

MEMORANDUM

COMMUNITY DEVELOPMENT DEPARTMENT



Memo to Mayor & City Council

From: Carl Anderson, Long Range Associate Planner **Meeting Date:** January 27, 2026

Presenters: Carl Anderson **Estimated Time:** 45 Minutes
Kittleson & Associates

Topic: Stratford to Touchmark Transportation Connection Feasibility Report

Summary:

The intent of this update is to provide City Council with the findings of the Stratford to Touchmark Transportation Connection Feasibility Report. The presentation will cover the scope of the project, approach, findings and potential next steps.

Background:

During the 2019 Comprehensive Planning (Plan) efforts, several areas were identified for future land use discussion and identified in the "My Meridian Specific Area Summary" (Attachment B – Extracted pages). The Magicview/Woodbridge area was one of three focus areas and included focused outreach, which resulted in much of the aforementioned area being designated as Mixed Use Neighborhood (MU-N) on the Future Land Use Map.

The Stratford to Touchmark project builds upon the initial work of the Plan and focused on transportation improvements that enhance local connectivity and efficiency enhance public services and support future economic development. This project identifies high-level potential opportunities to improve connectivity, primarily east-west, between Meridian Road, across Locust Grove and Eagle Roads, to S. Touchmark Way. The primary focus is between Eagle Road and S. Stratford drive, with expanded study looking to Meridian Road and S. Touchmark Way. The City selected Kittleson & Associates, along with Logan Simpson to conduct the work, with project kickoff beginning July 31st, 2025.

To understand the context and opportunities in the study area the review included land use analysis as the basis to inform connectivity opportunities. This work consisted of: existing & future land uses, housing & commercial characteristics, vacant land & redevelopment opportunity, future growth projects. Stakeholder interviews were conducted to provide additional background with: COMPASS, ACHD, Idaho Transportation Department (ITD), Idaho State University (ISU), West Ada School District (WASD), ICOM, Meridian Public Works and Economic Development, and St. Luke's. Five initial alignments were identified, and consideration was given to the impacts of each (land use, utilities, existing conditions, feasibility, etc.). **Three alignments were carried forward for further analysis, labeled "Concepts C, D, & E" respectively** (–see "Exhibit G" within Attachment A). The findings of this white paper report are found in Attachment A, which includes further discussion of approach, results and comparison of the final three alignments, as well as next steps.

Next Steps:

The white paper identified several potential next steps that the City of Meridian may undertake to further improve transportation connectivity within the study area. Additionally, staff also believe that cost estimates would be helpful to better inform implementation and feasibility of the final concepts. Since the potential alignments, and much of the future improvements are, or require, intersection improvements (see Figure 5 Attachment A), additional design work would be helpful. Staff also anticipate additional coordination with Meridian's partner agencies.

Please feel free to reach out to staff if you have any questions regarding the attached white paper.

Attachments:

- A. Stratford to Touchmark Transportation Connection Feasibility Report – White Paper
- B. My Meridian Specific Area Summary

Exhibit A

Stratford to Touchmark Transportation Connection Feasibility White Paper

White Paper

January 20, 2026

Project# 31860

To: Carl Anderson, Brian McClure, City of Meridian
From: Brooke Green, Nick Foster, and Chenming Zhang, Kittelson & Associates
Miriam McGilvray and Ben Ryan, Logan Simpson
RE: Stratford to Touchmark Transportation Connection Feasibility Report

Introduction

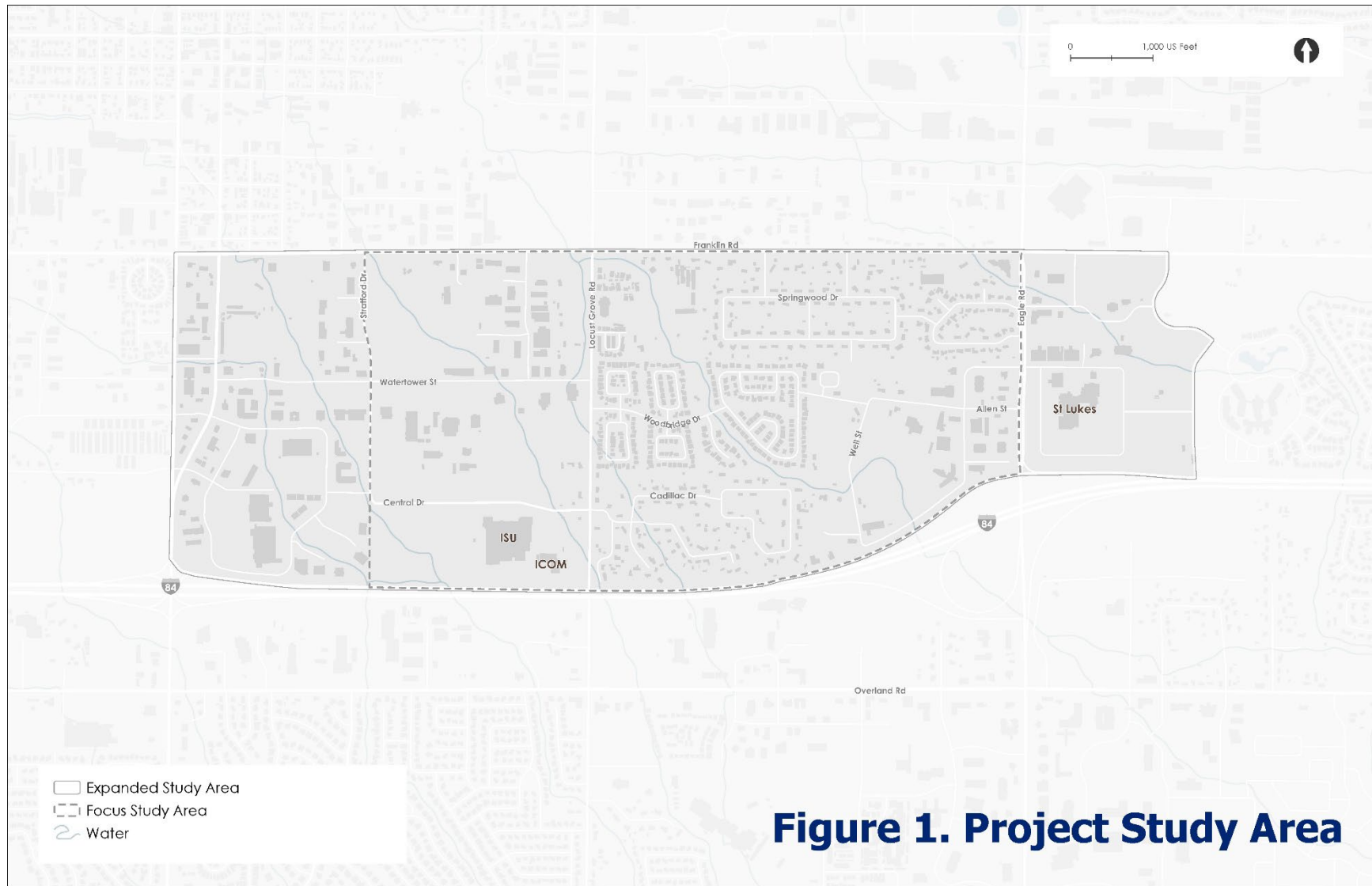
The City of Meridian is building on the 2019 Meridian Comprehensive Plan to develop a realistic and coordinated approach to improving transportation connectivity within this key area of the city. The intent of this effort is to establish the foundation for enhancing the efficiency, safety, and capacity of the multimodal transportation system while supporting long-term growth and infrastructure investment. Achieving these objectives will help reduce reliance on the arterial network, improve emergency response times, enhance quality of life, and support continued economic development and infrastructure modernization, including the extension of water and sewer service to address public health and environmental considerations as development occurs.

This white paper summarizes existing plans and land use conditions and evaluates high-level potential transportation and development opportunities within the study area. As part of this effort, the project team developed five conceptual east-west collector roadway alternatives between Locust Grove Road and Eagle Road and identified other opportunities to enhance transportation connectivity and address concerns raised by area stakeholders in the expanded portions of the study area (i.e., west of Locust Grove Road and east of Eagle Road). Based on the project team's evaluation, conversations with area stakeholders, and City of Meridian staff feedback, three of the five east-west alternatives were evaluated further and are the focus of this white paper. More information on the initial concept of screening can be found in Appendix A.

Figure 1 illustrates the study area and the expanded study area. Much of the evaluation is centered on the focus area; however, the project team also examined opportunities for improved connections east of Eagle Road and west of Locust Grove Road within the broader project area. It includes a mixture of large commercial, healthcare, institutional, and education-related uses, as well as a mix of medium and lower density residential areas. Large employment areas are located west of Locust Grove and adjacent to, and east of, Eagle Road, with residential uses in between. Connections between the employment areas are limited, putting traffic on the surrounding arterial system or cutting through residential streets. The white paper is organized via the following sections:

- **Existing Conditions & Future Growth**
- **Alternative Development & Evaluation**
- **Summary of Recommendations**
- **Appendices**

Figure 1. Project Study Area



Existing Conditions & Future Growth

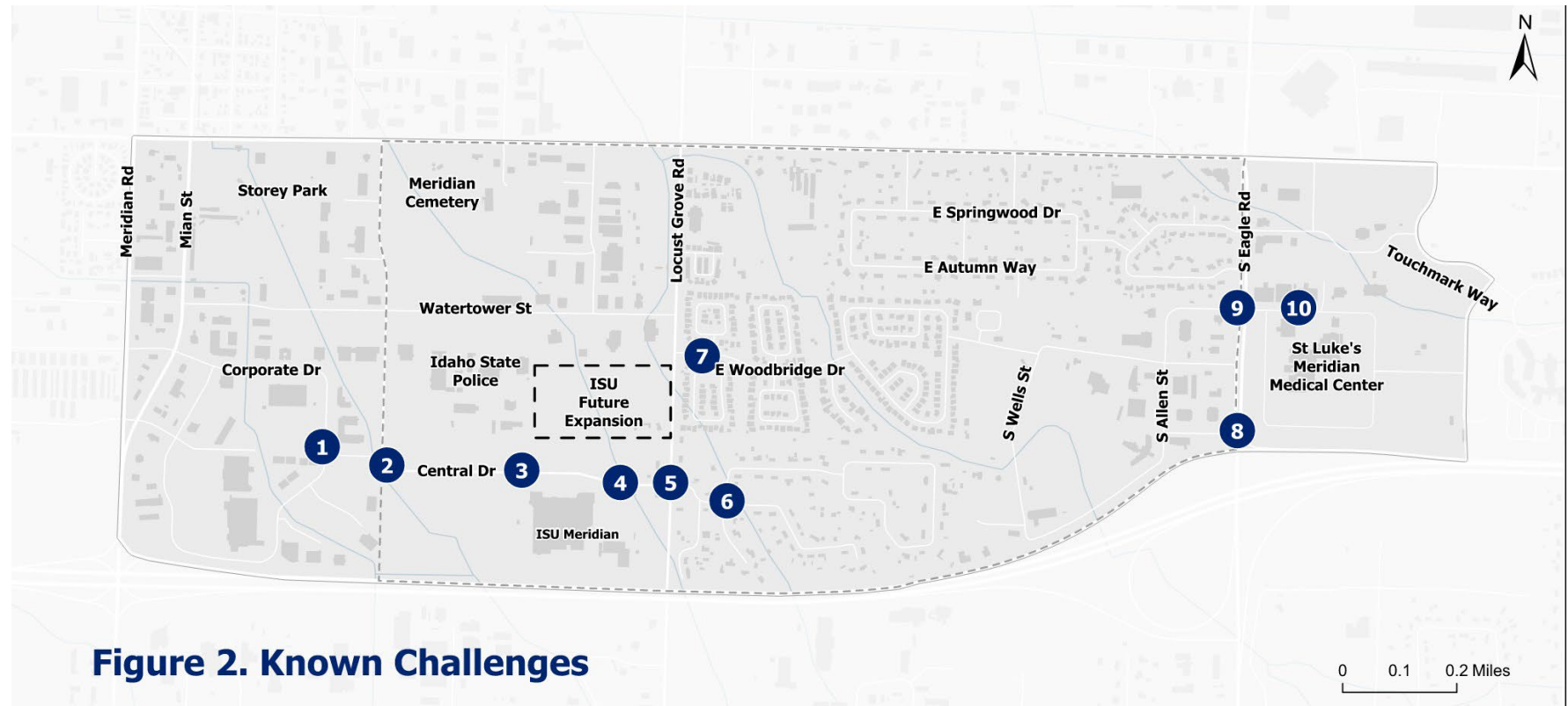
This section documents known challenges identified from previous plans and staff and stakeholder engagement, as well as the findings from a land-use analysis focused on redevelopment potential.

Identified Challenges

City staff, stakeholders, and previous planning efforts have identified challenges in the project area related to transportation and public health. Figure 2 illustrates the key challenges within the project area identified through stakeholder meetings, discussions with City staff, and reviewing previous plans. Stakeholder meetings focused primarily on Central Drive, Locust Grove Road, and Eagle Road, where concerns included inefficient connections, congestion, and motor vehicle speeds, particularly near ISU and St. Luke's Medical Center. These conversations also identified pedestrian crossing needs and concerns related to neighborhood cut-through traffic.

Further, the low-density residential development between Locust Grove and Wells Street and south of the subdivision located along Woodbridge Drive is on individual well and septic systems. According to City staff, this has created environmental and public health concerns as these systems age and could potentially leak into ground water. Some of these parcels are adjacent to existing City services and could be connected; however, others must wait for connections to be made further into the subdivision before they could connect. The project area has also been identified as an area for future development in the 2019 Meridian Comprehensive Plan, identifying a mix of uses for this area. Enhanced transportation connectivity and public utilities access will be important to realize this vision.

Figure 2. Known Challenges



- | | |
|----------------------------------------------------------------------------|-------------------------------------------------------------------------|
| 1 Circuitous routing to Meridian Rd | 6 Aging wells and septic systems |
| 2 Intersection near a curve | 7 Cut through traffic on Woodbridge Dr |
| 3 Concerns about speeds and school traffic safety along Central Dr | 8 Long queue for the Eagle Rd on-ramp |
| 4 Pedestrian crossing needs between ICOM/ISU campus to parking lot | 9 Only full access between Franklin Rd and I-84 |
| 5 Traffic congestion at the Locust Grove Rd/Central Dr intersection | 10 Concerns about speeds, congestion, and safety on St Luke's St |

Land Use Analysis

Existing land use conditions and future growth trends within the study area are summarized to provide context for transportation analysis. The key findings highlight current zoning, development patterns, and redevelopment opportunities, as well as anticipated areas of residential and employment growth that will inform evaluation of the proposed transportation alternatives. A more comprehensive analysis of alternative concepts can be found in Appendix B.

Key findings from this analysis include:

Existing Conditions/Zoning- Most of the area is a mix of commercial and residential zones. A significant portion of the area is currently under the zoning jurisdiction of the County. Furthermore, the study area is dominated by General Retail and Service Commercial (C-G) zoning, which makes up nearly half of the total land. This is complemented by low-density residential zones, primarily R-1, R-2, and R-4, and Limited Office (L-O), which define much of the area's residential character. Smaller clusters of other residential, commercial, and limited industrial zones add diversity to the overall land use pattern.

Future Land Use- The future land use plan includes a mix of residential, commercial, mixed-use, civic, and office areas, with commercial uses making up the largest share of the study area. Currently, the study area is roughly 40% of commercial and office space, with the remaining split between residential neighborhoods and mixed-use developments. Some County-zoned areas may be annexed into the City of Meridian, with future redevelopment following the City's land use plan.

Housing Characteristics- Housing in the study area is primarily low to medium density, with most homes being single-family detached houses. There are fewer attached homes and multifamily buildings.

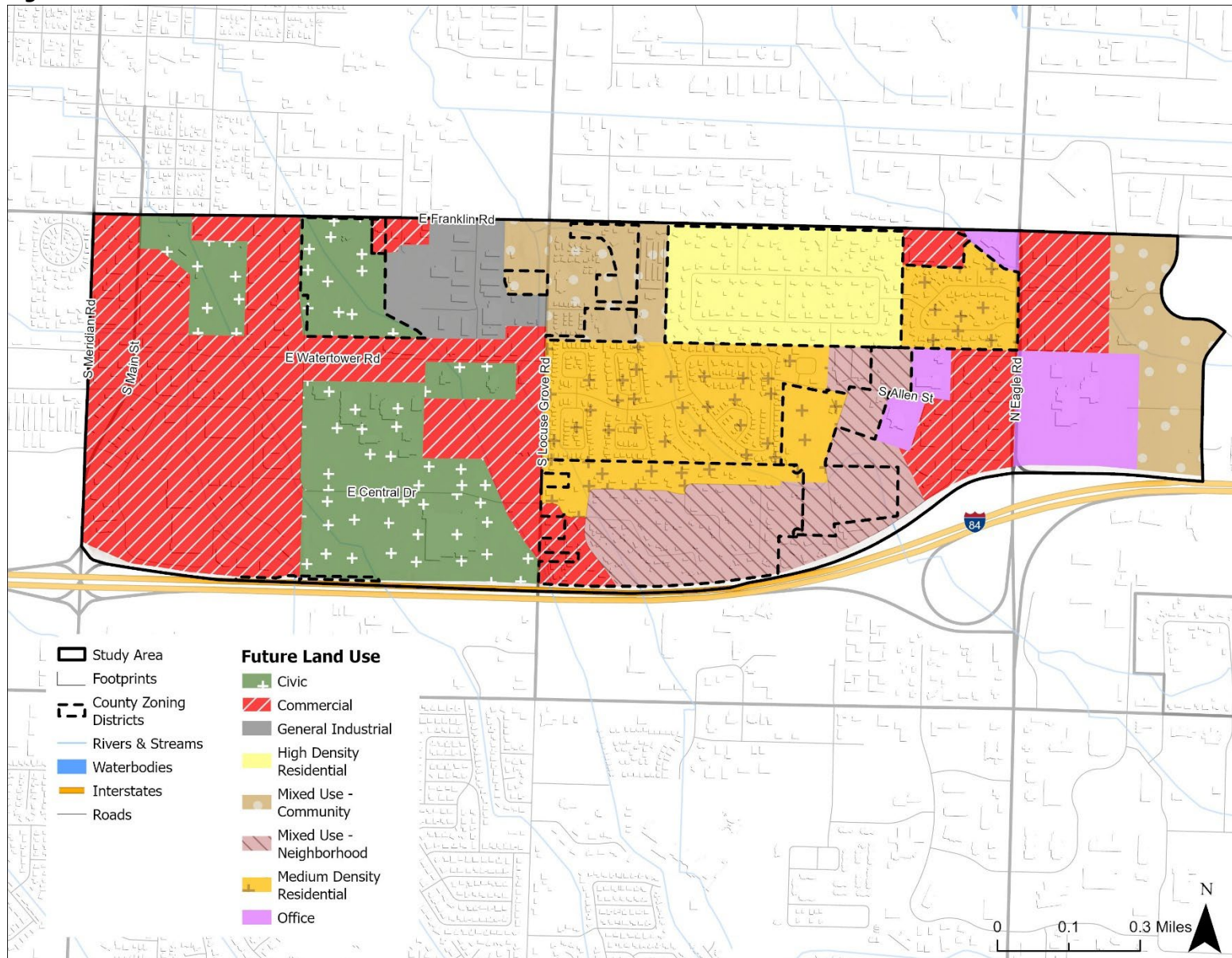
Vacant Land and Redevelopment Opportunities- About 9% of the land is undeveloped, mainly near S Meridian Rd and E Locust Grove Rd and in the northeast near N Eagle Rd. Several older commercial areas east of S Locust Grove Rd are underutilized, offering strong redevelopment opportunities.

Future Growth Projections (Housing)- The analysis highlights anticipated future residential growth may be most likely in the southeastern portion of the study area, near S Allen Street and N Eagle Road, with some additional growth in smaller pockets near E Franklin Road.

Future Growth Projections (Jobs) - The analysis projects the potential addition of approximately 1,338 new jobs across the area. Map 7, Employment Projections suggest that the highest concentrations of job growth could be expected near N Eagle Road and S Meridian Road, where darker purple shading indicates up to 166 additional jobs.

Figure 3 shows the distribution of future land use categories throughout the study area.

Figure 3. Future Land Use-



Alternatives Development & Evaluation

Based on the land use analysis, the Comprehensive Plan, coordination with City of Meridian staff, ACHD's Master Street Map (MSM), and stakeholder input, five high-level alignment alternatives were developed to explore options for a new east–west collector roadway. These initial five concepts, shown in Figure 4, reflect adopted future land-use designations and changes that have occurred since adoption of the Comprehensive Plan. The concepts were intended to address existing and future connectivity needs, with a primary focus on improving east–west travel within the Focus Study Area, especially between Locust Grove Road and Eagle Road, while also considering opportunities to enhance connections, within the Expanded Study Area, west of Locust Grove Road and east of Eagle Road.

Initial Alternatives and Screening

A preliminary, high-level screening was conducted to evaluate how each concept performed relative to the project's objectives, including connectivity, feasibility, public health, and consistency with the future land use vision. Each concept was evaluated at high-level according to the following criteria:

- Land Use:
 - How might the connection facilitate redevelopment potential?
 - How might the connection impact the function of existing land-uses?
- Transportation & Utilities:
 - How well might the connection create a viable alternative to using arterials?
 - What roadway improvements and traffic calming measures are needed to support the alternative?
 - Will the alternative impact existing roadway infrastructure?
 - How might the connection facilitate the extension of public water and sewer services?
- Feasibility:
 - What are the potential right-of-way impacts?
 - What other cost or construction considerations might impact the feasibility of the connection?

In addition to this high-level evaluation, the project team also evaluated each concept against quantitative metrics (e.g., number of parcels impacted, miles of new roadway construction). This quantitative evaluation is included in Appendix B.

Figure 4. Initial Collector Road Concepts

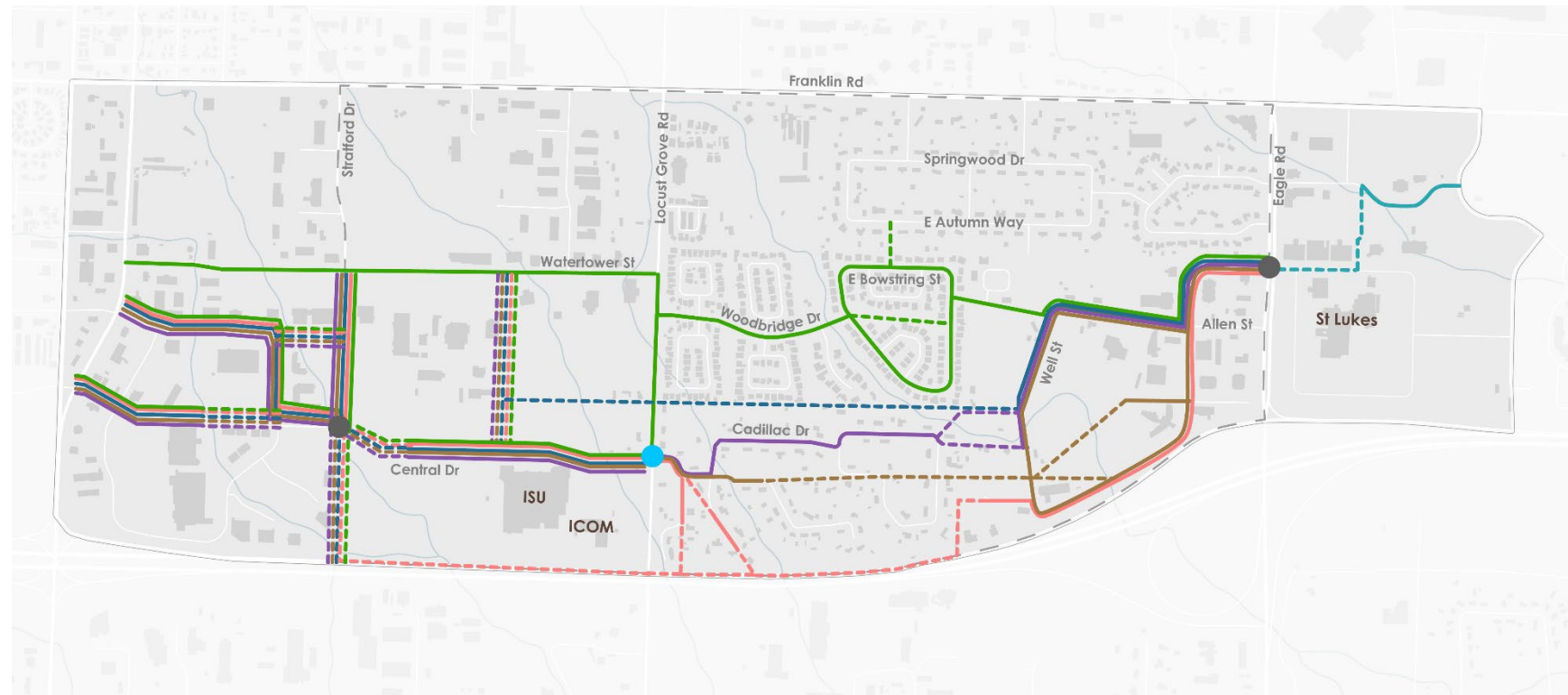


Figure 4. Initial Collector Road Concepts

- | | | |
|---------------------------------------|-----------------------------------------------|--------------------------|
| — Concept A - Existing Roads | [] Focus Study Area | — Existing Road |
| — Concept B - Northern Connection | [] Expanded Study Area | - - - Potential New Road |
| — Concept C - Central - Tonino | ● Planned roundabout (ACHD Master Street Map) | |
| — Concept D - Central Drive Extension | ● Intersection Improvements (All Concepts) | |
| — Concept E - Concept Plan Alignment | — ACHD MSM Collector Preservation | |

Based on this initial evaluation and input from the city, Concepts C, D, and E, shown in Figure 5, were moved forward for further evaluation. These concepts more effectively support future redevelopment potential, improve connectivity, and facilitate the expansion of public water and sewer infrastructure, key objectives of the City's long-range planning efforts. In contrast, Concepts A and B provide limited support for future redevelopment and are less likely to facilitate addressing public health and environmental concerns associated with aging well and septic systems east of Locust Grove Road. Additionally, these two concepts would continue to rely on Locust Grove Road for east–west travel between the Central Drive area and areas east of Eagle Road, limiting their ability to improve overall network connectivity.

The concepts shown in Figure 5 also narrow down the number of connections shown west of Locust Grove Road. Watertower Street does not connect to Meridian Road, so the concepts moved forward focus on Central Drive and Corporate Drive.

Concept Evaluation

This section describes the concepts advanced for further evaluation, focusing on the section from Locust Grove Road to Eagle Road. It also discusses opportunities and challenges related to connectivity west of Locust Grove Road and east of Eagle Road.

LOCUST GROVE ROAD TO EAGLE ROAD

Concepts C, D, and E offer three alternative strategies to improve east–west connectivity and support future development. Concept C prioritizes neighborhood-scale connections with fewer right-of-way impacts, Concept D provides a more direct corridor with stronger long-term regional and redevelopment benefits, and Concept E emphasizes regional mobility and commercial visibility along the I-84 corridor. Figure 5 illustrates the location and general alignment of each concept.

Concept C – Central-Tonino – Uses the existing S Tonino Avenue to form most of the connection between S Locust Grove Road and S Wells Street. S Tonino Avenue would need to be extended to meet S Well Street.

Concept D – Central Drive Extension – Extends E Central Drive to S Wells Street, primarily through new road segments.

Concept E – Comprehensive Plan Alignment – Creates a new connection from E Central Drive to S Wells Street through a new road fronting I-84.

Figures 6-8 illustrate and describe each concept in greater detail. Appendix C provides an additional view of the intersections specific to the proposed concepts above.

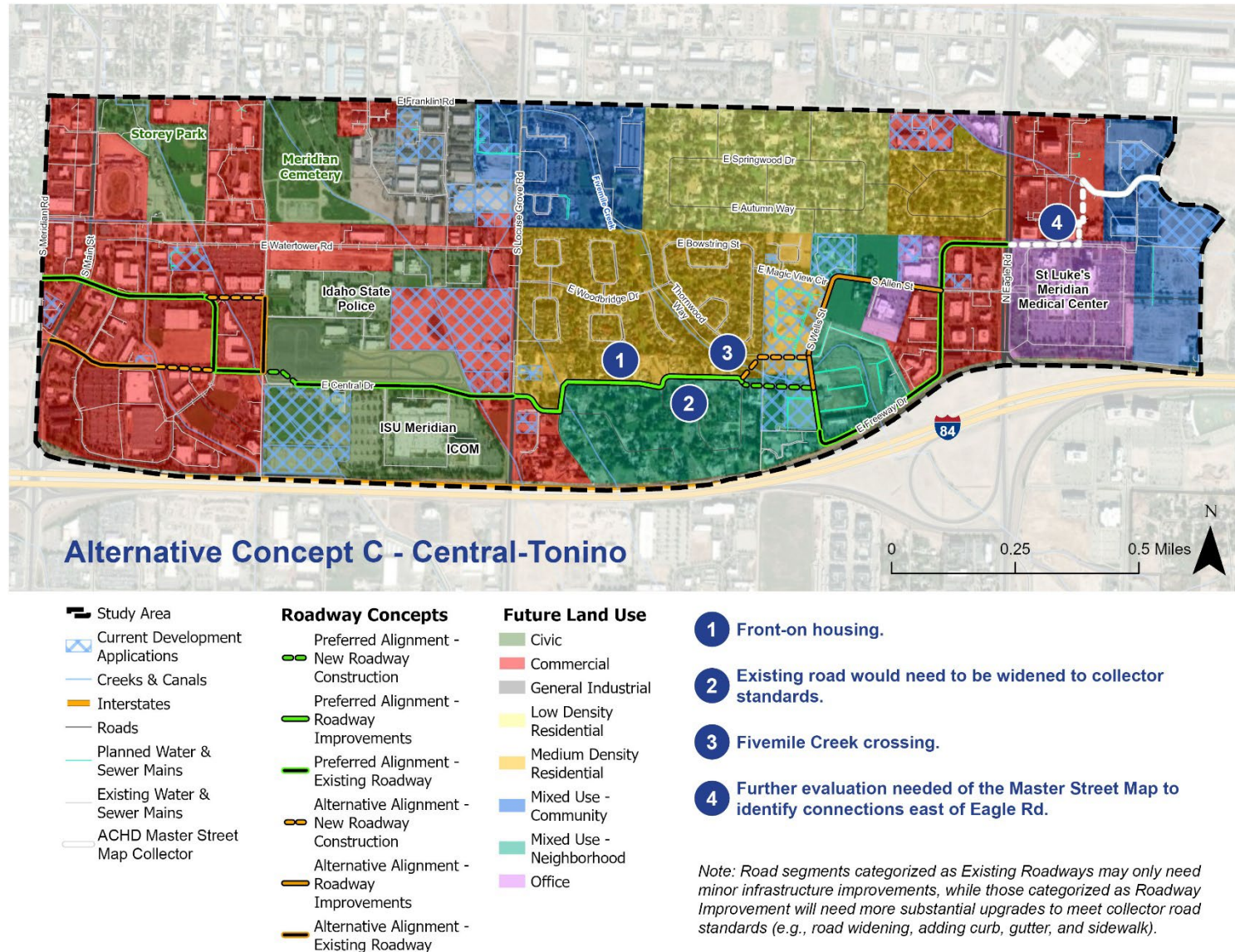
Figure 5. Concepts C, D, & E



Figure 5. Initial Concepts C, D, & E

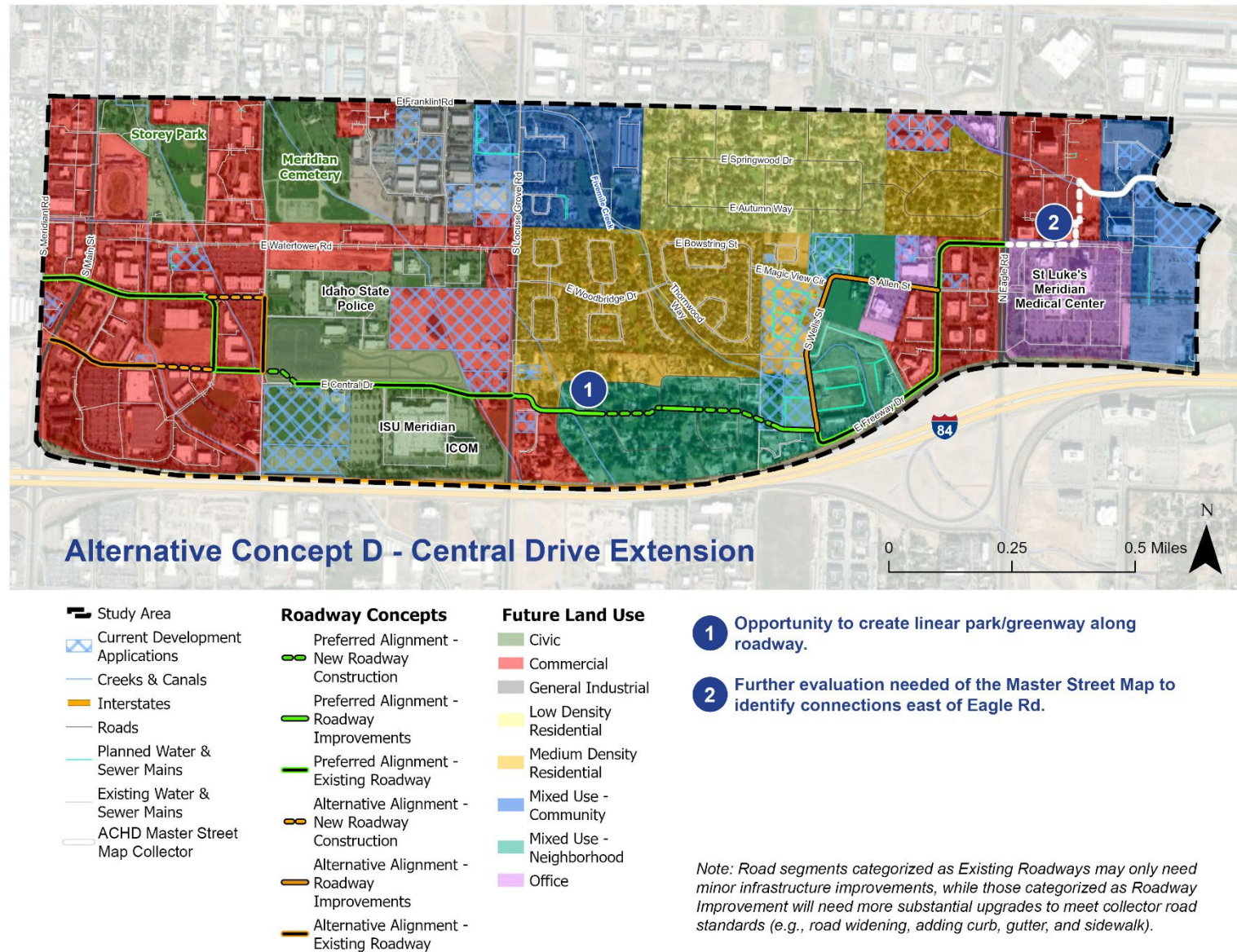
- Concept C - Central - Tonino
- Concept D - Central Drive Extension
- Concept E - Concept Plan Alignment
- [] Focus Study Area
- [] Expanded Study Area
- Planned roundabout (ACHD Master Street Map)
- Intersection Improvements (All Concepts)
- ACHD MSM Collector Preservation
- Existing Road
- Potential New Road

Figure 6. Alternative Concept C-Central Tonino



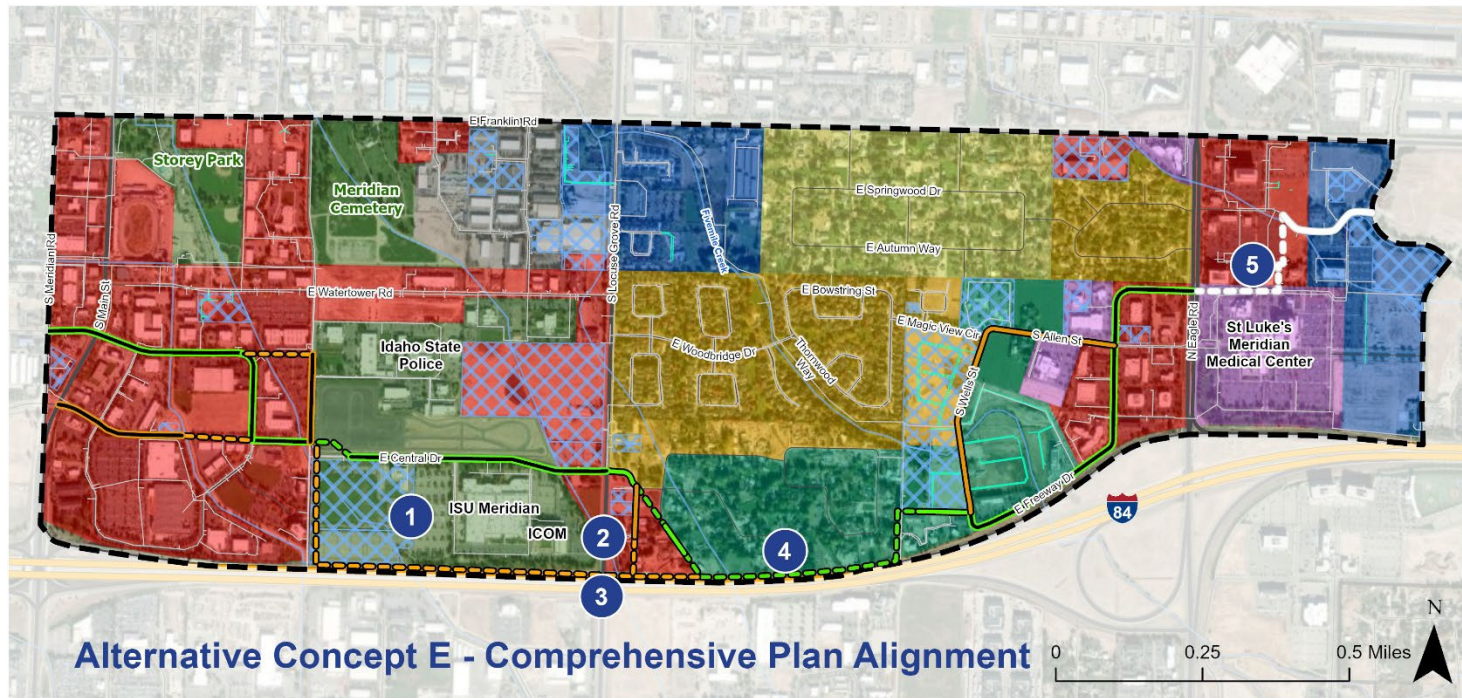
Concept C performs well in terms of feasibility and local connectivity by creating a new east-west connection across Locust Grove Road while largely relying on existing roadway alignments and limiting overall right-of-way impacts compared to other concepts. The use of larger parcels reduces the likelihood of property splits and supports the potential extension of public water and sewer services. However, from a transportation and redevelopment perspective, its indirect, neighborhood-oriented alignment limits its effectiveness for regional travel and constrains opportunities for non-residential redevelopment. The presence of homes fronting the roadway raises livability concerns and may require traffic calming, while the need to widen existing roads to meet ACHD collector standards could increase impacts on adjacent properties and neighborhood traffic levels.

Figure 7. Alternative Concept D- Central Drive Extension



Concept D this concept rates strongly for transportation and redevelopment by providing the most direct east-west connection between Central Drive and Wells Street and supporting long-term regional and local connectivity. The direct alignment improves travel efficiency and creates opportunities for larger-scale redevelopment through parcel assembly, with potential to incorporate amenities such as a linear park or greenway, while also supporting future extension of public water and sewer services. From a feasibility standpoint, the concept presents greater challenges than Concept C due to the need for substantial new roadway construction, widening of existing roads to meet ACHD collector standards, and significant right-of-way acquisition through an established neighborhood.

Figure 8. Alternative Concept E-Comprehensive Plan Alignment



Study Area

- Current Development Applications
- Creeks & Canals
- Interstates
- Roads
- Planned Water & Sewer Mains
- Existing Water & Sewer Mains
- ACHD Master Street Map Collector

Roadway Concepts

- Preferred Alignment - New Roadway Construction
- Preferred Alignment - Roadway Improvements
- Preferred Alignment - Existing Roadway
- Alternative Alignment - New Roadway Construction
- Alternative Alignment - Roadway Improvements
- Alternative Alignment - Existing Roadway

Future Land Use

- Civic
- Commercial
- General Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use - Community
- Mixed Use - Neighborhood
- Office

1 Significant school traffic and pedestrian crossings.

2 Visibility from Locust Grove for commercial redevelopment.

3 Potential grade-separated crossing to increase connectivity.

4 Interstate visibility for commercial redevelopment.

5 Further evaluation needed of the Master Street Map to identify connections east of Eagle Rd.

Note: Road segments categorized as Existing Roadways may only need minor infrastructure improvements, while those categorized as Roadway Improvement will need more substantial upgrades to meet collector road standards (e.g., road widening, adding curb, gutter, and sidewalk).

Concept E fronts Interstate 84, connecting directly to Central Drive and supporting east-west regional mobility while providing high visibility for commercial and mixed-use redevelopment along the corridor. Visibility from both Locust Grove Road and I-84 makes the alignment attractive for retail and commercial uses, and additional connections to Central Drive could help stimulate redevelopment on the east side of Locust Grove Road. The concept requires some out of direction travel; however, it is more direct than Concept C. Compared to concept C and D, Concept E has the greatest amount new roadway construction and right-of-way acquisition, resulting in higher overall implementation complexity. However, it has the least amount of front on housing and requires less widening of existing roadways than Concept D, partially offsetting its construction and right-of-way impacts.

ACHD's Master Street Map (MSM) is a planning tool that helps coordinate future roadway development with comprehensive plans for cities and Ada County. The MSM outlines planned street types, access guidelines, number of lanes, right of way needs, and collector streets networks, but does not represent final designs or a commitment for ACHD to build the roads as shown on the map. Changes to the MSM are facilitated through MSM planning efforts. In this section of the study area, only parts of St Lukes Street, Allen Street, and Magic View Drive are included on the MSM (see Appendix E). If a preferred concept is selected, it should be added to the MSM.

EAST OF EAGLE ROAD

East of Eagle Road, the MSM reflects a new collector-level connection between St Lukes Street and Louise St. This connection is shown in Figures 5-8. St Lukes Street is currently a private road. The connection between St Lukes Street and Louise St is also through private property. Completing this connection would potentially reduce cut-through traffic through the eastern portion of the St Luke's campus and the existing Portico-Buffalo Wild Wings parking lot. However, it could also potentially increase traffic along St Lukes Street between this connection and Eagle Road. Further discussion needs to occur between the City, St. Luke's and ACHD regarding the current MSM reflection of a new proposed collector at this location. Further evaluation of the current proposed MSM collector and potential alternatives may also be needed.

Through stakeholder engagement with St. Luke's additional safety enhancements were identified. The safety enhancements include safer pedestrian crossings and measures to reduce cut-through traffic and vehicle speeds along St. Lukes Street, where St Lukes staff noted that existing and anticipated traffic volumes create safety concerns for patients, staff, and visitors. They also expressed a desire for additional intersection enhancement to improve intersection operations. Reference Appendix D for additional feedback from St. Luke's, ACHD and Meridian Economic Development Administrator.

See Appendix E for additional details regarding the MSM.

WEST OF LOCUST GROVE ROAD

The three concepts generally have similar opportunities for connectivity west of Locust Grove Road. Currently, traffic associated with ISU, ICOM, West Ada School District facilities, and other uses along Central Drive must travel indirect routes via Corporate Drive or Industry Way to access Meridian Road–Main Street. As development in the area continues, improved connectivity will be increasingly important.

Figure 5 illustrates several conceptual options for improving connectivity west of Locust Grove Road, including:

- Extending Central Drive to Meridian Road
- Extending Corporate Drive to Central Drive
- Constructing a new collector roadway near I-84
- Realigning Central Drive to intersect Stratford Drive more directly.

None of these options are shown on the current ACHD MSM, which currently includes the existing alignments of Central Drive, Watertower Street, Corporate Drive, and Stratford Drive.

The routing shown as “preferred” in the figure was identified as such due to its limited right-of-way impacts and use of the existing signalized intersections at Corporate Drive and Meridian Road-Main Street, rather than concentrating traffic at the Central Drive/Meridian Road intersection. Confirming this routing as the preferred alternative will require additional analysis, including traffic operations modeling, coordination with affected property owners, and evaluation of pedestrian and bicycle connectivity.

During stakeholder engagement with ISU, ICOM and West Ada School District, the following additional opportunities for potential transportation improvements were identified:

- Traffic calming and operational improvements along Central Drive to manage speeds and improve safety along Central Drive.
- Enhanced connections across Central Drive to ISU

SELECT INTERSECTIONS



















Appendix C contains more detailed figures illustrating potential ACHD collector-level right-of-way needs at intersections requested by City staff. Each figure also describes potential intersection configuration considerations. Further engineering study is needed to determine the ultimate traffic control at each of these locations, including reviewing projected traffic volumes, sight distance, and other information related to the surrounding context. Typically, collector/collector and collector/local intersections are controlled by stop signs on the minor streets, stop signs on all approaches, or a roundabout.

COMPARATIVE ANALYSIS FOR CONCEPT C, D, & E

Each option was reviewed for how well it supports redevelopment, improves transportation connectivity, and the level of feasibility challenges (e.g., right-of-way needs, potential level of construction needed, land-use impacts) that may exist. The evaluation considered roadway alignment and directness, impacts to parcels and neighborhoods, right-of-way needs, amount of new roadway construction, and consistency with the Meridian Comprehensive Plan. The ratings reflect a relative comparison of strengths and tradeoffs among the concepts rather than detailed modeling, cost estimates, or engineering analysis. Table 1 provides a summary comparison of those criteria applied to each alternative, ranking the alternatives from best performing (Blue) to worst performing (Orange) relative to each other.

The table further evaluates the scale and intensity of potential roadway improvements, and their associated land use impacts. It is based on the amount of new roadway construction and roadway widening needed to generally meet collector standards, as well as the number of parcels and buildings affected both directly and within proximity to the roadway alignment. Appendix B contains the quantitative metrics behind these ratings, which also distinguish between types of parcel impacts, including commercial, residential, and vacant or right-of-way properties, and identify parcels that may become unusable due to size or configuration changes. Table 2 provides the narrative that further explains the ranking.

Table 1. 1 Comparative Analysis










COMPARATIVE ANALYSIS RANKING			
	CONCEPT C	CONCEPT D	CONCEPT E
CRITERIA			
Redevelopment			
Transportation			
Feasibility			
Total New Roads			
Total Improved Roads			
Existing Land-Use Impacts			

Note: All existing roads would also need to be widened to meet ACHD collector standards, increasing overall implementation complexity and cost. Applies to all and was not a factor in the evaluation

COMPARATIVE RESULTS RANKING



Table 2 Comparative Analysis Narrative

COMPARATIVE ANALYSIS NARRATIVE			
	CONCEPT C	CONCEPT D	CONCEPT E
CRITERIA			
Redevelopment	 <p>Ranked third for redevelopment because its internal alignment and reliance on existing roadway easements limit the likelihood of properties being split or rendered unusable for future development particularly for non-residential development. The expanded roadway and expected vehicle traffic will reduce livability and property appeal for the existing homes fronting directly onto the roadway, while large parcel configurations decrease the likelihood of parcels being subdivided or repurposed, constraining redevelopment potential.</p>	 <p>Concept D ranked for best performance for redevelopment because it creates opportunities for coordinated land assembly and larger-scale redevelopment projects. The alignment supports the potential creation of a linear park or greenway along the roadway and limits direct frontage on housing, which improves redevelopment potential. It is one of the concepts explored during development of the Meridian Comprehensive Plan. However, successful redevelopment would depend on effective coordination among multiple landowners, and the concept bisects an existing neighborhood.</p>	 <p>Concept E is ranked as best performing for redevelopment because it provides strong visibility from Locust Grove Road and I-84, making the corridor attractive for commercial, retail, service, and mixed-use development to these roads. This visibility, combined with additional potential connections from the frontage alignment toward Central Drive, could stimulate redevelopment east of Locust Grove Road and support broader economic development opportunities. It is one of the concepts explored during development of the Meridian Comprehensive Plan.</p>
Transportation	 <p>Transportation is ranked three as it reflects a mix of advantages and constraints: the concept provides a direct connection across Locust Grove Road from Central Drive, but the resulting alignment is more circuitous and could require traffic calming measures if residential frontage remains.</p>	 <p>Best performing ranking reflects Concept D providing the most direct connection from Central Drive to Wells Street. This directness could make this concept the most efficient for multimodal travel with limited out-of-direction travel and turns required for people traveling through from Locust Grove Road to Eagle Road.</p>	 <p>Concept E is ranked second because Concept E requires some out-of-direction travel; however, it is a more direct connection than Concept C. This concept includes the potential for a grade-separated crossing of Locust Grove Road. If this alternative alignment was implemented, it would significantly enhance connectivity; however, it may be cost-prohibitive to construct.</p>
Feasibility	 <p>The ranking is driven by comparatively lower right-of-way impacts and reduced need for new roadway construction compared to the other two concepts. Most of the new roadway extends across property for which there is a pending development application; however, this section would not be enough to create a complete connection as the road would need to be extended further west than the current development application boundary. Existing roads would also still need to be widened to ACHD collector standards, which could affect adjacent properties. Completing this connection could also result in concerns from adjacent front-on housing properties due to increased traffic volumes, and traffic calming may need to be considered in these sections.</p>	 <p>The second ranking acknowledges that the alternative provides long-term connectivity benefits; it requires significant right-of-way acquisition and some new roadway construction. This concept has more significant right-of-way and new road construction needs, as well as occupied property impacts, than Concept C, and relatively similar to Concept E. It does require less widening of existing roads and has less front-on housing along its alignment than Concept C.</p>	 <p>The second ranking recognizes Concept E would require the greatest amount of new roadway construction. This concept does have the least amount of front-on housing along its alignment and has relatively similar parcel impacts as, and less roadway widening than, Concept D. The score does not reflect the higher cost associated with a grade separated crossing for the alternative alignment. This alignment was the preferred of the build options in this area during outreach conducted for the Meridian Comprehensive Plan.</p>

COMPARATIVE RESULTS RANKING



Summary of Recommendations

Implementation of a preferred east-west connectivity alternative is expected to occur primarily through private investment associated with future redevelopment, rather than a stand-alone public roadway project constructed by ACHD. Next steps toward implementation focus on advancing the preferred alternative concept(s) from planning level evaluation to a more defined and actionable framework.

Transportation Collector Network

The following recommendations are related to the design and implementation of an east-west collector. These recommendations are applicable to other identified collectors in the study area.

Coordination with ACHD-To implement a preferred alternative, the City of Meridian would need to work with ACHD to pursue revisions to the Master Street Map (MSM). Any proposed updates would reflect the concept the City chooses to advance from this planning effort and would help ensure the preferred alternative alignment is formally recognized and supported as future redevelopment and infrastructure improvements move forward. Discussion regarding updates to the MSM should focus on including the new preferred alternative.

In addition to potentially refining the existing MSM connection shown in the 2026 MSM on St. Luke's property between E Louise St and St. Luke's Street. The current connection intersects a vacant parcel and connects to an existing St. Luke's parking lot. St. Luke's has submitted a letter highlighting concerns with the existing MSM connection.

Formal requests to modify the MSM occur through the following steps:

- **Formal Submittal:** The City would submit proposed MSM revisions to ACHD with supporting maps and documentation demonstrating alignment with the Comprehensive Plan and planning documents, in addition to anticipated growth.
- **Public Review and Adoption:** ACHD would review the request, conduct any required public process, and amend the Master Street Map upon approval.
- **Implementation Guidance:** Once adopted, the updated MSM would guide future development review, roadway construction, and coordination of public and private infrastructure investments.

Concept Development-If the roadway were to be built by a public agency, a concept development process is recommended. This would include developing preliminary cost estimates and conceptual design drawings for all identified new connections and intersections as well as public engagement, to understand the right-of-way needs, construction complexity, potential phasing opportunities, intersection control, and funding opportunities and to identify a preferred alternative.

Stakeholder Engagement- Following the conceptual design, the city needs to work with ACHD and development partners to ensure the collector network is implemented in a coordinated and logical way that supports access, redevelopment, and long-term connectivity. As a preferred alternative through development or future planning efforts, the city and ACHD should work together to make sure those connections are accurately reflected in the Master Street Map and amendments to city Comprehensive planning documents. Coordination will help ensure the new collector streets fit well within the broader transportation network, and documentation will ensure continuity as redevelopment occurs.

Land use and redevelopment – To proactively shape reinvestment in conjunction with the possible new collector roadway through this area, the city could pursue a coordinated suite of redevelopment, annexation, and land use tools. A joint agreement with Ada County could establish enhanced building and infrastructure standards for unincorporated properties within the area, paired with a phased annexation strategy that includes cost-sharing agreements for roadway, utility, and service upgrades.

Targeted incentives tied to road and utility improvements—potentially implemented through public-private partnerships—could help offset upfront redevelopment costs and encourage early participation. The city could also consider strategic acquisition of key parcels for land banking, followed by a future request for proposals to guide catalytic redevelopment, supported by land assembly and consolidation efforts and a coordinated master planning program.

Additional tools may include designation of sites eligible for incentive bonuses, tax abatements, or tax increment financing through an urban renewal district, or consider establishment of a local improvement district to equitably distribute infrastructure costs among benefiting property owners. Together, these strategies could be reinforced through incentive-based zoning that allows increased density and flexibility in exchange for redevelopment that delivers infrastructure improvements, coordinated site planning, and long-term community benefits.

Utilities Connection- Coordination between private and public entities to implement utility systems as development occurs. For further details regarding existing utilities within the planning area reference Appendix F.

Intersections- A more detailed engineering evaluation will be necessary to establish the final traffic control treatments at each location, including an assessment of future traffic volumes, sight distance and other site-specific conditions.

Collector Road Funding- New collectors are typically tied to development. Consistent with ACHD policy, these facilities are usually constructed by private development as projects occur, allowing the roadway to grow alongside new development. Roadway improvements may be identified and prioritized through the ACHD planning process, while pedestrian improvements, stormwater mitigation and maintenance projects are submitted through the ACHD Five-Year workplan. Submittal for pedestrian enhancements, traffic calming, and safety enhancement may also be submitted by community members through ACHD Community Programs applications.

Appendices

Appendix A- Initial Concept Evaluation

Appendix B-Meridian Alternative Concepts

Appendix C- Select Intersections

Appendix D-Stakeholder Feedback

Appendix E-ACHD Master Street Map

Appendix F-Utilities

Appendix G-11x17 Concepts, C, D, & E

Appendix H-Updated Tech Memo (Placeholder)

Appendix A- Initial Evaluation

CRITERIA			
CONCEPT	LAND USE	TRANSPORTATION & UTILITIES	FEASIBILITY
Concept A	<ul style="list-style-type: none"> Some homes front on the roadway, reducing livability and property appeal. Alternative option would impact open space and adjacent properties and may require taking property. Unlikely to spur redevelopment. 	<ul style="list-style-type: none"> Not a direct connection, requires using Locust Grove Rd. and circuitous routing through a subdivision. Unlikely to facilitate the extension of public water and sewer services. 	<ul style="list-style-type: none"> Roads already exist and the connection could be enhanced with intersection upgrades. Upgrading existing roads to ACHD collector standards would impact adjacent properties. Least environmental disturbance.
Concept B	<ul style="list-style-type: none"> Road behind houses could create noise and light impacts to adjacent homes on both sides. Unlikely to spur redevelopment. Could maintain existing neighborhood character and infrastructure 	<ul style="list-style-type: none"> Unless the road is also extended west of Locust Grove Rd., local traffic would still need to use Locust Grove Rd. for a short duration to make this connection. Direct connection from Locust Grove Road to Wells St. Likely to facilitate the extension of public water and sewer services to only a limited area. 	<ul style="list-style-type: none"> Right-of-way acquisition needed – full parcels may need to be required, depending on location and condition of septic and other infrastructure. Entirely new road from Locust Grove Rd. to Wells St. Fivemile Creek crossing required.
Concept C	<ul style="list-style-type: none"> Internal alignment may limit redevelopment potential for non-residential land use. Some homes front on the roadway, reducing livability and property appeal. Large parcels reduce the likelihood of properties being split or rendered unusable. 	<ul style="list-style-type: none"> Provides a direct connection across Locust Grove Rd. from Central Dr. Circuitous routing. Traffic calming may be required if front-on housing remains. Likely to facilitate the extension of public water and sewer services to a moderate amount of the area. 	<ul style="list-style-type: none"> Potentially lowest right-of-way impacts of routes requiring new road construction. Existing roads would need to be widened to ACHD collector standards, which could impact adjacent properties. Fivemile Creek crossing could potentially be avoided, but one may be required.
Concept D	<ul style="list-style-type: none"> Opportunity to create linear park/greenway along roadway. Opportunity for larger redevelopment projects through parcel assembly. Success of this hinges on successful coordination with landowners. Limited front on housing. Bisects an existing neighborhood. 	<ul style="list-style-type: none"> Most direct connection from Central Dr. to Wells St. Option to extend the connection to Allen St. to further local road connectivity. Likely to facilitate the extension of public water and sewer services widely through the area. 	<ul style="list-style-type: none"> Significant right-of-way needs. Requires some new road construction. Existing roads would need to be widened to ACHD collector standards. Avoids crossing Fivemile Creek unless extended to Allen St.
Concept E	<ul style="list-style-type: none"> Provides visibility from Locust Grove Rd. and I-84 for commercial development. Visibility (even without direct access) makes the corridor attractive for retail, service, and mixed-use projects. Additional connections from the frontage alignment up to Central Drive could stimulate development on the east side of Locust Grove Rd. 	<ul style="list-style-type: none"> Does not require using Locust Grove Rd. Some out-of-direction travel. Potential grade-separated crossing of Locust Grove Rd. would further increase connectivity. Likely to facilitate the extension of public water and sewer services to a moderate amount of the area. 	<ul style="list-style-type: none"> Potentially significant right-of-way needs. Concept is mostly new roads. May not be sufficient space between I-84 and existing buildings for the southern alignment for the east-end of the connection, which could lead to more circuitous travel and right-of-way needs. Extending west of Locust Grove would be complex and costly. Avoids crossing Fivemile Creek.

Appendix B- Meridian Alternative Concepts



DRAFT – 20 January 2026

STRATFORD TO TOUCHMARK TRANSPORTATION CONNECTION
FEASIBILITY REPORT - ALTERNATIVE CONCEPTS ANALYSIS

Alternative Concept C – Central-Tonino

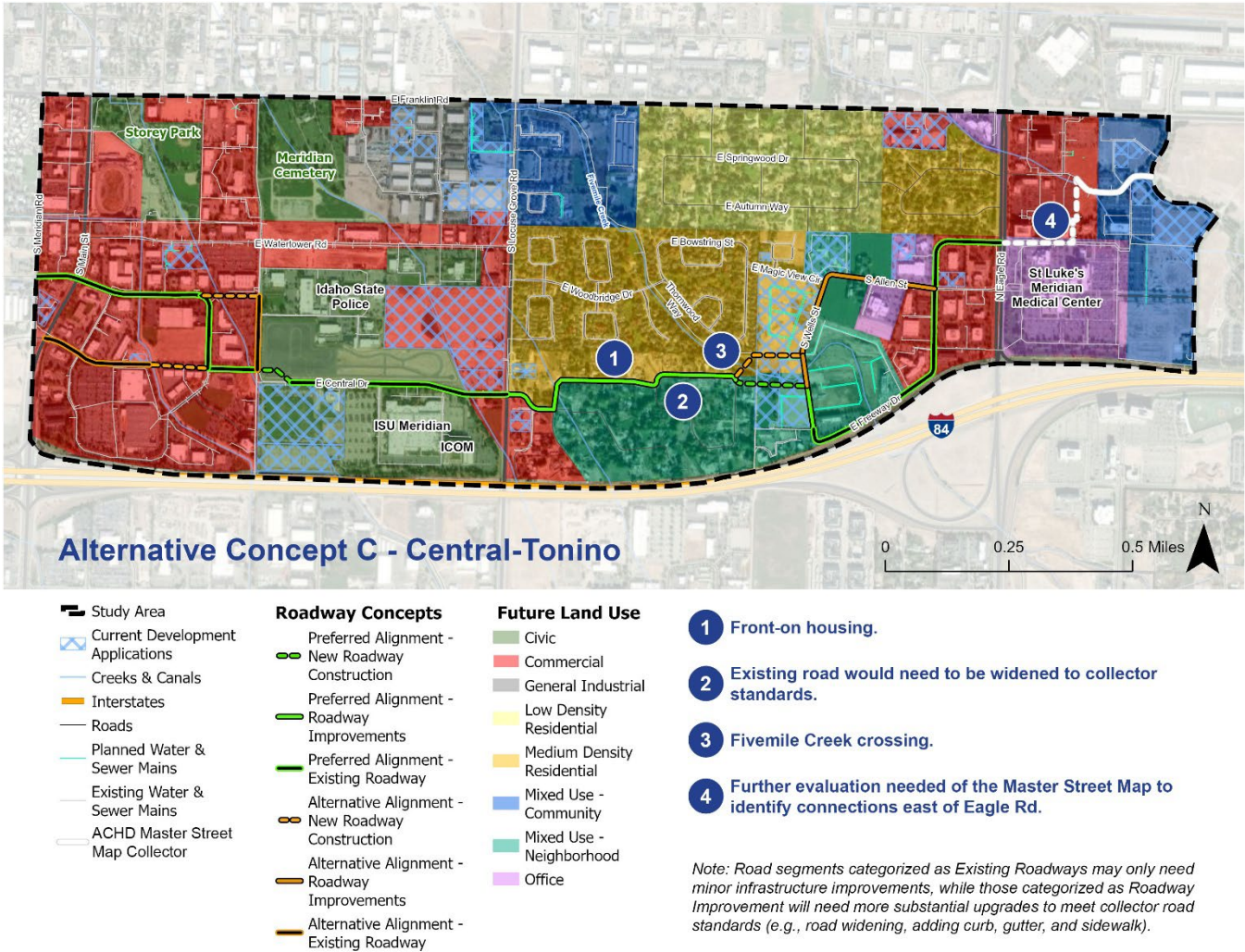
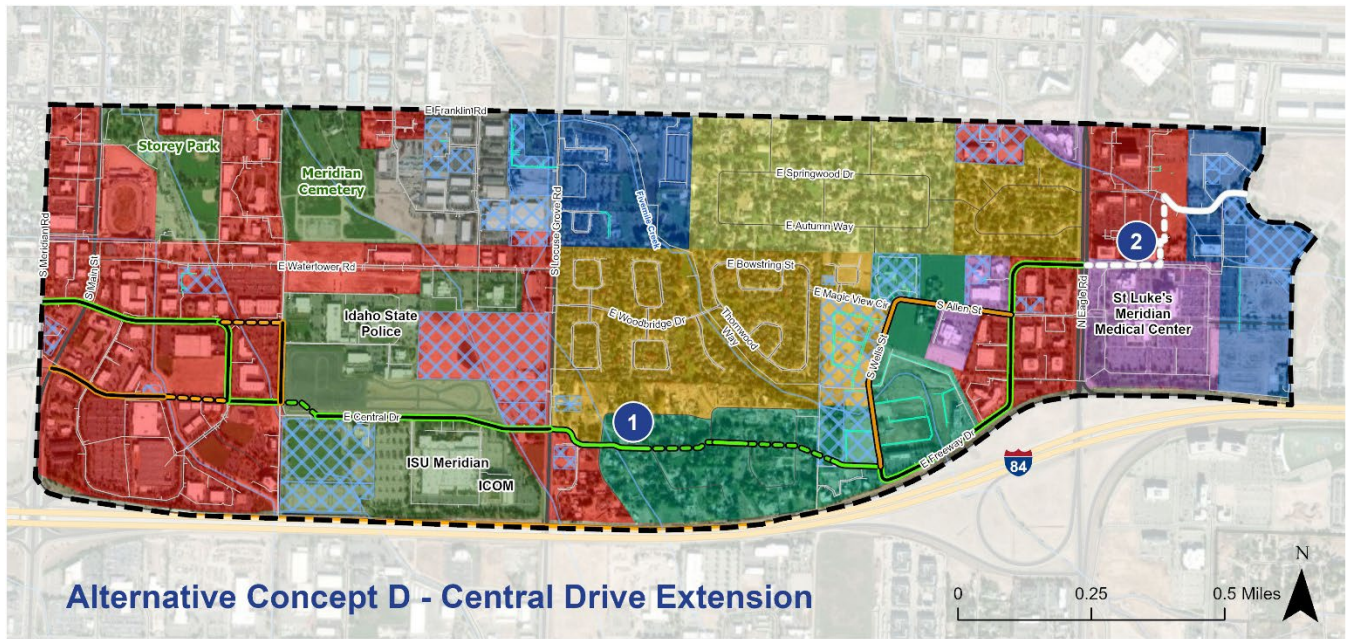


Table 1: Metrics for Alternative C

Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
Total New Roads (Miles)	0.23	0.62	
Total Improved Roads (Miles)	0.63	0.99	Expanded to meet ACHD ROW for collector level road (70ft)
Total Parcels Impacted (within 300ft)	104	123	Within 300 ft of the road alignment

Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
Total Parcels Directly Impacted	72	85	Easement needed for road construction or expansion
Commercial	29	34	
Residential	29	32	
Vacant/ROW/Other	14	19	
Total Buildings Impacted (within 10ft of ROW)	~8	~13	Buildings that are within 10ft of the expanded 70ft right-of-way (highest estimate)
Total Parcels that may become Unusable	10	9	Parcels that are bisected or otherwise diminished to an unusable size (under 0.1 acres)

Alternative Concept D – Central Drive Extension



- Study Area
- Current Development Applications
- Creeks & Canals
- Interstates
- Roads
- Planned Water & Sewer Mains
- Existing Water & Sewer Mains
- ACHD Master Street Map Collector

Roadway Concepts

- Preferred Alignment - New Roadway Construction
- Preferred Alignment - Roadway Improvements
- Preferred Alignment - Existing Roadway
- Alternative Alignment - New Roadway Construction
- Alternative Alignment - Roadway Improvements
- Alternative Alignment - Existing Roadway

Future Land Use

- Civic
- Commercial
- General Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use - Community
- Mixed Use - Neighborhood
- Office

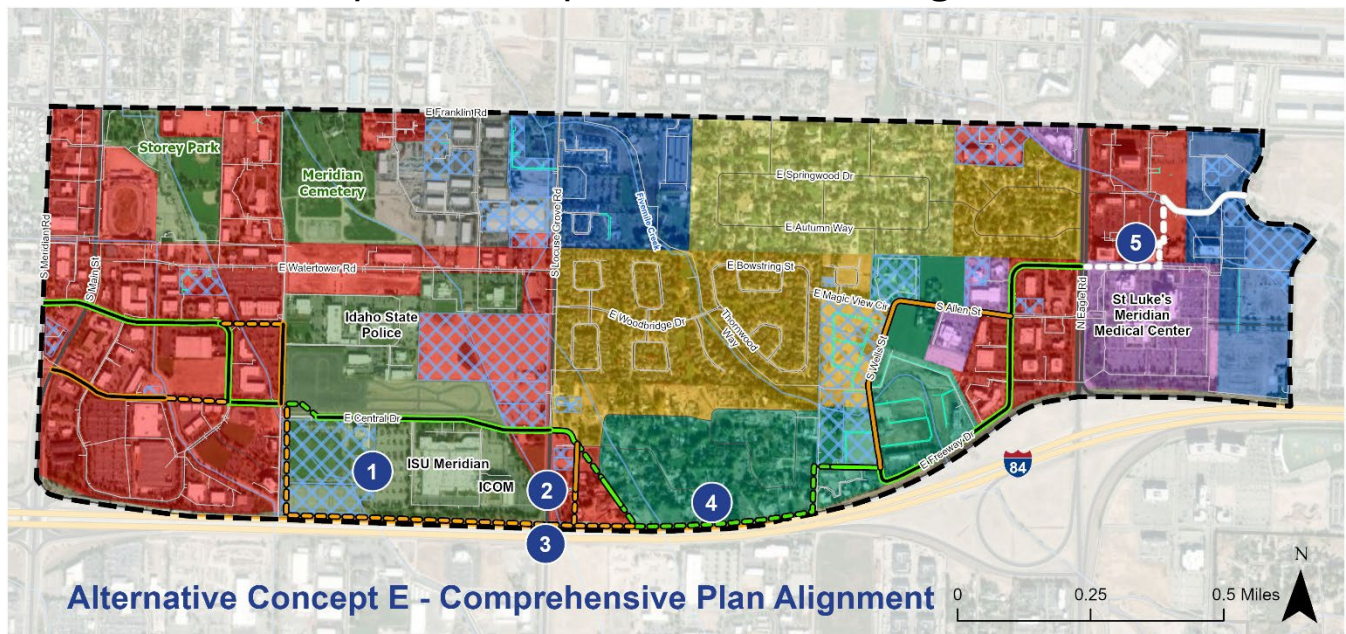
- 1** Opportunity to create linear park/greenway along roadway.
- 2** Further evaluation needed of the Master Street Map to identify connections east of Eagle Rd.

Note: Road segments categorized as Existing Roadways may only need minor infrastructure improvements, while those categorized as Roadway Improvement will need more substantial upgrades to meet collector road standards (e.g., road widening, adding curb, gutter, and sidewalk).

Table 2: Metrics for Alternative D

Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
Total New Roads (Miles)	0.37	0.61	
Total Improved Roads (Miles)	0.35	0.90	Expanded to meet ACHD ROW for collector level road (70ft)
Total Parcels Impacted (within 300ft)	102	121	Within 300 ft of the road alignment
Total Parcels Directly Impacted	67	81	Easement needed for road construction or expansion
Commercial	30	37	
Residential	23	26	
Vacant/ROW/Other	14	18	
Total Buildings Impacted (within 10ft of ROW)	~13	~18	Buildings that are within 10ft of the expanded 70ft right-of-way (highest estimate)
Total Parcels that may become Unusable	6	7	Parcels that are bisected or otherwise diminished to an unusable size (under 0.1 acres)

Alternative Concept E – Comprehensive Plan Alignment



- Study Area
- Current Development Applications
- Creeks & Canals
- Interstates
- Roads
- Planned Water & Sewer Mains
- Existing Water & Sewer Mains
- ACHD Master Street Map Collector

Roadway Concepts

- Preferred Alignment - New Roadway Construction
- Preferred Alignment - Roadway Improvements
- Preferred Alignment - Existing Roadway
- Alternative Alignment - New Roadway Construction
- Alternative Alignment - Roadway Improvements
- Alternative Alignment - Existing Roadway

Future Land Use

- Civic
- Commercial
- General Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use - Community
- Mixed Use - Neighborhood
- Office

- 1** Significant school traffic and pedestrian crossings.
- 2** Visibility from Locust Grove for commercial redevelopment.
- 3** Potential grade-separated crossing to increase connectivity.
- 4** Interstate visibility for commercial redevelopment.
- 5** Further evaluation needed of the Master Street Map to identify connections east of Eagle Rd.

Note: Road segments categorized as Existing Roadways may only need minor infrastructure improvements, while those categorized as Roadway Improvement will need more substantial upgrades to meet collector road standards (e.g., road widening, adding curb, gutter, and sidewalk).

Table 3: Metrics for Alternative E

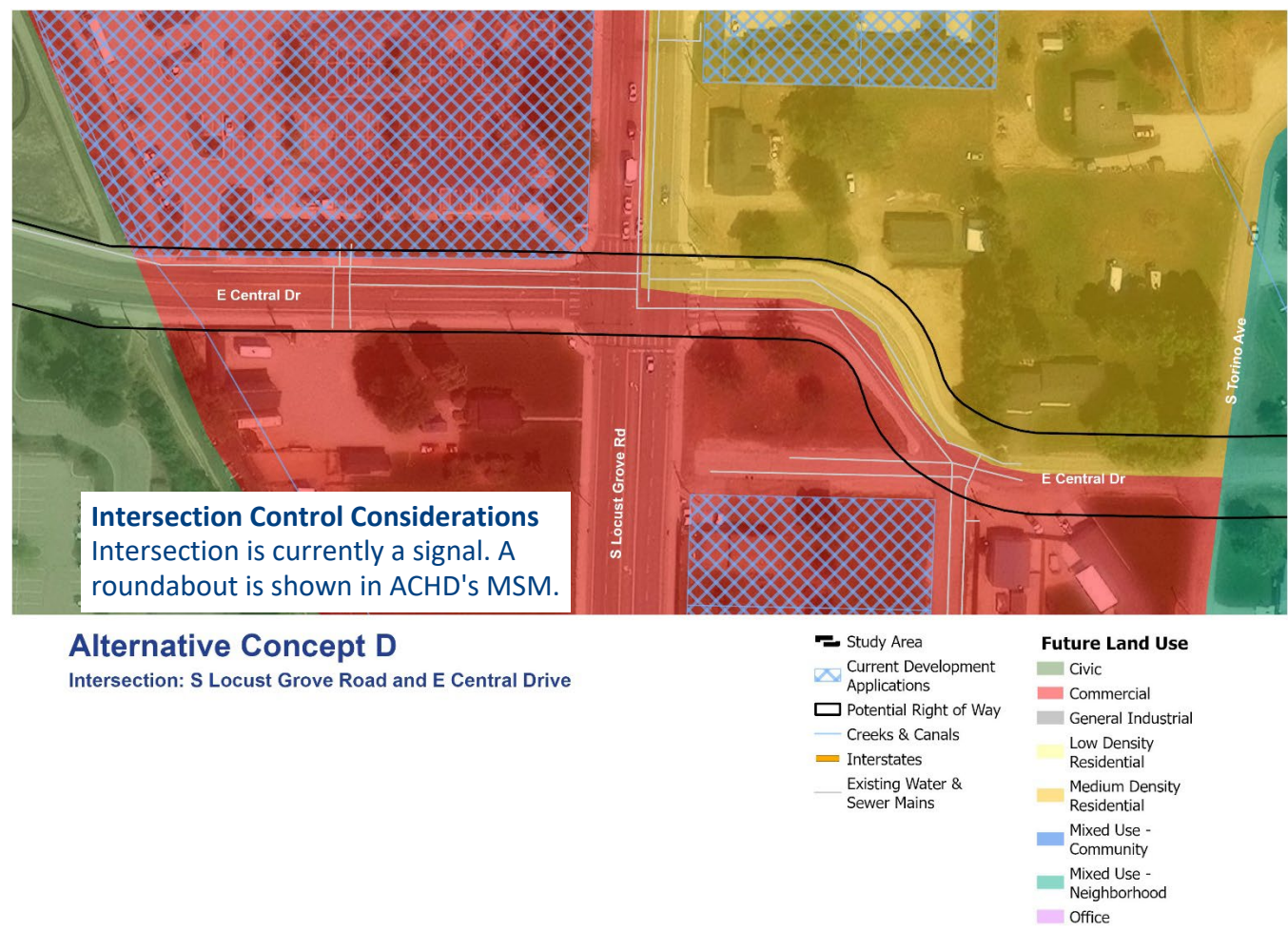
Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
Total New Roads (Miles)	0.66	1.70	
Total Improved Roads (Miles)	0.21	0.82	Expanded to meet ACHD ROW for collector level road (70ft)
Total Parcels Impacted (within 300ft)	102	129	Within 300 ft of the road alignment
Total Parcels Directly Impacted	65	87	Easement needed for road construction or expansion
Commercial	31	40	
Residential	19	25	
Vacant/ROW/Other	15	22	
Total Buildings Impacted (within 10ft of ROW)	~12	~23	Buildings that are within 10ft of the expanded 70ft right-of-way (highest estimate)

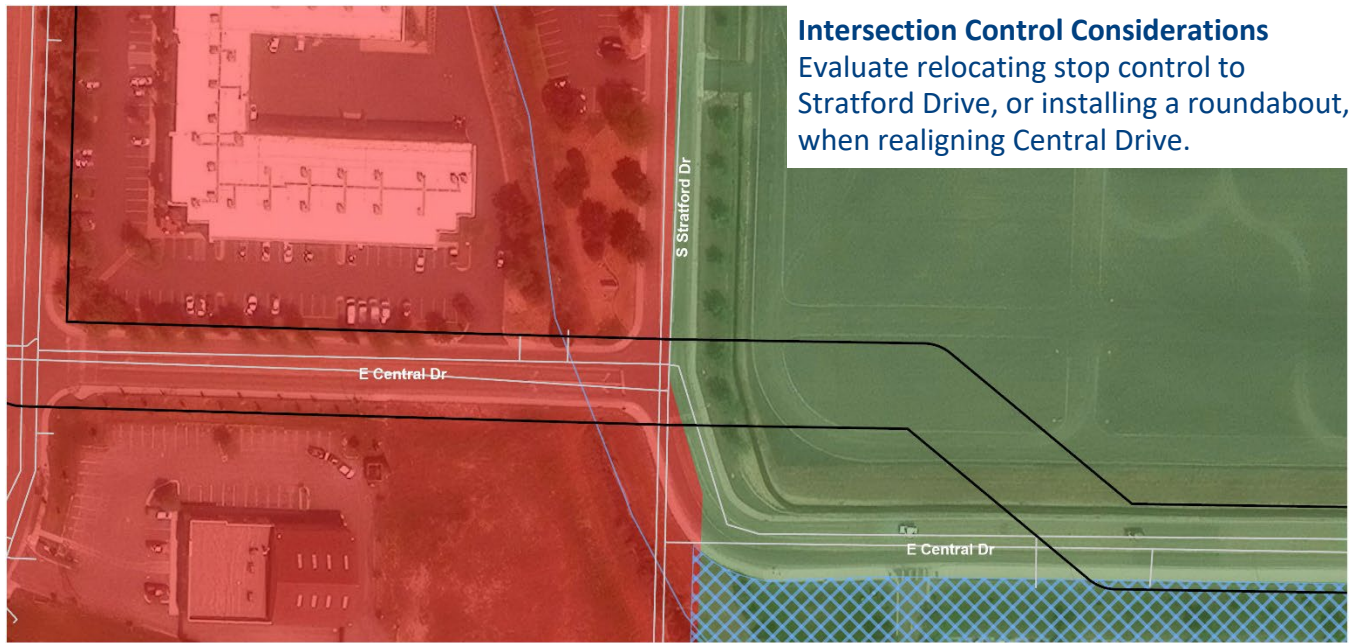
Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
Total Parcels that may become Unusable	8	10	Parcels that are bisected or otherwise diminished to an unusable size (under 0.1 acres)

Summary Comparison of Metrics

Metric	Concept C		Concept D		Concept E	
	Preferred Alignment	Alternative Alignment	Preferred Alignment	Alternative Alignment	Preferred Alignment	Alternative Alignment
Total New Roads (Miles)	0.37	0.61	0.37	0.61	0.66	1.70
Total Improved Roads (Miles)	0.35	0.90	0.35	0.90	0.21	0.82
Total Parcels Impacted (within 300ft)	102	121	102	121	102	129
Total Parcels Directly Impacted	67	81	67	81	65	87
Commercial	30	37	30	37	31	40
Residential	23	26	23	26	19	25
Vacant/ROW/Other	14	18	14	18	15	22
Total Buildings Impacted (within 10ft of ROW)	~13	~18	~13	~18	~12	~23
Total Parcels that may become Unusable	6	7	6	7	8	10

Appendix C-Select Intersections



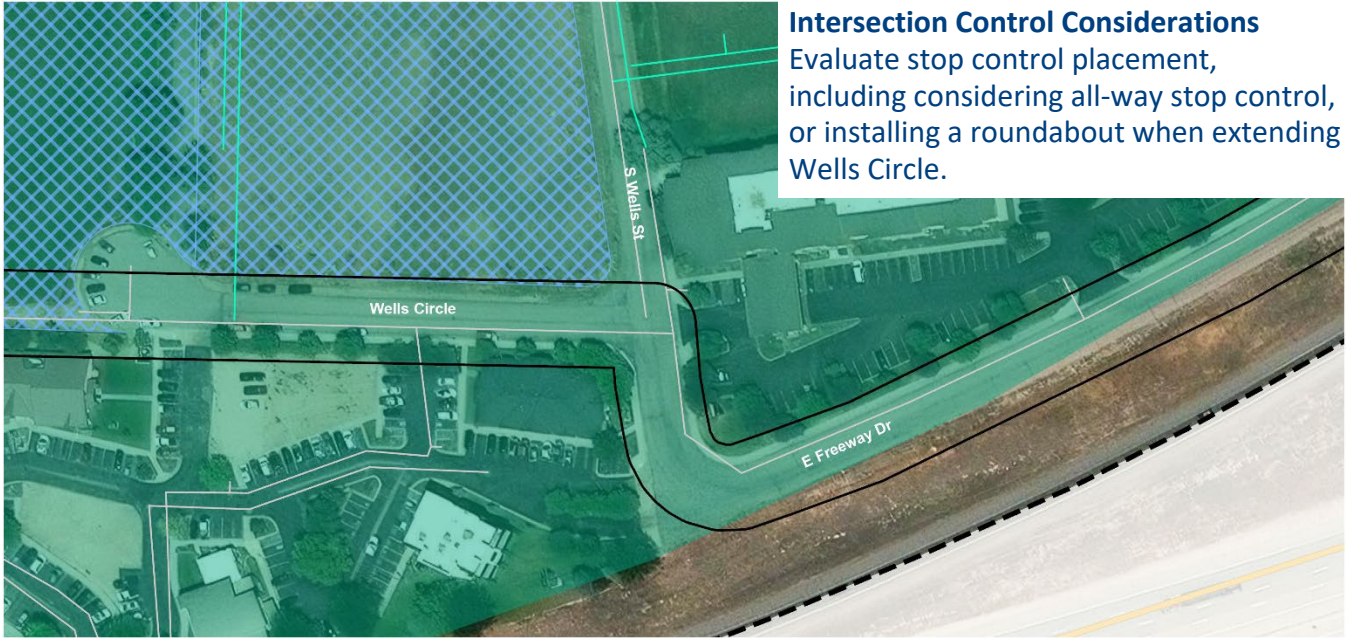


Intersection Control Considerations
Evaluate relocating stop control to Stratford Drive, or installing a roundabout, when realigning Central Drive.

Alternative Concepts (All)

Intersection: S Stratford Drive and E Central Drive





Alternative Concept E

Intersection: Wells Circle and S Wells Street/E Freeway Drive

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> Study Area Current Development Applications Potential Right of Way Creeks & Canals Interstates Existing Water & Sewer Mains Planned Water & Sewer Mains | <p>Future Land Use</p> <ul style="list-style-type: none"> Civic Commercial General Industrial Low Density Residential Medium Density Residential Mixed Use - Community Mixed Use - Neighborhood Office |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



Alternative Concepts (All)

Intersection: E Magic View Circle and S Allen Street



Appendix D: Stakeholder Feedback (St Luke's)

Note: Comments were submitted by St Luke's Health Systems regarding draft technical memorandum.



January 6, 2026

SENT VIA EMAIL ONLY: canderson@meridiancity.org
Carl Anderson, AICP, CNAU
Long-Range Associate Planner
City of Meridian/Community Development Department

Dear Mr. Anderson,

Thank you for sharing the draft technical memorandum for the Stratford to Touchmark Transportation Feasibility report. We appreciate the thoughtful work from Kittelson & Associates and look forward to continuing our collaboration as the feasibility report progresses. We have completed our initial review and appreciate the opportunity to share our feedback and stay closely aligned on next steps.

One concern we want to highlight is the current amount of traffic on St. Luke's Drive, which poses a safety concern for staff and patients as they move into and between the St. Luke's campus and adjacent medical buildings, including Portico, Montvue, and Meadowlake. We want to ensure that any future plans thoughtfully address these concerns and support a safe, accessible environment for everyone.

This risk is compounded by two related future factors. First, we anticipate increased east–west traffic as a result of improvements contemplated west of Eagle Road. Second, if planned projects by Touchmark or St. Luke's move forward, we will see an increase in residents, patients, and staff, which may further affect traffic flow and safety.

We are also interested in improving access and circulation for everyone visiting the campus. In particular, we would welcome the opportunity to explore additional access points to Franklin or Eagle Road that do not rely solely on St. Luke's Drive. Diversifying access routes could help ease congestion and enhance safety for staff, patients, and visitors alike. A traffic impact study is currently underway, and we would like to incorporate its data and feedback before any final recommendation is widely circulated. We anticipate having initial findings around the end of January.

We noted St. Luke's private roads were identified as collector streets in the draft and contacted Kittleson to discuss a modification. Kittleson will update their report to remove any roadway improvements on St. Luke's property and ensure ACHD makes this update to its Master Street Map.

Thank you again for the opportunity to collaborate. If helpful, we are happy to set up a brief working session to walk through our comments and discuss access and safety considerations together—please don't hesitate to reach out.

Sincerely,

A handwritten signature in black ink, appearing to read "Rene Pallotti".

Rene Pallotti
VP Population Health Meridian

Appendix D: Stakeholder Feedback (Meridian Economic Development Administrator)

Note: The comments represent feedback from Meridian Economic Development Administrator regarding the draft technical memorandum.

From: Curtis Calder <ccalder@meridiancity.org>

Sent: Monday, January 5, 2026 5:10 PM

To: Carl Anderson <canderson@meridiancity.org>

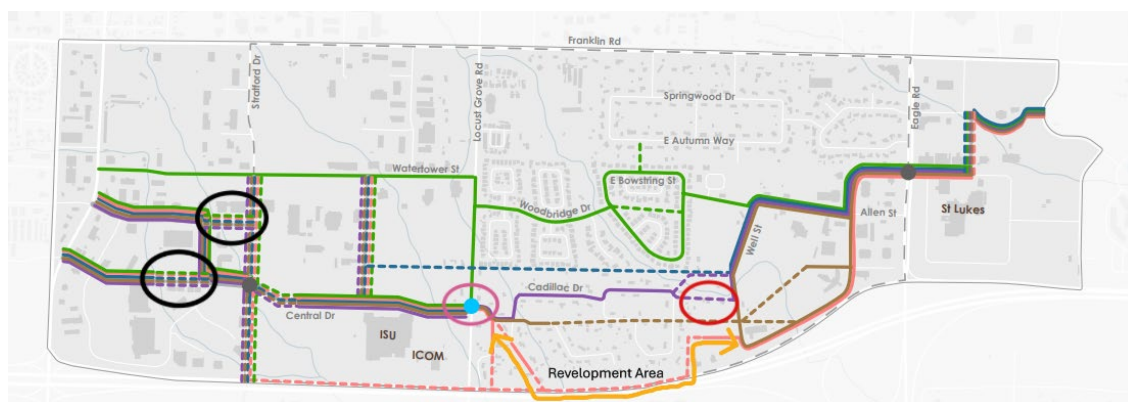
Subject: Comments re: Stratford to Touchmark Transportation Connection Feasibility Report

Carl,

Thank you for the opportunity to provide feedback on the feasibility report. Generally, I thought the report was very comprehensive and outlined the practical difficulties that exist within the Project Study Area. From an economic development standpoint, I agree that Concepts A and B do little to spur redevelopment. From a transportation circulation perspective, Concept B duplicates much of what Concepts A and C can already provide, but at a much higher cost.

Focusing on Concepts C, D, and E, here are some thoughts:

- I like the Corporate and Central extensions (black circles). Those look achievable and would go a long way to cleaning up the west side of the Project Study Area. One or both extensions/connections could be implemented as near-term solutions, with Central being the priority.
- With a traffic signal already in place on Locust Grove & Central Drive (pink circle), I'm not sure why ACHD wants to replace it with a Roundabout.
- Concept C (red circle), I would select the southern option for the connection between Cadillac & Wells, avoiding the installation of a bridge. This concept could be implemented as a near-term solution (in conjunction with the Central Drive extension/connection).
- While I like Concept D, the amount of ROW needed, combined with the total of improved road miles seems unrealistic. Too much speculation with regard to redevelopment potential due to land assembly issues.
- Concept E (preferred alignment) is my favorite option. This could be a long-term solution in conjunction with Concept C (referenced above), or a standalone option. As parcels north of I-84 are acquired for ROW, redevelopment can occur north of the frontage road. Additionally, when Locust Grove bridge is eventually replaced, the bridge can be redesigned to accommodate the extension of the frontage road to the west.



If you have any questions, please feel free to follow-up!

Sincerely,

Curtis Calder | Economic Development Administrator City of Meridian | Mayor's Office

33 E. Broadway Ave., Meridian, Idaho 83642

Phone: (208) 489-0537 | Fax: (208) 884-8119



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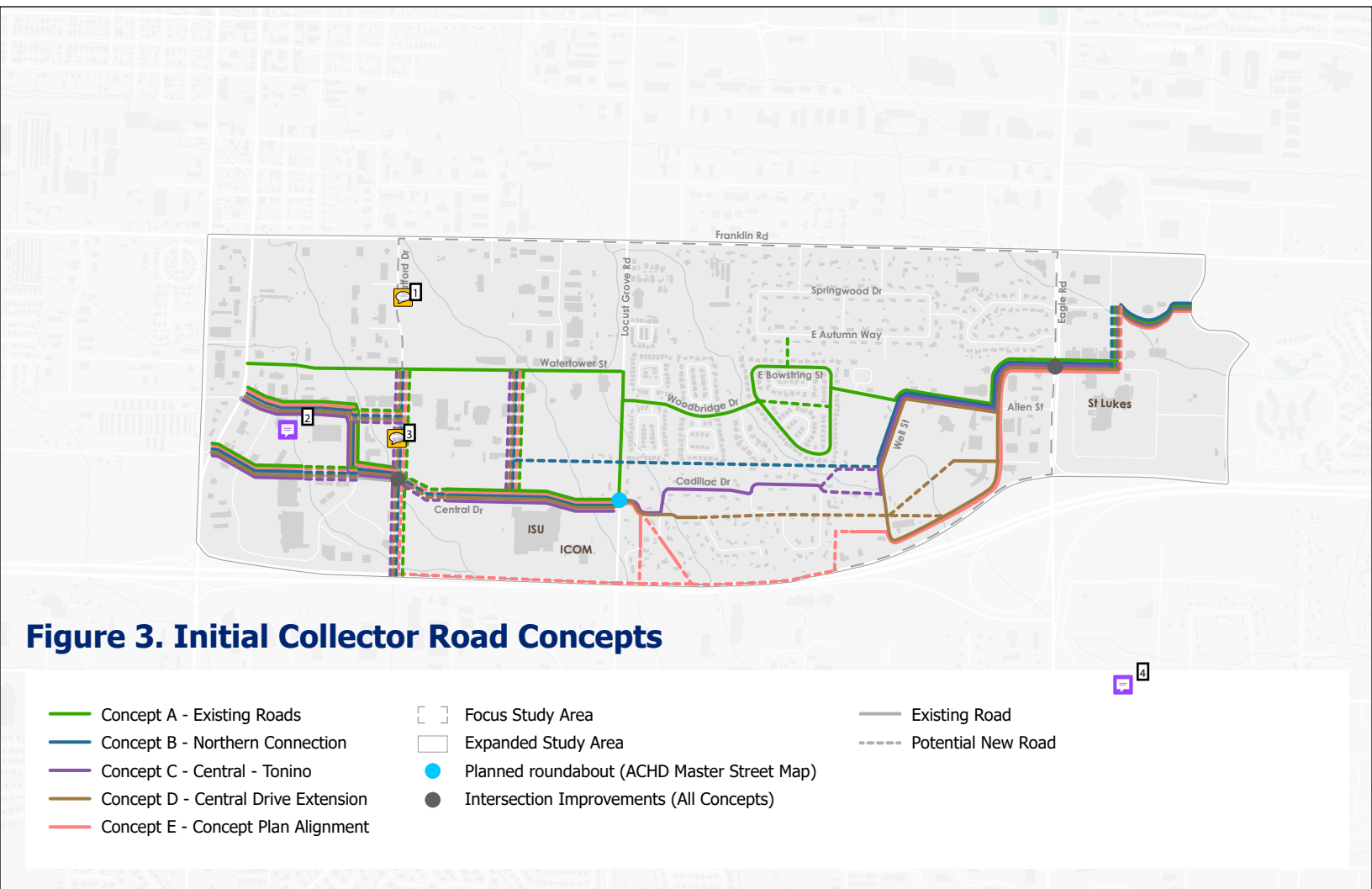
Plan Review





This section identifies adopted and in-process plans that are relevant to this project and were provided by City staff. Specifically, it reviews previously identified projects that may impact transportation within the study area. Table 1 summarizes the documents reviewed.

Table 1 Planning Documents Reviewed

Document (Year)	Description	Relevant Information
Staff Report (2024)	City of Meridian Staff Report	
Land Use Plan (2017)	Hand sketches of proposed land use changes on printed maps.	Identifies 2017 existing road conditions and potential traffic calming locations.
[REDACTED]	Accesses the bicycle and pedestrian network and anticipates needs within downtown Meridian area	Recommend bicycle improvements for Stratford-Central Drive and Watertower Street corridors, plus crossing improvements at Locust Grove Road/Woodbridge Drive.
ISU Campus Site Plan (2022)	2022 ISU Campus Site Plan	Identifies new parking garage location as a six-story building positioned north of East Central Drive and west of South Locust Grove Road.

	Number: 1	Author: Edinson Bautista	Subject: Highlight	Date: 1/8/2026 8:43:15 AM
Call out the plan's update conducted in 2023/2024.				
	Author: Edinson Bautista	Subject: Sticky Note	Date: 1/8/2026 8:43:46 AM	
This is an ACHD plan so I would also add ACHD as part of the title				



	Number: 1	Author: Edinson Bautista	Date: 1/8/2026 8:39:23 AM	
	To show a wholeistic picture, the map would benefit of showing Stratford Drive as a collector consistent with the MSM.			
	Number: 2	Author: Edinson Bautista	Subject: Sticky Note	Date: 1/6/2026 3:35:17 PM
	East of Stratford Dr, we are showing two to three collectors in a quarter mile for all the concepts. I don't think that's ideal.			
	Number: 3	Author: Edinson Bautista	Date: 1/8/2026 8:41:39 AM	
	Change to a solid line to reflect existing roadway			
	Number: 4	Author: Edinson Bautista	Subject: Sticky Note	Date: 1/6/2026 3:31:13 PM
	In Concepts D and E, there are sections that show two different proposed alignments. For the purpose of displaying these concepts in the MSM, it would be preferable to select a single alignment and allow for refinement during the development application review process. Showing two alignments may create confusion about which alignment represents the intended concept.			

Locust Grove Road to Eagle Road

The project team has developed five concepts connecting Locust Grove Road to Eagle Road. They are described below and shown in more detail in Attachment "B."








The five concepts include:

- **Concept A – Existing Roads** – Uses the existing road network to make the connection. To facilitate this connection, intersection control upgrades would be recommended at E Woodbridge Dr/S Locust Grove Rd and ¹E Magic View Cir/S Wells St. Traffic calming measures may be required along segments with front-on housing to mitigate traffic volumes and speeds. Alternatively, if avoiding impacts to front-on housing is prioritized, ²a new short section could be built through open space east of Thornwood Way; however, this space is narrow and traffic noise and lighting would likely impact adjacent residences. Finally, a connection could be made using unopened right-of-way between Autumn Way and E Bowstring Street to improve north-south connectivity; however, this connection could also increase cut-through traffic on adjacent residential streets.
- **³Concept B – Northern Connection** – Creates new direct connections, from E Central Dr at the ISU/West Ada Complex through the existing Idaho Post Academy to E Watertower St. as well as a second connection from S Stratford Dr through S Locust Grove Rd to S Wells St, routed behind existing residential properties. This alignment would require crossing through the Idaho POST Academy and over Fivemile Creek. The Stratford Dr to Wells St connection may generate noise and light impacts to adjacent properties. To mitigate these concerns, the alternative could be shifted slightly southward to increase the buffer distance from residential properties.
- **⁴Concept C – Central-Tonino** – Uses the existing S Tonino Ave to form most of the connection between S Locust Grove Rd and S Wells St. S Tonino Ave would need to be extended to meet S Well Street and the existing section would need to be widened to meet ACHD collector standards. This alternative would likely result in the lowest property impacts; however, the internal alignment may limit future redevelopment potential for non-residential land use.
- **⁵Concept D – Central Drive Extension** – Extends E Central Dr to S Wells St, primarily through new road segments. Existing road sections would need to be widened to meet ACHD collector standards. It could also be extended past S Well St. This concept is similar to the "Grand Boulevard" concept in the My Meridian Comprehensive Plan Update.
- **⁶Concept E – Comprehensive Plan Alignment** – Creates a new connection from E Central Dr to S Well St through a new road fronting I-84. It includes an option for a connection across Locust Grove Rd to further local connectivity and alignment with the Meridian Comprehensive Plan's goals. This alignment is similar to the preferred scenario in the My Meridian Comprehensive Plan Update.

West of Locust Grove Road

The only direct connection between Locust Grove Road and Meridian Road-Main Street is via Watertower St. Traffic related to ISU, ICOM, the West Ada School District uses, and other traffic along Central Drive must take a circuitous route using Corporate Drive or Industry Way to reach Meridian Road-Main Street. This area could also benefit from increased connectivity as it continues to develop. Figure 3 presents multiple options for improving connectivity west of Locust Grove Road, including:

- Extending Central Drive to create a direct connection to Meridian Road-Main Street. This would require removing an existing parking lot and crossing the Eightmile Lateral.

	Number: 1	Author: Edinson Bautista	Date: 1/8/2026 8:45:07 AM
Is the vision being an all way stop control? Is the reasoning to use it a traffic calming treatment? Since this concept is not moving forward, I'm not as concern with what is written.			
	Number: 2	Author: Edinson Bautista	Date: 12/30/2025 8:51:45 AM
I'm not confident of the feasibility of this new connection.			
	Number: 3	Author: Edinson Bautista	Date: 12/30/2025 9:02:20 AM
The new intersection at Locust Grove most than likely will not meet ACHD accessing spacing on minor arterial policy. It can meet policy if it is a right in/right out access.			
	Number: 4	Author: Edinson Bautista	Date: 12/30/2025 9:07:17 AM
I would just add that the current Tonino alignment while not ideal, it would discourage speeding since it is not a straight road. I noticed that several alternative call out traffic calming which is fine, but if the roadway alignment already acts as one, it is worth calling it out.			
	Number: 5	Author: Edinson Bautista	Date: 12/30/2025 9:09:51 AM
My only comment is that the new connection to Freeway Dr is not ideal. A diagonal approach would create visibility concerns and possibly significant impacts to the FiveMile Creek			
	Number: 6	Author: Edinson Bautista	Date: 1/6/2026 3:27:54 PM
You show two new roadways connecting to Tonino Ave. Can you clarify which is the prefer alignment?			
	Author: Edinson Bautista	Subject: Sticky Note	Date: 1/8/2026 8:46:25 AM
Consistent with my previous comment, concept C, D, and E could benefit of just defining one alignment and then further refinements can take place as part of the development process.			

- Extending Corporate Drive to Central Drive. This would remove one turn from current routing to Corporate Drive from Central Drive, move turning traffic away from the existing Central Drive/Stratford Drive intersection, which is located near a curve, and would further promote the use of the Corporate Drive signals with Meridian Road and Main Street, which disperse demand across two intersections, as opposed to the Meridian Road/Central Drive intersection.
- Creating a new collector street near I-84, which would provide an alternate to Central Drive.
- Realigning Central Drive so that it intersects Stratford Drive perpendicularly on both sides instead of near a curve.

Stakeholders also requested that traffic calming and improved pedestrian crossings along Central Drive be considered between Locust Grove Road and Stratford Drive.


East of Eagle Road

ACHD's Master Street Map includes a new collector-level connection between St Lukes Street and Autumn Way. This connection is shown in Figure 3. This connection would potentially reduce cut-through traffic through the eastern portion of the St Luke's campus and the existing Portico-Buffalow Wild Wings parking lot. It could potentially increase traffic along St Lukes Street between this connection and Eagle Road.



OTHER OPPORTUNITIES

In addition to the connections described in the previous section, the project team has identified other opportunities to improve transportation connectivity, operations, and safety in the study area based on previous plans and conversations with City staff and area stakeholders. Figure 4 illustrates these opportunities.

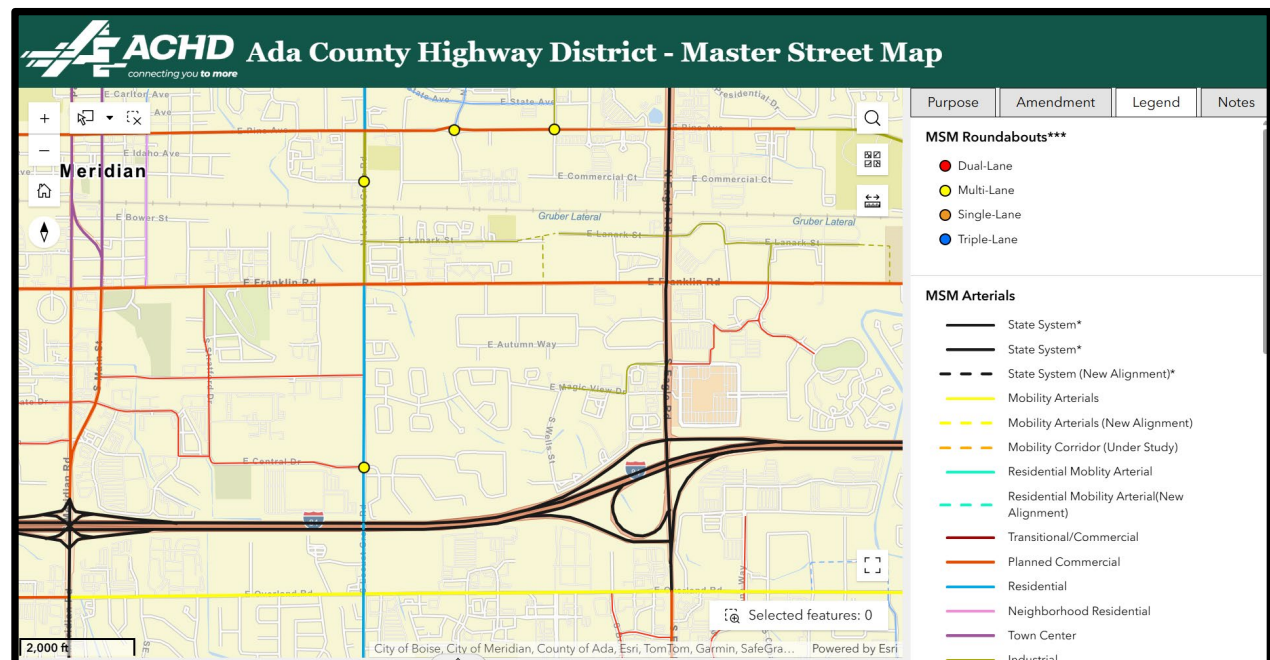
	Number: 1	Author: Edinson Bautista	Subject: Sticky Note	Date: 1/6/2026 3:21:24 PM
Consistent with recent conversations, I think it would be a good idea to call out current ownership of St Luke Rd and the future north south connection. In the MSM, while we call out the two roadways as collectors, they are both own and maintain by St Lukes. We should further discuss the future of these connection if St Luke Rd is not planning to transfer the owners to ACHD.				

Appendix E-ACHD Master Street Map



ACHD Master Street Map (MSM)

The Master Street Map (MSM) is a planning tool that helps coordinate future roadway development with comprehensive plans of cities and Ada County. It outlines planned street types, access guidelines, number of lanes, right-of-way needs, and collector street networks, but does not represent final designs or commitment to build. Agencies can request changes to the MSM through development applications or planning efforts (such as sub-area or long-range plans). Changes to the MSM are formally made through amendments adopted through the ACHD Commission. The figure below identifies the planned collector network within the planning area.

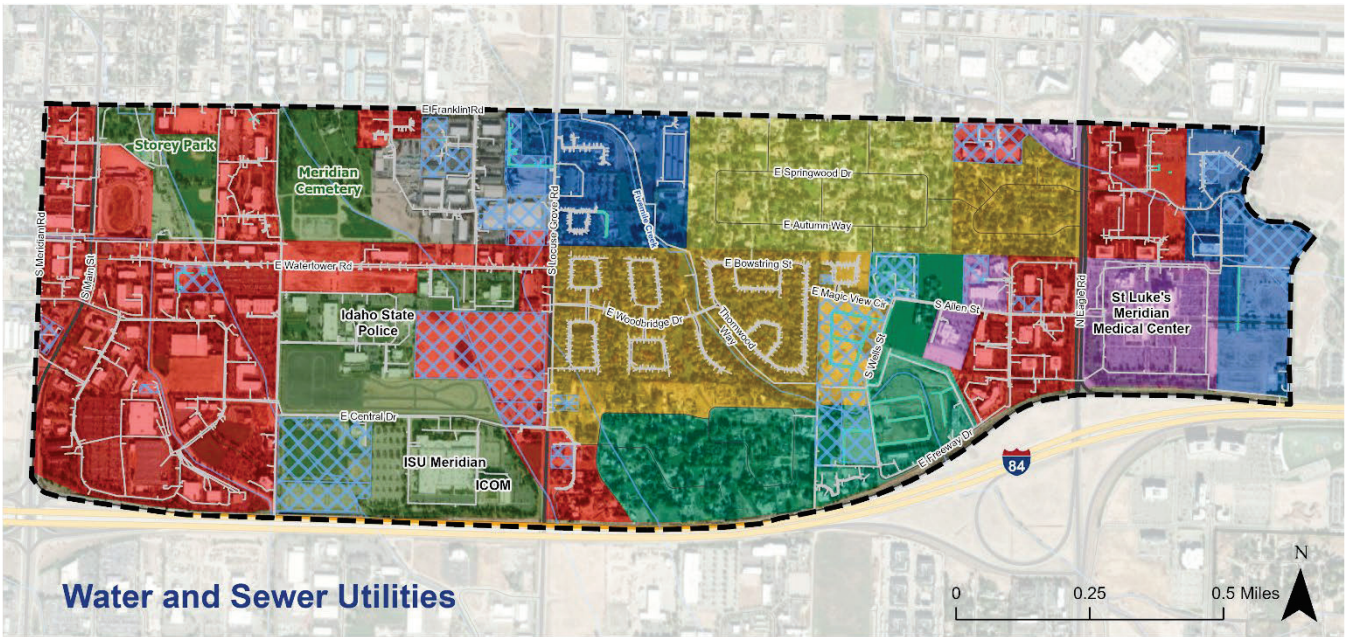


ACHD MSM COLLECTOR NETWORK

COMMERCIAL COLLECTORS (EXISTING)	E Watertower, Main Street S Stratford Dr.
	E Watertower, Stratford Dr to S Locust Grove
	E Coperate Dr, S Main Street, to S Stratford Dr
	S Stratford Dr, E Coperate Dr to E Franklin Dr
	E Central Dr E Stratford Dr to S Locust Grove
	St Luke's, Highway 55 to E Montvu Dr
PLANNED COMMERCIAL COLLECTORS (PLANNED)	North South Collector, St Lukes to E Louise Dr*
INDUSTRIAL COLLECTOR (EXISTING)	E Magicview Dr, S Wells St to S Allen St
	St Luke's, Allen St, to Highway 55
	Allen St., E Magicview Dr to St Luke

*ACHD will be modifying the MSM

Appendix F-Utilities



- Study Area

Current Development Applications

Creeks & Canals

Interstates

Roads

Existing Water and Sewer Infrastructure

Planned Water and Sewer Infrastructure
- Future Land Use**

Civic

Commercial

General Industrial

Low Density Residential

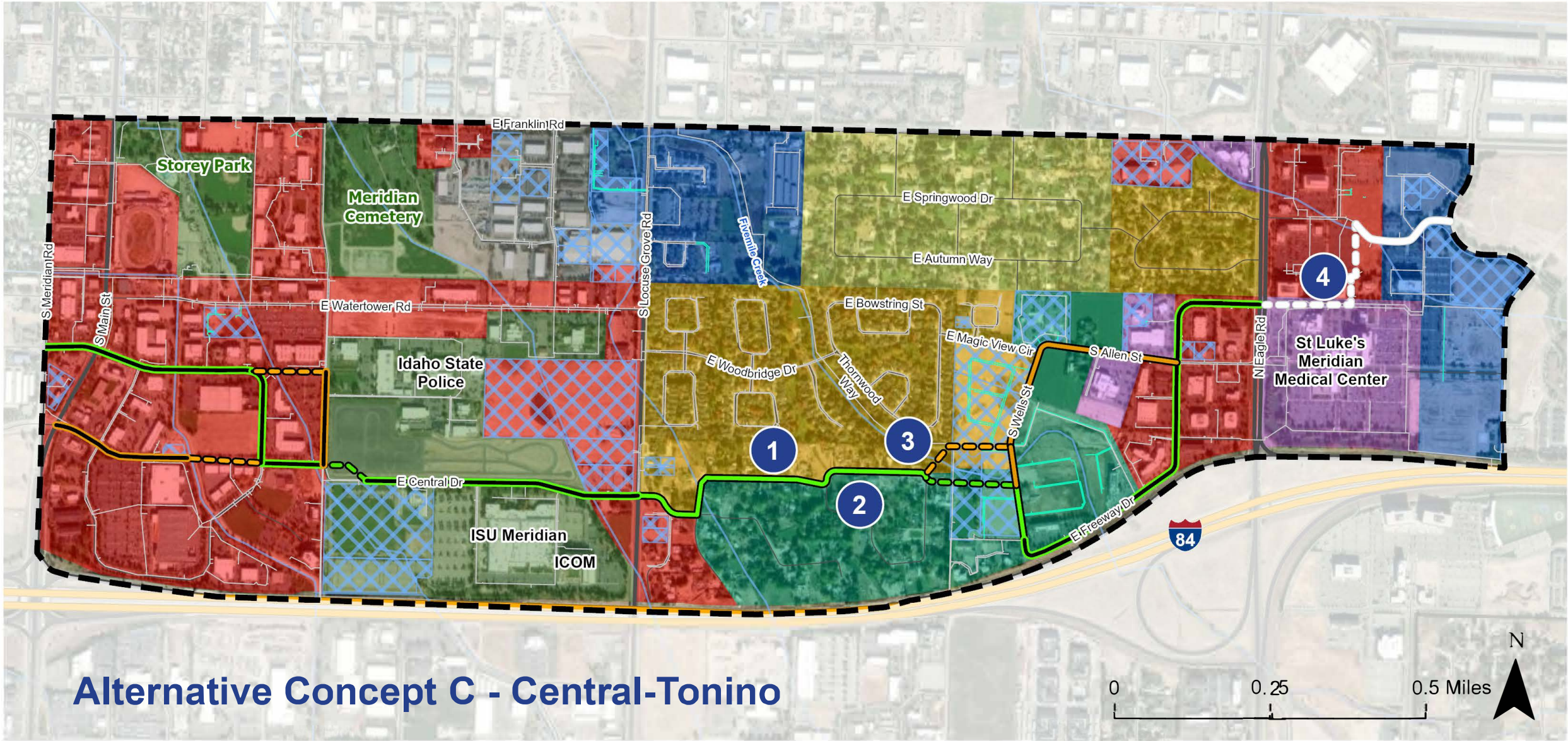
Medium Density Residential

Mixed Use - Community

Mixed Use - Neighborhood

Office

Appendix G- Concept C



Alternative Concept C - Central-Tonino

- Study Area
- Current Development Applications
- Creeks & Canals
- Interstates
- Roads
- Planned Water & Sewer Mains
- Existing Water & Sewer Mains
- ACHD Master Street Map Collector

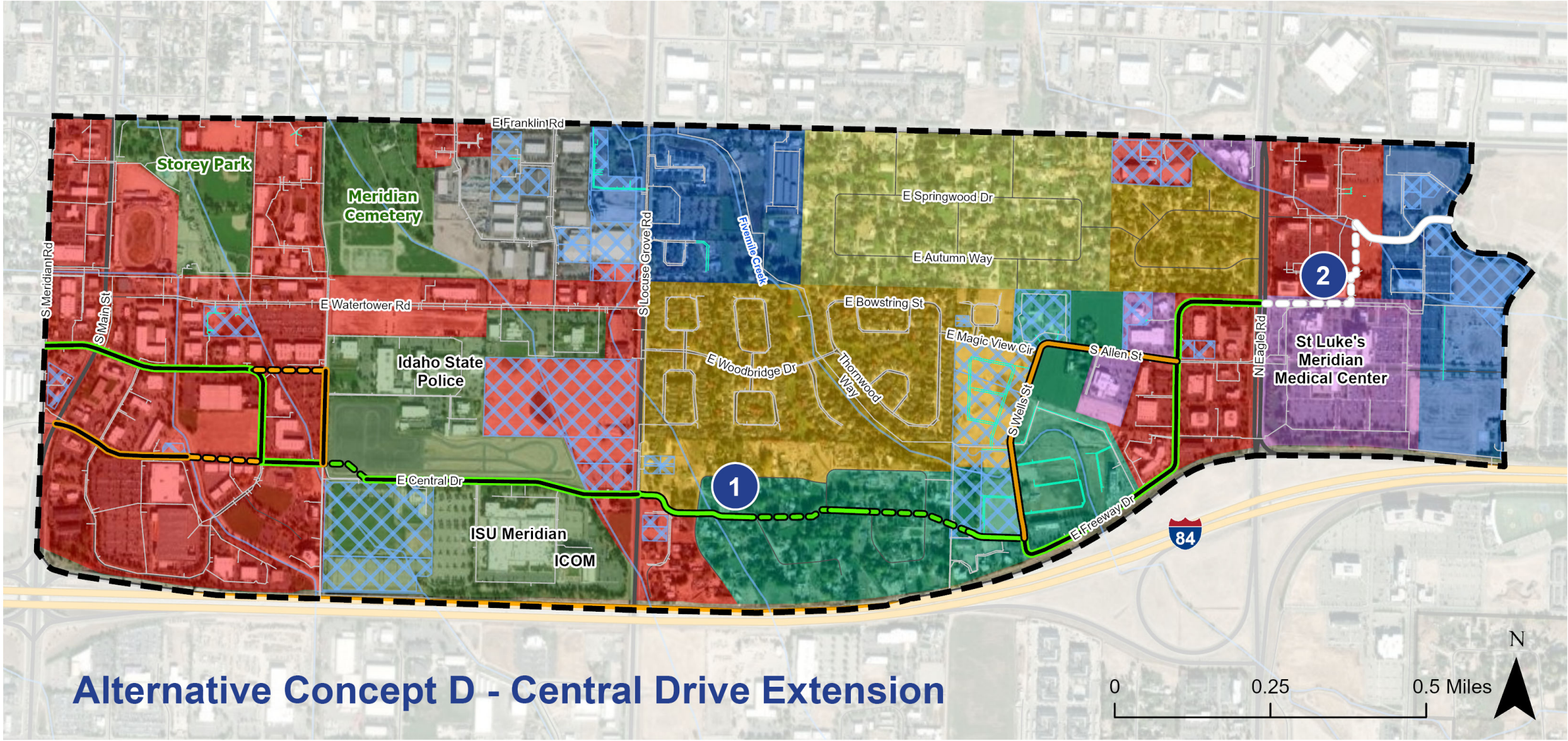
- Roadway Concepts**
- Preferred Alignment - New Roadway Construction
 - Preferred Alignment - Roadway Improvements
 - Preferred Alignment - Existing Roadway
 - Alternative Alignment - New Roadway Construction
 - Alternative Alignment - Roadway Improvements
 - Alternative Alignment - Existing Roadway

- Future Land Use**
- Civic
 - Commercial
 - General Industrial
 - Low Density Residential
 - Medium Density Residential
 - Mixed Use - Community
 - Mixed Use - Neighborhood
 - Office

- 1 Front-on housing.
- 2 Existing road would need to be widened to collector standards.
- 3 Fivemile Creek crossing.
- 4 Further evaluation needed of the Master Street Map to identify connections east of Eagle Rd.

Note: Road segments categorized as Existing Roadways may only need minor infrastructure improvements, while those categorized as Roadway Improvement will need more substantial upgrades to meet collector road standards (e.g., road widening, adding curb, gutter, and sidewalk).

Appendix G- Concept D



Alternative Concept D - Central Drive Extension

- Study Area
- Current Development Applications
- Creeks & Canals
- Interstates
- Roads
- Planned Water & Sewer Mains
- Existing Water & Sewer Mains
- ACHD Master Street Map Collector

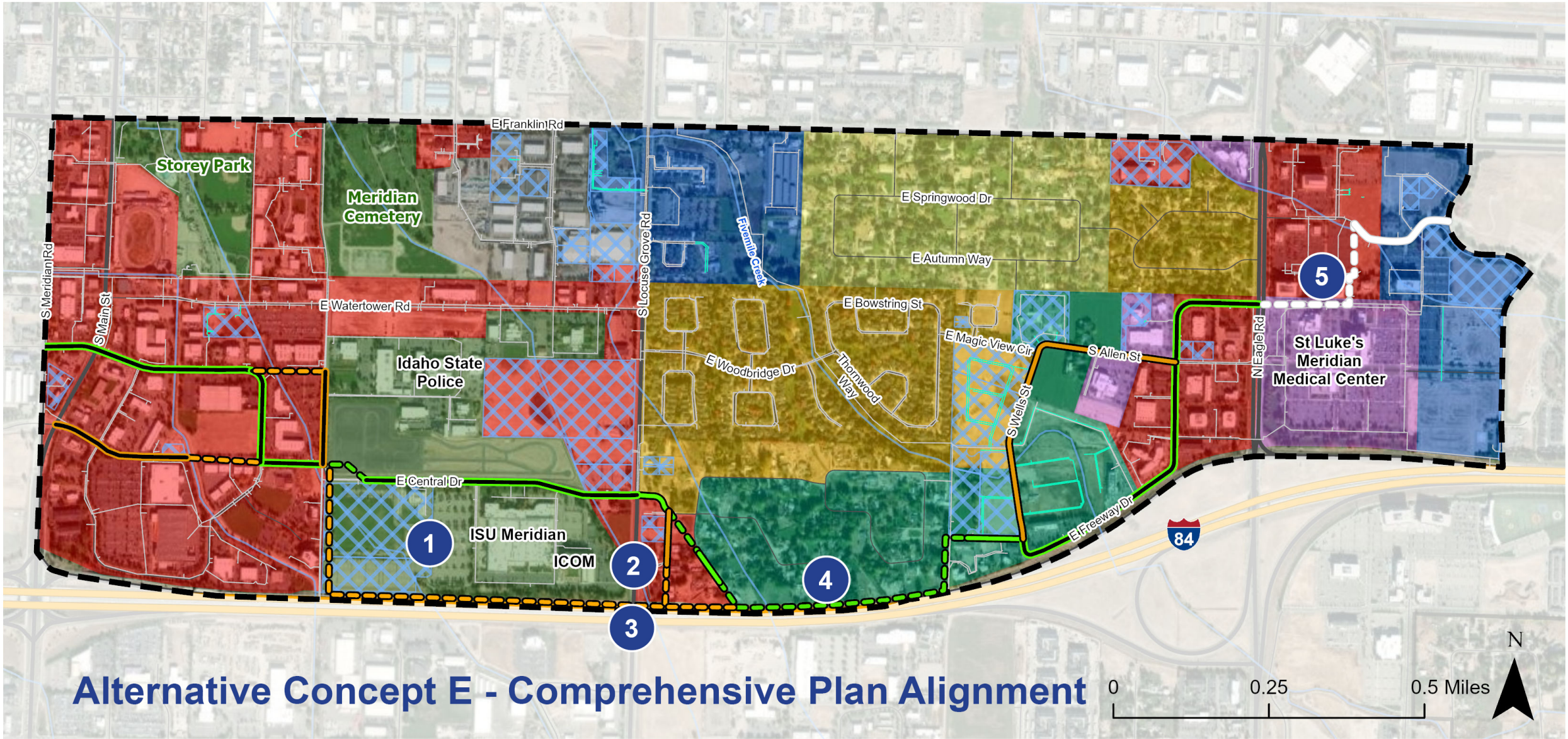
- Roadway Concepts**
- Preferred Alignment - New Roadway Construction
 - Preferred Alignment - Roadway Improvements
 - Preferred Alignment - Existing Roadway
 - Alternative Alignment - New Roadway Construction
 - Alternative Alignment - Roadway Improvements
 - Alternative Alignment - Existing Roadway

- Future Land Use**
- Civic
 - Commercial
 - General Industrial
 - Low Density Residential
 - Medium Density Residential
 - Mixed Use - Community
 - Mixed Use - Neighborhood
 - Office

- 1 Opportunity to create linear park/greenway along roadway.
- 2 Further evaluation needed of the Master Street Map to identify connections east of Eagle Rd.

Note: Road segments categorized as Existing Roadways may only need minor infrastructure improvements, while those categorized as Roadway Improvement will need more substantial upgrades to meet collector road standards (e.g., road widening, adding curb, gutter, and sidewalk).

Appendix G- Concept E



- Study Area
- Current Development Applications
- Creeks & Canals
- Interstates
- Roads
- Planned Water & Sewer Mains
- Existing Water & Sewer Mains
- ACHD Master Street Map Collector

- Roadway Concepts**
- Preferred Alignment - New Roadway Construction
 - Preferred Alignment - Roadway Improvements
 - Preferred Alignment - Existing Roadway
 - Alternative Alignment - New Roadway Construction
 - Alternative Alignment - Roadway Improvements
 - Alternative Alignment - Existing Roadway

- Future Land Use**
- Civic
 - Commercial
 - General Industrial
 - Low Density Residential
 - Medium Density Residential
 - Mixed Use - Community
 - Mixed Use - Neighborhood
 - Office

- 1 Significant school traffic and pedestrian crossings.
- 2 Visibility from Locust Grove for commercial redevelopment.
- 3 Potential grade-separated crossing to increase connectivity.
- 4 Interstate visibility for commercial redevelopment.
- 5 Further evaluation needed of the Master Street Map to identify connections east of Eagle Rd.

Note: Road segments categorized as Existing Roadways may only need minor infrastructure improvements, while those categorized as Roadway Improvement will need more substantial upgrades to meet collector road standards (e.g., road widening, adding curb, gutter, and sidewalk).

Exhibit B

My Meridian Specific Area Summary

Note: Pages extracted from the 2019 Comprehensive Plan



MY MERIDIAN SPECIFIC AREA SUMMARY

INTRODUCTION

As part of the My Meridian Comprehensive Plan Update, several areas were identified for further future land use discussion: The Fields, Magicview/Woodbridge, Southwest Meridian, and South Rim. Two public meetings were held; one at Willowcreek Elementary on Feb. 11th discussing the Fields area and one at City hall on Feb. 12th discussing the Magicview/Woodbridge area. In addition to these meetings, residents could submit comments through an online survey available for all four areas through the month of February.

Between the neighborhood meetings and online surveys, residents were able to review several scenarios for each area, vote on their favorites, and provide insight and ideas. There were over 130 event participants, 202 online participants, and over 40 comments were submitted by email.

The City's current Future Land Use Plan was originally adopted as part of the comprehensive plan in 2011, with regular updates. The Future Land Use map is designed to guide development and density for every area in the City with color blocks showing general land use categories like "low density residential" or "mixed use neighborhood."

Any changes to the allowed use or density of the land must be consistent with the Future Land Use Map. This helps ensure that infrastructure and services will be in place for future growth within a given area.

The input received during this phase of updating the Comprehensive Plan is invaluable to the process. Input received will be considered as the part of the land use recommendations to these Specific Areas, and will be reviewed with the community's vision for an ideal future in Meridian.

CONTENTS

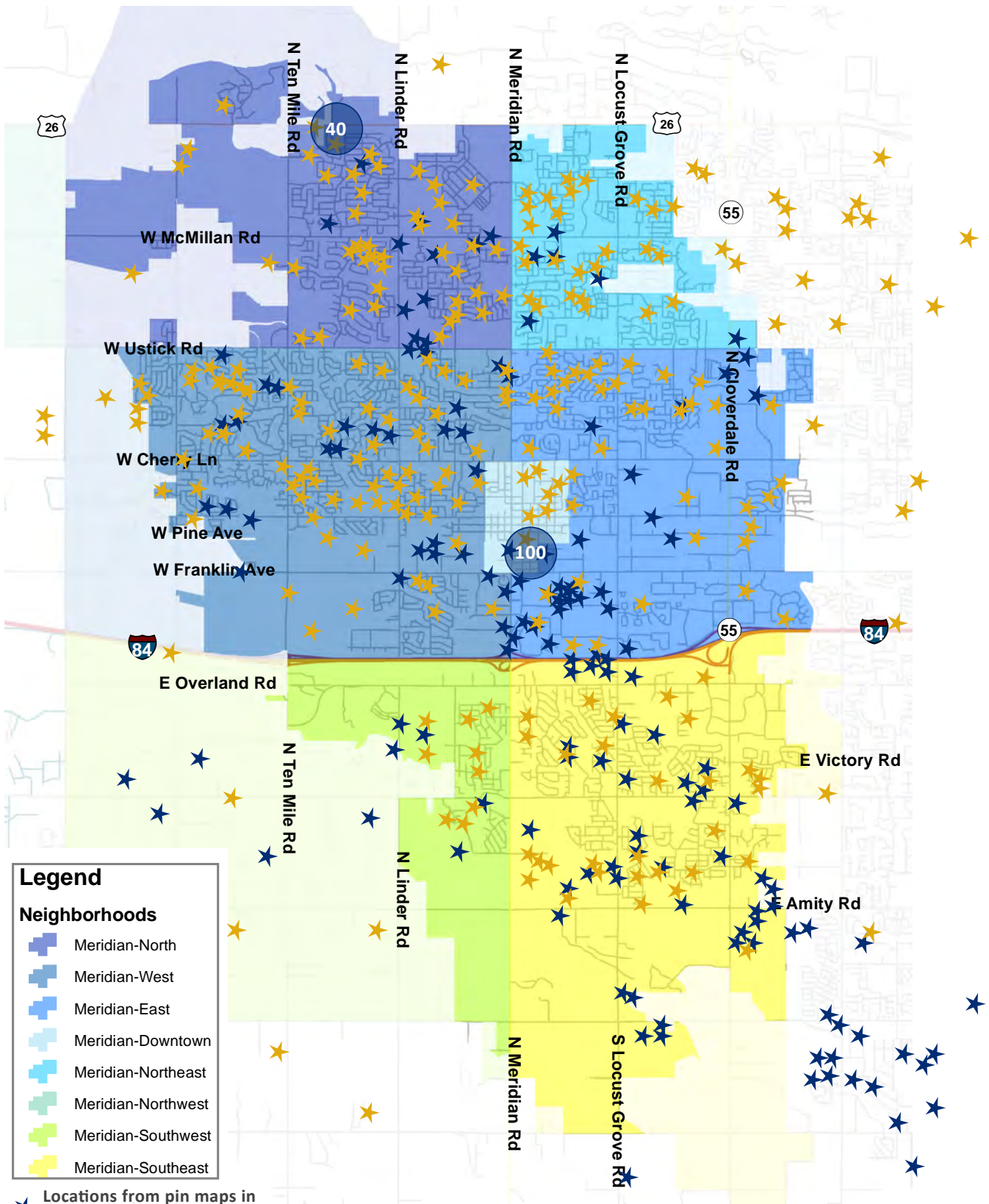
Outreach to Date.....	2
Current FLUM and Area Boundaries.....	3
What We Heard.....	4
The Fields.....	4
Magicview/Woodbridge.....	6
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South Rim.....	10
Public Event Map Comments.....	12
Verbatim Comments.....	15



THANK YOU FOR YOUR PARTICIPATION!

#MyMeridian www.MeridianCompPlan.com

MY MERIDIAN OUTREACH TO DATE



Legend

Neighborhoods

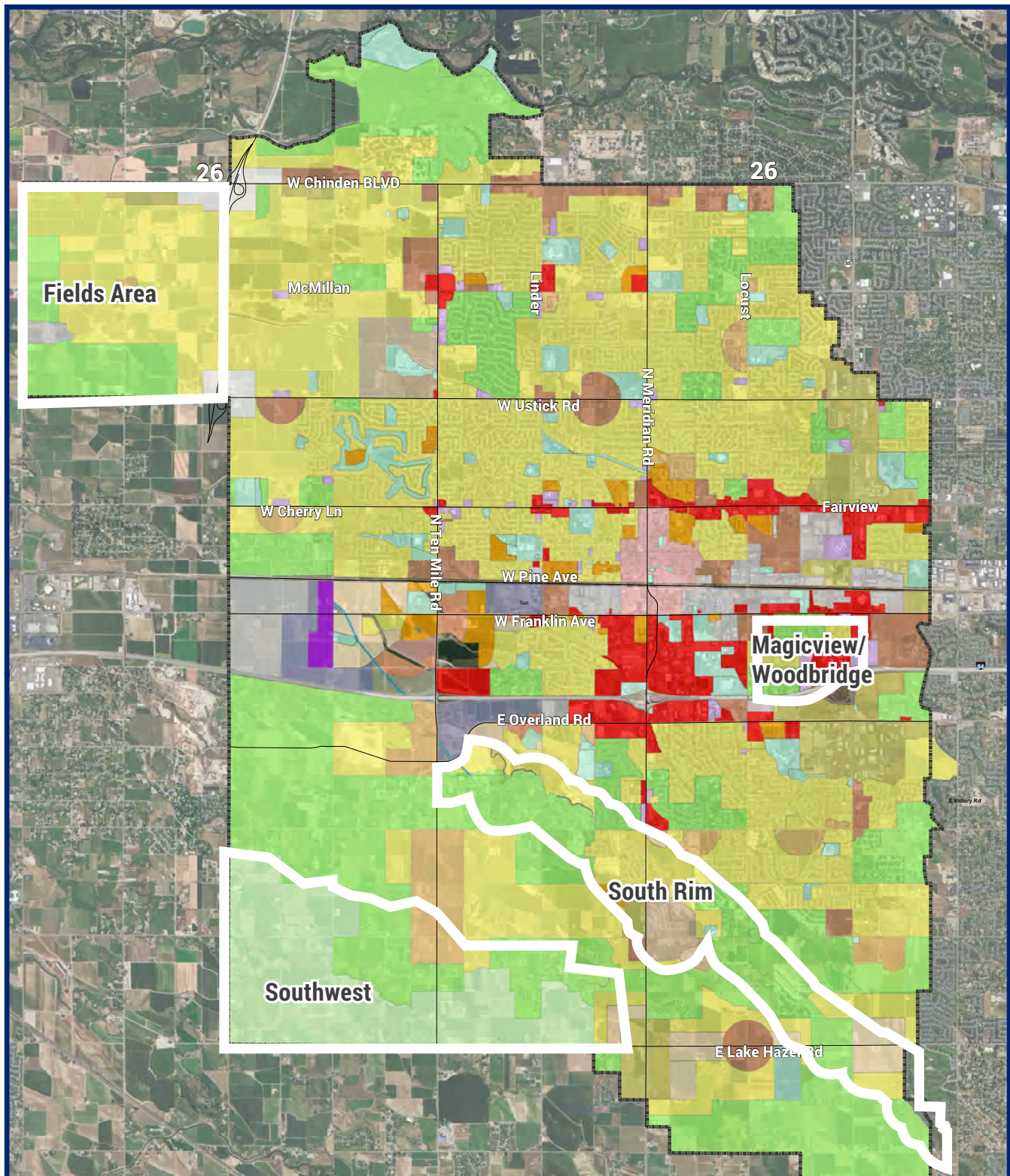
- Meridian-North
- Meridian-West
- Meridian-East
- Meridian-Downtown
- Meridian-Northeast
- Meridian-Northwest
- Meridian-Southwest
- Meridian-Southeast

- ★ Locations from pin maps in the Values Phase
- ★ Locations from pin maps in the Visioning Phase
- # Locations of specific area workshops and participants

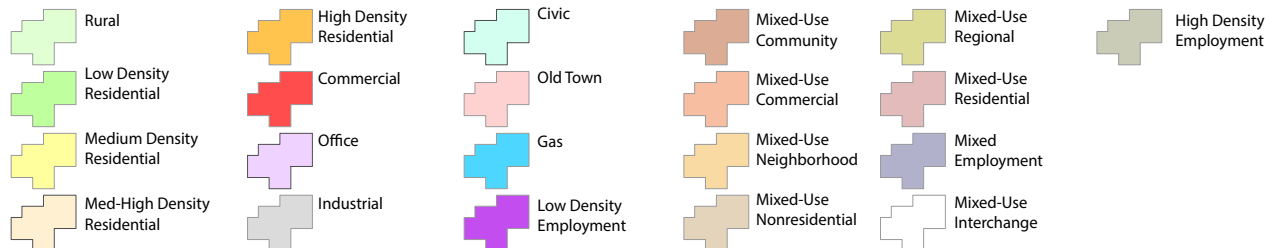
*March 13, 2019

Total Online participation to date*: 3996
Total in-person participation to date*: 961

CURRENT FUTURE LAND USE / SPECIFIC AREA BOUNDARIES

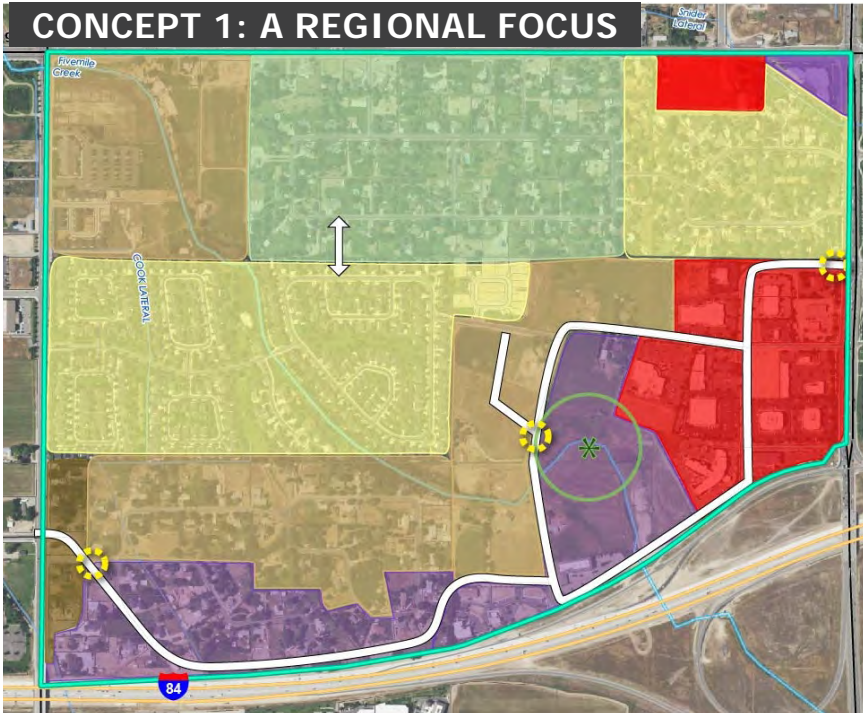


Adopted Future Land Use Map



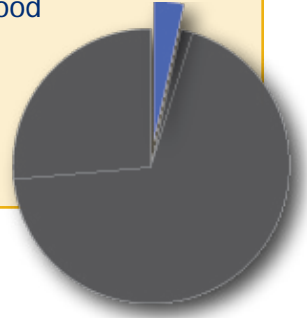
MAGICVIEW / WOODBRIDGE CONCEPTS

CONCEPT 1: A REGIONAL FOCUS

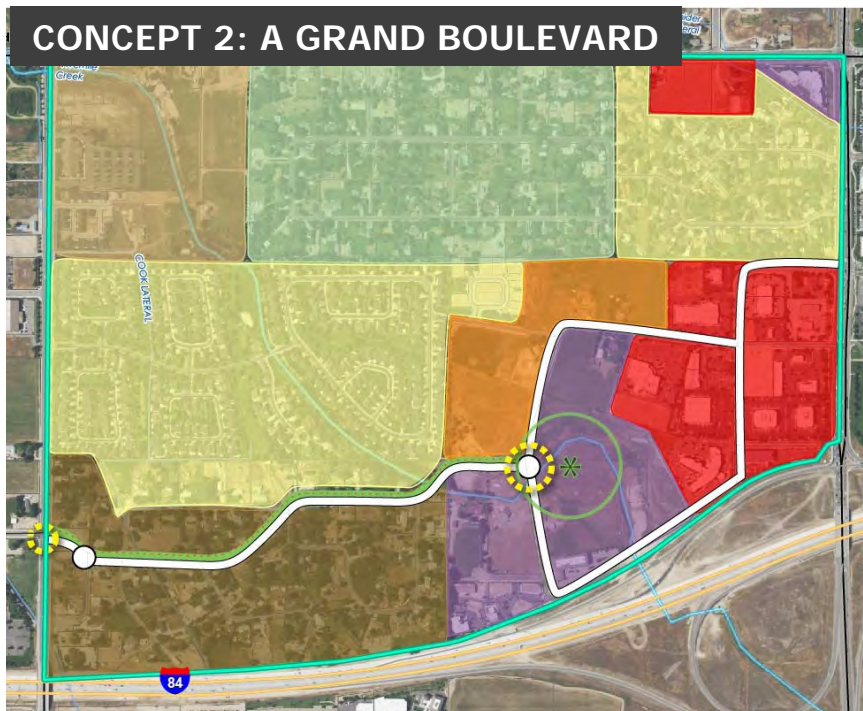


Concept 1:

- Roadway realignment along the freeway to maximize visibility
- Mixed-use intended to support hotel and conference facilities
- Pad of commercial to serve neighborhood
- Medium density residential should be phased and oriented to buffer existing neighborhood

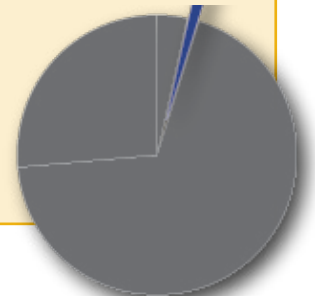


CONCEPT 2: A GRAND BOULEVARD

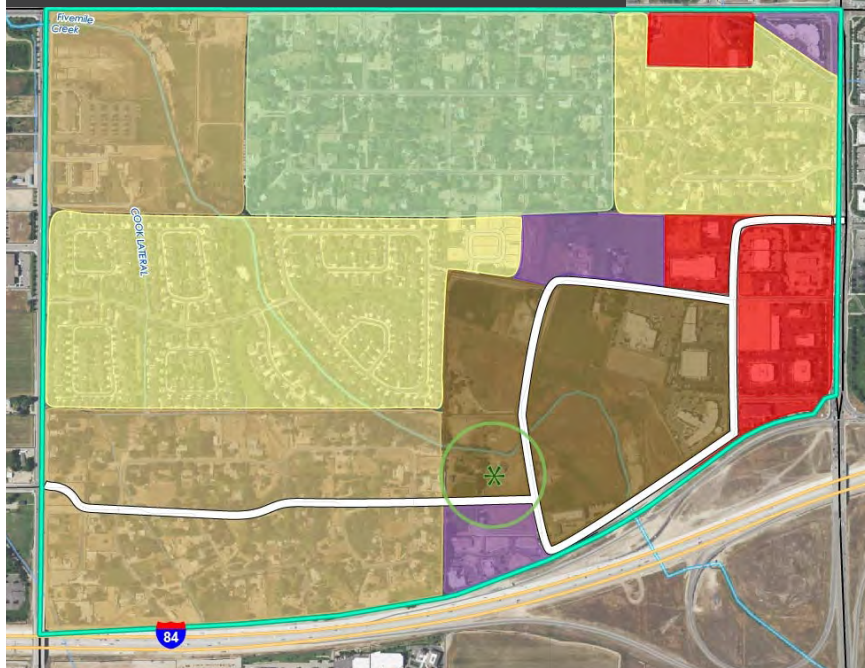


Concept 2:

- A Grand boulevard and parallel greenway connecting mixed-use areas to office and commercial
- A new park to encourage redevelopment
- Roundabouts to manage traffic flow
- Phased housing to buffer existing neighborhoods

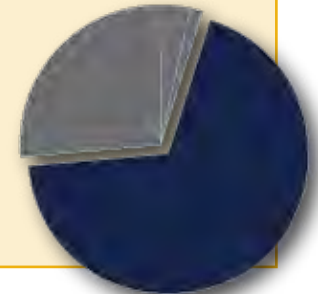


CONCEPT 3: AN URBAN ENCLAVE



Concept 3:

- Provided opportunity for slow redevelopment
- Mixed-use residential and non-residential to support office, residential, and commercial uses
- New commercial center that serves locally and regionally



Legend



Concept Future Land Use



Key Takeaways:

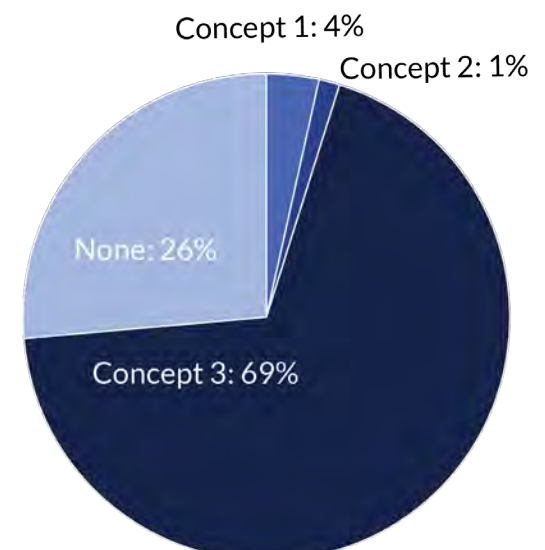
Overall, those who took the survey preferred Concept 3 which provides opportunity for slow redevelopment with a large area of residential mixed use to the south of the existing Woodbridge Subdivision and non-residential mixed use, office, and commercial uses moving closer to the east. A second runner up to Concept 3 was "none of the concepts."

Participants Generally Liked:

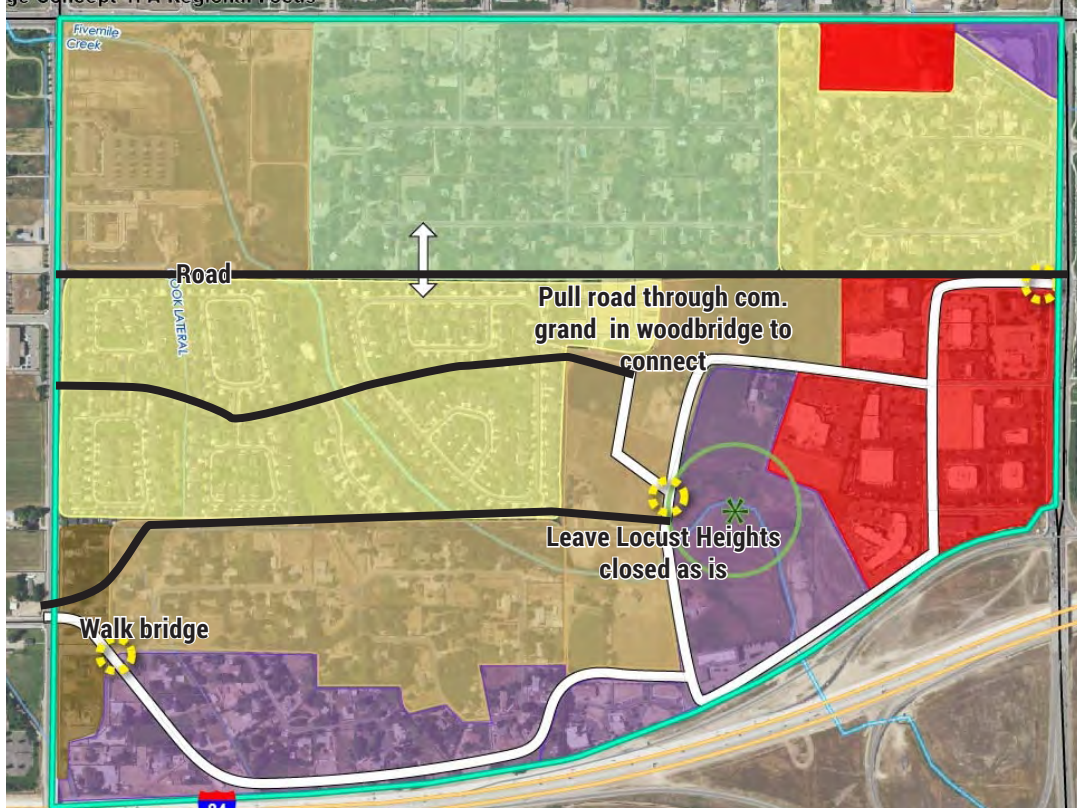
- The proposed park
- The greenway in Concept 2
- Roundabouts

Concerns:

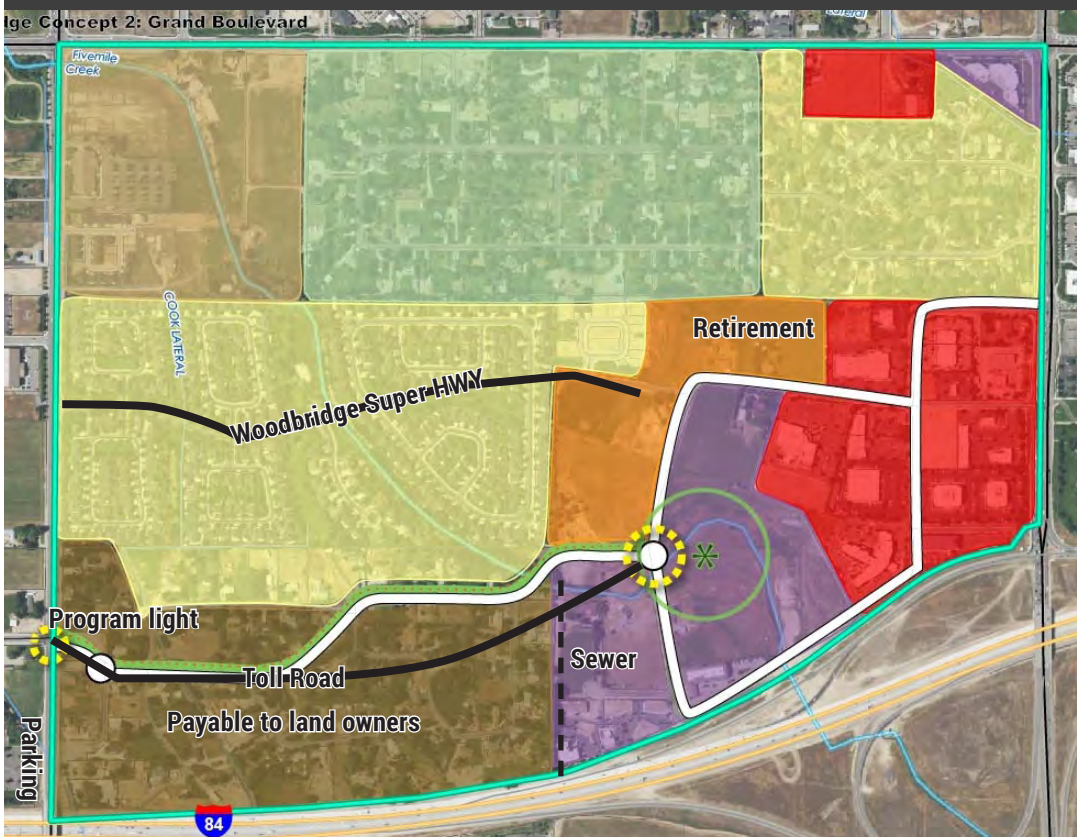
- Low-impact, low-density buffer from existing subdivisions
- High density housing will add to traffic congestion
- Many don't want the area to change



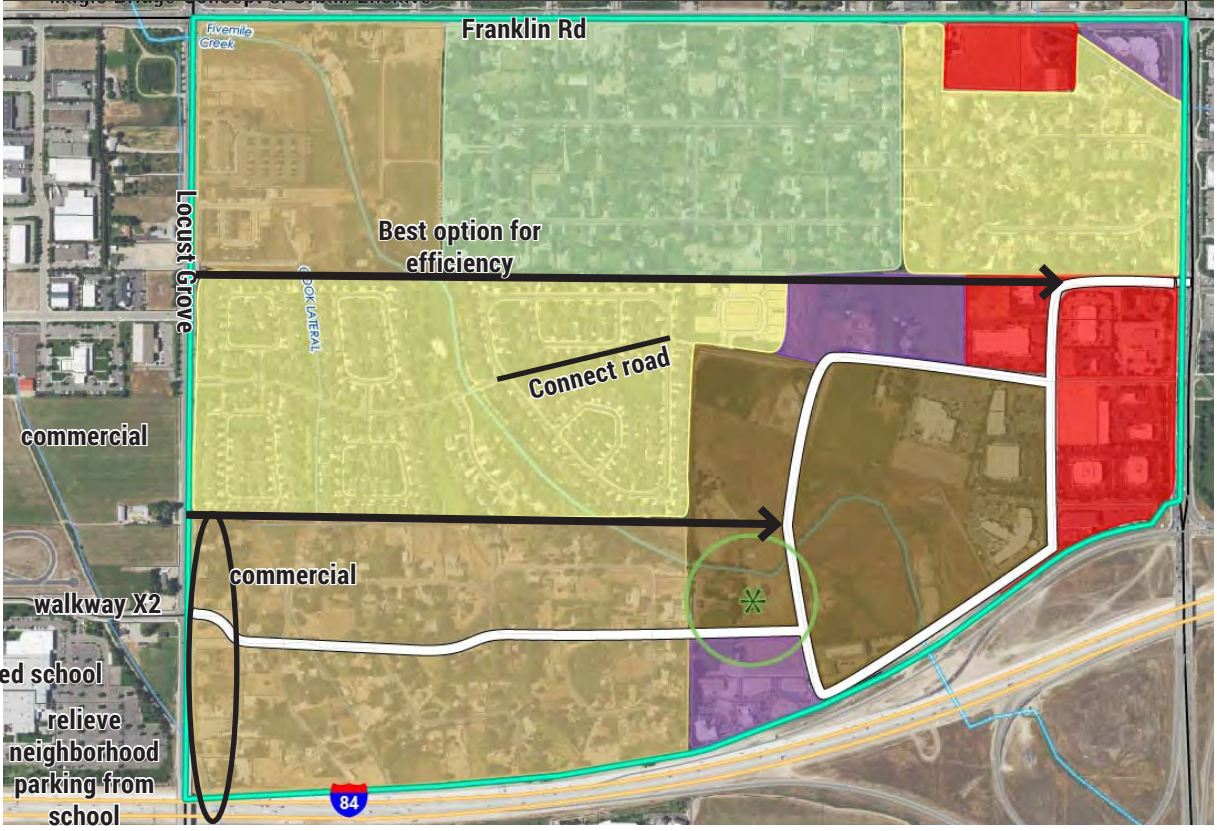
MAGIC/BRIDGE CONCEPT 1: A REGIONAL FOCUS



MAGIC/BRIDGE CONCEPT 2: A GRAND BOULEVARD



MAGIC/BRIDGE CONCEPT 3: AN URBAN ENCLAVE



Magicview / Woodbridge

Concept 1:

- Greenways, parks
- Consider the potential of decreasing the amount of MU Residential, shifting it instead towards Office or similar. The currently specified Office proposed seems relatively small and may be inadequate for fuller commercial development, particularly for the stated hotel/conference facilities as well as for anything that would truly deliver against the Regional Focus. Overall, I distinctly prefer this option over the others; first and foremost, Concept 1 is clearly and directly in line with and appears the only one that would actually fully deliver against the Meridian Vision and Planning goals.
- We think that with any of these concepts there needs to be an freeway interchange at Locust Grover to minimize the traffic on Eagle and Meridian roads.

Concept 2:

- I love roundabouts!

Concept 3:

- We need a lower density buffer adjacent to all sides of Woodbridge Subdivision in this Non-residential designation. Single story, low lighting, no high density next to our low density residential neighborhood. We do like the new road configuration which will alleviate the flow of traffic through Woodbridge. The purple office designation to our east should be light office **(This was said 53 times)**
- We have an amazing neighborhood and we are not enthusiastic about any change that would lower the standard of living here.
- Traffic thru must be alleviated. To the east of Woodbridge needs to be light office designation. There must be low density around Woodbridge. Thru the entire city quit cramming high density in every corner.
- We need low density to protect our subdivision and ease the traffic.
- Add a greenway along Five Mile Creek if possible.
- I like the idea of a park and the additional road access will help alleviate traffic use in the neighborhood. Woodbridge sub needs low density buffer around the neighborhood.
- NO high density housing. Fix the traffic issues - tired of my neighborhood being a raceway. Keep with hotel and light office designation. But know the Eagle Road - St Luke's Dr intersection is a mess now!
- I like the idea of a future park in the area, please ensure it is kid friendly.
- I like enclave 3 because it impacts the least amount of existing residences in the area. The other two options impact a large number of existing homes. Many of the people that live in this subdivision have been there for 30+ years. I would be very disappointed to see those family homes torn down. One of which is owned by one of my relatives. If changes have to be made to this neighborhood, please be considerate of those people who live in that area. Preferably, I would like to see no changes made to that area.
- The area off Wells, near where the canal/waterway is has a very high water table, and building on that land would be very costly. With the amount of wildlife that frequents along this area, it would be wonderful is a small park could be put in, in this area bordering both sides of the canal. This would not only help preserve the wildlife, but would give the neighboring hotels a place for guests to walk, visit. Especially those who are extended stay guests, like those with family in the nearby hospital. There are no small parks near this area.
- Increase sewer and water to other areas and follow through on a comprehensive that will allow for growth. Use foresight and opportunities that project outward. Vision is the only way to truly plan.
- A park or greenway should be added. My biggest concern is that the roads need to be constructed first. If building construction precedes the roads, there will be no leverage to force road construction. Further, is ACHD the entity for road construction or is the City of Meridian responsible? If the city, where does it get the money?

- We need a lower density buffer adjacent to all sides of the Woodbridge subdivision
- I strongly feel that #3 is the best option for our area. I have a lot of concern about adding high-density housing right next to the existing Woodbridge neighborhood in what is already a heavily trafficked area. I like the new road and the light office around this neighborhood. Single store and low-lighting associated with light commercial will be best.
- Allowing high density housing will further complicate traffic flow/access to Eagle Road.
- Roundabouts for existing traffic flows
- We would like to see low density residential around Woodbridge subdivision. Too much traffic coming through our neighborhood but the new road configuration would move traffic away.

Other:

- Medium Density Residential Buffer to the east & south of Woodbridge & Greenhill Estates A Collector road from Central & Locust Grove east through Locust View Heights connecting to the signal at St. Luke's ST. & Eagle Road No high density residential is constructed off of Magic View east of Woodbridge until the signal to signal (Central/Locust Grove to Eagle) is connected. The developments should be done in a responsible and respectable manner in relation to existing residential housing next to any proposed developments. **(This was said 20+ times)**
- We do not want Concept #1 – they are considering to change this area to mixed use residential which would allow apartments all around us. We don't want Concept #2 – This change would make it high density residential directly to the East of us. In other words, if they get this change, they could change it to high density apartments. Those of you that have been here for many years, remember that Woodbridge fought long and hard in early 2005 when we approached City Hall and P&Z through the appeal process to prevent Conger from building these high density apartments. It is this concept all over again. Concept #3 is the best choice for Woodbridge because directly to the east of us is mixed use residential so they can't build apartments. It is critical that you complete this tonight due to time constraints. You must vote in order to be heard. Thank you to everyone for your support.
- None of these concepts reflect other discussions that have been on going with regard to a step down buffer area adjacent to Woodbridge with any redevelopment to the south. Having a buffer of equitable R-8 residential style housing up against Woodbridge and then beginning any higher density construction or business designations to Woodbridge. In other focus groups we actually had concepts that reflected this design, but apparently this group did not. I think they should.
- I oppose all of your planning ideas. No one should be able to upturn peoples lives by destroying the neighborhood they live in. Any one of your plans would lower property value and disrupt our quiet lives. We moved into this neighborhood 15 years ago. We knew it would be a wonderful place to raise our family. My children are able to walk around the corner to visit their grandparents, as they also live in the neighborhood. The city of Meridian act like they care about family and community but all they care about is money. The people of this neighborhood shouldn't have to sacrifice because you didn't plan. Maybe Woodbridge shouldn't have been built. If this goes through and we are forced out of our homes where are we to go? We would never be able to find a comparable place. I just can't believe this is happening. It's one of my worst fears.
- I oppose all of your planning ideas. No one should be able to upturn peoples lives by destroying the neighborhood they live in. Any one of your plans would lower property value and disrupt our quiet lives. We moved into this neighborhood 15 years ago. We knew it would be a wonderful place to raise our family. My children are able to walk around the corner to visit their grandparents, as they also live in the neighborhood. The city of Meridian act like they care about family and community but all they care about is money. The people of this neighborhood shouldn't have to sacrifice because you didn't plan. Maybe Woodbridge shouldn't have been built. If this goes through and we are forced out of our homes where are we to go? We would never be able to find a comparable place. I just can't believe this is happening. It's one of my worst fears.
- Medium Density Residential Buffer to the east & south of Woodbridge & Greenhill Estates A Collector road

from Central & Locust Grove east through Locust View Heights connecting to the signal at St. Luke's ST. & Eagle Road No high density residential is constructed off of Magic View east of Woodbridge until the signal to signal (Central/Locust Grove to Eagle) is connected. This area has an inherent traffic problem I have discussed with ACHD. Getting traffic through the area, and on/off eagle road is a big problem. The intersections are overloaded already, and the intersections at eagle have a lower priority than eagle road or the hospital. One ambulance disrupts traffic for up to 30 minutes. Please consider low impact options for traffic. The developments should be done in a responsible and respectable manner in relation to existing residential housing next to any proposed developments.

- After attending your meeting, Tuesday, February 12, 2019, many concerns were raised: 1. This is stage three of four of a plan that has a great deal of impact on our neighborhood, yet this is the first time we have been informed. One committee member said it was generally reported on T.V. and newspaper but did not specify our neighborhood. 2. The three plans only addressed our neighborhood and did not consider any other alternatives. The concerns seemed to be the neighborhood to the north who had gained city approval without addressing traffic problems and now wants our neighborhood to remedy their problem. 3. Our neighborhood is an established county neighborhood that has at least four three generation families where the children have grown up, married, and are now raising their children down the street from grandparents. 4. A large percentage of our owners are original owners who have lived here since the early 1970s or are second or third owners who have been here since before 2000. 5. Any of your three plans would cut the neighborhood into sections and would move families and friends who depend on each other for safety, friendship, and health. this appears to be a city problem and should be settled within city boundaries. The original plan of the valley to have one mile main road should be honored and not infringe on neighbors' rights or livelihood.
- The presentation Feb. 12, 2019 only considered three passages through County land of Locust Grove Heights Subdivision to connect Locust Grove and Eagle Roads. Less expensive and less intrusive roads could be on city property: 1) Straight through Woodbridge --instead of T after the bridge, go through the green area and connect to the outlet on the east side of Woodbridge. 2) Take a lane on the north or south side of the L.D.S. church to connect with property to the east. An established three generation neighborhood should not be disrupted to meet the needs of poor planning by new subdivisions. Franklin Rd. is established for through traffic so this is not a need but a want.
- I have learned with shock and dismay that the Locust View Subdivision where I have lived for 47 years in Meridian is being considered for disruption by a proposed roadway. Left standing by development all around us, we have maintained a modest group of acreages where generations of families have lived and loved for more than fifty years. Overlooked, it has thrived as a semi-rural environment: quiet, winding streets; pastures; mature trees, neighborliness, tolerance, a place where joggers and bicyclers from other places come to find safety and exercise out of the main, speed-driven adjoining streets. In some cases, individuals have enhanced standardized farm home properties; others have created bases for cottage industry. Still living here are retired teachers, widows, aging veterans, and disabled persons alongside young lively families. Few homes are ever advertised for sale; it is a stable neighborhood. It has enabled many of us to maintain a quiet, self-reliant, relatively unpolluted home environment. Our children used to sled on adjacent property now filled with new homes. Traffic is confined to that of homeowners, visitors, and school buses and does not endanger the paths of children or walkers. In short, we have been endowed with an affordable place which many others might strive to achieve. In fact, the very values the comprehensive plan subscribes to in print are already vested here and would be contradicted by the proposed changes. What we cherish and have striven to maintain would be swept away with an increase in traffic and a change in configuration. An aerial view reveals our subdivision to be a green oasis which counters some of the freeway noise and compromised air quality. It forms a unit which has its own irrigation system, pasturage for horses, goats, and chickens and room for gardens whose bounty is shared. It embodies and preserve the values of the stakeholders expressed in #My Meridian Vision (p. 10-11) and repeated again and again: family friendly, community, open space, small acreages, small town atmosphere. Furthermore, within the Summary of Stakeholder Feedback (p.6) key topics are said to be: balance between growth and values; preservation of open space; preserve small town and rural character; and improve traffic.

What traffic studies justify sacrificing the first three of these values for the last one, which would be involved in intruding a roadway through the Locust View Heights Subdivision. What cost, maintenance, environmental and residential impact beyond that already inherent in main roads such as Franklin, Locust Grove, and Overland is being fully measured.

- ACHD could have run a road from Locust Grove Road to Eagle Road straight thru along Woodbridge and Green Hill before Woodbridge was built. Piss poor planning on ACHD does not lead to running a road thru our subdivision. I have lived here for 48 years.

Southwest Meridian

Concept 1:

- More trails! I go for long runs along these roads. Its beautiful scenery, but hardly any room on the side of the road.
- I think the Northeast corner of S. McDermott and Lake Hazel should be zoned commercial so we can build a 7-eleven or Maverick there. Maybe Stinker. Local gas and convenience store cuts down on traffic.
- Keep Medium and High Density areas south of the canal. We do not want Medium density in our area
- Personally, I don't like either one of these. My farm is at the northwest corner of Blackcat and Amity. 160 acres. There is nothing in these plans about open space , which is what everyone is screaming for. The people that are in want open space. And aren't you people concerned about farmland preservation? This map of your #6 currently has lots of green in it. You can see all of the farms. Why don't you do something to preserve that. Why do we have to have every inch of land put into houses? Aren't you concerned about where your next meal might come from, or are you like the new Governor of Georgia? He is going to get his food from the grocery store . Well where does he think the grocery store gets it? There is a bumper sticker that says No Farms, No Food . Just leave what is zoned Agriculture as Agriculture. If you have to zone #6 as something, zone it all into Low Density, nothing under 5 acre lots. At least there will be a little bit of Open Space left in Ada County.
- Bigger lots for houses. Some of these houses you can reach out and shake hands with your next door neighbor. We moved here to Meridian 24 years ago and we love our city. We don't mind the growth because every one wants to live in the best place possible for their family. Be careful of too much density as it will spoil a lot of the wonderful life we all enjoy in our lovely city.
- Use of some pockets for small commercial occupancies.
- Please zone for more 1 acre or larger lots to preserve the rural area as much as possible.
- The area shown as 'Southwest Meridian' is actually unincorporated Ada County. We like it that way. We definitely need an urban buffer of small farms and fields between the massive urban sprawl developing in our valley. Everything south and west of the South Rim area should be kept as Agricultural and Low Density Residential.
- I would want to be zoned to southwest meridian schools. I love the idea of keeping big lots and have an place to hike!
- Retain rural corridor along 10 Mile between Victory and Amity to blend with existing development at Twin View Lane and larger acreages North of Victory. Keep this entire corridor as a buffer between Kuna encroaching from the South. Keep residential because of land ownership by West Ada School District for possible school East side of 10 Mile between Victory and Amity.

Concept 2:

- I like the idea of mixed use along 10-Mile Road. Gets tremendous traffic because of the freeway and Kuna at the other end.