



Mayor Robert E. Simison

City Council Members:

Treg Bernt
Joe Borton
Luke Cavener

Brad Hoaglund
Jessica Perreault
Liz Strader

NORTHERN GATEWAY DISTRICT

EXHIBIT A TO PZ-04 (Option A)

EXHIBIT A TO PZ-05 (Option B)

September 30, 2021

MEMORANDUM

TO: Mayor Robert Simison
Meridian City Council
Meridian Planning & Zoning Commission

CC: David Miles, Chief of Staff
Cameron Arial, Community Development Director
Victoria Cleary, Economic Development Administrator
Caleb Hood, Planning Division Manager

FROM: Brian McClure, Comprehensive Associate Planner

RE: Urban Renewal Plan for the Northern Gateway District Urban Renewal Project

This memo is intended to provide Comprehensive Plan related analysis for the proposed Northern Gateway District Urban Renewal Project (Gateway Plan). Outside of the framework provided by State statute related to general Urban Renewal, the proposed Gateway Plan does not have a clearly defined vision. The Gateway Plan does not have an overarching vision plan such as Destination Downtown, and which the Union District Urban Renewal Plan fell within. Instead, the Gateway Plan relies instead on the adopted Comprehensive Plan.

The implementation strategies and goals of the Gateway Plan describe activities aimed to “eliminate and prevent the spread of deteriorating conditions and deterioration in the Project Area by employing a strategy to improve and develop public and private lands, to increase connectivity and transit options, and to grow the economy in the Project Area.” Some of the listed activities include: design and construction of streets, utilities, and sidewalk facilities,

construction of parking facilities, acquisition of property for public improvement, demolition and cleanup of blight, financial assistance to enhance business enterprise, and financial assistance to maintain diverse housing options. **None of the described activities are inconsistent with the Comprehensive Plan**, and all of them may help to reach the desired vision with future activities and development within district boundaries.

Recommendation

Based on the outlined activities in the Gateway Plan, Staff believes establishing an Urban Renewal District Plan in this area of town may be an effective tool in implementing the City of Meridian Comprehensive Plan. **Accordingly, Staff recommends that the Commission move to approve associated Resolutions identifying the proposed Gateway Plan as conforming to the City of Meridian’s Comprehensive Plan.**

General Comprehensive Plan Analysis

While the Gateway Plan is limited in scope, the following text describes general applicable policies that should be considered with future activities and development of the district area. This analysis is indifferent of whether Option A or Option B of the Gateway Plan moves forward; some text will no longer apply. This analysis is in consideration of future needs, concerns, and activities, and how the Gateway Plan may fit within this context, but not of the proposed plan itself. Application of the City’s Comprehensive Plan (Comp Plan) to the proposed district area (see Attachment A) is very relevant. Every major theme (chapter) in the Comp Plan ranging from economic development and land use to historic preservation and transportation contain policies that are directly applicable. Additionally, the Comp Plan adopts other documents by reference, for inclusion in consideration of land use decisions and to direct staff activities. Many of the referenced documents are relevant both in geographic area and to the described implementation strategies and goals in the Gateway Plan.

The future land use designations, policies, and associated documents adopted by reference in the Comprehensive Plan, should be considered with all future Urban Renewal Agency, City of Meridian, and private development activity whenever applicable. The following analysis describes the associated text, policies, and referenced plans.

Plan Text

The Evolving Community section (Chapter 3) of the City’s Comp Plan, defines future land use typologies. There are several Future Land Use designations (typologies) listed in the Comp Plan that exist within the Gateway Plan boundaries. These are:

Old Town, which states:

This designation includes the historic downtown and the true community center. 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. Sample uses include offices, retail and lodging, theatres, restaurants, and service retail for surrounding residents and visitors. A variety of residential uses are also envisioned

and could include reuse of existing buildings, new construction of multi-family residential over ground floor retail or office uses.

The City has developed specific architectural standards for Old Town and other traditional neighborhood areas. Pedestrian amenities are emphasized in Old Town via streetscape standards. Additional public and quasi-public amenities and outdoor gathering area are encouraged. Future planning in Old Town will be reviewed in accordance with Destination Downtown, a visioning document for redevelopment in Downtown Meridian. Please see Chapter 2 Premier Community for more information on Destination Downtown. Sample zoning include O-T.

The Old Town future land use is the most diverse designation in the City’s land use portfolio. It has the greatest combined range of residential and non-residential uses and no caps on density or intensity of developed uses. Further, the City’s complimentary zoning, also named Old Town (O-T), has zero setbacks for structures, reduced parking requirements, and reduced landscape setbacks aside from pedestrian streetscape infrastructure.

Mixed Use Community (MU-C), which states:

The purpose of this designation is to allocate areas where community-serving uses and dwellings are seamlessly integrated into the urban fabric. The intent is to integrate a variety of uses, including residential, and to avoid mainly single-use and strip commercial type buildings. Non-residential buildings in these areas have a tendency to be larger than in Mixed Use Neighborhood (MU-N) areas, but not as large as in Mixed Use Regional (MU-R) areas. Goods and services in these areas tend to be of the variety that people will mainly travel by car to, but also walk or bike to (up to three or four miles). Employment opportunities for those living in and around the neighborhood are encouraged. Developments are encouraged to be designed according to the conceptual MU-C plan depicted in Figure 3C.

This designation also has a series of bulleted check-list items, and must also be consistent with general Mixed Use provisions described in the Comp Plan. Within the Gateway Plan, Mixed Use Community is exclusively located on the northwest corner of Cherry and Meridian Road. Of special emphasis, effort should be made to avoid strip development, to include seamless and prioritized pedestrian connectivity, and to develop shared public or quasi-public open space. This property is isolated with limited connectivity except across busy arterials, and it is outside of a ½ mile walking distance to public outdoor spaces like parks and schools.

Commercial, which states:

This designation will provide a full range of commercial uses to serve area residents and visitors. Desired uses may include retail, restaurants, personal and professional services, and office uses, as well as appropriate public and quasi-public uses. Multi-family residential may be allowed in some cases, but should be careful to promote a high quality of life through thoughtful site design, connectivity, and amenities. Sample zoning include: C-N, C-C, and C-G.

This designation exists on the entire north-east area of the Gateway Plan, and along the eastern boundaries of the project area bordering Fairview Ave. Commercial is similar to Old Town in

that it allows a huge variety of uses, has no caps on intensity or density, and allows for multi-family. Allowed zoning designations are, however traditional, requiring more parking, more separation of differing uses, and is generally more oriented towards suburban development.

High Density Residential, which states:

This designation allows for the development of multi-family homes in areas where high levels of urban services are provided and where residential gross densities exceed twelve dwelling units per acre. Development might include duplexes, apartment buildings, townhouses, and other multi-unit structures. A desirable project would consider the placement of parking areas, fences, berms, and other landscaping features to serve as transitions between neighboring uses. These areas are compact within the context of larger neighborhoods and are typically located around or near mixed use commercial or employment areas to provide convenient access to services and jobs for residents. Developments need to incorporate high quality architectural design and materials and thoughtful site design to ensure quality of place; they should incorporate connectivity with adjacent uses and area pathways, attractive landscaping, gathering spaces and amenities, and a project identity.

The high density residential designation exists in very few areas of the City. It is the least used residential typology, occupying only 2.4% of all residential future land use designations. There are several likely reasons for this. The first is that while it occupies the smallest area, it still has the capacity to provide upwards of 12.4% of the housing product in only 2.4% of the area. The second is that most mixed use designations allow or encourage multi-family. Old Town and Commercial as previously noted, also allow for multi-family. Since high density designated areas are generally on the periphery of other mixed use areas, likely intended to provide additional rooftops in support of attractive community and regional uses, care should be had in ensuring quality, purpose, and sense of place. This is especially true further from other destination points of interest and services than projects within mixed use areas.

General Compliance:

The Gateway Plan indicates that it is consistent with the Comprehensive Plan and Destination Downtown, but does not elaborate or expand with any detail as to how. Specific references to text or policies of the Comprehensive Plan are lacking in the Gateway Plan. It similarly makes no direct mention of specific future land use designations, but does indicate that all work would be consistent with those identified in Attachment 4 (a future land use map), and as amended. Referenced below are specific sections of the Comp Plan that are relevant to the Gateway Plan.

While the variety of future land use designations are all broadly considered within the Comprehensive Plan, this area has never been considered as part of one geographic sub area; Destination Downtown did not extend as far east, or north. Further, and with the original Urban Renewal Area now reaching the end of its life and the area having been chopped up with several de-annexations to create new Urban Renewal Districts, all existing geographic framework is very fragmented. The Gateway Plan could be viewed largely as a legal and financial framework without a specific guiding land use framework. This is not necessarily bad, but with both new projects and development, careful review will be important to understand unique context and

relationships within geographic subareas. Similar projects in close proximity could have very different performance standards, and the involvement of public funding could complicate perception.

Plan Policies

The following text relates to the policies found throughout the major themes in the Comprehensive Plan (Chapters 2 through 6). Additional context for these policies can be found in the Related Policies section (see Attachment B), which includes parent Goals and Objectives, for the referenced policies. The first number of a policy ID references the Chapter.

- 2.01.01H, Locate higher density housing near corridors with existing or planned transit, Downtown, and in proximity to employment centers.

The downtown area is prioritized for higher density housing, and the proposed urban renewal district encourages both density and a variety of housing products. Transit improvements are described as an area for improvement and funding.

- 2.02.01E, Encourage the development of high quality, dense residential and mixed use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.

A new urban renewal district focused on infrastructure (parking, utilities, etc.) would provide the tools necessary to support and encourage redevelopment in an area of town lacking consistent public improvements.

- 2.02.02B, Consider incentives such as density bonuses, reduced open space requirements, and reduced fees for infill development in key areas near existing services.

A new urban renewal district could provide for incentives such as infrastructure and infrastructure reimbursement through tax increment financing (TIF).

- 2.02.02C, Support infill development that does not negatively impact the abutting, existing development. Infill projects in Downtown should develop at higher densities, irrespective of existing development.

*The Gateway Plan does not address how transitions between existing and proposed redevelopment may take place. **This is a potential weakness of the Plan and should be carefully considered with future improvements and development.** The Gateway Plan does promote density and housing diversity.*

- 2.02.02D, Apply appropriate design and construction standards to infill development in order to reduce adverse impacts to existing development.

The Gateway Plan makes specific references to establishing performance criteria and design standards in goal 'i' (page 4), and duplicated under implementation letter 'u' (page 12). They state,

In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources.

*This is critical work to be done proactively, as the City does not currently have any site or building design standards specific to either Downtown (just general traditional neighborhood design), this new geographic area, or for policies related to historic preservation and enhancements. **This work seems to be important to the City and Meridian Development Corporation, but has not been prioritized or defined, and a number of avenues to see it through may be very time intensive.***

- 2.02.02F, Ensure that new development within existing residential neighborhoods is cohesive and complementary in design and construction.

A significant portion of the proposed urban renewal district is within or adjacent to existing residential neighborhoods. Because a primary goal of the Gateway Plan is to increase density, understanding the existing context and appropriately transitioning and integrating new development into the existing urban fabric will be crucial.

- 2.09.01B, Establish incentives to develop gathering spaces and civic facilities within Downtown.

A new urban renewal district could provide for incentives such as gathering spaces and civic facilities reimbursement through TIF. Under section 300 Proposed Redevelopment Actions, item 't' specifically references plazas, parks, and open space as projects that could be considered. These would be important public-private projects, as the area is otherwise underserved by both usable public open space.

- 2.09.01C, Work towards mitigating and removing floodplain issues around Downtown.

A small area of 100 year floodplain associated with Five Mile Creek exists east of 2-1/2 Street, and south of Fairview. Most of this area is developed already, but there is one significantly large vacant field and area of potential redevelopment, north of Badley Ave. There is also floodway along the north-eastern boundary, behind the Commercial area (i.e. the Albertsons strip mall), but this is channelized and should not impact redevelopment efforts.

- 2.09.02A, Actively implement action items in the Destination Downtown Plan.

Destination Downtown was created by the Meridian Development Corporation for the downtown Urban Renewal District (URD), and adopted by the City. This plan was extremely broad in land use diversity, area, and scope. The project area for the Gateway Plan is included within portions of Destination Downtown area, but this area has been largely excluded from both Urban Renewal Activities, and for private redevelopment. With the original downtown URD set to expire in the coming years, this new district is an opportunity for more renewed and focused efforts, both geographically and in implementation activities.

- 2.09.02B, Pursue grants and public-private partnerships to enhance Downtown.

A new urban renewal district could both provide grants and make more competitive applications for grants, by utilizing a dedicated funding source such as TIF.

- 2.09.02C, Develop programs with local partners to expand art, cultural, and educational facilities in Downtown.

There are several references to these activities and facilities throughout the Gateway Plan. Art may be done both as public private partnership, or independent of development, and educational facilities are described in several areas including implementation strategies (letter 'o'). It should be noted that the Gateway Plan describes the Urban Renewal Districts

*ability to make decisions related to public art independent of the Meridian Arts Commission, and that it may involve the Meridian Arts Commission. **The Commission is trained, experienced, are supported by the City's Arts and Culture Specialist, and have invested a great deal of time and energy into artwork in downtown and across the City. Staff recommends that the Arts Commission always be involved in art projects that include any form of public participation.***

- 2.09.02D, Develop and support regular cultural activities and events Downtown, in partnership with the Downtown Business Association and other organizations.

Supporting events is not described within the Gateway Plan directly, but supporting the development of locations for these to occur is.

- 2.09.02F, Support a compatible mix of land uses Downtown that activate the area during day and night.

Supporting specific uses at discrete times of the day is not described within the Gateway Plan directly, but supporting the development of mixed-use locations, facilities, and supporting infrastructure (e.g. – parking) is. Interim Uses are described in the Plan, but no examples are provided and are assumed to be of longer duration than a normal event.

- 2.09.02G, Implement the City of Meridian Design Standards and City of Meridian Architectural Standards Manual to ensure that Downtown remains the historic center for mixed-use tourism, business, retail, residential, and governmental activities.

The City has land use authority over the project area and implementation of design and architectural standards must be met. However, these standards while allowing for the full range of uses/attractions described within the Gateway Plan, does not necessarily cater to or encourage them in a context or towards any purpose. The Gateway Plan does not describe historical context as something to preserve or build upon. Additional work is necessary if downtown specific and historical context are desired. The Gateway Plan does speak to the development of potential standards, but these could only be applied through negotiation when public participation was involved.

- 2.09.03B, Promote Ten Mile, Downtown, and The Village as centers of activity and growth.

The Gateway Plan seeks to redevelop blighted areas and improve underserved areas of the larger Downtown area. The geographic boundaries of this area are not generally envisioned as a center of activity in the Destination Downtown plan, but for neighborhood preservation and as a gateway, into the center of activity (the City Core). There is nothing wrong with encouraging the extension of the core northward, with commensurate service improvements.

- 2.09.03E, Develop concept plans of potential destination activities and promote appropriate development, infill, and redevelopment of activity centers.

The Gateway Plan does not address this directly, but the intention is to support these types of activities through public private partnerships.

- 3.03.01E, Encourage infill development.

The unstated purpose of the Gateway Plan, through virtually all of the goals and implementation strategies, is to encourage infill development through redevelopment of blighted lands and development of community serving infrastructure.

- 3.03.03G, Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.

The City has land use authority over the project area and urban infrastructure will be required with all redevelopment. Further, the Gateway Plan calls out specific implementation strategies including road, curb, gutter, streetscape, lighting, stormwater, and others throughout the document (including financial analysis).

- 4.04.02A, Identify opportunities for new paths that connect residential neighborhoods and community facilities, such as the library and city hall, parks, schools, athletic facilities, swimming pools, historic districts, the Downtown, as well as other commercial and retail activity centers in Meridian.

The City's Pathway Master Plan depicts several key connections through the proposed urban renewal district. The first is the Five Mile Creek Pathway, which exists. The second and third which are gaps, include the 3rd Street pathway alignment and a connection on Washington Ave to the Five Mile Creek Pathway. Neither Meridian Road or Main Street have adequate bike facilities, and the 3rd Street pathway alignment is the only north-south low level of stress connection with a railroad crossing. The street grid in downtown generally promotes walkability and access. The Gateway Plan references pathways both through goals and implementation items.

- 4.05.01E, Assess environmental impact of potential new development, infill, and redevelopment.

The Gateway Plan specifically addresses environmental assessment of brownfield sites, and more generally towards environmental quality and creating standards to maintain environmental quality in coordination with the City (goal letter 'h'). Outside of floodplain impacts however, the City does not have much in the way of requirements towards this end.

- 5.02.01A, Maintain and implement design and building standards for historically significant buildings and resources in Old Town.

*There is at least one property on the National Register, the Clara Hill House, and a number of historically significant structures (constructed before 1960, having a unique or thematic architectural style, and being in good repair) within the project area. **The Gateway Plan does not emphasize consideration for the historic character and quality of the overall Downtown area.** If this element is important, then standards are needed to protect and/or enhance the general area character. Currently, the City cannot enforce consideration of historic elements or general thematic qualities with administrative level approvals.*

- 6.01.01C, Improve ingress and egress opportunities for all modes of transportation in Downtown.

The Gateway Plan references improvements to roads, sidewalks, pathways, and a railroad crossing, as projects for implementation. Improvements to East 3rd Street specifically would greatly enhance bicycle access into downtown, and provide more options for local residents and stakeholders.

- 6.01.02D, Consider needed sidewalk, pathway, landscaping, and lighting improvements with all land use decisions.

The City has land use authority over the project area and redevelopment will be required to provide infrastructure. The Gateway Plan also specifically references all of these elements as projects for implementation.

- **6.01.02I, Pursue the extension of Idaho Ave. and/or Broadway Ave. to Commercial Dr. and the extension of East 3rd St. from Fairview Ave. to Pine Ave. in Downtown.**

Neither Idaho or Broadway Ave are within the proposed Urban Renewal Districts boundaries, but East Third Street is. The extension or some equivalent improvement is specifically referenced as a project.

- **6.01.02L, Work with ACHD to implement projects from the 2012 Downtown Meridian Neighborhood Pedestrian and Bicycle Plan.**

While not directly referencing coordination with ACHD on implementation of the 2012 Neighborhood Plan, improvements to East 3rd Street are directly aligned and much needed for north-south bicycle connectivity through Downtown. Neither Meridian Road or Main Street have dedicated bike facilities, and a safe multi-modal north-south connection is needed between existing pathway connection on Franklin near Storey Park, and on Pine near Five Mile Creek.

Referenced Plans

The following plans are adopted by reference in the City of Meridian Comprehensive Plan, and are relevant material to the proposed Gateway Plan.

- **Downtown Meridian Street Cross-section Master Plan**

Most of the Cross-section Plan is focused on the Downtown Core, but East 2nd Street and East 3rd Street are both highlighted. It is particularly important that East 3rd Street incorporate a pathway element to support connectivity of the City's Pathway Master Plan through downtown. Traffic speeds on Meridian Road are unfriendly to pedestrians, neither Meridian Road or Main Street provide safe bicycle connectivity north-south, and there is no other railroad crossing within the downtown area besides Meridian, Main, and East 3rd Street.

- **Historic Preservation Plan**

The Historic Preservation Commission and City adopted this plan in 2014. With less than 2.2% of Meridian's housing stock being older than 1960's construction (2017 Existing Conditions Report), and almost all of it consolidated in the Downtown area, there is very limited opportunity for historic preservation outside of agricultural themes in the larger community. Several goals from this plan are relevant to the Gateway Plan, including:

- *Goal 1 Preserve and enhance Meridian's historical, cultural and agricultural heritage.*
- *Goal 3 Heighten public awareness of historic preservation in the community and improve preservation education efforts for various audiences.*
- *Goal 4 Maintain and strengthen support for historic preservation from individuals, commercial property owners, local organizations and neighborhood groups.*

These goals for the Commission (and City) are not just about preserving, but also enhancing and generating awareness of Meridian's history. Additional objectives for these goals are

described within the plan. Since areas of this Plan are near to historic structures, awareness and care of both public and private efforts is important.

- **Meridian Pathways Master Plan**

For unconstructed improvements, the Pathways Master Plan identifies East 3rd Street and Washington Ave connections through the project site. This plan works in concert with the Parks and Recreation Master Plan and through many of the policies in the Comprehensive Plan.

- **Downtown Meridian Transportation Management Plan**

This plan has resulted in significant roadway expansions within Meridian, including the split corridor phase 1 and phase 2 improvements. Two of the last projects left in the Downtown Meridian Transportation Management Plan are the East 3rd Street connection north of Carlton Ave and south of Badley Ave, and the extension of either Broadway Ave or Idaho Ave east to Commercial Ave (and ultimately to Locust Grove). These projects/connections are essential in supporting the densities necessary for the larger downtown area to be a thriving center of activity. The Gateway Plan could benefit the East 3rd Street connection, or some equivalent improvement.

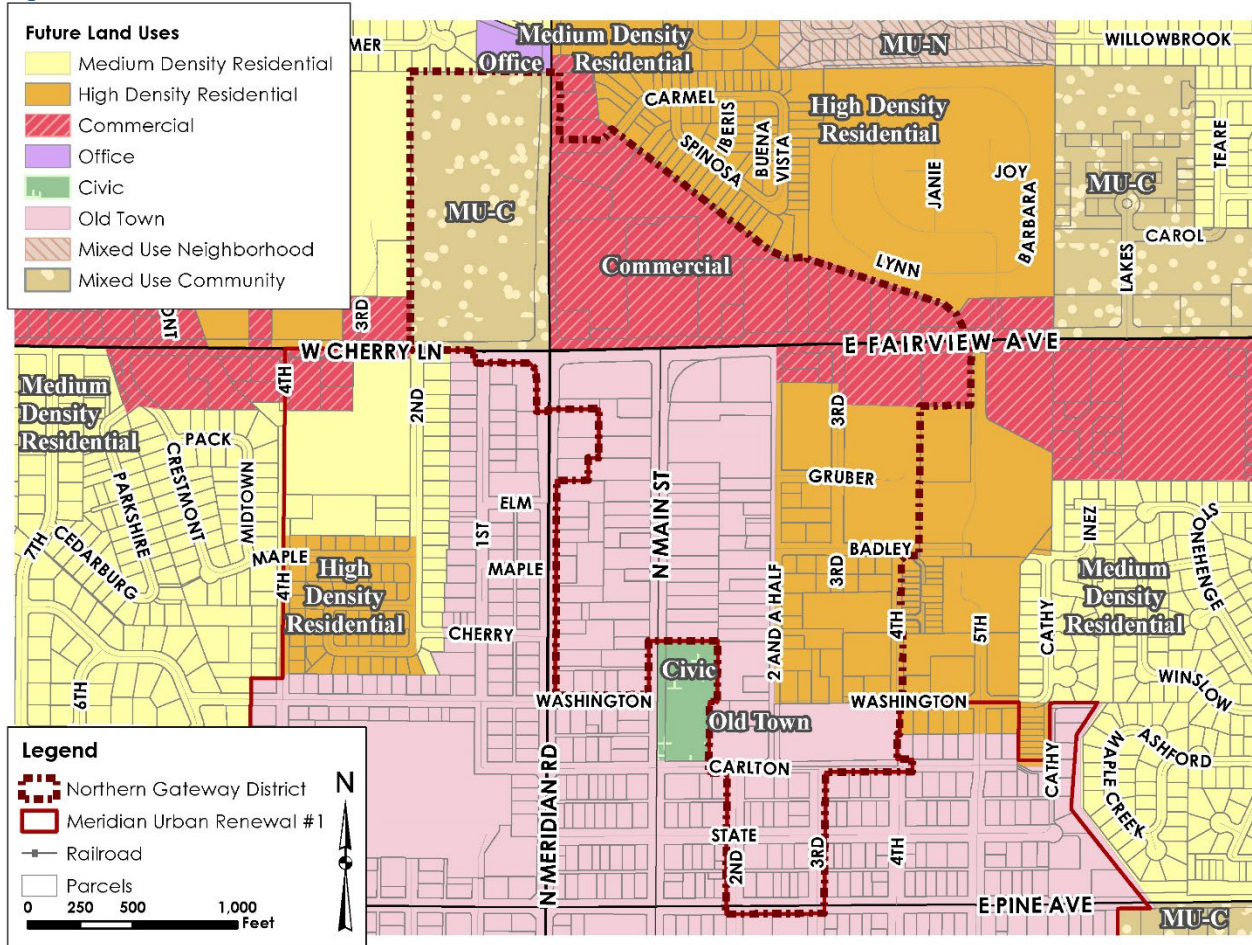
- **Downtown Meridian Neighborhood Pedestrian and Bicycle Plan**

Developed by ACHD, this plan identified a number of community drive projects to enhance the pedestrian and bicycle connectivity in the area. ACHD has been diligent in programming and constructing these projects, and one of the last significant components is identified sidewalk improvements on East 3rd Street. There are sidewalk gaps throughout the project area, and East 3rd Street is an important north-south connection over the railroad tracks.

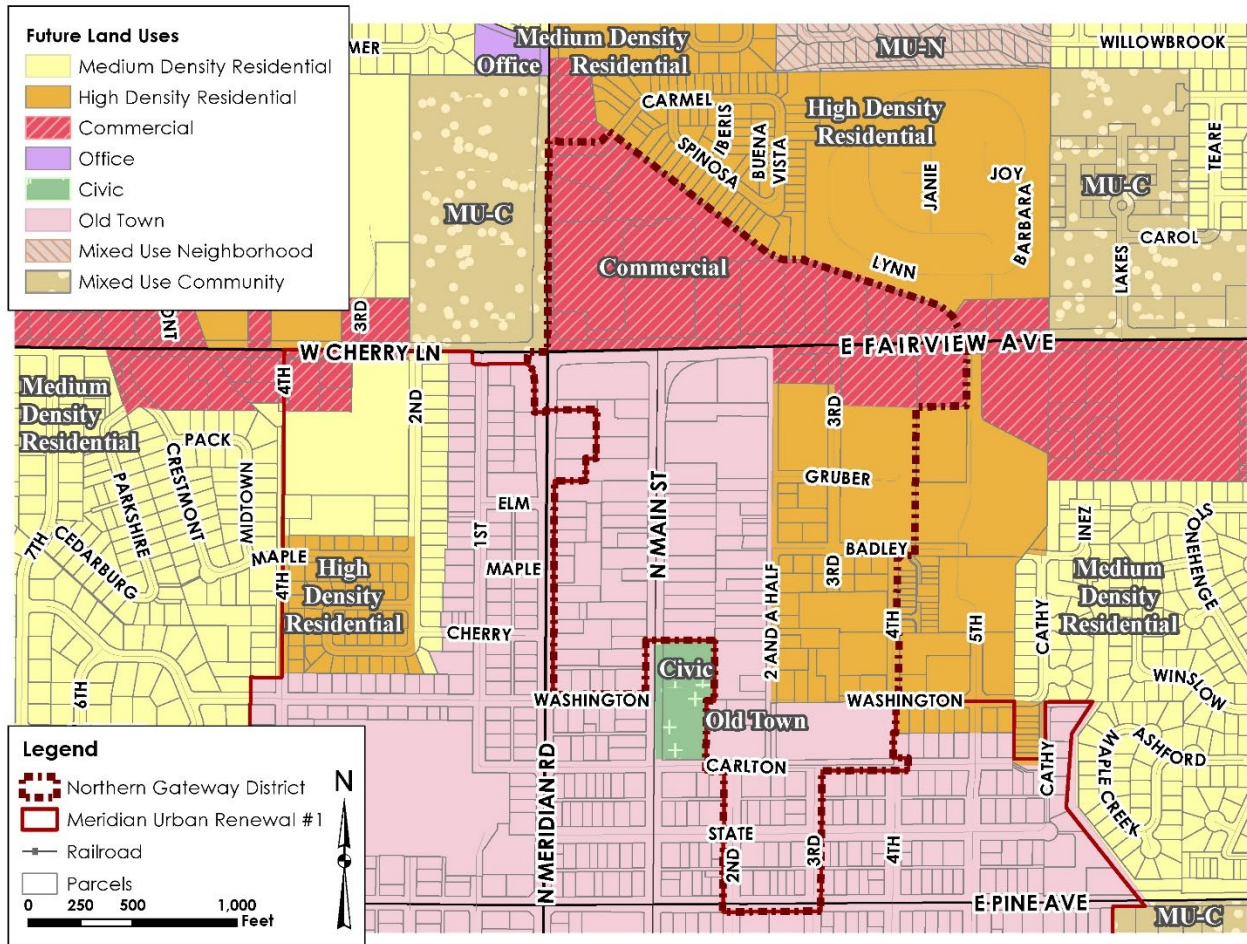
All of these plans are available on the City's Comprehensive Plan website at:
<https://meridiancity.org/planning/compplan/resources>.

Attachment A: Gateway Plan (Urban Renewal District)

Option A



Option B



Attachment B: Related Policies

The policies below are from the City of Meridian Comprehensive Plan. For policy type: G = Goal; O = Objective, and A = Action. Goals and Objectives are shown with referenced actions for additional context, along with a referenced section.

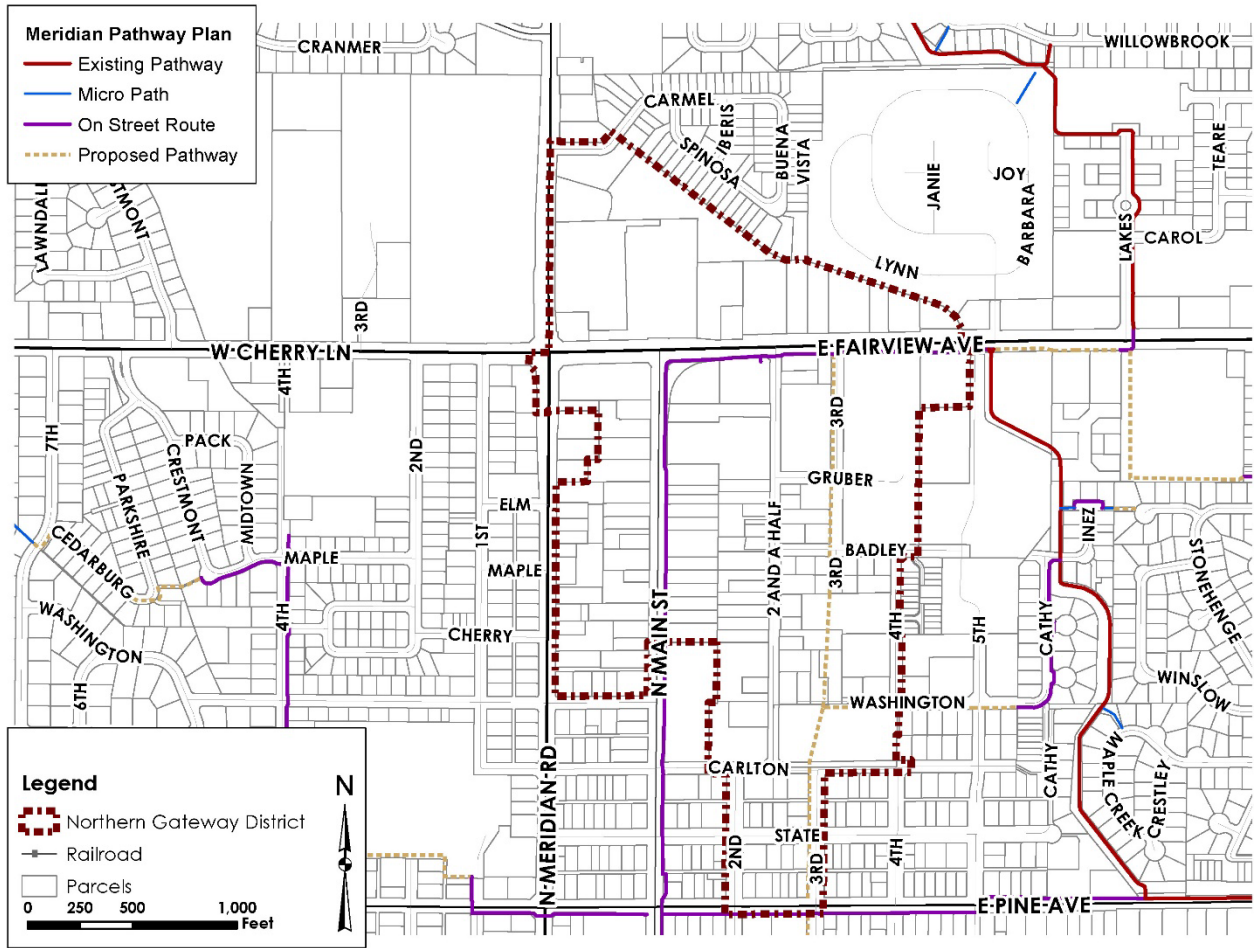
ID	Policy Type	Policy	Section
2.01.00	G	Support a balance and integration of diverse housing and neighborhood types.	Housing
2.01.01	O	Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences.	Housing
<i>2.01.01H</i>	A	<i>Locate higher density housing near corridors with existing or planned transit, Downtown, and in proximity to employment centers.</i>	<i>Housing</i>
2.02.00	G	Plan for safe, attractive, and well-maintained neighborhoods that have ample open space, and generous amenities that provide varied lifestyle choices.	Housing
2.02.01	O	Elevate and enhance the quality and connectivity of residential site and subdivision planning.	Housing
<i>2.02.01E</i>	A	<i>Encourage the development of high quality, dense residential and mixed use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.</i>	<i>Housing</i>
2.02.02	O	Maximize public services by prioritizing infill development of vacant and underdeveloped parcels within the City over parcels on the fringe.	Housing
<i>2.02.02B</i>	A	<i>Consider incentives such as density bonuses, reduced open space requirements, and reduced fees for infill development in key areas near existing services.</i>	<i>Housing</i>
<i>2.02.02C</i>	A	<i>Support infill development that does not negatively impact the abutting, existing development. Infill projects in Downtown should develop at higher densities, irrespective of existing development.</i>	<i>Housing</i>
<i>2.02.02D</i>	A	<i>Apply appropriate design and construction standards to infill development in order to reduce adverse impacts to existing development.</i>	<i>Housing</i>
<i>2.02.02F</i>	A	<i>Ensure that new development within existing residential neighborhoods is cohesive and complementary in design and construction.</i>	<i>Housing</i>
2.09.00	G	Create positive, vibrant, and accessible commercial activity centers within the community.	Economic Excellence
2.09.01	O	Support redevelopment and infill opportunities Downtown.	Economic Excellence
<i>2.09.01B</i>	A	<i>Establish incentives to develop gathering spaces and civic facilities within Downtown.</i>	<i>Economic Excellence</i>
<i>2.09.01C</i>	A	<i>Work towards mitigating and removing floodplain issues around Downtown.</i>	<i>Economic Excellence</i>
2.09.02	O	Integrate and maintain quality public spaces throughout Downtown for recreation, social, and civic activities.	Economic Excellence
<i>2.09.02A</i>	A	<i>Actively implement action items in the Destination Downtown Plan.</i>	<i>Economic Excellence</i>
<i>2.09.02B</i>	A	<i>Pursue grants and public-private partnerships to enhance Downtown.</i>	<i>Economic Excellence</i>

ID	Policy Type	Policy	Section
2.09.02C	A	<i>Develop programs with local partners to expand art, cultural, and educational facilities in Downtown.</i>	<i>Economic Excellence</i>
2.09.02D	A	<i>Develop and support regular cultural activities and events Downtown, in partnership with the Downtown Business Association and other organizations.</i>	<i>Economic Excellence</i>
2.09.02F	A	<i>Support a compatible mix of land uses Downtown that activate the area during day and night.</i>	<i>Economic Excellence</i>
2.09.02G	A	<i>Implement the City of Meridian Design Standards and City of Meridian Architectural Standards Manual to ensure that Downtown remains the historic center for mixed-use tourism, business, retail, residential, and governmental activities.</i>	<i>Economic Excellence</i>
2.09.03	O	<i>Cultivate unique and diverse destination-type activities within Meridian's centers.</i>	<i>Economic Excellence</i>
2.09.03B	A	<i>Promote Ten Mile, Downtown, and The Village as centers of activity and growth.</i>	<i>Economic Excellence</i>
2.09.03E	A	<i>Develop concept plans of potential destination activities and promote appropriate development, infill, and redevelopment of activity centers.</i>	<i>Economic Excellence</i>
3.03.00	G	<i>Direct and prioritize development in strategic areas and in accordance with corridor and special area plans.</i>	<i>Growth and Population</i>
3.03.01	O	<i>Plan for an appropriate land use mix, recreational and civic facilities, and phased service extension within specific area plans and urban renewal districts.</i>	<i>Growth and Population</i>
3.03.01E	A	<i>Encourage infill development.</i>	<i>Growth and Population</i>
3.03.03G	A	<i>Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.</i>	<i>Growth and Population</i>
4.04.00	G	Develop a connected, comfortable, and comprehensive network of multi-purpose pathways.	Parks and Pathways
4.04.02	O	Link pathways to important pedestrian generators, environmental features, historic landmarks, public facilities, Town Centers, and business districts.	Parks and Pathways
4.04.02A	A	<i>Identify opportunities for new paths that connect residential neighborhoods and community facilities, such as the library and city hall, parks, schools, athletic facilities, swimming pools, historic districts, the Downtown, as well as other commercial and retail activity centers in Meridian.</i>	<i>Parks and Pathways</i>
4.05.00	G	Preserve, protect, enhance, and wisely use natural resources.	Stewardship
4.05.01	O	Protect and enhance existing waterways, groundwater, wetlands, wildlife habitat, air, soils, and other natural resources.	Stewardship
4.05.01E	A	<i>Assess environmental impact of potential new development, infill, and redevelopment.</i>	<i>Stewardship</i>
5.02.00	G	Celebrate Meridian's historical, cultural, and agricultural heritage.	Historic Preservation
5.02.01	O	Enhance and restore the historical quality of Old Town.	Historic Preservation
5.02.01A	A	Maintain and implement design and building standards for historically significant buildings and resources in Old Town.	Historic Preservation
6.01.00	G	Facilitate the efficient movement of people and products to and from the City.	Transportation and Streets

ID	Policy Type	Policy	Section
6.01.01	O	Support multi-modal and complete-street transportation improvements.	Transportation and Streets
6.01.01C	A	<i>Improve ingress and egress opportunities for all modes of transportation in Downtown.</i>	<i>Transportation and Streets</i>
6.01.02	O	Enhance existing transportation systems.	Transportation and Streets
6.01.02D	A	<i>Consider needed sidewalk, pathway, landscaping, and lighting improvements with all land use decisions.</i>	<i>Transportation and Streets</i>
6.01.02I	A	<i>Pursue the extension of Idaho Ave. and/or Broadway Ave. to Commercial Dr. and the extension of East 3rd St. from Fairview Ave. to Pine Ave. in Downtown.</i>	<i>Transportation and Streets</i>
6.01.02L	A	<i>Work with ACHD to implement projects from the 2012 Downtown Meridian Neighborhood Pedestrian and Bicycle Plan.</i>	<i>Transportation and Streets</i>

Attachment C: Meridian Pathways Master Plan

(showing Option B boundaries as there are no pathways in Option A)



Attachment D: Downtown Meridian Street Cross-section Master Plan Examples

East 2nd Street

CORRIDOR: East 2nd Street

CORRIDOR: EAST 2ND STREET

East 2nd ends on its north extent at Carlton, to the south at Franklin, and is also interrupted by the Railroad properties immediately south of Broadway (with no crossing). Despite the lack of north-south connectivity, East 2nd is important both for local vehicular traffic and for pedestrian connectivity within the Traditional City Core (TCC). The shorter block lengths enhance accessibility and visibility for businesses, and provide great connectivity for those looking to live in walkable residential neighborhoods with access to goods and services.

Within the planning area, East 2nd primarily serves the TCC, but also supports the Transit Oriented Development & Cultural district (TOD) to the south of the railroad tracks. The local connectivity on each segment of the corridor is critical for both of these districts, and more-so than even Main, provides the opportunity to enhance multi-modal and pedestrian friendly uses and activities, which is absolutely essential to critical elements of the Destination Downtown vision plan. The support for and provision of vibrant and active streets and streetscapes is paramount to the vision of

the TCC, and the limited out-of-network connectivity for this roadway provides a unique opportunity to support these activities without creating congestion on more through corridors.



Meridian Community Center: Just down the street from Generations Plaza, the Community Center holds the south-east corner of Idaho and E 2nd. Formerly a police station, the Community Center now provides a central and convenient location for a variety of classes and events. The Meridian Community center is adjacent to Centennial Park.

EXISTING PHOTOS



Looking south along E 2nd, between State and Pine.

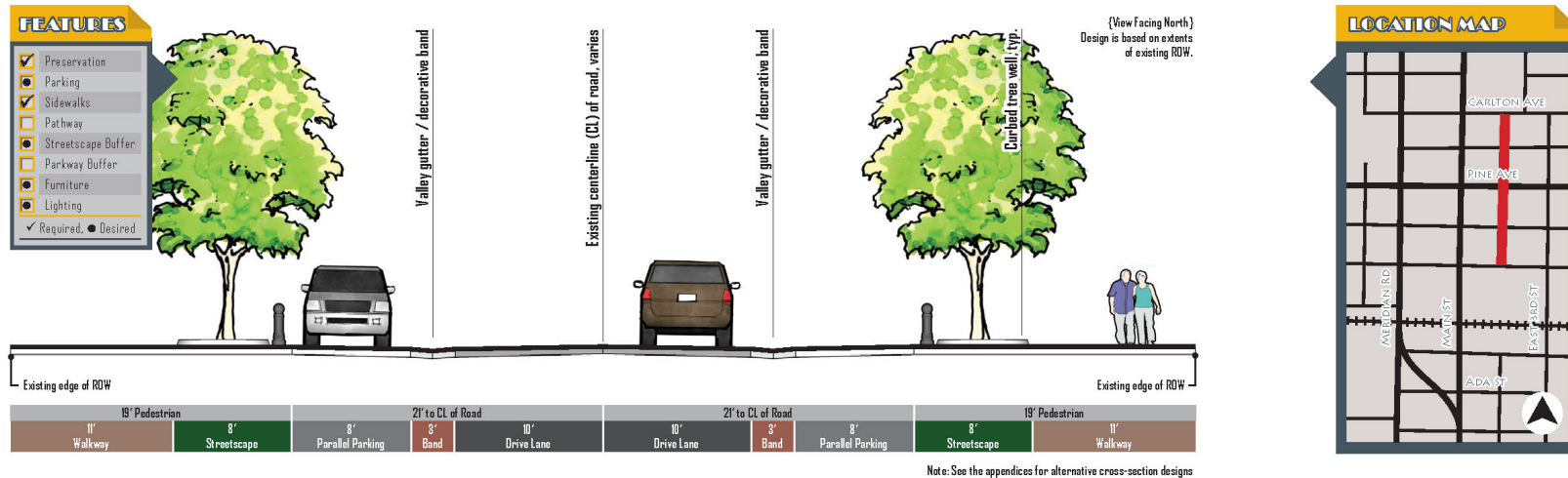


Looking south along E 2nd, between State and Pine.



Looking south along E 2nd, between Carlton and State.

EAST 2ND STREET: Broadway Avenue to Carlton Avenue



EAST 2ND STREET
Broadway Avenue to Carlton Avenue

CONSIDERATIONS:
East 2nd between Broadway and Carlton consists of short block lengths with frequent cross-street and alley intersections. The only through cross-street on this segment however is Pine, with all other streets dead-ending within a mile. This limited connectivity is less conducive to heavy traffic movements and provides additional opportunities for pedestrian supportive focus and enhancement.

INTENT:
This street segment is unique in that the short block lengths and limited traffic allow for multiple cross-sections, which while consistent in thematic and alignment, offer a variety of configurations. Priority improvements should be focused on a wider pedestrian environment with emphasis on unique and memorable place-making configurations.

While cross-section configurations with increased parking are provided, in most conditions parking servicing local businesses should be consolidated off-street or located elsewhere, allowing for a more lively and dynamic pedestrian environment that increases area draw.

DESCRIPTION OF ULTIMATE CONDITIONS:
East 2nd is intended to be a charming traditional downtown street that is able to cater to social shopping and dining experiences through unique design enhancements and comfortable pedestrian spaces. While trees are kept to provide a more pedestrian scaled and comfortable pedestrian environment, they are pulled further from the buildings to allow for more unobstructed business and community streetscape uses, such as outdoor dining. Cross-section options exist for medians or other special street features such as topiary or artwork. See appendix.

IMPLEMENTATION PROCESS:
As a segment, the frequent cross-street and alley breaks allow East 2nd to be developed more piecemeal than many other areas of the City Core. However, the curb-less nature of the identified cross-sections and resulting grade changes with new facilities will likely require improvements to be made for the full width of the cross-section (both sides of the road). It may be possible for redevelopment to occur in half-block increments, between a cross-street and alley, but there is likely greater long term cost-savings to do a whole block at a time. Storm-water is an important consideration. Improvements should occur as public-private partnerships to generate and foster greater place-making, raise awareness, and be supportive of new businesses or renovations able to make use of the facilities.

Comparison of Existing and Ultimate Conditions		
	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Two-way	Two-way, curb-less
Parking	Angled and parallel	Angled, parallel, and none
Parking Capacity*	79	57 (may vary)
Walkways (ea. side)	Attached, detached, and missing segments. 5-foot or less	Detached or bollard separated, width varies. 5-foot min.
Buffer (ea. side)	Varies	Varies, min 19' where exists with walkway
Pathway	None	None
Bike Support	None	None

* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

East 3rd Street

CORRIDOR: East 3rd Street

CORRIDOR: EAST 3RD STREET

Other than the Meridian Road and Main, East 3rd is the only other north-south roadway between Linder and Locust Grove which crosses the railroad tracks. The corridor intersects several major east-west arterials, including Pine and Franklin, and will be extended north to Fairview in the future. A HAWK pedestrian signal at Franklin provides for safe pedestrian connectivity to Storey Park and the Ada County public swimming pool. With the future extension from Carlton to Fairview, East 3rd would provide for increased north-south connectivity, and be a viable alternative to Meridian Road and Main for local traffic, especially bicycle and pedestrian users.

A connective multi modal East 3rd corridor is critical to the vision of the Destination Downtown plan, and is noted in both the City's Comprehensive Plan and the Parks and Recreation Master Pathway Plan. The roadway will be important as a defining and supportive resource for both the Traditional City Core and Washington and Main districts, and to support greater pedestrian connectivity between the business and residential oriented districts.

While the preferred cross-section within the East 3rd Street Extension Alignment Study Report (Six Mile Engineering, 2009) does not provide accommodation for the pathway identified within this plan, the preferred alignment could be modified to support one, and do so without additional right-of-way impacts not considered with the study. The space provided for the dedicated bike lanes within the study, which are not provided south of Carlton, could instead be utilized for the pathway. Bikes could then either consistently use the identified ten-foot pathway, or ride on-street with sharrows for the length of the corridor. The pathway is a critical and required element along the identified East 3rd corridor, between Fairview and Franklin.

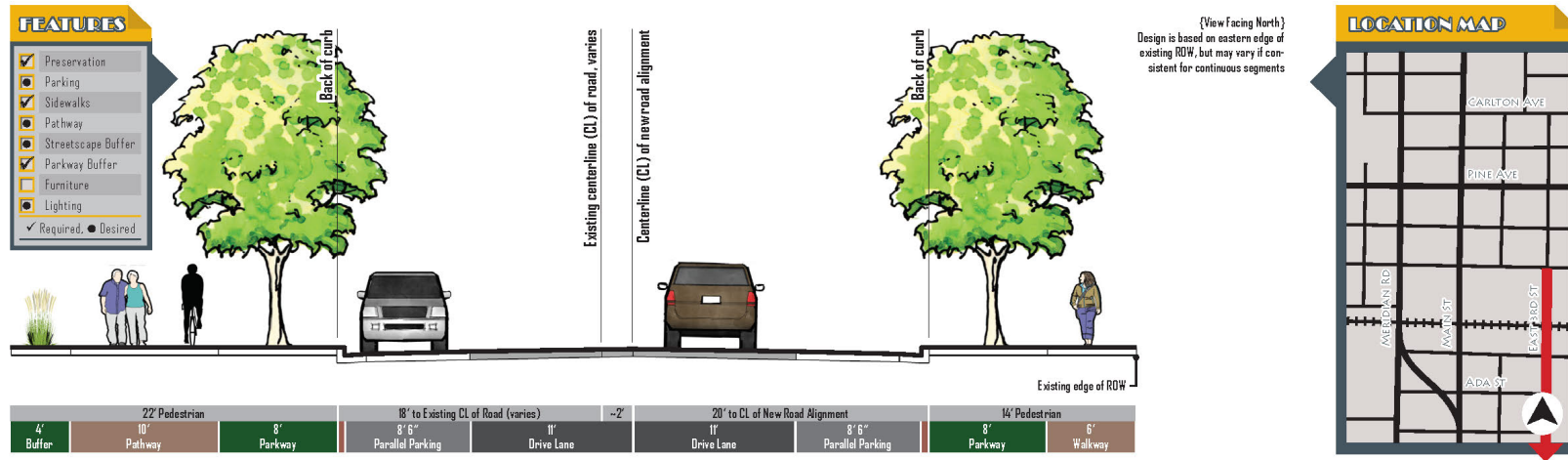
With no bicycle lanes and limited sidewalks along Meridian Road and Main, East 3rd is the only north-south opportunity to provide safe dedicated bicycle facilities for all age groups and users, into and through downtown.



Centennial Park: Located on the south-west corner of Idaho and E 2nd, Centennial Park has a number of community facilities, in addition to those provided by the adjacent Meridian Community Center. The public playground at Centennial Park is the only one within the City Core.



EAST 3RD STREET: Franklin Road to Broadway Avenue



4' Buffer	10' Pathway	8' Parkway	18' to Existing CL of Road (varies) 8' 6" Parallel Parking	11' Drive Lane	-2'	20' to CL of New Road Alignment 11' Drive Lane	8' 6" Parallel Parking	8' Parkway	14' Pedestrian 6' Walkway
-----------	-------------	------------	---	----------------	-----	---	------------------------	------------	------------------------------

EAST 3RD STREET
Franklin Road to Broadway Avenue

CONSIDERATIONS:
East 3rd between Franklin and Broadway is predominately residential in nature, but is entirely within the Transit Oriented and Cultural district (TOD). Improvements should be supportive of higher density and transit supportive uses in ultimate conditions, and all efforts should be made with redevelopment to provide for additional enhancements which capitalize on these future services. Alleyways are another important consideration with the corridor, and must be adequately signed and enforced to ensure pedestrian safety along the corridor. While alley use is already predominately one-way for westbound travel, this should be verified and coordinated with impacted stakeholders, and considered for access with redevelopment.

INTENT:
The primary intent of this cross-section and any variation is to provide for safe and convenient north-south pedestrian connectivity between Franklin and downtown. The required ten-foot detached pathway must be on the west-side of the road, which has fewer driveway conflicts and opportunities for further reductions with redevelopment taking access from alleyways. Walkways must be detached, and residential appropriate lighting provided to enhance safety. On-street parking should be provided, but angled and perpendicular configurations are heavily discouraged to ensure continuity of the pathway and to reduce back-out conflicts with through traffic.

DESCRIPTION OF ULTIMATE CONDITIONS:
While East 3rd is not intended to serve as an entryway corridor, it is important for connectivity into the downtown area and should be inviting. Tree lined streets with

ample buffers for the detached pathways and sidewalks are all important safety and aesthetic elements for the long-term health of the neighborhoods. Bulbouts should be developed at street corners to further enhance safety and provide additional opportunities for landscaping and additional district thematic elements.

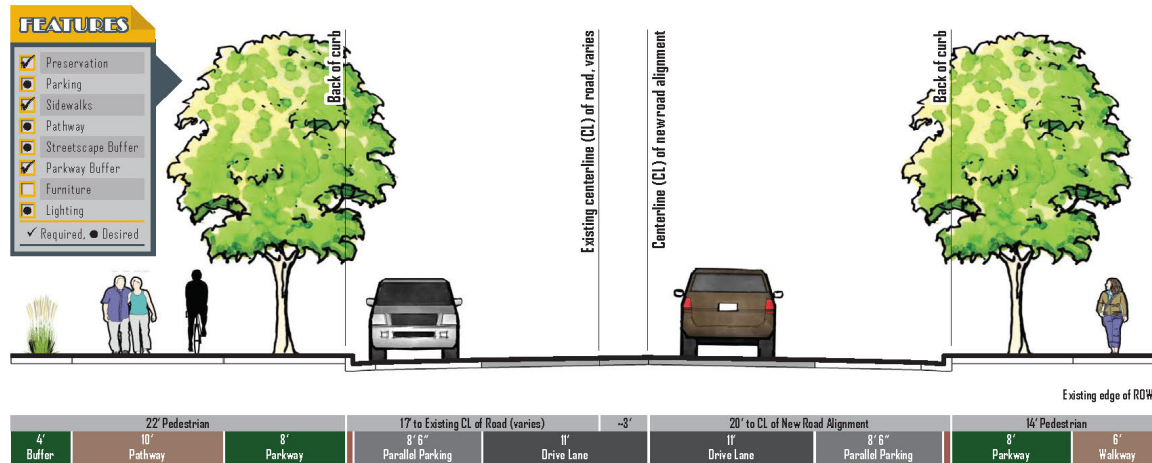
IMPLEMENTATION PROCESS:
Though implementation may occur with fragmented parcel specific redevelopment, it is assumed that implementation of the pathway will require concerted efforts on behalf of MDC and City. The pathway is critical for accessibility, safety, and quality of life, and should be implemented in blocks and segments. Interim redevelopment enhancements may not require full improvements if MDC and the City are not able to expand and maintain pathway components, but redevelopment must make allowances for future installation.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	30-feet (ROW)	76-feet
Road	Two-way	Two-way
Parking	Parallel	Parallel
Parking Capacity*	Varies	51
Walkways (ea. side)	Varies, 4 to 5-feet, fragmented gaps	Detached, 6-foot min. (east side)
Buffer (ea. side)	Varies	8-foot landscape buffer, min.
Pathway	No	Yes, 10-foot min. (west side)
Bike Support	No	Sharrows

* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

EAST 3RD STREET: Broadway Avenue to Carlton Avenue



(View Facing North)
Design is based on eastern edge of existing ROW, but may vary if consistent for continuous segments



EAST 3RD STREET
Broadway Avenue to Carlton Avenue

CONSIDERATIONS:
Though East 3rd between Broadway and Carlton is predominately residential in nature, it is adjacent to three different commercial districts including the Northern Gateway, Washington & Main, and Traditional City Core districts. While efforts should be made to enhance district identities, with the proximity to the commercial districts, opportunities exist to blend boundaries for uses supportive of the overall Destination Downtown vision plan.

INTENT:
The primary intent of this cross-section and any variation is to provide for a safe and convenient north-south pathway connection between Carlton and Broadway. The required ten-foot detached pathway must be on the west side of the road to maintain alignment with the pathway configura-

tion south of the tracks, and to help improve pedestrian connectivity with urban uses to the west. Walkways must be detached by landscape buffers with large canopy trees, and residential appropriate lighting must be provided to enhance safety. On-street parking should be provided, but angled and perpendicular configurations are heavily discouraged to ensure continuity of the pathway and to reduce back-out conflicts with through traffic. All redevelopment must be considerate to and supportive of the residential nature of this corridor segment.

DESCRIPTION OF ULTIMATE CONDITIONS:
While East 3rd is not intended to serve as an entryway corridor, it is important for connectivity into the downtown area and should be inviting. The tree lined streets with ample buffers for the detached pathways and sidewalks are all important safety and aesthetic elements for the long-term health of the neighborhoods. Bulb-outs should be developed at street corners to further enhance safety

and provide additional opportunities for landscaping and additional district thematic elements.

IMPLEMENTATION PROCESS:
Though implementation may occur with fragmented parcel specific redevelopment, it is assumed that implementation of the pathway will require more concerted efforts on behalf of MDC and the City. Interim redevelopment enhancements may not require full improvements if the City is not able to expand and maintain pathway components, but redevelopment must make allowances for future installation.

Comparison of Existing and Ultimate Conditions		
	Existing	Future
Cross-section Width	80-feet (ROW)	76-feet
Road	Two-way	Two-way
Parking	Parallel	Parallel
Parking Capacity*	63	64
Walkways	Attached 4 to 5-foot, fragmented gaps	Detached, 6-foot min. (east side)
Buffer (ea. side)	Varies	8-foot landscape buffer, min.
Pathway	No	Yes, 10-foot min. (west side)
Bike Support	No	Sharrows

* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section, Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

