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

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

### LAND USE MAP ACTIVITY

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

<table>
<thead>
<tr>
<th><strong>a)</strong> Various intersections</th>
<th><strong>b)</strong> Show nursery at Star/Ustick</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a)</strong> NE corner of Ustick/Black Cat</td>
<td><strong>b)</strong> Half mile, adjacent W of Cedar Springs</td>
</tr>
<tr>
<td>Dispersed; preserve large, county lots</td>
<td>Shown on E side of Ten Mile near Ustick and existing city parcels</td>
</tr>
<tr>
<td>a) SH16 align w/ Black Cat until S of McMillan and then connect to McDermott</td>
<td></td>
</tr>
</tbody>
</table>

### Map E

<table>
<thead>
<tr>
<th><strong>a)</strong> Star/Chinden intersection</th>
<th><strong>b)</strong> Linder/Chinden intersection</th>
<th><strong>c)</strong> Paramount entrance on Chinden</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various locations on Chinden and McMillan (some mid-block)</td>
<td>Preserve existing 5-acre lots at McMillan and Black Cat</td>
<td>None</td>
</tr>
<tr>
<td>None</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

### Map F

<table>
<thead>
<tr>
<th><strong>a)</strong> Black Cat/Chinden intersection</th>
<th><strong>b)</strong> Linder/Chinden intersection</th>
<th><strong>c)</strong> Star and McDermott intersections @ McMillan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Focus on Chinden, near future SH16 extension</td>
<td>Dispersed</td>
<td>Near Spurwing Golf Course</td>
</tr>
<tr>
<td>SH16 align w/ McDermott</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Key Differences / Areas for Discussion

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

### Written Questionnaires / Comments (15 respondents)

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

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

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

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

Yes = 11
No = 2

D. Additional Written Comments

- Retain my property as agricultural and restrict development in large, virgin open lands. Development is consuming our best farmland
- Development at 3 units per acre is disturbing in this area (near McDermott).
- “Growth at any cost” to benefit developers has already destroyed too much prime agricultural land. Retain sufficient farmland. Include rural, open space and ag enclaves distributed throughout the area.
- Minimize high speed, high traffic volume roads in favor of narrower, lower speed roads
- I appreciate the vision and planning to protect a corridor for State Highway 16.
- Do all you can to benefit citizen and business groups.
- Open house was held too early. How can residents make intelligent choices until we understand what’s happening in downtown?
- McMillan should be 5 lanes from Nampa to Boise.
- Boise, Meridian, Eagle, Star and Middleton would benefit from a northern connector linking the east and west areas of the valley.
- Why not use Star Road as the hook-up with Highway 16 and I-84?
- Why address high density residential when current sales indicate a preference for single family lots and lawns?
- The City should not require a ¼ mile radius around the sewer plant. Properties surrounding the site should be allowed the same opportunity to develop land like other areas.
- Workshop could have been better served with Idaho Transportation Department participation.
- The more quickly the Hwy. 16 connection is determined the better. McDermott is a good choice.
- The Phyllis Canal is a natural and logical boundary for Meridian City
- Would have been helpful to know where existing park space is located to better determine where more should go.