements
- Enforcement

“Meridian maintains a clean, high quality visual appearance through natural amenities, architectural considerations, and citizen involvement.”

-Beautification
Philosophy Statement,
Mayor's Ad Hoc
Committee, Meridian
Vision

The first draft was completed in December 1999 and public hearings were held with the Planning and Zoning Commission. The City Council adopted the final sign ordinance in February 2001.

Physical Elements. Physical elements of a community are addressed as community design features. Corridors, gateways, entrances, districts, and natural areas are all elements of a community. Corridors are routes that allow continuous visual opportunities throughout the City. The principal and minor arterials serve as the main corridors within the City and surrounding Area of Impact. Interstate (I) 84 serves as the primary east-west route through the southern portion of the City. Two interchanges provide access on and off the interstate: Eagle Road and Meridian Road. Eagle Road serves as a north-south route through the eastern part of the area, providing access to the City of Eagle to the north. To the south, Meridian Road provides access to the City of Kuna. East First Street serves as a major corridor through Meridian's Old Town. The north-south route provides access from Meridian Road directly off I-84 and Fairview Avenue, to the north, to many of Old Town's amenities and businesses. Fairview Avenue / Cherry Lane serves as a commercial corridor through the central part of Meridian.

All entryway corridors are a community's "front door" and intended to introduce visitors, residents and the traveling public to the City. These entrances, with any associated commercial signage and buildings, provide the first impression of the community. All entryway corridors will have at least 35 feet of high quality, professional landscaping adjacent to the roadway. Three of the entryway corridors in the City of Meridian's planning area are classified as State Highways by the Idaho Transportation Department. Because of the high volume of traffic, increased noise, and to enhance the visual aesthetics along these state highways and the arterial-classified entryways, residential developments adjacent to these roadways will provide landscaped berms within the landscape buffer area. (Refer to the Future Land Use Map for all designated entryway corridors within Meridian's Area of Impact.)

The community's economic vitality, its willingness to ensure the safety and well-being of its citizens, and its degree of concern for the natural environment are evident in the appearance of a city. Therefore, the entire community and, most specifically, its governing bodies, have the right and the responsibility to guide future development. Depending on the configuration of existing streets, land uses and site configuration, more extensive landscaping and more concern for site character may be required in Meridian. The design review process will also afford the opportunity to address the special features of each property and facility on a case-by-case basis.

Districts. Districts are areas that share common concentrations of activity. A primary district within the City of Meridian is its downtown or Old Town area. Meridian's Old Town District seeks to accommodate and encourage further expansion of the historical core of the community; to delineate a centralized activity center; and to encourage its renewal, revitalization and growth as the public, quasi-public, cultural, financial, and recreational center of the community.

Meridian has several developed subdivisions which serve as community centers for those residents. These areas have potential for further enhancement as defined neighborhoods. Otherwise, Meridian has not identified specific neighborhoods.

With the exception of Old Town, commercial districts are stretched across highway or roadway corridors. Notable exceptions include the business district at the interstate and several neighborhood shopping centers.

B. Community Concerns

Citizen groups met to discuss their issues and concerns regarding natural resources and community character. The following is a brief discussion of these concerns. Appendix B provides a summary of the issues and concerns developed during the planning process.

Floodplains identification and protection of water quality and resources was a central theme. Smart growth techniques for land development are desired within the community; therefore, proposed developments should consider natural resources such as floodplains and shallow water table. While large-scale flooding has not been extensive in the Meridian area, construction and impervious surfaces can change the hydrologic regime of the area. Canal tiling and piping of ditches were discussed as examples of how design practices have affected the local hydrology. Meridian has a shallow water table. Basement flooding occurs on a regular basis. Underground excavation, particularly for residential basements, should be reviewed prior to construction.

Protecting water quality through education of the benefits of wetlands and riparian areas was also noted.

Meridian has good air quality and residents would like to see it remain. However, it is recognized that with growth, more cars and light industry could bring air quality issues.

Noise from boom boxes and trucks along highways were considered annoying to local residents. New development should consider nearby roadways when planning residential areas.

Issues related to development include infilling or increasing density within the city limits and preserving habitats and natural areas. Many thought that particular areas within the City were under used and that perhaps, these should be the first areas considered for redevelopment rather than development of farmlands. While residents were sensitive to preserving open space within urban areas, many felt that the City underutilizes areas already disturbed by development. By identifying these areas and natural resource areas such as wetlands, riparian areas, and wildlife areas, a balance of open space and new development could be achieved.

While park issues are discussed in Chapter VI, residents wanted to coordinate the purchase of school land with new park land. Schools near parks allow easy access and provide a good environment for children, as well as achieves better utilization of limited resources.

Planting more trees and designing a community garden plat were also discussed. These actions relate directly to community design and create a high quality of life.

As part of the overall planning process, the land use committee discussed community design and special sites and identified a number of issues and concerns. The concerns focused on enhancing the community through design standards, zoning, and the implementation of this plan. Standards of specific concern related to gateways and community signage. Citizens suggested establishing a unified sign and gateway theme for the community. Also, concern was expressed regarding the protection of existing special sites. The group expressed confidence that the existing historic commission was addressing heritage issues. These concerns form the foundation on which the goals, objectives, and action items were developed.



C. Future Conditions

The future growth projected for the Meridian area emphasizes the need for attention to Meridian's character, specifically its natural and historic resources.

Meridian residents value their natural resources and are interested in preserving and protecting them while recognizing a need for development. Water pollution, noise pollution, air quality, floodplain concerns for development, connectivity, density, neighborhood services, natural habitat and open space preservation are among the issues that drove the development of goals and objectives in this plan.

As growth continues, increased pressures are placed on natural resources. Productive agricultural soils, vegetation, and waterways are all valuable resources that the residents of Meridian enjoy and want to preserve. While development is expected within the City and Area of Impact, a maze of monotonous development is not desired, either. City leaders and citizens focus on trying to balance open spaces and Meridian's agricultural heritage with development and growth. Providing and protecting unique sites and resources will assure continuance of the quality of life that the residents have come to know and expect.

Currently, air quality is good in the region; however, as the area grows and transportation increases, the need for increased monitoring and mitigation will increase.

Currently, hazardous areas are scarce within Meridian. As development increases, safety and hazardous areas will increase from more service stations, increased traffic, and storage of hazardous chemicals associated with certain businesses. While federal regulations provide protection to a degree, as development increases, so will the potential for spills, accidents, and fires.

Upgrading community design standards for landscaping, site design, and signs can be accomplished through the adoption of updated ordinance criteria to ensure that development occurs in a compatible, attractive manner. Development in Meridian which expresses concerns and appreciation for the aesthetic qualities of the physical environment should be encouraged.

Increased traffic volumes along the principal roads highlight the need to address issues such as landscaping, buffering, signs, connectivity and parking. The City of Meridian has many opportunities to develop welcoming landmarks and entryway signage.



D. Goals, Objectives, and Action Items

Goal I: Preserve, protect, enhance, and utilize our natural resources in Meridian and surrounding areas.

| | |
|--|---|
| <p>Objective A:</p> <ol style="list-style-type: none"> 1. Preserve and conserve our waterways, wetlands, wildlife habitat, and other natural resources. 2. Preserve open space for recreation, conservation, aesthetics, etc. 3. Encourage infill development in vacant/underdeveloped areas within the City over fringe area development to halt the outward progression of urban development. 4. Protect and enhance air quality and minimize health hazards associated with air pollution. | <p>Actions:</p> <ol style="list-style-type: none"> 1. Identify waterways, wetlands, and other natural resources for preservation. 2. Identify feasible interconnected greenbelt areas along waterways, railroad, etc. 3. Develop an agreement with Nampa Meridian Irrigation District (NMID) and other irrigation districts, to allow use of easements for recreation, bike/pedestrian pathways by the City of Meridian. 4. Develop and maintain greenbelts along waterways. 5. Identify wildlife habitat areas for conservation. 6. Develop and implement programs to encourage tree preservation and planting within the Area of Impact. 7. Develop policies to limit canal tiling and piping of ditches where public safety issues are not of concern. 8. Develop policies and incentives to encourage infill and contiguous development. 9. Identify underdeveloped areas for potential development. 10. Coordinate open space conservation with land trust. 11. Improve and protect creeks (Five Mile, Eight Mile, Nine Mile, Ten Mile, South Slough, and Jackson and Evans drainages) throughout commercial, industrial and residential areas. 12. Control the spread of noxious weeds in the Meridian area by administering an efficient, quick-response weed removal ordinance with progressive notices and penalties, in conjunction with Ada County Weed Control. 13. Develop protective ordinances for existing healthy stands of trees along canals. 14. Adopt a Dust Abatement Ordinance in conformance with the prototype developed by COMPASS for governments in the valley. 15. In cooperation with ACHD, continue to investigate the opportunities for providing Park & Ride lots, shuttle buses, and other forms of alternative transportation. 16. Participate with Ada County in publicizing voluntary burning bans when necessary. 17. Coordinate with ACHD to improve traffic flow and minimize vehicle time spent idling and accelerating. 18. Coordinate with DEQ on their inter-agency committee to improve regional efforts to improve overall air quality levels in the Treasure Valley. 19. Encourage efficient use of open space at the Area of Impact boundaries to effectively transition from rural uses to urban uses. |
|--|---|

Goal II: Ensure that downtown is the vital center of the community.

Objective A:
Support redevelopment
of Old Town.

Actions:

1. Develop programs to attract customer oriented businesses and encourage pedestrian uses downtown.
2. Maintain a distinct identity for the downtown through expansion of the East First Street streetscape and rehabilitation of historic buildings using the Secretary of the Interior's standards for the treatment of historic properties.
3. Support compatible uses which will attract a high daytime and nighttime population to the downtown area.
4. Develop and support downtown cultural activities and events.
5. Promote and strengthen high density residential development in and around downtown.
6. Identify all gateways into Old Town (i.e., East First Street, Franklin, Fairview) and provide signage to attract visitors/ citizens to Old Town.
7. Establish thematic or uniform signage.
8. Create and adopt specific downtown design guidelines and standards that will ensure that downtown Meridian remains the historic center for mixed-use tourism, business, retail, residential, and governmental activities in Meridian.
9. Create and maintain a distinct identity for the downtown through consistent landscaping, street lighting, street furnishings, and rehabilitation of historic buildings.
10. Develop incentives for the preservation and restoration of historic and architecturally significant buildings.
11. Adopt policies that will promote the downtown district as a prime location for a mixed residential/commercial living opportunity.
12. Develop special plans for the redevelopment and revitalization of Old Town that will enhance the area and prevent future deterioration.
13. Develop public parking areas in Old Town.

| | |
|--|--|
| <p>Goal III: Enhance Meridian’s historical, cultural, agricultural and community character.</p> | |
| <p>Objective A: Preserve and restore Old Town to enhance the historical quality.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Reestablish the City of Meridian Historic Preservation Commission. 2. Seek funding sources for Old Town preservation projects. 3. Coordinate with existing Cultural Resource Adhoc Committee. 4. Draft a Downtown Master Plan in conjunction with the Treasure Valley Futures Project. 5. Provide incentives for property owners to improve their properties. 6. Provide public parking (with landscaping) in downtown. 7. Coordinate with the Meridian Historic Preservation Commission to recommend restoration of historical buildings. 8. Develop design/building standards for Old Town. 9. Investigate tax incentive programs for historic properties. 10. Utilize the SHPO’s Historic Preservation Fund (HPF) to prepare an identification and survey of Old Town’s historic buildings. 11. Actively support owners of historic buildings in Old Town in their efforts to restore and/or preserve their properties. Pursue grant funding sources to leverage private resources for restoration and preservation projects. 12. Coordinate with the Historic Preservation Commission to review and comment on all development applications in Old Town and provide a certificate of acceptability. |
| <p>Objective B: Provide landscaping, pedestrian friendly areas, and signage in downtown and gateways.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Draft appropriate community design ordinances. 2. Coordinate with appropriate agencies on interstate and gateway beautification (landscaping, signage). 3. Jointly plan entryway corridors to Meridian with Nampa and Boise. 4. Support ACHD corridor development standards for the entryways to the City. 5. Use the comprehensive plan, subdivision regulations, and zoning to discourage strip development, and encourage clustered, landscaped business or residential development on entryway corridors. 6. Require, as a condition of development approval, landscaped setbacks for new development on all entryway corridors. 7. Promote the design of attractive roadway entryway areas throughout Meridian that will clearly identify the community. Determine the width of required landscaping by the functional classification of the roadway. 8. Require all developments adjacent to designated entryway corridors to provide a minimum of 35 feet of high quality, professional landscaping on the site adjacent to the roadway. Require residential developments adjacent to state highways and arterial-classified entryway corridors to provide a minimum five-foot-high berm. |

Goal III: Enhance Meridian's historical, cultural, agricultural and community character. (continued)

Objective C:

Preserve and enhance historic and cultural resources.

Actions:

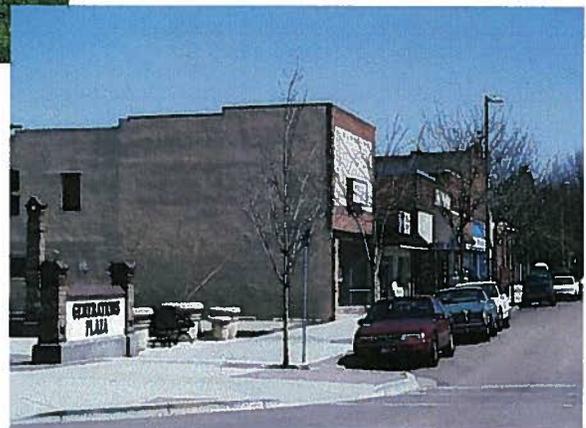
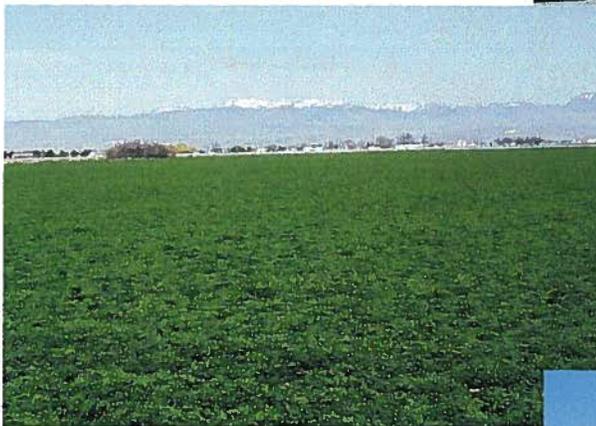
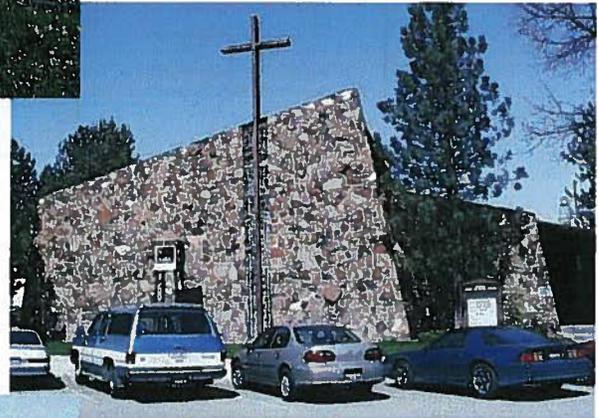
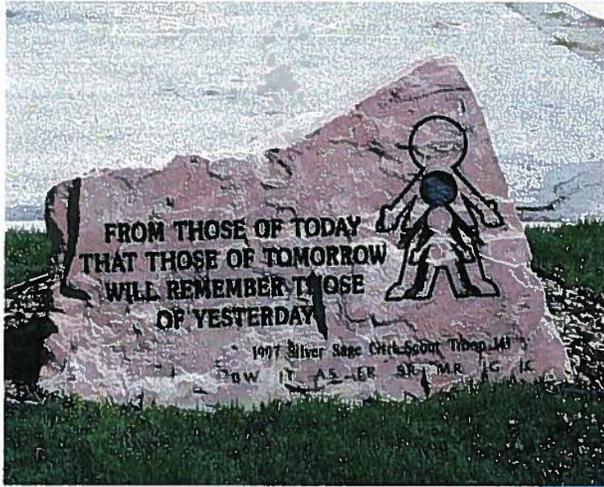
1. Appoint members to and consistently maintain the minimum required membership on the Meridian Historic Preservation Commission (five members) to fulfill the requirements of City Ordinance No. 471 and the requirements of the Certified Local Government Program.
2. Identify buildings and natural features that contribute to the historic fabric of Meridian.
3. Protect all significant historic structures and features from demolition when possible.
4. Undertake programs that will increase the community's awareness of its heritage and the economic as well as aesthetic value of preservation.
5. Conduct activities directed toward stimulating private and public investment in the restoration and preservation of historic buildings, outdoor spaces, and natural historic features.
6. Support the efforts of the Historic Preservation Commission to foster preservation and conservation in Old Town Meridian.
7. Direct all City agencies and personnel to seek comments and approval from the Historic Preservation Commission prior to any changes to City-owned or controlled property (including buildings, outdoor spaces, and natural features).
8. Place informational plaque on historic structures and special sites.
9. Seek funding services for grants to promote preservation.
10. Utilize the SHPO as a resource, access the Idaho HPF to update the 1928 survey of historical sites within the City limits, and conduct a survey of historic buildings and sites in the Meridian Area of Impact.
11. When appropriate, nominate eligible properties to the National Register of Historic Places.
12. Provide funding to the Historic Preservation Commission through the City's annual budget to foster preservation and conservation in Old Town and throughout the Area of Impact.
13. Establish and maintain a system to survey and identify cultural and historical resources within Meridian City limits and maintain a local inventory of all identified sites.

Goal III: Enhance Meridian’s historical, cultural, agricultural and community character. (continued)

Objective D:
Encourage area beautification.

Actions:

1. Develop incentives for open space areas within all development.
2. Require the addition of landscaping within existing parking lots whenever the parking lot is reconstructed.
3. Require all new parking lots to provide landscaping in internal islands.
4. Identify neighborhood areas for future planning purposes to assure that development will strengthen community feeling.
5. Require all commercial and industrial businesses to install and maintain landscaping.
6. Adopt a new landscape ordinance to regulate landscaping in the community.
7. Adopt a new sign ordinance to regulate signs in the community.



CHAPTER VI WHAT SERVICES ARE PROVIDED IN MERIDIAN?

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This chapter discusses the characteristics of the public facilities, utilities, and services provided in the Meridian area. The chapter includes the schools, transportation, recreation, and public services, facilities, and utilities components of the plan. The purpose of the schools component is to establish how schools are currently meeting the needs of the area's children and how their future needs will be met or improved upon. The transportation component discusses the City's current transportation infrastructure in order to provide the City and cooperating agencies with tools to enhance the current transportation network and develop a transportation system that accommodates the needs of future growth throughout the City and Area of Impact. The purpose of the recreation component is to ensure that the demands and needs for future parks and recreation services are met. Finally, the public services, facilities, and utilities component identifies the community's future demands on public services and how to continue sufficiently servicing those demands.

This chapter begins with a discussion of the current conditions of Meridian area schools, transportation services, recreational resources, public services, public facilities, and public utilities. Section B presents the issues regarding each of these topics identified by the citizens' committees. Section C discusses the future conditions of these services. Goals, objectives, and action items are presented at the conclusion of Chapter VI.

A. Current Conditions

1. Schools

a. Educational Attainment

More than one-third of Meridian residents over the age of 25 had at least a high school education in 1990 (Table VI-1). One-fourth of its residents had some college, while 20 percent had either an associate's or bachelor's degree. Three percent had obtained graduate or professional degrees.



Table VI-1. 1990 City of Meridian Educational Attainment

| Educational Attainment | Percentage population 25 years old and older |
|---------------------------------|---|
| Less than high school | 17% |
| High school graduate | 34% |
| Some college | 26% |
| Associate's Degree | 8% |
| Bachelor's degree | 12% |
| Graduate or professional degree | 3% |

Sources: Intermountain Demographics
U.S. Department of Commerce

b. School Facilities

School facilities in the City of Meridian are part of Joint School District No. 2. Enrollment data about the school district are for the entire district, an area larger than the City and its impact area. Information about school facilities is only for schools located in the City and its Area of Impact. The mission statement of Joint School District No. 2 is "Preparing Today's Children for Tomorrow's Challenges."

Within the City and Area of Impact, the school district has six elementary schools containing kindergarten through grade five, two middle schools with grades six through eight, and a high school with grades nine through 12 (Table VI-2). A new high school to be called Mountain View is scheduled to open in fall 2003. Schools located within the Area of Impact are shown in bold in Figure VI-1.

The school district has two alternative schools in the Meridian Area of Impact: Crossroads Middle School at 650 North Nola and Meridian Academy at 2311 East Lanark. The Meridian Charter High School, located at 3800 North Locust Grove Road, also is part of the district. The school district's headquarters office is located at 911 North Meridian Road.

c. Student Enrollment Trends

Joint School District No. 2 has the fastest growing student enrollment and has the second largest enrollment in the State of Idaho. Student enrollment in the district has increased by nearly 9,466 students for a gain of nearly 70 percent from the 1989-1990 school year to the 2000-2001 session (Table VI-3). Enrollment gains were greatest in the 1995-1996, 1997-1998, and 1998-1999 school years when enrollment gains were greater than 1,100 students. The numerical change in student enrollment is more significant than the percentage change because the number of new students impacts the demand for additional facilities such as classrooms and human resources such as teachers and administrative support.

Elementary school enrollment for schools in the City and its Area of Impact was 6,429 students in the 2000-2001 school year. There were 1,319 students enrolled at Meridian Middle School, and 2,107 enrolled at Meridian High School that same year.

Figure VI-1. Schools, Public Parks, Recreation Areas, and Public Services

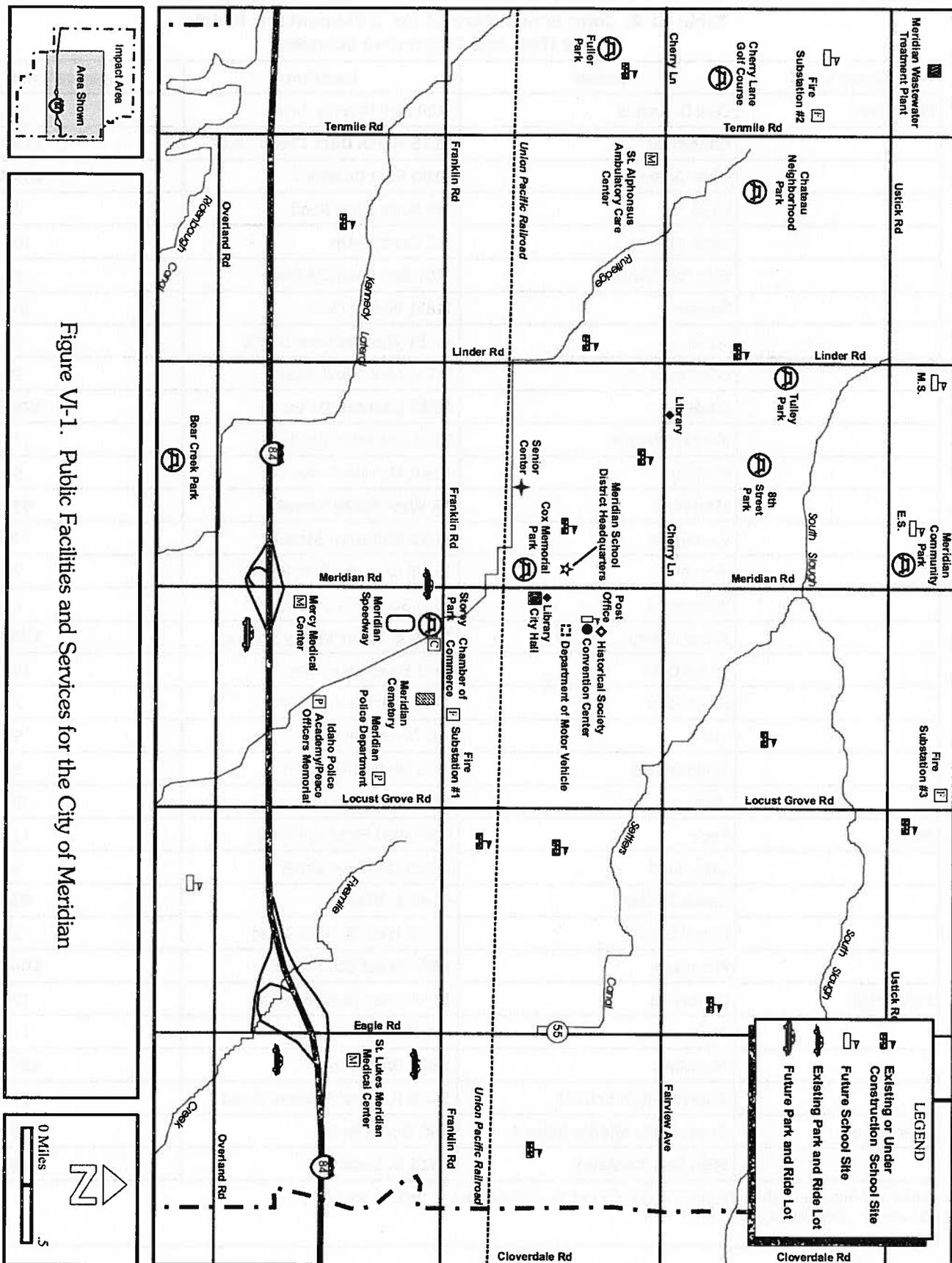


Figure VI-1. Public Facilities and Services for the City of Meridian

**Table VI-2. Joint School District No. 2 Elementary, Middle,
Senior High and Alternative Schools**

| Grade Level | School | Location | Capacity Used |
|-------------|---------------------------------|------------------------------------|----------------|
| Elementary | Cecil D. Andrus | 6100 Park Meadow Drive | 106.75% |
| | Chaparral | 1155 North Deer Creek Lane | 112.63% |
| | Chief Joseph | 1100 East Chateau | 109.97% |
| | Eagle | 475 North Eagle Road | 96.26% |
| | Eagle Hills | 650 Ranch Drive | 100.00% |
| | Eliza Hart Spalding | 4701 East Braddock Drive | 87.76% |
| | Frontier | 11851 Musket Drive | 103.02% |
| | Joplin | 12081 West DeMeyer Street | 99.02% |
| | Lake Hazel | 11711 Lake Hazel Road | 98.99% |
| | Linder | 1825 Chateau Drive | 126.01% |
| | Mary McPherson | 1050 East Amity Road | 127.97% |
| | McMillan | 10901 McMillan Road | 95.56% |
| | Meridian | 48 West State Street | 98.02% |
| | Peregrine | 1860 Waltman Street | 92.05% |
| | Pioneer | 13255 West McMillan Road | 76.65% |
| | Ridgewood | 7075 South Five Mile Road | 87.76% |
| | River Valley | 2900 E. River Valley Street | 105.98% |
| | Seven Oaks | 1441 Sevenoakes Way | 102.19% |
| | Silver Sage | 7700 Snohomish Street | 72.35% |
| | Star | 700 North Star Road | 93.68% |
| Summerwind | 3675 North Jullion Way | 95.59% | |
| Ustick | 4535 Ustick Road | 101.97% | |
| Middle | Eagle | 1000 West Floating Feather | 117.10% |
| | Lake Hazel | 11625 LaGrange Street | 93.10% |
| | Lewis & Clark | 4141 E. Pine | 95.10% |
| | Lowell Scott | 13600 West McMillan Road | 99.55% |
| | Meridian | 1507 West 8th Street | 104.48% |
| Senior High | Centennial | 12400 West McMillan Road | 109.79% |
| | Eagle | 574 North Park Lane | 115.44% |
| | Meridian | 1900 West Pine | 107.13% |
| | Charter High School | 3800 N. Locust Grove Road | 86.00% |
| Alternative | Crossroads Middle School | 650 North Nola | 90.00% |
| | Meridian Academy | 2311 E. Lanark | 105.33% |

Bold text indicates school facilities within City of Meridian's Area of Impact boundary.

Source: Joint School District No. 2

Table VI-3. 1990 to 2000 Joint School District No. 2 Enrollment Trend

| School Year | Student Enrollment | Numerical Change | Percentage Change |
|---------------------|--------------------|------------------|-------------------|
| 1989 - 1990 | 14,241 | - | - |
| 1990 - 1991 | 14,805 | 564 | 4.0% |
| 1991 - 1992 | 15,399 | 594 | 4.0% |
| 1992 - 1993 | 16,196 | 797 | 5.2% |
| 1993 - 1994 | 16,889 | 693 | 4.3% |
| 1994 - 1995 | 17,666 | 777 | 4.6% |
| 1995 - 1996 | 18,641 | 975 | 5.5% |
| 1996 - 1997 | 19,624 | 983 | 5.3% |
| 1997 - 1998 | 20,788 | 1,164 | 5.9% |
| 1998 - 1999 | 21,918 | 1,130 | 5.4% |
| 1999-2000 | 22,707 | 789 | 3.6 |
| 2000-2001 | 23,771 | 1,064 | 4.7 |
| TOTAL CHANGE | - | 9,530 | 52.5% |

Source: Joint School District No. 2, May 2001

d. Enrollment by Grade

Student enrollment by grade for the entire district ranged from about 1,500 students in the 11th and 12th grades to a high of about 2,000 in the third and fifth grades in the 2000-2001 school year (Table VI-4). Total enrollment gains were 4,499 students in the elementary school grades, 2,319 students in the middle schools, and 2,872 in the senior high schools.

e. Student Capacity

Most of the elementary schools in Joint School District No. 2 were overcrowded (Table VI-5). When the student capacity of all elementary schools in the district was compared to enrollment in those facilities, enrollment exceeded capacity in three-fourths of these schools. Several of the schools are about one-third over capacity. The average capacity used in the elementary schools in Meridian's area of impact is 107.4%.

All middle schools in the district are at or near capacity, and averaged about 1.6 percent over capacity. Enrollment at the Meridian Middle School exceeded capacity by 56 students.

Enrollment also was greater than capacity in the district's three high schools. Between 2,078 and 2,089 students are being educated in facilities designed for 1,800 students. Meridian High School's enrollment is about 130 students more than its capacity.

Joint School District No. 2 is working to ease overcrowding by adding additional classrooms in the district. Ponderosa Elementary and Mountain View High School, located in the City's Area of Impact, are currently under construction and will be open for the Fall 2002 and Fall 2003 school terms, respectively.

Table VI-4. 1990 to 2000 Joint School District No. 2 Enrollment by Grade

| Grade | 1990 - 1991 Enrollment | 2000 - 2001 Enrollment | Numerical Change | Percentage Change |
|--------------------------------------|-----------------------------------|-----------------------------------|-----------------------------|------------------------------|
| Kindergarten | 1,084 | 1,870 | 786 | 72.5% |
| 1st | 1,244 | 1,873 | 629 | 50.6% |
| 2nd | 1,201 | 1,912 | 711 | 59.2% |
| 3rd | 1,251 | 1,987 | 736 | 58.8% |
| 4th | 1,146 | 1,951 | 805 | 70.2% |
| 5th | 1,199 | 2,031 | 832 | 69.4% |
| 6th | 1,085 | 1,843 | 758 | 69.9% |
| 7th | 1,061 | 1,919 | 858 | 80.9% |
| 8th | 1,124 | 1,827 | 703 | 62.5% |
| 9th | 1,025 | 1,894 | 869 | 84.8% |
| 10th | 989 | 1,707 | 718 | 72.6% |
| 11th | 874 | 1,545 | 671 | 76.8% |
| 12th | 818 | 1,432 | 614 | 75.1% |
| TOTAL | 14,101 | 23,791 | 9,690 | 69.5% |
| Sources: Joint School District No. 2 | | | | |

Table VI-5. Joint School District No. 2 Capacity/Enrollment Ratio

| Grade Level | School | Student Capacity | Student Enrollment | Ratio |
|--------------------|--------------------------|-------------------------|---------------------------|----------------|
| Elementary | Cecil D. Andrus | 652 | 696 | 106.75% |
| | Chaparral | 768 | 865 | 112.63% |
| | Chief Joseph | 632 | 695 | 109.97% |
| | Eagle | 428 | 412 | 96.26% |
| | Eagle Hills | 388 | 388 | 100.00% |
| | Eliza Hart Spalding | 768 | 674 | 87.76% |
| | Frontier | 596 | 614 | 103.02% |
| | Joplin | 408 | 404 | 99.02% |
| | Lake Hazel | 496 | 491 | 98.09% |
| | Linder | 496 | 925 | 126.01% |
| | Mary McPherson | 429 | 549 | 1127.97% |
| | McMillan | 496 | 474 | 95.56% |
| | Meridian | 504 | 494 | 98.02% |
| | Peregrine | 604 | 556 | 92.05% |
| | Pioneer | 715 | 604 | 76.65% |
| | Ridgewood | 414 | 283 | 66.12% |
| | River Valley | 652 | 691 | 105.98% |
| | Seven Oaks | 640 | 654 | 102.19% |
| | Silver Sage | 340 | 246 | 72.35% |
| | Star | 380 | 356 | 93.68% |
| Summerwind | 544 | 520 | 95.59% | |
| Ustick | 456 | 465 | 101.97% | |
| Middle | Eagle | 1,000 | 1,171 | 117.10% |
| | Lake Hazel | 1,000 | 931 | 93.10% |
| | Lewis & Clark | 1,000 | 951 | 95.10% |
| | Lowell Scott | 1,100 | 1,095 | 99.55% |
| | Meridian | 1,250 | 1,306 | 104.48% |
| Senior High | Centennial | 1,900 | 2,086 | 109.79% |
| | Eagle | 1,800 | 2,078 | 115.44% |
| | Eagle Academy | 150 | 166 | 110.67% |
| | Meridian | 1,950 | 2,089 | 107.13% |
| | Meridian Academy | 150 | 158 | 105.33% |

Bold text indicates school facilities within Meridian Area of Impact boundary.
Sources: Joint School District No. 2

“The Meridian Ad Hoc Transportation Task Group adopted, early in its deliberations, a guiding principle: minimize traffic through the downtown area which does not have a downtown location as its origin or destination.”

-Task Group Recommendations, Mayor’s Ad Hoc Committee, Meridian Vision

2. Transportation

The southern portion of Meridian is delineated from the northern part of town by I-84. State Highway 69, which connects Meridian with Kuna to the south, bisects the Impact Area into east and west halves south of I-84. As it crosses I-84, it turns into Meridian Road. State Highway 55, also known as Eagle Road, connects Meridian with the town of Eagle to the north.

a. Roadway Network

Meridian’s roadway system is described in terms of a universal classification of streets. As designated by ITD, in coordination with the Ada County Highway District, COMPASS and the City, roads and highways fall into five main classifications including principal arterials, minor arterials, section line roads, collectors, and local streets.

Principal arterials serve as statewide and interstate transport, involve longer trip lengths, carry high volumes of traffic, have a minimal number of access points and discourage parking. Roadway widths vary from five to seven lanes with sidewalks on each side. They usually have 80- to 120-foot rights-of-way and may separate incompatible land uses. Minor arterials provide long-distance access, mainly within the state, and are frequently four lanes. These include medium traffic volume streets to and from other arterials and the freeway. They collect traffic from less significant roadways and distribute traffic and minimize access. These arterials may also be section line roads. In determining arterial roadway classifications, the City of Meridian recognizes the Planning Functional Classification Map (latest addition) as adopted by COMPASS.

- **Arterial Planning in North Meridian**

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

1. U.S. 20-26/Chinden Boulevard.

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 US 20-26 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 character of west Meridian.

3. State Highway 55/Eagle Road.

Eagle Road is adjacent to the east side of the North Meridian area and is currently the most heavily traveled road in the Treasure Valley. Issues that impact Eagle Road traffic will also have an impact on North Meridian. It is expected that Eagle Road will be improved in the future to include integrated traffic signals, safety medians, landscaping, new lighting, and other improvements as per the Eagle Road Corridor Study.

• **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 were 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 1/2 mile point within any given section.
- b. **Alignment.** Collectors should extend in an essentially straight line for 200 feet to 400 feet from the intersection. Beyond that point the alignment is flexible.
- c. **Discontinuity Between Sections.** Collectors should not be in a straight alignment for more than two miles to prevent their use as de facto arterials.

In determining collector roadway classifications the City of Meridian recognizes:

1. The most recent Federal Functional Classification Map for Ada County adopted by COMPASS, and
2. The functional classification map adopted by ACHD, when available.

Collectors serve as key transportation routes and link local roads with other collectors or arterials. Typically, they provide direct service to residential areas, are two to three lanes, have right-of-way width between 60 and 66 feet, and may have parking.

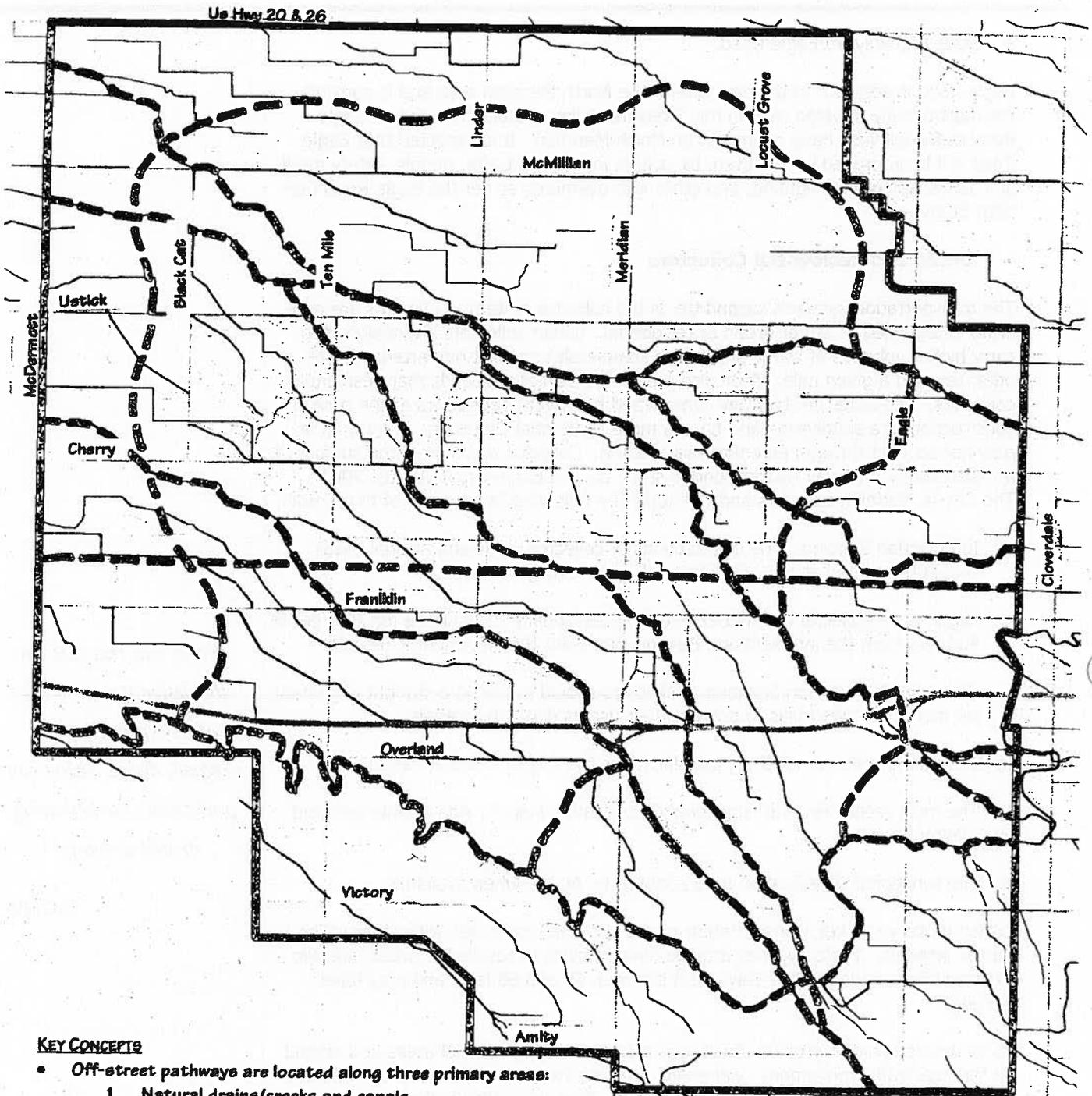
Local streets serve to provide direct access to abutting residential areas and should be for local traffic movement. Generally, they are two lanes with parking and have a right-of-way width of approximately 50 feet. Through traffic is discouraged.

b. Path System

In 1996, COMPASS adopted the pathway recommendations laid out in the Ridge-to-Rivers Pathway Plan (1996). The goals of the plan include developing a bikeway and pathway system that encourages non-motorized transportation and enhances recreational opportunities. The City also coordinated with the Nampa-Meridian Irrigation District on pathway planning efforts.

"Park and ride lots are the designated parking areas where carpool, vanpool, or bus riders can park while participating in ride sharing."

-ACHD

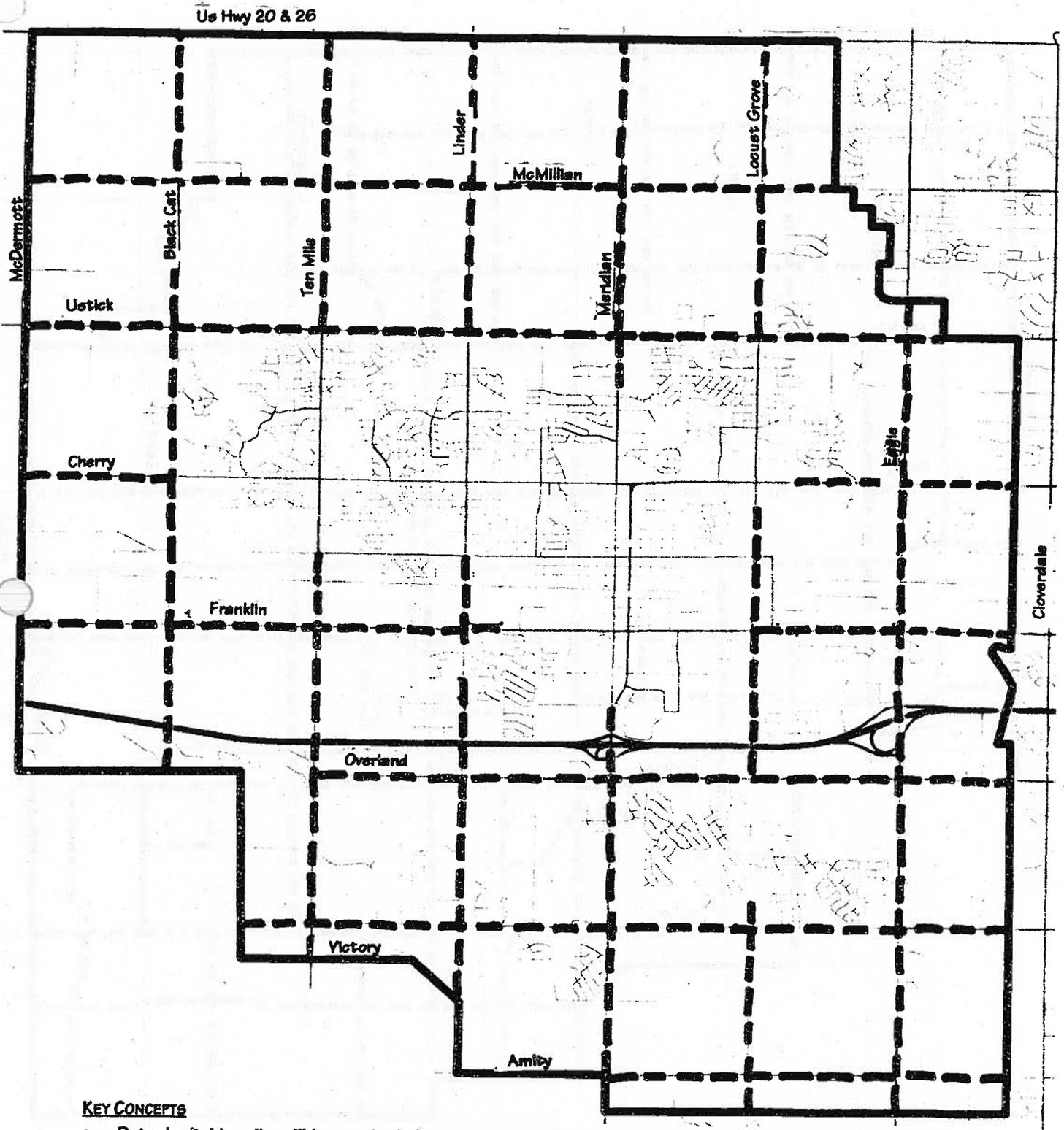


KEY CONCEPTS

- Off-street pathways are located along three primary areas:
 1. Natural drains/creeks and canals
 2. A loop-trail connecting future community parks
 3. The UPRR railroad corridor
- All off-street pathways will be built to a minimum width of ten feet.
- Refer to the Parks & Recreation Master Plan for details on right-of-way requirements and design standards.

Figure VI-2. Off-Street Multiple-Use Pathways

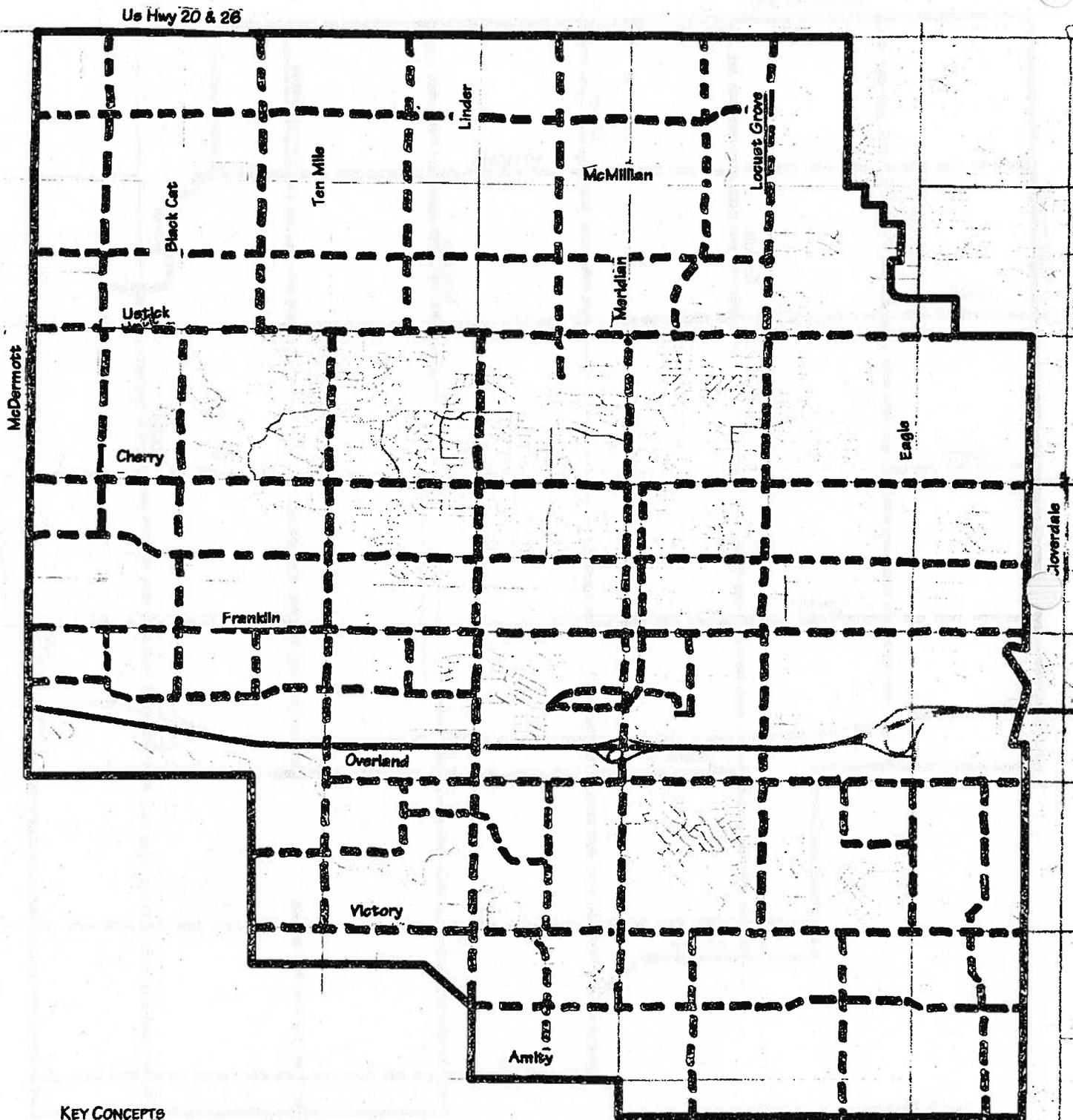
Figure VI-3. On-Street Pathways / Detached Sidewalks



KEY CONCEPTS

- Detached sidewalks will be required along all arterial streets.
- Detached sidewalks along all arterial streets will be built to a minimum width of five feet, although seven to ten feet is preferred.
- The on-street pathway system is intended to connect to and be integrated with the off-street pathway system.

Figure VI-4. On-Street Bikeways



KEY CONCEPTS

- On-street bikeways should be incorporated on all future Collector streets.
- In built-out areas of the City, bikeways are to be located on Arterial streets. The bikeway grid will shift to Collector streets in the undeveloped sections of Meridian's Area of Impact.
- This map and the bikeway designs will be implemented in concert with the latest edition of Ada County Highway District's "Bicycle Accommodation Policy on ACHD Streets."

Two types of existing and proposed pathways are identified in the *Ridge to Rivers Pathway Plan* for the Meridian area. These include on-street bikeways and multiple-use paths. On-street bikeways consist of bikeways on the roadway network which may be any combination of sidewalks, bicycle lanes, and bicycle routes designated to create a safer environment for all users. Multiple-use paths consist of facilities separated from the road right-of-way for the purpose of both recreation and non-motorized transportation. (Please refer to the City's Comprehensive Parks and Recreation System Plan for detailed maps and design standards for pathways.) Figures VI-3, VI-4, and VI-5 depict Off-Street Multiple-Use Pathways, On-Street Pathways with Detached Sidewalks, and On-Street Bikeways, respectively. (Note that new Collector bikeways are subject to ACHD approval).

The City of Meridian shall secure the right of public and recreational access for public use where City-designated public pathways are within irrigation district canal or drain easements or rights-of-way.

c. Transit

Park and Ride Lots. Park and Ride Lots are a service provided by ACHD. Existing Park and Ride Lots are located at Gem Street between East First Street and Meridian Road, Overland Road and SH69, Overland Road and Eagle Road, and at St. Luke's Regional Medical Center. Figure VI-1 depicts only existing lots as designated. The City anticipates that additional Park & Ride lots may be necessary in the future and will coordinate with ACHD Commuteride on the siting of these future lots as development demands. The lots offer a place for commuters to park and collectively ride to work in a prearranged carpool or vanpool. The lots are marked with green and white directional signs. Commuteride Carpool and Vanpool Service is a cooperative effort between ACHD, ITD, and the Federal Highway Administration (FHA).

Air Travel. The City of Meridian does not have an airport within the City limits or Area of Impact; however, the Boise International Airport provides passenger and freight service to the citizens and local businesses. The airport is located about ten miles east of Meridian off I-84.

Rail. The UPRR rail line provides freight service on the line which runs east – west and bisects the City between Cherry Lane and Franklin Road. Recent discussions among Treasure Valley leaders indicate a possible interest in reusing the rails for light rail passenger service.

Shuttle Bus Service. This service is being offered by Treasure Valley Transit. The Meridian to Boise service operates from Gem Street Park and Ride Lot and make a second stop at St. Luke's Meridian Medical Center. The route will provide connections to Boise Urban Stages Service in downtown Boise and at the Boise Towne Square Mall.



3. Recreation

The City of Meridian is in the process of completing the Comprehensive Parks and Recreation System Plan (CPRSP). Information from this draft plan was used in this section. The plan is expected to be finalized in the summer of 2002.

The plan provides a guideline for recreation development for the next six years. Information presented in this plan includes the following:

- An evaluation and inventory of existing public and private park and recreation facilities and program.
- A forecast of demand and needs for future parks and recreation services.
- Estimates of the cost of improving and maintaining existing and future recreation facilities.
- Recommendations for development and service standards for existing and future facilities and recreation programs.
- A description of acquisition and facilities development requirements.
- An implementation and action program for a six-year time frame.
- A cost, funding and implementation program for park improvements and program services, including a six-year capital improvement plan.
- A set of policies and standards to guide the development and administration of Parks and Recreation Services.

The baseline information provided below is a summary of this plan.

a. Facilities

Existing recreation resources in Meridian include seven fully or partially developed City parks totaling 65 acres and one 22-acre park owned and operated by Western Ada Recreation District. In addition, the City is in the process of developing three new parks — Thousand Springs/Los Alamitos Park, Bear Creek Park, and a 58-acre regional park. The existing and proposed parks typically provide sports fields, playgrounds, picnic shelters, and restrooms. Table VI-6 shows a listing of the existing and proposed parks with their associated amenities. The City of Meridian also maintains two pathways, Fothergil pathway and Five Mile Creek pathway. More information on pathways is provided in section 2b of this chapter.

Residents of Meridian also have access to a pool during the summer. The pool, located in Storey Park, is operated by the Western Ada Recreation District.

b. Recreation Programs and Services

The City of Meridian, Parks and Recreation Department is the primary recreation service provider for the jurisdictional area. Programs, activities and services provided by the City are organized by seasons of the year, i.e., winter, spring, summer, and fall. These activities include kids, teens, and adult classes and leagues. Other organizations

Table VI-6. Meridian City Parks (2002)

| Name | Facilities | Size |
|--------------------------|---|--|
| Storey Park | Softball, baseball, playground, picnic shelters, restroom, horseshoe pits, open play area, rose garden and parking; swimming pool (owned and operated by Western Ada Recreation District) | 20 acres (15 acres developed, 5 acres undeveloped) |
| 8th Street Park | Turf play area, playground, shelter | 4.5 acres |
| Tully Park | Softball, soccer, basketball, picnic shelters, playground, restrooms, open play areas, and parking | 18 acres |
| Fuller Park ¹ | Baseball, softball, playgrounds, picnic shelters, restrooms, open play areas, walking path, and parking | 22 acres |
| Chateau Park | Proposed restrooms, pathway, playground, picnic shelter, basketball tri-court, open play area, and parking | 6.7 acres |
| Generation Plaza | Monument feature, fountain, small open air stage with grass seating | 0.5 acre |
| City Hall Park | Monument feature | 0.25 acre |
| Kiwanis Park | Proposed neighborhood park | 9 acres (Undeveloped) |
| Bear Creek | Proposed open grass area, restroom, basketball tri-court, soccer field, baseball, and softball fields | 18 acres |
| Five Mile Creek Pathway | Pathway between Meridian Road and Linder Road | 1 mile |
| Fothergil Pathway | Pathway along Fothergil subdivision | 5 x 900 feet |
| Meridian Settlers Park | Proposed 5-plex little league fields, walking path, 5 soccer fields, restrooms, skate park, roller blade rink, picnic shelters, splash water feature, open air market, 2 tennis courts, 2 basketball courts | 20 acres (developed) and 36 acres (undeveloped) |
| Autumn Faire Park | Proposed neighborhood park | 6.9 acres (Undeveloped) |

Note: 1. Owned and operated by Western Ada Recreation District

Source: City of Meridian, Parks & Recreation Department; Landerman-Moore Associates



also provide recreation services to the people of Meridian and surrounding area. Some organizations serve a particular age group such as boys and girls clubs, 4-H, Scouts, with others serve all segments of the population (police departments, biking and hiking clubs, league sports clubs, etc.). As noted in the CPRSP, the majority of the private organizations depend on public facilities such as parks, schools, or other publicly owned assets in order to facilitate their recreation activities.

c. Level of Service

To estimate park acreage needs and levels of service standards for Parks, the National Recreation and Parks Association (NRPA) developed guidelines on the basis of acres of park land per 1,000 residents within a specified service area. Guidance from NRPA suggests that cities develop their own standards through a set of formulas based on various factors such as population, location, existing recreation in the surrounding area, use, etc. Meridian is developing a parks and recreation plan and has determined that an average of 4 to 5 acres of park space is realistic for this area.

As identified, the City currently has about 65 acres of developed park space within the Area of Impact available for public use. This equates to less than 2 acres of park land per 1,000 population, a serious shortage of land available for recreation use. By including the undeveloped park space, the available park space doubles. However, a serious shortage still exists for parkland. With an increasing population, this park space will become even more important.

4. Public Services

a. Health Care

St. Luke's Meridian Medical Center opened in April 1996, serving as Meridian's major health care facility. The medical center offers a number of outpatient services that include outpatient surgery, urgent care, diagnostic imaging (including MRI and cat scanning), screening mammography, ultrasound, EEG studies, peripheral vascular imaging, electrocardiography, laboratory testing, diagnostic cardiac testing, an outpatient pharmacy, occupational health services, and rehabilitation services that include physical, occupational, and speech therapy. The center has over 140 physicians specializing in asthma and allergy, cardiology, colon and rectal surgery, dermatology, endocrinology, family practice, gastroenterology, gynecology, internal medicine, neurology, neurosurgery, obstetrics, oncology, orthopedics, pediatrics, pediatric neurology, ophthalmology, otolaryngology, pulmonary disease, physical medicine, urology, podiatry, and audiology. The center is open from 7:00 am to 10:00 pm. Annual number of visits to the center has grown steadily; nearly 250,000 patients have received diagnostic services since the center opened (personal communication, Toal).

St. Luke's added a full-service, 62 bed hospital in November 2001, offering the following additional services: a 24-hour emergency department, maternity services, cancer care, pediatrics, critical care, inpatient and outpatient surgery, medical/surgical beds, a Breast Cancer Detection Center, rehabilitation, occupational health services and a full-service pharmacy. Diagnostic services include a cardiac catheterization lab, nuclear medicine, endoscopy, stress testing, and a Sleep Center.

St. Alphonsus Regional Medical Center is planning to open a new 88,000-square-foot ambulatory care and surgery clinic on eight acres in west Meridian by 2004. This center will provide a much needed outpatient medical facility in this expanding part of the city. Services to be provided include outpatient surgery, rehabilitation and physical therapy,

lab and x-ray and pharmaceutical services. Community wellness programs such as child-birth classes, nutrition seminars and geriatric programs will also be available.

b. Safety

The Meridian Police Department has 56 full-time and two part-time personnel. Of the 58 employees, 45 are sworn police officers. The other employees include administrative, records, and animal control personnel. The department's equipment includes 25 police vehicles, two motorcycles, two bicycles, and a radar/traffic trailer. The police department has two narcotics dogs (personal communication, Chopko).

The Meridian Police Department is currently located in the old post office in Old Town. However, a new, 30,000 square foot, fully-equipped facility located on East Watertower Lane will serve as the new headquarters, beginning in 2002. The City currently has no holding facilities and uses the Ada County Jail.

The department administers several special programs:

- **Citizens on Patrol.** Citizens on Patrol (COPS), a volunteer organization, is made up of citizens from the community who receive special training and, once graduated, patrol the streets of Meridian. These citizens use radios and drive in their own vehicles. In effect for two years, this program has been considered very successful; in 1998, COPS assisted in 36 arrests.
- **Explorer Program.** The department also works with community youth through their Explorer program. This program involves high school students who are interested in law enforcement. The students ride with officers and help out at fairs, parades, and other special events.
- **Police Athletic League.** The Police Athletic League (PAL) administers soccer and hockey leagues for children ages 3 to 14. In 1998, the program was extremely successful, with over 7,000 youth participating in the programs.
- **Business Crime Prevention Unit.** The department operates a program that includes training for local businesses on how to handle crimes such as shoplifting, bad check writing, and fraud. The officers also investigate crimes concerning local businesses.
- **Bike Patrol.** The department patrols the City on bicycle and provides educational instruction on bicycle safety.
- **Neighborhood Watch.** The department also participates in Neighborhood Watch programs throughout the community.

Meridian Fire Department is located at a new facility, located at 540 E. Franklin Road, which was occupied in 2001. A substation on North Ten Mile Road was also constructed in 2001. The Fire Department is comprised of 18 full-time suppression personnel, 19 part-time suppression, a Fire Chief, two Deputy Chiefs, and one full-time administrative secretary. The department has four engines, two water tankers, two specialized grass vehicles and one fire support vehicle. The department provides services to the citizens of the City of Meridian and patrons of the Meridian Rural Fire District. The department provides fire suppression and basic life support services to 50,000 citizens residing in a 64-square mile service area. The department responded to 2,069 emergencies in 2000.



The department provides the following services:

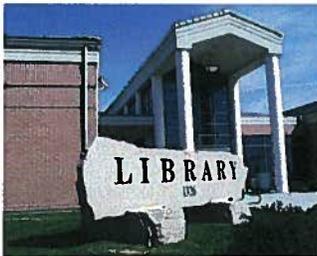
- **Fire Suppression and Emergency Medical Services.**
- **Fire Prevention Bureau.** Provides plan review on new construction, fire code enforcement, fire cause determination and public fire safety education.
- **Hazardous Materials Response.** Response to Hazardous Material Incidents is provided by the Regional Hazardous Materials Response Team that works with the Meridian Fire Department to provide this service.
- **Technical Rescue.** Confined Space Rescue, High Angle Rescue, Trench Rescue, Swift Water Rescue is provided by the Ada County Special Operations Team that works with the Meridian Fire Department to provide this service.
- **Dispatch Services.** Dispatch and Emergency Medical Dispatch (EMD) services are provided by the Ada County Communications Center. EMD provides pre-arrival instruction to citizens in first aid measures and a call screening process to prevent the fire department from responding to non-emergency but urgent incidents.

c. **Solid Waste Management**

The City of Meridian contracts with Sanitary Service Company to provide residential and commercial solid waste collection and management. Solid waste is disposed of at Hidden Hollow Landfill, located in Ada County. At the end of 1998, Sanitary Service Company held a total of 10,700 residential accounts and 401 commercial accounts, but they expect that these numbers will have increased approximately 20 percent for the year 1999 (personal communication, Sedlacek). Other waste management services include used oil collection and recycling, fall leaf collection, Christmas tree collection, an annual household hazardous waste collection day, and curbside residential recycling.

d. **Library Services**

Library services for the City of Meridian are provided through an independently operated, free library district. The main branch is located at 1326 W. Cherry Lane and a second, satellite branch, is located in Old Town at 18 E. Idaho Avenue. The library plans to locate a new branch library in the North Meridian area and south of I-84 within leased tenant spaces as the population grows and services demand these new branches.



5. **Public Facilities**

a. **Water**

Administration. The City of Meridian owns and operates a domestic water system, sewage collection system, and a wastewater treatment plant (WWTP) serving the residents of Meridian. The Water Department's responsibilities include operation and maintenance of public wells, the distribution system, and reservoirs; meter reading; the annual line flushing program; and responding to customer inquiries regarding pressure. The Wastewater Department operates and maintains the collection system, lift stations, and the wastewater treatment plant. Wastewater Department personnel also staff the Environmental Protection Agency (EPA)-mandated pre-treatment program, and they land-apply treated biosolids to neighboring agricultural fields. The Public Works Department is responsible for reviewing water- and sewer-related issues for new developments, short and long range planning of utilities, administration, rate analysis, providing

oversight of the Water and Wastewater Departments, and special projects as assigned by the Mayor and City Council. The City of Meridian does not have jurisdiction over roads and highways, pressurized irrigation systems, irrigation canals, or drainages and creeks. Idaho DEQ also reviews and approves all proposed central water lines (personal communication, Reno).

Distribution. The Meridian water system consists of a large network of deep wells, booster pump stations, reservoirs and many miles of six-inch to 16-inch pipe line. Thirteen wells, ranging in capacity from 800 to 2,000 gallons per minute (gpm), are located throughout the City. Well No. 14, south of Overland Road, is equipped with booster pumps to maintain pressure in that higher area of the City. A 500,000-gallon elevated storage reservoir is located near Meridian Speedway. A new two-million gallon, ground-level reservoir and 2,000-gpm well (Well #20) is located near the northwest corner of Meridian and Ustick Roads. The cumulative capacity of the wells is approximately 25 million gallons per day (mgd) (17,000), although they are never all operating at the same time.

The distribution system consists of two zones: 1) normal operation zone and 2) high pressure zone. The high pressure zone, due to its higher elevation is separated from the lower portion of the system by gate and check valves. The high pressure zone exists generally east of Meridian Road to the eastern boundary of the service area. Wells 14, 16, 17, and the newly completed 19, serve the high pressure zone. Pressure in the remainder of the distribution system located west of the high pressure zone is maintained by the two reservoirs.

Wells and reservoirs are linked via a telemetric system to a central computer at the Water Department. This system controls reservoir levels, well on-off cycles, and pressure. Several wells are equipped with standby generators in the event of power failure. Existing and future city well locations are depicted on Figure VII-1, Future Land Use Map. A Water System Master Plan Update, including a new computer model, is scheduled for completion in 2002.

Based on 1999 water use records, overall average daily demand on the water system is nearly 6 mgd. In the non-irrigating season, daily consumption averages slightly under 3 mgd, but during the hot, dry months of July and August, peak demands can reach nearly 14 mgd. While all subdivisions constructed after 1993 are required to install pressurized irrigation systems using non-potable water, significant irrigation demands exist from residential neighborhoods that were constructed prior to that time. A Water System Master Plan Update, including a new computer model, was completed in 2002.

b. Sewer

Collection. The wastewater collection system consists of over 50 miles of eight-inch to 30-inch pipe and seven lift (pump) stations of various sizes. Sewage flows by gravity to the wastewater treatment plant located west of Ten Mile Road, approximately ¼ mile north of Ustick Road. In 1999, JUB Engineers completed a Sewer Master Plan Update. The Master Plan included development of a computer model that the Public Works Department now uses to conduct sewer modeling for new development applications. Figure VI-6 is a layout of the City of Meridian's sanitary sewer system, showing the existing wastewater treatment plant and existing and future sewer trunk main lines.

Treatment. The present WWTP began operation in 1979 with a rated capacity of 2.8 mgd. The WWTP consists of primary, secondary, and tertiary treatment followed by disinfection. Treated effluent is discharged to Five Mile Creek the majority of the year, but, occasionally, the effluent is pumped to the Boise River when creek flows in Five Mile Creek are extremely low.



Many improvements and expansions have occurred at the plant over the last five years. The new unit processes and operations include new influent pumps, a primary clarifier, doubling the size of the aeration basins, new blowers, retrofit of original primary and secondary clarifiers, retrofit of dissolved air flotation thickener, replacement and upsize of digester boiler, addition of tertiary sand filter, replacement of chlorine disinfection with ultraviolet light disinfection, conversion of chlorine contact basin to post-aeration basin, addition of second standby generator and numerous electrical and instrumentation improvements. Projects recently completed include an additional sludge digester, a fourth secondary clarifier and a biosolids dewatering facility.

The City of Meridian received a new discharge permit from the EPA in September of 1999. The discharge permit, valid for five years, places limits on biochemical oxygen demand (BOD), total suspended solids, dissolved oxygen, pH, toxicity, and bacteria. Numerous sampling and monitoring requirements for the effluent, Five Mile Creek, and the Boise River are also mandated.

All proposed septic systems are reviewed and approved by Central District Health. Approval is based on characteristics such as distance to groundwater and soil suitability. Distance to groundwater in the Area of Impact ranges from four to 20 feet and is influenced by seasonal irrigation patterns, with depths lower in summer than in winter. Proposed sewer lines are also subject to approval from the Idaho DEQ (personal communication, Reno).

c. Stormwater

EPA promulgated the final Phase II of the National Pollution Discharge Elimination System (NPDES) Storm Water Regulations in October 1999. These regulations affect, among others, small municipal separate storm sewer systems located in urbanized areas. Ada County as a whole is listed as an urbanized area in Appendix 6 of the final rule. Although the ACHD is responsible for all public street storm water run off, the City of Meridian will also be required to submit an application for an NPDES permit, possibly in conjunction with ACHD and others.

The storm water management program must include the following six components: 1) public education and outreach on storm water issues, 2) public involvement and participation, 3) illicit discharge detection and elimination, 4) construction site storm water runoff control, 5) post-construction storm water management in new development and redevelopment, and 6) pollution prevention and good housekeeping for municipal operations.

One of the greatest impacts on the local community is that the new rule will require the agency/agencies responsible for the permit (City and/or ACHD, others) to develop, implement and enforce a program to reduce pollutants in storm water from any construction site of more than one (1) acre.

6. Public Utilities

a. Electrical Power

Idaho Power Company provides electrical services throughout the City of Meridian Impact. Idaho Power is a public service company regulated by the Idaho Public Utility Commission (IPUC). Power is supplied from hydroelectric facilities on the Snake River system and, at certain times of the year, from coal burning facilities in Wyoming. As of November, 1999, Idaho Power serviced 16,289 homes and 1,382 commercial locations

within the City of Meridian Impact Area (personal communication, Slusser). Idaho Power facilities currently located in the Impact Area include two transmission lines and three substations, one located at the intersection of Locust Grove and McMillan Roads; the second located at Black Cat Road and Franklin Road; and the third located near the intersection of Franklin Road and Second Street. Figure VI-7 depicts the general location of electric utility facilities of a voltage of 55,000 volts or greater. Public streets and road rights-of-way serve as corridors for electric facilities. Transmission lines usually are located on easements that Idaho Power Company acquires from private property owners (personal communication, Dodson).

Idaho Power has taken a proactive stance in the planning process and is interested in strengthening communication with Meridian so that both the City's and Idaho Power's goals can be mutually recognized and implemented. Idaho Power identified several goals for the Public Services, Facilities, Utilities and Economic Development sections of this plan. These goals are listed in Table VI-7.

b. Natural Gas

Natural gas is provided by Intermountain Gas. A price comparison provided by Intermountain Gas showed that Boise area residential and commercial customers pay average rates as compared to other western cities, while industrial rates for natural gas in the Boise area are some of the lowest in the west (personal communication, Defenback).

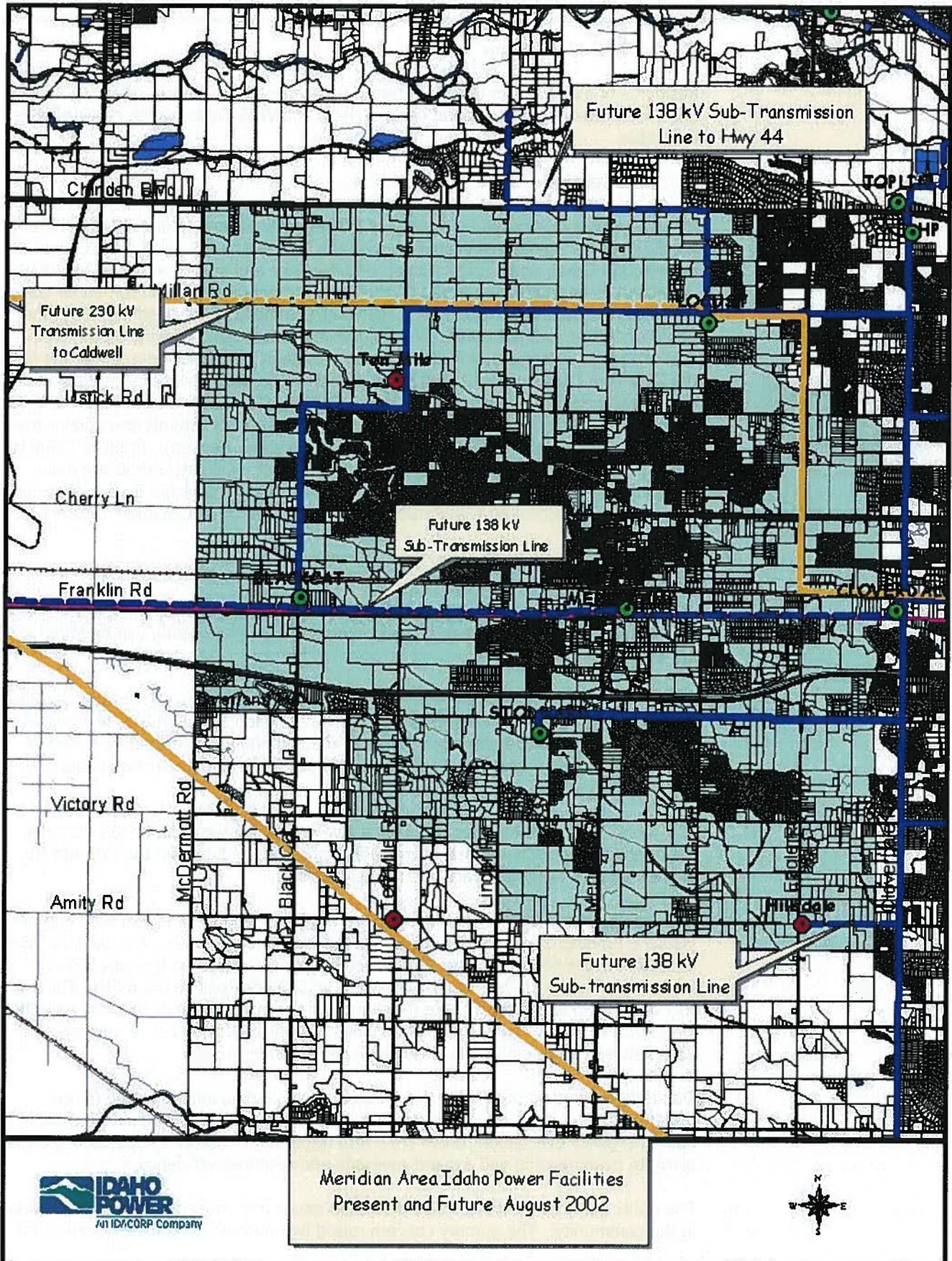
Table VI-7. Idaho Power Goals¹

| |
|--|
| 1. Coordinate with Idaho Power to ensure their goals are included in City planning efforts. |
| 2. Allow the appropriate placement of electric utility facilities on public rights-of-way. |
| 3. Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice for existing and proposed utility facilities. |
| 4. Accommodate additions and improvements to electric utility facilities that enhance the capacity and reliability of regional resources, particularly when multi-jurisdictional benefits within the region can be achieved. |
| 5. Provide timely and effective notice to utilities of the construction, maintenance, or repair of streets, roads, highways, or other facilities, and coordinate such work with the serving utilities to ensure that utility needs are appropriately considered. |
| 6. Provide Idaho Power with periodic updates of population, employment, and development projections. The City of Meridian and Idaho Power will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to electrical demand forecasts. |

Note: 1. Goal Statements provided directly by Idaho Power.

c. Telephone

U.S. West provides basic telephone service to the City of Meridian and its Impact Area. Several telecommunications companies offer wireless and cellular phone service.





d. Cable Television

Residents of Meridian can choose between two cable television providers: AT&T Cable, which provides underground cable service, and WBS Cable, which provides wireless cable.

e. Irrigation

Irrigation water is supplied by a series of irrigation canals and laterals diverted from the Boise River. Three main canals service the Area of Impact: New York Canal, Ridenbaugh Canal, and Settlers' Canal. Maintenance and operation of the New York Canal and its laterals is performed by the Boise Project Board of Control, under contract with the Bureau of Reclamation (personal communication, Upshaw). Both the Board of Control and the Bureau of Reclamation review rights-of-way, easements, road crossings, relocation of facilities, utility crossings, and other related matters for the New York Canal. Water rights associated with the New York Canal are administered by the Nampa and Meridian Irrigation District. The NMID is also responsible for maintenance and operation of the Ridenbaugh Canal and its laterals and administration of associated water rights (personal communication, Henson). Settlers' Canal is operated and maintained by Settlers' Irrigation District, while its laterals are maintained by the water users. Settlers' Irrigation District is responsible for administration of water rights associated with Settlers' Canal (personal communication, Draper).

B. Community Concerns

A variety of public services were discussed by each of the citizen committees. The following is a brief discussion of these concerns. A complete listing can be found in Appendix B.

The land use committee discussed transportation related issues. The group identified a number of specific concerns related to the construction of new roads, overpasses, and interchanges; the expansion of existing roads; enhancing alternative modes of transportation (e.g., bike paths and commuter services); and controlling heavy traffic throughout the City.

The socioeconomic committee provided a diverse list of issues for schools including designating future school sites, coordinating more closely between the City and the district, and developing impact fees for new schools.

The primary needs of the school district are acquiring additional school sites and developing funding mechanisms to construct facilities on those sites. An additional site is needed in the section of land surrounded by Meridian Road on the east, Cherry Lane on the south, Linder Road on the west, and Ustick Road to the north. The district also would like to have a site for elementary or middle schools in every section of land north of Ustick Road. An additional high school site is needed somewhere in the area between Ustick and Chinden Roads, west of Linder Road.

Discussion regarding public services focused on expanding infrastructure (street, sewer, water) to meet existing capacity needs. Increasing fire and police facilities and emergency evacuation routes were also discussed. The use of substations could alleviate overcrowding and expand coverage and response efficiency.

The public services committee also discussed issues and concerns affecting recreation in the community. The primary concern raised by residents is the lack of parks and

the lack of variety of park types. Parks are experiencing overcrowding which results in user conflicts, instead of creating a place for relaxation or competitive sports challenges. Participation in sports leagues and recreation programs has increased as the area has grown.

A variety of parks, of different sizes (small neighborhood parks to large regional sports complexes) offering different activities (from water park, tot lot, miniature golf to tennis courts and soccer fields) was discussed and reviewed. The importance of parks and park planning by the City and its residents is highlighted by the parks plan currently being prepared.

Another important aspect of parks is connecting the existing parks and schools with bike paths. By providing these paths, residents can walk or ride their bike thus decreasing traffic congestion.

A large recreation, community or cultural center was also discussed. This center could provide programs and activities for youths, adults, families, and seniors. It might also serve as a convention facility for area visitors.

C. Future Conditions

1. Schools

Joint School District No. 2 has prepared a mission statement containing three visions for the present and future.

"We see a school district in which all students receive a quality education emphasizing skills, knowledge, and character development that enable them to reach their potential and become contributing members of society. Our schools will produce responsible, productive students capable of adapting to a changing, diverse world."

"We see a school district in which all employees continue to improve their skills, knowledge, and procedures to meet the needs of all learners. We will provide an environment that dignifies the individual, focuses on rigorous and relevant instruction, and encourages continuous improvement. We will work as a team to establish a safe, clean, inviting atmosphere within facilities that are conducive to quality education."

"We see a community of well-informed citizens who support educational excellence and work in partnership with the school community to achieve educational results for all students."

Forecasts prepared by the Idaho Department of Education indicated that student enrollment is expected to reach 25,697 by the 2002 to 2003 school year, an increase of nearly 4,000 (Table VI-8). The largest enrollment gains were forecast for the fifth, sixth, and seventh grades with each grade gaining more than 400 new students. Student enrollment was forecast to increase by 1,654 in the elementary schools, by 1,192 in the middle schools, and by an additional 1,078 students in the high schools. Land acquisition for future school sites within Joint School District Number 2 will be based upon the following acreage standards:

Elementary Schools 10-12 acres
 Middle Schools 40 acres
 High Schools 55 acres

Based on these standards, the District estimates that approximately 1,200 acres of land will be needed within Meridian's Area of Impact to meet the needs of all existing and projected K-12 students. As shown on the Future Land Use Map, at least one (1) elementary school is projected within each square mile of the City. Depending upon the residential density of an area and other build-out factors, the District estimates that it will need at least one (1) middle school for every two to two and a half square miles and one (1) high school for every three (3) square miles of fully developed land.

Table VI-8. Meridian School District Enrollment Forecasts by Grade

| Grade | 1998 - 1999 School Year | 2002 - 2003 School Year | Numerical Change | Percentage Change |
|--------------|-------------------------|-------------------------|------------------|-------------------|
| Kindergarten | 1,556 | 1,762 | 206 | 13% |
| 1st | 1,868 | 2,076 | 208 | 11% |
| 2nd | 1,748 | 2,016 | 268 | 15% |
| 3rd | 1,766 | 1,956 | 190 | 11% |
| 4th | 1,695 | 2,023 | 328 | 19% |
| 5th | 1,743 | 2,197 | 454 | 26% |
| 6th | 1,688 | 2,104 | 416 | 25% |
| 7th | 1,652 | 2,113 | 461 | 28% |
| 8th | 1,698 | 2,013 | 315 | 19% |
| 9th | 1,850 | 2,160 | 310 | 17% |
| 10th | 1,623 | 1,949 | 326 | 20% |
| 11th | 1,482 | 1,710 | 228 | 15% |
| 12th | 1,404 | 1,618 | 214 | 15% |
| TOTAL | 21,773 | 25,697 | 3,924 | 18% |

Sources: Intermountain Demographics
 Idaho Department of Education

These enrollment forecasts must be used with caution. The methodology used by the Department of Education was based on the past trends in students entering kindergarten and progressing grade to grade. The forecasts did not include students enrolling in the district for the first time (for instance, students moving into the district due to general population in-migration). The forecasts in the comprehensive plan should be used with that caveat.

2. Transportation

Meridian's major transportation challenge will be to plan for and accommodate the area's rapid growth in a way that will minimize traffic congestion. The condition of an area's transportation system impacts that community's way of life and economic vitality. Poorly planned growth may lead to worsening traffic problems, and increased traffic congestion may deter potential employers from locating in Meridian. In addition to managing future traffic needs, much of the transportation infrastructure already developed will require maintenance and rehabilitation. Ensuring adequate funding for maintenance of City roads will be an additional critical issue in the future.

In order to minimize congestion in the future, several strategies should be incorporated to ensure adequate infrastructure.

- Large development proposals that are likely to generate significant traffic should be assessed for their impact on the transportation system and surrounding land uses. They should be examined for ways to encourage all forms of transportation such as transit, walking, and cycling.
- New development should not rely on cul-de-sacs since they provide poor fire access, walkability, and neighborhood social life. New development and streets should be designed to encourage walking and bicycling.
- As the City expands, there will be a need to coordinate roadway systems and protect rights-of-way for future system improvements. The City's major roads are laid out in a grid system that should be maintained to give continuity and ease of circulation throughout the Impact Area. New development should protect street and road corridors so that they can mesh with the existing street system to accommodate future transportation demands.
- In addition to providing for enhanced automobile traffic, Meridian should seek ways to encourage alternative modes of transport. Improvement in and encouraged use of public transit systems is an important first step. Public transit includes bus systems and ridesharing. By fostering such means of high vehicle occupancies, congestion on roadways can be decreased.
- Pathways that encourage use by bicyclists and pedestrians can decrease road congestion and add to the community's quality of life. The proposed off-street and multiple-use pathway systems are depicted in Figures VI-3 and VI-4. New and existing developments should ensure that the guidelines laid out in this plan are adopted.
- By preserving the existing rail system, Meridian may be able to address long-term commuter needs by developing a commuter rail system. Given the importance of the rail line in Meridian's history, support of a rail service should be strong. This and other alternative modes of transportation should be considered in an effort to improve community mobility.
- Eagle Road is the major north-south arterial in Ada County. The capacity of this arterial should be protected by minimizing the number and location of private driveway access connections to this important roadway. The City should recognize, adopt, and help implement the Eagle Road Access Control Study, prepared by ACHD in 1997.



- The capacity of arterial and collector roadways can be greatly diminished by excessive driveway connections to the roadways. The City should cooperate with ACHD to minimize access points on arterial and collector roadways as development applications are reviewed.

Management of roadway needs in Meridian will be heavily influenced by two agencies: ACHD and COMPASS. ACHD develops five-year work programs that outline funded and preliminary development projects affecting roads under its jurisdiction. COMPASS developed *Destination 2020: Regional Plan for Ada County*, which provided a 20 –year framework through which local transportation needs can best be met. Planned roadway projects in Meridian City and Area of Impact are outlined in the following documents:

- Five-Year Work Program (FYWP), adopted annually by the Ada County Highway District (ACHD) Board of Directors. The FYWP outlines funded and preliminary development projects affecting roads under ACHD jurisdiction.
- Northern Ada County Transportation Improvement Program (TIP), approved annually by the Community Planning Association (COMPASS) Board of Directors.

Note: The City supports the implementation of the Downtown Meridian Transportation Management Plan. The Plan was developed by ACHD with insight provided by the City to propose solutions to circulation-related challenges in downtown Meridian. The result of the jointly-initiated Transportation Management Planning process was the emergence of a "Split Corridor Design" to facilitate movement throughout downtown. The "Split Corridor Design" will create a one-way traffic system between the I-84/Meridian Road interchange and (roughly) the railroad tracks. Main Street will allow northbound traffic only, and Meridian Road will allow southbound traffic only. North of the railroad the system will support two-way traffic movement. For more information on the Split Corridor Design please see the Downtown Meridian Transportation Management Plan.

Figure VI-7. Downtown Split Corridor Design Configuration.



3. **Transportation Planning in the North Meridian Area**

a. **Regional Transportation Planning & Cooperation**

- The City of Meridian will work together with local transportation authorities, specifically ACHD, COMPASS, and ITD, to protect the US 20-26 and SH 69 corridors as regional transportation routes and gateways to not only Meridian, but also to Boise, Eagle, Star, Kuna, Nampa, and Caldwell.
- The City of Meridian will coordinate closely with ITD to determine the most appropriate alignment of the future SH 16 extension and to preserve appropriate rights-of-way for all state highways. The City is 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.
- The City of Meridian will coordinate closely with ITD, Ada County, Boise City, businesses, neighborhood groups, and other stakeholders in the Eagle Road/SH 55 corridor to implement the 2004 Eagle Road Arterial Study (prepared by Cambridge Systematics for ITD).
- The 2030 Long-Range Regional Transportation Plan (administered by COMPASS) is hereby adopted by reference as part of Meridian's Comprehensive Plan.

b. **Key Transportation Assumptions**

The City of Meridian will conduct long range transportation planning in the North Meridian Area based on the following assumptions:

- US 20-26 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: SH 16/US 20-26, SH16/Ustick Road, and SH 16/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. Ustick and other roads are also appropriate corridors for future transit.

c. **Arterials**

- The section-line arterial roadway network shall serve as the basis for an efficient and cost-effective transportation system.
- Arterial roadways shall be classified as principal or minor, based on the applicable Transportation Authority determinations for full build-out estimates.
- Access control standards shall be implemented to improve traffic flow, minimize the number of travel lanes, accommodate drainage, and provide for pedestrian safety.
 1. Primary access to arterials shall generally be provided at quarter and half-mile intervals with right-in/right-out access provided at intervening points.

- Pedestrian safety must be balanced with efficient traffic flow:
 1. Designated pedestrian crossings shall be provided at all signalized intersections.
 2. Center medians, when constructed, shall provide "safety zones" for pedestrians.
- Arterial intersection design alternatives are encouraged at key intersections to assure traffic flow is balanced with pedestrian access and the viability of adjacent land uses.
- Non-structural surface drainage areas are encouraged at key intersections between primary access points where roadways narrow. Sidewalks shall be located behind such drainage areas, away from traffic lanes.

d. 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 south of Chinden Boulevard and west of McDermott Road.

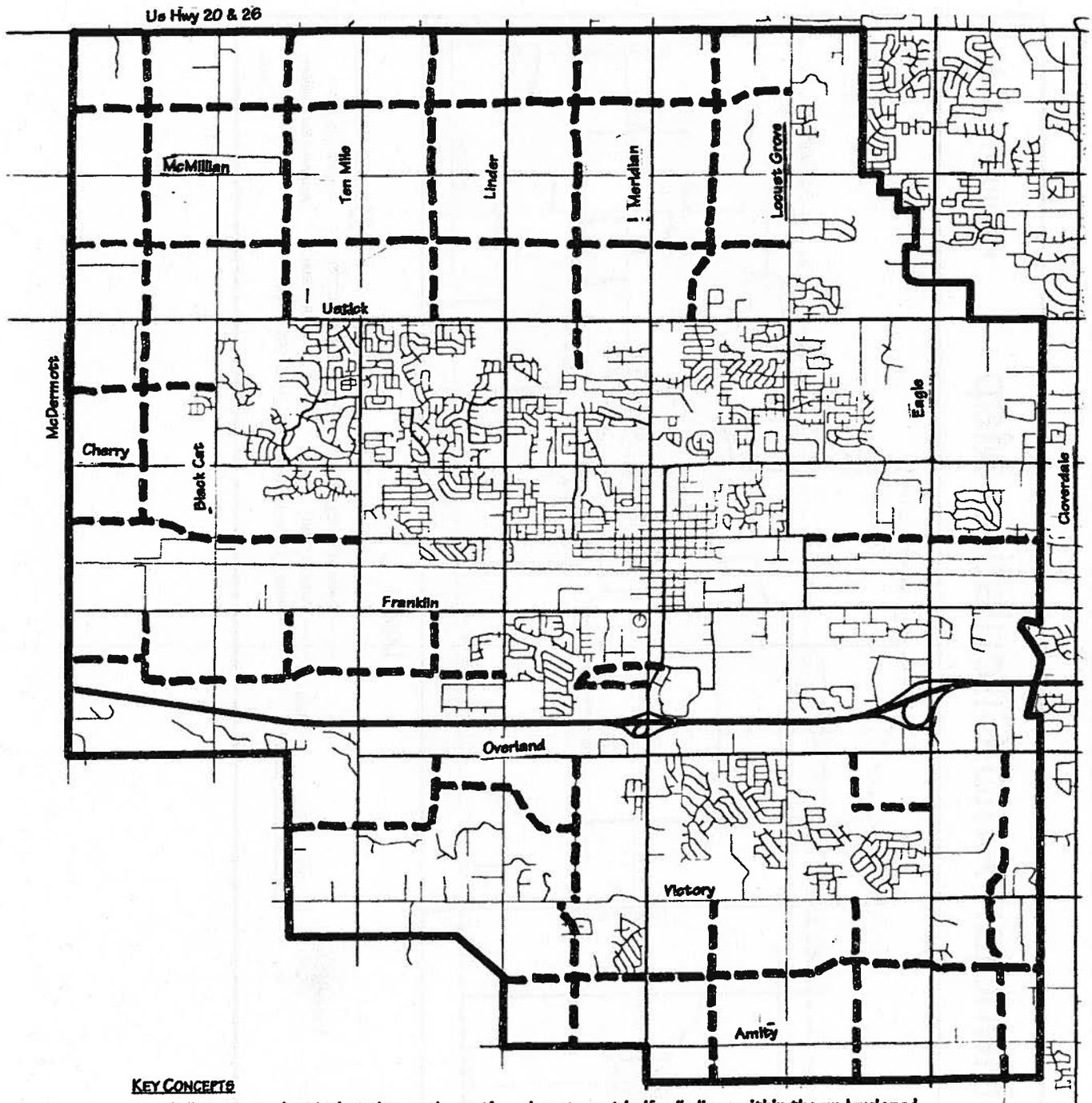


The map legend on Figure VI-8.A shows four different types of new roadways: Collectors Preferred Collectors, Backage Roads and Preferred Backage Roads. The solid lines depict either existing or planned roads and the dashed lines depict the City's preferred or recommended location of future roads.

Additional descriptions and policies for each category are listed below:

Collector Roads (solid blue lines):

1. Intersections of new collectors and Chinden Boulevard/US 20-26 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 from the point where internal street trip counts exceed local street standards to the arterial roadway.
6. Where alternate means of vehicular access to the collector are provided (e.g. alleys), front-on uses and housing on the collector are encouraged. This policy is intended to promote more attractive collectors with uses oriented to the road and to discourage any "tunnel effect" created by lining the street with fences.
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

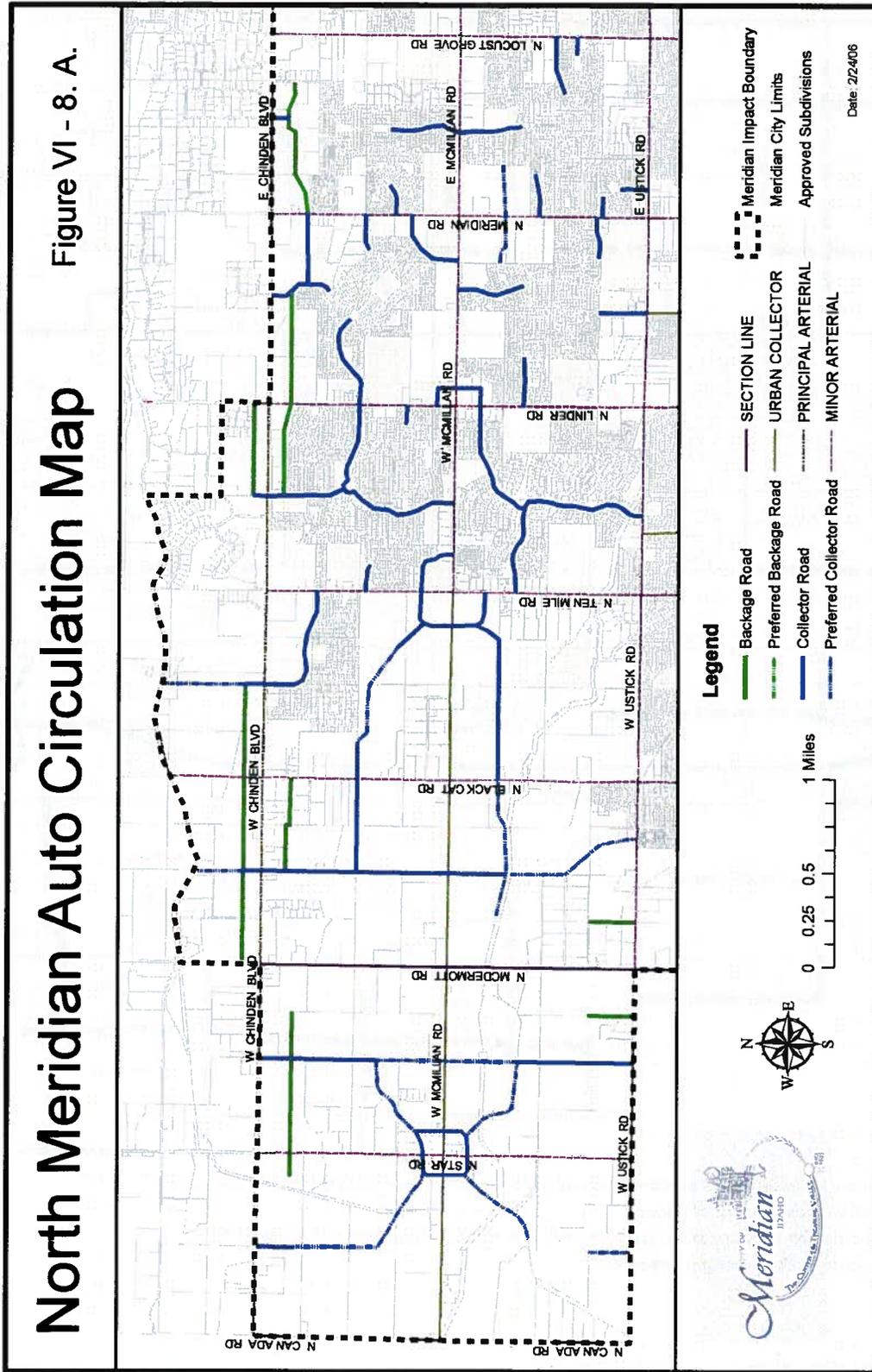


KEY CONCEPTS

- Collectors are located at the north-south and east-west half-mile lines within the undeveloped sections of Meridian's Area of Impact.
- Collectors must be continuous through the full mile section. This does not preclude the integration of traffic calming measures.

Figure VI-8. Auto Circulation: Future Collector Streets

Figure VI-8-A. Planned collector and backage road system for the North Meridian Area.



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 "loop" near the intersection of two arterial roads (especially where commercial or mixed use designations are shown) is to reduce intersection congestion and to provide primary vehicular access off of the collector. The City will generally discourage direct access to arterials within 500 feet of an arterial intersection where a collector and/or local commercial 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 will likely 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 in areas where preferred collectors are shown should incorporate a collector road in the site design or accomplish similar circulation goals through an 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: 1) to facilitate ITD's and the City's limited access policies to state highways and 2) to effectively move traffic from the highway to the businesses and other uses that front state highways.
3. Residential uses should not have direct vehicular access to backage roads so as to prevent cut through traffic or other potentially unsafe traffic conditions.
4. Backage roads are strongly encouraged to be public but may be private where it is clearly 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 will likely warrant their construction.
2. Developments where preferred backage roads are shown should 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 for backage roads shall apply.

Note: The two collectors shown on the north side of 20-26 at half-mile locations are called-out as key access points to collect future local road traffic. However, this figure does not imply that the City of Meridian will approve future developments which do not take into consideration access needs for development north of the Phyllis Canal. It is fully expected that the City of Meridian will require at least two stub streets to ensure parcels north of the canal have access to 20-26.

Concern has been expressed that the backage roads should be continuous for the entire length of US 20-26, but are not shown as such on the map. We therefore note the City's intent to require continuous connectivity parallel to Chinden. The backage roads noted on the map relate to non-residential uses and are not intended for front-on housing. The other parallel connections that are not shown on the map could have front-on housing if determined appropriate by ACHD based on projected traffic counts. Such connections should also be reasonably directed and not overly circuitous in order to give local traffic an option of using Chinden for local trips and to access signalized intersections.

Several new Collector streets have been identified in the Area of Impact to be constructed at the time of future development. Sometimes referred to as a "grid" street pattern, this pattern can offer residents multiple ways to travel between points rather than being forced to travel only on the busier arterial system. This pattern is considered more friendly to pedestrians and bicyclists, since the routes to school, parks and services are shorter and more direct. While ACHD policies will guide the final classification, design and construction of these streets, the City of Meridian will apply the following standards when reviewing development applications and Collector roadways:

- Collectors shall be located at the north-south and east-west half-mile lines within the undeveloped sections of Meridian's Area of Impact.
 - Collectors must be continuous through the full mile section. This does not preclude the integration of traffic calming measures, nor does it imply the roadway have a straight alignment.
- e. 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. Transit is also supported along additional roads, such as Ustick, Linder and others.
 2. Public transportation facilities will be planned with Valley Regional Transit (VRT), and "stops" shall be provided in designated activity centers, particularly neighborhood centers, throughout the City.
 3. North/south arterial linkages to east/west public transportation routes will be designated.

The Future Land Use Map proposes three future transit stations along the UPRR rail corridor (see Chapter VII, Land Use). These proposed centers are shown at Ten Mile Road, Meridian Road and Eagle Road/SH 55. As feasibility and other transportation studies become available which determine the potential for a valley-wide rail corridor system, the following standards will be used by the City to help guide development at these intersections:

- The "floating" transit locations should be considered a part of a transit overlay zone in which any proposed uses would need to demonstrate connection with and support for transit.
- The City of Meridian, in coordination with VIATrans, should explore grants and other funding opportunities to provide incentives for developers to locate within these zones.
- Design guidelines should be developed between the City, VIATrans, and ACHD for pedestrian, street, and station features. Among the concerns are proximity to major north/south roads.

- The City should review its current regulations for issues would prohibit or discourage the type of mixed-use, transit oriented development desired within these transit areas. (Examples of barrier regulations are minimum parking requirements, single use zoning, low floor-area ratios, setbacks, etc.)
- The City should work with VIATrans and other appropriate agencies to locate actual station sites as soon as possible for preservation. Funding for necessary environmental studies should be made a priority.
- Station sites should include park-and-ride facilities, preferably via parking structures which are integrated into the adjoining uses.

f. Future State Highway 16 Corridor Area

Purpose & Intent

The City of Meridian supports the Idaho Transportation Department's (ITD) plan to extend SH 16 from SH 44 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.

It is the City of Meridian's intent to limit annexations and new development within the McDermott Road area until a plan is approved that specifies the SH 16 right-of-way location and the associated right-of-way acquisition needs.

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 the McDermott Road area from development until more details are known about the size, location, function and land use impacts of this regional transportation facility.

The City supports the following policies listed in COMPASS's 2030 long-range transportation plan (limited update) regarding transportation 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 or Black Cat 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 or Black Cat 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).

Guiding Policies

- The City of Meridian supports a collaborative, public-private partnership with property owners, ITD, Ada County, Canyon County, adjacent cities and other affected parties to identify a preferred alignment for the future SH16 extension. The City sees itself as a partner in this effort, with the Idaho Transportation Department likely in the lead role once funding for the corridor has been determined.
- The City of Meridian encourages Ada County to adopt the City's access management policy for the future SH16 (from Title 11, Chapter 3, Article H of Meridian's Unified Development Code) pertaining to development within Meridian's Area of Impact that precedes annexation. This policy states that no access shall be allowed except at specific interchange locations as established by the Idaho Transportation Department.

4. Recreation

Many people participate in recreational activities for a variety of reasons, health, spirit of competitive sport, or their own personal challenges. These types of recreation require a variety of facilities, anywhere from picnic tables to open grassy sports fields to swing sets and slides. Providing all of this infrastructure requires a variety of parks to prevent user conflicts and to increase the equality of the recreation experience. As discussed in the CPRSP, a large portion of the population participates in developed sports programs and passive leisure activities. Many of the classes and recreation programs provided by the Parks and Recreation Department satisfy demand only to the extent that physical resources are available. Lacking new facilities to accommodate program expansion, or absorption on increased public demand, the service capabilities of the department will continue to be impeded.

As previously discussed, a recreation plan (CPRSP 2002) is currently being developed. This plan will outline future goals and actions for parks and recreation planning. It will also identify park needs in the community. Currently, there is a deficiency in available public park land for the existing population. In order to meet its goal of providing 3 to 4 acres of park land per 1,000 population, the City lacks about 125 acres (5 to 6 community parks) of future designated park land to serve the projected build-out population. With the projected growth, this deficiency is expected to worsen. With the CPRSP in place, park land that meets the growing population can be addressed. The plan includes construction of a 58-acre park at Ustick and Meridian Roads by the fall of 2002. The plan also details an interconnected pathway system that will be developed throughout the city, primarily adjacent to natural creeks and waterways. Grass, trees, and a picnic table were added to Generations Plaza in the summer of 2000. The City is also exploring several new park sites and facility enhancements.

5. Public Services, Facilities, and Utilities

As communities increase in size and density, public services must be expanded in order to meet those growing demands. Each new subdivision, restaurant, and shopping mall places increased demands on services such as fire, police, health care, water, electricity, and natural gas. If these services are not adequately expanded, the quality of life of the community as a whole decreases with each new addition. In many cases, public services must be expanded in anticipation of future growth, rather than in response to growth that has already occurred.

a. Safety

Safety concerns must continue to be addressed as Meridian steadily adds new residences and businesses. Police and fire department personnel should be increased in order to ensure adequate protection for all of the City's citizens and employees.

With the City's rapid growth, crime is likely to increase. In comparison to the national average, Meridian has a low crime rate for violent crimes; 232 per 100,000 population compared to 634. Meridian is also comparatively low in murder (0 compared to 7 for the national average), robbery (68 compared to 244), aggravated assault (126 compared to 424), and motor theft (232 compared to 616). However, in regard to larceny-theft, Meridian is higher than the national average; 3,370 compared to 3,188. Property crimes were similar. Meridian experienced about 4,307 compared to 4,445 (1997 Federal Bureau of Investigation Uniform Crime Reports). In 1999, the Meridian Police Department received more than 47,000 calls for service, 4,000 above the previous year's figures. In the past year, detectives worked more than 1,000 cases and recovered more than \$200,000 in stolen merchandise. Although Meridian has a comparatively low crime rate to the national standard, each year the number of local crime increases. In addition to crime, with population growth, the accident rate increases. This decreases officers available to respond to a criminal incident. Compared to the City's population, the police department is short on manpower. In 1999, there were no new hires. It became difficult to respond to traffic incidents and other investigations because of lack of personnel and resources available (personal communication, Chopko). Schools also need police resource officers to initiate new programs such as Drug Abuse Resistance Education (DARE) and Parents and Youths Against Drug Abuse (PAYADA). By increasing manpower and resources, response times can be shortened and criminal incidents given the priority without being derailed by traffic accidents.

It is expected that with increased population, more emergency response calls will be required. To alleviate these growth pressures, Meridian opened a new fire station in March 2000, a new substation on Ten Mile Road in 2001, and officials hope to start on a second substation at Locust Grove Road between McMillan and Ustick Road in 2003. The City recently hired three more fire fighters and an assistant fire chief. The fire department is undertaking a comprehensive review of current services and is preparing a strategic plan to provide quality service to the residents of Meridian.

b. Health Care

In the last decade, health care services in Meridian have expanded from small professional offices to a major health care facility in 1996, to a full-service hospital planned for opening in 2002. The hospital will open with 62 inpatient beds, but two unfinished floors will allow the hospital to gradually expand to 146 beds in order to meet projected population growth in the Treasure Valley. Currently, the center is open from 8:00 a.m. until 10:00 p.m., but these hours will expand to 24 hours a day when the hospital opens. Volume projections for the new hospital will vary depending upon service. In general, the hospital anticipates a significant obstetrics service with around 1,400 births in the first year of opening, and up to 2,000 births by the year 2005. Non-obstetrics inpatient admissions are projected to total around 2,800 in the first year, climbing to 4,200 by 2005. Average length of stay is projected to be three days.

c. Water

In order to keep up with water demand, the City has constructed, on average, one new well per year, each of which is funded by connection fees charged to new development. Water line extensions to new developments are also generally paid for and constructed by developers; however, in 1999-2000, the City completed four significant water line projects to improve reliability and pressure to all areas of the City. A new water system computer model was completed in 2001 to help plan and prioritize future water system improvements. Although the City plans for new wells and reservoirs, the locations of those facilities are largely dictated by growth patterns. The water system will be expanded to meet the demands of growth while ensuring that new development pays for those additional required facilities. The City plans to construct one or two wells annually for a five- to ten-year planning period.

d. Drainage

Handling of storm water drainage poses 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 the 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.

d. Sewer

Collection. In 1999, the computer model developed in the Sewer Master Plan Update (described earlier in this section) was used to identify several segments of the existing sewage collection system that are approaching capacity. Those segments projected to reach capacity in the next two to four years were upgraded in the year 2001. Other lines will be remediated as their capacities are approached. The City Council has authorized the Public Works Department to begin design and construction of the White Drain Trunk and the South Slough Extension. These trunks will open up approximately four square miles in the northern and eastern parts of the Impact Area for development. Construction is expected to be completed by the end of 2002. No other City-funded sewer trunks are planned at this time. In the future, development is likely to follow utility improvements such as these.

Treatment. As mentioned earlier in this section, many improvements and expansions have occurred at the wastewater treatment plant over the last five years. The estimated capacity at the plant is approximately 5 mgd, which equates to roughly 50,000 people. The capital improvement plan for the WWTP lists specific improvements to expand the capacity to 8 mgd by 2005 to serve a population of approximately 80,000, although the actual construction of these additional improvements will depend on actual growth rates.

Preliminary discussions indicate the TMDL may call for a 40 to 80 percent reduction in the amount of total phosphorus discharged to the Lower Boise River by all sources. Although Meridian's projected phosphorus loading is small in comparison to many of the other sources in the Treasure Valley, Meridian also has the most potential for growth relative to the others. In order to comply with the TMDL, Meridian may have to construct expensive phosphorus removal facilities at the WWTP or participate in an "effluent trading" program, whereby the City purchases credits to avoid constructing those facilities. Whichever option is selected, the additional associated costs will be apportioned to all ratepayers, although the actual construction of these additional improvements will depend on actual growth rates.

Currently, NPDES permits are not required for stormwater within the City. However, with increasing population growth, the responsibility of obtaining and monitoring for compliance may become the role for the City of Meridian, thus requiring staff and funding.

e. Power

Idaho Power has identified the locations of three more transmission lines that may be necessary in the future in order to service Meridian's growing needs. Figure VI-5 depicts the proposed locations of electric utility facilities of a voltage of 55,000 volts or greater. Designation of the locations of proposed electric utility facilities applies to a general utility corridor area rather than to a specific site (personal communication, Dodson).



D. Goals, Objectives, and Action Items

| | |
|--|---|
| Goal I: Improve long range City and school district planning. | |
| Objective A: Jointly plan and site school and subdivision developments to ensure mutual benefits and neighborhood identity | Actions: <ol style="list-style-type: none"> 1. Coordinate population and household projections keeping school sites in mind. 2. Support the location of school sites within every square mile in undeveloped areas. 3. Support multi-use facilities between schools and the community. 4. Develop programs that are more pro-active with providing more secure, safe, and fun places. |
| Objective B: Ensure compatibility of schools with neighborhoods and adjacent land uses (both commercial and residential) | Actions: <ol style="list-style-type: none"> 1. Actively involve Joint School District No. 2 in subdivision site selection with developer <u>before</u> plat processing (pre-platting schedule meetings). 2. Require elementary schools to be sited in locations that are safe for the children, easily accessible by the public and provide a visual and "user-friendly" benefit to the neighborhood. Elementary schools should not be "hidden" within subdivisions or otherwise made inaccessible to the public. The City encourages all schools to have public street frontage. |

Goal II: Facilitate the movement of people and products to and from the Meridian Impact Area.

Objective A:

Enhance existing transportation systems to accommodate growth.

Actions:

1. Establish truck routes.
2. Develop continuous pedestrian walkways within the downtown area.
3. Consider "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach" from the National Center for Bicycling and Walking in all land-use decisions.
4. Consider the adopted COMPASS regional Ridge to Rivers Plan in all land-use decisions.
5. Require pedestrian access connectors in all new development to link subdivisions together to promote neighborhood connectivity as part of a community pathway system.
6. Require street connections between subdivisions at regular intervals to enhance connectivity and better traffic flow.
7. Review and revise current street naming policies to provide a clear street naming system in the City.
8. Develop alternative modes of transportation through pedestrian improvements, bicycle lanes, off-street pathways, and transit-oriented development as appropriate.
9. Prepare a written bicycle and pedestrian plan for the City.
10. Identify a City liaison to:
 - Encourage and promote the development of an overpass at the Intersection of Locust Grove Road and I-84 by ACHD.
 - Encourage and promote the development of an interchange at the Intersection of Ten Mile Road and I-84 by the Idaho Department of Transportation.
11. Identify at least one neighborhood per year to work with to submit an application to the ACHD Neighborhood Enhancement Program for traffic-calming measures and/or sidewalk improvements.
12. Develop methods, such as cross-access agreements, frontage roads, to reduce the number of existing access points onto arterial streets.
13. Review new development for appropriate opportunities to connect to local roads and collectors in adjacent developments.
14. Develop a standardized procedure that supports the proposed Meridian landscape ordinance policy of improving and maintaining landscaping along public rights-of-way and landscaping of dedicated but unimproved rights-of-way strips.
15. Consider the Eagle Road Corridor Study in all land-use decisions.
16. Require continuous, grid-like collectors around the north-south and east-west half-mile lines within the undeveloped sections of Meridian's Area of Impact at the time of new development. Such collectors should be the primary designated bike lane routes in lieu of Arterial streets, whenever possible.
17. 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.

| | |
|---|---|
| <p>Goal II: Facilitate the movement of people and products to and from the Meridian Impact Area. (continued)</p> | |
| <p>Objective B: Provide new and alternative transportation systems to accommodate growth.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Expedite future north/south crossings and interchange over I-84 (Locust Grove and Linder Overpasses, Ten Mile interchange). 2. Conduct a pathways study to provide a bike and pathways system between neighborhoods, local collectors, and community destinations. 3. Acquire existing rail corridor for future transit system between Boise-Nampa. 4. Conduct a feasibility study for an east/west monorail system and bus transportation. 5. Identify 2-4 specific parcels for park & ride lots and/or transit stations. 6. Coordinate with COMPASS, UPRR, ACHD, and private property owners to ensure land uses that are compatible and will integrate with a rail corridor transit system. 7. The City, in coordination with VIATrans, should explore grants and other funding opportunities to provide incentives for developers to locate within designated transit overlay districts. 8. Design guidelines should be developed between the City, VIATrans, and ACHD for pedestrian, street, and transit station features. 9. The City should review its current regulations for issues that would prohibit or discourage the type of mixed-use, transit-oriented development desired within transit overlay districts. |

Goal III: Provide a broad range of parks, programs, and recreational facilities that meet a variety of needs and uses and that are located geographically throughout Meridian and available to everyone.

Objective A:

1. Develop all existing park and recreation land to provide a diversity of uses and activities.
2. Provide for park acquisition to meet the demands of growth.
3. Provide a variety of park types (neighborhood parks, community parks, regional parks) interspersed throughout the community.

Actions:

1. Identify recreation needs of the citizens of Meridian.
2. Assess the existing park and recreation facilities based on current regulatory, safety, and quality standards.
3. Update and maintain existing parks and facilities to meet all regulatory, safety, and quality standards.
4. Adopt CPRSP.
5. Develop action items from CPRSP.
6. Review CPRSP annually to evaluate and set goals.
7. Support funding of CPRSP projects and programs.
8. Identify future park sites from information in CPRSP.
9. Support future recreation facility development at the 7-acre Ustick and Black Cat Road location.
10. Review possible sites within City for developing indoor multiple use facility.
11. Develop trails and path plan.
12. Develop City pathway to connect Meridian with Boise.
13. Develop indoor/outdoor multiple use facilities (i.e., recreation center, fairgrounds, etc.) for a variety of recreational, educational, cultural, and sports purposes and uses.
14. Support joint use agreements with the Meridian Joint School District, Western Ada Recreation District, ACHD, and other private and non-profit entities.
15. Consider population/housing density when acquiring future land for parks and recreation.

Goal IV: Expand, improve, and maintain the City's infrastructure to meet existing and growing demands in a timely, orderly, and logical manner.

Objective A:

Develop logical master plans for all public facilities and services and public safety to guide the growth of the City and follow them.

Actions:

1. Develop medical service provisions in the zoning ordinance.
2. Update comprehensive plan map of existing facilities.
3. Create a master plan for each City service.
4. Annually review each master plan and update as needed.
5. Identify and prioritize areas for future City expansion.
6. Develop City utilities in priority areas to encourage development to meet the needs of the City of Meridian.
7. Coordinate with other public utilities and essential service providers (at annual Master Plan reviews, corridor studies, etc.) to include ACHD, Idaho Power, ITD, etc.
8. Hold an annual meeting with essential service providers and local decision-makers to coordinate planning efforts and direction of growth. Service providers include: Fire Department, Police, ITD, ACHD, Irrigation Districts, COMPASS, Ada County, St. Luke's Hospital, St. Alphonsus Hospital, Joint School District No. 2, Meridian Library District, Idaho Power, U.S. West, Intermountain Gas, Chevron Gas, Solid Waste, Emergency Medical Services (EMS), IDHW, DEQ, CDHD, City of Meridian Public Works, Bureau of Reclamation, and U.S. Army Corps of Engineers.
9. Explore options to annex County parcels that are surrounded by City limits to allow for more efficient provision of City services.
10. Protect citizen investments in existing public facilities (water, sewer, streets, fire, police) by encouraging controlled growth through development application reviews and development agreements.
11. Continue to support the Meridian senior citizens' organization as an important social program in the community.
12. Support acquisition and development of new park land to meet the growing open space needs of the community.
13. Coordinate with police and fire departments, new annexation, and the impacts on services.
14. Develop program for donating land for parks, police, fire station and substation, and well sites.
15. Determine jurisdictional responsibilities created by the Phase II Storm Water Rule and begin NPDES permit application process.
16. Develop, implement, and enforce storm water management program.
17. Plan land uses surrounding WWTP to reduce human exposure to odors.
18. Investigate potential use of pathways along irrigation canals.

Goal V: Encourage the development of a continuum of services to meet the health care needs of the citizens of Meridian.

Objective A:

Insure that high-quality emergency care, primary, outpatient, home, and long-term care and other types of health care are provided in the community.

Actions:

1. Identify medical services that need to be encouraged to locate or expand in the City of Meridian.
2. Develop provisions for medical services in the Zoning and Development Ordinance.





CHAPTER VII HOW IS THE LAND IN MERIDIAN DEVELOPED?

INSIDE THIS CHAPTER:

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This chapter discusses characteristics of the land in the City of Meridian and surrounding Area of Impact. This chapter includes the land use and housing components of the comprehensive plan.

Land use is a physical expression of the community. Identification of a City's existing land use development patterns provides a basis for future land use decisions. Because the City of Meridian is currently experiencing such rapid growth and expansion, it is important for citizens of the area to determine how they want development to occur in order to preserve the City's character and also to support a thriving economy. This chapter presents a discussion of land use patterns. Existing and future land use maps also depict land use locations.

The housing portion examines past trends in housing and an inventory of current housing conditions, thus providing specific information on residential use. The housing analysis also contains a forecast of the demand for housing units from 2000 to 2020.

This chapter begins with a discussion of current land use and housing data. Section B presents issues identified by the land use and socioeconomic committees. Future land use and housing conditions are presented in Section C. Goals, objectives, and action items form the conclusion of this chapter.

A. Current Conditions

1. Land Use

In recent years, land use within Meridian's Area of Impact has changed from primarily agricultural to a more diverse mix of residential and commercial uses. That trend is likely to continue, as land traditionally used for agriculture continues to be developed to support the needs of a growing community. Additional uses in the City include industrial, parks/public facilities, and vacant. Table VII-1 lists the approximate acreages of land use categories in the Impact Area.



Table VII-1. Approximate Existing Land Uses within the Impact Area

| Land Use Category | Acreage | Percent |
|-------------------------------------|----------------|----------------|
| Residential | 7,320 | 27.8 |
| <i>Very Low Density Residential</i> | 3,213 | 12.2 |
| <i>Low Density Residential</i> | 460 | 1.7 |
| <i>Medium Density Residential</i> | 3,416 | 13 |
| <i>High Density Residential</i> | 231 | 0.9 |
| Commercial | 1,067 | 4.1 |
| Industrial | 629 | 2.4 |
| Agricultural Transition | 15,999 | 60.9 |
| Public, Quasi Public, Open Space | 1,004 | 3.8 |
| Old Town | 264 | 1 |
| Total | 26,284 | 100 |
| Source: City of Meridian 2000 | | |

Figure VII-1 depicts current land uses in the Impact Area.

Residential. Primarily single-family, detached, but also including duplex units, all types of apartments, single-family attached units, and mobile homes.

Commercial and retail. Areas along transportation corridors that include small commercial centers and individual businesses. Uses include retail, wholesale, service, office, and limited manufacturing. Old Town is a mixed-use district.

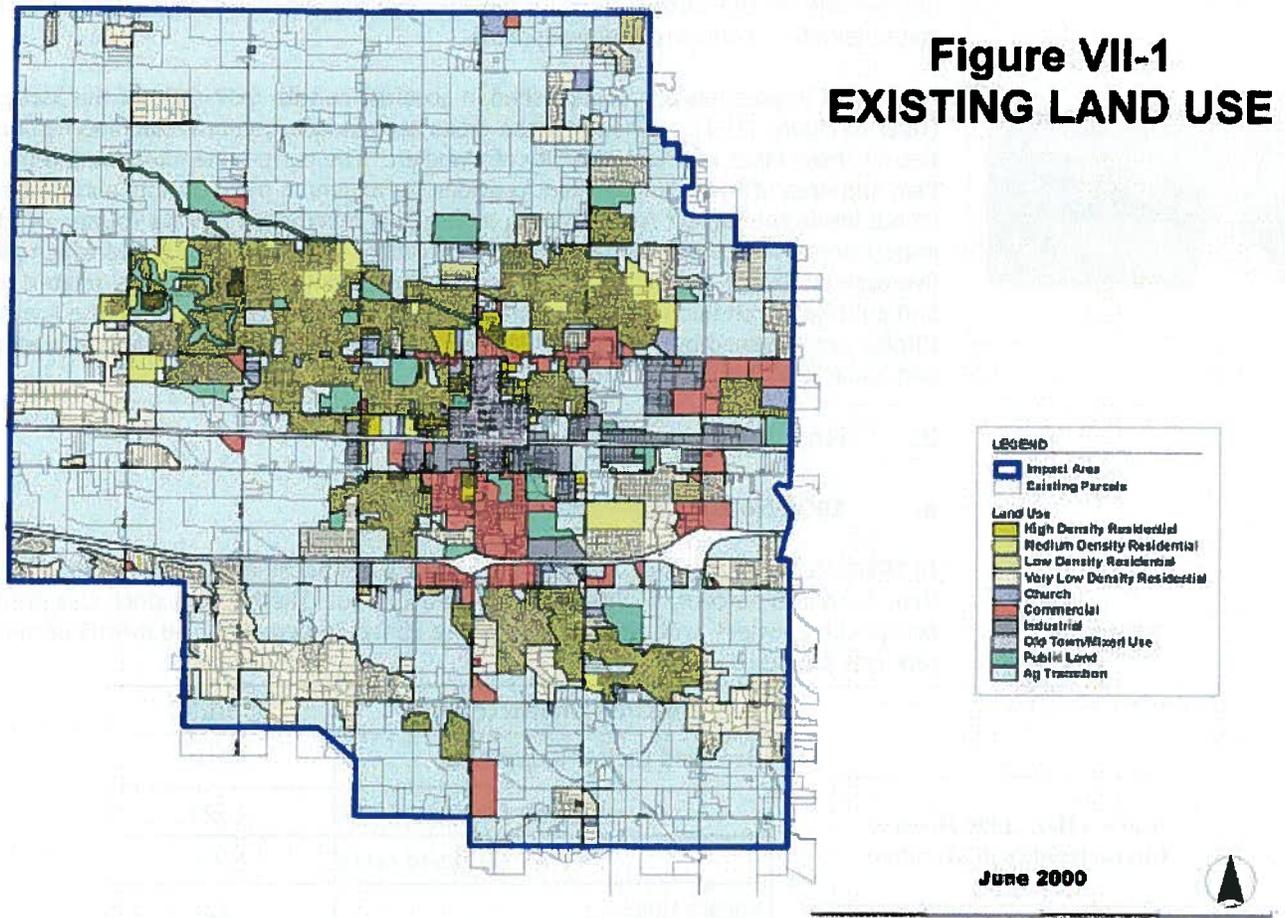
Industrial. Warehousing, general manufacturing, railroad, and industrial business parks.

Agricultural Transition. Land including small farms, very low density residential uses, and vacant areas.

Public, Quasi Public, and Open Space. Government facilities, public and private schools, health care facilities, churches, utilities, park and recreational areas, and cemetery.

The pattern of land uses in Meridian is typical of many suburban western U.S. cities. Situated along a rail line, historic Old Town is comprised of one- and two-story commercial structures. Single-family homes with fenced yards and detached garages surround the commercial area in a grid pattern of blocks. Along well-traveled roads and highways, shops, restaurants, and supply stores have developed. Industrial uses are predominantly located along the railway. Farmlands form the outside edge of the community. As Meridian's population grew and as more vehicles traversed area roads, these land uses swelled and the pattern intensified.

Figure VII-1. Existing Land Use in the City of Meridian and its Area of Impact





The existing land use map reflects the dominance of single-family homes developed at medium density (3-5 dwelling units per acre). Although the Old Town commercial area is still evident, large acreages of commercial and light industrial uses extend along the interstate and all major roadways. Agricultural lands include low-density residential development and are zoned to permit minimum five-acre lots. Most major intersections are identified in the current plans for mixed-use development which, to date, has resulted largely in commercial development.

An Area of Impact has been established in accordance with § 67-6526 of the Idaho Code (refer to Figure VII-1). Although these areas are not incorporated, planning responsibilities for these lands rest with the City of Meridian. The current Meridian Comprehensive Plan and Area of Impact Agreement provides for minimum five-acre lots outside city limits but inside the Impact Area. Zoning authority is maintained by Ada County. Within impact areas, the county has applied a Rural Urban Transition (RUT) zone which permits five-acre-lot, single-family residential development, as well as agricultural-related uses and a range of conditional uses. County development applications within the Area of Impact are reviewed by the City of Meridian for compliance with the comprehensive plan and applicable City policies.

2. Housing

a. 1990 Housing Characteristics

In 1990, Meridian contained slightly more than 3,700 housing units (Table VII-2). More than 3,600 (96 percent) of those units were occupied. The housing stock was primarily occupied by owners, with the ownership rate above 70 percent. The overall vacancy rate was 3.5 percent.

Table VII-2. 1990 Housing Characteristics in Meridian.

| Housing Characteristic | Quantity |
|--|-----------------|
| Occupied Units (Households) | 3,612 |
| <i>Owner Occupied Units</i> | <i>2,575</i> |
| <i>Renter Occupied Units</i> | <i>1,037</i> |
| Vacant Units | 134 |
| Total Housing Units | 3,746 |
| Sources: Intermountain Demographics U.S. Department of Commerce | |

In 1990, more than 2,500 housing units (60 percent of all units) were traditional single-family detached housing units. About 15 percent of the housing stock was manufactured housing. Apartments accounted for the remaining portion (18 percent) of the housing inventory. About 83 percent of the apartments were smaller complexes containing two to four units. The housing stock appeared to be in good condition, with all units containing complete kitchen and plumbing facilities, according to census information.

The U. S. Department of Housing and Urban Development has determined that any householder paying more than 30 percent of its income for housing is paying an excessive amount for housing. In 1990, about 15 percent of all owner households paid more than 30 percent of its monthly income for housing. More than 32 percent of all renters (double the owner rate) paid an excessive amount in rent that same year.

b. 1990 to 1999 Building Permit Activity

Since 1990, the City of Meridian has issued residential building permits for more than 8,500 housing units (Table VII-3). Permits for single-family units accounted for more than 90 percent of all permits issued. Permits were issued for 310 apartments, less than four percent of the permitting activity. Single-family permitting activity peaked in 1993, 1994, and 1998 when more than 1,000 permits were issued annually. Apartment activity was highest in 1995, when permits for 170 units were taken out.

Table VII-3. 1990 to 1999 City of Meridian Residential Building Permit Activity

| Year | Single-Family | Multi-Family | Mobile Home |
|--------------|---------------|--------------|-------------|
| 1990 | 214 | 0 | 49 |
| 1991 | 371 | 0 | 47 |
| 1992 | 628 | 6 | 25 |
| 1993 | 1,008 | 58 | 12 |
| 1994 | 1,127 | 44 | 14 |
| 1995 | 878 | 170 | 18 |
| 1996 | 1,109 | 16 | 13 |
| 1997 | 868 | 0 | 8 |
| 1998 | 1,002 | 16 | 16 |
| 1999 | 780 | 0 | 7 |
| TOTAL | 7,985 | 310 | 209 |

Sources: Intermountain Demographics
City of Meridian

c. 1998 Owner Occupied Housing Value

The 1998 housing value data set prepared by EQUIFAX indicated that the \$75,000 to \$100,000 value range contained the largest number of housing units in Meridian and accounted for nearly 40 percent of the City's owner occupied housing stock. The \$100,000 to \$150,000 value range had the next largest number of units and represented an additional 30 percent of owner units. Meridian's median housing value in 1998 was \$91,030. Ada County's median housing value was slightly greater at \$104,985.

d. 2000 Housing Unit Inventory

It is anticipated that the City of Meridian's housing unit inventory will reach 14,600 units by mid 2000. Meridian contained 3,750 units in 1990: more than 10,000 units were added in the 1990 to 2000 decade. The 2000 estimate is based on the number of residential utility connections in November, 1999, an adjustment to allow for multiple connections at apartment units, and units to be constructed in the short term based on residential building permits.

e. Current Apartment Unit Inventory

In 1990, Meridian had 55 apartment units in buildings with 10 or more units. By 2000, the City had 520 apartment units. The number of apartment units increased by nine-fold during the decade, while the City's population increased by about four times. The City has a total of 12 apartment complexes containing 16 or more units. Apartment units were nearly evenly split between market rentals (49 percent) and assisted rental units (51 percent).

Meridian has two apartment complexes with more than 100 units. The first contains 120 units and is located on James Court. The second contains 108 units and is located on Badley Street, on the south side of E. Fairview Ave. The next largest complex has 80 units and is at Hope Arms Lane. The remaining 12 apartment complexes have between 16 and 50 units.

Meridian's apartment to population ratio was 0.0057 in 1990 and increased to 0.126 by 2000. The City's 1990 ratio at 0.0057 was below the Ada County ratio (0.026), and the State of Idaho ratio at 0.0173. Meridian's apartment to population ratio was similar to the national ratio in 1990.

B. Community Concerns

Issues regarding land use and housing were identified by the land use committee and the socioeconomic committee. Both committees expressed concern over the current lack of diversity in residential uses in the City. Discussions ensued regarding the uniformity of single-family detached homes and the possibility for introducing both lower density ranchettes and higher density apartments.

The land use committee also discussed issues regarding other types of uses, such as commercial and industrial, and placed particular emphasis on development of Old Town. Citizens shared their concern for providing adequate public services and facilities to new development, recognizing the potential for Meridian's continued growth. The importance of regional cooperation was also emphasized. Appendix B presents a complete list of issues and community concerns by type of land use, including a list of general items relevant to all uses located at the end.

The community has also raised concerns at other community planning efforts related to land use. The process undertaken to develop the CPRSP highlighted the need for more quality parks, recreation programs, pathways, and other amenities. The Treasure Valley Futures Program Community Outreach emphasized the community's interest in more pedestrian linkages and enhanced design standards.

In addition to the goals, objectives, and action items prepared by the socioeconomic committee, the Mayor's ad hoc committee formulated a series of vision statements for the City. Their housing philosophy statement is, "Opportunities for housing should be available for all income groups with a mix of housing including modular, ranchettes, townhouses, apartment housing, low-income housing, and mansions. A vibrant community needs a good cross-section of housing and therefore must guard against an abundance of subdivisions in like density and price range. High-density housing must be strategically located to public transportation, community services, and not negatively affect property values."

C. Future Conditions

1. Land Use

While the 1993 comprehensive plan was an important first step in planning for the future of the City, the plan still allows for a wide range of developments to occur in many areas of the City. It is the purpose of this plan to more specifically define and map future land uses so that development occurs in the direction and manner most desired by Meridian's citizens.

Many Meridian citizens are proud of the commercial developments that have been attracted to their community over the past decade. Similarly, the increased population has afforded new public services and facilities that would have otherwise not been possible. However, accelerated growth imposed upon the existing land use pattern has led the community to seek development guidance that will result in the following:

- Maintain small town agricultural heritage.
- Provide ample recreation and open space opportunities.
- Allow neighborhood centers to meet everyday retail needs and provide community services.
- Retain Old Town as commercial core and true community center.
- Ensure Meridian's continued role as the hub of the Treasure Valley.
- Supply adequate public services, facilities, and utilities to all Meridian residents.

Based on the existing land use map, and applying these basic themes, a future land use map was developed.

Figure VII-2 depicts desired future land use categories and their location within the Impact Area. The areas depicted on the map are conceptual and, therefore, will require further analyses prior to the creation of a zoning map. Furthermore, this map does not preclude the development of other specific zones such as those which might encompass outstanding cultural or recreational resource areas.

Development standards should apply in all land use categories. These standards include provisions for signs, screening, landscaping, parking, and access.

The following land use categories are depicted on the Future Land Use Map (Figure VII-2).

Ten Mile Interchange Specific Area Plan. A specific plan has been developed for approximately 2,800 acres bordered (roughly) by Linder Road to the east; McDermott Road to the west; the Union Pacific Railroad line to the north and 1/2 miles south of Overland Road on the south. The specific area plan is an addendum to this Comprehensive Plan and places an emphasis on a mix of uses, both residential and commercial; new employment areas; higher density residential; a planned collector road network and design guidelines.

Urban Service Planning Area (USPA). The City of Meridian desires all development within its Area of Impact to be served with urban services from the City of Meridian. Such services include sanitary sewer, water, fire, police, parks, transportation and libraries. Secondly, the City will consider the availability and capacity of the school system, transportation facilities and stormwater facilities in any review of development within the Area of Impact. However, it is recognized that some development may precede the ability of the City, on its own, to extend services for such development. Upon formal requests to the City for development that is on property not immediately serviceable with urban services, the City may consider said applications. All requests for annexation into the city limits will still require city-owned services. Expansion of the sanitary sewer and/or water systems may be at the option of either the City of Meridian or the developer.

Developments within the Area of Impact but outside the City limits will only be considered if the following standards and conditions are agreed to by the developer(s):

- The development is connected to City of Meridian water and sanitary sewer systems and the extension to and through said developments are constructed in conformance with the City of Meridian Water and Sewer System Master Plans in effect at the time of development.
- An irrevocable consent to annexation is a condition of hook-up to City sanitary sewer or water, is made a deed restriction on all buildable lots, and is placed as a note on all final plats.
- All City sewer and water inspection and plan review fees (for the main lines) in effect at the time of development are paid to the City of Meridian.
- Ada County will issue no building permit for said development(s) unless or until the applicant for such building permit provides documentation that park impact fees required by the City of Meridian have been collected or waived by the City of Meridian. A written agreement between the City of Meridian and Ada County must be executed prior to said park impact fees being collected.
- All developer-initiated system expansions (approved by the City) must be for properties which are adjacent to existing or previously approved projects where City sewer and water services are or will be provided.
- Developer-initiated and constructed system expansions may be eligible for over-sizing credits and reimbursements from latecomer hook-up fees.

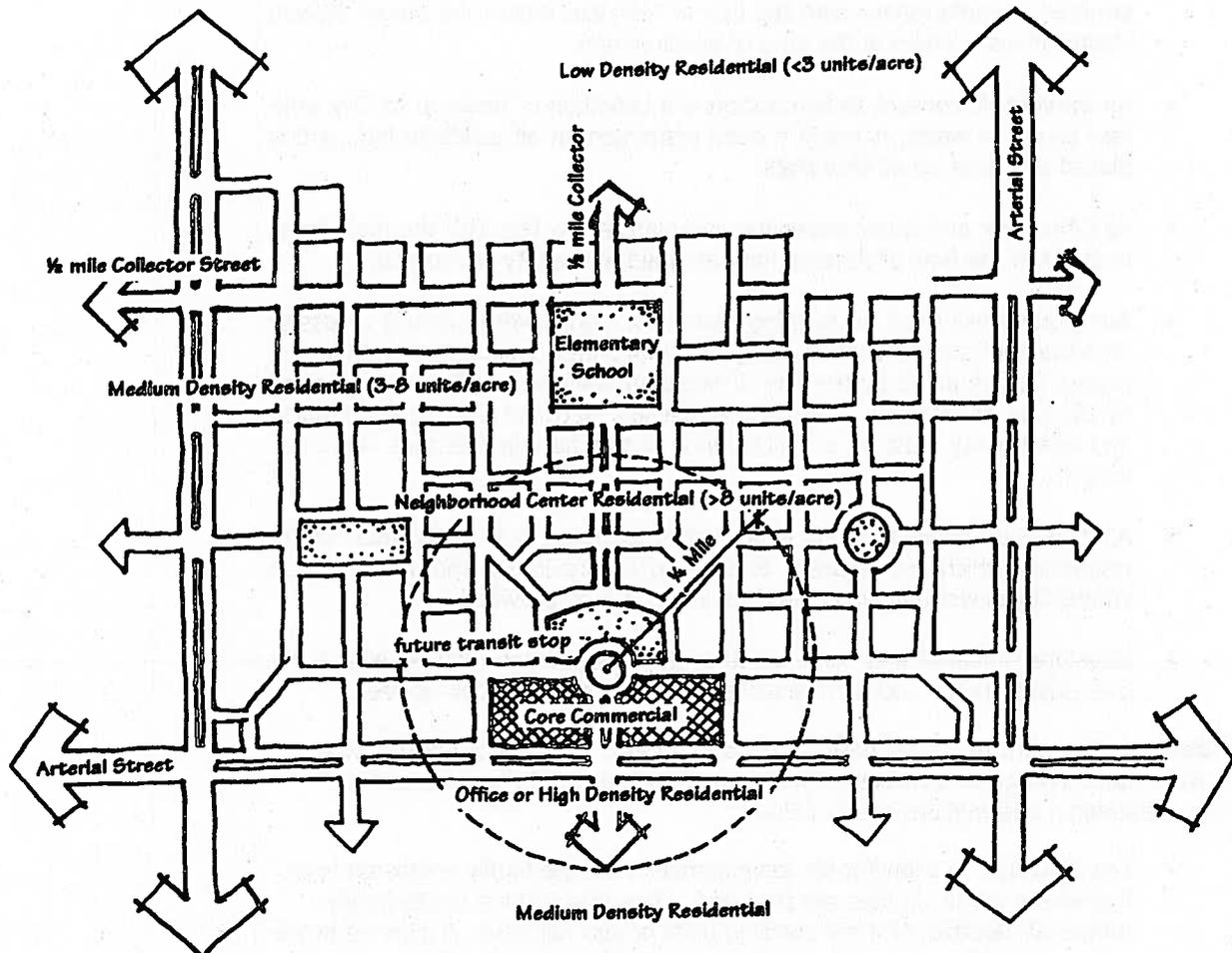
Residential. The purpose of this designation is to provide a variety of housing types. Uses will include a range of densities varying from large estate lots to multi-family homes. Residential designations are as follows:

- **Low Density:** to allow for the development of single-family homes on large lots where urban services are provided. Uses may include single-family homes at densities of three dwelling units or less per acre. A planned development permit may be required for large subdivisions. Density bonuses may also be considered with the provision of public amenities such as open space, pathways, or land dedicated for public services.
- **Medium Density:** to allow smaller lots for residential purposes within city limits. Uses may include single-family homes at densities of three to eight dwelling units per acre. A planned development permit may be required for large subdivisions. Density bonuses may also be considered with the provision of public amenities such as open space, pathways, or land dedicated for public services.
- **High Density:** to allow for the development of multi-family homes in areas where urban services are provided. Residential densities may exceed eight dwelling units per acre. This residential development might include duplexes, apartment buildings, townhouses, and other multi-unit structures. Other uses within a development may be considered under a planned development permit process. A desirable project would consider the placement of parking areas, fences, berms, and other landscaping features to serve as buffers between neighboring uses.

Figure VII-3. Neighborhood Center Concept Diagram

[Note: This figure represents one concept for a Neighborhood Center. It is not intended as the only possible layout. Other layouts that conform to the standards will be considered.]

NEIGHBORHOOD CENTER CONCEPT DIAGRAM

**KEY CONCEPTS**

- Most blocks are 300' maximum, similar to Old Town.
- Larger blocks along arterials and for traffic calming.
- Neighborhood Center Commercial area located at the 1/2 mile, not at arterial intersections.
- Schools located mid-section, with frontage along a collector street.
- Interconnected circulation that is convenient for automobiles, pedestrians, and transit.
- Variety of housing choices.
- Housing is arranged in a radiating pattern of lessening densities.
- Transition between different housing types or densities at alleys.
- Residents can access neighborhood commercial services without being forced onto arterial streets.
- Facilitates more efficient transportation along arterials.
- Grid street pattern within the neighborhood allows traffic to disperse, eases congestion, slows traffic, and is safer for residents.
- Connects to and integrates with the larger street and pathway system.
- Reduced right-of-way widths are encouraged.
- Public open space must be provided.

Within residential areas the following policies shall apply:

- At the discretion of City Council, areas with a Residential Comprehensive Plan designation may request office uses if the property has frontage on an arterial street or section line road and is 3 acres or less in size. In this instance, no ancillary commercial uses shall be permitted.
- North Chinden Area: Residential uses north of Chinden Boulevard and within a 1/4 mile or less from the rim should have lot sizes ranging from 1/2—1 acres, ensuring compatibility with SpurWing Country Club to the east. Use of transitional lot sizes and clustering of smaller lots adjacent to the non-residential and rim property is encouraged.

Neighborhood Center/Mixed Use . This designation will provide a blend of high-density residential, small-scale commercial, entertainment, office and open space uses that are geared to serve all residents within a one to two square mile area. The developments are encouraged to be designed according to the conceptual neighborhood center plan depicted in Figure VII-3. The purpose of these centers is to create a centralized, pedestrian-oriented, identifiable and day-to-day service oriented focal point for neighborhood districts. The centers should offer an internal circulation system that connects with adjacent neighborhoods or regional pathway(s). They will also serve as public transit locations for future park and ride lots, bus stops, shuttle bus stops or other alternative modes of transportation.

All development proposed in these areas will require approval as planned developments under the Conditional Use Permit application process. In these locations, the developer has the option to develop either a neighborhood center in conformance with the City's neighborhood center design ordinance, or develop a conventional mixed use project. The following incentives will apply if a neighborhood center, designed in accordance with the neighborhood center design ordinance, is developed:

1. Planned Development applications for said neighborhood centers will be heard by the Planning & Zoning Commission only, and heard by the City Council only on appeal;
2. An ordinance will be adopted establishing a time limit that neighborhood center applications will be heard by the Planning & Zoning Commission as soon as possible following legal notice requirements, or as short a time as reasonable, which would either be the next meeting or within 30 days;
3. An ordinance will be adopted that expedites staff detailed plan reviews of neighborhood center projects, completing the review within 30 days of receiving complete plans

If developing a conventional mixed use project, four specific design elements must be incorporated into the development: a) street connectivity, b) open space, c) pathways, and d) density, not below eight (8) dwelling units per acre.

All centers are intended to be developed around the half-mile point between two section line roads. The half-circle shapes shown on the Land Use Map are conceptual only and intended to identify a maximum walking distance from the neighborhood center of 1/4 mile. The residential density in these areas may not be below eight (8) dwelling units per acre.

The following standards will serve as guidelines for development of the neighborhood center areas:

- Most blocks are 300' maximum, similar to Old Town.
- Larger blocks along arterial streets and for traffic calming.
- Neighborhood Center Commercial area is located at the ½ mile, not at arterial intersections.
- Schools are located mid-section, with frontage along a collector street.
- Interconnected circulation that is convenient for automobiles, pedestrians, and transit.
- Variety of housing choices.
- Housing is arranged in a radiating pattern of lessening densities.
- Transition between different housing types or densities at alleys.
- Residents can access neighborhood commercial services without being forced onto arterial streets.
- Facilitates more efficient transportation along arterials.
- Grid street pattern within the neighborhood allows traffic to disperse, eases congestion, slows traffic, and is safer for residents.
- Connects to and integrates with the larger street and pathway system.
- Reduced right-of-way widths are encouraged.
- Open space must be provided.
- Unless a Specific Area Plan has been adopted, Neighborhood Centers must be developed under a Planned Development/CUP application.

Mixed Use. There are five sub-categories of the Mixed Use designation. Generally, the designation will provide for a combination of compatible land uses that are typically developed under a master or conceptual plan. The purpose of this designation is to identify key areas which are either infill in nature or situated in highly visible or transitioning areas of the city where innovative and flexible design opportunities are encouraged. The intent of this designation is to offer the developer a greater degree of design and use flexibility.

The following standards will serve as general guidelines for development in these Mixed Use areas:

- All development within this designation will occur only under the Conditional Use Permit process, except the Mixed Use-Regional (see below);
- Where feasible, multi-family residential uses will be encouraged, especially for projects with the potential to serve as employment destination centers and when the project is adjacent to State Highways 20-26, 55 or 69;
- Where mixed use developments are phased, a conceptual site plan for the entire mixed use area is encouraged with the development application or, depending on the scope of the development, prior to a formal development application being submitted;
- In developments where multiple commercial and/or office buildings are proposed (not residential), the buildings should be arranged to create some form of common, usable area, such as a plaza or green space;
- Where the project is developed adjacent to low or medium density residential uses, a transitional use is encouraged.

- 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 from smaller sites on a case-by-case basis.
- In addition to the principal use, other qualifying mixed 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.

Mixed Use-Neighborhood. The following standards will apply to this category:

- Up to 10 acres may be non-residential uses
- Up to 100,000 sq. ft. of non-residential building area
- Residential density of 3 to 8 units/acre
- Sample uses include: grocery stores, drug stores, coffee/sandwich shops, dry cleaner/Laundromat, salons, daycare, professional offices, medical/dental clinics, retail/gift shops, schools, parks, churches, clubhouses, public uses.

Mixed Use-Community. The following standards will apply to this category:

- Up to 25 acres of non-residential uses permitted within the Mixed Use-Community areas as shown on the Future Land Use Map. In Mixed Use-Community areas that are not Neighborhood Centers, over 25 acres of non-residential uses shall be permitted (through the CUP process).
- Up to 200,000 sq. ft. of non-residential building area
- Residential density of 3 to 15 units/acre
- Sample uses include: All MU-N categories, clothing stores, garden centers, hardware stores, restaurants, banks, drive-thru facilities, auto service station, department stores

Mixed Use-Regional. The following standards will apply to this category:

- No upper limit of non-residential uses
- Over 200,000 sq. ft. of non-residential building area
- CUP application would not be needed unless a project lies within 300 feet of an existing residence or school or CUP is otherwise required per ordinance
- Residential density of 3 to 40 units/acre
- Sample uses include: All MU-N and MU-C categories, entertainment uses, major employment centers, clean industry

Mixed Use-WWTP. The following standards will apply to this category:

- Light, professional office uses
- Flex space uses, including light warehousing
- No new residential uses will be permitted (existing residential will be allowed to remain and expand accessory structures)
- Limited, small-scale retail uses
- Mini-storage uses
- Unless otherwise permitted by City-adopted incentives, all developments within this designated area will require approval through the Conditional Use Permit process.

Mixed Use-Interchange. The purpose of this category is to designate areas for construction of future SH 16 interchanges and to designate land that will have a high degree of visibility and be served by highway interchange ramps and restricted local access. These three areas (located at US 20-26, Ustick Road, and Franklin Road) differ from the other mixed use categories in that a much stronger emphasis will be placed upon gateway elements and traffic flow/trip generation factors when reviewing new land use applications. Uses in these areas will need to be compatible with the impacts of a freeway interchange. However, these areas are not intended for high volume retail or uses that are better suited in the neighborhood centers or commercial areas. The intention is to protect the immediate vicinity of the interchange from traffic conflicts and shift the high traffic-generating uses closer to local road access points.

The following standards and policies will apply to the Mixed-Use Interchange category:

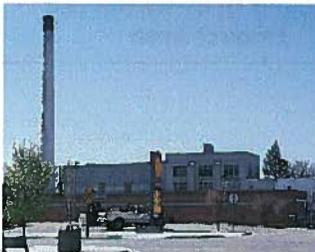
- The following types of land use themes are envisioned at the three interchange locations along SH 16:
 - US 20-26: Commuter Services, Technology/Research, Business Park
 - Ustick Road: Educational, Civic, Light Retail, Residential
 - Franklin Road: Trucking and Freight, Light Industrial, Hospitality
- Land uses within the MU-Interchange areas and adjacent to the SH 16 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 1/4 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 done 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 SH 16/US 20-26 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 SH 16/US 20-26 interchange and the adjoining land uses must give special consideration to the more scenic and environmentally sensitive area on the north side of US 20-26. The more intensive land uses should be sited on the south side of US 20-26.
- Regional ridesharing, park-and-ride and transit transfer facilities are encouraged within the SH 16/US 20-26 interchange area.

- The MU-Interchange area at Ustick Road, west of SH 16, should minimize retail and auto-oriented services and transition rapidly from the interchange to the more rural, low density character intended along the county line. Examples of uses include middle or high schools, post office or library branches, office uses, rowhouse/patio home developments, athletic clubs, etc.

| Land Use Category | Acreage | Percent |
|--|------------------|------------|
| Residential | 20,796.58 | 70.08 |
| <i>Low Density Residential</i> | 6028.24 | 20.31 |
| <i>Medium Density Residential</i> | 14295.57 | 48.17 |
| <i>High Density Residential</i> | 472.27 | 1.59 |
| Commercial | 1,428.1 | 4.81 |
| Office | 269.6 | 0.91 |
| Old Town | 346.11 | 1.17 |
| Mixed Use | 4333.82 | 14.60 |
| <i>MU-Neighborhood</i> | 365.63 | 1.23 |
| <i>MU-Community</i> | 1,125.98 | 3.79 |
| <i>MU-Regional</i> | 2,318.03 | 7.81 |
| <i>MU-Waste Water Treatment Plant</i> | 254.43 | 0.86 |
| <i>MU-Interchange</i> | 269.74 | 0.91 |
| Industrial | 1,084.24 | 3.65 |
| Public | 1,416.80 | 4.77 |
| <i>Public, Quasi Public, Open space</i> | 732.03 | 2.45 |
| <i>Public Park</i> | 178.63 | 0.6 |
| <i>Public School</i> | 506.14 | 1.71 |
| TOTAL | 29,215.75 | 100 |
| Source: City of Meridian Planning & Zoning Dept., 2002 | | |

Table VII-4. Approximate Future Land Uses within the Impact Area

Commercial. This designation will provide a full range of commercial and retail to serve area residents and visitors. Uses may include retail, wholesale, service and office uses, multi-family residential, as well as appropriate public uses such as government offices. Within this land use category, specific zones may be created to focus commercial activities unique to their locations. These zones may include neighborhood commercial uses focusing on specialized service for residential areas adjacent to that zone.



Office. This designation will provide opportunities for low-impact business areas. These would include offices, technology and resource centers; ancillary commercial uses may be considered (particularly within research and development centers or technological parks). Additionally, as noted in the Residential districts section of the Comprehensive Plan, light office uses may be appropriate in limited circumstances and at the discretion of City Council.

Old Town. This includes the historic downtown and the true community center. Uses would include offices, retail and lodging, theatres, restaurants, and service retail for surrounding residents and visitors. A variety of residential uses could include reuse of existing buildings for residential uses, new construction of multi-family residential over ground floor retail or office uses. In order to provide and accommodate preservation of the historical character, specific design requirements may be imposed. Pedestrian amenities would be emphasized. Public investment to ensure that Old Town becomes a centralized activity center with public, cultural, and recreational structures would be encouraged. The boundary of the Old Town district predominantly follows Meridian's historic plat boundaries. In several areas, both sides of a street were incorporated into the boundary to encourage similar uses and complimentary design of the facing houses and buildings.

Ten Mile Interchange Specific Area Plan. A specific area plan has been developed for approximately 2,800 acres bordered (roughly) by Linder Road to the east; McDermott Road to the west; the Union Pacific Railroad line to the north and 1/2 miles south of Overland Road on the south. The specific area plan is an addendum to this Comprehensive Plan and places an emphasis on a mix of uses, both residential and commercial; new employment areas; higher density residential; a planned collector road network and design guidelines.

Industrial. Areas are designated to allow a range of industrial uses to support industrial and commercial activities and to develop with sufficient urban services. In light industrial areas, uses may include warehouses, storage units, light manufacturing, and incidental retail and offices uses. Heavy industrial areas may include processing, manufacturing, warehouses, storage units, and industrial support activities. In all cases, standards for screening, landscaping, and adequate access would be developed and implemented.

Public, Quasi Public, and Open Space. Areas are designated to preserve and protect existing private, municipal, state, and federal lands for area residents and visitors. This category includes churches and public lands (excluding parks and schools) within the Area of Impact. Upon redevelopment of such properties, a change in designation and use may be appropriate. The redevelopment of these areas should be guided by the intensity of the existing use, the underlying zoning of the property, the surrounding land uses, the location of the property, and transportation issues associated with the proposed development of the property. The appropriate land use designation and accompanying zoning for these areas will be determined by City Council on a case by case basis.

- **Parks.** Areas are designated to preserve and protect existing municipal, state, and federal land for area residents and visitors. These areas include neighborhood, community, and urban parks. These areas are further described in Chapter VI.
- **Schools.** Areas are designated to provide areas throughout the Area of Impact which provide educational opportunities, community gathering places, and green space. These areas are further described in Chapter VI. The future land use map, Figure VII-2, depicts the location of each of these land use categories. The future

land use map reflects concentrated urban development in a central area between I-84 and Fairview Avenue and Linder Road and the eastern Impact Area boundary. This urban development primarily includes Old Town, commercial, office, industrial, and high-density residential. To the east of Linder Road, the area is primarily a mix of medium and low density residential, including some incidental commercial and industrial uses. Along the outer edge of the Impact Area, low-density residential is the predominant land use. Public, quasi public, and open space is scattered throughout the Impact Area. Table VII-4 lists the approximate acreages of future land use categories in the Impact Area. The dominant land use is residential, particularly low-density residential.

All symbols shown on the Future Land Use Map, such as parks, schools, fire stations, wells, transit stations, pathways, etc., represent generalized locations based on the best information the City has to date. However, all such symbols are to be considered conceptual and are allowed to "float" on the map. 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., from low to medium, not low to high, etc.).

Regional Planning & Cooperation

- 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 with neighboring cities including Eagle, Kuna, Star, and Boise. We also note the City's intent to continue negotiations with surrounding cities on area of impact expansions.
- 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.
- 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 US 20-26/Chinden Blvd.

Future State Highway 16 Corridor

- Land within the future SH 16 corridor (to be identified in cooperation with the Idaho Transportation Department, property owners and other agencies) 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 Friendly Development

- The City will consider the option of reducing development application and/or building permit fees for projects that incorporate features which enhance alternative transportation and are transit friendly. Said developments are envisioned within designated neighborhood centers and/or within commercial activity centers.

Said developments must incorporate the following development and design principles:

- A mix of land uses
 - Building orientation that provides the maximum level of services to pedestrians, bicyclists and transit users
 - Alternative transit features such as a bus shelter (where approved by Valley Ride), bicycle locker facilities, park and ride lots or similar facilities
 - Residential densities that are at least 8 dwelling units per acre and designed to comply with the Traditional Neighborhood design standards in the Unified Development Code
- Park and ride lots and other transit-supportive facilities are encouraged at interchanges throughout the City. Valley Regional Transit and Ada County Highway District Commuteride should be partners in determining appropriate facilities at each interchange

2. Housing

A population growth forecast included in Chapter IV estimates that from 2000 to 2020 the City's population may be expected to increase by 48 percent. However, even with this projected increase, it is estimated there are adequate residential areas and commercial capabilities within the Impact Area. Chapter IV also includes information about age and income.

The Future Land Use Map shows a diversity of residential categories that transition from the higher intensity centers to low density residential uses. This radiating density will create a diversity of housing choices to respond to the demands of the housing market. Continued planning will be necessary to ensure that adequate public, quasi-public, recreation, and open space areas are provided.

Meridian's housing unit inventory is forecast to nearly double, increasing from 12,293 units in 2000 to 26,090 units by 2020 (Table VII-5). Those forecasts were prepared by determining the population change for each five-year interval and dividing that population change by an estimated persons per household rate to determine the household change in that timespan. Net household change was factored by a vacancy rate to determine the housing unit increase for each five year interval. Changes for each interval were added to the previous yearly total to calculate the total number of units.

Table VII-5. 2000 to 2020 City of Meridian

| Year | Total Housing Units |
|------|---------------------|
| 2000 | 12, 293 |
| 2005 | 15,550 |
| 2010 | 18,960 |
| 2015 | 22,450 |
| 2020 | 26,090 |

Source: Intermountain Demographics

D. Goals, Objectives, and Action Items

| | |
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| <p>Goal I: Ensure a variety and balance of land uses to support the Meridian Impact Area.</p> | |
| <p>Objective A: Plan for periodic review, monitoring, and updating of land uses within the Impact Area and the Urban Service Planning Area.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Schedule quarterly meetings with City and county planning staff to discuss projects and joint planning efforts. 2. Annually calculate percentage of each major land use category developed during previous year and compare to existing supply of vacant land in each category. |
| <p>Objective B: Plan for a variety of commercial and retail opportunities within the Impact Area.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Consider development applications that apply the neighborhood center concept. 2. Adopt a Neighborhood Center Design Ordinance to implement the Neighborhood Center comprehensive plan designation. 3. Locate small-scale neighborhood commercial areas within planned residential developments as part of the development plan. 4. Establish incentives for new commercial development within under-utilized existing commercial areas. 5. Locate new community commercial areas on arterials or collectors near residential areas in such a way as to complement with adjoining residential areas. 6. Require neighborhood commercial areas to create a site design compatible with surrounding uses (e.g., landscaping, fences, etc.). 7. Identify transitional zones to buffer commercial and residential uses, to allow uses such as offices and other low intensity uses. 8. Annually calculate percentage of each major land use category developed during previous year and compare to existing supply of vacant land in each category. |
| <p>Objective C: Maintain integrity of housing areas to preserve values and ambience of areas.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Amend the zoning ordinance and map to implement this plan. 2. Develop standards for integrating medium-to-high density residential into existing subdivision development. 3. Designate Old Town as a priority high-density area. 4. Require new residential development to meet development standards regarding landscaping, signage, fences and walls, etc. 5. Enforce zoning regulations. 6. Annually calculate percentage of each major land use category developed during previous year and compare to existing supply of vacant land in each category. |

Goal I: Ensure a variety and balance of land uses to support the Meridian Impact Area. (continued)

Objective D:

Plan for appropriate uses within rural areas.

Actions:

1. Permit low-density (one unit per 5-10 acres) residential uses where City services can not be provided.
2. Require rural area residential development to submit alternative development plans to demonstrate the efficient extension of urban services in the future (e.g. a resubdivision plan or other City-approved documentation).
3. Adopt the Future Land Use Map contained in this plan.
4. Coordinate with Ada County and establish and maintain an Area of Impact Agreement, to ensure that the existing rural areas are developed in accordance with all applicable provisions of this plan.
5. Allow residential development in rural areas that are outside the City limits but inside the Area of Impact, provided that development complies with the following standards.
 - Within the USPA one single-family residential house may be placed on a five-acre minimum lot if dry line sewer and water lines are installed for future connection. Alternatively, the City Engineer may grant a waiver to the dry line sewer and water line requirement where said lines are not feasible. A concept plan for roads and lots must be submitted to the Planning Department showing that provisions have been made to allow for re-subdivision of the property to an urban density as shown in the Comprehensive Plan Land Use map.
 - Within the Area of Impact but outside of the USPA, one single-family residential building may be constructed on a five-acre minimum lot without municipal sewer and water services being provided if Central District Health Department approves private sewer and water service.
6. Permit recreational uses that are compatible with agricultural pursuits in the rural areas.
7. Permit schools, churches, and other public and quasi public uses in rural areas, that are compatible with adjacent uses.
8. Require new urban density subdivisions which abut or are proximal to existing low density residential land uses to provide landscaped screening or transitional densities with larger, more comparable lot sizes to buffer the interface between urban level densities and rural residential densities.
9. Require new residential development to provide permanent perimeter fencing to contain construction debris on site and prevent windblown debris from entering adjacent agricultural and other properties.

Goal I: Ensure a variety and balance of land uses to support the Meridian Impact Area. (continued)

Objective E:
Establish industrial areas to meet the employment needs of the City of Meridian.

Actions:

1. Adopt the Future Land Use Map contained in this plan.
2. The City encourages the location of a high tech, professional employment center in the northwest quadrant of our Area of Impact.
3. Require industrial areas to create a site design compatible with surrounding uses (e.g., landscape, fences, etc.) and community design criteria.
4. Identify areas for industrial development with adequate public services.
5. Annually calculate percentage of each major land use category developed during previous year and compare to existing supply of vacant land in each category.
6. Separate heavy industrial and light industrial within the Zoning Ordinance.

Goal II: Serve the Treasure Valley as a regional industrial, commercial, and retail distribution hub.

Objective A:
Ensure that land use regulations support continued opportunities for Meridian Area of Impact.

Actions:

1. Support current development review process.
2. Continue to enforce zoning regulations.
3. Coordinate with Ada County to amend City and County Area of Impact agreements to require Meridian land use ordinances be adopted by Ada County for developments within the Area of Impact but outside city limits.
4. Designate land areas for variety of use (high density, low density, residential, commercial, industrial, etc.) by adopting the Future Land Use Map.
5. Amend the zoning ordinance and map to implement the provisions of this plan.
6. Ensure the ease of mobility of people and goods by implementing access control measures on major transportation corridors.

Goal III: Ensure that adequate public services, including transportation, for existing and future development are provided.

Objective A:
Plan and expand services as part of the development process.

Actions:

1. Require that development projects have planned for the provision of all public services.
2. Require adequate fees from new development to fund expansion of services.
3. Review and update existing and future service needs.
4. Assess law enforcement needs.
5. Participate in area transportation planning efforts.

Goal III: Ensure that adequate public services, including transportation, for existing and future development are provided.

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| <p>Objective B: Cooperate with other agencies and entities around the valley.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Address the Area of Impact boundary with Ada County and the Cities of Eagle, Boise, and Kuna. 2. Coordinate with transportation agencies to ensure provision of services and transit development. 3. Coordinate with irrigation districts to provide multiple use of existing irrigation easements. 4. Coordinate with the City of Nampa and Canyon County on transportation and other relevant issues. 5. The City will work with property owners, designers, and developers to adopt a Specific Area Plan for two proposed Neighborhood Center areas—one in north Meridian and one in south Meridian. Adopt said plan. 6. The City will work with property owners, designers, developers, and agencies to adopt Specific Area Plans for proposed Neighborhood Centers and areas of interest on the Future Land Use Map. Said plans will be adopted and implemented. |
|--|--|

Goal IV: Encourage compatible uses to minimize conflicts and maximize use of land.

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| <p>Objective A: Address conflicts with compatible uses and Impact Areas.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Minimize noise, odor, air pollution, and visual pollution in industrial development adjacent to residential areas. 2. Encourage industrial development to locate adjacent to existing industrial uses. 3. Require industrial uses to conform to disposal, spill and storage measures as outlined by the EPA. 4. Locate industrial uses where adequate water supply and water pressure are available for fire protection. 5. Require industrial development to conform to Federal and State air, water, and noise pollution standards, and local landscaping, traffic, noise, and environmental standards. 6. Require screening and buffering of commercial and industrial properties and residential use with transitional zoning. 7. Encourage appropriate development of open space and recreation areas within large residential development projects to serve as buffer and transition areas. 8. Discourage residential areas in close proximity to WWTP. |
| <p>Objective B: Build services to areas of opportunity and promote future development of commercial, industrial, retail/service and residential to best protect objectives and integrity of Meridian.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Provide incentives (tax, urban renewal, etc.) for Old Town. 2. Provide incentives to attract low-impact (commercial, industrial, etc.) business. 3. Coordinate with appropriate agencies for master planning efforts periodically. |

Goal IV: Encourage compatible uses to minimize conflicts and maximize use of land. (continued)

Objective C:
Encourage residential infill to utilize existing services.

Actions:

1. Protect existing residential properties from incompatible land use development on adjacent parcels.
2. Require screening and landscape buffers on all development requests that are more intense than adjacent residential properties.
3. Require usable open space to be incorporated into new residential subdivision plats.
4. Develop incentives for infill development, both single-use and planned developments, to improve existing neighborhoods.
5. Require all new residential neighborhoods to provide sidewalks, curb and gutters, and functional streets through joint ACHD/ Local Improvement District programs.
6. Require pedestrian access in all new development to link subdivisions together and promote neighborhood connectivity.
7. Provide for non-exclusive residential zoning that allows for low-impact neighborhood commercial areas to develop in residential districts. Develop standards to regulate neighborhood commercial uses to minimize the impact on the integrity of the residential district.
8. Continue property maintenance programs through code enforcement to remove junk vehicles, weed nuisances, and trash, etc.
9. Adopt land use designations which will allow for housing opportunities for all income levels.
10. Support a variety of residential categories (low-, medium-, and high-density single-family, multi-family, townhouses, duplexes, apartments, condominiums, etc.) for the purpose of providing the City with a range of affordable housing opportunities.
11. Provide incentives (bonus density, reduced common area requirements) for infill development.

Goal IV: Encourage compatible uses to minimize conflicts and maximize use of land. (continued)

Objective D:
Encourage appropriate land uses along transportation corridors.

Actions:

1. Identify locations for low traffic generating uses on key corridors.
2. Restrict curb cuts and access points on collectors and arterial streets.
3. Coordinate appropriate traffic signals.
4. Integrate pathway/bikeway plans to ensure appropriate access along right-of-way.
5. Require appropriate landscape and buffers along transportation corridor (setback, vegetation, low walls, berms, etc.).
6. Preserve railroad corridor for future pathway and light rail uses.
7. Develop incentives for high-density development along major transportation corridors to support public transportation system.
8. Coordinate with ITD, COMPASS, and other agencies to determine future infrastructure plans, transportation corridors, highway alignments, etc. and [allow only compatible adjacent land uses and appropriate timelines for development.

Goal V: Offer a diversity of housing types for a greater range of choice.

Objective A:
Encourage quality housing projects for all economic levels in a variety of areas.

Actions:

1. Designate specific areas with adequate public services for high density residential.
2. Identify the current mix of housing types.
3. Identify portions of Old Town for residential development and redevelopment.
4. Provide for a wide diversity of housing types (single-family, modular, mobile homes and multi-family arrangements) and choices between ownership and rental dwelling units for all income groups in a variety of locations suitable for residential development.
5. Require an open housing market for all persons, regardless of race, sex, age, religion or ethnic background.
6. Develop incentives for a variety of housing types, suitable for various income groups, close to employment and shopping centers.
7. Continue promoting quality mixed-use developments in accordance with the Future Land Use Map.
8. Ensure that no discriminatory restrictions are imposed by local codes and ordinances.
9. Phase in residential developments in accordance with their connection to the municipal sewer system.
10. Coordinate public and private housing implementation efforts to improve consistency with area-wide plans and eliminate confusion and misunderstanding.
11. Support infill of random vacant lots in substantially developed, single-family areas at densities similar to surrounding development. Increased densities on random vacant lots should be considered if:
 - Development of uses other than single-family structures are compatible with surrounding development.
 - It complies with the current comprehensive plan.
11. Apply design and performance standards to infilling development in order to reduce adverse impacts upon existing adjacent development.
12. Develop incentives for owners of remnant residential parcels or partially-developed residential parcels to consolidate these properties where possible to prevent the proliferation of small parcels of vacant land within the City limits.
13. Review ordinances or other policy statements which affect housing development and consolidated to avoid confusion and use of conflicting policies and requirements.
14. Locate high-density development, where possible, near open space corridors or other permanent major open space and park facilities, Old Town, and near major access thoroughfares.
15. Allow density transfers in exchange for school sites, open space dedications, or for access easements to linear open space corridors, which contain bicycle and pedestrian pathway systems.

| Goal V: Offer a diversity of housing types for a greater range of choice. (continued) | |
|--|---|
| <p>Objective B: Elevate quality of design for houses and apartments.</p> | <p>Action:</p> <ol style="list-style-type: none"> 1. Establish/enact a design review ordinance. |
| <p>Objective C: Elevate/enhance quality of residential site and subdivision planning.</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Require common area for all subdivisions. 2. Enact new Planned Development (PD) and subdivision ordinances. 3. Revise existing ordinances to include height limitation, density, scale, floor area to green space ratio, traffic generation and landscaping. 4. Re-evaluate residential density categories (i.e., R-8 to R-15 to R-40 is too broad of a range) in the zoning ordinance. 5. Eliminate vague/unclear standards in development ordinances. |
| <p>Objective D: Ensure that a balance exists between supply and demand in rental market (track vacancy rates).</p> | <p>Action:</p> <ul style="list-style-type: none"> • Track vacancy rates in City every 6 months. • Coordinate with real estate companies, lenders, and housing development and advocacy groups to research and track housing market in Meridian and publish findings. |
| <p>Objective E: Diversify and balance the location of 1,000-1,200 square feet/all housing throughout City (e.g., avoid concentration of one type in a geographical area).</p> | <p>Action:</p> <ol style="list-style-type: none"> 1. Annually monitor the size of housing units by area within Meridian. |
| <p>Objective F: Encourage pride of ownership in housing choice (landscaping).</p> | <p>Actions:</p> <ol style="list-style-type: none"> 1. Continue supporting activities such as "Paint the Town" and "Rake Up Meridian." 2. Provide for additional public maintenance. |

CHAPTER VIII HOW DO WE MAKE THIS PLAN A REALITY?

INSIDE THIS CHAPTER:

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The City of Meridian comprehensive plan reflects a 10-year time horizon. This planning period allows adequate time to implement new development ordinances, land use patterns, transportation networks, and facility plans. Capital improvement funding strategies, funding sources, planning techniques, and plan review are important facets to the plan's implementation and ultimate success.

Implementation is the phase of the planning process that makes the goals, objectives, and action items, as stated in the comprehensive plan, become reality. This chapter discusses implementation tools and presents all plan action items by priority.

A. Implementation Tools

Citizen involvement and support is an important implementation tool and it has been strongly affirmed throughout the comprehensive plan update. The public should be aware of, and involved in, all of the City's planning decisions. All Meridian citizens are encouraged to contact City leaders at any time to review the comprehensive plan and implementation policies.

Annual Plan Review. The comprehensive plan should be continually reviewed and updated. It is recommended that a yearly review of the plan be held coincident with the budget cycle, to update and/or reaffirm the plan to fit changing needs, as well as unforeseen planning problems and opportunities.

Zoning Ordinance and Map. The policies of the comprehensive plan establish a framework for the zoning and development ordinances and zoning map. Amendments to the zoning ordinance and map are necessary to truly implement this plan.

The text of the ordinances establishes the conditions under which land may be used to create a stable, future land use development pattern. Existing uses of land and buildings are permitted to continue - even if they are not in conformance with the plan policies and the associated land use ordinances. The zoning map shows the location of districts in which various residential, commercial, and industrial uses may be located to form a compatible arrangement of land uses.

The Planning and Zoning Commission reviews all new development proposals to insure compatibility with the zoning and development ordinances and the comprehensive plan. The City Council conducts the same review, accompanied by the Commission's recommendations, and makes the final decision on a particular development issue.

Subdivision regulations are contained within the Meridian Municipal Code. Subdivision regulations establish various standards for the subdivision of property to ensure an adequate lot; street access built to adequate specifications; that urban services have been installed; and public parks, schools, and pathways are given consideration.

Many action items were identified in the planning process related to design and development standards. These action items may be implemented by revising the zoning ordinance and map.

Future Acquisition Map. A city may designate appropriate sites for streets, schools, parks, and other public purposes on a future acquisition map. These sites can be reserved for a public purpose for no more than a 20-year period (see Idaho Code, § 67-6561). The planning process indicated a need for this type of map in order to ensure adequate public facilities for a growing community.

Specific Master Plans. Throughout the planning process, development of specific master plans was discussed. Some of the following may be necessary at some future date to implement various comprehensive plan action items:

- Short Term and Long Term Business Development Infrastructure and Facility Plan
- Old Town Master Plan
- Downtown Master Plan
- Bicycle and Pedestrian Plan
- Pathways and Trail Plan
- Master Plan for Each City Service

Goal I: The City of Meridian Comprehensive Plan and related ordinances will be used by citizens and city leaders to shape the future of the City of Meridian and surrounding Area of Impact.

Actions:

1. Update the zoning ordinance and map to be in conformance with the adopted comprehensive plan and map.
2. Review the status of the implementation actions (Table VIII-1) to ensure steady progress on all items.
3. Require that the Planning and Zoning Commission budget include detailed review of the adopted comprehensive plan at least once a year and that the budget decisions explicitly reflect support and advance of the Plan as the primary factor of approval.
4. Require that public meetings be held annually to review the comprehensive plan and to promote a better understanding of the plan and its purpose.
5. Conduct work sessions with area cities and counties as needed to better coordinate planning policies regionally.
6. Create a checklist for the Planning and Zoning Commission and the City Council to review all development.
7. Organize and fund committees or special commissions consistent with the provisions of this plan.
8. Require that zoning and all other ordinances are enforced.
9. Educate the public and advisory boards so that they understand the comprehensive plan's legal elements and intent.

Comprehensive Plan Amendments. From time to time, changing conditions will result in a need for comprehensive plan amendments which should be carefully considered. Review is desirable on an as-needed basis by the Planning and Zoning Commission and a Comprehensive Plan Oversight Committee that encourage public comment. The Idaho Code provides for amendment to the comprehensive plan. The City Council or any group or person may petition the City Planning and Zoning Commission for a plan amendment at any time. The City Planning and Zoning Commission may recommend amendments to the map component of the comprehensive plan to the government board (City Council) not more frequently than every six months. Amendments to the text portion of the Plan may be recommended and adopted at any time.

B. Goals and Action Items

(see previous page)

C. Prioritized List of Action Items/Responsible Entities

In order to ensure implementation of the action items identified in this plan, those items have been prioritized by citizen committees and assigned to the responsibility of appropriate government or public agencies. Table VIII-1 illustrates the categorical priority of each item, as well as the party responsible for implementation. Certain general types of action items, such as regulations and committee formations, have been merged into one action item based on their centralized authority for implementation.

Prioritization of the action items for implementation should be based on the immediacy of community need regarding the expected outcome of such item. Those items that are existing City policy or are currently being implemented are identified as "ongoing." Those identified as "immediate" (0 to 1 years), should be in their developmental stages immediately after the comprehensive plan is adopted. Those action items ranked as "intermediate" (1 to 3 years) should also be considered as near-term projects, although the level of further study or organization involved will likely extend the time for implementation. Action items designated as "long term" (3 to 5+ years) are not necessarily less important. This classification indicates that they simply do not have the same urgency and will be ongoing items.

The responsible entities identified in Table VIII-1 are listed alphabetically:

Ada County
 Ada County Highway District (ACHD)
 Business Improvement District (BID)
 Canyon County
 Chamber of Commerce
 City Council
 City Engineer
 City of Boise City
 City of Eagle
 City of Nampa
 COMPASS
 Economic Development (ED) Specialist
 Finance Officer
 Idaho Department of Employment (IDE) Job Service
 Idaho Transportation Department (ITD)
 Meridian Historic Preservation Committee (MHPC)

Meridian Development Corporation (MDC)
Meridian Joint School District (MJSD)
Meridian Merchants
Meridian Parks and Recreation Department (MPRD)
Meridian Police Department (MPD)
Nampa-Meridian Irrigation District (NMID)
Planning Department
Planning and Zoning Commission (P&Z)
Private Sector
Public Utilities
Public Works Department
Regional Transit Authority (RTA)
State Historic Preservation Office (SHPO)
Treasure Valley Partnership (TVP)
Transportation Task Force (TTF)
Union Pacific Railroad (UPRR)
Western Ada Recreation District

Note: 1. The acronyms for many of these entities are used solely for the purposes of the implementation table.



Table VIII-1. Action Items/Responsible Entities (Immediate, Intermediate, Long Term and Ongoing)

| Priority | Chapter | Action Item | Responsible Party |
|-----------------|----------------|--|--|
| Immediate | IV | Adopt the Future Land Use Map within this Plan that establishes areas where commercial and industrial interest and activities are to dominate. | City Council |
| Immediate | IV | Develop incentives to attract new institutional, commercial, and government facilities to consider locating in downtown Meridian. | City Council; Chamber of Commerce; MDC |
| Immediate | IV | Develop incentives to retain the existing institutional, commercial, and government anchors to remain in Old Town. | City Council; Chamber of Commerce; MDC |
| Immediate | IV | Develop incentives that encourage utilization of unimproved or underdeveloped land within the Meridian City limits in order to maximize public investments, curtail urban sprawl, and protect existing agricultural lands from unnecessary infringement. | City Council |
| Immediate | IV | Implement tax increment financing. | City Council; Meridian Merchants; BID |
| Immediate | V | Appoint members to and consistently maintain the minimum required membership on the Meridian Historic Preservation Commission (five members) to fulfill the requirements of City Ordinance No. 471 and the requirements of the Certified Local Government Program. | City Council |
| Immediate | V | Adopt a Dust Abatement Ordinance in conformance with the prototype ordinance developed by COMPASS for governments in the Treasure Valley. | City Council; P&Z; Planning Staff; COMPASS |
| Immediate | V | Control the spread of noxious weeds in the Meridian area by administering an efficient, quick-response weed removal ordinance with progressive notices and penalties. | City Council; P&Z; MPRD |
| Immediate | V | Coordinate with existing Cultural Resource Adhoc Committee. | P&Z; City Council; MHPC |
| Immediate | V | Create and adopt specific downtown design guidelines and standards that will ensure that downtown Meridian remains the historic center for mixed-use tourism, business, retail, residential, and governmental activities in Meridian and prevent deterioration. | Planning Staff; City Council; MDC |
| Immediate | V | Create and maintain a distinct identity for the downtown through consistent landscaping, street lighting, street furnishings, and rehabilitation of historic buildings. | Planning Staff; City Council; MDC |
| Immediate | V | Develop an agreement with Nampa Meridian Irrigation District (NMID) and other irrigation districts, to allow use of easements for recreation, bike/pedestrian pathways by the City of Meridian. | City Council |
| Immediate | V | Develop and maintain greenbelts along natural waterways. | City Council; MPRD |

| Priority | Chapter | Action Item | Responsible Party |
|-----------|---------|--|---|
| Immediate | V | Develop programs to attract customer oriented businesses and encourage pedestrian uses downtown. | City Council; P&Z; Chamber of Commerce; MDC |
| Immediate | V | Draft a Downtown Master Plan in conjunction with the Treasure Valley Futures Project. | Planning Staff; P&Z; City Council; MDC |
| Immediate | V | Identify underdeveloped areas for potential development. | City Council; Chamber of Commerce; P&Z |
| Immediate | V | Improve and protect creeks (Five Mile, Nine Mile, Ten Mile, and Jackson and Evans drainages) throughout commercial, industrial, residential areas, and Old Town. | City Council; P&Z; MPRD; MDC |
| Immediate | V | Promote and strengthen residential development in and around Old Town & develop incentives to encourage high density housing. | P&Z; City Council; MDC |
| Immediate | V | Require all developments adjacent to designated entryway corridors to provide a minimum of 35 feet of high quality, professional landscaping on the site adjacent to the roadway. Require residential developments adjacent to state highways and arterial-classified entryway corridors to provide a minimum five-foot-high berm. | Planning Staff |
| Immediate | V | Utilize the SHPO's Historic Preservation Fund (HPF) to prepare an identification and survey of Old Town's historic buildings. | MHPC; City Council; MDC |
| Immediate | VI | Coordinate with COMPASS, UPRR, ACHD, and private property owners to ensure land uses that are compatible and will integrate with a rail corridor transit system. | COMPASS; UPRR; ACHD; RTA; City Council |
| Immediate | VI | Consider the adopted COMPASS regional Ridge to Rivers Plan in all land-use decisions. | TTF; City Council |
| Immediate | VI | Consider the Eagle Road Corridor Study in all land-use decisions. | P&Z; City Council |
| Immediate | VI | Develop City utilities in priority areas to encourage development to meet the needs of the City of Meridian. | City Council |
| Immediate | VI | Develop methods, such as cross-access agreements, frontage roads, to reduce the number of existing access points onto arterial streets. | P&Z; City Council |
| Immediate | VI | Expedite future north/south crossings and interchange over I-84 (Locust Grove and Linder Overpasses, Ten Mile interchange). | City Council |
| Immediate | VI | Identify 2-4 specific parcels for park & ride lots and/or transit stations. | RTA; City Council |

| Priority | Chapter | Action Item | Responsible Party |
|-----------|---------|--|---|
| Immediate | VI | <p>Identify a City liaison to:</p> <ul style="list-style-type: none"> Encourage and promote the development of an overpass at the Intersection of Locust Grove Road and I-84 by ACHD. Encourage and promote the development of an interchange at the Intersection of Ten Mile Road and I-84 by the Idaho Department of Transportation. | City Council |
| Immediate | VI | Identify medical services that need to be encouraged to locate or expand in the City of Meridian. | City Council; Chamber of Commerce |
| Immediate | VI | Require continuous, grid-like collectors around the north-south and east-west half-mile lines within the undeveloped sections of Meridian's Area of Impact at the time of new development. Such collectors should be the primary designated bike lane routes in lieu of Arterial streets, whenever possible. | Planning Staff; P&Z; City Council; ACHD |
| Immediate | VI | Require elementary schools to be sited in locations that are safe for the children, easily accessible by the public and provide a visual and "user-friendly" benefit to the neighborhood. Elementary schools should not be "hidden" within subdivisions or otherwise made inaccessible to the public. The City encourages all schools to have public street frontage | Planning Staff; P&Z; City Council; Joint School District #2 |
| Immediate | VII | Assess law enforcement needs. | MPD; Ada County; City Council |
| Immediate | VII | Continue sponsoring activities such as "Paint the Town" and "Rake Up Meridian." | City Council; Chamber of Commerce |
| Immediate | VII | Coordinate with Ada County and establish and maintain an Area of Impact Agreement, to ensure that the rural areas are developed in accordance with all applicable provisions of this plan. | Planning Staff; P&Z; City Council |
| Immediate | VII | Coordinate with Ada County to amend City & County Area of Impact agreements to require Meridian land use ordinances be adopted by Ada County for developments with in area of Impact but outside City limits. | Planning Staff; P&Z; City Council |
| Immediate | VII | Eliminate vague/unclear standards in development ordinances. | Planning Staff; P&Z; City Council |
| Immediate | VII | Enact new subdivision ordinances. | Planning Staff; P&Z; City Council |
| Immediate | VII | Identify areas for industrial development with adequate public services. | Planning Staff; P&Z; City Council |

| Priority | Chapter | Action Item | Responsible Party |
|--------------|---------|--|---|
| Immediate | VII | Identify the current mix of housing types. | Planning Staff; P&Z; City Council |
| Immediate | VII | Identify transitional zones to buffer commercial and residential uses, to allow uses such as offices and other low intensity uses. | Planning Staff; P&Z |
| Immediate | VII | Adopt a Neighborhood Center Design Ordinance to implement the new Neighborhood Center comprehensive plan designation. | Planning Staff; P&Z; City Council |
| Immediate | VII | Amend the zoning ordinance and map to implement the provisions of this plan. | Planning Staff; P&Z; City Council |
| Immediate | VII | Annually calculate percentage of each major land use category developed during previous year and compare to existing supply of vacant land in each category. | Planning Staff; P&Z |
| Immediate | VII | Separate heavy industrial and light industrial within the Zoning Ordinance. | Planning Staff; P&Z; City Council |
| | | | |
| Intermediate | IV | Adopt, maintain, and update the comprehensive plan to accommodate growth. | City Council; P&Z |
| Intermediate | IV | Allocate and identify locations/inventory for industrial and commercial business parks. | Chamber of Commerce; Planning Department |
| Intermediate | IV | Annually monitor building permit activity to ensure a desirable mix of housing is being maintained. | Planning Department; Public Works Department |
| Intermediate | IV | Annually monitor changes in income levels. | Planning Department/IDE Job Service |
| Intermediate | IV | Develop a selection criteria list for business types, and incorporate it into the development review process. | ED Specialist |
| Intermediate | IV | Develop long-term (20-year) and short-term (1-5 year) infrastructure and facility plan for business development. | Planning Department; Public Works Department; ED Specialist |
| Intermediate | IV | Develop mechanisms to promote the community (e.g., web site development, brochures). | City Council; Chamber of Commerce |
| Intermediate | IV | Develop programs to encourage and support development of the arts, cultural and educational facilities in Old Town. | City Council; Chamber of Commerce; MDC |
| Intermediate | IV | Evaluate development proposals based on physical, social, economic, and aesthetic criteria. | P&Z; City Council |

| Priority | Chapter | Action Item | Responsible Party |
|--------------|---------|--|--|
| Intermediate | IV | Form a Business Improvement District in the Old Town area. | MDC |
| Intermediate | IV | Form public/private partnership to support a downtown demonstration project. | City Council; BID; MDC |
| Intermediate | IV | Hire economic development specialist to promote and recruit businesses. | City Council; Chamber of Commerce |
| Intermediate | IV | Identify/calculate ultimate build-out numbers based on City of Meridian 2002 Comprehensive Plan policies. | COMPASS |
| Intermediate | IV | Improve ingress and egress (both pedestrian and vehicle) into Old Town. | City Council; Chamber of Commerce; TVP; RTA; MDC |
| Intermediate | IV | Provide plazas and public areas for civic activities: <ul style="list-style-type: none"> Utilization plan for Generations Plaza area. Support COMPASS efforts to convert Union Pacific Railroad (UPRR) corridor. | City Council; Chamber of Commerce |
| Intermediate | IV | Pursue Community Development Block Grants or other sources for public improvements in Old Town. | City Council; Planning Staff; MDC |
| Intermediate | IV | Pursue grants for economic development and partnerships. | ED Specialist; Finance Officer |
| Intermediate | IV | Provide high-tech infrastructure. | Public Works Department; Public Utilities |
| Intermediate | IV | Provide unique destination-type activities and centers that Nampa and Boise do not offer. | City Council; Chamber of Commerce; MHPC |
| Intermediate | IV | Quantify impact of growth (e.g., traffic volume, school enrollment, and parks). | Planning Department; COMPASS |
| Intermediate | V | Actively support owners of historic buildings in Old Town in their efforts to restore and/or preserve their properties. Pursue grant funding sources to leverage private resources for restoration and preservation projects. | MHPC; City Council; MDC |
| Intermediate | V | Coordinate with the Historic Preservation Commission to review and comment on all development applications in Old Town and provide a certificate of acceptability. | MHPC; City Council; P&Z; Planning Staff; MDC |
| Intermediate | V | Conduct activities directed toward stimulating private and public investment in the restoration and preservation of historic buildings, outdoor spaces, and natural historic features. | MHPC; City Council; Chamber of Commerce |
| Intermediate | V | Continue to investigate the opportunities for providing Park & Ride lots, shuttle buses, and other forms of alternative transportation. | Planning Staff; COMPASS; RTA; City Council |

| Priority | Chapter | Action Item | Responsible Party |
|--------------|---------|---|--|
| Intermediate | V | Coordinate open space conservation with land trust. | City Council; P&Z; MPRD |
| Intermediate | V | Develop policies to limit canal tiling and piping of ditches where public safety issues are not of concern. | P&Z |
| Intermediate | V | Direct all City agencies and personnel to seek comments and approval from the Historic Preservation Commission prior to any changes to City-owned or controlled property (including buildings, outdoor spaces, and natural features). | City Council |
| Intermediate | V | Establish and maintain a system to survey and identify cultural and historical resources within Meridian City limits and maintain a local inventory of all identified sites. | MHPC; SHPO |
| Intermediate | V | Identify all gateways into Old Town (i.e., East First Street, Franklin, Fairview) and provide signage to attract visitors/citizens to Old Town. | Planning Staff; City Council; MDC |
| Intermediate | V | Identify buildings and natural features that contribute to the historic fabric of Meridian. | MHPC |
| Intermediate | V | Identify neighborhood areas/districts for future planning purposes to assure that development will strengthen community feeling. | Planning Staff; P&Z; City Council |
| Intermediate | V | Identify waterways, wetlands, and other natural resources for preservation. | City Council; Planning Staff |
| Intermediate | V | Identify wildlife habitat areas for conservation. | MPRD |
| Intermediate | V | Investigate tax incentive programs for historic properties. | MHPC; City Council |
| Intermediate | V | Jointly plan entryway corridors to Meridian with Nampa and Boise. | TTF; City Council |
| Intermediate | V | Provide funding to the Historic Preservation Commission through the City's annual budget to foster preservation and conservation in Old Town and throughout the Area of Impact. | City Council; MDC |
| Intermediate | V | Provide incentives for property owners to improve their properties. | P&Z; City Council |
| Intermediate | V | Provide public parking (with landscaping) in downtown. | P&Z; City Council; MDC |
| Intermediate | V | Protect significant historic structures and features from demolition when possible. | MHPC; City Council |
| Intermediate | V | Undertake programs that will increase the community's awareness of its heritage and the economic as well as aesthetic value of preservation. | MHPC; P&Z; City Council; Chamber of Commerce |
| Intermediate | VI | Annually review each master plan and update as needed. | City Council |
| Intermediate | VI | Conduct a feasibility study for an east/west monorail system and bus transportation. | RTA; City Council |
| Intermediate | VI | Consider "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach" from the National center for Bicycling and Walking in all land-use decisions. | P&Z; City Council |

| Priority | Chapter | Action Item | Responsible Party |
|--------------|---------|--|---------------------------------------|
| Intermediate | VI | Coordinate with other public utilities and essential service providers (at annual Master Plan reviews, corridor studies, etc.) to include ACHD, Idaho Power, ITD, etc. | City Council |
| Intermediate | VI | Develop a standardized procedure that supports the proposed Meridian landscape ordinance policy of improving and maintaining landscaping along public rights-of-way and landscaping of dedicated but unimproved rights-of-way strips. | ACHD; ITD; City Council |
| Intermediate | VI | Develop City pathway to connect Meridian with Boise. | MPRD; City Council |
| Intermediate | VI | Develop continuous pedestrian walkways within the downtown area. | TTF; City Council; MDC |
| Intermediate | VI | Develop, implement, and enforce storm water management program. | City Council; Public Works |
| Intermediate | VI | Develop indoor/outdoor multiple use facilities (i.e., recreation center, fairgrounds, etc.) for a variety of recreational, educational, cultural, and sports purposes and uses. | MPRD; City Council |
| Intermediate | VI | Develop program for donating land for parks, police, fire station and substation, and well sites. | City Council |
| Intermediate | VI | Establish truck routes. | TTF; ACHD; ITD; City Council |
| Intermediate | VI | Explore options to annex County parcels that are surrounded by City limits to allow for more efficient provision of City services. | Planning Staff; City Council |
| Intermediate | VI | Hold an annual meeting with essential service providers and local decision-makers to coordinate planning efforts and direction of growth. Service providers include: Fire Department, Police, ITD, ACHD, Irrigation Districts, COMPASS, Ada County, Idaho Power, U.S. West, Intermountain Gas, Chevron Gas, Joint School District No. 2, Solid Waste, Emergency Medical Services (EMS), IDHW, DEQ, CDHD, City of Meridian Public Works, Bureau of Reclamation, and U.S. Army Corps of Engineers. | P&Z; City Council |
| Intermediate | VI | Identify and prioritize areas for future City expansion. | P&Z; City Council |
| Intermediate | VI | Identify at least one neighborhood per year to work with to submit an application to the ACHD Neighborhood Enhancement Program for traffic-calming measures and/or sidewalk improvements. | P&Z; City Council; Planning Staff |
| Intermediate | VI | Prepare a written bicycle and pedestrian plan for the City. | COMPASS; TTF; City Council; P&Z |
| Intermediate | VI | Review and revise current street naming policies to provide a clear street naming system in the City. | City Council; City Engineer; COMPLASS |
| Intermediate | VI | Review possible sites within City for developing indoor multiple use facility. | MPRD; City Council |

| Priority | Chapter | Action Item | Responsible Party |
|--------------|---------|---|---|
| Intermediate | VI | Support future recreation facility development at the 7-acre Ustick and Black Cat Road location. | MPRD; City Council |
| Intermediate | VI | Support funding of CPRSP projects and programs. | MPRD; City Council |
| Intermediate | VI | The City should review its current regulations for issues would prohibit or discourage the type of mixed-use, transit oriented development desired within these transit areas. (Example of barriers regulations are minimum parking requirements, single use zoning, low floor-area ratios, setbacks, etc.) | Planning Staff; P&Z; Development Community; City Council |
| Intermediate | VI | The City of Meridian, in coordination with VIATrans, should explore grants and other funding opportunities to provide incentives for developers to locate within transit overlay zone. | COMPASS; Planning Staff; VIATrans; City Council |
| Intermediate | VII | Address the Area of Impact boundary with Ada County and the Cities of Eagle and Boise. | City Council; Eagle; Boise; Ada County |
| Intermediate | VII | Coordinate appropriate traffic signals. | ACHD; City Council |
| Intermediate | VII | Coordinate with real estate companies, lenders, and housing development and advocacy groups to research and track housing market in Meridian and publish findings. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Develop incentives (tax, urban renewal, etc.) for Old Town. | Planning Staff; P&Z; City Council; Chamber of Commerce; MDC |
| Intermediate | VII | Develop incentives for high-density development along major transportation corridors to support public transportation system. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Develop incentives for infill development to improve existing neighborhoods. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Develop incentives for owners of remnant residential parcels or partially-developed residential parcels to consolidate these properties where possible to prevent the proliferation of small parcels of vacant land within the City limits. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Develop incentives to attract low-impact (commercial, industrial, etc.) business. | Planning Staff; P&Z; City Council; Chamber of Commerce |
| Intermediate | VII | Establish/enact a design review ordinance. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Identify locations for low traffic generating uses on key corridors. | Planning Staff; P&Z; City Council |

| Priority | Chapter | Action Item | Responsible Party |
|--------------|---------|--|--|
| Intermediate | VII | Integrate pathway/bikeway plans to ensure appropriate access along right-of-way. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Provide for non-exclusive residential zoning that allows for low-impact neighborhood commercial areas to develop in residential districts. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Re-evaluate residential density categories (i.e., R-8 to R-15 to R-40 is too broad of a range) in the zoning ordinance. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Revise existing ordinances to include height limitation, density, scale, floor area to green space ratio, traffic generation and landscaping. | Planning Staff; P&Z; City Council |
| Intermediate | VII | Schedule quarterly meetings with City and county planning staff to discuss projects and joint planning efforts. | Planning Staff; P&Z |
| Intermediate | VII | The City encourages the location of a high tech, professional employment center in the northwest quadrant of our Area of Impact. Initial planning reviews of this quadrant suggest that a feasible location for such a center would be at the southwest corner of McMillan and Ten Mile Roads. | City Council; Chamber of Commerce; Developers |
| Intermediate | VII | The City will work with property owners, designers, and developers to adopt a Specific Area Plan for two proposed Neighborhood Center areas – one in north Meridian and one in south Meridian. Adopt said plan. | Planning Staff; P&Z; City Council; Property Owners; Architects; Developers |
| Intermediate | VII | Track vacancy rates in City every 6 months. | Planning Staff; P&Z; City Council |
| Long term | IV | Provide ample parking in Old Town. <ul style="list-style-type: none"> • Research potential sites for parking garages. • Continue to acquire land and develop parking facilities available to the public and downtown employers. | Planning Department; BID; MDC |
| Long term | V | Maintain a distinct identity for the downtown through expansion of the East First Street streetscape and rehabilitation of historic buildings using the "Secretary of the Interior" standards for the treatment of historic properties. | P&Z; City Council; MDC |
| Long term | V | Place informational plaque on historic structures and special sites. | MHPC; City Council |
| Long term | VI | Acquire existing rail corridor for future transit system between Boise-Nampa. | RTA; City Council |
| Long Term | VI | Design guidelines should be developed between the City, VIATrans, and ACHD for pedestrian, street, and station features. Among the concerns are proximity to major north/south roads. | Planning Staff; P&Z ACHD; VIATrans; City Council |

| Priority | Chapter | Action Item | Responsible Party |
|-----------|---------|--|---|
| Long term | VI | Develop programs that are more pro-active with providing more secure, safe, and fun places. | City Council; MJSD; MPRD; MPD |
| Long term | VII | Allow density transfers in exchange for school sites, open space dedications, or for access easements to linear open space corridors, which contain bicycle and pedestrian pathway systems. | Planning Staff; P&Z; City Council; MPRD |
| Long term | VII | Establish incentives for new commercial development within under-utilized existing commercial areas. | Planning Staff; P&Z |
| | | | |
| Ongoing | IV | Annually monitor population changes. | COMPASS |
| Ongoing | IV | Enhance the joint economic development effort between City and Chamber. | City Council; Chamber of Commerce |
| Ongoing | IV | Permit new residential, commercial, or industrial developments only where urban services can be reasonably provided at the time of final approval and development is contiguous to the City. | City Council |
| Ongoing | V | Coordinate with Ada County Highway District (ACHD) to improve traffic flow and minimize vehicle time spent idling and accelerating. | ACHD; TTF |
| Ongoing | V | Coordinate with appropriate agencies on interstate and gateway beautification (landscaping, signage). | ITD; ACHD; MHPC; City Council; TTF |
| Ongoing | V | Coordinate with DEQ on their inter-agency committee to improve regional efforts to improve overall air quality levels in the Treasure Valley. | City Council |
| Ongoing | V | Develop and support downtown cultural activities and events. | Chamber of Commerce; MDC |
| Ongoing | V | Develop incentives for open space areas within all development. | Planning Staff; P&Z; City Council |
| Ongoing | V | Participate with Ada County in publicizing voluntary burning bans when necessary. | City Council |
| Ongoing | V | Promote the design of attractive roadway entryway areas throughout Meridian that will clearly identify the community. Determine the width of required landscaping by the functional classification of the roadway. | Planning Staff; P&Z; City Council |
| Ongoing | V | Require the addition of landscaping within existing parking lots whenever the parking lot is reconstructed. | P&Z; City Council |
| Ongoing | V | Seek funding services for grants to promote preservation. | P&Z; City Council |
| Ongoing | V | Support ACHD corridor development standards for the entryways to the City. | P&Z; City Council |

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| Ongoing | V | Support compatible uses that will attract a high daytime and nighttime population to the area. | P&Z; City Council |
| Ongoing | V | Support the efforts of the Historic Preservation Commission to foster preservation and conservation in Old Town Meridian. | City Council; MDC |
| Ongoing | V | Use the comprehensive plan, subdivision regulations, and zoning to discourage strip development, and encourage clustered, landscaped business or residential development on entrance corridors. | P&Z; City Council |
| Ongoing | V | Utilize the SHPO as a resource, access the Idaho HPF to update the 1928 survey of historical sites within the City limits, and conduct a survey of historic buildings and sites in the Meridian Area of Impact. | MHPC; City Council |
| Ongoing | V | When appropriate, nominate eligible properties to the National Register of Historic Places. | MHPC |
| Ongoing | VI | Actively involve the Meridian School District in subdivision site selection with developer before plat processing (pre-platting schedule meetings). | P&Z; MPRD; Private Sector |
| Ongoing | VI | Assess the existing park and recreation facilities based on current regulatory, safety, and quality standards. | MPRD; City Council |
| Ongoing | VI | Consider population/housing density when acquiring future land for parks and recreation. | MPRD; City Council |
| Ongoing | VI | Continue to support the Meridian senior citizens' organization as an important social program in the community. | City Council |
| Ongoing | VI | Coordinate population and household projections keeping school sites in mind. | P&Z; City Council; MJSD |
| Ongoing | VI | Coordinate with police and fire departments, new annexation, and the impacts on services. | City Council |
| Ongoing | VI | Determine jurisdictional responsibilities created by the Phase II Storm Water rule and begin application process. | City Council; Public Works |
| Ongoing | VI | Identify recreation needs of the citizens of Meridian. | MPRD; City Council |
| Ongoing | VI | Participate in area paramedic and fire department planning efforts. | MFD |
| Ongoing | VI | Plan land uses surrounding WWTP to reduce human exposure to odors. | Planning Staff; P&Z |
| Ongoing | VI | Protect citizen investments in existing public facilities (water, sewer, streets, fire, police) by encouraging controlled growth through development application reviews and development agreements. | City Council |
| Ongoing | VI | Require pedestrian access connectors in all new development to link subdivisions together to promote neighborhood connectivity as part of a community pathway system. | TTF; City Council |
| Ongoing | VI | Review CPRSP annually to evaluate and set goals. | MPRD; City Council |

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| Ongoing | VI | Review new development for appropriate opportunities to connect to local roads and collectors in adjacent developments. | P&Z; City Council |
| Ongoing | VI | Support acquisition and development of new park land to meet the growing open space needs of the community. | MPRD; City Council |
| Ongoing | VI | Support joint use agreements with the Meridian Joint School District, Western Ada Recreation District, ACHD, and other private and non-profit entities. | MPRD; City Council; MJSD; ACHD; Western Ada Recreation District |
| Ongoing | VI | Support multi-use facilities between schools and the community. | City Council; MJSD; MPRD |
| Ongoing | VI | Support the location of school sites within every square mile in undeveloped areas. | P&Z; Private Sector |
| Ongoing | VII | Allow residential development in rural areas that are outside the City limits but inside the Area of Impact, provided that development complies with the following standards. <ul style="list-style-type: none"> • Within the USPA one single-family residential house may be placed on a five-acre minimum lot if dry line sewer and water lines are installed for future connection. A concept plan for roads and lots must be submitted to the Planning and Zoning Department showing that provisions have been made to allow for re-subdivision of the property to an urban density as shown in the Comprehensive Plan Land Use map. • Within the Area of Impact but outside of the USPA, one single-family residential building may be constructed on a five-acre minimum lot without municipal sewer and water services being provided if Central District Health Department approves private sewer and water service. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Continue property maintenance programs through code enforcement to remove junk vehicles, weed nuisances, and trash, etc. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Continue to enforce zoning regulations. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Coordinate public and private housing implementation efforts to improve consistency with area-wide plans and eliminate confusion and misunderstanding. | City Council |
| Ongoing | VII | Coordinate with irrigation districts to provide multiple use of existing irrigation easements | City Council; NMID |
| Ongoing | VII | Coordinate with the City of Nampa and Canyon County on transportation issues. | City Council; Nampa; Canyon County |
| Ongoing | VII | Coordinate with transportation agencies to ensure provision of services and transit development. | TTF; RTA; City Council |

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| Ongoing | VII | Discourage residential areas in close proximity to WWTP. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Encourage appropriate development of open space and recreation areas within large residential development projects to serve as buffer and transition areas. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Encourage industrial development to locate adjacent to existing industrial uses. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Ensure that no discriminatory restrictions are imposed by local codes and ordinances. | City Council |
| Ongoing | VII | Locate industrial uses where adequate water supply and water pressure are available for fire protection. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Locate new community commercial areas or arterials or collectors near residential areas in such a way as to complement with adjoining residential areas. | Planning Staff; P&Z |
| Ongoing | VII | Minimize noise, odor, air pollution, and visual pollution in industrial development adjacent to residential areas. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Permit recreational uses that are compatible with agricultural pursuits in the rural areas. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Permit schools, churches, and other public and quasi public uses in rural areas, that are compatible with adjacent uses. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Preserve the integrity and identity of residential neighborhoods through the use of buffering techniques, including screen plantings, open space and other landscaping techniques on adjacent incompatible land uses. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Provide for a wide diversity of housing types (single-family, modular, mobile homes and multi-family arrangements) and choices between ownership and rental dwelling units for all income groups in a variety of locations suitable for residential development. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Require adequate fees from new development to fund expansion of services. | Appropriate Dept.; Planning Staff; P&Z; City Council |
| Ongoing | VII | Require all new residential neighborhoods to provide sidewalks, curb and gutters, and functional streets in cooperation with ACHD. | Planning Staff; P&Z; City Council; ACHD |
| Ongoing | VII | Require an open housing market for all persons, regardless of race, sex, age, religion or ethnic background. | City Council |
| Ongoing | VII | Require industrial areas to create a site design compatible with surrounding uses (e.g., landscape, fences, etc.) and community design criteria. | Planning Staff; P&Z; City Council |

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| Ongoing | VII | Require industrial development to conform to Federal and State air, water, and noise pollution standards, and local landscaping, traffic, noise, and environmental standards. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Require industrial uses to conform to disposal, spill, and storage measures as outlined by the EPA. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Require new residential development to provide permanent perimeter fencing to contain construction debris on site and prevent windblown debris from entering adjacent agricultural and other properties. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Require new urban density subdivisions which abut or are proximal to existing low density residential land uses to provide landscaped screening or transitional densities with larger, more comparable lot sizes to buffer the interface between urban level densities and rural residential densities. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Require that development projects have planned for the provision of all public services. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Require rural area residential development to submit alternative development plan to allow for the efficient extension of urban services in the future (resubdivision plan). | Planning Staff; P&Z; City Council |
| Ongoing | VII | Restrict curb cuts and access points on collectors and arterial streets. | P&Z; City Council |
| Ongoing | VII | Support a variety of residential categories (low-, medium-, and high-density single-family, multi-family, townhouses, duplexes, apartments, condominiums, etc.) for the purpose of providing the City with a range of affordable housing opportunities. | P&Z; City Council |
| Ongoing | VII | Support current development review process. | Planning Staff; P&Z; City Council |
| Ongoing | VII | Support infill of random vacant lots in substantially developed, single-family areas at densities similar to surrounding development. Increased densities on random vacant lots should be considered if: <ul style="list-style-type: none"> • Development of uses other than single-family structures are compatible with surrounding development. • It complies with the updated comprehensive plan. | Planning Staff; P&Z; City Council |
| Ongoing | V | When appropriate, nominate eligible properties to the National Register of Historic Places. | MHPC |