

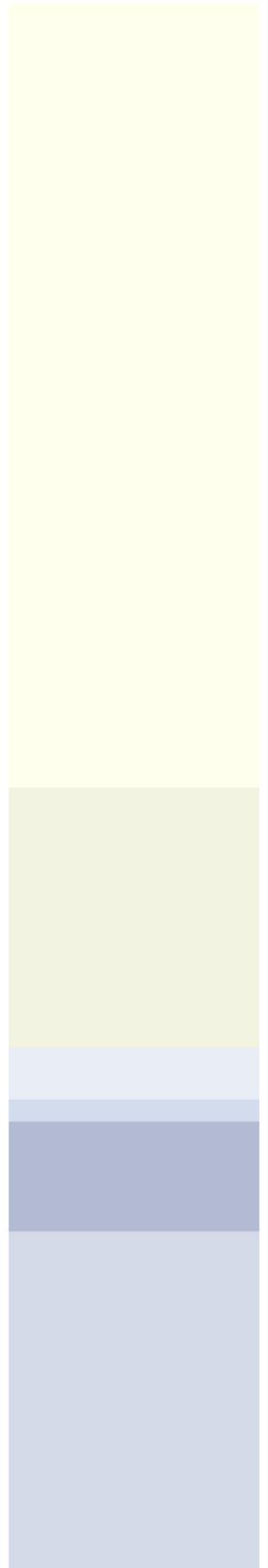


South Meridian Future Land Use Map Update

Prepared for
City of Meridian
33 E. Broadway
Meridian, ID 83646

June 2012

Prepared by
Parametrix
7761 W. Riverside Drive, Suite 201
Boise, ID 83714
T. 208.898.0012 F. 208.947.1655
www.parametrix.com



Citation

Parametrix. 2012. South Meridian Future
Land Use Map Update.
Prepared by Parametrix,
Boise, Idaho. June 2012.



Table of Contents

- 1 Project Background..... 1**
 - 1.1 Where is the South Meridian Planning Area?1
 - 1.2 What is the current plan for the area?2
 - 1.3 What is the South Meridian Future Land Use Map Update?2
- 2 Public Process 3**
 - 2.1 Who was involved in developing the plan for South Meridian?3
- 3 Planning Process 7**
 - 3.1 What planning process was followed to create the land use map update?7
 - 3.2 What is the difference between land use designations and zoning?.....7
 - 3.3 What land use typologies were used in planning the South Meridian Planning Area?8
- 4 Scenario Development..... 11**
 - 4.1 How were the land use scenarios created?11
 - 4.2 What was the Project Advisory Group (PAG)'s role in reviewing the scenarios? 12
 - 4.3 How did the initial scenarios compare to each other?12
 - 4.4 Did the land use scenario change after the second public workshop? 14

5 Preferred Alternative Scenario 18

6 Next Steps20

6.1 Will the preferred alternative change during the Comprehensive Plan
Amendment adoption process?20

6.2 Does adoption of the Future Land Use Map mean that the South Meridian
Area is now within the City limits?.....20

6.3 What are the steps that lead to adoption of the Comprehensive Plan
Amendment?21

6.4 What is the timing of the amendment and adoption process?21

Appendices

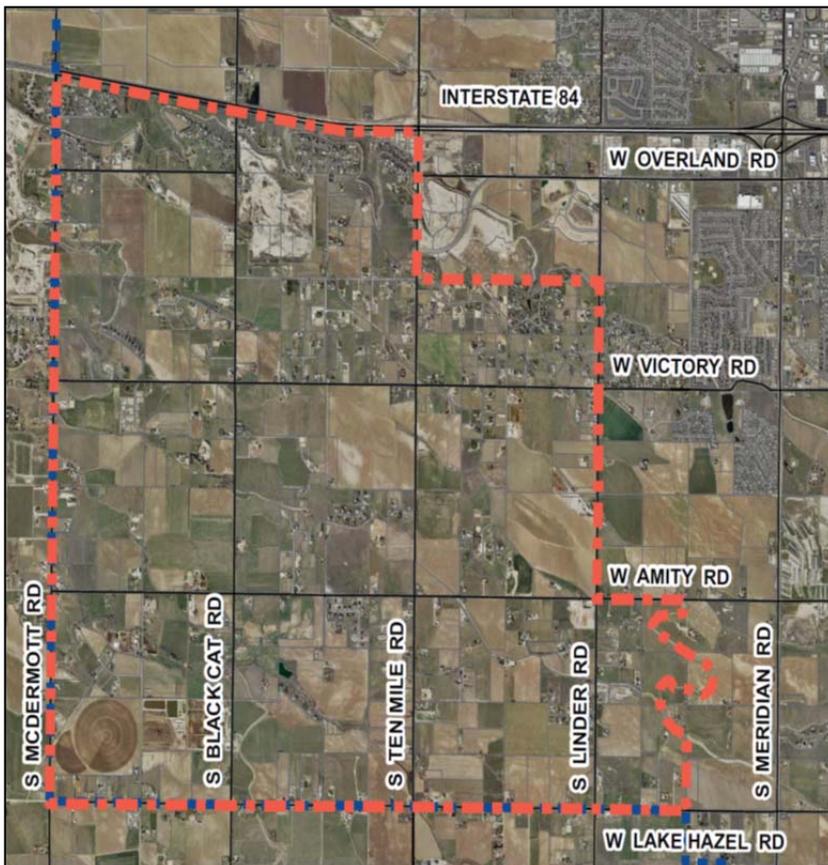
- Appendix A **Public Process**
- Appendix B **Planning Process**
- Appendix C **Scenario Development**



1 Project Background

1.1 Where is the South Meridian Planning Area?

The South Meridian Planning Area is approximately nine square miles, located in unincorporated Ada County, within the Meridian Area of City Impact. The Planning Area limits are generally between I-84 to the north, Lake Hazel to the south, Linder to the east, and McDermott to the west (Figure 1).



The South Meridian Planning Area limits are generally between I-84 to the north, Lake Hazel to the south, Linder to the east, and McDermott to the west.

1.2 What is the current plan for the area?

The City's Future Land Use Map designates most of the property in this area as "Future Planning and Referral Area." Adjacent future land use designations to the east are low and medium density; near the Ten Mile Interchange and I-84 some properties carry commercial and mixed employment designations. Unincorporated properties are subject to Ada County codes and zoning ordinances. Most of the properties within the Planning Area are zoned Rural Urban Transition (RUT), which, per County Code:

- Provides standards and regulations for the development of property within areas of city impact, consistent with the goals and policies of the applicable city comprehensive plan;
- Allows agriculture and rural residential uses to continue within areas of city impact until urban public facilities are extended;
- Provides design standards that shall permit redevelopment of property to higher densities when urban public facilities are extended; and
- Limits new agricultural uses within the areas of city impact to those that shall not significantly impact nearby urbanizing areas with noise, odor, dust, or other nuisances normally related to more intensive farm uses, such as livestock confinement facilities with three hundred one (301) or more animal units. This article, however, shall in no way preclude the continued use of properties within these areas for agriculture.

1.3 What is the South Meridian Future Land Use Map Update?

The purpose of this project was to identify the best future land use designation for inclusion within the City's Comprehensive Plan. The City engaged with land owners, businesses, and other interested stakeholders to consider a variety of future development options for the South Meridian Planning Area. This area is currently within the City's Area of City Impact, an area where annexation and development is anticipated. Though the area is not yet incorporated into the City of Meridian, planning responsibilities for these lands rest with the City of Meridian while zoning and land use authority is maintained by Ada County.

The properties in this area are currently included on Meridian's Future Land use Map, but most properties do not have a future land use designation. To prepare for future development and annexation into the City, a Comprehensive Plan future land use amendment was investigated.

2 Public Process

2.1 Who was involved in developing the plan for South Meridian?

Public engagement was a hallmark of the planning process. There were several different forms of involvement during the planning process. Specifically, engagement with neighboring jurisdictions and agencies, and several workshops and meetings with area stakeholders and the general public was conducted. This section highlights the purpose and dates/times of the meetings – details about each meeting, the input received and how it was reflected in the alternatives development process is included in Appendix A of this report.



Various opportunities for stakeholder involvement were provided during the project including three public workshops.

Public outreach and community engagement was an iterative process, and key to developing the future land use map scenarios.

2.1.1 Project Advisory Group

A Project Advisory Group (PAG) was created specifically for this planning project, with the primary purpose of providing technical information and guidance in the development of the plan. The PAG included representation from the City of Meridian (Planning and Public Works), Kuna, Nampa, Ada County (planning), the Ada County Highway District, Central District Health, and Nampa Highway District No.1. The group met four times over the course of the project, providing input on existing and planned water, sewer, roads, land use, and other infrastructure that would be necessary to support a variety of future land use scenarios (see Appendix A for PAG attendees and workshop/meeting summaries).

2.1.2 Public Workshops

Three public workshops were held over the course of the project, starting with a fun and interactive game to introduce land owners and other interested participants to the land use planning process. Four initial future land use scenarios were developed at the first workshop. The progression of the four

scenarios into the “Original” and “Refined” PAG scenarios, and ultimately to the preferred alternative scenario is detailed in Chapter 4 and a public graphic depiction of the public input is included in Figure 3. The text in the sections below provides an overview of the workshops, dates, and attendees. Copies of fliers, comment sheets, display boards, and other public workshop materials are included in Appendix A of this report.

2.1.2.1 Public Workshop #1 “You Are the Map!” (2/22/12)

The purpose of the first workshop was to engage residents, property owners, businesses, developers, and stakeholders in an interactive planning/mapping exercise that was intended to:

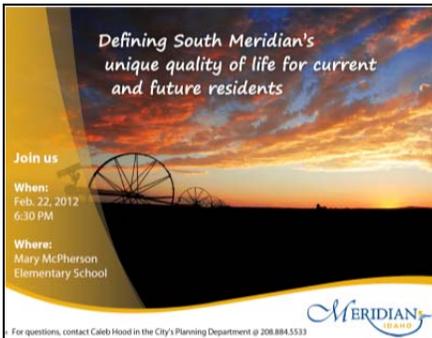
- Allow people to share their vision for the future of South Meridian
- Obtain feedback on what people value most in the area
- Create land-use scenarios that represent preferred development patterns

A total of 36 people signed in and participated at the February workshop. The project team provided a brief discussion on the background of the area and goal of the project. The group was then split into four groups where they participated in an interactive planning/mapping game, which allowed workshop attendees, in small groups, to “paint” the future of South Meridian by applying different colored game pieces, representing land use types, to a game board of the planning area. Once completed, each of the four scenarios was digitally added to “Community Viz,” software used to display, compare, and analyze each land use scenario.

2.1.2.2 Public Workshop #2 (4/3/12)

After the February 22nd workshop, staff and the Project Advisory Group (PAG) evaluated the impacts of each of the four scenarios that were created during the “You Are the Map!” exercise, and began to combine the common denominators into a single land use scenario. This combined scenario developed into the Original PAG scenario and was presented, along with the four initial scenarios, at the joint public workshop on April 3, 2012. This workshop included the City of Meridian Planning & Zoning Commission and City Council as well as land owners and other stakeholders.

The project team gave a brief presentation of the process and the results of the first workshop, and then invited attendees to ask questions, make additional comments, offer further suggestions, and help fine-tune the Original PAG scenario. A comment form and brief survey was provided, with the intent of gathering additional input on several key issues, such as transportation, access to city services, residential densities, etc. A total of 33 participants signed in to the second public workshop and 26 comment forms were received. About half of the attendees were new to the process and had not attended Workshop #1.



Postcards were mailed to over 700 residents within the South Meridian Planning Area, inviting them to participate in the “You Are the Map!” public workshop on February 22, 2012.



The public workshop on April 3, 2012 provided an opportunity for people to discuss the land use scenarios in an open forum type setting.

2.1.2.3 Public Workshop #3 (5/29/12)

A third public workshop was held on May 29, 2012, at City Hall. The purpose of this open house-style meeting was to introduce the Refined PAG land use scenario, and to provide another opportunity for the public to make comments and offer further suggestion on the Refined PAG land use scenario.

A total of 11 people signed in to the meeting, and two comments were received. Open house attendees expressed general support for the Refined PAG scenario.

2.1.3 Additional Outreach

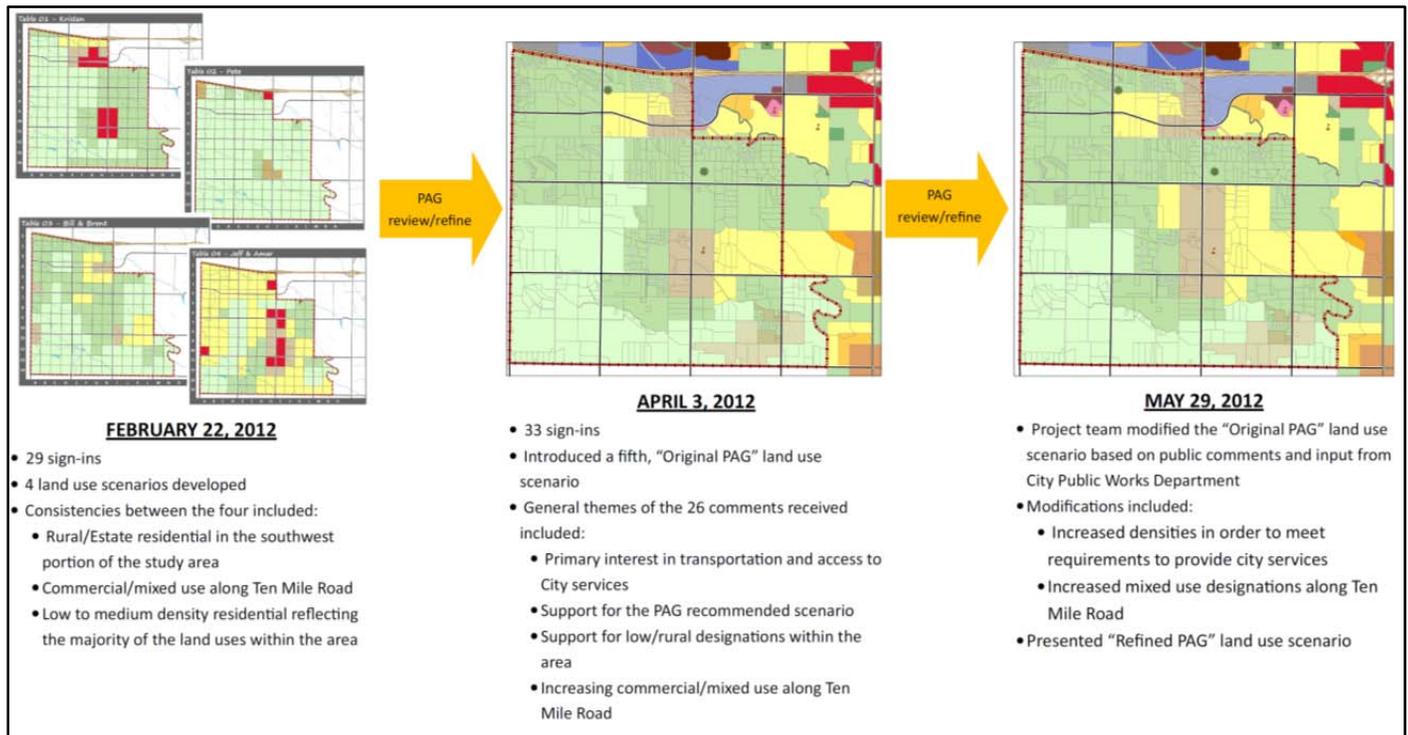
Following the first workshop, the City posted the initial scenario maps to their website, along with a survey to gather more feedback on the characteristics that residents and interested stakeholders would like to see in South Meridian. The City also developed a target list of 35 parcels consisting of 15-acres or more that were classified as Rural/Estate use on the Original PAG scenario. These property owners were called and were asked to take an informal survey regarding the future use of their parcel, and several also attended the public workshop on April 3, 2012. A total of nine additional landowners in this category were briefly interviewed, and most supported the Rural/Estate classification as part of a future scenario. A summary of the nine phone interviews can be found in Appendix A.

Area landowners and the general public were engaged through several tools, including a specially created website (www.meridiancity.org/yourarethemap), Facebook, and in video messages in "This Week in Meridian." The project website included opportunities for online comments through the use of an electronic survey for two weeks after each of the three public workshops. The city website and newsletter also included information on the project and opportunities for public input. The local newspaper, The Valley Times, also included a front page article displaying the Original PAG scenario and information regarding the public workshops.

2.1.4 Adoption Process

To be incorporated into the Comprehensive Plan, the preferred future land use scenario will go through a formal adoption process. This includes public hearings conducted by the Planning and Zoning (P&Z) Commission and City Council. The adoption process is anticipated to start in August 2012 and run through September/October 2012, with final adoption anticipated for Fall 2012. P&Z and Council will accept comments on the CPA throughout the adoption process. Changes to the future land use map will not be finalized until adoption by City Council has occurred.

Figure 2. Public Workshop Summaries



3 Planning Process

3.1 What planning process was followed to create the land use map update?

The planning process focused on land use “typologies” that would be appropriate for development of the South Meridian Planning Area. A “typology” is a way of classifying a system or a group of things that have certain characteristics or traits in common. When describing land use, typology refers to the primary categories of land usage, such as residential, commercial, agricultural or industrial. Appendix B includes information on the City of Meridian’s Comprehensive Plan and planning policies.

3.2 What is the difference between land use designations and zoning?

On a map, future *land uses* generally describe the characteristics or traits that the community desires to see in the future; preserving or assigning different areas for different uses. Future land uses are described at the highest level as the types of uses and activities envisioned in a given area of the city. Essentially, future land use designations provide a guide for future zoning, appropriate uses, and activities that may occur. Land use designations remain as guidelines for properties until those properties are annexed – once the properties become officially part of the city through annexation, development is regulated through zoning.

Zoning establishes the actual “districts” within the land use designations, and the associated rules and requirements of each specific district. Zoning addresses the details of development – exact uses and types of development - and assigns

Land Use refers to the activity that occurs on land (i.e. low density residential land use primarily includes single-family homes on large lots). A land use map is adopted by a City to serve as a guide in decision making by City officials, staff, and commissions.

Zoning refers to the boundaries for which a certain set of regulations have been adopted by a governmental entity. Typical regulations refer to building size, bulk, density, and the way the land is used.

regulations such as the height of buildings, lot sizes, setbacks, the amount of landscaping required, and the number of parking stalls required.

A vast majority of the South Meridian Planning Area is currently located within unincorporated Ada County; therefore, zoning and development entitlement is currently handled by the county. However, the City of Meridian has comprehensive planning authority for the area, and once properties are annexed into the City of Meridian and given a zoning designation, the City will then assume both zoning and development responsibilities.

The City of Meridian codifies the zoning requirements for each designation, as established in Title 11, the *UNIFIED DEVELOPMENT CODE OF THE CITY OF MERIDIAN*.

The Future Land Use Map is the tool to designate future land uses throughout the City, including South Meridian. The Comprehensive Plan update will be adopted by resolution.

See Chapter 6, “Next Steps,” for additional information on the comprehensive plan amendment process.

3.3 What land use typologies were used in planning the South Meridian Planning Area?

Based on existing uses, adjacent development patterns, and previous planning work, City staff and the Project Advisory Group offered the public several possible land use designations to apply to properties within the South Meridian Planning Area. These included four current designations currently used throughout the City, and one new one:

Rural/Estate Residential (new land use designation)

Rural/Estate Residential is a new designation that the City does not currently offer in the Comprehensive Plan. This draft designation allows for small scale farming and other traditional agricultural uses, with large open spaces and preservation of view sheds, while still accommodating low density residential “estate” lots of about one dwelling unit per 5-20 acres. These more rural uses are typically served by two-lane roads, with stop-controlled intersections and private streets and lanes. Generally, bike lanes and sidewalks are not present in these areas, as there are often considerable distances between uses.

Properties with this designation would most likely not be connected to city sewer and water services. This designation is similar to existing uses with the planning area, with 5-10 acre lots with pastures and 40-80 acre farms on wells and septic.



The Rural/Estate Residential (RER) designation allows for smaller-scale farming and other traditional rural/agricultural spaces. This designation allows for 1 dwelling unit per 5-20 acres.



The Low Density Residential (LDR) designation would accommodate low-density, suburban style residential uses while maintaining larger lots and personal space. This designation allows for up to 3 dwelling units per acre.

Low Density Residential (LDR)

Low density residential development is typically single-family detached homes with large lots. Development in this designation allows for suburban style residential uses, while maintaining larger lots and personal space. This designation allows for up to three dwelling units per acre, but could include larger, 1-5 acre lots, as well. Low density neighborhoods typically have common and open spaces located in areas that encourage and support pedestrian activity. These types of neighborhoods are often located in areas surrounded by lower traffic volumes with limited connections to major roadways. Nearby roadways in tend to have sidewalks and connections to pathways and trails. Although development under this designation is still at a low density, City water and sewer services are necessary to support LDR properties.

An example of LDR development in the South Meridian Area is Shafer View Estates, a 75 acre subdivision off of E. Lake Hazel Road and S. Meridian Road, with approximately 15 lots.

Medium Density Residential (MDR)

Medium density residential development is the typical suburban type of development, with smaller lots and closer proximity between neighbors, with 4-8 dwelling units per acre. Not all dwelling units are envisioned to be single-family detached homes in this designation. There may be a variety of housing choices that can include townhomes and condominiums. The dwelling units can also be clustered within a larger area, providing shared open spaces and public amenities such as parks and trails. Roadways in these areas tend to have sidewalks and bike lanes, and connections to trail systems and pathways. The public roadway intersections are often controlled by signals or roundabouts, as traffic levels are higher than in less populated zones.

Examples of MDR neighborhoods in the South Meridian area are Tuscany (approximately 128 lots in 58 acres) and Greyhawk (32 acres, with approximately 114 lots).



The Medium Density Residential (MDR) designation allows for medium-density subdivisions with a closer proximity to neighbors and friends, with public amenities in walking/biking proximity. This designation allows for 4-8 dwelling units per acre.

Mixed Use (Neighborhood, Community, Residential)

For purposes of this plan, there are three different classifications of Mixed Use offered – Neighborhood, Community, and Regional. Mixed Use Neighborhood (MU-N) combines residential uses with local commercial services such as drug stores, dry cleaners, daycares, and small scale office. The residential component is about 40% of the overall development area, and can include medium to high density residential, with 6-12 units per acre that includes single-family homes as well as duplexes, apartments, and townhomes. MU-N tend to have a walkable



Mixed Use designations provide a combination of interconnected residential and commercial uses. The Mixed Use Neighborhood (MU-N) designation includes approximately 40% residential and small-scale services (coffee shops, drug store, etc.).

layout that promotes pedestrian and bicycle access to retail and commercial services, as most of the draw is local (within about 1 mile).

Mixed Use Community (MU-C) has several similar elements as the Neighborhood classification, but with less overall residential area (20%), at a higher density (6-15 dwelling units per acre). MU-C areas can have similar small-scale commercial uses but can also support some larger stores such as groceries and live/work space, since these centers tend to serve a more widely-spread population who may travel further (about three miles) to access the goods and services offered. Pedestrian and bicycle connectivity between adjacent neighborhoods and uses is typically accommodated.

Mixed Use Regional (MU-R) is a much more commercially-focused mixed use area, with only about 10% of the total development area being devoted to residential uses. The residential uses are at higher densities, accommodating up to 40 dwelling units per acre, while retail typically covers over 50% of the site. Retail at a regional center could include smaller and medium services typically anchored by a “big box” store such as Target, Fred Meyer, or Costco. These regional centers are focused on auto-oriented uses and may not support non-motorized travel or promote residential connectivity or adjacencies in the same way as the smaller scale commercial of the Neighborhood and Community classifications. These centers require a large number of nearby rooftops and pass-by traffic in order to “pencil out” for developers and retailers.

Based on the overall character, infrastructure, and amenities that the South Meridian residents have expressed a desire for, Mixed Use Neighborhood was chosen as the only appropriate mixed use designation for the planning area.

Commercial

Commercial development involves high intensity shopping, office, and other commercial services. Developments within the commercial designation are typically focused on vehicular access, but can also accommodate pedestrians and bikes with connections to pathways and sidewalks. They are typically located along arterial and major roadways, with significant population nearby. The transportation network anticipates future transit, provides connections that link adjacent uses.

Based on the densities that the South Meridian residents have expressed a desire for, as well as the Planning Area's proximity to the Ten Mile Specific Area, this designation was not chosen as a feasible land use option for anywhere in the South Meridian Planning Area. Rather, the Mixed Use-Neighborhood designation was used, which allows for some commercial development.



The commercial designation allows for high intensity shopping, office, and other commercial uses. Development within this designation is typically located along major roadways.

4 Scenario Development

4.1 How were the land use scenarios created?



The “You Are the Map!” game provided an opportunity for meeting attendees to “paint” the future of South Meridian by applying land use classifications to maps.

A total of 36 people attended the workshop, creating four initial scenarios.

Future land use scenarios for the South Meridian Planning Area were initially developed during the first public workshop, held on February 22, 2012. In order to help workshop attendees understand land use planning, and how to think about future possibilities for the area, an interactive “game” called “You are the Map!” was developed. The game allowed workshop attendees to “paint” the future of South Meridian by applying different colored game pieces, representing land use types, to a game board of the planning area. Facilitators at each table explained how the colored game pieces represented different land uses, and the assumptions behind each use (i.e. dwelling units per acre, etc.).

Attendees divided into four small groups and worked collaboratively to develop their shared vision of what a future South Meridian could look like. Highlights of each land use scenario (depicted graphically in Appendix C) are:

- Table 01 preferred primarily Rural/Estate residential designations west of Black Cat Road, with commercial near the Ten Mile / Amity intersection. The group also supported commercial/mixed use along the future Airport Road/Overland Road corridor.
- Table 02 preferred primarily Rural/Estate residential uses throughout the study area. The group chose commercial or mixed use designations at two locations along Ten Mile: near the Amity Road intersection, and near I-84.
- Table 03 supported primarily low density residential, with medium-density residential located near the north and east sections of the planning area.

The group designated mixed use densities at both Ten Mile and Amity and Ten Mile and Airport.

- Table 04 preferred primarily medium-density residential, along with a commercial designation near Ten Mile and Amity, and mixed use along the entire Ten Mile Corridor.

4.2 What was the Project Advisory Group (PAG)'s role in reviewing the scenarios?

After the first workshop, City staff converted the “game boards” into digital format using “Community Viz” software (GIS mapping), and the PAG met to review the land use outcomes and data from each of the four land use scenarios. Many of the scenarios had similar components, including which areas were assigned Rural/Estate, low, and medium density residential, as well as where the groups thought the most appropriate locations for commercial uses would be. Using this information, and working at a much smaller scale (at the parcel level, compared to the 40-acre “blocks” used during the workshop), the PAG developed a hybrid land use scenario. The PAG scenario took the common denominators from the workshop scenarios (such as commercial uses clustered at Ten Mile/Amity, and at Ten Mile between the Airport Road extension and I-84), looked closely at topographic and environmental constraints, and applied technical considerations (such as engineering, water quality, and planning practices). The result of this work was the evolution of a fifth land use scenario, known as the Original PAG scenario (Appendix B), which was introduced at the second public workshop.

4.3 How did the initial scenarios compare to each other?

An **ERU** is an “Equivalent Residential Unit” used to quantify sewer demand. This unit of measure is used to equate non-residential sewer usage to a specific number of single-family residences.

Results from each of the original four scenarios developed were evaluated using “indicators.” The indicators allowed each land use scenario to be compared with one another in a quantifiable manner. For this project, the most frequently used indicators were total population, total dwelling units, number of sewer hook-ups (measured in ERU's – see sidebar), and total acres of each land use designation. These indicators may also be used by the City in the future to understand the need for schools and parks.

The four public land use scenarios and the Original PAG scenario are summarized in Table 1 on the following page.

Table 1. Summary of Land Use Scenarios

Indicator	Table 01	Table 02	Table 03	Table 04	Original PAG
Rural/Estate (acres)	3,092	5,647	2,988	1,358	2,367
Low Density Residential (acres)	2,301	279	2,268	1,008	2,891
Medium Density Residential (acres)	181	0	611	3,007	488
Mixed Use Neighborhood (acres)	163	187	277	407	396
Commercial (acres)	407	30	0	363	0
Total Population	11,057	3,289	14,750	27,808	16,814
Total Dwelling Units	4,161	1,569	5,696	10,461	6,686

As Table 1 indicates, the Original PAG scenario included a fairly even split between Rural/Estate Residential and Low Density Residential in terms of acreage of each classification, very similar to the split of these uses between Tables 01, 03, and 04. It also had a similar amount of total acreage of Medium Density, Mixed Use, and Commercial when compared to Tables 01 and 03.

One key difference between the Original PAG scenario and the workshop scenarios is that the Commercial designation was not used. Instead, areas potentially designated as commercial were designated as Mixed Use. This was done because while the “You Are the Map!” game dealt in large 40-acre “blocks” of land, commercial uses do not necessarily occur in such large blocks (for instance, even large commercial developments like Wal-Mart and Fred Meyer do not take up 40-acres). Rather, it is more likely that commercial uses would be interspersed with medium density residential uses found in the Mixed Use designation. Mixed use areas that would accommodate commercial development remained near the Ten Mile/Amity, intersection, along/between the proposed Airport/Overland extension and near Ten Mile and I-84, as depicted on most of the workshop scenarios.

The Original PAG scenario resulted in a total population projection of 16,814 – just under the average of the populations that resulted from Tables 01, 03 and 04 (17,871).

Workshop Table 02 was an outlier in terms of the future land use scenario it generated, with substantially more Rural/Estate acreage and a correspondingly lower population than any of the other tables. However, the Mixed Use/Commercial areas that Table 02 considered to be most desirable were retained in the Original PAG scenario.

Workshop Table 04 had a much higher allotment of Medium Density than any other alternative, but similar ratios of the other uses such as Rural/Estate and Low Density residential as the other tables.

Workshop Tables 01 and 03 were similar in that they supported primarily low density and Rural/Estate designations throughout the majority of the Planning Area, with exceptions near the Ten Mile and Amity intersection and the future Airport/Overland corridor, where they supported commercial/mixed used and some higher density residential designations.

4.4 Did the land use scenario change after the second public workshop?



The second public workshop presented the four scenarios developed at the February 22, 2012 public workshop, as well as the “Original PAG” scenario, a fifth alternative, a recommended land use scenario from the PAG.

At the April 3rd public workshop, the four “You Are the Map!” scenarios were presented, along with the Original PAG scenario. A brief presentation summarized the process to date, and explained how the Original PAG scenario was developed. There was strong support among workshop attendees for the Original PAG scenario, with some suggestions for modification. Overall themes from verbal and written public comment included:

- Retain some areas of Rural/Estate and low density residential, particularly along western and southern edges
- Increase the amount of commercial/mixed use along Ten Mile Road
- Ensure access to City services (water and sewer)
- Address adequacy of transportation network (both access to, and traffic resulting from, growth)

After the April 3rd public workshop, the PAG met to discuss the themes from the workshop and to do further technical analysis on the Original PAG scenario. Changes based on this analysis and consideration of the workshop feedback led to refinements of the Original PAG scenario, which developed into the “Refined PAG” scenario, and is discussed in more detail on the following pages. The primary difference between the Original and the Refined PAG scenarios is residential density (slightly higher). The Refined PAG land use scenario (Appendix C) was displayed at the third public meeting on May 29, 2012.

Retain Rural/Estate and Low Density Residential

Many of the landowners who participated in the process felt strongly that at least a portion the planning area should preserve the agricultural roots of South Meridian. The Original PAG scenario focused the Rural/Estate designation in the southwestern quadrant and around the land annexed by the City of Kuna. Keeping areas more rural may also mean that they will not be serviced by City of Meridian sewer (see *Ensure Access to City Services* below).

Increase Commercial on Ten Mile Road

One message at the April 3rd public workshop was a desire for more commercial areas along the Ten Mile corridor. The City and the PAG concurred, and additional Mixed Use (which allows for commercial uses such as coffee shops, day cares, dry cleaners and gas stations) was added. In order to provide a good transition between the more intense mixed use and rural or low density areas, some areas adjacent to the Mixed Use areas were increased from low to medium density residential.

Ensure Access to City Services

An **ERU** is an “Equivalent Residential Unit” used to quantify sewer demand. This unit of measure is used to equate non-residential sewer usage to a specific number of single-family residences.

Most of the participants involved throughout the process had a strong desire for the ability to access city services in the future, particularly sewer. In order for the City to be able to provide the option of sewer service in the future, the City Public Works staff needed to assess the population density of each “sewer shed” within the South Meridian planning area. Sewer sheds are determined primarily by topography and the ability for a sewer line to use gravity to deliver waste flows to a waste water treatment plant. There are portions of eight sewer sheds within the planning area boundary (see Charts A and B). Maps depicting the sewer shed boundaries are included in Appendix C. The average population within those eight sheds was determined based on the land use designations. That population was then converted into “equivalent residential units” (ERUs), with a target density of three ERUs per acre needed so the benefit will outweigh the capital and maintenance costs of providing services.

As illustrated in Chart A on the following page, the Original PAG scenario did not meet the target ERUs needed for future sewer servicing in several of the sewer sheds within the South Meridian planning area. However, with the addition of Mixed Use areas along Ten Mile, and changing some areas along Black Cat to low density rather than Rural/Estate, the densities in most of the South Meridian Planning Area were close enough to meet Public Works’ target levels for future serviceability, as illustrated in Chart B on the following page.

The one exception is the extreme southwest corner of the planning area, which has significant topographic challenges and the land slopes to the southwest. Due to the topography and land uses envisioned in this area, providing sewer treatment from the City of Meridian’s wastewater treatment plant is very unlikely.

Providing City of Meridian water service to the area is not considered a limitation as the City typically drills wells as development occurs and a need arises. Water service does not typically require the same level of investment for transmission, distribution, and pumping as sewer service.

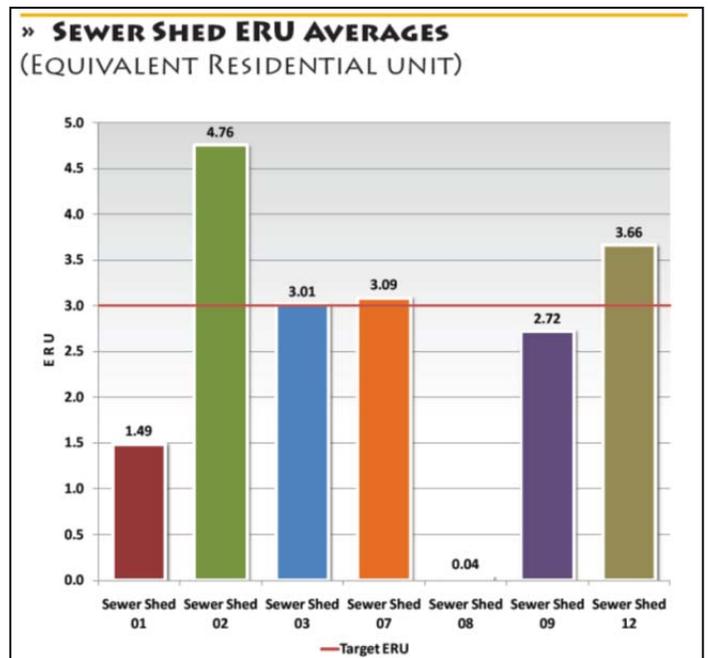
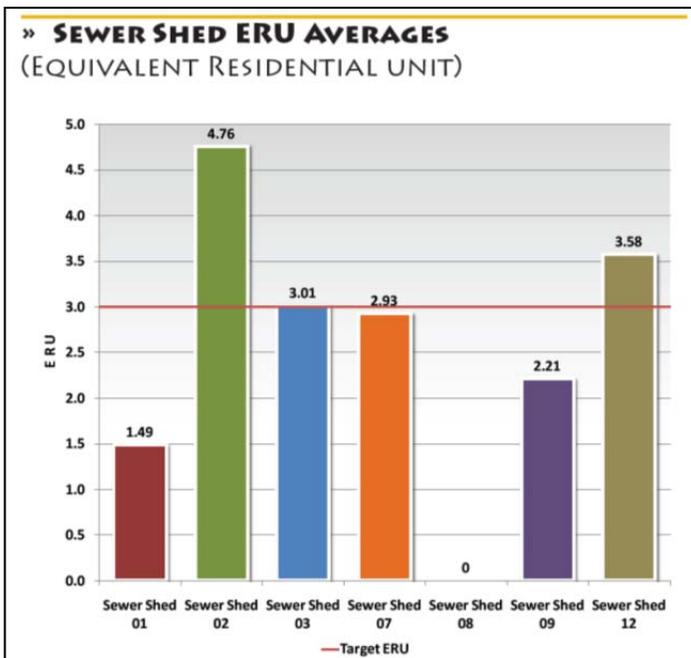


Chart A. Original PAG Scenario ERU Chart

Chart B. Refined PAG Scenario ERU Chart

Address Transportation Network

Comments from the public about the transportation network were widely varied, ranging from concerns about the use of roundabouts to congestion and traffic related to growth. A separate transportation analysis will be completed, led by ACHD, to assess the impacts of the land use changes on the roadways and intersections of the planning area (this analysis is expected to be complete by the time the Comprehensive Plan amendment goes to City Council). Early results indicate that the need for roadway widening and intersection improvements come largely from traffic generated outside the planning area; South Meridian roadways are used to commute from residential areas in the south and west to employment and commercial areas in the north and east.

An additional recurring question at public workshops and meetings was in regards to the Airport/Overland Corridor Study, completed by the City of Nampa, with input from Ada County, the Ada County Highway District (ACHD), and the City of Meridian. The purpose of the Corridor Study was to identify a direct east-west transportation route connecting the Nampa Airport and Garrity Road Interchange in Canyon County with the newly-realigned Overland Road / Ten Mile Road intersection in Ada County. Numerous alignment alternatives were studied, comparing the benefits and impacts of each. Ultimately, an alignment primarily following the existing Overland Road alignment was selected as the preferred route.

The ACHD and the City of Meridian have not yet adopted the alignment, although the agencies support the location of the corridor. Agencies understand that the alignment may adjust slightly dependent upon the nature and timing of development. This is a key element of the Airport/ Overland Road extension, as the agencies all intend for the corridor to be constructed as development occurs, and the Study allows for flexibility on the specific route, as long as the primary objectives of the study are achieved.

The City of Meridian intends to reference the Airport/Overland Corridor Study alignment concurrently with the comprehensive plan amendment for the South Meridian area. This ensures that both the land use and the transportation issues are taken into consideration when making decisions about the future of the planning area.

5 Preferred Alternative Scenario

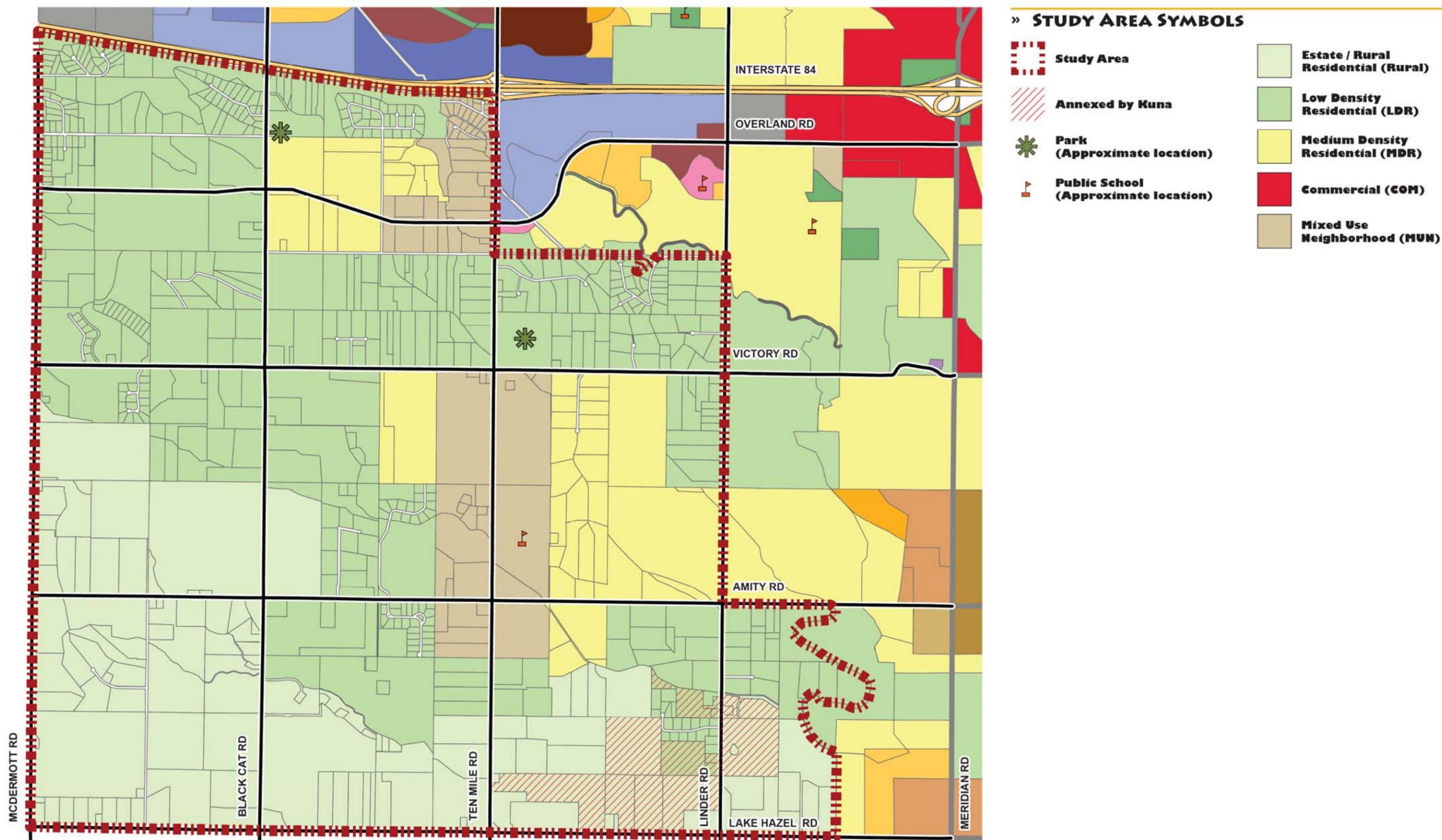
The Refined PAG land use scenario was displayed to the public at the third public workshop, held on May 29, 2012. Verbal input was gathered from several attendees. An open comment period lasted through June 8, 2012. Two written comments were received, reviewed, and incorporated.

After taking into account all of the public input received throughout the project, revisions based on technical and engineering constraints, and applying best planning practices, a preferred alternative scenario was created. The preferred alternative scenario (Figure 4) will move forward through the adoption process. Table 2, below, illustrates the differences between the “Original PAG,” “Refined PAG,” and Preferred Alternative land use scenarios.

Table 2. Original/Refined PAG and Preferred Alternative Comparison

Indicator	Original PAG	Refined PAG	Preferred Alternative
Rural/Estate (acres)	2,367	1,928	1,931
Low Density Residential (acres)	2,891	2,781	2,839
Medium Density Residential (acres)	488	718	719
Mixed Use Neighborhood (acres)	396	527	527
Commercial (acres)	0	0	0
Total Population	16,814	18,891	19,095
Total Dwelling Units	6,686	7,710	7,778

Figure 4 – Preferred Alternative Scenario



6 Next Steps

6.1 Will the preferred alternative change during the Comprehensive Plan Amendment adoption process?

Over the course of the adoption process, the preferred land use alternative may evolve slightly. This includes potential land use changes on specific parcels, or the consideration of portions of the planning area being “released” from the Meridian Area of City Impact and back into the Ada County long range planning area.

6.2 Does adoption of the Future Land Use Map mean that the South Meridian Area is now within the City limits?

It is important to note that the comprehensive plan update that will officially recognize the South Meridian land use designations will not have an immediate effect on annexation. Annexation is a process defined by Meridian City Code, and is typically initiated by property owners within a given area, and not initiated by the City.

6.3 What are the steps that lead to adoption of the Comprehensive Plan Amendment?

Specific next steps in terms of incorporating the preferred South Meridian land use scenario into the City's Comprehensive Plan Future Land Use Map are defined in City Code.

Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an amendment to the comprehensive plan, the council shall make the following findings:

- 1. The proposed amendment is consistent with the other elements of the comprehensive plan.*
- 2. The proposed amendment provides an improved guide to future growth and development of the city.*
- 3. The proposed amendment is internally consistent with the goals, objectives and policies of the comprehensive plan.*
- 4. The proposed amendment is consistent with this unified development code.*
- 5. The amendment will be compatible with existing and planned surrounding land uses.*
- 6. The proposed amendment will not burden existing and planned service capabilities.*
- 7. The proposed map amendment (as applicable) provides a logical juxtaposition of uses that allows sufficient area to mitigate any anticipated impact associated with the development of the area.*
- 8. The proposed amendment is in the best interest of the City of Meridian. (Ord. 08-1372, 7-8-2008, eff. 7-8-2008)*

6.4 What is the timing of the amendment and adoption process?

The City submitted a Comprehensive Plan Amendment on June 15, 2012. The Planning & Zoning hearing is anticipated for August, followed by a City Council hearing in September/October 2012.

Appendix A

Public Process

A-1 – PAG Attendees

A-2 – Workshop #1 Materials

A-3 – Workshop #2 Materials

A-4 – Workshop #3 Materials

A-5 – Stakeholder Database

Appendix B

Planning Process

B-1 – Existing Future Land Use Map

B-2 – South Meridian Overview

B-3 – Water and Sewer Memo

B-4 – Existing Studies Review Memo

Appendix C

Scenario Development

C-1 – Scenarios of Tables 01, 02, 03, and 04 at 2/22 Workshop

C-2 – Original PAG Land Use Scenario

C-3 – Refined PAG Land Use Scenario