

# DRAFT TECHNICAL MEMORANDUM

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January 22, 2026

Project# 31860

To: Carl Anderson, City of Meridian

From: Chenming Zhang, Nick Foster, and Brooke Green, Kittelson & Associates  
Miriam McGilvray and Ben Ryan, Logan Simpson

RE: Plan Review, Land Use Analysis, and Initial Concepts

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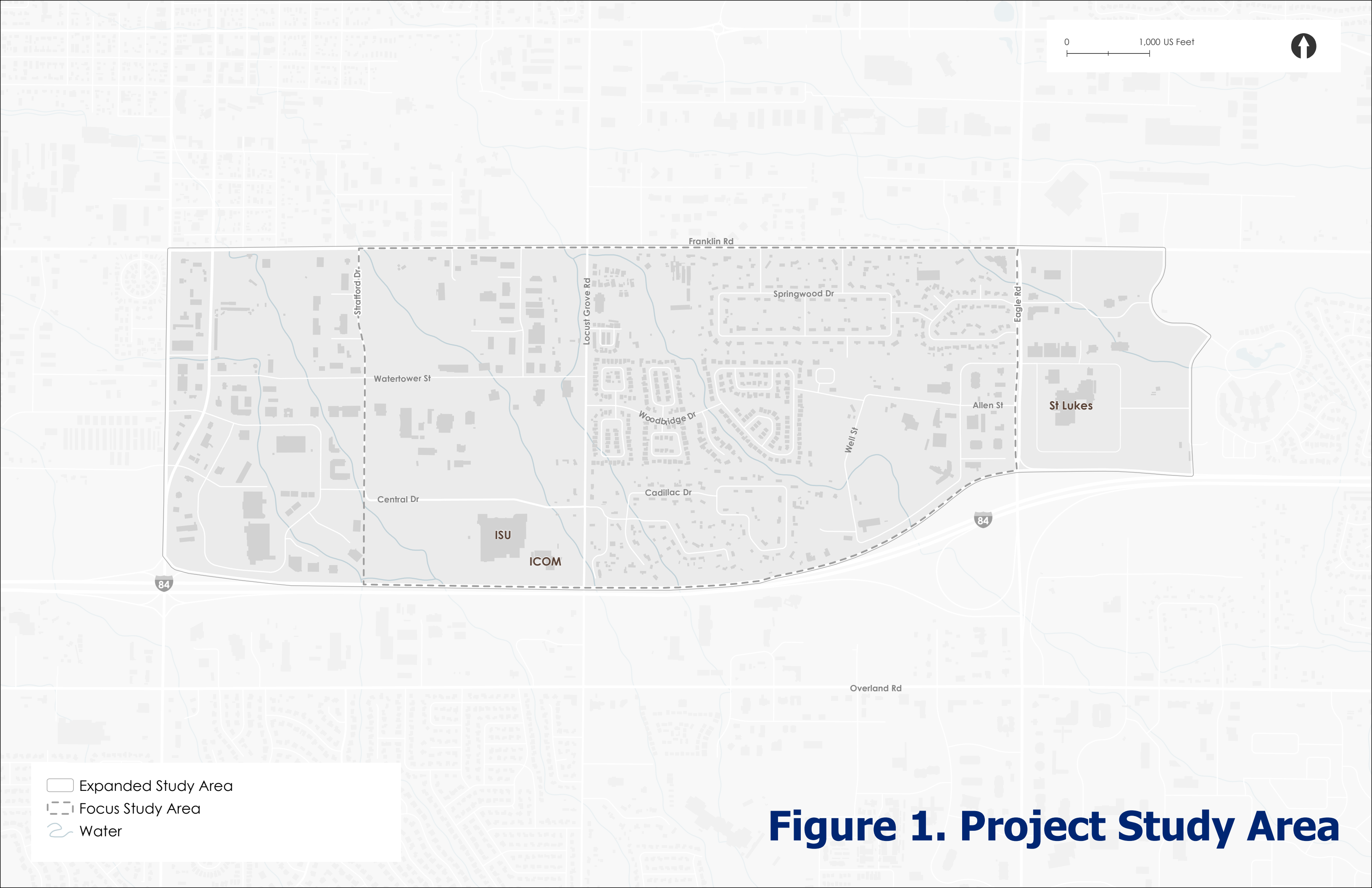
## Introduction

The City of Meridian is looking to build on the 2019 Meridian Comprehensive Plan by creating a realistic plan for a connected transportation network in 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 memorandum summarizes existing plans and land use conditions. It also identifies and evaluates five potential new east-west collector roadway alignments and other transportation and development opportunities within the study area. Based on the initial evaluation, three of the five alignments were selected for further refinement and detailed analysis to better align with the City's goals for this project.

## PROJECT AREA

Figure 1 illustrates the 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.



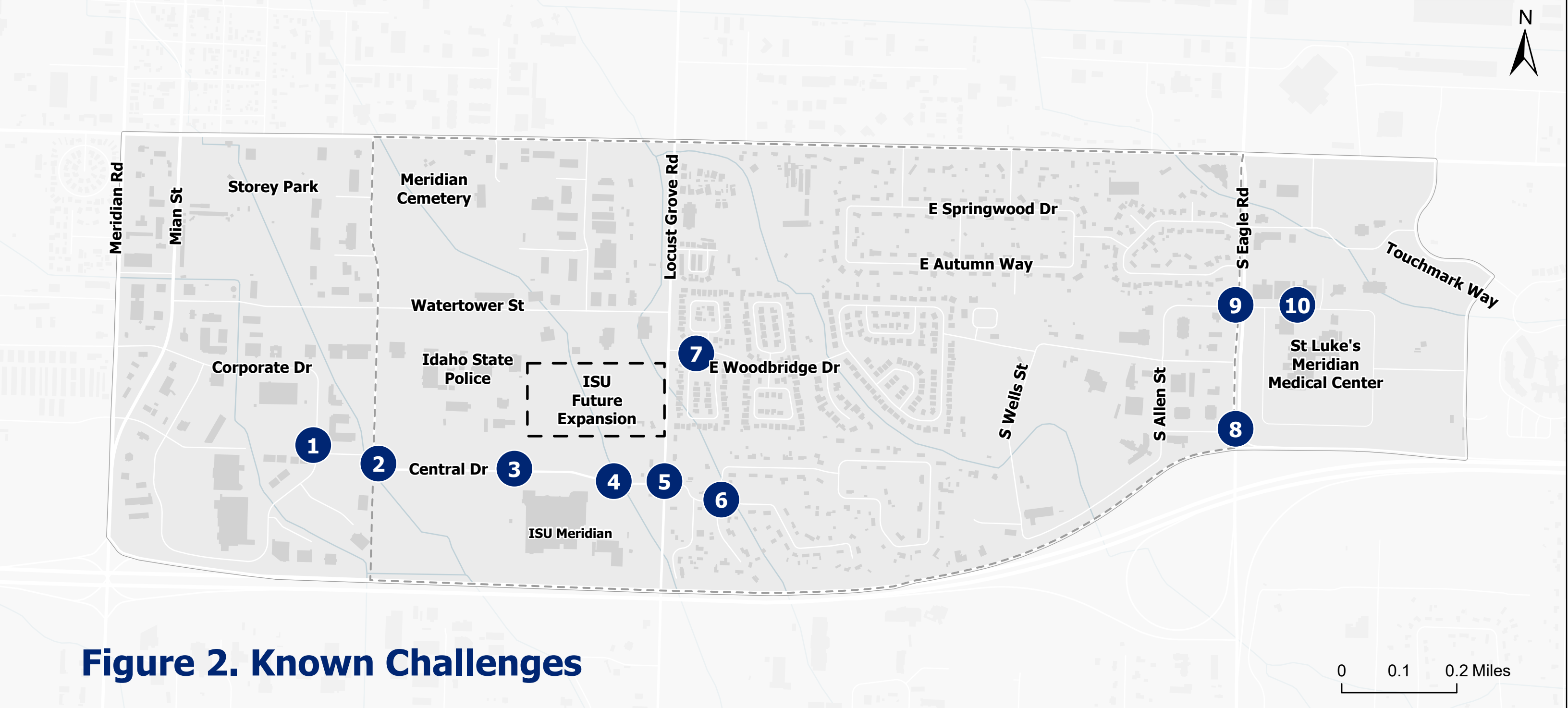
**Figure 1. Project Study Area**

## KNOWN 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 realizing this vision.



**Figure 2. Known Challenges**



## 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 and future 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 about the ISU annexation request.	Analysis of proposed site access, multiuse pathway extension, and parking design standards compliance. The project will be incorporated into the city's comprehensive plan; no planned unit development is currently proposed.
Land Use Plan (2017)	Hand sketches of proposed land use changes on printed maps.	Identifies 2017 existing road conditions and potential traffic calming locations.
Magic Bridge Concept Plan (2019)	Provides concept plans for the study area	Identifies alternative roadway alignments through the study area, as well as potential land-uses, including parks, and trails.
Meridian Downtown Neighborhood Transportation Plan (2017, Update in 2023/2024)	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.
My Meridian Specific Area Summary (2019)	Part of the My Meridian Comprehensive Plan Update	Identifies three land-use and transportation concepts for the study area. Three concepts: "A regional focus", "A grand boulevard" and "An urban enclave" were put forward for public discussion, each with a different roadway network strategy.
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.
Transportation Impact Studies (2024)	ISU annexation TIS	Recommends signal timing adjustments and addition of a southbound right-turn lane at the Central Drive/Locust Grove Road intersection. Recommends a second westbound through lane

			on Central Drive.
Staff Report (2019)		H-2019-0127 Andorra Senior Living	Includes a project description and proposed concept design for access routes, pathways, sidewalks, and parkways
Staff Report (2020)		H-2020-0078 1625 E. Bentley Drive	Includes analysis of the existing access and road network and proposes a new roundabout plan.
ACHD FYP		Ada County Highway District Five Year Plan for fiscal years 2026-2030	Includes a project where ACHD plans to replace Wells Street Bridge #1224 over Five Mile Creek, designed to accommodate future widening from two to three lanes with curb, gutter, and sidewalks in 2029.

## Land Use Analysis

Attachment "A" provides a comprehensive analysis of current conditions and future growth potential within the project area. The document highlights the existing land uses, zoning and housing characteristics, while evaluating development (new and redevelopment) potential in the project area.

### 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 Community Business (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.

## Initial Concept Development & Evaluation

Based on our previous land use analysis, discussions with the City, and stakeholder interviews, five alignment alternatives for a new east-west collector have been developed. These concepts consider adopted future land-use designations and other changes completed since the Comprehensive Plan's adoption. The project team has also completed a high-level evaluation of the concepts against the project's objectives. A more detailed evaluation will be completed on three concepts selected by the City for further evaluation.

### INITIAL CONCEPTS

Five initial concepts were developed to improve connectivity and address challenges shown in Figure 2. Figure 3 illustrates these concepts. The concepts are primarily focused on connecting Locust Grove Road to Eagle Road; however, they also include options for increasing connectivity west of Locust Grove Road and east of Eagle Road.

### 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 E 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, a 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.
- **Concept 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. However, the Locust Grove Road intersection may not meet ACHD access spacing requirements for a minor arterial.

Should this alternative move forward, modifications to address ACHD access policy may need to be incorporated during design.

- **Concept 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 Wells Street and the existing section would need to be widened to meet ACHD collector standards. While the current Tonino Ave alignment is not ideal for direct connectivity, the curved alignment discourages speeding. This alternative would likely result in the lowest property impacts; however, the internal alignment may limit future redevelopment potential for non-residential land use.
- **Concept 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 Wells St. This concept is similar to the “Grand Boulevard” concept in the My Meridian Comprehensive Plan Update.
- **Concept 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.

## 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 3 illustrates these opportunities.

### West of Locust Grove Road

The 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 3 presents multiple 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, Watertown 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.

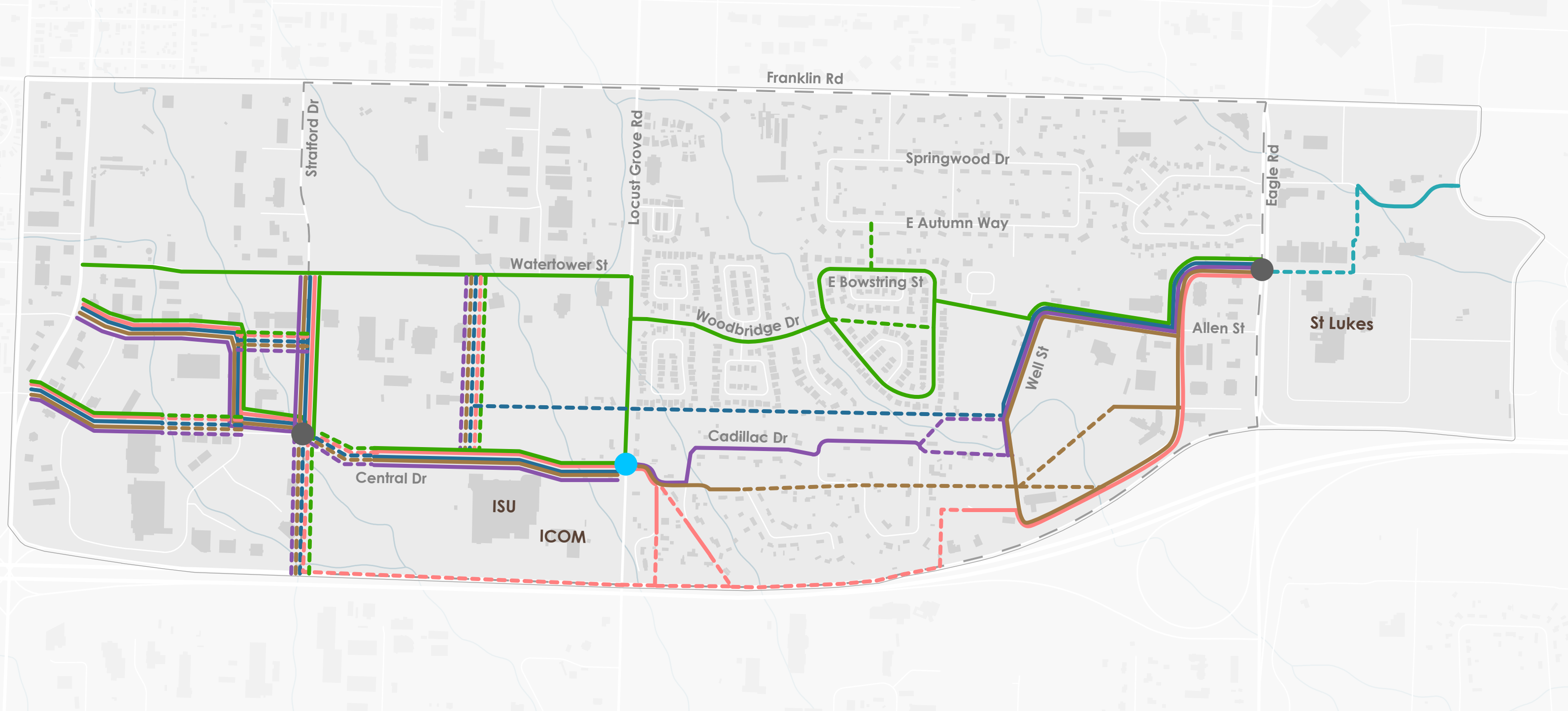
During stakeholder engagement with ISU, ICOM and West Ada School District, the following additional opportunities for potential transportation improvements were identified:

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

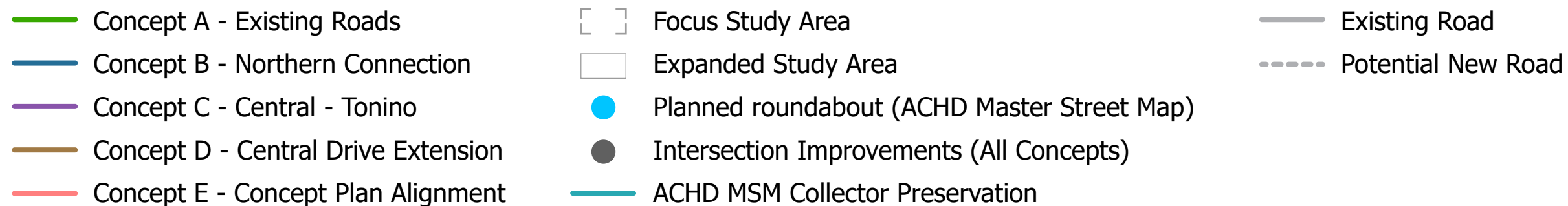
## East of Eagle Road

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 3. 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.



**Figure 3. Initial Collector Road Concepts**





## INITIAL CONCEPT EVALUATION

The project team evaluated each concept for connecting Locust Grove Road to Eagle Road at a 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?
  - Will the concept generate new development in the study area?

Table 1 summarizes the results of this evaluation.

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 evaluation is included in Attachment "C."

**Table 1 Initial Concept Evaluation**

Concept	Criteria		
	Land Use	Transportation & Utilities	Feasibility
<b>Concept A</b>	<ul style="list-style-type: none"> <li>Some homes front on the roadway, reducing livability and property appeal.</li> <li>Alternative option would impact open space and adjacent properties and may require taking property.</li> <li>Unlikely to spur redevelopment.</li> </ul>	<ul style="list-style-type: none"> <li>Not a direct connection, requires using Locust Grove Rd. and circuitous routing through a subdivision.</li> <li>Unlikely to facilitate the extension of public water and sewer services.</li> </ul>	<ul style="list-style-type: none"> <li>Roads already exist and the connection could be enhanced with intersection upgrades.</li> <li>Upgrading existing roads to ACHD collector standards would impact adjacent properties.</li> <li>Least environmental disturbance.</li> </ul>
<b>Concept B</b>	<ul style="list-style-type: none"> <li>Road behind houses could create noise and light impacts to adjacent homes on both sides.</li> <li>Unlikely to spur redevelopment.</li> <li>Could maintain existing neighborhood character and infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Direct connection from Locust Grove Road to Wells St.</li> <li>Likely to facilitate the extension of public water and sewer services to only a limited area.</li> </ul>	<ul style="list-style-type: none"> <li>Right-of-way acquisition needed – full parcels may need to be required, depending on location and condition of septic and other infrastructure.</li> <li>Entirely new road from Locust Grove Rd. to Wells St.</li> <li>Fivemile Creek crossing required.</li> </ul>
<b>Concept C</b>	<ul style="list-style-type: none"> <li>Internal alignment may limit redevelopment potential for non-residential land use.</li> <li>Some homes front on the roadway, reducing livability and property appeal.</li> <li>Large parcels reduce the likelihood of properties being split or rendered unusable.</li> </ul>	<ul style="list-style-type: none"> <li>Provides a direct connection across Locust Grove Rd. from Central Dr.</li> <li>Circuitous routing.</li> <li>Traffic calming may be required if front-on housing remains.</li> <li>Likely to facilitate the extension of public water and sewer services to a</li> </ul>	<ul style="list-style-type: none"> <li>Potentially lowest right-of-way impacts of routes requiring new road construction.</li> <li>Existing roads would need to be widened to ACHD collector standards, which could impact adjacent properties.</li> </ul>

Concept	Criteria		
	Land Use	Transportation & Utilities	Feasibility
		moderate amount of the area.	<ul style="list-style-type: none"> <li>• Fivemile Creek crossing could potentially be avoided, but one may be required.</li> </ul>
<b>Concept D</b>	<ul style="list-style-type: none"> <li>• Opportunity to create linear park/greenway along roadway.</li> <li>• Opportunity for larger redevelopment projects through parcel assembly. Success of this hinges on successful coordination with landowners.</li> <li>• Limited front on housing.</li> <li>• Bisects an existing neighborhood.</li> </ul>	<ul style="list-style-type: none"> <li>• Most direct connection from Central Dr. to Wells St.</li> <li>• Option to extend the connection to Allen St. to further local road connectivity.</li> <li>• Likely to facilitate the extension of public water and sewer services widely through the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Significant right-of-way needs.</li> <li>• Requires some new road construction.</li> <li>• Existing roads would need to be widened to ACHD collector standards.</li> <li>• Avoids crossing Fivemile Creek unless extended to Allen St.</li> </ul>
<b>Concept E</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Additional connections from the frontage alignment up to Central Drive could stimulate development on the east side of Locust Grove Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not require using Locust Grove Rd.</li> <li>• Some out-of-direction travel.</li> <li>• Potential grade-separated crossing of Locust Grove Rd. would further increase connectivity.</li> <li>• Likely to facilitate the extension of public water and sewer services to a moderate amount of the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially significant right-of-way needs.</li> <li>• Concept is mostly new roads.</li> <li>• 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.</li> <li>• Extending west of Locust Grove would be complex and costly.</li> <li>• Avoids crossing Fivemile Creek.</li> </ul>

Based on this initial evaluation and input from the city, Concepts C, D, and E, shown in Figure 4, 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 4 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.



**Figure 4. 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

21 January 2026

# STRATFORD TO TOUCHMARK TRANSPORTATION CONNECTION FEASIBILITY REPORT LAND USE ANALYSIS

## Existing Conditions

The Stratford to Touchmark Transportation Study Area includes a mix of residential, commercial, and industrial land uses. Understanding these existing conditions provides a baseline for evaluating redevelopment potential, land use changes, and future growth patterns.

## ZONING

Zoning within the study area consists of primarily residential and commercial uses, with small portions of industrial throughout. However, there is a significant portion of the area that is not within the City of Meridian and is currently under the jurisdiction of the County.

**Table 1: Acreage and Percent of Study Area by Zoning District**

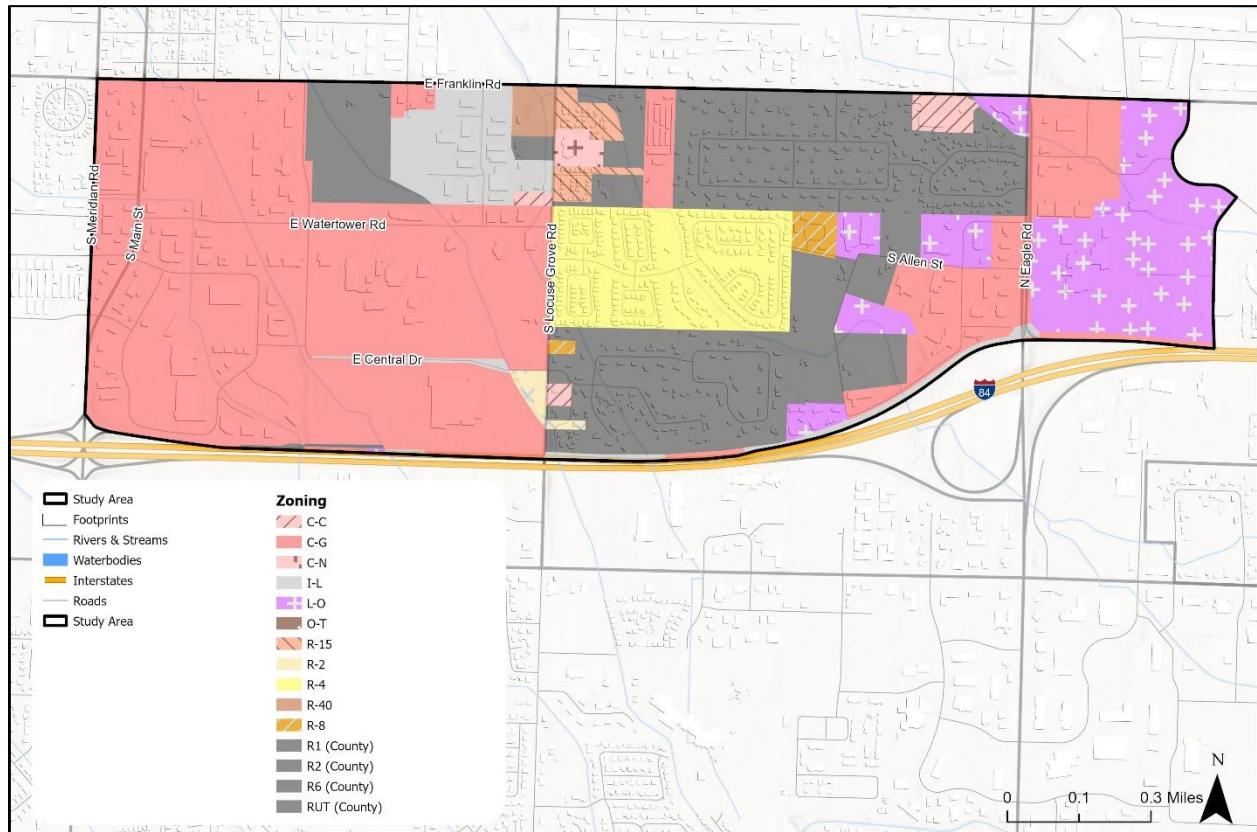
Zoning District	Acreage	Percentage
<b>C-G (General Retail &amp; Service Commercial)</b>	468.3 acres	45.2%
<b>R1 (Estate Residential – County)</b>	167.6 acres	16.2%
<b>L-O (Limited Office)</b>	116.2 acres	11.2%
<b>R-4 (Medium-Low Density Residential)</b>	80.8 acres	7.8%
<b>RUT (Rural-Urban Transition – County)</b>	79.4 acres	7.7%
<b>I-L (Light Industrial)</b>	50.8 acres	4.9%
<b>R2 (Low Density Residential – County)</b>	28.6 acres	2.8%
<b>R-15 (Medium-High Density Residential)</b>	11.4 acres	1.1%
<b>C-C (Community Business)</b>	9.5 acres	0.9%
<b>R-8 (Medium Density Residential)</b>	6.3 acres	0.6%
<b>R-40 (Medium Density Residential)</b>	6.2 acres	0.6%
<b>C-N (Neighborhood Business)</b>	4.7 acres	0.5%
<b>R-2 (Low Density Residential)</b>	4.4 acres	0.4%
<b>R6 (Medium Density Residential – County)</b>	1.4 acres	0.1%
<b>Total</b>	<b>1,035.6 acres</b>	<b>100%</b>

The zoning pattern is characterized by a significant concentration of Community Business (C-G) zoning, which alone accounts for nearly half of the study area. This is followed by substantial areas of low-density residential zoning, including R-1 and Limited Office (L-O) districts, which together establish the residential character of much of the area. Smaller pockets of other residential and commercial districts, along with limited industrial zoning, further diversify the overall land use structure.

These distributions establish the framework for current land use, density, and development intensity within the study area. Map 1 illustrates the geographic distribution of zoning districts.



**Map 1: Zoning**



## FUTURE LAND USE

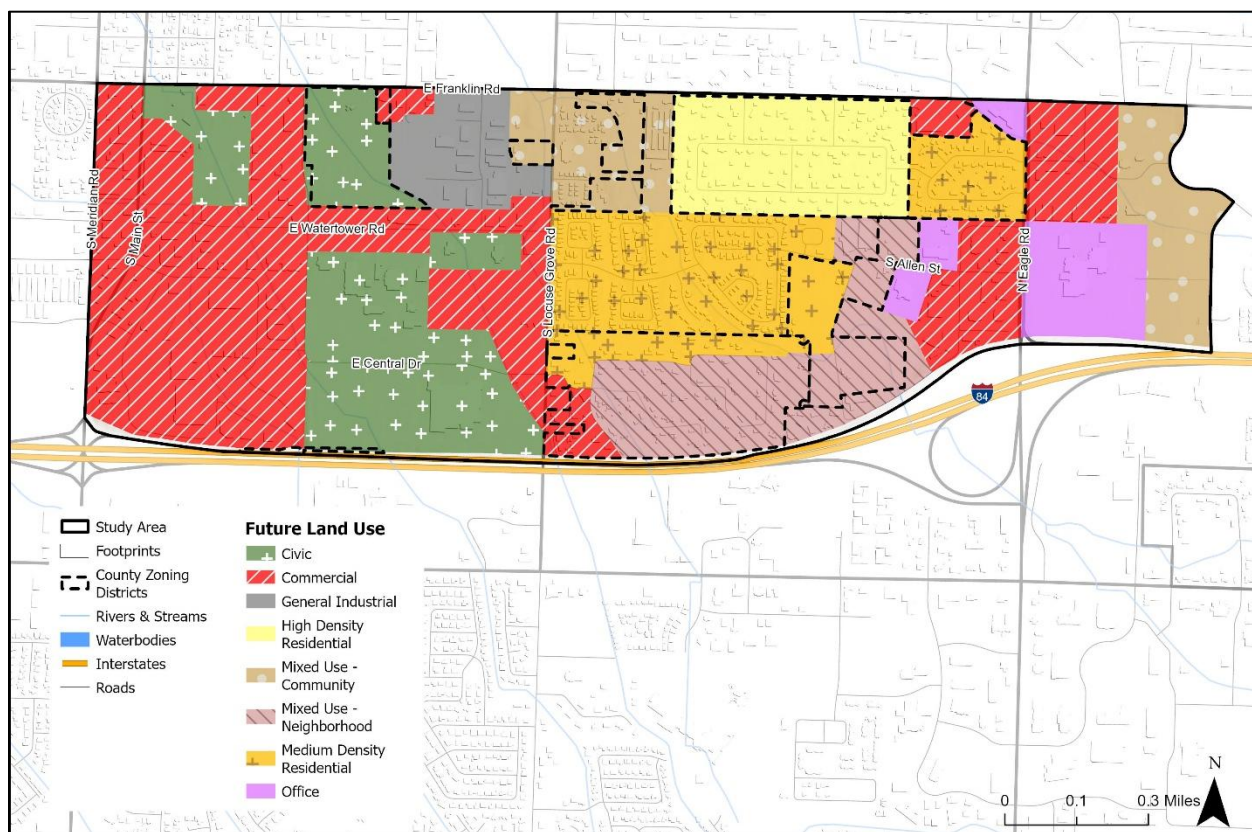
The study area contains a diverse range of future land use categories, reflecting the range of residential, commercial, and mixed-use development patterns within Meridian. Primary future land uses include Civic, Low and Medium Density Residential, Mixed Use – Community, Mixed Use – Neighborhood, Office, and Commercial, with the largest acreage occupied by Commercial land uses. The following table summarizes the distribution of future land uses within the study area.

**Table 2: Future Land Use Acreages**

Future Land Use Type	Acreage	Percentage
<b>Commercial</b>	336.4 acres	33.2%
<b>Civic</b>	158.7 acres	15.6%
<b>Medium Density Residential</b>	148.8 acres	14.7%
<b>Mixed Use – Neighborhood</b>	100.5 acres	9.9%
<b>Mixed Use – Community</b>	96.2 acres	9.5%
<b>Low Density Residential</b>	79.7 acres	7.9%
<b>Office</b>	54.8 acres	5.4%
<b>General Industrial</b>	39.4 acres	3.9%
<b>I-84 Right of Way</b>	21.2 acres	2.1%
<b>Total</b>	<b>1,035.6 acres</b>	<b>100%</b>

In total, the study area is roughly 40% of commercial and office space, followed by residential and mixed-use areas. One key difference between the zoning and future land use of the area is the incorporation of R1, R2, R6, RUT zoning districts within the Future Land Use map. Aside from zoning, Ada County does not plan long-term for unincorporated enclaves or unincorporated parcels if they are within the City's Impact Area. If the property owners of these unincorporated enclaves are interested in being annexed and incorporating into the City, redevelopment would be guided by the City Meridian Future Land Use designations. Map 2 shows the distribution of future land use categories throughout the study area.

**Map 2: Future Land Use**



## HOUSING CHARACTERISTICS

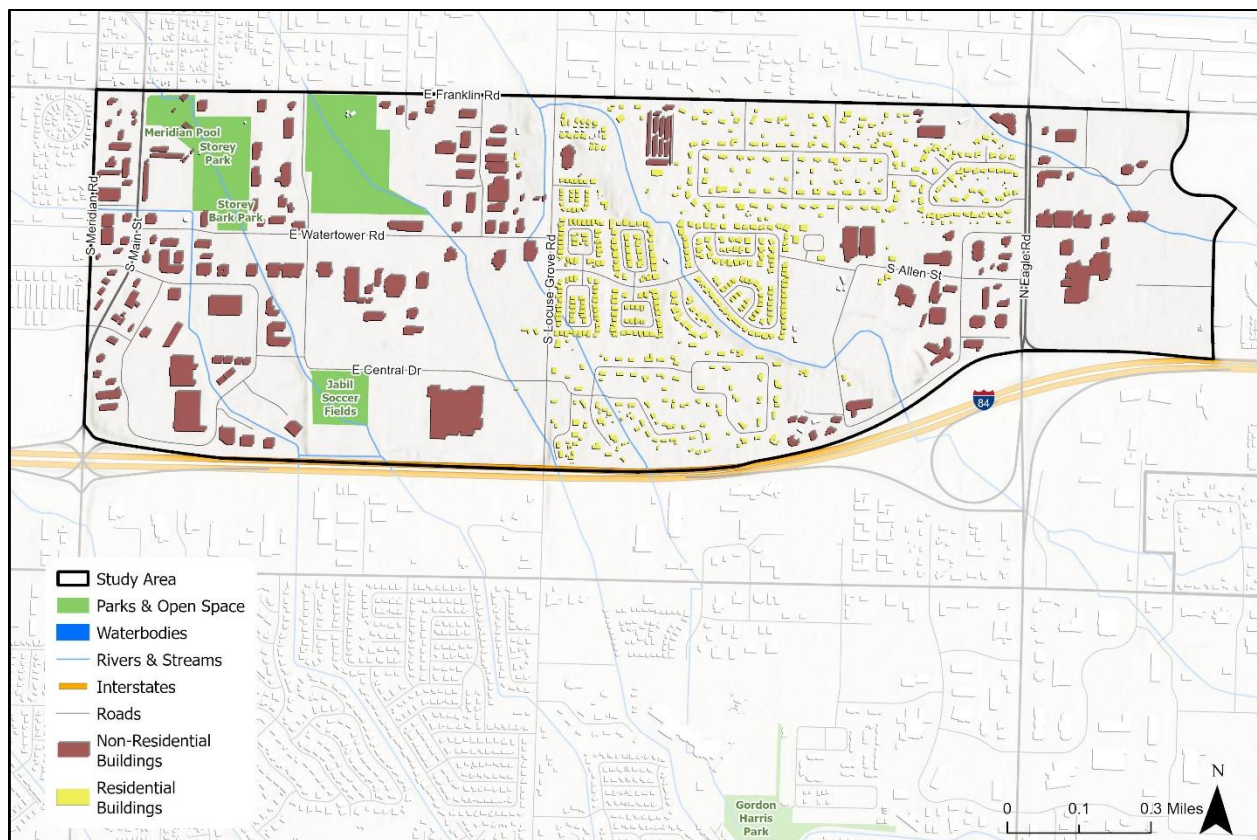
The study area contains approximately 590 dwelling units, representing a mix of housing types and densities. Most of these units are concentrated within the R-4 and R-15 zoning districts, which together account for roughly 365 units (about 62% of all dwelling units). The next largest share is located outside the City of Meridian's zoning jurisdiction, within the County's R1, R2, and RUT districts. These County-zoned areas contain approximately 35% of dwelling units in the study area. The remaining share is distributed across the R-2 and R-8 districts.

Overall, housing intensity in the study area is characterized by low- and medium-density residential patterns, with housing stock dominated by single-family detached homes, supported by a smaller

presence of attached housing and multifamily structures. This distribution generally aligns with the existing zoning framework; lower-intensity residential uses are more common in the County-zoned districts, while higher-density and more diverse housing types are concentrated within City-zoned areas.

In terms of development intensity, residential densities across the study area typically fall at or below 3 dwelling units per acre. The highest concentrations of housing are located along E Locust Grove Road, which serves as the central corridor for existing residential development. Map 3 illustrates the distribution of residential units throughout the study area.

**Map 3: Residential & Non-Residential Buildings**



## Vacant Lands and Redevelopment Opportunities

Vacant lands and underutilized parcels within the study area will play a key role in shaping future growth. Underutilized properties were determined by comparing the parcel's assessed improvement value, or the value of structures on the parcel, and the assessed land value. Parcels with improvement-to-land value ratio less than the land itself and may therefore be candidates for redevelopment.

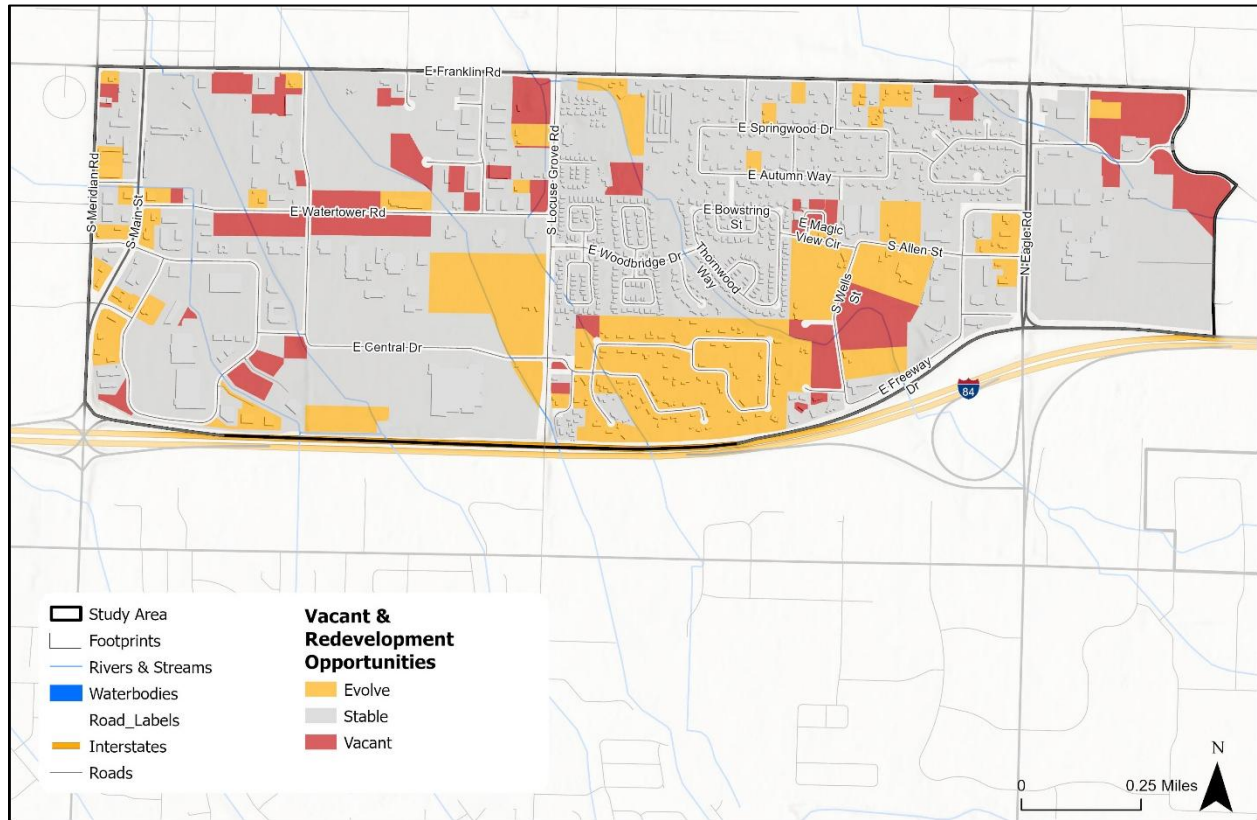
Approximately nine percent of residential and commercial land remains vacant, concentrated in two primary locations: the commercial centers between S Meridian Rd and E Locust Grove Rd on the west side of the study area, and the northeast portion near N Eagle Rd. Several commercial areas east of S Locust Grove Rd and parts of the residential Locust View Heights neighborhood are underutilized, offering possible opportunities for reinvestment. Collectively, these conditions create a development landscape where both new construction and redevelopment are likely to occur in the future. Table 3 summarizes the distribution of vacant lands and parcels expected to evolve through new development or reinvestment. Map 4 illustrates the distribution of Vacant and Redevelopment Opportunities throughout the study area.

**Table 3: Vacant & Redevelopment Opportunities Acreages**

Category	Acres	Percentage
Stable Lands	587.4 acres	65.2%
Evolve (Redevelopment Potential)	191.6 acres	9.7%
Vacant	134 acres	9.5%
Right of Way (ROW)	122.6 acres	15.6%
<b>Total</b>	<b>1,035.6 acres</b>	<b>100%</b>



**Map 4: Vacant & Redevelopment Opportunities**



## Areas of Change Model & Methodology

The Future Areas of Change for the Meridian Transportation Study Area were modeled at the parcel level. Each parcel was evaluated to reflect existing conditions as well as potential future uses for both commercial and residential land, with consideration given to changes in land use, density, and redevelopment potential.

The analysis identified development potential by cataloging vacant parcels and assessing redevelopment opportunities and constraints. This framework draws on the 2018 Meridian Comprehensive Plan and provides a parcel-level evaluation of where future change is most likely to occur. Both commercial and residential lands were analyzed to highlight areas that are stable, evolving, or vacant. The criteria used to build the model are summarized below.

**Likely Land Use Change (Score = 1).** Areas of likely land use change were evaluated by analyzing Meridian's Zoning and Future Land Use. Areas that fell within this criterion were based on both primary residential and commercial zoning districts that changed within the City's Future Land Use. The misalignment between zoning and future land use suggests that future land use changes will have to be made to accommodate future development within the area.

**Change in Density (Score = 1).** Density shifts were considered by identifying locations where the adopted Future Land Use Plan anticipates higher intensity housing or mixed-use development

compared to existing zoning allowances. These areas highlight the City's expectation for more efficient land use patterns and potential redevelopment pressure, particularly along corridors and near employment centers where increased density supports transportation and housing goals.

**Commercial Buildings > 20 Years Old (Score = 1).** Older commercial buildings often represent opportunities for reinvestment, redevelopment, or adaptive reuse. Properties with buildings more than 20 years old may no longer meet modern market demands, building codes, or consumer preferences, and are therefore more susceptible to transition. These areas are important to capture in the model as they may represent the next generation of commercial revitalization in Meridian.

**Areas with an Active Entitlement or within Preliminary Plat (Score = 1).** Parcels that have active entitlements or within approved preliminary plats represent near-term development opportunities. These areas have already undergone an initial entitlement process, which signals a high likelihood of imminent change. Incorporating active entitlements and preliminary plats into the analysis provides a forward-looking measure of where growth is most immediately expected to occur.

**Vacant Lands (Score = 2).** Vacant lands, particularly those within or adjacent to the city limits and service areas, are prime candidates for future development. With limited barriers to redevelopment, these sites often represent the most straightforward growth opportunities. Identifying vacant parcels highlights where greenfield development may expand Meridian's residential and commercial footprint.

**Commercial Floor Area Ratio (FAR) (Score = 1 for FAR ≤ 20%).** Low-intensity commercial properties with relatively low Floor Area Ratios (FAR) may indicate underutilized land. These areas have the physical capacity to accommodate additional development, either through vertical expansion or site redevelopment. In the context of future growth, underbuilt parcels present opportunities for more efficient land use and higher-value redevelopment.

**Parcels Over 5 Acres (Score = 1).** Large parcels represent opportunities for master-planned development or significant land divisions. Because of their size, these sites can accommodate a mix of land uses or more comprehensive community design. Including larger parcels in the AOC analysis helps flag locations where substantial new development could occur in a single phase.

**100-Year Floodplain (Score = -2).** Floodplain areas constrain development potential, but they also guide where growth will be redirected. Parcels significantly impacted by the 100-year floodplain are less likely to develop intensively, which shifts demand toward alternative sites. Including this factor ensures the model accounts for natural hazards and the regulatory environment that shapes where growth can realistically occur.

**Improvement-to-Land Ratio.** A traditional AOC scoring method was applied by evaluating the ratio of improvement value to land value on commercial and residential parcels. This metric reflects whether a property is underperforming relative to the land it occupies.



- **Evolve (Score = 1):** Parcels with an improvement-to-land value ratio of less than 1, suggesting the land may be worth more than the existing structures. These areas are prime candidates for redevelopment or transition.
- **Stable (Score = -1):** Parcels with a ratio greater than or equal to 1, indicating that improvements are generating sufficient value relative to the land. These properties are less likely to redevelop in the near term.

This scoring helps distinguish between properties with latent redevelopment potential and those that are currently stable, refining the AOC model.

**Table 4: Summary of Areas of Change Analysis Variables**

Variable	Condition / Threshold	Weight
<b>Likely Land Use Change</b>	Zoning Misaligned with Future Land Use	+1
<b>Change in Density</b>	Future Land Use Density > current zoning intensity	+1
<b>Commercial Buildings &gt; 20 Years</b>	Primary commercial structure age > 20 years	+1
<b>Active Entitlements &amp; Preliminary Plat Parcels</b>	Parcels with active entitlements or within approved preliminary plat boundary	+1
<b>Vacant Lands</b>	Parcel has no primary development	+2
<b>Commercial FAR (Underbuilt)</b>	FAR below “low” threshold (0.2)	+1
<b>Parcels Over 5 Acres</b>	Parcel Area > 5 Acres	+1
<b>100-Year Floodplain</b>	> 50% parcel area in FEMA 100-Year floodplain	-2
<b>Improvement to Land Ratio</b>	Parcel Improvement Value + Land Value < 1.0	+1
	Parcel Improvement Value + Land Value ≥ 1.0	-1

The Areas of Change (AOC) score was calculated by summing the values assigned to each variable in the analysis. Most variables were assigned a value of **+1** when present, while **vacant parcels were weighted at +2** to emphasize their higher likelihood of development due to limited barriers to change. Parcels with more than 50 percent of their area located in the 100-year floodplain were assigned **-2**, reflecting significant development constraints, and commercial parcels with an improvement-to-land (I/L) ratio greater than or equal to 1 were assigned **-1** to indicate stability. The resulting formula can be expressed as:

$$\text{Areas of Change Score} = \Sigma(\text{All Variable Scores})$$

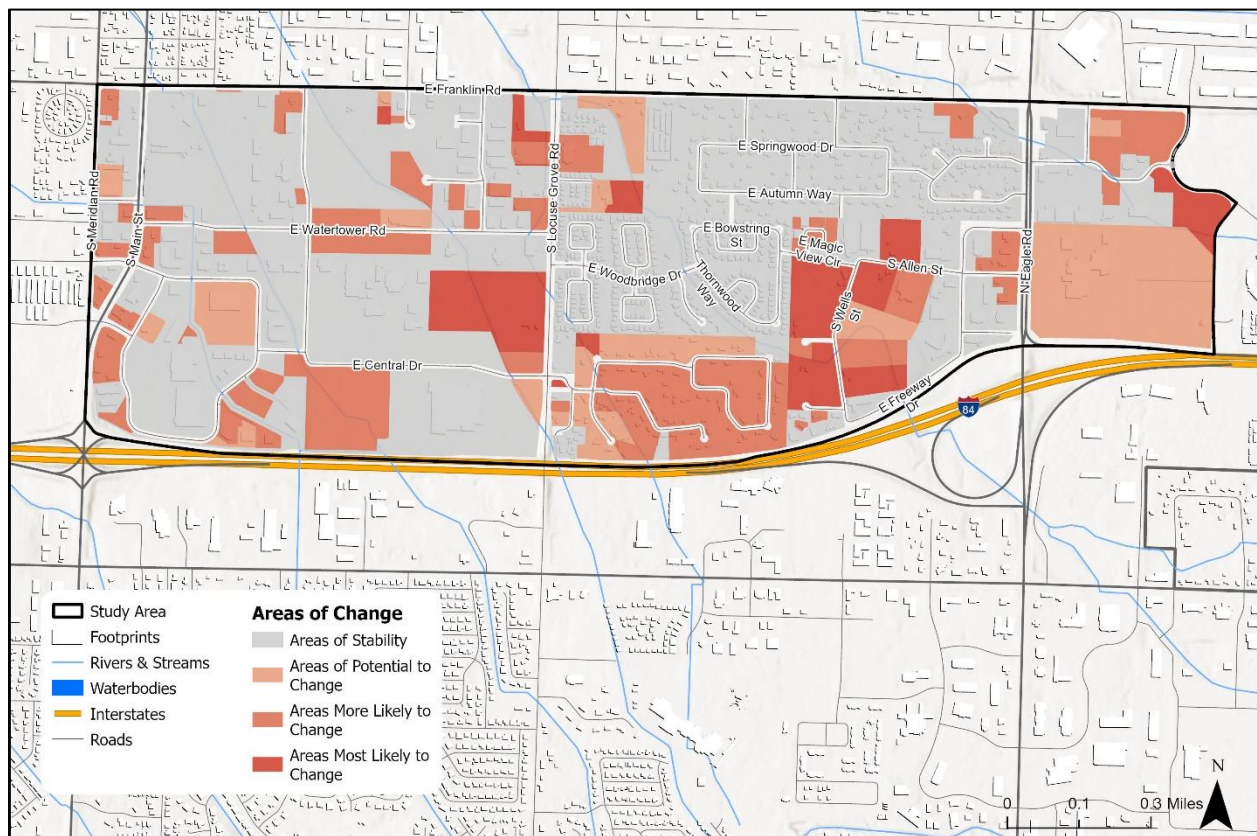
Scores were then categorized to provide a simple interpretation framework: **-2 to 1 = Stable areas**, **2 = Potential to Change**, **3 = More Likely to Change**, and **4–6 = Most Likely to Change**. This scoring approach allows both commercial and residential parcels to be evaluated consistently while accounting for physical, economic, and regulatory drivers of change.

Based on the Areas of Change (AOC) model, parcels most likely to experience future change are concentrated within the commercial and office areas in the western and northeastern portions of the study area. These locations score high in the model due to factors such as building age, low floor area ratio (FAR), misalignment between current zoning and future land use designations, the presence of vacant land, and low improvement-to-land value ratios. The Locust Grove neighborhood, located in the southern part of the study area, also exhibits higher AOC scores due to a combination of these

variables. Although this area currently lies outside the City's zoning jurisdiction, its designation within the Future Land Use Plan suggests that annexation and associated land use or density changes may occur in the future. Additionally, several parcels with active entitlements or preliminary plats indicate near-term development or redevelopment potential. The model highlights these areas because of the combined influence of multiple variables evaluated in the analysis, reflecting how different development, market, and policy factors interact to identify where change is most likely to occur.

Map 5 shows the final Areas of Change results for the study area.

**Map 5: Areas of Change**



# Future Growth Projections

## HOUSING PROJECTIONS

Due to differences between current zoning designations and the City's future land use plan, additional housing units may be in areas not strictly aligned with existing zoning. This analysis projects where future residential development is likely to occur, assuming three buildout scenarios — Low, Medium, and High — based on allowable densities for each land use type.

Parcels were classified by land use category and assigned a corresponding density based on the residential densities for each future land use category in the 2019 Comprehensive Plan. Mixed-use parcels were adjusted to account for the proportion of land likely devoted to residential development, ranging from 6-12 units per acre on 40-60% of the area. Non-residential parcels and parcels located within the 100-year floodplain were either excluded or scaled to reflect development feasibility.

Three buildout scenarios were calculated for each parcel:

1. **Low:** minimum allowable density
2. **Average:** average of minimum and maximum allowable densities
3. **High:** maximum allowable density

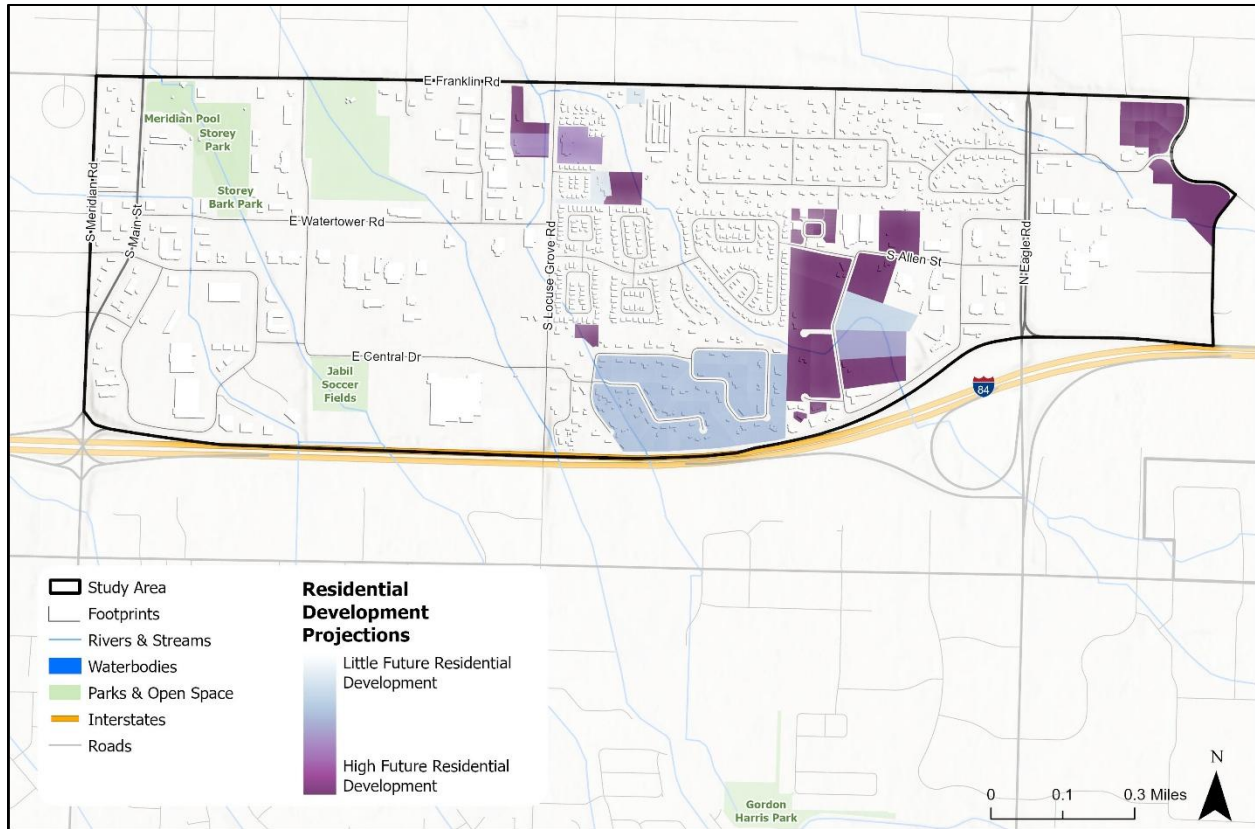
For each scenario, the analysis estimates the total projected units, representing the potential magnitude of housing growth. The projections illustrate areas where development is most likely to occur, providing a spatial representation of potential residential growth patterns to inform planning and infrastructure considerations. Table 5 breaks down the current residential units within the study area and projected units for each buildout scenario.

**Table 4: Current and Projected Dwelling Units in Study Area**

Buildout Scenario	Current Number of Dwelling Units	Projected Number of Dwelling Units	Change in Number of Dwelling Units
Minimum Density Scenario	593 Units	686 Units	+93 Units
Average Density Scenario (shown in Map 6)	593 Units	1,150 Units	+557 Units
Maximum Density Scenario	593 Units	1,613 Units	+1,020 Units

Map 6 illustrates where residential development may occur with an average-intensity buildout scenario.

**Map 6: Future Residential Development Projections**



## JOB PROJECTIONS

Future job growth was estimated by applying land use- based floor area ratios (FARs) and median square foot per employee factors to each parcel in the study area. Median square footage per employee factors were derived from the U.S. Energy Information Administration’s 2018 Commercial Buildings Energy Consumption Survey (CBECS) ([EIA, 2018](#)). Floor Area Ratio estimations were derived from the 2016 Metropolitan Council’s *Local Planning Handbook* ([Metropolitan Council, 2016](#)). Employment projections were modelled based on the City of Meridian’s Future Land Use Map developed as part of the City’s 2019 Comprehensive Plan.

Two primary methods were used for Mixed-Use (MU) and non-Mixed-Use parcels within the study area. For Mixed-Use areas, future employment projections were estimated at the Future Land Use level, specifically by aggregating all parcels’ total lot square footage and applying both a commercial development fraction of 50% and a floor area ratio (FAR) to determine the total feasible commercial floor space. A Future Land Use-level aggregation was then performed to estimate the total potential new jobs with each MU designated parcel, factoring in the estimated FAR and proportion of commercial development. The total future jobs were then allocated proportionally to parcels based on lot size to account for a change to existing land uses or parcels to accommodate for future commercial growth in the area.

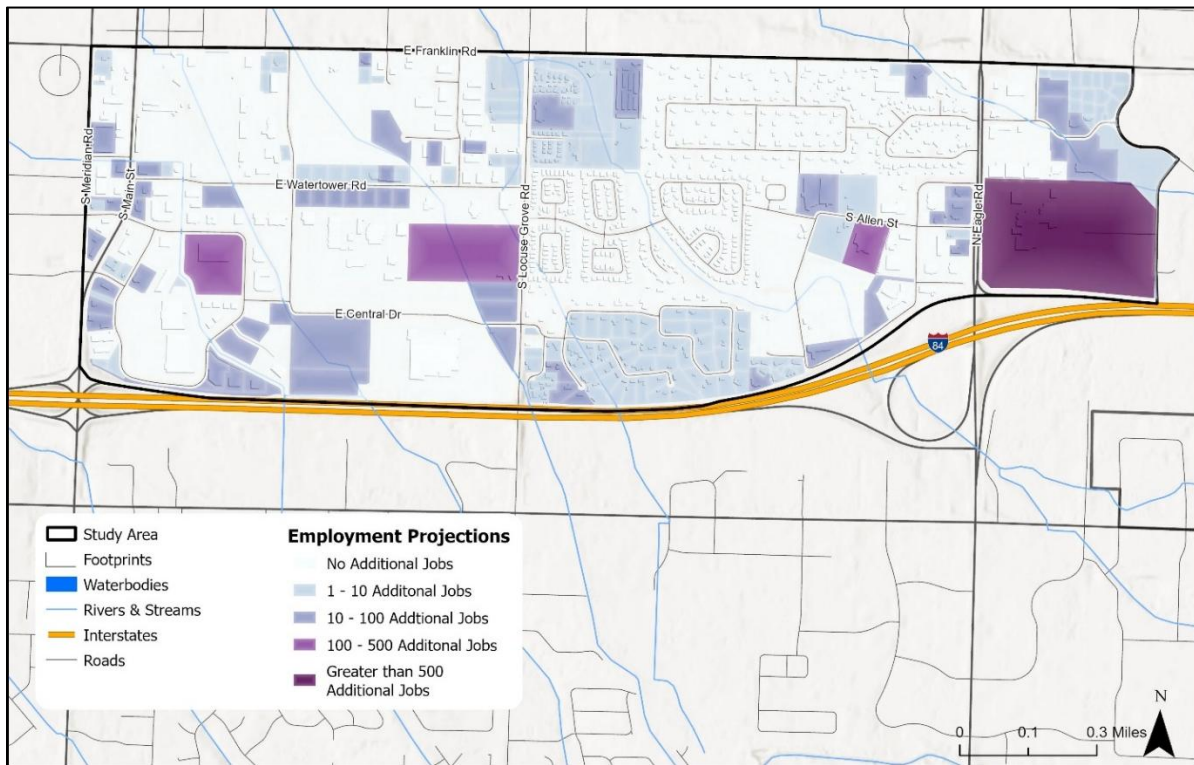
For non-Mixed-Use parcels, projected job growth was modelled based on a similar approach. The baseline number of jobs within the study area was estimated by taking the existing building's square footage by the median area per employee. While future job projections were estimated by applying a FAR value appropriate to the parcel's Future Land Use category. For each Future Land Use category, FAR values were assigned at 50<sup>th</sup> percentile reflecting the expected intensity of development for the City of Meridian. These ratios were chosen to balance planning assumptions and industry standards. The FAR values that were applied include: General Industrial (0.32), Commercial (0.28), Office (0.64), and Civic (0.28).

Future job projections that were modelled by FAR values were applied to the total area of each parcel and divided by the median area per employee. Only parcels with redevelopment potential were assumed to capture additional jobs, while stable parcels retained baseline employment levels. This approach prevents overestimation of job growth in locations unlikely to develop in the near future. Additionally, parcels with active entitlements or preliminary site plans, such as the expansion of the ISU Meridian Campus, were modelled based on the future built area rather than generalized FAR assumptions.

Overall, the study area is expected to accommodate approximately 2,371 additional jobs by buildout. This estimate reflects both the spatial distribution of redevelopment potential and site-specific growth assumptions. These results provide a framework for understanding where growth is likely to occur and can inform planning and decision-making at the parcel level. Map 7 shows the distribution of projected job growth at the parcel level throughout the transportation study area.



**Map 7: Additional Employment Projections**

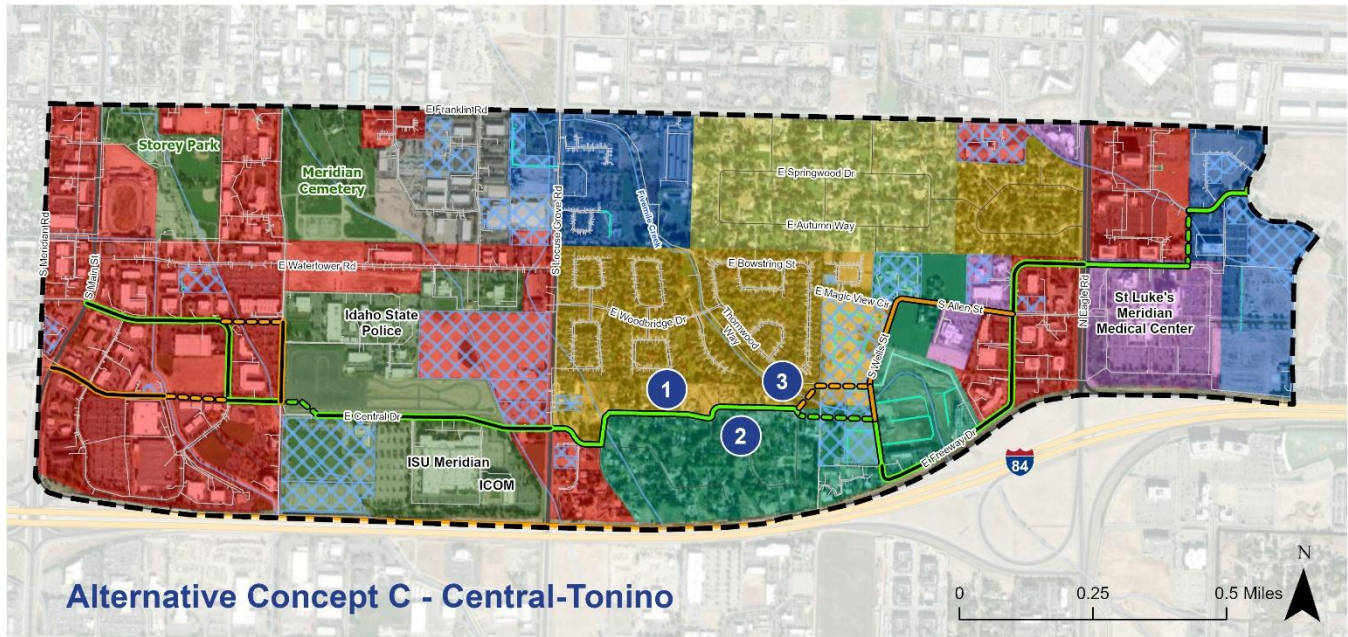




DRAFT – 5 January 2026

# STRATFORD TO TOUCHMARK TRANSPORTATION CONNECTION FEASIBILITY REPORT - ALTERNATIVE CONCEPTS ANALYSIS

## Alternative Concept C – Central-Tonino



-  Study Area
-  Current Development Applications
-  Creeks & Canals
-  Interstates
-  Roads
-  Existing Water and Sewer Infrastructure
-  Planned Water and Sewer Infrastructure

### 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

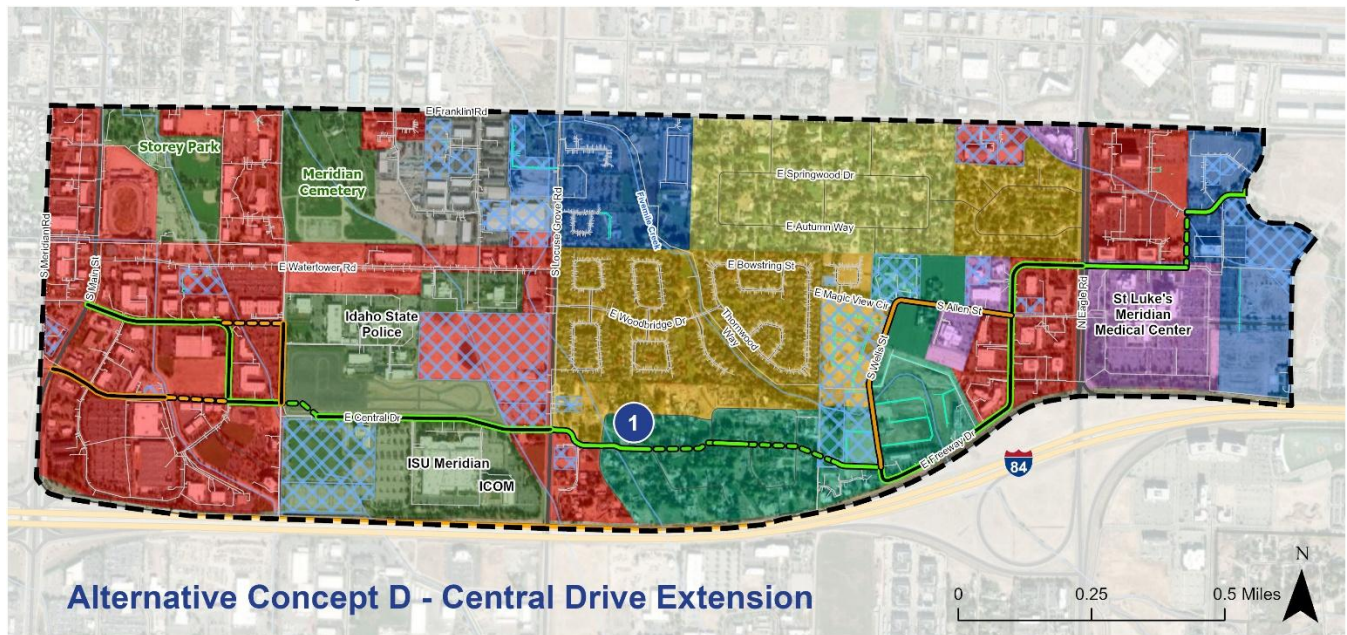
- 1** Front-on housing.
- 2** Existing road would need to be widened to collector standards.
- 3** Fivemile Creek crossing.

**Table 1: Metrics for Alternative C**

Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
<b>Total New Roads (Miles)</b>	0.33	0.40	Total includes both alternative connections to Wells St. Southern road connection is 0.15 miles
<b>Total Improved Roads (Miles)</b>	1.30	1.32	Expanded to meet ACHD ROW for collector level road (70ft)
<b>Total Parcels Impacted (within 300ft)</b>	128	151	Within 300 ft of the road alignment

Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
<b>Total Parcels Directly Impacted</b>	90	106	Easement needed for road construction or expansion
Commercial	36	45	
Residential	30	31	
Vacant/Right-of-Way/Other	24	30	
<b>Total Buildings Impacted (within 10ft of ROW)</b>	~10	~13	Buildings that are within 10ft of the expanded 70ft right-of-way (highest estimate)
<b>Total Parcels that may become Unusable</b>	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
- Existing Water and Sewer Infrastructure
- Planned Water and Sewer Infrastructure

### 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

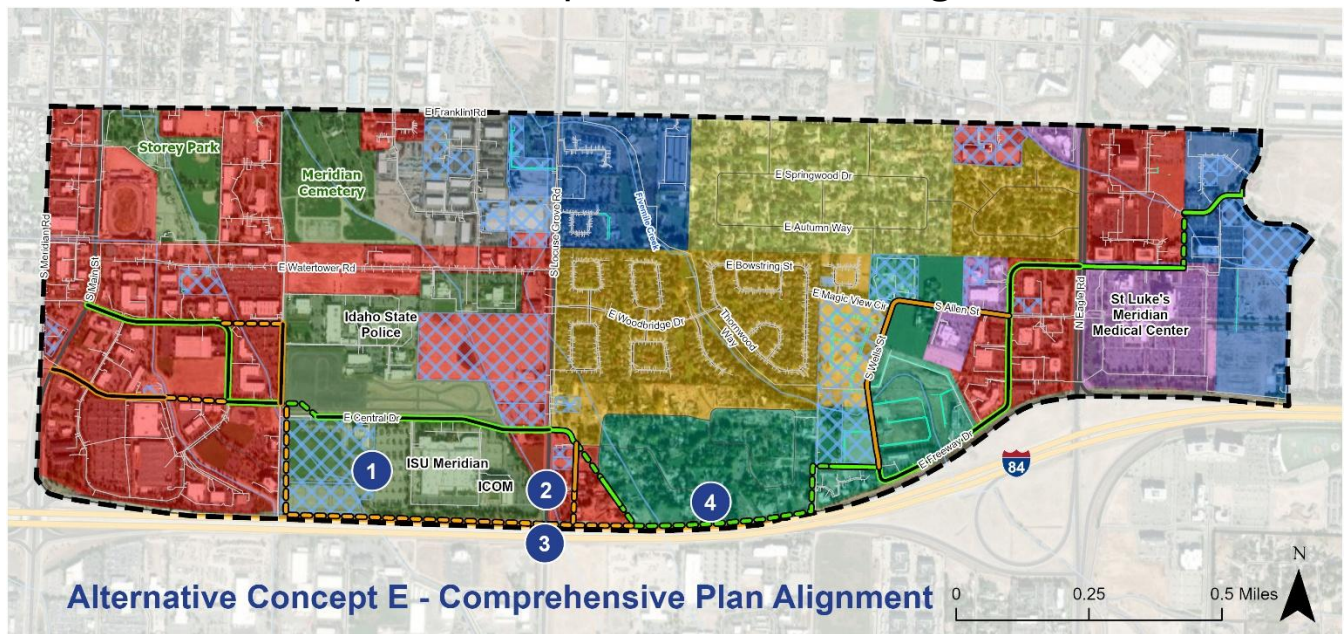
- Civic
- Commercial
- General Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use - Community
- Mixed Use - Neighborhood
- Office

**Table 2: Metrics for Alternative D**

Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
<b>Total New Roads (Miles)</b>	0.60	0.90	
<b>Total Improved Roads (Miles)</b>	0.68	1.17	Expanded to meet ACHD ROW for collector level road (70ft)
<b>Total Parcels Impacted (within 300ft)</b>	121	145	Within 300 ft of the road alignment
<b>Total Parcels Directly Impacted</b>	83	101	Easement needed for road construction or expansion
Commercial	37	50	
Residential	23	23	
Vacant/Right-of-Way/Other	23	28	
<b>Total Buildings Impacted (within 10ft of ROW)</b>	~15	~20	Buildings that are within 10ft of the expanded 70ft right-of-way (highest estimate)
<b>Total Parcels that may become Unusable</b>	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
- Existing Water and Sewer Infrastructure
- Planned Water and Sewer Infrastructure

### 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.

**Table 3: Metrics for Alternative E**

Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
<b>Total New Roads (Miles)</b>	0.77	1.73	
<b>Total Improved Roads (Miles)</b>	0.54	1.15	Expanded to meet ACHD ROW for collector level road (70ft)
<b>Total Parcels Impacted (within 300ft)</b>	119	156	Within 300 ft of the road alignment
<b>Total Parcels Directly Impacted</b>	85	114	Easement needed for road construction or expansion
Commercial	40	52	
Residential	20	28	
Vacant/Right-of-Way/Other	25	34	

Metric	Preferred Alignment	Alternative Alignment	Notes and Considerations
<b>Total Buildings Impacted (within 10ft of ROW alignment)</b>	~14	~24	Buildings that are within 10ft of the expanded 70ft right-of-way (highest estimate)
<b>Total Parcels that may become Unusable</b>	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
<b>Total New Roads (Miles)</b>	0.16	0.15	0.60	0.90	0.67	0.93
<b>Total Improved Roads (Miles)</b>	1.60	1.66	1.23	1.17	0.73	0.75
<b>Total Parcels Impacted (within 300ft)</b>	138	134	144	145	144	152
<b>Total Parcels Directly Impacted</b>	96	96	103	101	102	110
Commercial	39	39	48	50	49	24
Residential	30	31	26	23	22	24
Vacant/ROW/Other	27	26	29	28	31	62
<b>Total Buildings Impacted (within 10ft of ROW)</b>	~12	~10	~18	~20	~17	~23
<b>Total Parcels that may become Unusable</b>	9	8	6	7	7	9

## ATTACHMENT C – ADDITIONAL CONCEPT EVALUATION

### Summary Comparison of Metrics

Metric	Concept C		Concept D		Concept E	
	Preferred Alignment	Alternative Alignment	Preferred Alignment	Alternative Alignment	Preferred Alignment	Alternative Alignment
<b>Total New Roads (Miles)</b>	0.16	0.15	0.60	0.90	0.67	0.93
<b>Total Improved Roads (Miles)</b>	1.60	1.66	1.23	1.17	0.73	0.75
<b>Total Parcels Impacted (within 300ft)</b>	138	134	144	145	144	152
<b>Total Parcels Directly Impacted</b>	96	96	103	101	102	110
<b>Commercial</b>	39	39	48	50	49	24
<b>Residential</b>	30	31	26	23	22	24
<b>Vacant/ROW/ Other</b>	27	26	29	28	31	62
<b>Total Buildings Impacted (within 10ft of ROW)</b>	~12	~10	~18	~20	~17	~23
<b>Total Parcels that may become Unusable</b>	9	8	6	7	7	9