



Ten Mile Interchange Specific Area Plan
A Strategy to Enhance Meridian's Prosperity
City of Meridian, Idaho

Adopted June 2007

ACKNOWLEDGEMENTS

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Dear Residents, Property Owners, Developers, City Leaders, and Public Service Agencies:

The Ten Mile area holds promise as a highly visible, easily accessible area that can offer significant future employment and enhance our diversity in housing. The City of Meridian initiated the Ten Mile Specific Area Plan to ensure that land use and transportation planning were integrated. By sharing our respective vision and resources, we have an opportunity to make this area well-defined and unique.

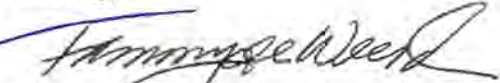
This plan challenges agencies, property owners and developers to work together forming partnerships and to think non-traditionally. We will step-up to find new ways to work collaboratively with a “can do” attitude keeping our eyes on the big picture and vision to implement a plan with a mix of uses and densities, as well as quality of design.

The City is committed to find new ways to partner with private and public sector agencies to build an integrated and sustainable Ten Mile Area that will create opportunities for people to be innovative in establishing new businesses that offer upscale regional and other unique shopping and entertainment venues.

Our City staff is committed to exceeding the standard for working relationships. We look forward to achieving our goal of being the best place in the Treasure Valley to live, work and raise a family.

Thank you to everyone who has been involved in creating this vision and who will be involved in making it a reality. With the adoption of this plan, Meridian is truly *“Built for Business...Designed for Living!”*

Sincerely,



Tammy de Weerd
Mayor, City of Meridian

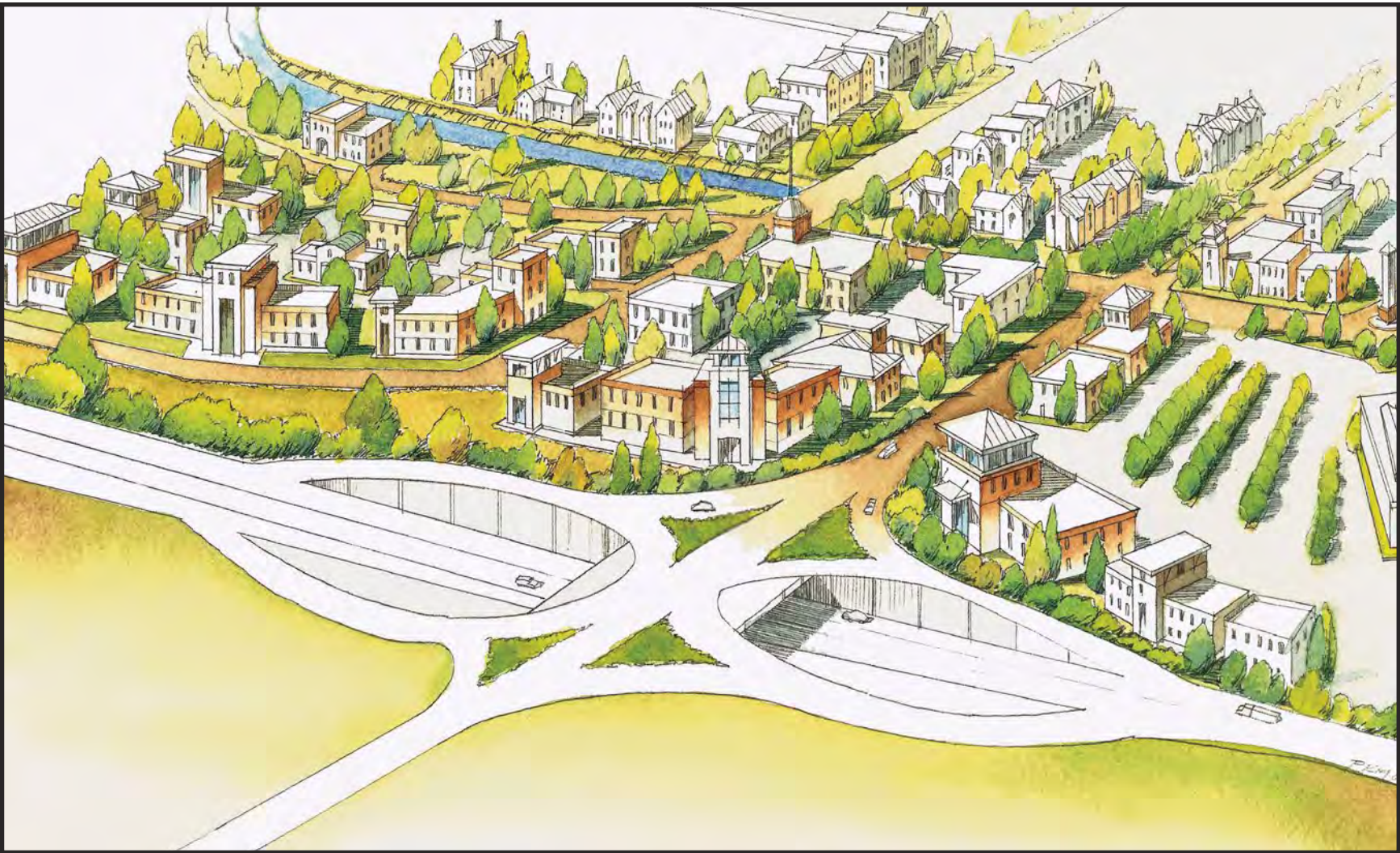


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BACKGROUND

The Background provides a summary of the history of the project and the general reasons for undertaking a specific area plan, placing the project in regional and national context.

Project Initiation

The City of Meridian initiated this plan as a means of setting a course for the future of the Ten Mile Interchange Area. Located immediately adjacent to I-84, the only Interstate highway traversing the region, with plans being developed by the Idaho Transportation Department for a new interchange at Ten Mile Road and I-84, with lands being developed in a variety of ways, and with proposals for a wide array of projects, it was clear that it was time to reassess the future of the Ten Mile Interchange Area. Was what was contemplated by the City's Comprehensive Plan right for the area? Were there untapped markets and opportunities? How would this area fit with the community's vision of being the best place in the Treasure Valley to live, work and raise a family? Are there important parts of the area to preserve? How do we avoid creating the transportation system problems we see at so many other interchanges in the valley? Would Ten Mile Road become another Eagle Road? Should we approve the annexation and development proposals from the private sector? How do we properly evaluate development proposals for the area? How do we make the development approval process more predictable?

With so many questions, the Mayor and City Council determined that a closer look was needed. It was time to assess the situation, work in cooperation with the Idaho Transportation Department, Ada County Highway District and private property owners to determine what the future of the Ten Mile Interchange Area should be and how, through well considered planning, the community could preserve the performance of our transportation system and develop a future that represented the community's goals and expectations.

The Reason to Plan

Beyond any of the particular reasons that planning for the Ten Mile Interchange Area was initiated, a specific area plan makes sense. Good planning involves citizens in determining the proper land uses, economy, transportation services and infrastructure for an area. The planning process enhances the community's character and quality of life by considering the interaction between land use and transportation and their cumulative effect on the built and natural environments.

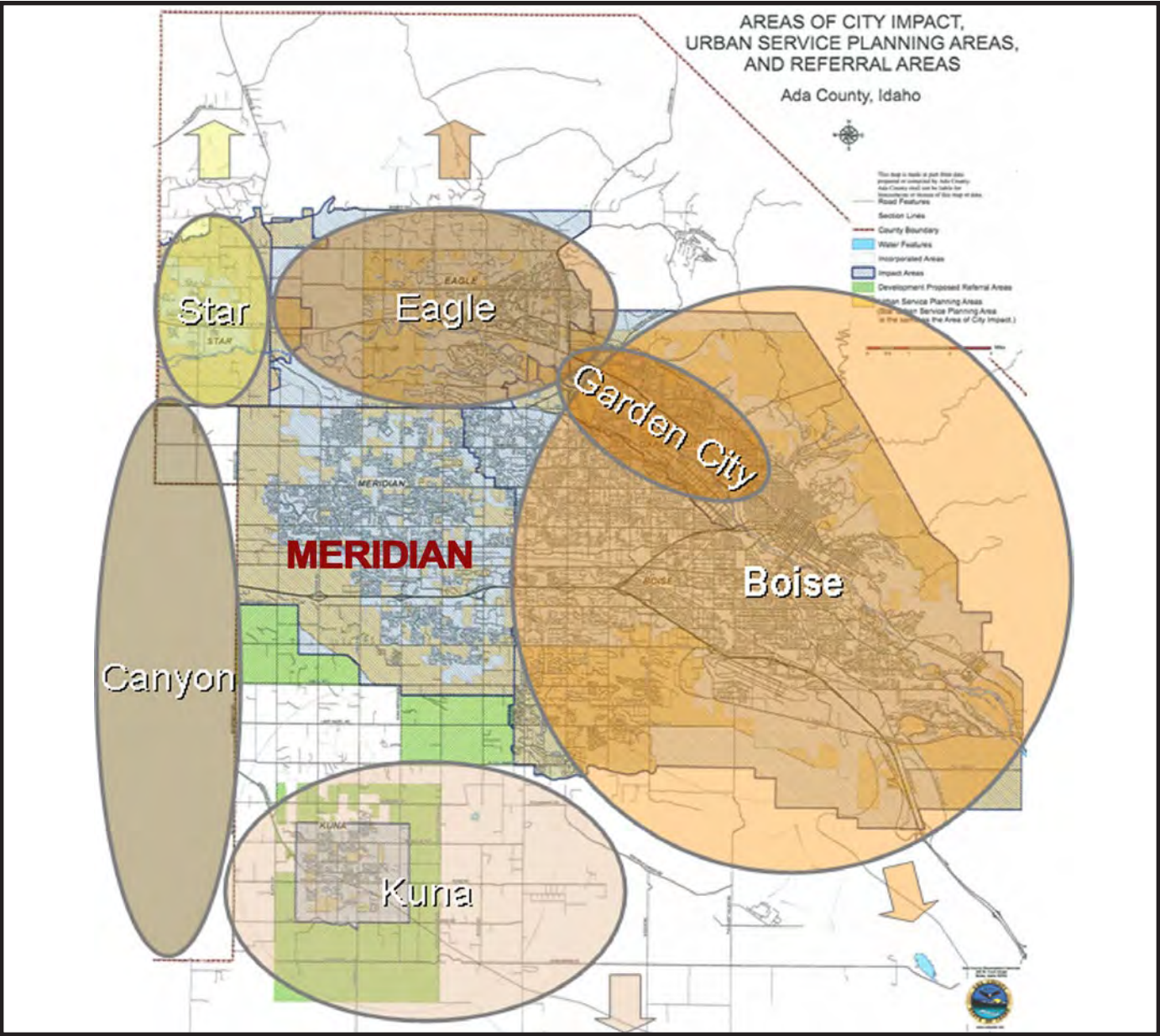
City and Regional Context

The City of Meridian sits in the middle of the Treasure Valley. Lying squarely between Nampa and Boise and bordering I-84, providing interstate access for Eagle and Kuna residents, Meridian has been growing rapidly for the last decade, and that growth shows no sign of stopping for the next several decades. Growth projections for the Treasure Valley over the next twenty years may vary widely, from a total population of less than 750,000 to more than 1.5 million, but whatever the growth, Meridian is positioned to absorb a significant share of it.

The Dilemma: The "Do Nothing" Scenario or Status Quo

The City of Meridian has made every effort to plan for the future, but has been frustrated with some of the quality of new development and the influences of unfettered markets. The City and its residents are concerned about the various types and scales of development proposed in recent months in the Ten Mile Interchange Area and the limited innovation the market has shown in developing integrated communities, providing for complete transportation systems, and stepping away from dated commercial site plans and residential subdivision designs.

The City knows that this is one of the last remaining large, contiguous areas of highly visible, easily accessible, and developable land within the City of Meridian's Area of Impact. While the City is not required to refine the plan for this area, it decided to look at the area to see if there might be an option available other than doing nothing.



The Comprehensive Plan: The Sum Total

The City's Comprehensive Plan currently provides very limited land for a variety of what may be important markets for Meridian's future. Some of the issues identified in the City's Comprehensive Plan that are addressed by this study include:

- Industrial lands are located well off the major transportation corridors and many have been absorbed into various forms of retail development due to their location and the cost of land in these areas.
- The City has no land designated to accommodate higher density office or that meets the demand for employee accessibility while offering high visibility.
- A large block of land for the newest trends in mixed use commercial development that meets the siting criteria of high end retailers is currently

unavailable and the plan fails to offer a land use designation that easily accommodates such a use.

- Generally, the plan only facilitates the development of lower density suburban development. Higher density multifamily development is not accommodated.

Are there opportunities that are being missed? Does the City’s Comprehensive Plan provide for a strong jobs-housing balance that will ensure Meridian will be a complete community as it builds out? These questions and others needed to be addressed in planning for the Ten Mile Interchange Area.

The City’s Vision: Live, Work and Raise a Family

Like many cities around the country, Meridian is committed to make every effort to be a community that people identify with, that people call home--to be a place where you can not only live but work. Meridian desires to continue to be a place where you don't just live, but you feel confident about it being a great place to raise a family.

Meridian has developed this plan because we believe that the effort we place on creating places people want to be—places with character and vibrancy, and an enthusiastic business culture—will create a city where people can imagine new possibilities and build new futures.

This commitment to being a great place, a place where people can live, work, and raise a family served as a core criteria in identifying a future for the Ten Mile Interchange Area.

The Interchanges: Access and Visibility

There are seven interchanges in the Treasure Valley, a majority of which serve either big box retail development or a single, specific use, as with the airport. The land surrounding nearly all of the existing interchanges has been committed to development. It is difficult, then, to meet the community's changing needs by consolidating large blocks or land for redevelopment. The proposed Ten Mile Interchange is to be the only new interchange on I-84 for at least 20 years, making the land within the Ten Mile Interchange Area a very limited resource. This proposed interchange will place new pressure on the Ten Mile Interchange Area, but it will also

create new opportunities. As we learned in the market analysis, the market will support nearly any form of commercial or residential development in the Ten Mile Interchange Area. The City must consider carefully how to use this limited resource.

The Location: The New Center of the Treasure Valley

Meridian is clearly the new heart of the Treasure Valley. As the metropolitan region has grown, most of the growth has occurred west of Boise City along the I-84 corridor. Meridian finds itself and the Ten Mile Interchange Area located squarely at the geographic center of the region’s population.

The Use of a Limited Resource: A Key to Prosperity

As described above, the Ten Mile Interchange Area has a number of unique and highly desirable attributes that make the land in the area a key resource for the City of Meridian’s future. Meridian has one area left within its Area of Impact with the access and visibility this area offers. The area is a key to Meridian’s long term prosperity. Meridian is the next community in the Treasure Valley to run out of land for future development. Hemmed in by Boise and Garden City to the east and northeast, Eagle to the north, Nampa to the west, and Kuna to the south, Meridian has a limited land base with which to secure its future. How should the land in the Ten Mile Interchange Area be used to support Meridian’s long term prosperity?

GUIDE TO THE PLAN

This document details what is intended to be an integrated land use and transportation plan for development of the Ten Mile Interchange Area. The Ten Mile Interchange Specific Area Plan focuses on developing an area that has an identity of its own, but which links to the nearby development. The plan emphasizes the community's support for higher densities and mixed uses to create a vibrant and economically strong Meridian, as articulated through the public process. The plan also stresses the community's commitment to good site planning and design as a means of establishing a place everyone can be proud of and one that protects the interests of future businesses and residents.

The transportation component specifies future through-connections as they relate to the overall transportation network and collector street network. Street design elements integrate walking, biking, transit, driving, and delivery routes. Conceptual renderings depict streetscape improvements, commercial, civic and mixed use areas as they relate to the overall use and development concept.

The Plan Organization

The plan is divided into seven major components:

Section 1: Executive Summary provides a brief description of the entire plan. It describes the place, and the look and feel the city is trying to achieve.

Section 2: Outcomes explains how the public and private sectors must work together in order to make the plan happen. This plan establishes a new paradigm for how the development community and the City do business. It encourages innovation and cooperation between the City and other agencies, as well as between developers and land owners.

Section 3: The Plan is comprised of several components that constitute the core of the overall plan.

- **The Land Use Element** expresses the desired future land use pattern, which takes full advantage of what might be the most important future economic development area within Meridian's Area of Impact. This element will be used to guide development approvals within the Ten Mile Interchange Area.



- **The Transportation Element** serves as a foundation for ensuring the long-term operational performance of the area's roadways and the proposed interchange by providing an interconnecting system of secondary roadways and supporting transit service. This element establishes the desired location of the arterial and collector roadways, key pathway connections, and the location of a regional transit center. This section also will be used to help guide the look and feel of streets within the Ten Mile Interchange Area.

- **The Design Element** of the plan builds on Meridian's best architectural and urban qualities to generate buildings and spaces that create an attractive, safe, and comfortable environment. This element will be used as a basis for generating specific design guidelines for the Ten Mile Interchange Area or subareas. It should be used by developers in developing location-specific design guidelines as a part of securing their entitlements.

Section 4: The Planning Process describes how the plan was developed through a charrette-based process, how the public got involved, and how

the plan was refined to result in the plan that is presented here.

Section 5: Physical and Financial Context briefly describes the place today and the market conditions that will influence its future development.

Section 6: The Action Plan summarizes Section 2 into a matrix of actions that should be undertaken to move the plan forward and implement the plan's development program.

The plan supports the City's overall vision of being the best place in the Treasure Valley to live, work and raise a family.

SECTION 1 - EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Vision

The Ten Mile Interchange Area will look, feel and function differently than a typical commercial area or residential subdivision. Many residential uses will occupy the second and third levels of buildings above retail, office and light industrial uses on the ground floor. In some commercial areas, residential uses may occupy the lowest levels of buildings.

Unlike many commercial and employment districts, the Ten Mile Interchange Area will not empty out at 5pm when employees leave work. For many employees, home will be upstairs, around the corner, or down the street. This area allows a range of land uses—from industrial to residential to commercial—in close proximity to one another. This mix, anchored by a lifestyle center, will create an exciting atmosphere for residents and a unique new area of Meridian.

The Process

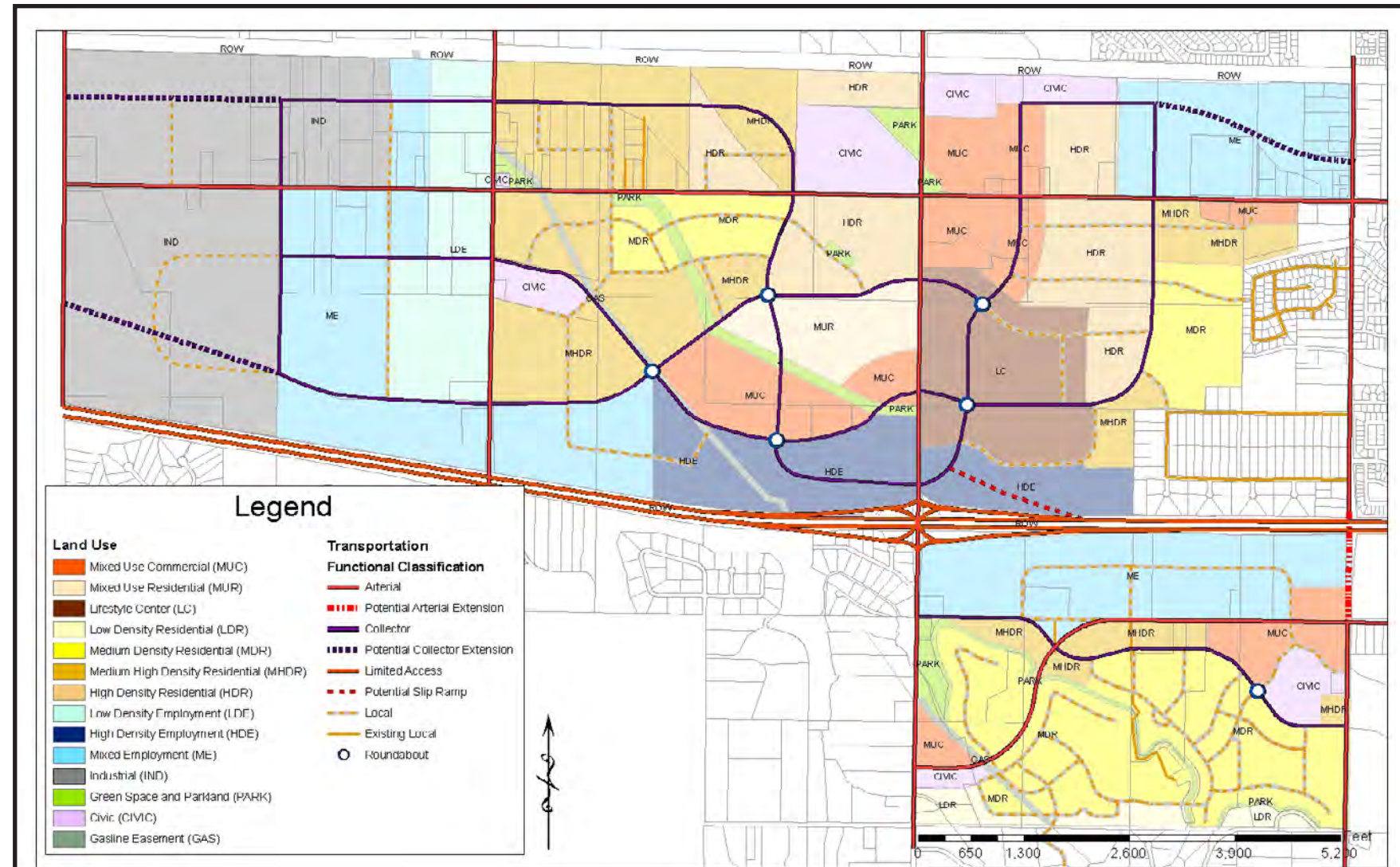
The Ten Mile Interchange Specific Area Plan was developed through a public process that involved over 500 people including property owners, developers, public and elected officials, designers, engineers, planners, architects, economists, citizens, and agencies. The input of all was used to develop this plan.

The Plan

The Uses

The Ten Mile Interchange Area is focused around a primary core immediately north of I-84 and east of Ten Mile Road. Envisioned as an innovatively-designed lifestyle center and anchored by a transit center at its northern terminus and in the south and southwest by a major office and mixed employment district, this core area will be the Treasure Valley's newest and most fashionable retail center. Integrating office and residential uses and providing important and prominent public spaces, the retail area will be designed at a human-scale, be walkable, and create a sense of place.

The area adjacent to I-84 is planned for an employment district that will support the creation of more than 20,000 jobs that will be offered by a wide variety of employers. From new,



Land Use Continuum: A Framework for the Mixed Use Strategy





small, entrepreneurial firms to nationally and internationally recognized leaders in finance, research and development, technology, and design, these firms will not only find a pool of creative talent in Meridian and the entire Treasure Valley, but an area that is built for living.

The neighborhoods in the Ten Mile Interchange Area are proposed to include a variety of housing styles, densities and prices. They will offer easy access to recreation, shopping, services, employment, and a range of transportation options.

The Urban Design Features

Many of the basic rules of good design are promoted by the Ten Mile Interchange Specific Area Plan. These include:

- buildings are built to public rights-of-way
- building frontages, rather than surface parking lots and landscaped areas, “hold the corners” by framing sidewalks or public spaces
- distinctions are drawn between ground and upper stories
- entries are announced through changes in details, materials, and design compositions
- storefronts offer wide expanses of transparent glass for an enhanced pedestrian environment
- doors to individual shops and restaurants open directly onto public space
- materials are durable and façades are simply detailed and well proportioned

- the facades of larger commercial buildings should be broken down into short frontages and “big boxes” should be wrapped in smaller commercial, residential, and office uses
- signage and lighting is restrained and designed to complement the building’s design
- service entries and loading docks are located on secondary and tertiary streets and screened from public view

The Systems

The plan has looked at the facilities needed to service development within the Ten Mile Interchange Area and recommends specific means of funding and developing a collector road system; this system will help ensure the integrity of the transportation system, promote joint access and efficient traffic flow, and see that property owners can gain access to the road network.

The Program

The Program includes over 850 acres of mixed employment and industrial land, over 140 acres of land that will accommodate high density employment, over 300 acres of mixed use lands including commercial retail uses, and provision for 6,000-10,000 homes.

The Community Benefit

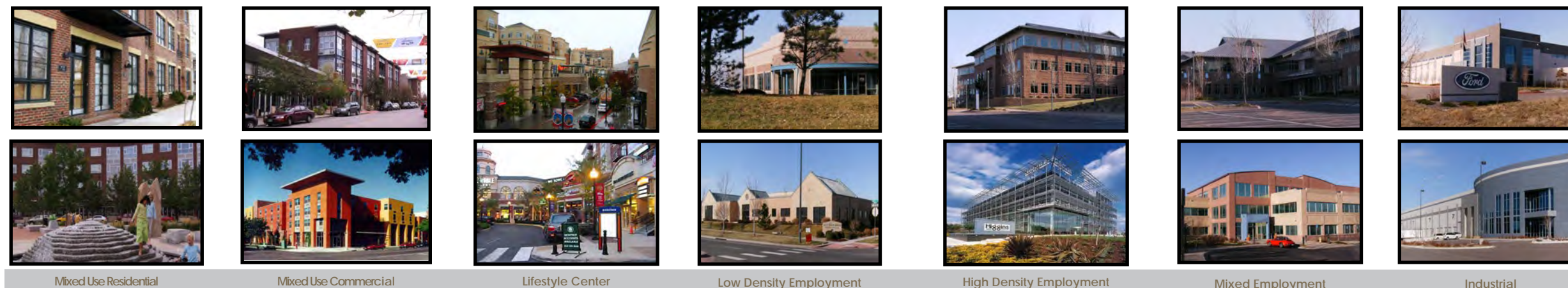
Through the implementation of this plan, a unique place will be created. The Ten Mile Interchange Area will be distinct in its region, making it a place citizens can be proud of, and a place that will serve as a cornerstone of the community’s prosperity.



Implementation: The Private Sector Challenge

To implement this plan, a set of guidelines that addresses the design goals of the plan and a series of zoning code amendments will be developed to facilitate and enhance the speed with which development applications can be processed. The development of sound design guidelines and zoning to implement the plan will not happen overnight. Knowing the private sector may want to act more quickly to move the plan forward, the City encourages developers and key land owners to take the initiative and begin the implementation program, bringing forward detailed design guidelines and zoning, and infrastructure financing proposals based on the concepts presented in this plan. The City stands ready to support your efforts and will be moving forward rapidly to implement the recommendations in this plan.

The Challenge: Work with each other, form partnerships, and think non-traditionally!



Mixed Use Residential Mixed Use Commercial Lifestyle Center Low Density Employment High Density Employment Mixed Employment Industrial

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SECTION 2 - OUTCOMES

ACHIEVING RESULTS

Achieving Results describes how the plan should be used by the private sector as a means of creating projects that will be approved for development. This section further describes the actions that should be taken by the City and others to implement the future envisioned by the plan and facilitate the development of the Ten Mile Interchange Area.

Achieving results from the plan requires an entirely new way of doing business for the private and public sectors. The plan will not happen simply through the filing of development applications on behalf of the private sector or amendments to the comprehensive plan and adoption of new codes by the City. The plan calls for bold new actions as characterized through the plan development and its use of charrette in particular. Making the necessary changes will not be easy. It will require leadership on behalf of the City and a willingness to innovate and collaborate with all the players involved.

Public-Private Partnerships

As the map of property ownership clearly displays, the Ten Mile Interchange Area comprises many small and medium sized parcels, held by many owners. None of the parcels of land within the Study Area is large enough to affect the types of development described as desirable and appropriate to the community's vision. To achieve this vision as well as the critical mass necessary for financial success in current development markets, adjacent owners will need to collaborate on development efforts.

To the extent that future development projects can include larger, rather than smaller-sized properties, the flexibility of development programs and opportunities for success both increase. Certainly, the potential projects described in this document need sizable land areas in order to effectively blend the right mix and mass of development.

At present, there is relatively little incentive for adjacent property owners to collaborate with each other. Only the City, working under the auspices of a formally developed and adopted plan, has the capacity to bring various owners together and suggest the merits and benefits of collaboration.

A strong public-private partnership is essential for the plan to become a reality. For the plan to happen, private interests must look not just for a short term gain, but to the building of long-term value. The community wants quality development of a lasting value that may not always provide the quickest rate of return for property investors. The City must invest more in the planning function and find incentives for the elements of quality development that are desired. Innovation in the development process, partnership with developers, and ongoing commitment to the plan by the City's leadership, other public agencies, citizen interest groups, and the broader community are all factors that will contribute to success.

A public-private initiatives program will provide benefits to both the public and private sectors. Such a program will require dedicated City resources on an ongoing basis to the Ten Mile Interchange Specific Area plan. City staff, as a means of ensuring the plan's implementation, may even occasionally advocate for private development that is consistent with the plan.

One consideration for an initiatives program is the model found in some communities of a downtown development coordinator, who is responsible for promoting and facilitating development in a downtown area. With this development coordinator on staff, implementation becomes someone's job, rather than being spread among many members and departments of the organization. It also gives the development community a “go-to person” and can provide facilitation to the various development interests. Finally, such a resource is critical in providing leadership for managing the long term investment in infrastructure needs for the area.

Public-Public Partnerships

Public facilities and services are provided to the Ten Mile Interchange Area by a range of public and quasi-public agencies. The City provides water and waste water facilities and services; fire and police service; and parks. Trash and recycling services are provided by the City through a contractor, Sanitary Services. Emergency medical services are provided by Ada County paramedics. Public schools are the responsibility of Joint School District No. 2. Transportation is the responsibility of three agencies: Idaho Transportation Department, ACHD and Valley Regional Transit Agency. Intermountain Gas and Idaho Power provide natural gas and

electricity to the area. Nampa Meridian Irrigation District supplies irrigation water.

Efficiency in the provision of public facilities and services is challenged by the fragmentation in public agencies. A high level of communication, interaction and cooperation is required to avoid delayed decision making, duplication in efforts, and competing interests.

The Ten Mile planning process has recognized the challenges in the variety of public service providers by engaging representatives of each agency as stakeholders in the development of the plan. The recognition of these agencies and their ongoing involvement is also needed through the implementation phase of the plan. This involvement should take several forms:

- On-going communication and updates through e-mails, website or paper progress reports.
- Quarterly or bi-annual meetings of representatives.
- Formalized agreements and meeting with elected officials and policy makers.
- Informal interaction, day to day communication on specific issues or projects.

Development Regulations

Implementation of the Ten Mile Interchange Specific Area plan will require that the City have a robust toolbox of zoning, development and design standards to carry out the intended mix of uses, patterns of development, and form that are proposed in the plan. Implementation of the plan will be accomplished through the City's existing development codes, through amendments to those codes, or by the development of new provisions, such as new zoning districts, overlay districts, design guidelines and development standards.

Zoning

The City's existing development regulations provide elements of some, but not all of these tools. As with most communities, the focus of the City's regulations is on zoning, separation of uses, and what is not desired. Implementation of the plan will require a shift in focus to the pattern and form of development and building detail.

The City's Zoning District regulations provide the basic development tool for implementation of the Specific Area Plan. The code currently has

fourteen zoning districts with associated standards and allowed uses for each district. The Zoning District Compatibility Matrix, which starts on the facing page, compares the proposed land use descriptions and framework identified in the Ten Mile Interchange Specific Area Plan with the City's zoning. For each land use district proposed in the plan, the zoning district(s) that come closest to meeting the intent of the land uses in the plan is compared. The matrix evaluates the proposed land use districts as either: “compatible”; “conditionally compatible” or “not compatible” with the existing zoning. “Compatible” means that there is explicit allowance for the use or provision in the plan. “Conditionally compatible” applies when the use is a conditional use in the zone, or is not addressed by the zone, but would appear to be allowed given the intent of the land use district. “Not compatible” is when the zoning explicitly restricts that use. This matrix provides a guide for where minor changes or tweaks are required in the existing zoning to accommodate the proposed uses in the plan.

The intent of the plan, including the proposed mixed use development pattern, does not clearly match with any of the existing zoning districts. In addition, for the higher density residential districts, the full range of uses proposed by the plan is not allowed.

There are several other challenges in adapting the existing zoning districts as the regulatory tools for implementing the plan. First, the plan calls out some minimum density or intensity standards. While the existing zoning code is focused more on maximums, developing at less than the minimum would greatly undermine the plan's objectives in some areas. The plan also proposes an overall pattern of development that will cross over individual property ownerships and interests. Another major challenge will be how to accommodate incremental development over time among a number of different property owners and developers.

To address these challenges and work within the framework of the existing zoning code, the City should undertake one or more of several actions:

- Minimum density and intensity standards should be incorporated into the existing zoning districts;
- New land use districts should be developed for the Lifestyle and Mixed Commercial land uses;

- A mechanism should be developed to transfer development uses to other sites so that the desired mix of uses can be achieved;
- Incentives for planning cooperatively among adjoining owners should be created; or a minimum site area for development review and annexation should be established.

Alternatively, the City could look beyond the existing development regulations to new development provisions. The Study Area for this plan (or some sub-set area) could be defined as its own Development District, with a series of new zoning categories to address the use types and mixed use districts contemplated in the plan. These regulations could be linked to the design guidelines and should be written expressly to promote and guide the types of mixed use development that the community wishes.

The proposed TOD Areas between Franklin and the railroad are one of the greatest challenges to successful implementation of the plan. Pressures exist to develop these areas in the short term, far in advance of any possible public transportation along the rail corridor. The challenge is how to accommodate development without precluding the future possibility for a more concentrated development form that supports transit use.

To address this, provisions for a Transit Oriented Development (TOD) Overlay should be developed which sets the parameters of use, design and form for development to support transit. The overlay should also allow for interim uses and building types that are transitory. The TOD provisions should include requirements for “shadow plans” to be developed that demonstrate how access provisions, site design and patterns of development can accommodate future transit uses. Further subdivision of land that would make it more difficult for future TOD development should be discouraged.

Other Unified Development Code Changes

- To accommodate the proposed mix of uses and scale of development, the current standards for vertically integrated residential structures (UDC Section 11-4-3.42) should be expanded to allow for structures with larger footprints and broader ranges of uses.
- Develop new sign provisions to accommodate the specific area such as currently exist in the code for the I-84 Sign Overlay District at Eagle

Zoning District Compatability Matrix

	Residential					Commercial				Industrial		Traditional		
Existing City Zoning Districts	R-2	R-4	R-8	R-15	R-40	C-N	C-C	C-G	L-O	I-L	I-H	O-T	TN-C	TN-R
LOW DENSITY RESIDENTIAL	√+	√	√-											
Density: 0.20 - 3 DU/AC	√+	√	√-											
Uses: SF- detached	●	●	●	●	⊙/●					⊙		●	●	●
Secondary DU	⊙	⊙	⊙	⊙	⊙							⊙	⊙	⊙
Parks	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Recreation Centers	⊙	⊙	⊙	⊙	⊙	●	●	●	●	●		●	●	⊙
Gardens : Private	⊙/●	⊙/●	⊙/●	⊙/●	⊙/●	⊙/●	●	●	⊙/●	●		●	●	⊙
Gardens : Public	⊙/●	⊙/●	⊙/●	⊙/●	⊙/●	⊙/●	●	●	⊙/●	●	●	●	●	●
Elementary School		●	●	●/●	●/●	●	●	●	●	⊙		●	●	●/●
Day Care Centers		●	●	●	●	⊙/●	⊙/●	⊙/●	●	⊙		●	●	●
Home Occupation	⊙	⊙	⊙	⊙	⊙							⊙	⊙	⊙
MEDIUM DENSITY RESIDENTIAL		√	√	√										
Density: 4-8 DU/AC		√	√									●	●	●
Uses: SF- detached	●	●	●	●	⊙/●					⊙		●	●	●
Townhouses		●	●	●	●							●	●	●
Two Family Duplex		●	●	●	●							●	●	●
3 flat units				●	●		●	●	●			●	●	●
Apartments				●	●		●	●	●			●	●	●
Secondary DU	⊙	⊙	⊙	⊙	⊙					●	●	●	●	●
Parks	●	●	●	●	●	●	●	●	●	●		●	●	●
Recreation Centers	⊙	⊙	⊙	⊙	⊙	●	●	●	●			●	●	
Elementary School		●	●	●/●	●/●	●	●	●	●			●	●	●/●
Day Care Centers		●	●	●	●	⊙/●	⊙/●	⊙/●	●	⊙		●	●	●
Public Use			●	●	●	●	●	●	●	●	●	●	●	●
Religious Worship			●	●	●	●	●	●	●	●	●	●	●	●
Home Occupation	⊙	⊙	⊙	⊙	⊙							⊙	⊙/●	⊙/●
Table Legend														
●	Permitted Use					√+	Best Choice							
●	Conditional Use					√	Possible Choice							
⊙	Accessory Use					√-	Marginal Choice							

and Meridian Road interchanges. Also develop an overall sign program for development within the study area of the plan.

- Expand Common Open Space and Site Amenity Requirements (UDC section 11-3G) to apply to mixed use and commercial uses, and develop new standards for improvement along the canals and waterways.

- Amend Regulations Applying to State and Federal Highways (UDC section 11-3H) to include access management provision, included in the plan along Ten Mile and Franklin.
- Develop new streetscape standards in cooperation with the Ada County Highway District (ACHD) and adopt the standards in the Unified Development Code.

Design Standards

This plan document includes many references to specific characteristics desirable in a successful mixed use area. When combined with the section drawings, renderings and illustrative photos, they paint a pretty clear picture of the type of environment envisioned, but they do not constitute a complete set of guidelines for future development.

The purpose of design guidelines is to provide a set of directions for the architects and developers of future projects so as to enable a wide variety of participants working on many projects to create an environment that has a significant degree of coherence and continuity. The guidelines can range from modest and limited to extensive and rigorous. Simple examples look to direct key elements such as building placement, height, mass or siting. More complex examples begin to look at the overall form and configuration of buildings, the use of materials, color, and specific design elements. Additional complexity comes to bear in the regulation of elements such as signage, lighting, design details, fenestration, etc. More stringent guidelines mandate in very detailed terms particular styles of architecture that are deemed appropriate.

Design Standards exist in the City’s Development Code for commercial structures of a certain size and for multi-family residential development. There is also a reference to design guidelines in the Traditional Neighborhood Center Zone. Both of these existing code sections are a starting place for introducing the guiding design principles articulated in Section 3 of the plan.

Alternatively, if the City takes a bolder and more innovative approach to implementation of the plan, including new districts and/or an overlay district, the design principles should become the focus for the new implementation tool. The City should hire a design professional to build upon the

Zoning District Compatability Matrix, Continued

	Residential					Commercial				Industrial		Traditional		
Existing City Zoning Districts	R-2	R-4	R-8	R-15	R-40	C-N	C-C	C-G	L-O	I-L	I-H	O-T	TN-C	TN-R
MEDIUM HIGH DENSITY RESIDENTIAL														
			√-	√										
Density: 8-15 DU/AC			√-	√									○	●
Uses: SF- detached	●	●	●	●	⊙/●					⊙		●	○	●
Townhouses		○	●	●	○							●	●	●
Two Family Duplex		○	●	●	○							●	○	●
3 flat units				○	○		○	○	○			●	●	●
Apartments				○	○		○	○	○			●	●	●
Secondary DU	⊙	⊙	⊙	⊙	⊙					○	○	○	○	○
Live-work				○									●	●
Parks	●	●	●	●	●	●	●	●	●	○		●	●	●
Recreation Centers	⊙	⊙	⊙	⊙	⊙	●	●	●	○			●	○	
Elementary School		○	○	●/○	●/○	●	●	●	●			●	●	●/○
Day Care Centers		○	○	●	●	⊙/○	⊙/○	⊙/○	●	⊙		○	○	○
Public Use			○	○	○	●	●	●	●	○	○	●	●	○
Religious Worship			○	○	○	●	●	●	●	○	○	●	●	○
Home Occupation	⊙	⊙	⊙	⊙	⊙							⊙	⊙/●	⊙/○
HIGH DENSITY RESIDENTIAL														
				√	√								○	
Density: 16-50 DU/AC				√	√								○	
Uses: Townhouses		○	●	●	○								●	●
Apartments				○	○		○	○	○				●	●
Live-work					⊙		○	○	○	⊙			●	●
Parks	●	●	●	●	●	●	●	●	●	○	○		●	●
Recreation Centers	⊙	⊙	⊙	⊙	⊙	●	●	●	○	○			●	○
Elementary School		○	○	●/○	●/○	●	●	●	●				●	●/○
Day Care Centers		○	○	●	●	⊙/○	⊙/○	⊙/○	●	⊙			○	○
Public Use			○	○	○	●	●	●	●	○	○		●	○
Religious Worship			○	○	○	●	●	●	●	○	○		●	○
Neighborhood Retail						●	●	●		⊙	⊙		●	
Office						●	●	●	●	⊙			●	○
Table Legend														
●	Permitted Use				√+	Best Choice								
○	Conditional Use				√	Possible Choice								
⊙	Accessory Use				√-	Marginal Choice								

preliminary guidelines presented in this plan and to craft a set of requirements that meet but do not exceed the needs of the Ten Mile Interchange Area for ensuring an effective and harmonious overall environment. The development of the guidelines should have the active participation of the private sector. In an environment such as the Ten Mile Interchange Area, the optimal guidelines are those that direct only those elements that

comprise the physical feel of the place, without mandating a specific architectural style, design details or building elements. Arriving at the proper degree of complexity and comprehensiveness, however, will take time.

Transportation System Investments

The Ten Mile Interchange Specific Area Plan has developed a roadway system to support the proposed land uses and to link with the regional transportation system. This planning effort is unique in establishing some general guidelines for the location of the collector and local street network. This “mini master plan” of streets is a real opportunity for proportionately directing the costs of constructing the street system and forcing alignment in the best location for the overall system. Because of it uniqueness, neither the City nor ACHD, who is responsible for streets in the county, has a specific mechanism for implementing an overall street network of this type.

Several options exist for the City and ACHD that, with work and collaboration, can provide the financing mechanisms for developing the street system. The options include: extraordinary impact fees; local improvement districts; shared cost model; and a public infrastructure district. In all cases, through a development agreement, the City can make their acceptance of City annexation rely on the condition that the developer cooperate with the pre-determined street plan and financing mechanism.

Impact Fees

Impact fees are imposed by ACHD for the construction of “system improvements”. By ACHD definition, these system improvements do not include collector designated streets, and no collector designated streets are identified on the ACHD Capital Improvement plan. However, under Idaho Code section 50-1703, collector streets are capital improvements eligible for impact fees. Through a process allowed by Idaho Code Section 67-8203, the collectors and costs can be funded through a process identified as “extraordinary impact”:

“Extraordinary impact” means an impact which is reasonably determined by the governmental entity to: (i) result in the need for system improvements, the cost of which will significantly exceed the sum of the development impact fees to be generated

Zoning District Compatability Matrix, Continued

	Residential					Commercial				Industrial		Traditional			
Existing City Zoning Districts	R-2	R-4	R-8	R-15	R-40	C-N	C-C	C-G	L-O	I-L	I-H	O-T	TN-C	TN-R	
MIXED-USE RESIDENTIAL						√	√-					√+	√-		
Density 8-12 DU/AC				√	√		√	√					√	√	
FAR: 0.75 min.													○		
Uses: Vertically Integrated Residential				○	○	○	●	●	○			●	●	●	
Live-work	⊙	⊙	⊙	⊙	⊙		●	●	○			⊙	⊙	⊙	
Office					⊙	●	●	●	●	⊙		●	●	○	
Retail						●	●	●		⊙	⊙	●	●		
Recreation						●	●	●	●	○		●	○		
Employment			○	○	○	○	●/○	●/○	●/○	●	●/○	●/○	●/○		
MIXED USE COMMERCIAL						√	√					√+			
Density: 8-12 DU/AC							√	√	√				√		
FAR: 1.00-1.25 min.							○	○	○				○		
Uses: SF attached		○										●	●	●	
Townhouse		○			○							●	●	●	
Two Family Duplex		○			○							●	○	●	
3 flat units				○	○		○	○	○			●	●	●	
Apartments				○	○		○	○	○			●	○	●	
Vertically Integrated Residential				○	○	○	●	●	○			●	●	●	
Live-work	⊙	⊙	⊙	⊙	⊙							⊙	⊙	⊙	
Office					⊙	●	●	●	●	⊙		●	●	○	
Retail						●	●	●		⊙	⊙	●	●		
Employment						●/○	●	●/○	●/○	●	●/○	●/○	●/○		
from the project or the sum agreed to be paid pursuant to a development agreement as allowed by section 67-8214(2), Idaho Code, or (ii) result in the need for system improvements which are not identified in the capital improvements plan.						Table Legend									
						●	Permitted Use					√+	Best Choice		
						○	Conditional Use					√	Possible Choice		
						⊙	Accessory Use					√-	Marginal Choice		
ACHD implements the process of extraordinary															

from the project or the sum agreed to be paid pursuant to a development agreement as allowed by section 67-8214(2), Idaho Code, or (ii) result in the need for system improvements which are not identified in the capital improvements plan.

ACHD implements the process of extraordinary costs through the designation of an “overlay zone” and the imposition of “overlay fees”. Overlay fees to fund the construction of new collectors would be in addition to the impact fees normally collected for

the arterial improvements planned by ACHD. Since the collectors do not appear on the ACHD Capital Improvement Plan, these streets would have to be funded and constructed by developers. The ACHD and the developer would enter into an agreement on the means for reimbursing the developer for the costs of the collector improvements. As development occurs and impact fees, including the overlay fees, are collected, ACHD places the funds in a separate account to reimburse the developer.

In summary, in order for collectors to be funded through impact fees, the following steps would be required:

- The costs of the collectors system identified in the plan, or a portion, and the pro rata share for all development within the overlay zone, would be determined.
- The ACHD Impact fee ordinance would be amended to include collectors as part of the “system” definitions.
- By resolution and after public notice and hearing, ACHD would adopt the Ten Mile Interchange Specific Planning Area or portion, as an “overlay zone” and adopt overlay fees to cover the costs of the collectors system.
- Individual developers would enter into a development agreement with ACHD for collector improvement and reimbursement costs.

Impact fees provide a financing tool that is readily available and results in the construction of needed facilities at the time of development. The costs are born by the developers who are reimbursed over time. Developers are only paid out as funds are collected, and the full costs of the construction may not be recovered. These overlay fees are in addition to the impact fees already collected by ACHD and add to the cost of development. The “sticker shock” of these fees is offset by the immediacy in construction of the streets needed to support the development.

Local Improvement District (LID)

The responsibilities for creation and maintenance of a local improvement district (LID) for street improvements are with ACHD. Section 3200 of the ACHDPolicyManualoutlinestheprocessforcreation of an LID. The LID can be initiated by the ACHD commission or by petition of resident or property

Zoning District Compatability Matrix, Continued

	Residential					Commercial				Industrial		Traditional		
Existing City Zoning Districts	R-2	R-4	R-8	R-15	R-40	C-N	C-C	C-G	L-O	I-L	I-H	O-T	TN-C	TN-R
LIFESTYLE CENTER							√	√				√+		
Density: 16 DU/AC; 50 max.														
FAR: 1.25 or more														
Uses: Townhouse		○	●	●	○							●	●	●
3 flat units				○	○		○	○	○			●	●	●
Apartments				○	○		○	○	○			●	●	●
Vertically Integrated Residential				○	○	○	●	●	○			●	●	●
Live-work	⊙	⊙	⊙	⊙	⊙								●	
Entertainment: Indoor						●	●	●	●			○	○	
Entertainment: Outdoor stage						○	○	○	○	○		○	○	
Office					⊙		●	●	●	⊙		●	●	○
Retail							●	●		⊙	⊙	●	●	
Employment			○	○	○	●/○	●/○	●/○	●/○	●	●	●/○	●/○	○
LOW DENSITY EMPLOYMENT							√	√+	√+					
FAR: <0.75; 1-3 stories							●	●	●	●	●			
Uses: Office					⊙	●	●	●	●	⊙		●	●	○
Research								○	○	●	●	○		
HIGH DENSITY EMPLOYMENT							√	√+				√		
FAR: 1.00 or more (1-6 stories)							○	○	○					
Uses: Office					⊙	○	●	●	●	⊙		●	●	○
Research								○	○	●	●	○		
Conference Centers			○	○	○	●	●	●	●	○	○	●	●	○
Day care		○	○	●	●	⊙/○	⊙/○	⊙/○	●	⊙		○	○	○
Restaurants					⊙	●	●	●	●	⊙	⊙	●	●	
Convenience Retail						●	●	●	○	⊙	⊙	●	●	
Hotel/Motel						●/○	●/○	●/○				●/○	○	
Public Uses			○	○	○	●	●	●	●	○	○	●	●	○
Table Legend														
●	Permitted Use										√+	Best Choice		
○	Conditional Use										√	Possible Choice		
⊙	Accessory Use										√-	Marginal Choice		

owners. In either method, the policy manual requires that certain information be provided before any action on the intent to create the LID. This information generally includes: description and costs of the improvements; boundary description of the LID and property owner information; method of assessment; and value of the security.

When all the required information has been provided and considered by the ACHD Commission, the Commission adopts a resolution of intent to create the LID and levy assessments. A public hearing is noticed and held for protests and testimony to be received. After the hearing, the Commission proceeds on the LID through adoption of an ordinance that specifies the LID boundaries, improvements and distribution of costs. The District then solicits bids for the improvements. After the contract for construction has been awarded and the costs determined for the improvement, the assessment rolls are created and adopted after another public hearing. After the hearing, another ordinance is passed confirming the assessment and the installment period for payment. The District can issue LID bonds to cover the cost of the improvements.

The LID approach to financing improvements requires more administrative cost and involvement on the part of ACHD than impact fees. For this reason, ACHD and the developers prefer the extraordinary impact fees approach. Like the extraordinary impact fee approach, the recovery costs are dependent on the rate of growth. Through an inter-local agreement with ACHD, the City could take on the authority for administering the LID. This may be particularly appropriate if the LID is intended to finance more than just roads.

Shared Costs Approach

A third approach to financing street improvements is for the development community to develop a shared cost approach on their own. The Ten Mile Interchange Specific Area Plan process has accommodated a high level of discussion and interaction among the developer stakeholders. This cooperation could be the basis for future cost sharing of needed improvements. ACHD has been supportive and helped with this approach in other areas. Each development's proportionate share of the costs would be based on the traffic its proposed land uses would generate. The City could take a role in this approach by requiring the pre-determined cost sharing as a condition of a development agreement for rezone and annexation into the City.

Zoning District Compatability Matrix, Continued

	Residential					Commercial				Industrial		Traditional		
Existing City Zoning Districts	R-2	R-4	R-8	R-15	R-40	C-N	C-C	C-G	L-O	I-L	I-H	O-T	TN-C	TN-R
MIXED EMPLOYMENT														
Uses: Office						●	●	●	●	⊙		●	●	○
Light Industrial								○	○	●	●	○		
Day care		○	○	●	●	⊙/○	⊙/○	⊙/○	●	⊙		●	●	
Convenience Retail						●	●	●	●	⊙	⊙	●	●	○
INDUSTRIAL														
Uses: Light manufacturing								○	○	●	●	○		
Heavy manufacturing											●/○			
Wholesale storage								⊙		●	●			
Truck terminals										●	●			
Vehicle Repair										●	●			
Utilities										●	●			
						Table Legend								
						●	Permitted Use			√+	Best Choice			
						○	Conditional Use			√	Possible Choice			
						⊙	Accessory Use			√-	Marginal Choice			

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SECTION 3 - THE PLAN

The Composite Plan

What kind of community will the Ten Mile Area be? It will look, feel and function differently than a typical commercial area or residential subdivision. Many residential uses will occupy the second and third levels of buildings above retail, office and light industrial uses on the ground floor. In some commercial areas, residential uses may occupy the lowest levels of buildings.

Unlike many commercial and employment districts, the Ten Mile Area will not empty out at 5 pm when employees leave work. For many employees, home will be upstairs, around the corner, or down the street. This unique area allows a range of land uses—from industrial to residential to commercial—in close proximity to one another. This mix will create an exciting atmosphere for residents and a unique new area of Meridian.

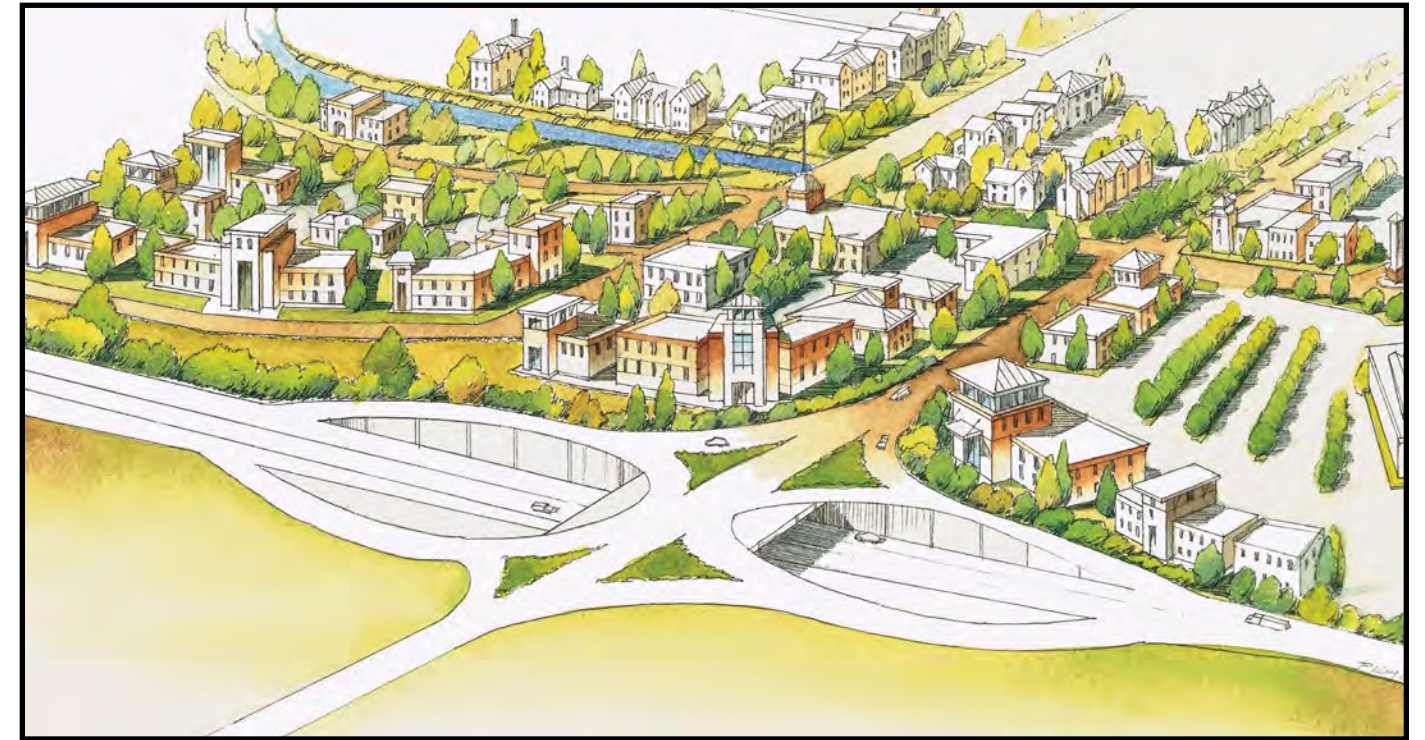
The Ten Mile Specific Area Plan provides for diversity of housing sizes and costs—including both for-sale and rental products. Less expensive housing will be interspersed with more expensive housing options. This new district is envisioned as a vibrant, mixed-income, mixed-age community where choices abound—choices about where to work, live, and how to move between the two.

The plan reflects the establishment of fully-integrated uses that create the “place” desired by all. A “place” that is “ready for business...and built for living.”

The plan includes:

- Mixed and high density employment areas that will accommodate a wide variety of employers and serve as a primary gateway to Meridian and Meridian’s prosperity.

- A lifestyle center that is host to the widest variety of retail, commercial, entertainment, office, public and civic, live/work and residential uses with a walkable “main street” that defines the character of the area.
- A mixture of detached single family, duplex, townhomes, fourplexes, high density apartments or condominium products to accommodate a wide range of lifestyles, ages, and incomes.
- A well-distributed residential pattern and mix, placing the higher densities along parks and open spaces and near employment, commercial and transit activity centers.
- Reservations for future transit connections and transit-oriented development.
- Nearly 1,000 acres of land committed to meet the needs of business and job creation including jobs in research and technology, finance, manufacturing, and distribution.
- A minimum commercial program of 350,000 SF of retail and commercial uses and a residential count between 6,500 and 10,000 units.
- Opportunities for retail, office or light industrial buildings with leasable ground floor space and apartments or condominiums above.
- Ability to walk from commercial services to homes and businesses.
- Connecting parkways and a variety of parks and open spaces, distributed among all neighborhoods with interesting shapes and functions.
- A well defined arterial and collector street network that emphasized internal and external connectivity and limits congestion.
- Street oriented design of commercial areas with active sidewalks and pathways.
- Live/work units, where residents live upstairs from their street level office, workshop or store.
- Design element guiding new construction toward providing a sense of place.



INTRODUCTION TO THE PLAN

The Ten Mile Interchange Specific Area Plan represents a new direction for land use and development planning for the City of Meridian. The Plan promotes more compact development and emphasizes mixed-land uses, higher densities, employment opportunities, pedestrian scale, choice of transportation modes, neighborhood cohesiveness and convenience, and livability as a means of establishing Meridian as the next major employment and commercial center in the Treasure Valley.

The Plan delineates the evolution of design that took place during the four day Charrette process and follow-up meetings. The plan is described in its component parts. The supporting information includes market and transportation analyses.

THE LAND USE ELEMENT: SUSTAINABILITY AND OPPORTUNITY

Basis of Land Use Element

In the Ten Mile Interchange Area, the mission is to create a place that will add to the long-term economic stability of the City of Meridian, not just respond to immediate market forces and trends. To achieve the economic development vision for Meridian as a place that is “Built for Business and Designed for Living,” the Ten Mile Interchange Specific Area Plan promotes a complete and integrated mix of uses that will create a place where people can live, work and raise a family.

The land use element is designed to:

- provide opportunities to achieve higher densities than in other areas of Meridian;
- increase pedestrian oriented populations for an active and engaging community life during the day and evening hours;
- balance demand on the street and transit networks by maximizing multi-modal transportation opportunities;
- provide for a range of housing unit sizes, types, and pricing levels;
- provide for an array of open spaces and amenities for the enjoyment and recreation of the community;

- increase the diversity of building forms and types;
- support the presence of small, independent, and locally owned businesses;
- attract upscale and unique retail, restaurant, and entertainment offerings as well as key national retailers;
- provide for industrial opportunities in consideration of future improvements to Highway 16; and
- capture full economic advantage of the Ten Mile interchange to enhance the long-term fiscal health of the City of Meridian and the Treasure Valley.

Why Mixed Use?

Mixed land use improves the ratio of housing to jobs, offers opportunities for live-work building types, provides housing options for people of any age or status, stretches activity over more hours each day, and creates shared-parking opportunities. All contribute to improved environmental outcomes through reduction in vehicle miles traveled, improved air quality, and opportunities to expand and enhance open space and improve water quality.

The Ten Mile Interchange Area, which has been planned to optimize walkability, has a proposed transit center as a core component. Adjacent to the center are commercial, employment, and higher density residential land use types connected by a grid street network.

Why Promote Density?

Density yields many benefits, including increased transportation options. Basic bus service can be provided with a minimum density of seven dwellings per net residential acre. If densities reach 15 dwellings per acre, frequent local service is viable. For light rail, a minimum of 9 dwellings per net residential acre is needed and rapid transit requires 12 dwellings per net residential acre. Levels of transit service are also influenced by regional geographies, such as distribution of employment clusters, location relative to the regional core, and demographic patterns. Most importantly, density can be achieved without losing the suburban appeal of trees and human-scale buildings.

Employment densities, which have a greater influence on trip-making than residential densities,

begin at 20 employees per acre for intermediate bus service. For frequent bus service, the employment density threshold is 50 employees per net employment acre, although 75 employees per acre is preferred. Light rail transit requires a minimum of 125 employees per net employment acre around transit stations.

One way to measure the intensity of use is through floor area ratios (FAR). Floor area ratios are a comparison between the land the building occupies and the floor area in square foot of the space, with a higher FAR indicating a more compact and intensive development.

Typical mixed use floor area ratios range from 0.50 in the suburbs to 3.00 or more in central cities. Transit-supportive development typically achieves the necessary density levels by using higher floor to area ratios. If the development has surface parking, the FAR range is 0.5 to 1.0. The preferred FAR range for structured parking, however, is 1.0 to 2.0.

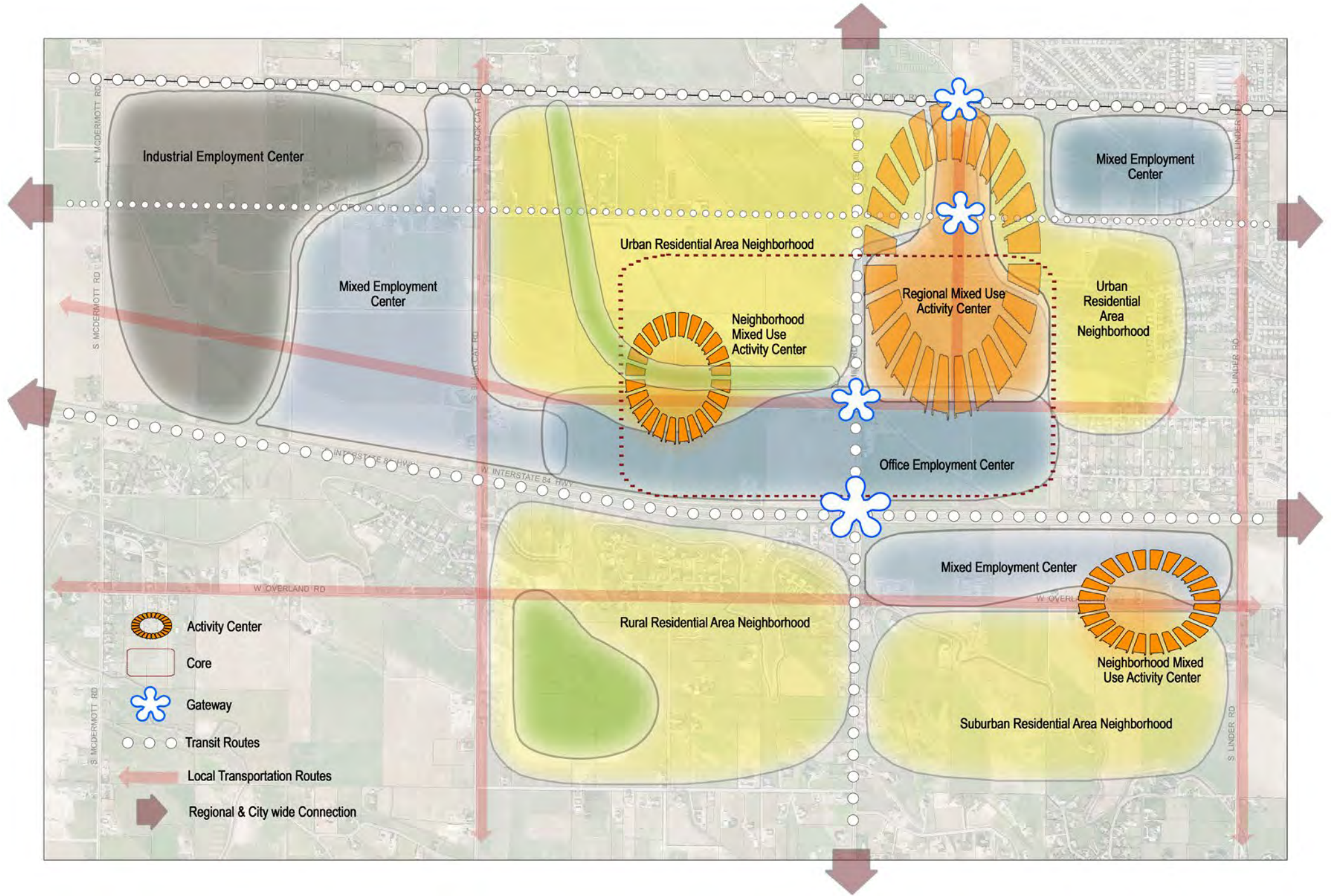
Land Use Framework

The planning process resulted in the definition of several focus areas, including transit routes, major local transportation routes, gateways, open space and trail corridors, activity centers, employment centers, and urban, suburban, and rural residential areas. The results for each focus area, when viewed together, form a framework for planning decisions affecting the entire Ten Mile Interchange Area and the City of Meridian.

The Land Use Framework, indicating conceptual locations of these focus areas shows a potential future for the Ten Mile Interchange Area that furthers the mission, objectives and measures that served as a cornerstone of this planning effort and is the basis of the Land Use Map.

The Land Use Framework promotes more intense land use around major corridors and transit, and lower density development closer to existing neighborhoods. This direction is consistent with City-wide objectives to concentrate commercial and higher-density residential development in areas with the highest transit capacity and conserve the scale and character of existing single-family neighborhoods.

Achieving mixed use and higher densities are the community's greatest challenge to the private sector. This will require property owners and developers to work with each other, form partnerships, and think non-traditionally. The Ten Mile Interchange Area is one of the greatest land assets Meridian has for securing its economic future. The people in the State of Idaho are making a substantial investment in Meridian and the Treasure Valley's future with the construction of the interchange at Ten Mile Road and I-84. As a result, the City is ready to find ways to partner with the private sector to build an integrated and sustainable Ten Mile Interchange Area that achieves the vision. The City's goal is to find ways to enhance margins and reduce risks associated with complex integrated projects—projects that bring employers to Meridian, provide a mix in housing stock and prices, establish opportunities for people to be innovators and establish their own businesses, and offer upscale regional and other unique shopping venues.



Land Use Types

The Land Use Map uses 13 land use designations to make relatively broad recommendations for the future distribution of land uses throughout the Ten Mile Interchange Area. The land use districts designated on the Land Use Map are:

Residential Areas

- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential

Mixed Use Areas

- Mixed use Residential
- Mixed use Commercial
- Lifestyle Center

Employment Areas

- High Density Employment
- Low Density Employment
- Mixed Employment
- Industrial

Special Areas

- Green space: Parks, Pathways, and Open Space
- Civic

Low Density



Medium Density



Residential Areas

All four residential areas are relatively large, and housing is their primary recommended use. Residential areas are located in reasonable proximity to mixed use, commercial or employment locations that provide shopping and service, employment, and recreational opportunities to residents.

Residential areas support the integration of various housing types. For example, while the focus in High Density Residential areas is on apartments or condominiums, the integration of townhouses and other moderate density is encouraged. In addition to housing, a wide range of supporting and civic uses are allowed or encouraged.

Low Density Residential

Description

Low Density Residential areas are characterized by a mix of lot sizes and a predominance of single-family housing types. This is the only residential land use type that does not provide for a variety in housing types or the integration of other uses, although some mix of densities is encouraged.

Low Density Residential areas should include a mix of lot sizes. Lot sizes down to ¼ acre may be appropriate when lots are clustered to preserve open space.

Low Density Residential areas should be designed to be conducive to walking and all of the housing should have access to an interconnected system of pathways.

Housing Types in Low Density Residential Areas

- Single-family detached houses on individual lots
- Accessory dwelling units

Secondary Uses within Low Density Residential Areas

Although primarily a residential designation, a limited number of other land uses are also located within Low Density Residential areas. At the scale of the Future Land Use Map, these small areas of non-residential use are not shown. Non-residential uses within a Low Density Residential area may include:

- Parks and recreational facilities
- Community gardens

- Elementary schools
- Daycare centers

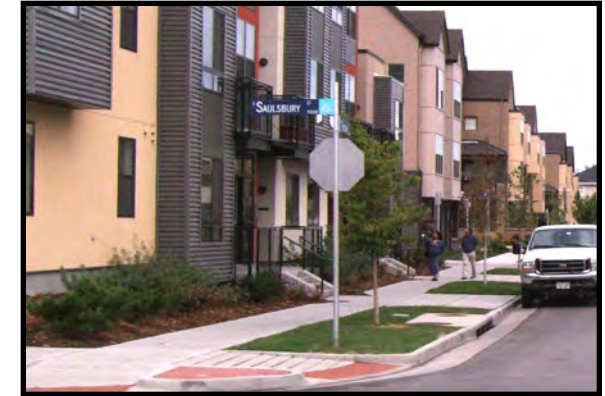
Within designated Low Density Residential areas, commercial uses are limited to home-based business.

Medium Density Residential

Description

Medium Density Residential areas are characterized by relatively low densities and a predominance of single-family and two-unit housing types emphasizing ownership opportunities. Smaller two, three and four unit apartment buildings may be compatible in a Medium Density Residential area, but large apartment buildings or apartment complexes are not. In general, Medium Density Residential areas should be protected from encroachments of higher density or higher intensity uses.

Medium Density Residential areas should include a mix of housing types that achieve an overall average target density of 6 dwelling units per gross acre. Generally, densities should range from 4-8 units per acre. Most developments within the area should fall within this range, although small areas



of slightly higher density may exist. Small-scale apartment complexes comprised of relatively small, low-rise buildings (such as garden apartments) may be included in a Medium Density Residential area, but large-scale apartment buildings and large apartment complexes should generally be included only in Medium High or High Density Residential or Mixed Use Residential areas.

Medium Density Residential areas should be designed to be conducive to walking and all of the housing and other uses should share an interconnected sidewalk and street system. Higher density housing types within Medium-Density Residential areas generally should be located nearer mixed use or other more intensively developed areas, with a transition to smaller buildings such as duplexes and single-family detached houses as the distance from the more intensively developed area increases.

Housing Types in Medium Density Residential Areas

- Single-family detached houses on individual lots
- Townhouses or row houses
- Duplexes and two-flat buildings
- Three-flat buildings (stacked units in a three-story building similar in character to the single-family buildings in the area)
- Apartment buildings (multi-unit dwellings with units accessed via shared entrances and hallways) compatible with neighborhood character (Generally limited to no more than four-unit buildings if interlaced with other housing type)
- Secondary dwelling units

In order to provide a range of housing choices for

households of different sizes, ages, incomes and lifestyles, Medium Density Residential areas should include at least two different housing types and include both owner-occupied and rental housing. Single-family housing should include a variety of lot sizes to achieve innovative site designs that de-emphasize garages and avoid architectural monotony.

Other Uses within Medium Density Residential Areas

Although primarily a residential designation, a limited number of other land use types may be located within Medium Density Residential areas. These often serve as focal points for neighborhood activity. At the scale of the Future Land Use Map, these small areas of non-residential use are not shown. Non-residential uses within a Medium Density Residential area may include:

- Parks and recreational facilities
- Community gardens
- Schools
- Daycare centers
- Small civic facilities, such as libraries or community centers
- Places of assembly and worship, if at a scale compatible with other existing or planned development in the area
- Neighborhood-serving retail and service uses, especially in mixed use buildings
- Small offices, especially in mixed use buildings

Within designated Medium Density Residential areas, commercial uses are scarce and limited to small-scale establishments providing convenience goods or services to neighborhood residents.

Medium High Density Residential

Description

Medium High Density Residential areas are locations recommended primarily for relatively dense multi-family housing types, such as row houses, townhouses, condominiums and apartment buildings and complexes.

Medium High Density Residential areas should include a mix of housing types that achieve an overall average density target of 12 dwelling units per gross acre. Generally, densities should range from 8-15 units per acre. Most developments within these areas should fall within or below this range, although small areas of higher or lower density residential development may be included. Apartment buildings and complexes will also generally be located in Medium High Density Residential areas, even if the actual parcel density falls within the Medium Density Residential range, to reflect the predominant building type.

Medium High Density Residential areas typically are relatively compact areas within a larger neighborhood and generally should be located around and near more intensively developed areas, such as Mixed Use Commercial or Employment areas, in order to provide convenient access to these commercial activity and employment centers for the greatest number of residents.

Within relatively large Medium High Density areas, larger-scale, higher-density housing should be located closest to higher intensity uses, or commercial or activity center, with a transition to smaller-scale and lower density buildings as the distance from the higher intensity use or center increases.

Housing Types in Medium High Density Residential Districts

- Single-family detached houses on individual lots
- Townhouses or row houses
- Duplexes and two-flat buildings
- Three-flat buildings (stacked units in a three-story building similar in character to the single-family buildings in the area)
- Apartment buildings (multi-unit dwellings with units accessed via shared entrances and hallways) with no specific size limitation if compatible in scale and character with other neighborhood buildings
- Secondary dwelling units
- Live-work units

Other Uses within the District

Although primarily a residential designation, a limited amount of other land use types are also located within Medium High Density Residential areas, and these often serve as focal points for neighborhood activity. At the scale of the Future Land Use Map, these small areas of non-residential use are not shown. Non-residential uses within a Medium High Density Residential area may include:

- Parks and recreational facilities
- Community gardens
- Schools
- Daycare centers
- Small civic facilities, such as libraries or community centers
- Places of assembly and worship, if at a scale compatible with other existing or planned development in the area

High Density



- Neighborhood-serving retail and service uses, especially in mixed use buildings
- Offices, especially in mixed use buildings
- Nursing or residential care

Within designated Medium High Density Residential areas the commercial uses may be larger and the scale of the buildings may be greater, but are still relatively small establishments primarily providing convenience goods or services to neighborhood residents. To promote walkable neighborhoods, parking lots should be located away from public streets. Isolated commercial uses within Medium Density Residential areas are not shown on the Future Land Use Map.

High Density Residential

Description

High Density Residential areas are multiple-family housing areas where relatively larger and taller apartment buildings are the recommended building type.

High Density Residential areas should include a mix of housing types that achieve an overall average density target of at least 16-25 dwelling units per gross acre. Most developments within the High Density Residential areas should fall within or below this range, although smaller areas of higher or lower density may be included. Residential densities can be concentrated in multistory projects with up to 50 dwelling units per acre allowed.

Location and Design Characteristics

High Density Residential districts typically are relatively compact areas located adjacent to or very close to larger Mixed use Commercial and Employment areas, and other intensively developed



lands. The design and orientation of new high density residential buildings should be pedestrian-oriented, and special streetscape improvements should be considered to create rich and enjoyable public spaces. A strong physical relationship between the commercial and residential components to adjacent employment or transit centers is critical.

Location Near Transit Center

High Density Residential areas located in close proximity to the proposed transit center should incorporate a mix of uses that cater to the needs of residents, commuters, or workers, including the integration of convenience and specialty commercial and live-work units.

Housing Types in High Density Residential Areas

- Apartment buildings, with no specific size limitation if compatible in scale and character with other neighborhood buildings
- Townhouses or row houses
- Live-work units

Smaller scale and lower density housing types may also be present in High Density Residential areas. In general, however, the expectation is that most buildings will be relatively dense multi-family types.

Other Uses within the District

Generally, the same types of supporting uses as in Medium High Density Residential areas are allowed, except that retail or service nodes could include larger establishments and are likely to be within a mixed use building.



Mixed Use Areas

Basis for Promoting Mixed Use

Land use influences livability and economic vitality in important ways. The mix of residential, employment and commercial uses can affect the amount and timing of pedestrian activity and traffic flow; the level, direction, and time of demand on transit and parking resources; the type of shops, restaurants, and neighborhood services required to serve the needs of resident and worker populations, and the ability of residents to walk to work. Prior plans in Meridian have thus far resulted in very few vertical mixed use projects with ground floor retail and either office or residential on upper floors, or in horizontally-mixed use developments that provide an integration of uses that relate to and support one another as a unified whole.

Mixed Use Defined

For the purposes of the Ten Mile Interchange Specific Area Plan, mixed use is defined as development that fits the following three criteria that distinguish it from a multi-use development:

- A development with three or more significant income producing uses
- A development with significant functional and physical integration
- A development in conformance with a coherent plan

Mixed use areas represent the essential commercial components of the Ten Mile Interchange Area. While most areas promote or allow for some mix of uses and densities, the mixed use areas are the foundation on which the Ten Mile Interchange Area will be built and represent a fully integrated land use type.



The mixed use areas identified on the Future Land Use Map are intended to:

- Help create major new residential and mixed use areas at appropriate densities, heights, and mixtures of uses
- Encourage areas responsive to pedestrians by separating pedestrian and vehicular circulation patterns
- Encourage flexibility in architectural design and building bulk, provided that the designs and building bulk are compatible and harmonious with adjoining development over the area as a whole
- In a variety of ways, create environments conducive to a higher quality of life and environment for residents, businesses, employees, and institutions

Three or More Income Producing Uses

Typically, a mixed use development project needs at least three significant uses to produce enough income to cover heavy front-end investments, amortize costs over time, and provide a reasonable return. These uses usually include retail, office, residential, and lodging facilities. Three or more significant uses within a development also tend to constitute a large scale project. Mixed use developments need to be large in order to have sufficient building space to permit the integration (vertical or horizontal) of different uses. The size of these projects also provides a minimum critical mass that creates the required public image and market attraction necessary for a successful project. The land ownership pattern in the Ten Mile Interchange Area will require property owners and developers to collaborate in developing successful mixed use projects.

Mixed Use Residential



Mixed Use Commercial



Functional and Physical Integration

Currently, the City of Meridian has areas which may feature many uses; however, by not connecting those uses for the pedestrian, they fall short of the synergy afforded by the mixed use format.

While there are development projects that include three or more significant income-producing uses, they do not always integrate those uses. It is the significant functional and physical integration that distinguishes mixed use developments, like those planned for the Ten Mile Interchange Area, from these other projects. Integration of uses is a key to leveraging the advantages of a shared location and customer base, and this integration can be achieved by connecting all the project components by pedestrian paths. These can be:

- A vertical mixing of project components into a single mega-structure (often occupying only one city block);
- Careful positioning of key components around centrally located focal points, such as a key amenity or service; and
- Interconnection of project components through

an elaborate pedestrian circulation network (e.g., subterranean concourses, walkways and plazas at grade, or aerial bridges between buildings).

Significant functional and physical integration also requires an intensive use of land. Usually, densities of 0.5 to 3.0 FAR are necessary to support initial investments for land, amenities, and infrastructure. Generally, higher FARs allow more density, which in turn helps developers to offset the costs of amenities.

Conformance with a Coherent Plan

Mixed use developments are usually developed from the outset in conformance with a coherent development strategy and plan. The strategies and plans typically set forth, at a minimum, the types and scale of land uses, permitted densities, and general areas where different kinds of development are to occur. They also can guide a development with respect to timing, relationships among project components, open space, and infrastructure at the project site.

Mixed Use Land Use Types

Mixed use areas are recommended locations for development of activity centers that are specifically planned to include both residential and non-residential uses. The range of non-residential uses and the development density of both residential and non-residential uses in mixed use areas will vary depending on the size of the area and the type and intensity of the surrounding development. Not every building in a mixed use area needs to include both residential and non-residential uses, but the fact that both types of land uses will be accommodated within the area as a whole is inherent in the designation. A mixed use area must be planned to provide a suitable residential environment.

The following types of mixed use are contemplated and encouraged in the Ten Mile Interchange Area.

Mixed Use Residential

The purpose of the Mixed Use Residential designation is to encourage a diversity of compatible land uses that may include a mixture of residential, office, retail, recreational, employment, and other

miscellaneous uses. While the focus of these areas is on residential uses, the horizontal and vertical integration of retail, office and employment uses is essential to securing entitlements. This designation requires developments to integrate the three major use categories—residential, commercial, and employment. Live-work units are strongly encouraged in the Mixed Use Residential areas, as are a variety of other housing types. Office, employment and commercial uses are generally small in scale and focused on neighborhood services within the Mixed Use Residential areas.

This designation is intended to provide flexibility and encourage developers to build innovative projects. Traditional neighborhood design concepts—higher density buildings close to the street, easy pedestrian access, narrower streets to slow traffic, parking lots behind or under buildings, and residences with porches or balconies facing the street—are essential. The mix of uses should allow for a diversity of housing with for-sale and rental properties. The mix of uses may be achieved horizontally throughout the site; however, vertical mixes within buildings are highly encouraged. The goal in these areas is to achieve a FAR of .75 or more. Where existing parcel sizes are

small, development plans should be prepared in collaboration with the adjacent property owners in order to establish an integrated mixed use project across several parcels. No more than 40 percent of the land area within the Mixed Use Residential area should be utilized for non-residential uses. This land use designation calls for an overall target density of 8-12 dwelling units per acre, with higher densities allowed on individual projects.

Mixed Use Commercial

The purpose of the Mixed Use Commercial designation is to encourage the development of a mixture of office, retail, recreational, employment, and other miscellaneous uses, with supporting multi-family or single family attached residential uses. While the focus of these areas is on commercial and employment uses, the horizontal and vertical integration of residential uses is essential to securing entitlements. As with all mixed use areas, this designation requires developments to integrate the three major use categories—residential, commercial, and employment. In Mixed Use Commercial areas three or more significant uses also tend to be larger scale projects. This designation is intended to provide flexibility and encourage developers to build innovative projects.

Traditional neighborhood design concepts with a strong pedestrian-oriented focus are essential. The goal in these areas is to achieve a FAR of 1.00-1.25 or more. Development within these areas exhibit quality building and site design and an attractive pedestrian environment with a strong street character. The mix of residential uses may be achieved vertically within buildings; however, some horizontal mixes may be allowed. Where existing parcel sizes are small, development plans should be prepared in collaboration with the adjacent property owners in order to establish an integrated mixed use project across several parcels. This land use designation calls for an overall target density of 8-12 dwelling units per acre, with higher densities allowed on individual projects. No more than 30 percent of the ground level development within the Mixed Use Commercial designation should be used for residences.

Lifestyle Center



Lifestyle Center

The Lifestyle Center designation is a specific form of Mixed Use Commercial. The purpose of the Lifestyle Center is to encourage a diversity of compatible land uses in a unified development that includes a mix of retail, professional services, offices, entertainment uses, civic services, housing and public outdoor spaces.

The design and arrangement of buildings should be oriented to pedestrians. Development plans should provide streetscape improvements that create rich and enjoyable public spaces. The target overall average density for residential uses is 16 dwelling units per acre, with higher densities of up to 40 dwelling units per acre allowed. All residential uses should be above the first floor. Structured parking may be included to accommodate greater densities.

This designation is intended to provide flexibility and encourage developers to build innovative projects. The goal in these areas is to achieve a FAR of 1.25 or more. Yet lifestyle centers can take many forms. The International Council of Shopping Centers (ICSCS) defines a lifestyle center as having the following characteristics:

- a location near medium to upper income residential development
- 150,000 to 500,000 square feet of gross leasable area
- an open air format
- at least 50,000 square feet of national specialty chain stores

The lifestyle center captures the vitality of the traditional main street through some replication of organic growth, urban density, and a mix of uses. Most recent projects integrate office uses and cater to strong local workforces. The integration of



residential space appears to be a component likely to make or break a project.

What is most important—and what can also generate a 24/7 environment—is a design that maximizes accessibility. Accessibility focuses on creating connections, and in a lifestyle center these connections give residents and employees seamless access to businesses and help ensure economic and social viability. Access point and circulation paths need to be designed to ensure that one use does not detract from another, and that different uses work together to form a cohesive, synergistic environment.

The unsightly seas of parking that characterize the enclosed malls of years past are no longer an option. Structured parking or heavily landscaped and screened surface parking is a necessity. Options also include on-street parallel, angled head-in parking and of course, the integration of public transit into the lifestyle center.

Ultimately, the success of a lifestyle center is contingent on the creation of a logical and thoughtful public realm. Landscaping becomes a unifying element. Reinforcement of the site's and/or area's history and community gathering places such as plazas and fountains help achieve the desired sense of place. The table on the next page shows examples of other lifestyle centers built around the country.

Employment Areas

Employment is a key component of the Ten Mile Interchange Specific Area Plan. At buildout, this area will support more than 30,000 employees. Much of the area designated for employment not only helps buffer the community from I-84 and the future extension of Highway 16, but also serves the



employment areas with easy access to markets, high-speed transportation facilities, and employees across the Treasure Valley.

Low Density Employment

Description

The purpose of the Low Density Employment areas is to provide low-rise office and specialized employment areas. These areas generally do not include retail and consumer service uses.

Low Density Employment areas should provide a variety of flexible sites for professional offices and similar businesses. Low Density Employment areas should be designed to provide convenient circulation.

Low Density Employment areas should be designed with elements of Traditional Neighborhood Design. Design and development standards, such as landscaping, pedestrian circulation and connection to open spaces, are recommended to help make developments more attractive, engaging and accessible places.

Buildings in Low Density Employment areas will range in height from 1-3 stories; have total floor areas of 5,000-150,000 square feet; and an FAR of less than .75.

Land Use Types in Low Density Employment Areas

- Corporate and business offices
- Research facilities and laboratories

Lifestyle Centers

KIERLAND COMMONS, SCOTTSDALE, ARIZONA

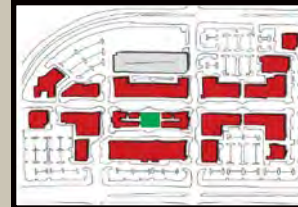
Retail: 273,000 sf

Office: 115,000 sf

Residential: 85 units

Site: 38 acres

- A 38 acre mixed-use development incorporating retail, entertainment, office, and restaurant uses.
- Project includes a mix of one, two, and three story buildings surrounding a central plaza and lining a grid of traditional street.
- The project's heavily landscaped and shaded central plaza serves as the project's primary gathering place.
- Guidelines promote architectural designs that respond to the region's climate and building traditions.
- Mid-block pedestrian connections and provide access to surface parking lots—a parking structure is planned to serve future phases of the project.
- Within walking distance are the 735-room Westin Kierland Resort and meeting complex, a 27-hole golf course, and planned sites for mid-rise offices.



CITY PLACE, WEST PALM BEACH, FLORIDA

Retail: 600,000 sf

Residential: 586 units

Site: 55 acres

- A new retail and entertainment destination featuring a mix of national and regional specialty retailers, a full service grocery store, residential units, a theater, and a 20-screen cinema.
- Office tenants, hotel (planned) guests, convention goers, and residents support 18-hour activity—shops are within walking distance of 750,000 sf of office space, a 375 room hotel, and the city's conference center.
- The Central plaza includes generous landscaping, vendor carts, and state-of-the-art "show fountain."
- Arcades, awnings and trellis shelter sidewalks and storefronts from the summer sun and rains.
- Mid- and rear-block structured parking reduces the project's total "footprint" and supports the creation of a "park once" experience.
- Mediterranean Revival style building designs respect South Florida's architectural traditions.



MARKET COMMON, CLARENDON, ARLINGTON, VIRGINIA

Retail: 240,000 sf

Apartments: 300 units

Townhouses: 87 units

Parking: 1200 spaces

Site: 10 acres

- A multi-block mixed use development located in the heart of Arlington's redeveloping Rosslyn-Ballston corridor.
- The project's restaurants and shops are popular destinations for office workers in the area—800,000 sf of office space is located within walking distance.
- Shops and restaurants open onto existing public sidewalks and surround a new central plaza with fountains, public art, shade trees, and a small pavilion and tot lot.
- A passive park with lawn, shade trees, and informal paths serves as a buffer between the project and the surrounding neighborhood.
- Parking includes high turnover street parking around the central plaza and longer term parking in mid-block parking structures. Parking structures are wrapped with 2-3 story "liner" buildings containing residential and office uses.



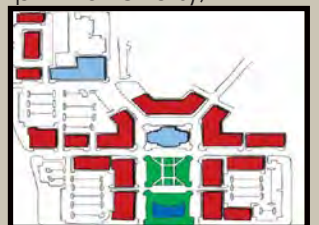
SOUTHLAKE TOWN CENTER, DALLAS, TEXAS

Retail: 400,000 sf

Office: 200,000 sf

Residential: (under construction) Site: 42 acres

- A town center development with civic, commercial, and residential uses organized around a traditional city grid with focused around a courthouse square, the site of the City of Southlake's new Town Hall.
- The project first phases include a range of retail offerings (but no large footprint anchors), restaurants and cafes, offices above retail space, and an unique assortment of civic uses, including the town hall, a new library, and post office. Future phases call for additional retail space, townhouses, a cinema, and a hotel.
- Buildings around the town square and main streets have relatively small footprints—floor plates range from 15,000 to 35,000 square feet—and are designed individually with different but complementary architectural styles.
- The town square, with its fountain, pavilion, shade trees, and lawn has become a popular site for public events and activities.
- Parking is provided in diagonal spaces along the main streets in mid-block surface lots.



High Density Employment

Description

High Density Employment areas (as distinct from the Mixed Employment areas) are recommended as predominantly office, research and specialized employment areas; and generally do not include retail and consumer service uses serving the wider community. Limited retail and service establishments primarily serving employees and users of the High Density Employment areas are encouraged. Although primarily used to identify relatively large multi-establishment employment areas, the designation also supports the use of individual properties as a corporate campus.

High Density Employment areas should provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises. High Density Employment areas should be designed to encourage multimodal travel and convenient circulation to supporting services located within the area. This would include multiple access points to help disperse traffic, and a complete system of streets, sidewalks and pedestrian and bicycle paths to provide circulation within the area and connections to the surrounding roadway, pedestrian and trail systems. Whenever possible, High Density Employment areas should provide restaurants, lodging and other services in support of the employment uses.

High Density Employment areas should be designed as compact urban centers rather than lower density suburban-style development. Design and development standards are recommended that would help to make developments more attractive, engaging and accessible places.

While there are no fixed limits on size of establishment or development intensity in High Density Employment Areas, it is anticipated that buildings will range in height from 1-6 stories, have total floor areas of 10,000-1,000,000 square feet, and that the FAR will exceed 1.0. Designs that promote open space and parks are strongly encouraged. Structured parking is also allowed.

Land Use Types in High Density Employment Areas

- Corporate, business and professional offices
- Research facilities and laboratories

Low Density



High Density



- Complementary uses primarily serving district employees and users, such as business services, conference centers, child care, restaurants, convenience retail, and hotels and motels

Mixed Employment

Description

The purpose of the Mixed Employment areas is to encourage a diversity of compatible land uses that may include a mixture of office, research and specialized employment areas, light industrial including manufacturing and assembly, and other miscellaneous uses. These areas generally do not include retail and consumer service uses serving the wider community. However, a small amount of retail and service establishments, primarily serving employees and users of the Mixed Employment areas or nearby industrial areas, are allowed. Such retail would be the exception and not the rule.

Mixed Employment areas should provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises. Mixed Employment areas should be designed to encourage multimodal travel and

convenient circulation to supporting uses located within the area. This would include multiple access points to help disperse traffic, and a complete system of streets, sidewalks and pedestrian and bicycle paths to provide circulation within the area and connections to the surrounding roadway, pedestrian and trail systems.

Mixed Employment areas should be designed as lower density suburban-style developments. Design and development standards are recommended that would help to make developments more attractive, engaging and accessible places.

While there are no fixed limits on size of establishment or development intensity in Mixed Employment areas, it is anticipated that buildings will range in height from 1-4 stories, have total floor areas of 10,000-1,000,000 square feet, and that FAR will exceed .75.

Land Use Types in Mixed Employment Areas

- Corporate and business offices
- Research facilities and laboratories
- Light Industrial uses including manufacturing and assembly

- Occasional, complementary uses which focus on serving area employees and users, such as business services, child care, and convenience retail

Industrial

Description

Industrial areas accommodate typical industrial and manufacturing uses, including some "nuisance" uses not appropriately located in proximity to residential or many types of non-residential activities due to noise, odor, appearance, traffic impacts, or some other reason. The areas are not intended for retail or office uses not related to an industrial use, except for limited retail goods and services provided primarily to employees and users of the industrial area. Compared to the Mixed Employment and High Density Employment areas, factors that distinguish an Industrial area include a relatively smaller workforce (for a given area), an emphasis on truck or rail traffic, and characteristics such as outdoor work areas and outdoor equipment and materials storage.

Industrial areas typically require relatively direct access to the regional highway system for truck delivery and shipping of products to and from the site. Some industrial uses also require rail service. Industrial areas should be served by public transit whenever possible, particularly areas with large numbers of employees. These areas should provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises.

Due to the types of uses typically found in Industrial areas, requirements regarding design features and landscaping are not as extensive as in the other employment or commercial areas. Buildings and site improvements may be simple, practical, and more vehicle-oriented than in other land use categories, and may lack a unified design theme or character. Development standards should allow metal buildings, tilt-up buildings and similar large-span construction, as well as aprons and paved areas for work and storage. Parking lots and outside storage areas should be screened from public streets and adjacent land uses. Industrial districts generally should be located away from, or adequately buffered from, residential neighborhoods.

While there are no fixed limits on size of establishment or development intensity in Industrial areas, it is anticipated that buildings will range in height from 1-2 stories, have total floor areas of 10,000-2,000,000 square feet, and that the FAR will exceed .5.

Land Use Types in Industrial Areas

- Light manufacturing (limited off-site impacts)
- Heavy manufacturing (may have negative visual, noise, odor or other impacts)
- Wholesale, storage, and distribution
- Transportation hubs and truck terminals, railroad yards and facilities
- Repair and maintenance facilities
- Large-scale electrical, gas, sewer, water and other utility facilities

Mixed



Industrial



Special Areas

Special area designations are meant to recognize specific and unique opportunity areas for recreation and public or quasi-public facilities within the Ten Mile Interchange Area that help to support the overall goals and meet public needs and expectations.

Park, Pathways and Open Space

Description

Park, Pathways and Open Space areas identify the recommended locations for public parks, some types of public and private outdoor recreational facilities, conservation areas, some stormwater management drainageways and detention areas, cemeteries, and similar uses that have an open space character and are not recommended for development. Smaller park features, including urban squares, greens and plazas are not shown at the scale of the Future Land Use Map although they are integral to neighborhoods, mixed use and high density employment areas. Similarly, smaller stormwater management greenways are not shown, although relatively narrow open space corridors may be shown if they are also

recommended locations for pedestrian or bicycle pathway connections.

Parks and public recreational facilities are located convenient to the neighborhood, community or regional populations that they are intended to serve, where the land is suitable for the planned activities. Convenient access to neighborhood parks should be provided by local streets, sidewalks, and bicycle and pedestrian pathways and trails, with a reasonably direct route available from most neighborhood locations. Adequate vehicle parking and pedestrian and bicycle support facilities, such as benches, lockers and bike racks, should be provided. Larger park and open space facilities serving the wider community should have excellent access to the regional road system and be located within ¼ to ½ mile of existing or future transit routes when possible.

Within neighborhoods, parks also often serve as important community gathering places. Park location and design should seek to reinforce this attribute. Parks and open spaces contribute significantly to the aesthetic qualities of the neighborhood. Urban squares and greens can

provide an attractive setting for surrounding higher-density residential, mixed use, or non-residential development.

Land Use Types in Park, Pathways and Open Space Areas

- Public parks, recreation areas and facilities
- Private recreational uses characterized by open space, such as golf courses. Urban plazas, squares and greens (small features that are not shown on Future Land Use Map)
- Other uses with a park-like character
- Stormwater management facilities and greenways, including those with paths or trails
- Nature preserves and conservation areas
- Other natural features and areas recommended for preservation

Civic

Description

The civic category covers a variety of public and other land uses, including land owned by the City and other public agencies. Possible uses include civic buildings; schools, colleges, and universities; religious institutions; hospitals; museums; cemeteries; park-and-ride lots, transit facilities, and others. Most buildings in this category are high profile and prominent within the community. In order to meet future community needs, new development projects should include public/quasi-public sites for future uses.

Transit Oriented Development

Transit-oriented development (TOD) implies a particular set of urban design and land use characteristics conducive to generating non-automotive tripmaking. Peter Calthorpe is largely credited with refining the concept into an urban design strategy that has been adapted to promote use of all forms of mass transit—fixed rail as well as buses. According to Calthorpe, TOD areas can be supported by:

- Organizing growth on a regional level to be compact and transit-supportive
- Placing commercial, housing, jobs, parks, and civic uses within walking distance of transit stops
- Creating pedestrian-friendly street networks that directly connect local destinations
- Providing a mix of housing types, densities, and costs
- Preserving sensitive habitat, riparian zones, and high quality open space
- Making public spaces the focus of building orientation and neighborhood activity
- Encouraging infill and redevelopment along transit corridors within existing neighborhoods

Parks



Pathways



Civic

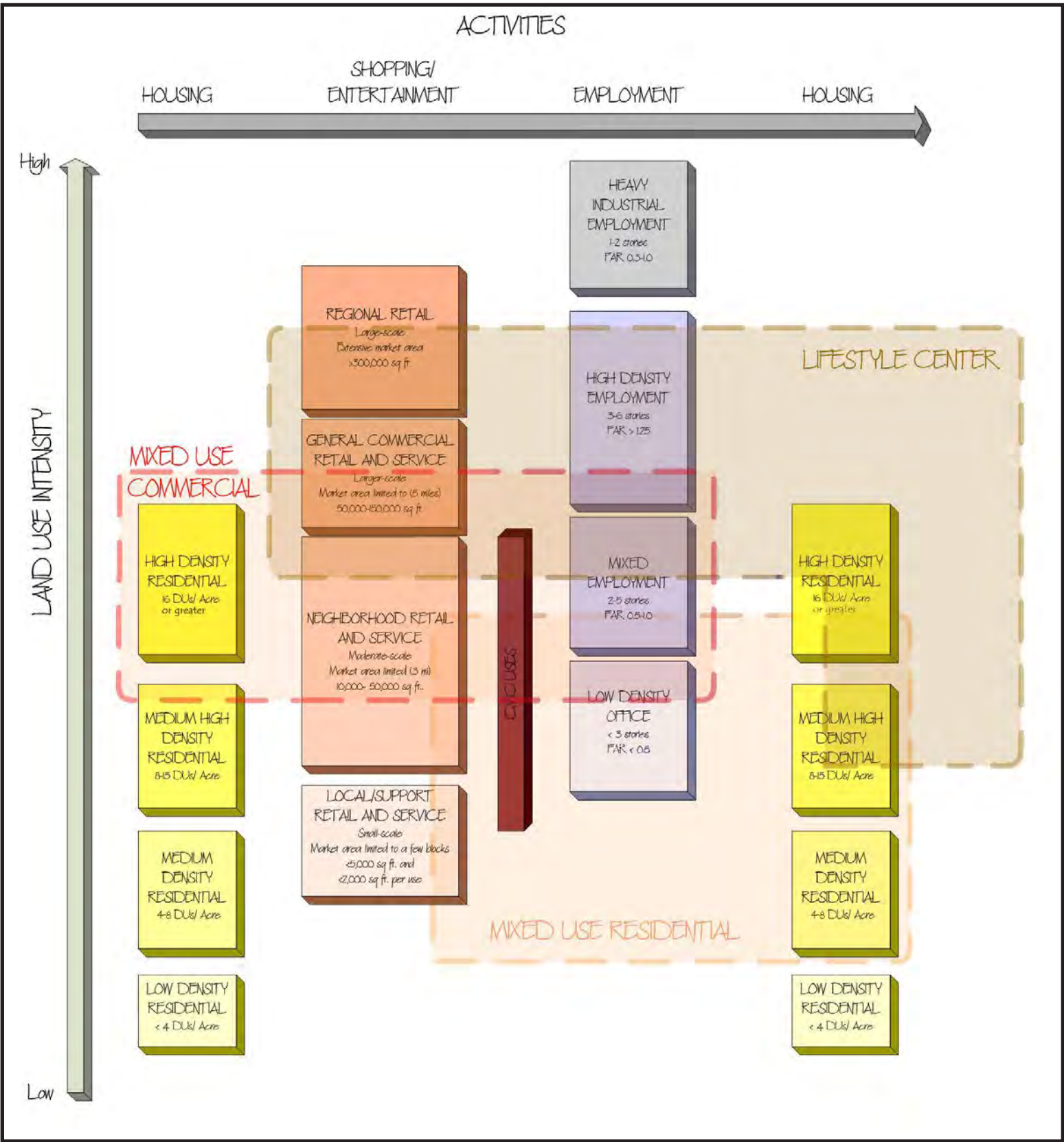


TOD



Mixed Use Continuum

The following mixed use continuum graphically depicts allowed or intended uses within the Mixed Use Residential, Mixed Use Commercial and Lifestyle Center designations. The continuum illustrates how various mixed use areas and other land use designations blend together and cross boundary lines to result in a more integrated district. Rather than the traditional segregation of uses via zoning, mixed use planning asks each form to complement those around it. In attempting to find the best blends of uses and forms, the land use continuum should be consulted.



Land Use Map

No more lines! Unfortunately, a map cannot be reasonably presented without lines defining the boundaries between various land use designations. While the Land Use Map still uses lines to identify specific areas for employment, industrial, mixed use residential and commercial, and high, medium and low density residential uses, the goal of the plan is to promote more organic and holistic development patterns, to mix uses more than to obey lines on a map. The idea behind this Land Use Map is not to separate uses by area, but to promote the best use of each area in concert with the others.

The land use element has evolved as a continuum of land uses that integrate and spill from one to the other, rather than delineating land into zones by function. The lines in this Land Use Map, then, are flexible. These lines should adjust and evolve to create a place that is truly an integrated whole—mixing uses both vertically and horizontally, while protecting certain uses like low density residential areas from the impacts of commercial or industrial development. The Land Use Map is supported by the described land uses and the land use continuum.

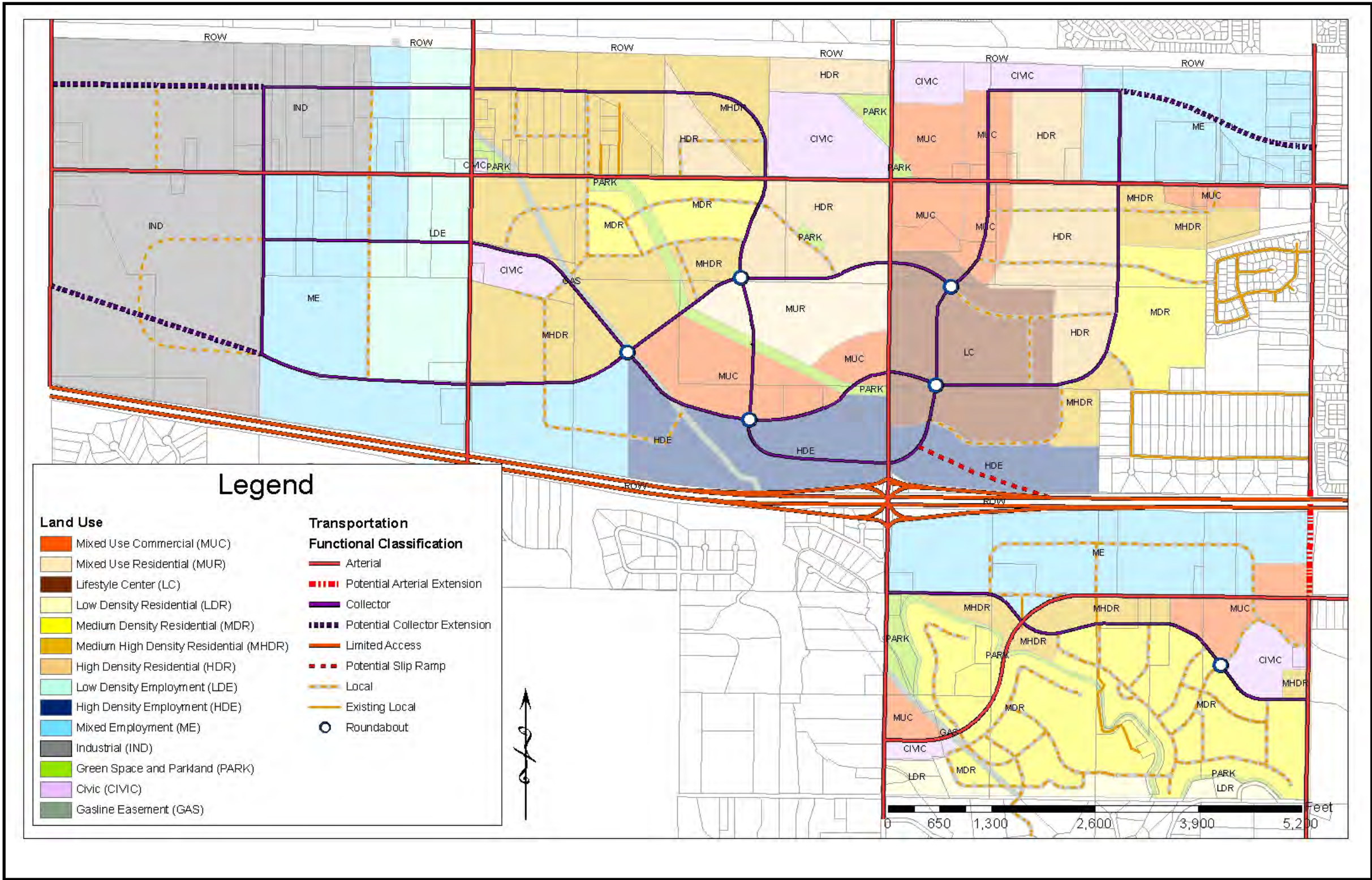
The Land Use Map provides the geographic context for the development of the Ten Mile Interchange Area over the next 30 years. While proposed land uses are mapped to specific locations, the land use recommendations presented in the Land Use Map are still relatively broad, and the exact shape of many of the land use areas is necessarily somewhat conceptual. The Land Use Map recommends the general locations for specific types of land uses, and illustrates how these uses are related to each other geographically. While the fine-grained intermixing of land uses is not shown at this scale and level of generality, the map is not intended to emphasize the segregation or separation of uses, but suggest the areas in which certain types of development is most likely to flourish, given the location of other development and transit options. Most areas will typically be comprised of a variety of different land uses in relatively close proximity to each other.

The Land Use Map is not intended for application on a parcel-by-parcel basis; nor should it be interpreted as similar to a zoning district map.

Land Use Allocation

Land Use	Acreage
Residential Areas	
Low Density Residential (LDR)	26
Medium Density Residential (MDR)	270
Medium High Density Residential (MHDR)	326
High Density Residential (HDR)	171
Mixed Use Areas	
Mixed Use Commercial (MUC)	139
Mixed Use Residential (MUR)	62
Lifestyle Center (LC)	102
Employment Areas	
Low Density Employment (LDE)	98
High Density Employment (HDE)	117
Mixed Employment (ME)	425
Industrial (IND)	336
Special Areas	
Parks, Pathways & Open Space	58
Civic	92
Right of Way, Easements, etc	114
Total	2356

Land Use Map (See City of Meridian Future Land Use Map for most current land use designations)



TRANSPORTATION ELEMENT

The transportation element of the Plan is to guide transportation decisions in the Ten Mile Interchange Area. It was developed concurrently with the Land Use and Design Elements and has been designed to:

- preserve the integrity of the arterial road system and the proposed Ten Mile interchange over the long-term;
- provide for the use of public transit, bicycling, walking and carpooling, as alternatives to single occupancy vehicles;
- enhance pedestrian and bicycle mobility and accessibility;
- support new development in accordance with the Land Use Element by emphasizing the importance of developing activity centers, housing and attracting key employers that will benefit the City and the area;
- create transportation infrastructure and promote land use patterns that encourage the sustainable use of resources and reduces demands on natural resources;
- minimize the negative impacts of transportation on existing and future neighborhoods; and;
- minimize the demand for automobile parking, without negatively impacting development opportunities.

The Proposed Street Network

The proposed street network is composed of arterials, collectors and local streets as shown on the Transportation System Map. The map identifies proposed arterials, collectors and key local streets that provide connections to existing neighborhoods. Generally, local streets are to be planned and designed by developers based on the various design considerations provided in the Ten Mile Interchange Specific Area Plan, while the arterial and collector systems should be planned, designed and built in partnership with the City, ITD, ACHD and the private sector.

Traffic and Interconnected Streets

Establishing a sound and effective transportation system for the Ten Mile Interchange Area will involve significant coordination among the various interested parties, as well as the design

considerations that make streets effective for pedestrians, bicycles and motorists. To optimize the network's performance for local and through traffic, special consideration must be paid to connectivity, design, access control and road classifications.

Connectivity

The absence of connectivity impedes local circulation and forces motorists to travel on major highways, resulting in increased traffic volumes and congestion on major roadways and creating an environment that discourages pedestrian and bicycle travel.

The street layout proposed for the Ten Mile Interchange Area enhances connectivity and maximizes the efficiency of the transportation network, facilitating local and regional circulation. The plan presents a system of streets and paths with multiple routes and connections serving origins and destinations; providing choices for pedestrians, bicyclists, and automobiles.

The proposed connectivity within the Ten Mile Interchange Area will allow greater access for fire, medical, and law enforcement as noted by emergency providers during the planning process. Connectivity will reduce out-of-direction travel and vehicle miles traveled (VMT) and enhance accessibility between various modes minimizing transportation impacts on air quality.

The proposed street network, design and access policies results in the following benefits:

- More direct routes to more places and with shorter trips
- More routes to choose from means congestion can be relieved
- Direct routing encourages walking and biking
- Connected neighborhoods foster a greater sense of community
- School bus routes for children are safer and shorter
- Emergency service response times are shorter
- Roadway maintenance is facilitated
- Costs for public transportation are decreased

Designing and Building the Required Network

Streets should interconnect as much as possible, and streets within one development should connect with streets associated with adjacent developments. Cul-de-sacs are permitted only where topographic, environmental conditions, or exterior lot-line geometries permit no practical alternatives for connectivity. Street stubs should be provided for connections to future development in adjacent vacant lands.

All streets should be constructed in accordance with the design element set forth in this Plan and built to the highest standards of acceptable engineering practice. Streets should be maintained for public access, whether by easement or public dedication. Closed or gated streets are strictly prohibited. Rear lanes and alleys should be privately maintained.

Blocks within the Ten Mile Interchange Area need not be regular in size or form, as long as the primary requirement for an interconnected street network is met. As a rule of thumb, the maximum perimeter of a block should be 2,000 feet. Blocks that include central parking structures should be 3,000 feet. This sizing allows the parking structure to connect to a variety of uses and structures. Even areas designated for surface parking should fit within a block pattern and should not be built in a way to disrupt the pattern of longer term development.

Access Control

How and where street access is allowed is one of the greatest influencing factors on the overall performance of streets. Direct access to properties must be balanced with the use of a thoroughfare to move traffic. The Ten Mile Interchange Specific Area Plan has proposed a complete network of arterial and collector streets to ensure reasonable connectivity throughout the area and support the development of a local street system in association with the development of individual properties.

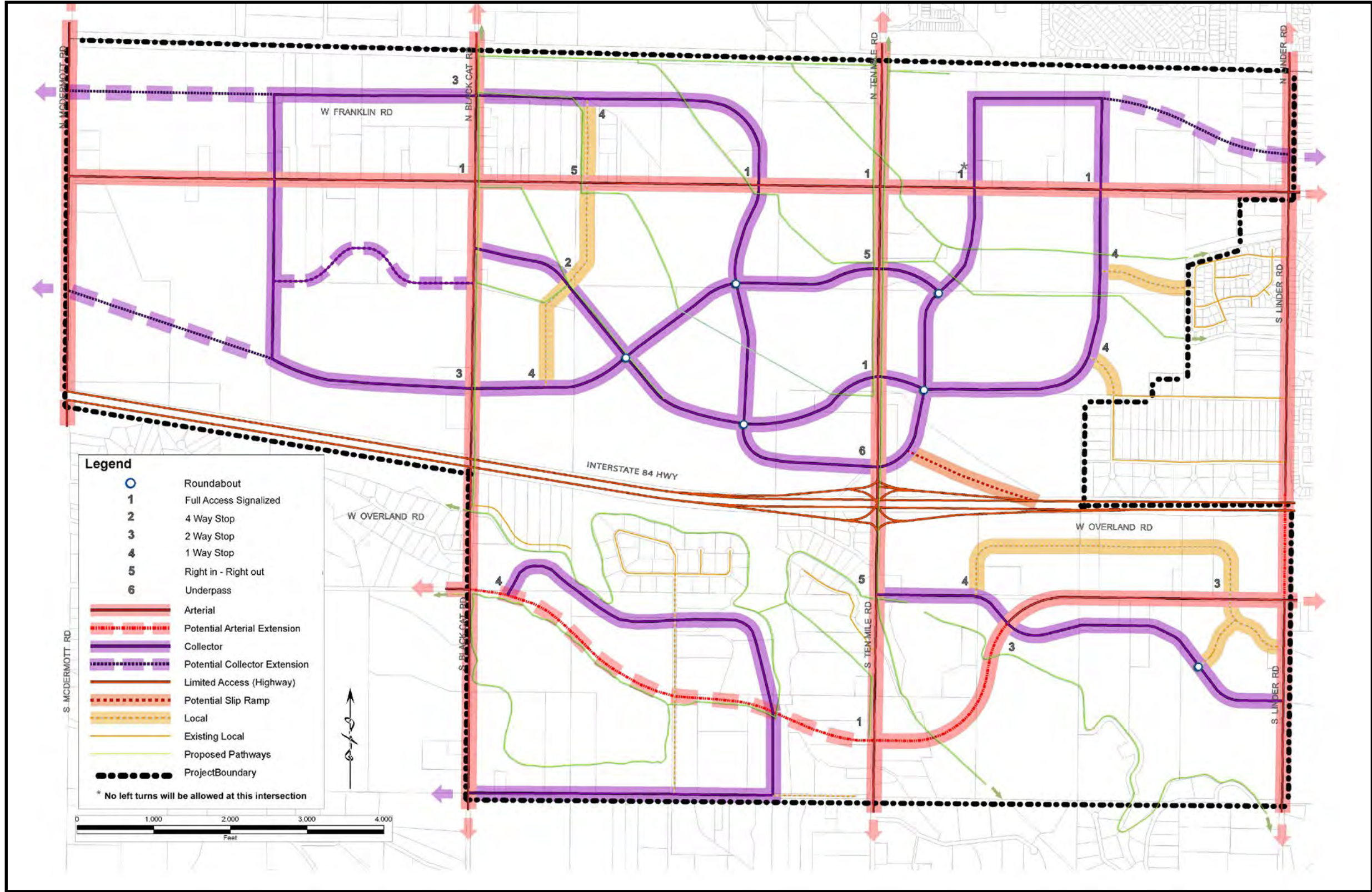
Based on the proposed street network and in order to facilitate traffic and optimize performance, direct property access to arterial streets is prohibited. In addition, existing individual accesses should be eliminated as the road network is established and other options for access become available. Access to arterial streets should occur via the collector road system.



The lower part of each diagram shows how routes between destination points in a mixed-use area with gridded street network are more direct and result in fewer trips on the arterial network.

Transportation System Map

Map amended, Resolution 19-2179 on 12/17/2019



In the case of collectors, the local road system should get priority in intersecting the collector road system and generally direct access to individual properties should be limited and widely spaced with local road access taking priority.

Street Classifications

Streets in the Ten Mile Interchange Area have both a functional classification (e.g., arterial, collector, local, etc.) and a design-related classification. All proposed streets should be classified in both ways as a means of balancing the design considerations for pedestrians and motorists. In combination, these classifications should help to ultimately establish the design character of the adjacent frontages and help to determine how the features of each street should be organized and what elements should be specifically apparent.

Functional Classifications

Streets and highways serve two separate and conflicting functions, one to carry traffic, and the other to provide access to abutting property (land use). The more traffic a road carries, the greater the difficulty in accessing property directly from the road. At the same time as the number of access points along a road increases, safety is compromised and speed limits must be lowered, reducing the traffic carrying capacity of the street or highway. Streets and highways are classified by function, and range from roadways with the sole purpose of carrying traffic to roadways that primarily provide access to property. Following is a generally accepted classification and functional characterization of highways and streets:

- Freeway/Expressway: A fully access-controlled highway designed for high-speed travel with the sole purpose of facilitating non-stop traffic flow without obstruction from cross traffic. Access is not provided to abutting property, and access is only provided to other streets or highways at grade-separated interchanges.
- Principal arterial: A street or highway designed and given preference to carry traffic, and not providing access to abutting property. Cross traffic is accommodated at at-grade, signalized intersections for streets with high traffic levels, and at-grade intersections without signals, for streets with moderate or low traffic levels. If intersections do not have signals, through traffic flow on the principal arterial is given preference.

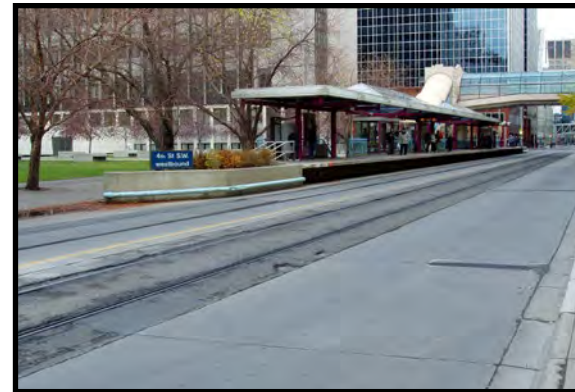
Multi-Modal



Public Transit



- Minor arterial: A street or highway designed to both carry traffic and provide very limited access to abutting property. Cross traffic is accommodated by at-grade intersections without signals for streets with low traffic levels. The primary purpose of the minor arterial is to serve moderate length neighborhood trips and to channel traffic from collectors and local streets to principal arterials or expressways.
- Collector street: A street designed to carry traffic and provide limited access to abutting property. Cross traffic is accommodated by at-grade intersections with local streets. No signals are provided. The primary purpose of the collector is to serve short length neighborhood trips and to channel traffic from local streets and abutting properties to minor and principal arterials.
- Local street: A street or rural road designed to provide access to abutting property and only incidentally channel traffic short distances to collectors or minor arterials.



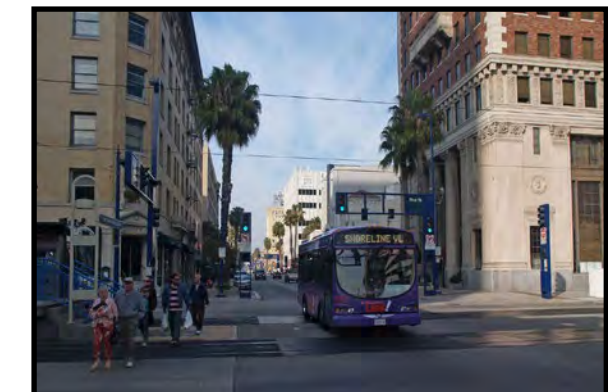
Complete Streets

A complete street is defined as a street that works for motorists, bus riders, bicyclists, and pedestrians, including people with disabilities. The Ten Mile Interchange Specific Area Plan incorporates the concept of complete streets to achieve equality of convenience and choice among modes and as a tool to reduce isolation and dependence for those in our community that are not able to drive.

Under the Plan, streets designed to serve all users become the norm. Bicycling and walking facilities will be incorporated into all streets unless exceptional circumstances exist. Exceptions include roads where bicyclists or pedestrians are prohibited by law; where the costs are excessive; or where there is clearly no need.

The following lists features that should be considered as a starting point for each street:

- sidewalks
- bike lanes
- wide shoulders
- crosswalks



- refuge medians
- bus pullouts
- special bus lanes
- raised crosswalks
- audible pedestrian signals
- sidewalk bulb-outs
- street furnishings
- on-street parking

Design-Related Classifications

The following design-related classifications should be used as a tool in defining the appropriate design components of streets in the Ten Mile Interchange Area:

- Primary streets are intended for considerable pedestrian activity and serve as civic spaces. These streets are important, both functionally and psychologically, and should be designed and constructed to high standards. These streets are destinations in and of themselves. No auto-oriented uses (i.e., gas stations, drive-throughs, etc.) are allowed along a primary street.

- Secondary streets lead to and connect with the primary streets. They are intended to carry both vehicular and pedestrian traffic but are not destinations in the same way as primary streets. To some degree, most design standards described in these guidelines apply to secondary streets. Some auto-oriented uses can be found along secondary streets, although these must be designed and configured as to provide the least degree of interruption to pedestrian flow within activity centers. Streets that are primarily residential in character can be secondary streets.
- Tertiary streets tend to be service routes that support the functioning of the primary and secondary streets. These are designed primarily for vehicular use but should make accommodations for pedestrians. Auto-oriented uses should be located adjacent to tertiary streets. Alleys are an example of a tertiary street.

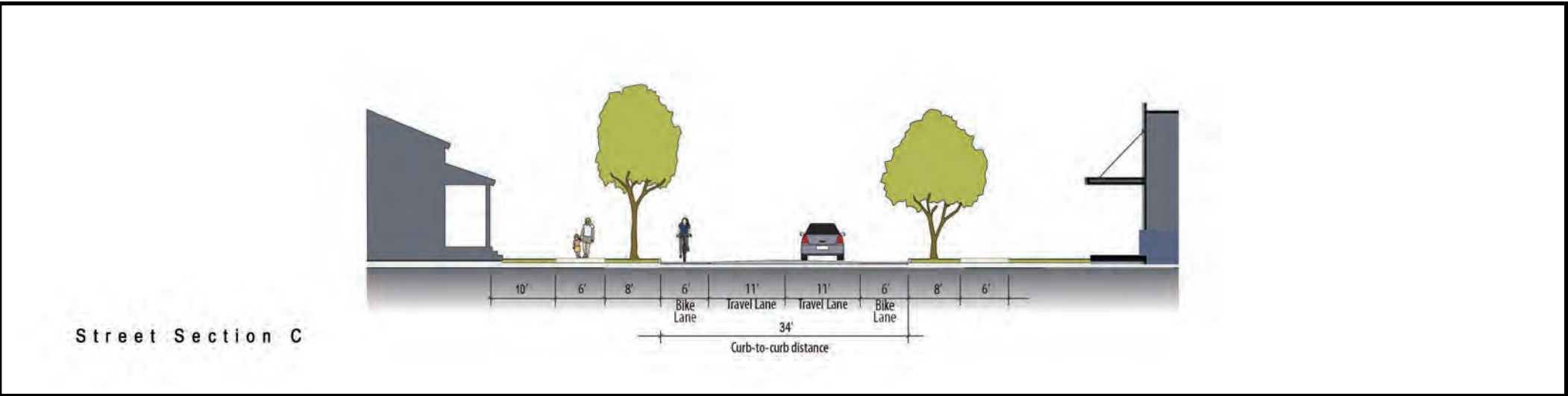
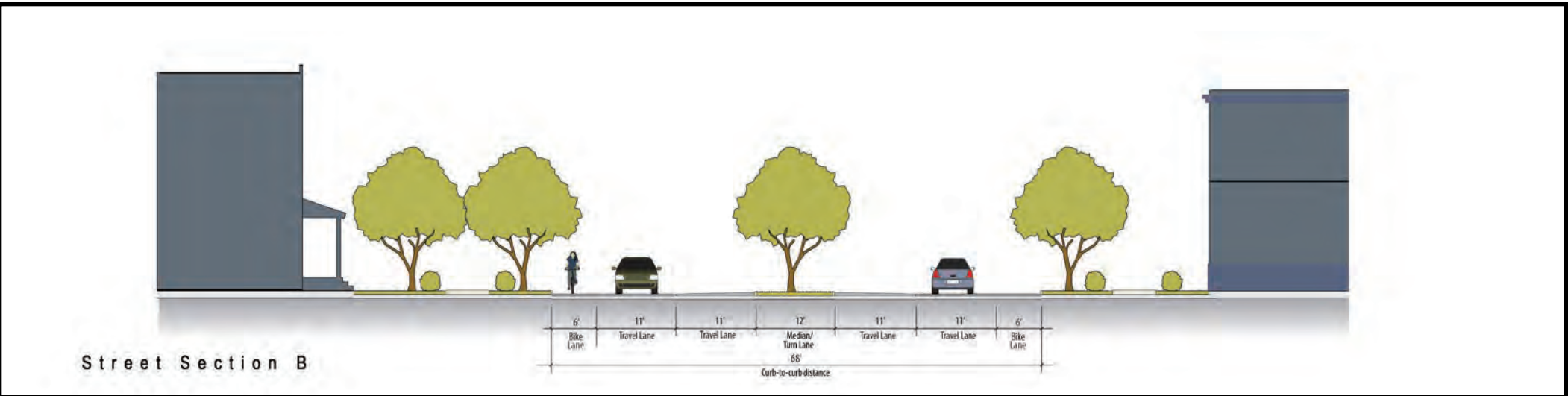
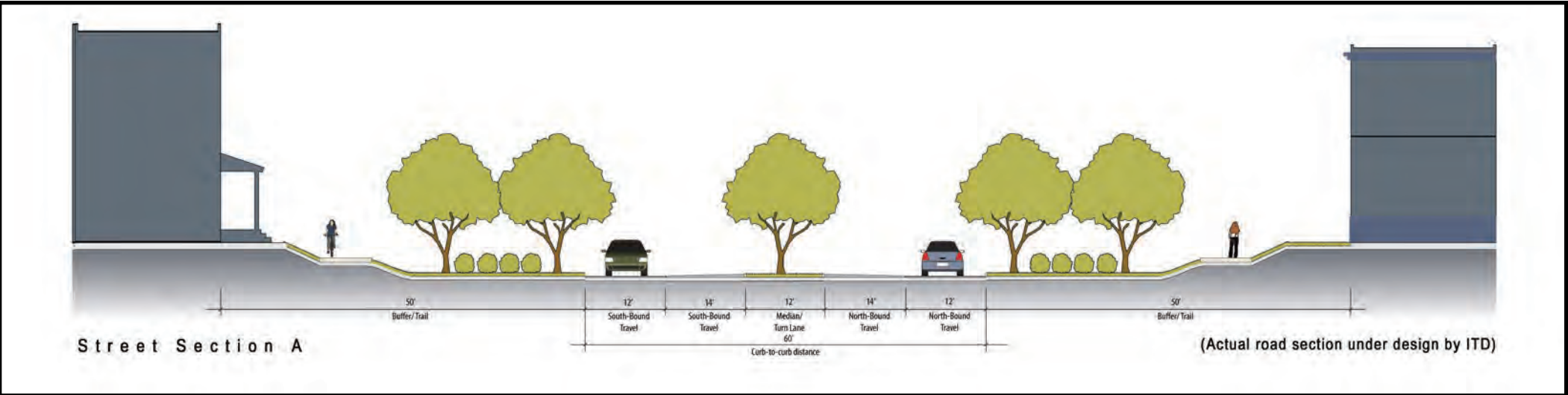
Street Design

Streets should be designed and sized to optimize pedestrian comfort and to facilitate slow-moving vehicular traffic. It is desirable that lanes on roads and streets be 11 feet in width, with the exception of those lanes closest to the intersections with Franklin and Ten Mile. In these instances, lane widths can increase to 12 feet in width from the point of the intersection with the arterial street to the point of nearest intersection with another street or road or access point.

Streets should include sidewalks, walkways or pathways on both sides throughout the Ten Mile Interchange Area. Exceptions are those areas where functions and dedicated use spaces fall predominantly on one side of the street. In these cases, sidewalks, walkways or pathways should be included on the dominant side of the street.

Street Sections

Several street types were conceived through the planning process for specific use and conditions based on projected vehicular and pedestrian usage, desired parking conditions, specific physical conditions, public emergency access, and streetscape character.



Street Geometries

All intersections should be designed to occur as close to 90° as possible. No streets should intersect at an angle of less than 60°. To facilitate effective and safe pedestrian movement, the curb radius at intersections must be minimized. At no point should the curb radius at an intersection be greater than 25 feet. Within the core pedestrian areas, the curb radius should be 15 feet. The exception to this requirement is at the intersection of arterial and collector streets.

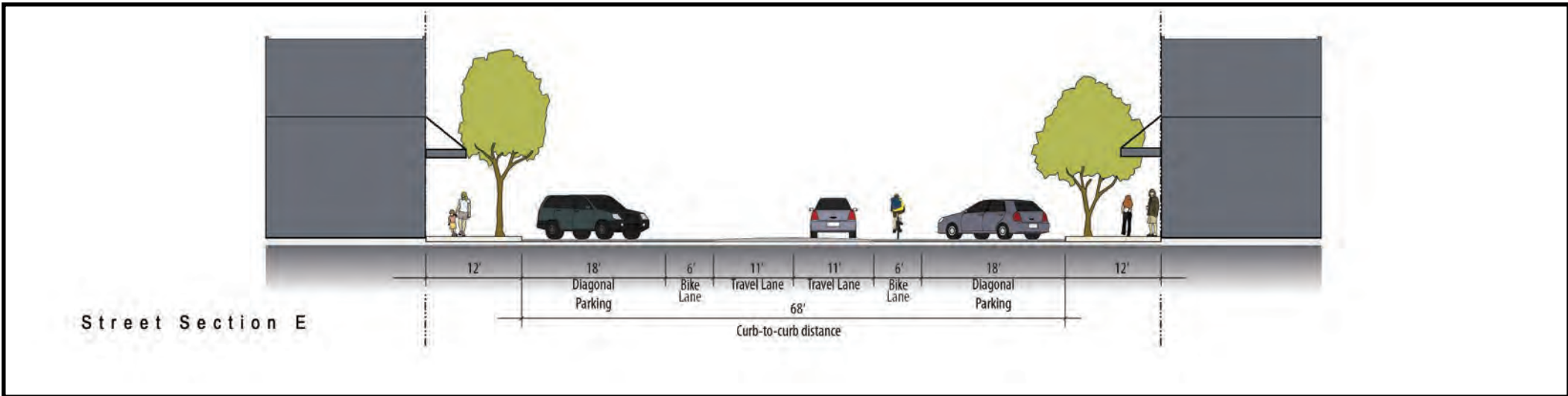
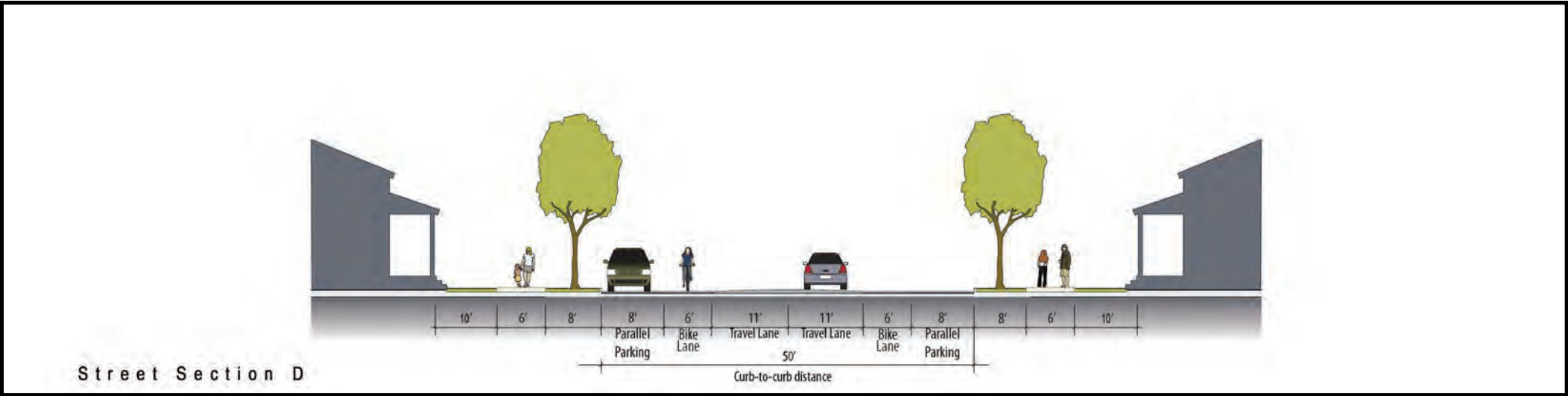
Proper sight lines must be maintained at all intersections. Non-essential signs, vehicle parking and/or street trees are prohibited within the box created by the intersection of property lines at all four corners of a street intersection. One street light per corner is permitted within this box. Standard 6-inch vertical curbing is required on all streets. Drainage should be provided using close curb and gutter systems on all streets.

Elements of the Street Section Beyond the Roadway Edge

The plan offers recommendations for the widths and general configuration of street. The plan also suggests a variety of treatments and activities that should be allowed or be placed in the right-of-way as part of the streetscape beyond the edge of the roadway. Typical dimensions for carriage strip zones, clear walk zones, encroachment zones, and café spaces are provided. The definitions and dimensions for each are based on several factors including anticipated levels of activity, existing and planned land uses, right-of-way constraints, and position within the larger network of streets and public spaces. A description of the purpose and design treatment of each of the streetscape areas follows.

Carriage Strip

The carriage strip exists as the space adjacent to the vehicular travel lanes within which is placed a variety of elements and amenities. Trees are the primary element of the carriage strip zone and can be located in tree pits, grates, planters, or planting strips depending on the level of activity of the streetscape and associated street. An 8 foot wide carriage strip is typical; however, in constrained conditions, tree grates should be used to gain additional circulation space. In these cases, strips



as narrow as 4 feet may be used. Light fixtures, street signs, trash receptacles, benches, bicycle parking loops, and directional and interpretive signs are the primary elements that typically exist in the carriage strip. Rhythm and placement of these components aid in maintaining a pedestrian scale, provide information for pedestrians, and create a comfortable and safe environment. The carriage strip includes the tree lawn.

Clear Zone

Next to the carriage strip zone is an area known as the pedestrian clear zone. This is defined as an

unobstructed area serving as circulation space for pedestrians. The plan recommends a minimum 6 foot wide clear zone allowing for the free flow of people along sidewalks.

Encroachment Zone

Shopfronts, blade signs, outdoor displays, awnings/canopies and café space are components of the streetscape that can extend beyond the build-to line. These elements help define the character of an area, offer shelter from sun and rain, and provide visual interest to both pedestrians and motorists.

Café Space

Café spaces provide places for both active and passive social interaction and they add visual appeal, variety and interest to the streets. The plan recommends the provision for sufficient sidewalk space to accommodate cafés generally along the frontages facing Main Street. Movable public seating and newsstand and retail kiosks could be placed in these spaces to encourage more daytime use independent of an adjacent restaurant and frame the street wall better.

Ten Mile Sections

Street Section A

Section A represents a modified 4-Lane Parkway to enhance the look and feel of Ten Mile Road and to provide additional buffers to adjacent properties. The Parkway is designed to provide rapid and relatively unimpeded traffic movement throughout the area and carry high volumes of traffic to mixed use and employment centers. The Parkway serves as an arterial road and access is restricted to collector streets. Buildings should address the street but should be set back some distance from the roadway edge to provide wide tree lawn and detached trail to provide security to the pedestrians and bikes. This street section is the primary gateway corridor in the Ten Mile Interchange Area. A tree lawn or planting strip should be provided in all areas, as well as a landscape median. Streetlights should be located in the tree lawn area and should be of a pedestrian scale while street lights in the median should be design to meet vehicular needs.

The following design standards are recommended:

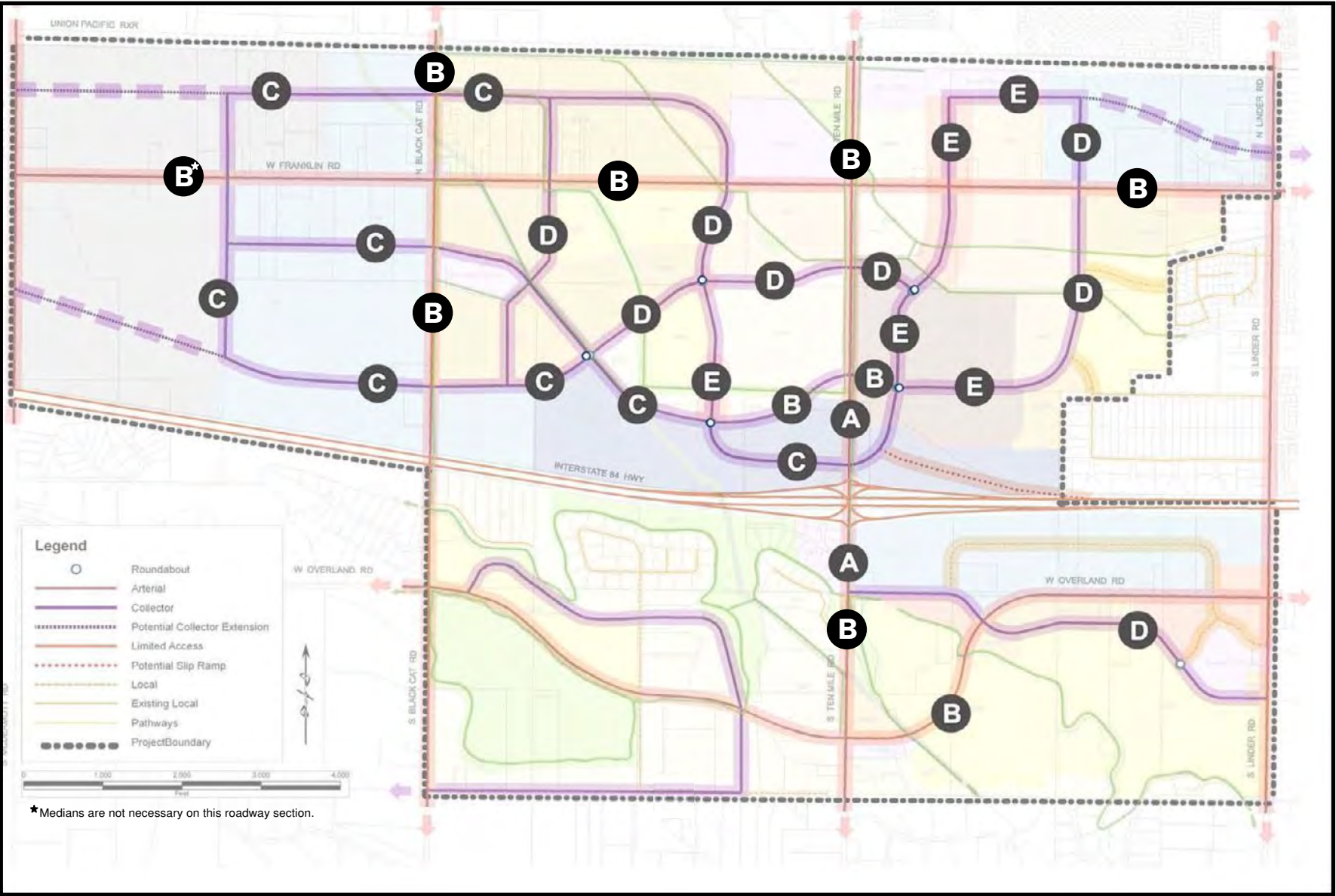
- Wet utilities should be located within the paved area. Water and wastewater lines may be placed in the center of the same street with a 10 foot separation.
- Gas lines are commonly located in the paved area while dry utilities are located back of the curb in the dry utilities corridor.

Street Section B

Section B represents a typical 4-Lane Parkway. Parkways serve two functions. The Parkway can provide rapid and relatively unimpeded traffic movement throughout the area and carry high volumes of traffic to mixed use centers. In this capacity, Parkways serve as arterial roads and access is restricted to collector streets. Buildings should address the street but be set back some distance from the roadway edge to provide for a tree lawn and detached sidewalk to provide security to the pedestrian. Parkways may also serve as the entry/spine street portion of a collector that provides the main access from arterial streets, including right-in/right-out and serves as a focus of activity for large mixed use or employment centers. As such, they serve as gateways to these areas and entry point features should be allowed within the right-of-way. A tree lawn should be provided in all

Street Section Map

Map amended, Resolution 08-631 on 11/05/2008



areas as well as a landscape median. Streetlights located in the tree lawn area and should be of a pedestrian scale while street lights in the median should be design to meet vehicular needs.

The following design standards are recommended:

- Wet utilities should be located within the paved area. Water and wastewater lines may be placed in the center of the same street with a 10 foot separation.

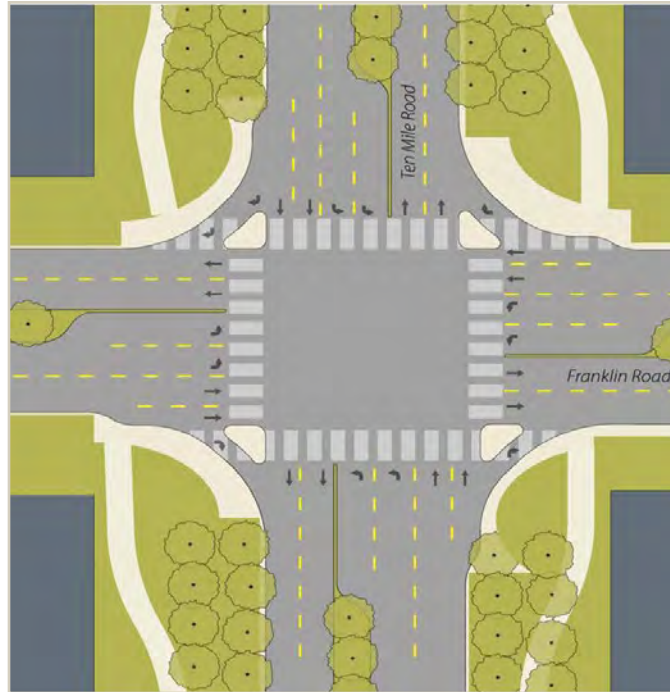
- Gas lines are commonly located in the paved area while dry utilities are located back of the curb in the dry utilities corridor.

Street Section C

Section C represents the Major Collector Streets. These streets provide access from adjacent arterial streets into the employment areas. Buildings on these streets are set back from the street at some distance generally behind a detached sidewalk. The sidewalk may be widened in some cases to extend to the front of commercial retail or higher

density residential buildings. A tree lawn should be provided in all areas. The following design standards are recommended:

- Streetlights should be located in the tree lawn area and should be of a pedestrian scale.
- A 5 foot dry-utilities corridor should be provided along both sides of the General Collector Street curb. The corridor may not be required if all dry utilities are located in an alley or other street.



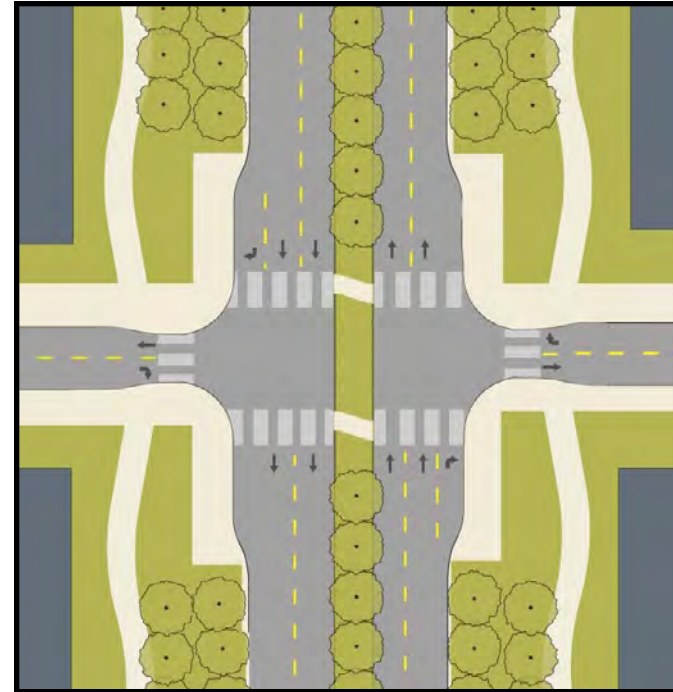
Intersection of Ten Mile Road and Franklin Road
(Representative diagram, not intended for engineering purposes--Intersection already designed by ACHD)

- Both wet utilities may be located in the street. If an alley is provided, one wet utility may be placed in the alley, subject to City approval.
- Streetlights should be placed in the dry utilities corridor on either side of the street.
- Street furnishings are encouraged along commercial and high density frontages

Street Section D

Section D represents the Residential Collector Street. These streets serve the local access needs of residential, live/work, and commercial activities within a residential neighborhood or mixed use residential area. Buildings on these streets have limited setbacks behind the sidewalk and a tree lawn is provided. Generally, frontage by detached single-family homes is discouraged in favor of rowhome, townhome and higher density residential development. On-street parking is also allowed. The following design standards are recommended:

- A 5 foot dry-utilities corridor should be provided along both sides of the Residential Collector Street curb. The corridor may not be required if all dry utilities are located in an alley or other street.



First collector intersection with Ten Mile Road south of Franklin Road (Representative diagram, not intended for engineering purposes--Intersection already designed by ACHD)

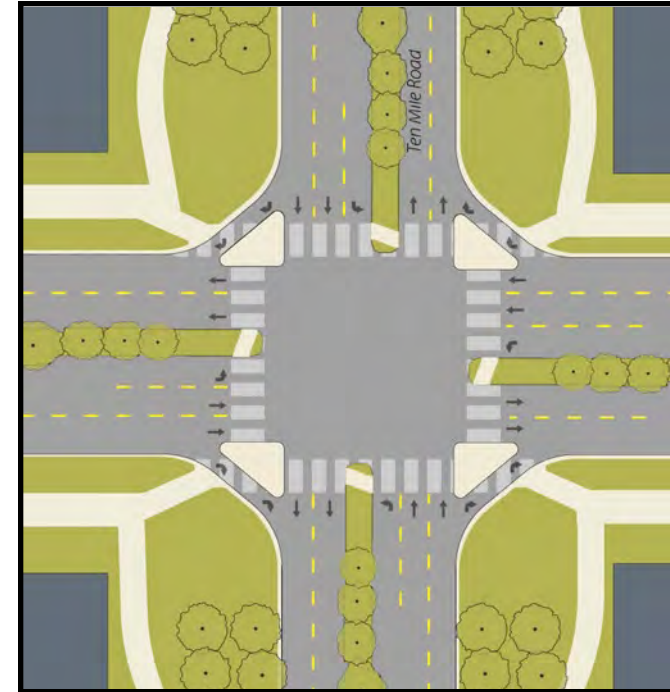
- Both wet utilities may be located in the street. If an alley is provided, one wet utility may be placed in the alley, subject to City approval.
- Streetlights should be placed in the dry utilities corridor on either side of the street.

Street Section E

The Minor Collector Streets serve as the primary retail streets, and their character is pedestrian-oriented and defined by street-level storefronts. Buildings on these streets are built to the sidewalk. The pedestrian experience is enhanced with 12 foot-wide sidewalks, street trees in wells, and pedestrian-scale lighting. Ample on-street diagonal parking supports the businesses within the Lifestyle Center and in Mix Use Commercial area. This section may be modified to allow parallel parking as a local section in these areas.

The following design standards are recommended:

- A 5 foot dry-utilities corridor should be provided along both sides of the Minor Collector Street curb. The corridor may not be required if all dry utilities are located in an alley or other street.



First collector intersection with Ten Mile Road north of I-84, initial design (Representative diagram, not intended for engineering purposes--Intersection already designed by ACHD)

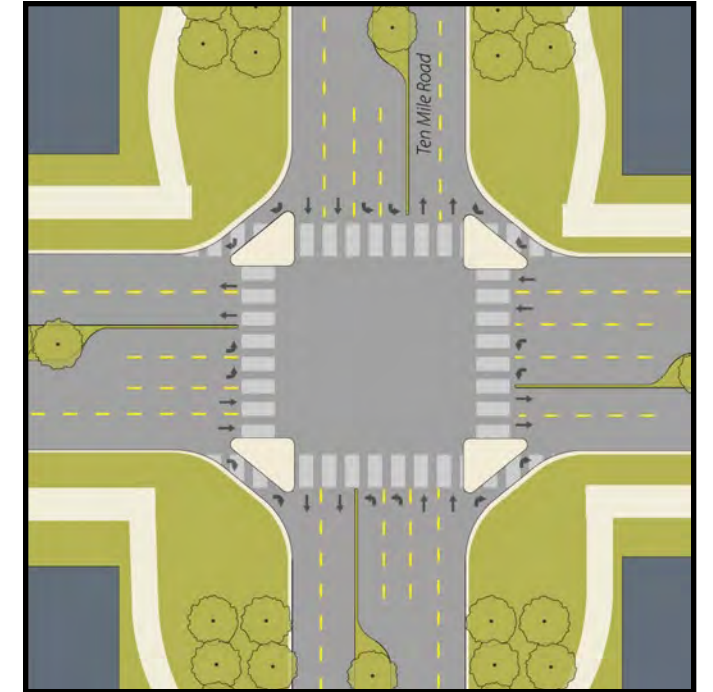
- Both wet utilities may be located in the street. If an alley is provided, one wet utility may be placed in the alley, subject to Springs Utilities approval.
- Streetlights should be placed in the dry utilities corridor on either side of the street.

Intersections

Proposed Intersections with Arterials

The development of the land around the Ten Mile Interchange will impact traffic in the area. Preliminary investigations show that the interchange will function acceptably at build out based on the proposed land use allocation and development densities.

The Ten Mile Interchange Specific Area Plan proposes ten new intersections onto the arterial network: two on Ten Mile Road, five on Franklin Road, and three on Black Cat Road. In addition, south of I-84, Overland Road will be relocated to the south. Depending on the future configuration of McDermott Road, intersections may be required with McDermott Road to continue the collector road system to the west.



First collector intersection with Ten Mile Road north of I-84, additional left turn lane when warranted by traffic (Representative diagram, not intended for engineering purposes--Intersection already designed by ACHD)

The intersections onto Ten Mile Road are of primary concern, as there is less flexibility in their placement and configuration due to their relationship to the new Ten Mile Interchange. As a result, an additional level of analysis was performed for intersections onto Ten Mile Road.

Level of service calculations were performed for four intersections on Ten Mile Road including Ten Mile Road and Franklin Road, two new intersections onto Ten Mile Road, between Franklin and I-84, and at Ten Mile Road and Overland Road. For the purposes of this study Overland Road was on a new alignment that moved the intersection approximately 1500 feet south of its current alignment. Its current alignment stays open as a right-in, right-out only configuration. All existing intersections function at a peak hour LOS D or better in the design year.

Two new intersections are proposed onto Ten Mile Road that access the office, commercial, and residential cores of the Ten Mile Interchange Area. The southernmost intersection is approximately 1000 feet north of the highpoint of the new interchange design and is the main entrance into the activity

center. Its configuration has two lefts, two through lanes, and a dedicated right turn lane on all four approaches. This is what ACHD refers to as their 7x7 intersection configuration. In the design year (2030) and upon buildout of the Ten Mile Interchange Area, at peak hour this intersection functions at LOS D. The performance of this intersection is enhanced by the single-point urban interchange design.

The intersection proposed immediately south of the Ten Mile Road and Franklin Road intersection is a right-in, right-out only configuration and functions at LOS B in the design year. The realigned intersection of Overland and Ten Mile functions at LOS C in the design year.

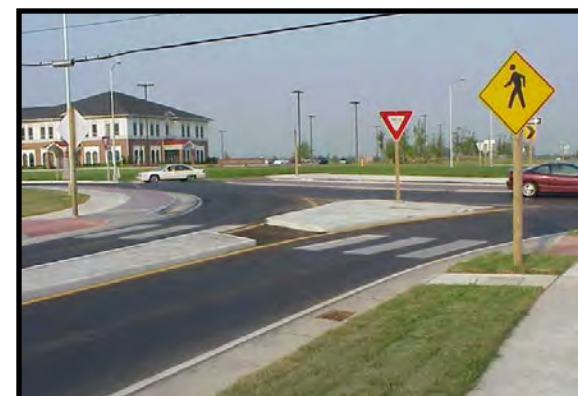
The proposed intersections in the Ten Mile Interchange Area try to establish a collector network that will reasonably serve the area. More importantly, only the collector accesses shown in the Transportation System Map will be permitted. No access to individual properties will be allowed from the arterial road system. With the exception of the identified arterial access points within the Ten Mile Interchange Area Plan document, the City of Meridian supports full access control for the arterials serving this part of the community.

Slip Ramps

One idea that was discussed at length for this project is the future use of slip ramps off of the proposed interchange ramp, or just to the east of the proposed central point of the new Ten Mile interchange. This would allow people to access the Lifestyle Center and employment center via the proposed underpass associated with the interchange design, without impacting the intersections on Ten Mile Road or the interchange ramp terminals. This could potentially prolong the life of Ten Mile Road, the interchange, and significant intersections by allowing traffic to access the area other than by using the interchange terminals and arterial access.

The slip ramp is not expected to be needed or desired for several years until the area develops. It is recommended that right of way for the improvement be preserved. The slip ramp should be funded entirely by development through extraordinary impact fees.

Roundabouts



Curb Radius

To facilitate effective and safe pedestrian movement within the Ten Mile Interchange Area, the curb radius at intersections must be minimized. At no point should the curb radius at an intersection be greater than 25 feet (collector to collector or local to collector). Within the following areas, the curb radius should be no greater than 15 feet: Lifestyle Center areas, mixed use areas, and residential areas. In addition, the closest intersection to school sites in any direction should have a curb radius no greater than 15 feet.

Roundabouts

Roundabouts are encouraged at collector-collector street intersections. A roundabout is a circular intersection where traffic flows around a center island. Roundabouts are safe, efficient and less costly than traditional intersections. Since vehicles entering the roundabout are required to yield to traffic in the circle, more vehicles can move through the intersection with less delay than at signalized intersections. The only movement at an entry and exit of a roundabout is a right turn, thus reducing the potential frequency and

severity of accident typically occurring during left turns and when traffic crosses an intersection in perpendicular directions. The unique one-way design of roundabouts also accommodates the turning radius of large vehicles, like semi-trucks and buses.

Pedestrians may find traveling through a roundabout just as safe as through an intersection with a signal, if not safer. This is due to the fact that vehicles are moving at a slower rate of speed and pedestrians need only to cross one direction of traffic at a time. Cars are required to yield to pedestrians in the area marked for pedestrian crossings.

The essential elements of a roundabout are:

- Yielded entry – cars entering must wait for a gap in the circulating traffic before entering the roundabout
- Islands separate the entry from the circular roadway
- Designated crossing area for pedestrians
- Designed to be driven at speeds of 15 to 20 miles per hour
- Single or multiple lanes

Balancing Vehicle Circulation with a Pedestrian Friendly Environment

For the most part, both cars and pedestrians will use the same streets to get around in and through the Ten Mile Interchange Area. Streets are often designed with vehicular traffic first in mind, and so are concerned with the combination of moving and parking lanes within thoroughfares. Yet it is this same network of roads that constitutes the majority of the public realm available to pedestrians. As the shared setting for most buildings, the network must provide the potential for community interaction. As such, the connector system of roads set out here for the Ten Mile Interchange Area considers both vehicular capacity and pedestrian character.

Pedestrians respond to the combination of frontage and streetscape, but these alone cannot create a lively pedestrian environment. The velocity of vehicular movement should also be controlled. The Ten Mile Interchange Area network makes use of designs which slow the speed of vehicular traffic through the most pedestrian friendly areas. Traffic calming devices are used in addition to the posting of speed limits.

These traffic calming factors include narrowing the lanes, providing parking lanes, the centerline radius, and the intersection curb radius. In addition to the conventional standards for speed movement, there are also standards for free-, slow and yield-movements that should be considered during design in the Ten Mile Interchange Area, including:

- **Speed Movement:** Thoroughfares designed so that vehicular velocities greater than 35 mph are perceived to be safe.
- **Free Movement:** Thoroughfares designed so that vehicular velocities are perceived to be safe at 30 mph and below.
- **Slow Movement:** Thoroughfares designed so that vehicular velocities are perceived to be safe at 20 mph and below.
- **Yield Movement:** Thoroughfares designed so that vehicular velocities are perceived to be safe at 15 mph and below. Vehicles stop to allow approaching vehicles to pass.

Public Transit Accommodations

Healthy commercial and employment activity centers need access by multiple modes of transportation. In addition to being pedestrian friendly, an activity center should be transit friendly. Transit can be a complementary part of the public realm—the street and the pedestrian zone—as described earlier. In addition, with residential being an important element of a lifestyle center, transit should be a true feature. An effective transit system can offer residents the opportunity to own at least one less car, thus reducing the required parking requirements.

Transit riders become pedestrians when they reach their destination. Therefore, the quality of the streetscape and pedestrian zones can actually encourage increased transit use.

At transit locations, the use of the pedestrian amenities—landscaping, pedestrian and landscape lighting, benches, and trash receptacle—should be coordinated with the shelter location and design.

Depending upon the specific design of the activity center, routing transit into the core area for patron drop-off should be considered. Transit can be an active feature of the urban landscape. In activity centers, shelters should be placed at transit stops.

Landscaping



Outdoor Room



Shelters offer visual identification to the transit stop, and they provide weather protection to patrons. The design of the shelters should be coordinated between the City, Valley Regional Transit, and ACHD ensuring architectural consistency with the general architectural theme of the activity center.

Streets as Public Spaces

Streets in the Ten Mile Interchange Area should be treated as a key component of the public open space. Streets should be maintained for public access whether by easement or public dedication. Closed or gated streets are prohibited. Access lanes and parking lots should be privately maintained.

Streets should be designed and constructed in accordance with the highest standards of acceptable engineering practice. Streets should be designed to facilitate mobility and safety for vehicles, bicyclists and pedestrians. As such, no street within an activity center should have an effective design speed of greater than 35 MPH. Local and Collector streets within the Mixed Use Commercial, Mixed Use Residential and residential areas should have an effective design speed of 25 MPH.



Streets should be designed to include appropriately selected street trees planted in a manner appropriate to their placement and function. Residential streets should provide for an appropriate street canopy designed to shade both street and sidewalk and serve as a visual buffer between street and the adjacent dwellings. Streets should also be equipped with street furnishings and other amenities depending on the specific location to help establish the sense of the outdoor room.

The Outdoor Room

Studies indicate that many of the best-loved urban spaces are those that produce the sense of being contained by the surrounding buildings. Architects and urban designers often speak of the ratio between the width of a street and the height of the buildings on either side of the street. A ratio of 1:1 is considered ideal in terms of creating comfortable enclosure for the street. (In cities such as NY and Chicago, the ratio of width-to-height can be as extreme as 1:10 or more; this creates the "canyon effect" that defines many dense urban centers.) However, ratios of 2:1 or 3:1 can still create a comfortable sense of containment.



Streetscaping

All streets should include street trees within the right-of-way. Where street sections include medians, these medians should be no less than 16 feet in width. If these medians are intended to encompass turning lanes, the median should be at least 20 feet in width, with turning lanes a minimum of 10 feet wide. Medians should be landscaped and planted to match the conditions on either side of the associated road or street.

Landscaping

Trees, shrubs and other landscaping should be used to help define the connections between fronting sidewalks and walkways and the primary and secondary entrances to structures. These connections should be straight and direct and should not be interrupted by trees, shrubs or any form of landscaping.

Groundcover should be species appropriate to the local microclimate, should be contained in formal or informal beds, and should not rise to height of more than 12" above the adjacent grade. Shrubs and bushes should be species appropriate to the

local microclimate, should be formally or informally arranged, and should not rise to a height of more than 36" above the adjacent grade. Where possible, landscaping should focus on water recapture in order to reduce run-off.

Street Trees

Trees should be species appropriate to the local microclimate. Trees with full canopies are encouraged as they can provide shade and protect windows and building interiors from direct sunlight.

Street trees provide multiple benefits to the urban environment. They create shade, reduce glare, buffer wind and cleanse the air. Trees also help create a pedestrian-scale space and make streetscapes more acceptable to pedestrians. Without trees, streets are uncomfortable for pedestrians and, to a lesser extent, drivers, both physically and psychologically.

On retail frontage streets, trees have the most significant impact in making streets attractive to shoppers. Without street trees, pedestrians feel the heat, glare and pollution to a much greater extent. With them, the extreme conditions of a roadway are mitigated and shoppers can have a more pleasant experience.

A formal, rhythmic application of landscape design using trees of similar characteristics will help create a cohesive, unifying effect. However, since plant diseases and pests, such as Dutch Elm Disease and Pine Bark Beetle, can decimate areas where single species are planted, tree selection should include multiple species, alternating color, form and texture from block-to-block or within blocks, as long as a pattern is established that can be utilized.

General Street Tree Guidelines

There are many factors to consider when using trees in a streetscape. Right-of-way constraints, commercial uses (outdoor dining, etc.), utility locations (both buried and above ground), storefront sign/architectural visibility, and volume of pedestrian and vehicular traffic are all elements which will affect quantity, size and species of tree selection. Except where notable changes are desirable, such as indicating the location of a pocket park, etc., tree types should be the same on both sides of the street. Where high pedestrian volume occurs or is anticipated, tree grates or other

Street Trees



means of facilitating pedestrian safety should be provided.

Tree Selection

As living elements of the street environment, tree species should be selected with care. Soil and air conditions, water, light, heat, maintenance and budget should all be addressed prior to selection of tree types. The selected species should have a local basis for endurance of air pollution, minimal maintenance and compacted/infertile soils. Street trees should be free of fruit and thorns to reduce maintenance and minimize potential harm to pedestrians.

For lower maintenance, trees should be strong wooded, disease and pest resistant, drought tolerant, single trunk and with a fairly long life expectancy. Tree irrigation, in most cases bubblers, is to be used on all street trees in commercial areas. The irrigation of trees should be developed in conjunction with a low volume landscape irrigation design. Species selection should not interfere with commercial signs or traffic signals.

Tree Size

Planting size of trees is generally restricted by the area in which the trees will be located. Trees planted with tree grates or within tree wells will, of necessity be smaller than trees located on large lawn/planting areas. Trees with 3 inch caliper should be large enough to provide some shade at planting time and significantly more when they develop, assuming proper cultural/maintenance activities.



Tree Location

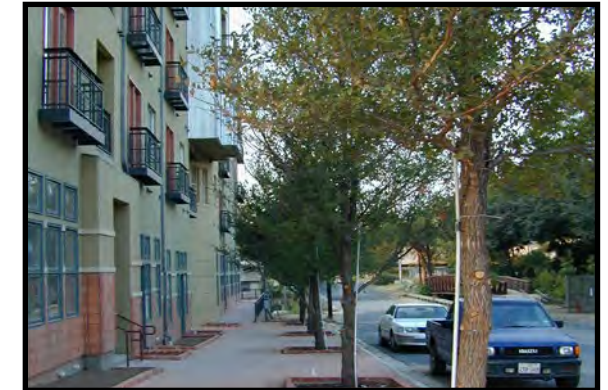
Tree location relates to specific individual locations and to locations relative to each other. The spacing should consider street lighting and other obstructions. Motorist visibility is critical and trees should not interfere with sight distance criteria. Trees should be spaced and located such that pedestrians have an unobstructed walking area of no less than eight feet, and preferably ten feet in width. Trees should be spaced far enough from building facades so as not to require excessive pruning.

Parking

Parking spaces, whether on-street or in dedicated lots, should be located proximate to the uses they intend to serve, but need not be immediately adjacent to these uses, as long as effective and accessible walkways are available to provide access to and from the lots. On-street parking counts against the parking requirement of the buildings that front onto the parking.

On-Street Parking

On-street parking is a key element of an active and vital place. Not only does on-street parking add significantly to the supply of needed parking spaces, it provides an additional layer of physical and psychological separation between cars moving along the street and pedestrians, shoppers, diners and others on the sidewalks. It provides access directly between motorists and stores, shops and restaurants. Metered, on-street parking also helps create a constant flow of activity as short-term visitors pull in and out of spaces along the main pedestrian routes.



On-street parking is encouraged throughout the Ten Mile Interchange Area, where appropriate. Such parking can include head-in parking, angled parking (60-degree), or parallel parking. Carefully integrated, on-street parking can absorb a significant amount of the minimum required parking spaces. The following forms of on-street parking may be allowed:

- Parallel parking is a pattern of parking whereby the vehicle is stored parallel to the curb line. Parallel parking permits a narrower street section and creates the most positive sidewalk experience of the possible patterns, but it requires a difficult driving maneuver and provides the lowest density of parking storage per linear foot of street frontage.
- Diagonal parking is a pattern of parking with the vehicle stored at an angle to the curb line. Diagonal parking creates the least positive sidewalk experience of the possible patterns, but it permits the easiest driving maneuvers and provides more parking than parallel parking.
- Head-in parking is a pattern of parking where the vehicle is stored perpendicular to the curb line. Head-in parking requires the widest street section and requires a dangerous maneuver of backing out. This pattern provides the greatest supply of on-street parking.

Parking Lots

Parking lots should not dominate the frontage of pedestrian-oriented streets or interrupt key pedestrian routes. Ideally, parking lots should be located behind buildings or within the interior of blocks. Less ideally, lots can be located beside the structures they serve.

Screened by Plantings

All parking lots visible from public thoroughfares should be screened by plantings or walls or a combination of the two. No parking lots should front on the mixed use streets within the Lifestyle Center or along primary streets within commercial activity centers.

Multifamily Parking

All multifamily residential off-street parking should be located at the rear of the lot. For single-family residences, in cases where there is alley access, parking should be located at the rear of the lot. In situations where lots are front loaded, all parking should occur to the rear of the plane of the front façade.

Parking Lot Sizes and Subdivisions

Surface parking lots should be visually and functionally subdivided into manageable parking plazas. Parking lots should be sized to be as small as possible. Where possible, lots should be one-bay in width.

Parking Lot Landscaping

Parking lots should be landscaped. Ideally, parking areas will contain additional trees both in tree islands within the lots and as buffering around the perimeter of the lots. A row of cars should not include more than 12 vehicles without interruption by a tree island, nor more than 24 cars without a connecting drive aisle.

Civics Space and Drop-Off Lanes

Parking lots should be located away from civic spaces. For convenience and to meet the needs of the handicapped, primary civic and community structures should include dedicated drop-off lanes adjacent to the primary entry points. These should be sized as to meet the anticipated needs of the facility, but should not be oversized.

Parking Drives

Drives providing ingress and egress to and from parking lots should be a minimum of 20 feet in width. For lots that will receive considerable truck traffic, entry and exit lanes can each be 12 feet in width, for a combined width of 24 feet. All off-street parking lots should allow for and facilitate the use of emergency, sanitation, utility and delivery vehicles.

Parking



Parking and Adjacent Structures

All off-street parking lots should allow a minimum of 5 feet between the edge of the paved parking lot surface and the nearest structure. The space between an off-street parking lot and adjacent structures must include a sidewalk that provides access to these structures. This sidewalk must be linked into the overall system of sidewalks, walkways and pathways within the commercial areas.

Shared Parking

Shared parking, whereby day/night and weekday/weekend schedules allow the parking to be shared by more than one use or building, is encouraged.



Pedestrian & Bicycle System

All buildings and open spaces must be easily and safely accessible to pedestrians and to bicyclists. Mixed Use Commercial and Mixed Use Residential areas must include an integrated system of sidewalks, walkways and pathways that provide access to all structures and spaces within a development.

Sidewalks, walkways and pathways must be constructed of a durable, non-skid hard surface—concrete or asphalt. Sidewalks, walkways and pathways are recommended to be a minimum of 5 feet in width and should be wider in all areas where significant amounts of activity are anticipated. These include the spaces around the entries to all publicly accessible buildings, as well as the major ingress/egress points associated with all designated public spaces.

No sidewalk, walkway or pathway within the Mixed Use Commercial and Residential areas should be located immediately adjacent to the curb. At a minimum, sidewalks, walkways and pathways should be separated from an active adjacent roadway by a planting strip that is recommended to be at least 4 feet in width. This strip should be treated as part of the overall landscaping design for the Mixed Use Commercial and Residential areas and can be expanded to include mature street trees or other landscape features.

The exceptions should be sidewalks within Mixed Use Commercial and Residential areas and sidewalks that are protected from adjacent traffic through on-street parking. In these examples, the sidewalk paving can extend to the street curb; however, such sidewalks should be at least 9 feet in width and should include provisions for the inclusion of street trees at regular intervals.



Bicycles

Bicycles should be permitted on all pathways within the Ten Mile Interchange Area. Bicycles should not be permitted on sidewalks or walkways. To create an integrated network for bicycle movement, the primary roadways within the Ten Mile Interchange Area should include dedicated bicycle lanes. Streets within the Lifestyle Center do not need to include dedicated lanes, but signs should be posted indicating that bicyclists are allowed on streets throughout the Lifestyle Center and in all commercial activity areas.

Bicycle racks should be provided proximate to the primary entries to all commercial structures and to the primary ingress/egress points to all designated public spaces. Such racks should be adjacent to pathways, roadways or streets, but should be outside any vehicular or pedestrian routes and should be sized to provide enough storage space for the estimated amount of usage.

Sidewalks

Sidewalks give pedestrians access along streets. Where possible, sidewalks should be detached from the curb. This provides room for street trees and other landscaping close to the curb. Concrete is the preferred material for sidewalks, although interlocking concrete unit paving and brick pavers may be utilized, particularly for accents. Sidewalk paving is an excellent way to unify a street. Over-designed patterns should be avoided as they may become dated and generally imply additional maintenance. Pattern and color of sidewalk paving should be unified throughout the Lifestyle Center and should avoid strong contrasts with surrounding paving.

Sidewalks can generally include three distinct zones:

- Building Zone
- Pedestrian Zone
- Streetscaping Zone

Building Zone

The Building Zone is that part of the sidewalk closest to the edge of the ROW. This zone generally fronts a building façade. Depending on the type of use within these fronting buildings, the width of this zone can expand or contract. Appropriate uses for the Building Zone include space for window shopping, free-standing signs, exterior displays, outdoor dining or isolated landscaping.

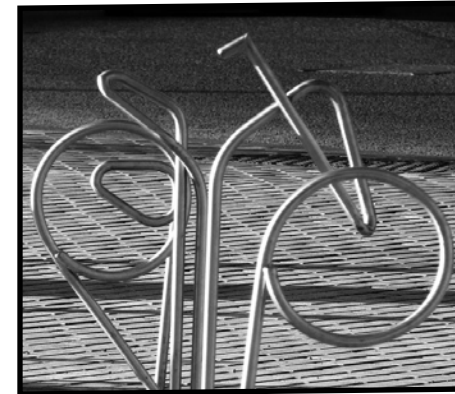
Pedestrian Zone

The Pedestrian Zone is that part of the sidewalk intended for uninterrupted pedestrian movement. The width of this zone should vary depending on the nature and amount of pedestrian activity to be accommodated on the sidewalk. The Pedestrian Zone along any street should be wide enough to easily accommodate the general daily maximum amount of pedestrian activity. In general, this zone should be at least 5 feet in width, and within areas with high levels of pedestrian activity this width can expand significantly. At no location should the Pedestrian Zone be less than 5 feet in width.

Streetscaping Zone

This is the zone of space immediately adjacent to the street curb. In general, it contains a wide range of streetscaping and furniture, including appropriately located street trees, streetlights, signposts, mail boxes, seating, planters, kiosks, news boxes, garbage pails, transit shelters, and so forth. The width of this zone should be determined in part, by the needs of the species of street trees planted along the sidewalk. Tree grates should never extend into the Pedestrian Zone, and the width of the tree grates will be determined by the type of tree planted within the Streetscape Zone. In general, the minimum width of a Streetscape Zone should be 5 feet. Away from the commercial activity centers, this entire zone will be treated as a Planting Strip and will not include any paving.

Bicycles



Sidewalks



Crosswalks

Sidewalks, walkways and pathways should include dedicated crosswalks at the intersection with all streets within commercial activity centers. Such crossings should be as wide as the approaching sidewalk or walkway and should include visual and tactile distinctions from the surrounding pavement.

Changes in color, markings, materials, texture and surface are all appropriate for such location. These changes should not interfere with meeting the requirements for handicapped accessibility. If the walkways on either side of a crossing are of different widths, the crosswalk should match the width of the wider walkway.

Within the commercial activity centers, crosswalk materials and patterns can become an important unifying feature. The detailing of a crosswalk should always contrast with the immediate pavement on either side of the walk. The detailing of a crosswalk should vary in accordance with the importance of the intersection within the overall commercial activity center. The most intricate patterns should be used at key intersections within the commercial

activity centers. Lesser patterns and/or materials can be used in other locations. At a minimum, a crosswalk should be distinguished from surrounding paving by the use of painted or thermoplastic striping. The following forms may be used:

- Painted lines on the street paving are the most inexpensive form of striping and are the most visible markings.
- Concrete paving can be used as a contrasting material in asphalt streets, but it must be augmented by painted or thermoplastic stop bars.
- Unit concrete pavers and brick pavers can be used sparingly for the most important intersection crossings. They are expensive to buy and to install and may require maintenance over the course of the material lifetime.
- Stamped concrete is acceptable for use in crosswalks, if constructed properly. Poorly constructed, stamped concrete walks are susceptible to cracking, chipping and overall deterioration.

Street Furniture

Street furnishings such as seating, newspaper racks, bollards, trash receptacles, bicycle racks and other elements are important to the functioning of an effective pedestrian environment. Such furnishings should be available throughout the commercial activity centers and included as part of a unified design.

Utility, comfort, safety and ease of maintenance are key considerations in the design and selection of street furnishings. Any furnishings placed within a commercial activity center should be of high quality, designed for significant outdoor use, and relatively easy to maintain.

In general, street furnishings should be located between the active roadway and the adjacent buildings or public spaces. In general, furnishings should be located closer to the street than to private structures. For streets with on-street parking, furnishings should be located no less than 30" from the curblane. On streets in which a travel lane is immediately adjacent to the sidewalk, furnishings should be located at least 42" from the curblane.

Street furnishings should never be located so as to interfere for pedestrian movement. At a minimum the outside edge of any furnishing should be located at least 12" from the outside edge of the implied pedestrian movement zone.

Seating

Seating surfaces should be between 16" and 18" high. Seating without a back should be a minimum of 16" in depth; seats with backs should be no less than 14" deep. Walls, ledges and steps to be used for seating should be between 12" and 20" high, and at least 16" wide. If a wall is designed for seating on both sides, the top of the walls should be at least 30" wide.

Seating, like all streetscape elements, should be durable, weather resistant, and comfortable. Sharp edges should be avoided at all costs. With the exception of movable chairs, seating should be permanently anchored and immovable. Seating should be located so as to afford occupants interesting views as well as a sense of psychological protection. Ideal views include active shop fronts, intersections, pedestrians or outdoor activities such as dining.

Trash Receptacles

Trash receptacles should be located for ease of pedestrian use and for relative ease of pickup by trash collectors. However, the locations should not be obtrusive and receptacles should never be located within the implied pedestrian zone of a sidewalk.

Receptacles should coordinate with the design of other street furnishings and be designed and sized to match anticipated use. Receptacles should be permanently attached and should include covered tops as well as sealed bottoms. Receptacles should include two pieces: The inner container for each collection of trash, and a low-maintenance outer container designed to coordinate with other street furnishings.

Newspaper Racks

All public streets and environments should be required to provide appropriate locations for newspaper racks. These racks should be easily accessible from primary pedestrian routes, without interfering with pedestrian mobility. Racks should be clustered into units that meet all of the

Crosswalks



Street Furnishings



demands for circulation and distribution within a single coordinated furnishing. The design and construction of such units should coordinate with the other elements of street furnishing within the commercial activity center.

Newsracks should be placed immediately adjacent to a building wall or between the walkway and adjacent street. In neither case should the racks come within less than 18" of the pedestrian zone of the walkway or sidewalk. Racks should be placed at least 30" from the curb. Racks should not obstruct the view of pedestrians or drivers.

Mailboxes

The location and placement of mailboxes is determined by the United States Postal Service. Locations should be coordinated with the USPS.

Kiosks

Kiosks make it easier to navigate the commercial activity center by providing visitors with street maps and highlighting destinations, tenants, and upcoming events. Kiosks may be located in the commercial activity center. They should be designed to provide a consistent style with the

rest of the commercial activity center. Information displayed on kiosks must be current and updated to reflect changes in tenants or vendors, as well as upcoming events. Information kiosks should be strategically placed near parking areas to maximize visibility and accessibility to passing foot traffic.

Lighting



Lighting

Exterior lighting should be used to provide illumination for the security and safety of entry drives, parking, service and loading areas, pathways, courtyards and plazas, without intruding on adjacent properties. Site lighting should be architecturally compatible and consistent in design between sites.

Fixture Design and Illumination Level

Light standards should be designed as a family of compatible fixtures, which relate to the architectural character of the buildings in a commercial activity center area. Site lighting should be provided at the minimum level (per City Standards) to accommodate safe pedestrian and vehicle movements, without causing any off-site glare. All regulatory requirements for lighting must be met.

Poles and fixtures should be architecturally compatible with structures and lighting on adjacent properties. Illuminate all intersections and perimeter public roads with similar poles and fixtures. Select and locate all lighting fixtures to shield or confine light spread within a site's boundaries and to eliminate light directed towards the sky. To facilitate security, specify lighting levels that are adequate for visibility, but not overly bright. All building entrances should be well-lighted.

Decorative Architectural Lighting

Special lighting that accents building features and creates visual interest is strongly encouraged within the commercial activity centers, provided that design continuity is maintained among buildings.

Lighting fixtures mounted directly on structures may be allowed when utilized to enhance specific



architectural elements or to help establish scale or provide visual interest. Integrate illuminators or fixtures used to light building mounted signs, building facades or pedestrian arcades, into a building's architectural design. Consider highlighting entrances with art, terraces, and special landscape features.

Parking Lot, Pedestrian, Landscape Lighting

Parking lot lighting should be unobtrusive. Rather, it should provide safe light for orderly functions. The fixtures should be uniform in design and provide adequate lighting for all areas. Select metal halide lighting with a concealed light source of the "cut-off" variety to prevent glare and "light trespass" onto adjacent buildings and sites. Emphasize pedestrian ways through parking lots with lighting. Walkway lighting should be scaled to the pedestrian (10 feet-16 feet in height) and provide for safe passage particularly in areas which are dangerous, such as stairs, ramps, intersections, and underpasses.

The use of lighted bollards with incandescent or metal halide lamps or other low-level fixtures is encouraged to identify pedestrian walkways and drop-off areas at entrances to buildings. Emphasize pedestrian-to-vehicle intersections with low-level decorative streetlights. Landscape lighting should enhance and complement the landscape materials in the nighttime hours.

Conceal fixtures where possible (i.e., in trees, by landscape, behind rocks), control glare, and avoid extreme bright spots on the surrounding landscape.



DESIGN ELEMENT: THE LOOK AND FEEL

Overview

In addition to density and mix of uses, this plan emphasizes the quality of the built environment. Therefore, recommendations for the location and design of building frontages and limits on building heights will play an integral role in the future evolution of the Ten Mile Interchange Area. The location, scale, form, height, and design quality of public and private buildings directly affect the Ten Mile Interchange Area's success as a great place to live, work and raise a family.

This section offers recommendations in the form of building placement, orientation, and massing; types and design treatments for building frontages; as well as recommendations for the incorporation of art in public and private projects. These ideas are interrelated and mesh with recommendations included in other sections of the Ten Mile Specific Area Plan.

The design element is intended to serve as the basic framework on any given project within the Ten Mile Interchange Area and the basis for development of future design guidelines. As they are seen as the most important elements to "get right," there is not flexibility allowed in the modification of design elements. The primary components that the design element addresses include: architecture and cultural heritage; building placement whereby build-to lines are identified; heights and step backs; the definition of a base, body and top; and frontage types. The secondary components are intended to further shape the physical evolution of the Ten Mile Interchange Area in a positive manner. However, more flexibility is feasible within the parameters of these design components. Specifically, these secondary design components pertain to design composition, building materials and details, fenestration (the size, style, number and placement of windows), and signage. Lastly, the incorporation of public art is strongly encouraged for both private and public projects.

Many of the basic rules of good urbanism, as expressed by traditional urban planners such as Raymond Unwin and Jane Jacobs, are evident within the Ten Mile Interchange Specific Area Plan. These include:



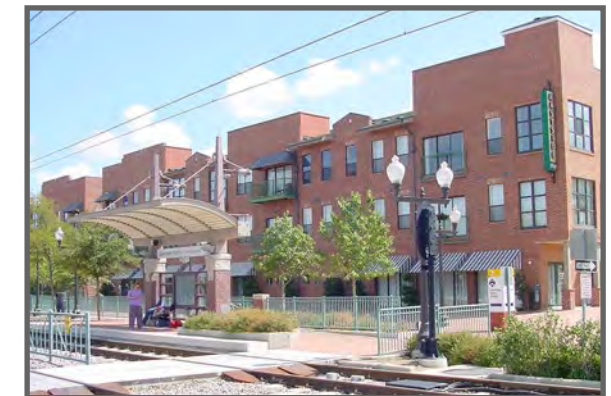
- the buildings are built to public rights-of-way
- building frontages, rather than surface parking lots and landscaped areas, "hold the corners" by framing sidewalks or public spaces
- distinctions are drawn between ground and upper stories
- entries are announced through changes in details, materials, and design compositions
- storefronts offer wide expanses of transparent glass
- doors to individual shops and restaurants open directly onto public space
- materials are durable and façades are simply detailed and well proportioned
- the facades of larger commercial buildings should be broken down into short frontages and "big boxes" should be rapped in smaller commercial, residential, and office uses
- signage and lighting is restrained and designed to complement the building's design
- service entries and loading docks are located on secondary and tertiary streets and screened from public view.

The recommendations included in this section are designed to build on Meridian's best architectural and urban qualities and to generate buildings and spaces that create an attractive, safe, and comfortable environment. Rather than promote particular architectural styles or expressions, this plan discusses elements that will likely have the greatest impact on the public realm—placement, form, scale, height, and design character.



Why So Much Attention to Design?

Building type and orientation are integral to transit-supportive development. To achieve the land use mixes and densities desirable for the activity center area, buildings must be designed accordingly, but with consideration for their suburban context. Within the activity center area, which is pedestrian-oriented, buildings should achieve a minimum transparency of 40 percent. Setbacks for core buildings should range from 1 foot to 10 feet, which allows for pedestrian and transit activity but contributes to the human-scale quality of the street. In residential areas adjacent to the core where higher densities are still desirable but single-family dwellings dominate, multi-family housing design should be modified to have compatible massing. These areas are also ideal for live-work buildings which retain a residential street character while diversifying land use.





Architecture and Heritage

The earliest settlers to inhabit Meridian, Idaho lived in the Five Mile Creek area. Meridian was established in 1893 and by 1903 was incorporated as a village with a population of around 200. Dairy businesses began to dominate the area, and farming played a large role in the development of Meridian. Early farming mostly consisted of large fruit orchards. Due to the boom in fruit orchards, large-scale apiaries were created because bees were necessary for the fruit industry. Eventually industries associated with timber and housing became important in the development of this region.

Architecture

Most of the significant architectural features of the area are related to farming and dairy activities and were built around 1900.

Some of the most interesting and significant buildings can be found at the Ross Farmstead on Ten Mile Road south of the interstate. Also known as "Sleepy Hollow Farm" this was a state-of-the-art facility and plays a very important role in the agricultural history of Ada County and Meridian.

The large unique barn has a complex ventilation system and the design may embody historic Dutch construction styles, which include three large decorative cupolas, distinctive fenestration and interesting rhythm of void and solid. The one room schoolhouse, while in bad conditions, is important to the history of the area.

While the preservation of these historic structures seems unlikely due to the limited reuse options, the buildings provide an array of features and architectural details that should be incorporated in the forms and shapes of the new Ten Mile Interchange Area.

Canals

The canals in the area are important to local and regional settlement and agricultural history. Some are over 100 years old. They present great opportunities to combine cultural and recreational experiences.

Transit

The Boise Valley Loop interurban railroad ran along Franklin between Meridian and Nampa. In 1912 the tracks of the Boise Valley Railway (extending from Boise to Nampa along Ustick Road and Franklin Road) were extended to connect with those of the Boise Interurban (extending from Boise to Caldwell along State Street). Although there were no stops/shelters located in the vicinity of Ten Mile, architectural features related to the system provide a palette of details to incorporate in the street furniture, particularly in the transit area and along Franklin Road.



Street-Oriented Design

One of the most critical factors in creating a successful urban environment is the relationship of development to the street. Building at or close to the property line creates a consistent edge to the public space and make streets more friendly and walkable. Building placement is a fundamental element in determining the physical character of a community.

Studies indicate that people in urban settings will not walk very far if there is not a relatively constant degree of activity or stimulation along the route. Within a location such as the lifestyle center and TOD, ground floor uses must be designed to create this degree of activity. Restaurants and other food-related uses should be encouraged to have outdoor dining. Shops and stores should be encouraged to open their doors and street front windows and use clear glass that allows easy visual access inwards and outwards.

When buildings face the street, they are more accessible to pedestrians and transit riders because there is a direct, well-defined connection. Orientation also contributes to a sense of place, which makes the core an attractive transportation destination. In the case of commercial and industrial developments, building orientation and setbacks should be close to the street. The main entrance of a building should be oriented to the street, which is more conducive to transit riders.



Commercial and Mixed Use Buildings

To provide for the definition of streets and public spaces, build-to lines should be established along which building façades should be placed. The build-to lines mark the limits of the public realm and support a sense of enclosure along main streets, secondary streets, and surrounding existing and proposed public spaces. For all new commercial and mixed use buildings, a continuous unbroken frontage along required build-to lines to a minimum height of 30' should be constructed for at least 75% of the property frontage. Adjustments in this requirement may be allowed, such as modest setbacks to accommodate additional sidewalk space for café seating, or breaks in frontage for the creation of pocket parks. To limit perceived street crossing distances, new buildings at street intersections should "hold the corners" and avoid introducing additional building setbacks unless a new public space is specified.

At least 40% of the linear dimension of the street level frontages shall be in windows or doorways. Street level windows shall be clear or tinted visually permeable glass. Mirrored or reflective glass of any kind is not permitted. Window sills shall be located no higher than 3'6" above adjacent exterior grade; headers shall be located no lower than 8'0" above adjacent exterior grade. No wall frontage shall continue uninterrupted by a window or a functional public access doorway for a linear distance of greater than 12 feet. The principal doorway for public entry into a building shall be from the fronting street. Corner entrances may be provided on corner lot buildings.



Residential Buildings

Useable porches should be a dominant element of these building types. Porches should be located along at least 30% of the front façade of the buildings (the façade facing the primary street). A higher percentage is recommended, as is the location of porches on one or more side façades as well. When possible, garages should be loaded from a rear alleyway. Where garages must be accessed from the front, the garages must be located no less than twenty feet behind the primary façade of the residential structure. If detached from the primary residence, the garage should be designed as a distinct secondary structure that is architecturally harmonious with the main structure. Front-loaded two car garages that are visible from the primary street must be designed with two separate garage doors. All garages with more than two bays must be designed and approached so that the doors are not visible from the primary street.





BUILDING TO SCALE

Although the world is large, we perceive it piece by piece. In street design, details count. Things look different close-up walking at 2 mph than they do from behind a windshield at 30 mph. Everything seen and experienced from the sidewalk—building fronts, signs lighting, open space—should be designed for human interaction at a pedestrian's perspective.

Likewise, in the activity centers, the view of the street from the windshield should be designed for 20 mph or slower. Features typically found on higher speed highways— buildings and trees set back from the road, tall signs to attract motorists, generic surroundings stripped of detail—aren't compatible with the intended character. Parking lots surrounding buildings and highly car oriented uses like gas stations or drive-ins distort the human scale of the street by making things too far apart. The pedestrian wants interesting things to look at close at hand, such as windows, display cases, sidewalk

cafés, and most of all, other people. Without human scale, the pedestrian will feel unwelcome and go elsewhere. The Ten Mile Specific Area Plan supports creating a scale and form that strengthens pedestrian connections.

Community acceptance of compact mixed use development requires that the design reflect the context of its surroundings or create its own distinct look and identity. The key elements to consider are the continuity of the building sizes, how the street-level and upper-level architectural detailing is treated, elements that anchor and emphasize

pedestrian scale, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, other open space, and public parking. Human-scale design is critical to the success of built places for pedestrians.

Ordinances for the Ten Mile Interchange Area should be crafted to help support human-scale design by requiring building entrances placed close to the street, ground floor windows, articulated façades, appropriately scaled signs and lighting, and awnings and other weather protection.



Gateways

The proposed gateways and entryway corridors create the image of the Ten Mile area and the City of Meridian for citizens and visitors.

The gateways are front doors to the area and provide a unique identity and sense of place. At the interchange it will let travelers know they are going through a special place. At the first intersection north of the interchange, the gateway features should invite travelers and visitors to discover the core of the commercial center.

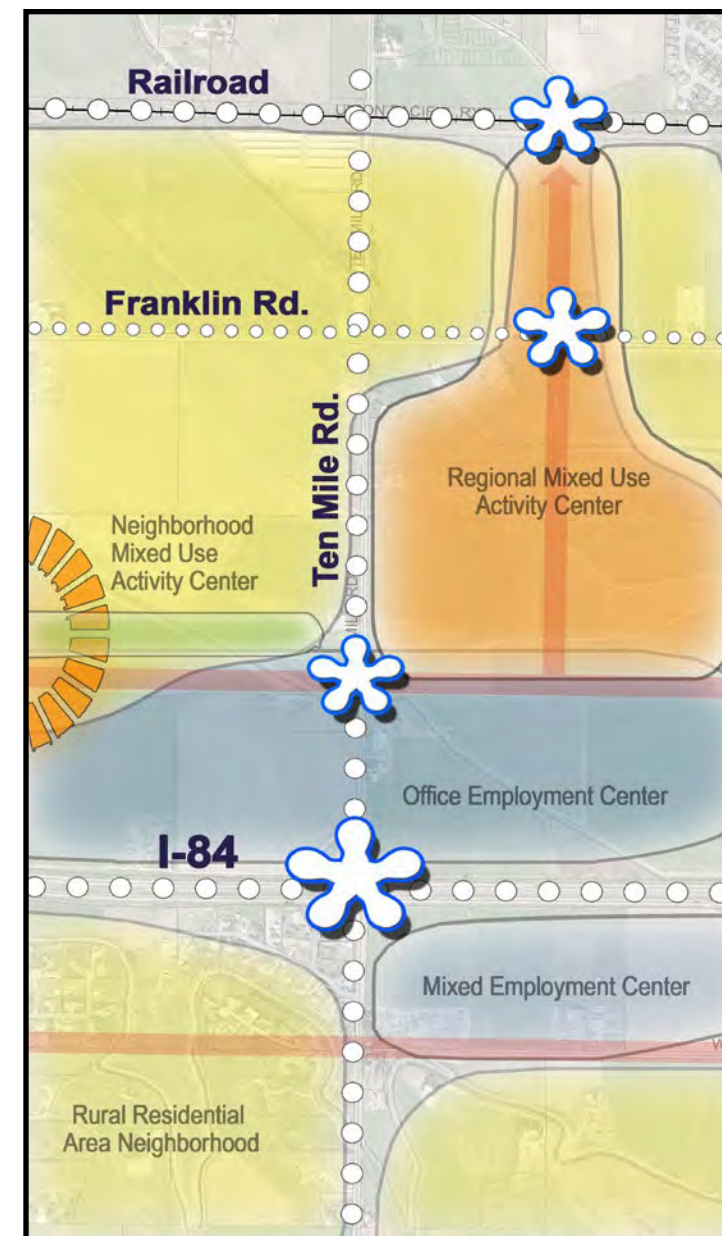
In addition to the features that may announce arrival at the Ten Mile Area, others will provide entryways to the Lifestyle Center, the transit station, and employment centers. Because of the prominence and importance of these streets, the Ten Mile Specific Area Plan includes the following basic recommendations for treatments along these corridors:

- Provide continuous walkways and an overall attractive streetscape image. Light fixtures, pavement and banners can be selected to give some uniformity along significant segments of these streets
- Provide for a continuity of street trees between the driving lanes and the walkway, except where special architectural or urban edge features warrant more clear exposure to the street
- Landscape the Ten Mile Corridor heavily so that the Ten Mile area is elegantly insulated
- Recognize the importance of view corridors, so that height, scale, and bulk of future buildings should be carefully considered
- Avoid parking garages fronting on these streets

and especially avoid parking garage uses at the ground level

- Avoid surface parking in the front of buildings on these streets. Screened parking could be allowed along Ten Mile
- Maintain attractive sign and information systems for vehicular and pedestrian traffic along these streets
- Front these gateways with parks and plazas where possible to integrate them with surrounding urban redevelopment

The overall concept is to provide a series of elements that become focal points and announce special places.





Neighborhood Design

The City of Meridian embraces the concept of Traditional Neighborhood Design (TND) and has standards for the development of traditional neighborhoods. In the Ten Mile Interchange Area, all residential neighborhoods should be developed in consideration of traditional neighborhood design principals and concepts and the standards established by the City of Meridian for the Traditional Neighborhood Residential District.

Principles of TND

Traditional neighborhoods exemplify a pattern of development that can be found in the older sections of cities throughout the country. These traditional areas, whether residential, commercial or mixed, display a strong neighborhood identity and are therefore being imitated in a new approach to site design. There are a number of basic, fundamental principles found in traditional neighborhood designs. These principles can be summarized with respect to mixed stock, architecture and design, streetscapes, and streets.

Mixed Housing Stock

Residential use is the basic building block of the TND neighborhood. TNDs should display a diversity of residential types, styles and densities. The diversity in housing type is important in order to provide a variety of choices to a wide range of households. It opens up the opportunity for residents to move to different types of housing within the same neighborhood depending on their stage of life. For example, empty nesters can move into townhouses or apartments and young couples can move into homes with yards for children. As household needs change, residents may be able to move to more suitable housing without leaving



their neighborhood. Opportunities also exist for live-work spaces and accessory dwelling units.

These options support a wider range of housing prices, thus increasing the supply of dwellings available to households with modest means. However, for small projects, the traditional neighborhood may be composed primarily of different styles of single family dwellings, with lots and streetscapes designed according to these traditional principles.

The diversity in housing type also commonly yields an increase in average housing density. The compact, walkable nature of a TND project is supported by the opportunity for its residents to have non-vehicular access to neighborhood services, facilities, and outdoor spaces. For larger TNDs, a "main street" or mixed use Neighborhood Center that provides supporting uses to neighborhood residents should be located within walking distance of the residential development.

Community buildings, parks and civic spaces are usually integrated into the neighborhood center to encourage common use and gathering places. A wide range of parks and open spaces helps to establish the identity and focus for individual neighborhoods. Parks create focal points and common areas, as well as providing spaces for recreation. Open space enhances the natural, original character of the community by preserving natural features and environment. In some cases, development or redevelopment allows for restoration of natural features, such as



drainageways, that have been adversely impacted in the past.

Architecture and Design

Buildings define the streetscape by creating a vibrant, more attractive street frontage. Build-to lines bring buildings close to the street in mixed use neighborhood centers. Front porches and garages accessed from an alley are usually the standard in residential areas. Parking for businesses and homes is primarily located behind buildings. Where parking for businesses is provided adjacent to the street, it is subordinate to the buildings and is screened by walls or plantings. Vehicular access to parking lots is through alleys or driveways to shared parking lots.

Streetscape

Streetscape design plays a key role in defining the community image. The TND streetscape relates to the street itself and consists of landscaped parkways with trees between curbs and sidewalks, the adjacent sidewalks, front yard spaces, and the building frontages. In addition to accommodating transportation needs, the streetscape provides a public space for street trees, street furniture and view corridors. There are many aspects of overall neighborhood design that also contribute to a traditional streetscape, including the design of buildings and parking, as well as the connected network of streets, alleys and sidewalks. These are all planned together to create a pleasant, as well as a safe and efficient, experience for residents, pedestrians, bicyclists, transit and motorized vehicles.



Streets

TND roadways and pedestrian ways are interconnected so that access for pedestrians, cyclists and automobile drivers is direct and convenient. This allows traffic to be dispersed through a variety of streets and ways, alleviating the need for multiple collector and arterial streets. Utilities are similarly interconnected with proper spacing and separation. Narrower streets designed with TND characteristics result in slower moving traffic and provide a safer, more pleasant pedestrian environment. On residential streets, equal attention should be paid to the people who live next to the street and the vehicles that travel them. TND roadways also encourage interaction among business people and residents.



Building Form and Character

General Concepts

The City of Meridian is attempting to create a sense of place and establish a distinct identity for the area and community. Architectural character should establish a clear sense of overall identity for each activity center and neighborhood.

While each building should maintain a degree of individuality, an overall palette should be developed for each commercial or employment activity center or neighborhood area. This palette should address and coordinate key elements such as materials (walls, roofs, key architectural elements), and colors, etc.

The transects through the Ten Mile Interchange Area summarize some of the important building form and character concepts by activity center and land use type.

Building Placement

Building placement describes the location of a building on its lot. Placement is determined by dimensional setback or build-to requirements measured from the lot boundary lines and/or sidewalks.



Commercial Activity Centers

Buildings within commercial activity centers should relate effectively to the fronting streets.

In general, the following building placement recommendations should apply within a commercial activity center:

- Within the block pattern of the commercial activity center, buildings should align to emphasize the primacy and the continuity of the primary streets. Buildings placed along primary streets should be as continuous as possible.
- The main façade of all buildings within a commercial activity center should be adjacent to the sidewalks that run parallel to the fronting streets. Secondary façades adjacent to streets, parking areas, or sidewalks, can be set back in order to allow for landscaping, but this setback should be no more than 8 feet.
- Each block of buildings along a primary street should include one passageway linking the primary street to the rear of the buildings. Passages connecting primary streets to rear-located parking or providing cross block access should be provided on a block-by-block basis. These should be designed and scaled to optimize pedestrian comfort and safety.
- Wherever the ROW design is sufficient to allow for sidewalks that effectively provide enough capacity for pedestrian use, the primary façade of the building should sit on the edge of the ROW (i.e., no setback).
- Buildings that front onto a secondary street should be built directly adjacent to the fronting sidewalk and ROW (0 feet) unless the operations of the building indicate a need to set the building back some distance from the ROW.



- At no point within a commercial activity center should surface parking be placed between a building and the fronting primary or secondary street.
- Blocks can be built as a single structure with individual entities within the building depicted architecturally. If individual buildings are built, party-wall construction should be emphasized.
- Buildings along secondary streets should endeavor to maintain the continuity of the street façades similar to those found along primary streets. However, individual buildings need not employ party-wall construction, but separation between side yard set backs should be minimized to that amount mandated by local regulations or building codes.
- Buildings along secondary streets should maintain a uniform setback from the sidewalk. The primary façade of a structure along a secondary street should be set along a mandated build-to line. Building elements such as stoops, porches, balconies, and bay windows, which project from the primary façade may infringe into this mandatory setback. The mandatory build-to line along a secondary street should not be set so far back as to diminish an effective relationship to the fronting street. In general, depending on the types of building elements to be applied to structures along a secondary street, this setback should be between 6 and 12 feet.
- When a building sits at the intersection of two primary streets, two secondary streets, or a primary and a secondary street, both façades should be treated as primary façades with the front-yard setbacks appropriate to the street frontage.



- Buildings along secondary and tertiary streets often form less continuous street frontages. Nonetheless, side-yard setbacks should be minimized to help ensure continuity along the block-face, and will generally be determined by the applicable building codes. Where side-yard setbacks are needed to accommodate functional requirements such as access roads, and passages, the spacing between adjacent structures should be sized to safely and effectively accommodate the required functions.



Building Façades

Buildings should be designed so that their primary façades relate to active public spaces and pedestrian areas. The primary façade of a structure is that frontage of the building that has been designed and detailed so as to represent the building's most important elevation. The primary façade should always include an entry into the building. Entries should be located so as to provide direct access from adjacent public spaces, primary streets and activity areas. Access from sidewalks and pathways should be uninterrupted by vehicular traffic.

In situations where one façade of a structure faces a designated public space and another faces a parking area designed to serve that structure, both façades should be designed and detailed as primary façades, and both should have prominent, usable entries. In such situations, if the relationship between the internal use of a structure and its adjacent public space is primarily visual—e.g., there will be little call for people using a playing field to enter an adjacent office building—the fronting façade must be designed to provide significant visual access into and out of the building, but need not provide everyday physical access.

Buildings should be located so as to help frame adjacent public spaces and to provide an architectural backdrop for associated passive and active activities. The space between a building façade and the adjacent sidewalk or walkway should be appropriately landscaped with a combination of lawns, groundcover, shrubs and appropriate trees.



For buildings that will house restaurants or other establishments that will generate significant amounts of solid waste, service dumpsters should be provided within easy proximity of the designated establishment. All dumpsters should be located away from the primary façade of the building; ideally, such facilities will be placed within a rear façade. Regardless of location, all dumpsters should be contained within screened enclosures whose exterior walls should be a minimum of 6 feet in height.

Building Heights

The height and massing of buildings influence the quality of streets and public spaces. This plan recommends low-rise buildings of 2-4 stories over much of the area with opportunities for taller buildings in a few locations including the high density employment areas, Lifestyle Center, mixed use commercial, and high density residential.

For the purposes of the Ten Mile Specific Area Plan, measuring building height will generally be defined by the number of floors rather than the number of feet, with some exceptions. While specifying height limits by number of feet is a common feature of conventional plans, the approach tends to result in buildings with low ground floor ceiling heights, depressed first floors, and low interior ceiling heights. By defining limits by number of floors above grade, a greater flexibility in the choice of construction method; greater variation in floor-to-floor heights; and higher average ceiling heights can be achieved. The practice also provides more flexibility in achieving sustainability and green-building goals—generous floor-to-floor dimensions that allow for deeper penetration of daylight into interior spaces and the use of under-floor air ventilation systems.



Although buildings with the same number of floors may be slightly different heights, the Ten Miles Area's distinctiveness can be advanced by allowing for a wider variety of interior spaces, greater levels of adaptability over time, and more variety of rooflines in the skyline.

General Limit of 4 Stories

The plan recommends limiting heights to 4 for much of the Ten Mile Interchange Area. This includes all areas except high density employment and the Lifestyle Center. In these areas up to 5 or even 6 stories may be allowed.

First Floor Clear Ceiling Heights for Retail

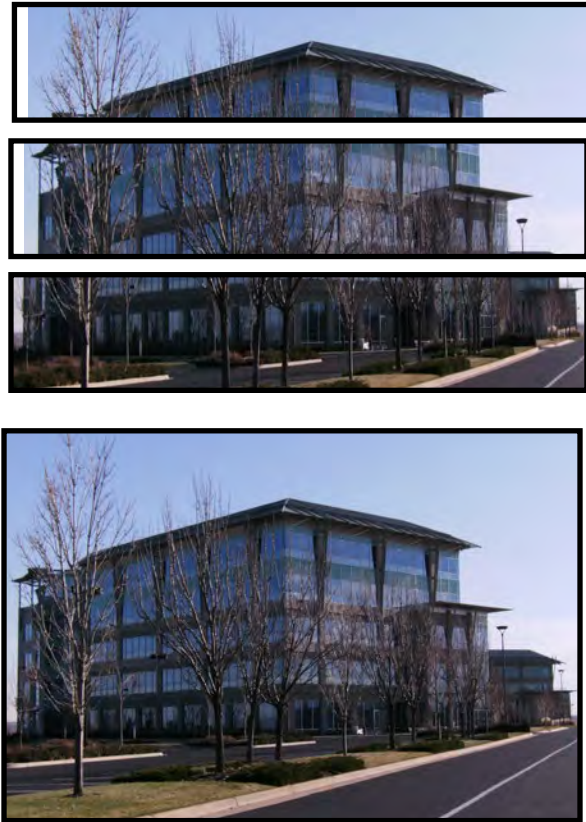
To promote the long-term adaptability of ground floor spaces on the most active frontages, the plan recommends that clear ceilings of heights of at least 15 to 18 feet to be maintained for retail uses abutting commercial streets. This recommendation is designed to ensure flexibility in use and adequate space for display and transom windows, sign bands, awnings and canopies, and other façade elements.

High Density Employment Areas Along I-84

Building heights of up to 6 stories are recommended for the employment areas along I-84. Permitting such heights is intended to minimize the total footprint of the employment uses while allowing sufficient densities to support the development of structured parking and to help frame the larger I-84 corridor. This provision also recognizes the importance hospitality uses can play in the future of the area.



Top
Body
Base



Base, Body, and Top

Buildings in the Ten Mile Interchange Area should be designed with clearly delineated bases, bodies and tops.

Building Base

Building bases clearly define the extent of the public realm, providing spatial enclosure, mediating differences in scale between adjacent buildings, and offering visual and physical connections to sidewalks and public spaces. After the ground floor frontage, the building base shapes the quality and character of public streets and spaces. Distinctions between building bases and bodies are expressed by variations in material, color, minor step backs above a transition line, fenestration patterns, and architectural moldings, balconies, or other modest projections at the line of transition between the base and body. Imitation or synthetic building materials, including EIFS, are strongly discouraged on building bases and should be avoided. Building bases should be defined on all sides of buildings, including service frontages.

The following design recommendations should be followed:

- For buildings between 1 and 2 stories, the base should encompass up to the first floor of the building.
- For buildings between 3 and 5 stories, the base should encompass up to the first 2 floors of the building.
- For buildings 6 stories or more, the base should be at least 2 floors high and may include the 3rd story.

Building Body

Building bodies are the main portions of the building and are distinguished from building bases and tops through variations in material, step backs above the transition line from the building base, changes in fenestration patterns, and balcony projections.

Building Top

Building tops include the area of the façade above the top floor (or including the top floor on taller buildings), the parapet wall, cornice lines for flat roof buildings, and eaves and roof structures for

buildings with pitched roofs. The design treatment of building tops defines the uppermost limits of the public realm, affects views from surrounding buildings, and determines the visual interest of the skyline.

Tops may be expressed by variations in material, fenestration patterns, and architectural moldings, balconies, or other modest projections at the line of transition between the body and the top. Building tops should be defined on all sides of buildings, including service frontages.

The following design recommendations should be followed:

- For buildings between 3 and 5 stories, the top is defined as the area above the top floor and include the parapet wall, cornice line, or eave of the building.
- For buildings greater than 6 stories, the top may include the façade of the top floor and area above the top floor including the parapet wall, cornice line, or eave of the building.

- Roof equipment, including mechanical penthouses, should be screened from view and should have a maximum height of 18 feet and preferably shorter utilizing newer technologies to reduce mechanical equipment space. Mechanical penthouses should never be taller than the first floor.

Frontage

To further community goals for the creation of active, attractive streets and public spaces and support the service and access needs of individual projects, a hierarchy of frontage types are recommended. These types range from traditional main street conditions, with the highest levels of transparency and ground floor activity, to service streets, with parking access, loading docks and service entries.

For each frontage type, primary design components address the rhythm of building entries, level of transparency, relationship of building entries to sidewalk grade, minimum clear ceiling heights, and permitted projections beyond required build-to-lines.

Commercial



Live Work



General Recommendations in Activity Centers

Commercial Retail Frontage

For streets and block fronts where commercial uses and pedestrian activity are most desired, it is recommended that sidewalks be lined with shops, restaurants, and galleries and that buildings be designed with the following:

- multiple sidewalk entries matching sidewalk grade
- generously-scaled display and transom windows
- pedestrian-scaled signs and banners
- awnings or canopies for sun shading

These frontages generally occur in Mixed Use Commercial and Lifestyle Center Areas. For these frontages, blank walls (ground floor wall surfaces without fenestration) and curb-cuts to access parking, service, and loading areas should be generally prohibited.

The commercial retail frontage supports the creation of a comfortable, safe and interesting pedestrian environment. A minimum of 40% transparency

for storefronts 2 to 10 feet above sidewalk grade, and minimum clear ceiling heights of 15 to 18 feet. To ensure accessibility, the first floor entries should match the grade of adjacent sidewalks. Blade signs, awnings, canopies, outdoor displays, and shop fronts are all acceptable projections beyond the build-to line. These projecting elements add variety and visual interests to the street while providing tenants opportunities to exhibit their individuality, advertise their location, and display goods, services, and special offerings to passersby.

Live/Work Units and Frontage

Live-work units are a form of integrated mixed use development that has become quite popular in recent years. Scaled to more or less match a traditional two-, three-, or four-story townhouse, such units have a publicly accessible commercial space on the ground floor, and a somewhat less accessible dwelling (or multiple dwellings) above it. In the simplest condition, such buildings are held in fee-simple ownership by a single owner who uses the ground floor for commercial purposes and lives upstairs. Quite often, the upstairs units can be accessed from both the front and the back, and

secured parking is often included at the rear of the units.

As this building type has evolved in recent years, a wide range of applications has emerged. Sometimes, the upstairs owner of a unit uses the downstairs commercial space as a private work space. Other times, the unit owner will lease the ground floor unit to a second party who uses it for a business. Occasionally, live-work projects have been built where the downstairs and upstairs units are sold separately. While the exact parameters for such a building type need still to be resolved, it seems clear that there is some market for this type of project in the Treasure Valley. Because the depth and width of such projects are extremely flexible, they are ideally suited to be used as "liners" attached to internal parking structures or larger buildings.

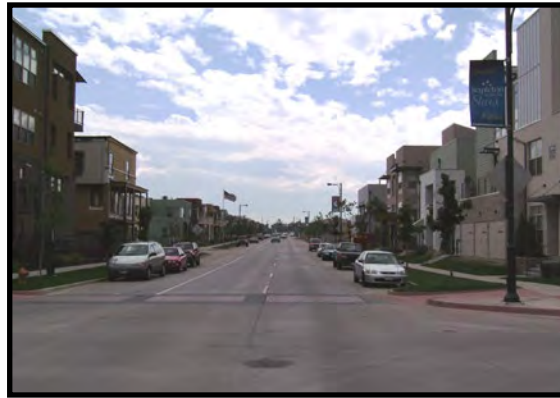
The Live/Work frontage requirements follow many of those provided for a commercial retail frontage with a few important exceptions. For Live/Work frontages, the limit between entries, the required clear ceiling heights, and first floor elevation requirements are the same as the commercial

retail frontage; however slightly less transparency for storefronts is recommended. This change permits greater variation in storefront conditions to accommodate a wider range of ground floor uses.

Urban Residential Frontage in Commercial Areas

The first floor elevation of buildings on streets with residential ground floor uses should be elevated above sidewalk level such that windowsills are above pedestrian eye level to maintain privacy yet still permit the informal surveillance of public space. Raised stoops, exterior entries for individual units, landscaped setbacks behind sidewalks, and minimum levels of transparency are recommended. Providing privacy for residents and creating an active street are both highly important for any urban residential street, and both can be achieved simultaneously.

Stoops 18 to 48 inches above the sidewalk grade should be provided with a minimum 40% transparency in fenestration for residential façades, and bay windows and balconies differentiate individual units.



Specifically, the urban residential form should reflect the following guidelines:

- buildings with a minimal landscaped setbacks
- buildings oriented to streets with multiple building entrances on the ground floor
- buildings heights of 40 feet maximum
- architectural styles and materials that are compatible to surrounding neighborhood
- landscaped buffers between new development and single family development
- streetscapes improved to a minimum of 12 feet in width, including a 6 foot wide clear walkway
- parking located underground where possible, but if there is surface parking, it should be located in side or rear yards
- parking areas facing streets are strongly discouraged, including front-loaded garages
- to the extent possible, curb cuts should be minimized and additional driveways to parking and service should be shared to avoid conflicts with pedestrian circulation.

General Recommendations in Neighborhood Residential and Institutional Areas

Stoop Frontage

For street and block frontages along residential streets and areas with a moderate amount of pedestrian activity, it is recommended that ground floor elevations be 18 to 24 inches above sidewalk grade and that the individual units open directly onto adjacent rights-of-way.



Porch and Fence Frontage

The porch and fence frontage provides a building façade set back from the street to allow room for a private, fenced yard. A fence clearly signals the break between the public realm of the street and sidewalk to the private realm of the yard and porch. Porches along the front of the building allow residents the opportunity to interact and engage in activities in the public domain while maintaining a level of privacy.

Roofs

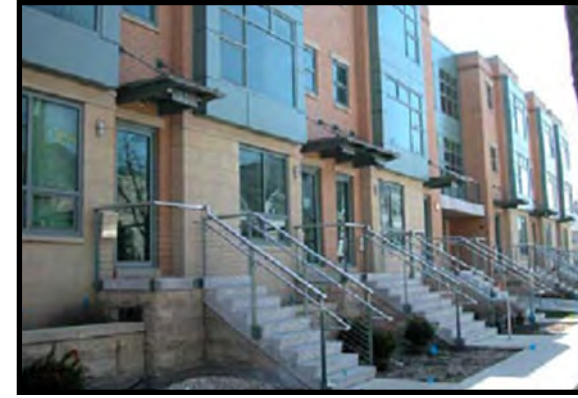
The Ten Mile Interchange Area includes a wide variety of individual buildings. It is assumed that there will be a mix of flat and pitched roofs.

Flat Roofs

Flat roofs are permissible on commercial, mixed use, or multi-family buildings. Flat roofs must be raked at the minimum slope necessary to shed water and must meet all other applicable construction requirements.

Buildings with flat roofs must include a parapet surround across the entire primary façade (front) as well as on both side façades. The top of this parapet should be no less than 18 inches higher than the highest point in the roof plane, and must be high enough to screen all roof-mounted mechanical equipment from view from any point on the adjacent street.

Roof parapets should be treated as unique topping elements on the façade of flat-roof buildings. Special attention should be paid to the use of articulations, signs, details, inlays, friezes (a horizontal element with designs or carvings along a wall or around a room) or other appropriate elements.



Pitched Roofs

Pitched roofs should be, where possible, symmetrical hips or gables, with a pitch between 4:12 and 12:12. All pitched roofs should have an overhang of at least 12 inches. The overhang can extend to a maximum of 2 and a half feet beyond the façade of the building. Roof brackets and rafter tail treatments are encouraged.

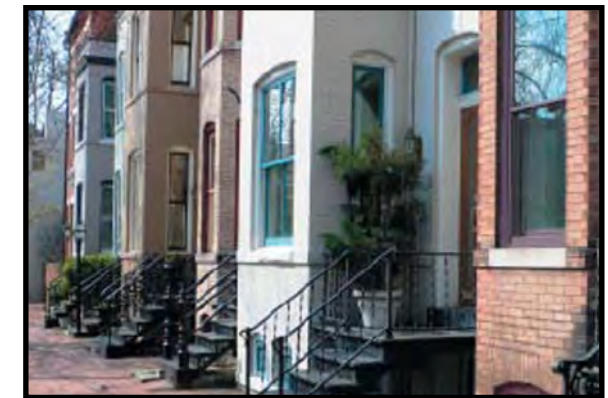
Building Details

Details are those specific elements of buildings intended to highlight or articulate key structural qualities or characteristics and are often mandated by code. Such elements can include color, materials, architectural elements, design details, types of construction, etc. This code element need not be used for all (or any) building types within the guidelines.

Materials

The primary façade materials for structures within a Mixed Use Residential, Mixed Use Commercial or Lifestyle Center area should be masonry, particularly at street level. Above street level, masonry-like building systems (DryVit, etc.) are acceptable to the extent that they are detailed to match the masonry detailing on the street level.

High quality materials such as terra cotta, natural stone, clay-fired units, or other approved masonry materials are encouraged for architectural details or accents. The strongest use of details and accents should be reserved for street level windows and entries.



Screening of Mechanical Units and Service Areas

All mechanical units should be screened from public view. These may include: air conditioners, electrical transformers, trash collection equipment including receptacles, compactors and off-street loading and unloading areas.

Roof-mounted mechanical equipment should not be visible from along any fronting streets. Where such equipment will be visible from adjacent buildings or rear parking areas, the equipment must be mounted to be unobtrusive and painted to match finish roof materials.

Trash collection areas, loading and service areas should be incorporated into the building envelope, or be screened from public view by a masonry wall. This wall must be at least 6 feet high or at least one foot higher than the container that it screens. All screen walls must be landscaped and built of durable materials similar in type and detailing to the buildings they serve.



Street-Oriented Development in Activity Centers

Width to Height Relationships

Within an activity center, buildings help define the three-dimensional qualities and spatial characteristics of the streets and civic spaces. The planning and design of buildings should relate to the planning and design of the fronting streets.

Many studies indicate that the optimal level of spatial comfort is found in situations where there is approximately a 1:1 ratio between the width of the street and the heights of the buildings on either side of the street. In the case of a street with a 60' ROW and no building setbacks, the structures on either side of the

street would have to be approximately 60' tall. This is an intensity of development that is difficult to achieve in most suburban settings. However, the width-to-height relationship can go as low as 2:1 or even 3:1 and still manage to create the desired spatial qualities. In the same 60' ROW, this means that fronting buildings could be as low as 30' or even 20' high and still manage to effectively enclose the space.

Ideally, the relationship between streets within a commercial activity center and the fronting structures will never slip below a 3:1 ratio. This implies that the tallest buildings within commercial activity center will fall along the widest streets.

This width-to-height relationship also affects the design of civic spaces within a commercial

activity center. An optimal public space creates an effective sense of enclosure through the buildings on the sides of the space. Again, the width to height ratio should not slip below 3:1. If a plaza or square is 120 feet in width, the fronting buildings should be approximately 40' in height.

Street Level Uses

Streets are the dominant civic spaces within a commercial activity center. Street level uses should be designed to lend to the overall character and quality of the pedestrian environment. Specialty shops, service and convenience retail, and restaurants should be the predominant street level uses within a commercial activity center. Buildings should be designed and programmed in order to

maximize these uses at the street level, with as much continuity between uses as possible.

Main entries into street level uses should be from the fronting street. Where a building sits at the intersection of two streets, entrances should address the dominant fronting street. Where multi-story buildings are used, entrances to upper-level uses should also occur on the primary fronting street. Such entrances should be clearly marked and easily accessible, but should not interrupt the flow of pedestrian-oriented street-level uses. Direct access to street-level uses should not occur from rear parking lots or structures.

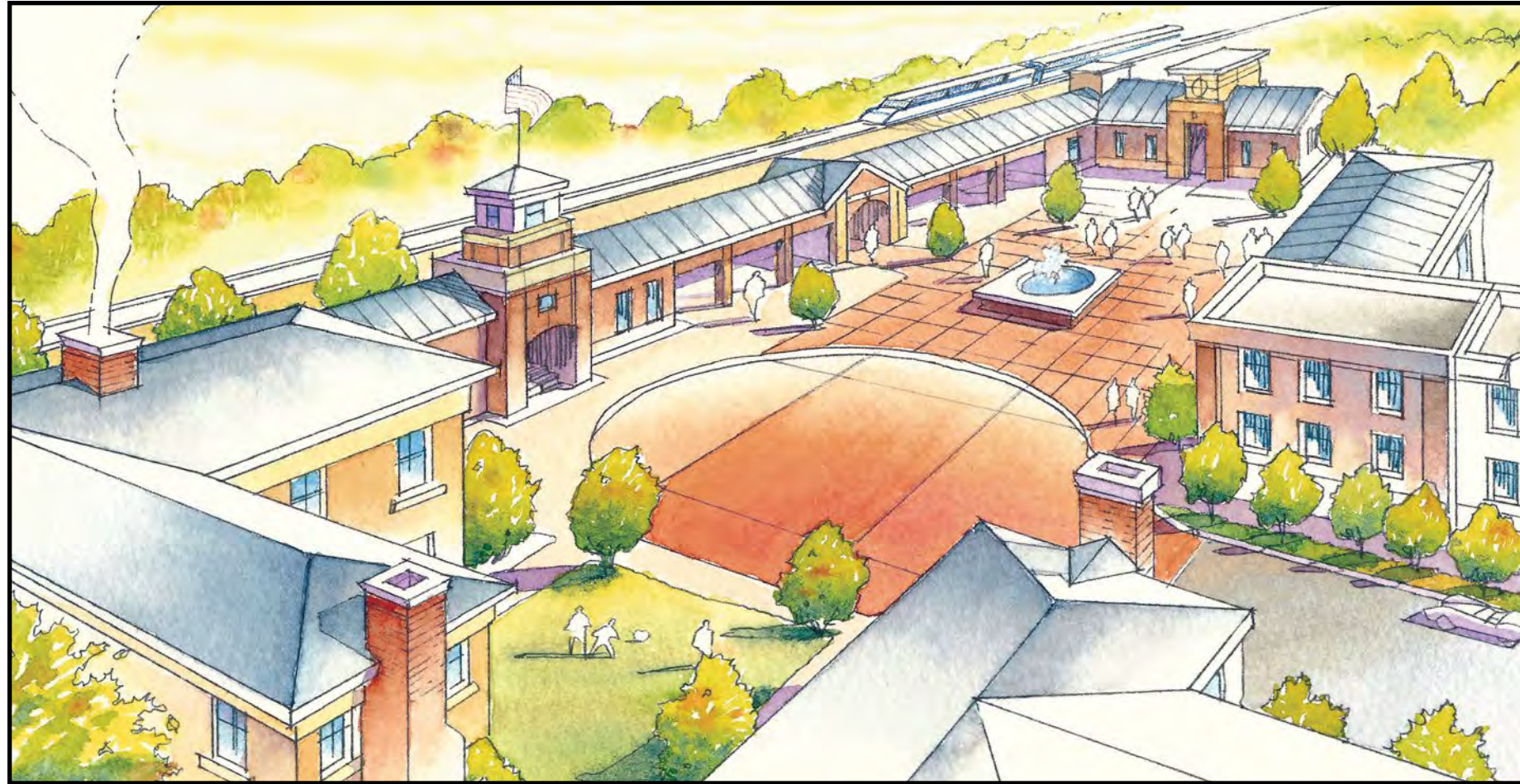
The sketch shows how streets and facades should relate within the commercial activity centers.

Regional Retail

Where a single-use building is to occupy an entire block of a commercial activity center, this building must follow all of the applicable guidelines for the design and detailing of the primary façade of the building. Such a building is to be placed at the periphery of the commercial activity center, away from the dominant public spaces and civic center of the project. Public ROW shall front such structures on all four sides. ROW on the sides of the structure shall be detailed as secondary streets. If possible, liner buildings or similar structures are recommended along these side facades. A liner building is a building specifically designed to mask a parking structure or retail structure from view from an adjacent street frontage. Used as such, a liner building is generally less than 30 feet in depth and one- to four-stories in height. All loading and unloading and services shall be located on a designated tertiary street.

The sketch to the right shows how a “big box” should be integrated into the lifestyle center area. Using various liner buildings that house small retail, for rent housing and offices, the building facades help define the three-dimensional qualities and spatial characteristics of the streets and civic spaces within the commercial activity center. The streets within a commercial activity center create the effect of a three-dimensional outdoor room, where the ROW serves as the floor of the room and the buildings on either side of the street serve as the walls. The relationship between the width of the ROW and the heights of the fronting buildings is critical in helping effect this spatial quality.





Transit Center

The Ten Mile Interchange Area, which is planned to optimize transit and walkability, proposes a transit center as a core component. The proposed transit center depicted here is located along the rail line at the northeast corner of Ten Mile Road and Franklin Road. Adjacent to the transit center are commercial, employment, and higher density residential land use types.

While many might suggest that planning for transit at this time is too forward-thinking, not planning for transit will limit the opportunities and economic viability of the area. The preservation of this key location to accommodate future transit connections needs to be considered.

The following principles have been incorporated into the Ten Mile Specific Area Plan as a means

of promoting transit opportunities:

- The transit center area is well-connected to the surrounding neighborhoods and to the region. A continuous network of collector streets and pathways provide a choice of safe, convenient, and interesting routes within and without the center area.
- The transit center area's streets, parks, and squares (as shown in the diagram) become the community's outdoor living rooms. They should be designed as safe, convenient, and comfortable places in which to spend time. No major pedestrian route should be through a desolate parking lot or through a lifeless street. These outdoor rooms become the places where the chance meetings of people occur on a daily basis where citizens form community bonds.
- The transit center area has a mix of uses,

where people live, work, shop, and recreate, resulting in a safe twenty-four hour place.

- A choice of housing types enables people of different incomes and ages to live in the center area, supporting a healthy and diverse culture.

The Ten Mile Specific Area Plan supports choice between walking, biking and transit. The benefit is a measure of independence for those who cannot drive, especially the young and the old.

Peter Calthorpe, in his book, *The Next Metropolis*, wrote the following about the design and functionality of transit-oriented development:

"A transit-oriented development is a mixed use community within a 2000 foot walking distance of a transit stop and core commercial area. TODs offer an alternative to traditional

development patterns by providing housing, services, and employment opportunities for a diverse population in a configuration that facilitates pedestrian and transit access. TODs mix residential, retail, office, open space and public uses, in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot or car."

"The provision of local services for TOD residents as well as the surrounding neighborhoods, results in reduced vehicle miles traveled within the immediate area. This is because nearby neighbors no longer have to travel outside the area for some of their daily needs. The safety of the center area increases due to the number of visitors and residents providing eyes on the street on a twenty-four hour basis."

Awnings

Awnings are the least expensive way of providing climate protection to pedestrians. In general, an awning is an ancillary lightweight structure of wood, metal or canvas that is cantilevered from a building façade to provide shade to the fenestration and spatial containment to pedestrians.

Within the Mixed Use Commercial areas and the Lifestyle Center area, awnings shall extend a minimum of 5 feet from the façade of the fronting structure; 8 feet is preferable in wider pedestrian environments. The bottom edge of an awning shall be no less than 8 feet above the sidewalk immediately below, and no more than 10 feet above. Commercial and office buildings located in other areas are encouraged to incorporate awnings.

The awnings should be architectural materials that complement the primary materials of the structure to which they are attached. Natural materials – canvas, wood, metal—are preferred. Vinyl is prohibited. Awnings shall not be internally illuminated. The dimensions of awnings should take into consideration street trees and street lighting.

Awnings are recommended as architectural elements within High Density Employment Area and in association with higher density and mixed use residential structures.

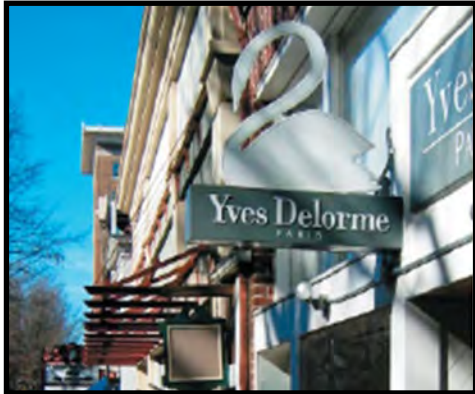


Signs

Signs should be designed to ensure that tenants, residents and visitors could quickly and easily find their way. All signs shall be designed to contribute to the overall character, identity and way finding system.

Signs and environmental graphics shall be conceived of as an integral part of the architectural design, not as an applied afterthought. The colors, materials, sizes, shapes and lighting of signs shall be compatible with the architecture of the buildings and the businesses they identify, and shall not be incompatible with surrounding buildings or development.

Lettering should be simple, legible and well-proportioned for clear communication. Sign shapes shall be simple geometric forms. Sign materials shall be durable and easy to maintain. Flags shall not be used as signs. Backlit or internally lit signs are discouraged. Each business within a commercial activity center that includes an entryway onto a primary street shall have one sign oriented towards vehicular traffic and one sign oriented towards pedestrian traffic. Businesses that sit on corners at primary street intersections shall have two of each type of sign. In employment areas, signs should be limited to monument signs with one at each entry. In some cases, wall or even roof-mounted signs will be permitted in an office or industrial setting where the sign is an integral part of the overall building design.

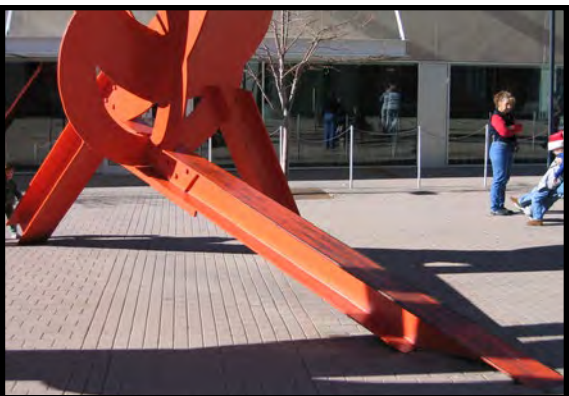


Public Art

The use of art in public places, both in civic locations and as part of private developments, contributes to city identity and character. Public art can enhance the landscape and provide focus within public spaces. It improves the visual environment for all residents, while strengthening community identity and boosting community pride. The City of Meridian values the livability and beauty that public art adds to shared spaces where people live, work, visit, and recreate. Public art should be meaningful and encourage the free flow of ideas and cultural ideologies.

In the Ten Mile Interchange Area, public art should be incorporated into the design of streetscapes, public buildings, parks, transit, infrastructure, and other public projects. This plan encourages that both public and private strive for high-quality design. Public art—along with architecture, landscape architecture, urban design, and historic preservation—is one of several important tools that can be used to accomplish this.

Developers are encouraged to collaborate with artists to generate creative design solutions in any development project. Artists could work as integral members of design teams or develop art projects that are integrated into either the architectural design or the design of plazas and public spaces associated with the building. Integrated art projects should be easily visible to the public, (e.g., on the exterior of buildings rather than in lobbies, or visible from the street or publicly accessible open spaces rather than interior courtyards).



Parks and Open Space

Increasingly, people are looking to live, work, shop and play in dense, diverse environments. At the same time, they also want visual or physical access to effective and appropriate open space. With urbanization and increased intensity of use comes the responsibility and opportunity to provide more open space, pathways and public gathering areas.

The open space and pathway network proposed for the Ten Mile Interchange Area are as important as the buildings and physical structures in defining the unique character of the area and in making it more livable. Public spaces within the area should work as a system to provide a wide variety of venues. These spaces, linked by pathways, range from small, intimate, "pocket" parks and outdoor dining areas, to larger plazas and squares, to linear parks and recreational areas that relate to area canals.

Public Space in Activity Centers

Commercial activity centers are mixed use environments intended to attract people from throughout the community. While streets remain the dominant public spaces, each center should also include a number of open civic spaces, both public and private, specifically designed to accommodate programmed and spontaneous activities.

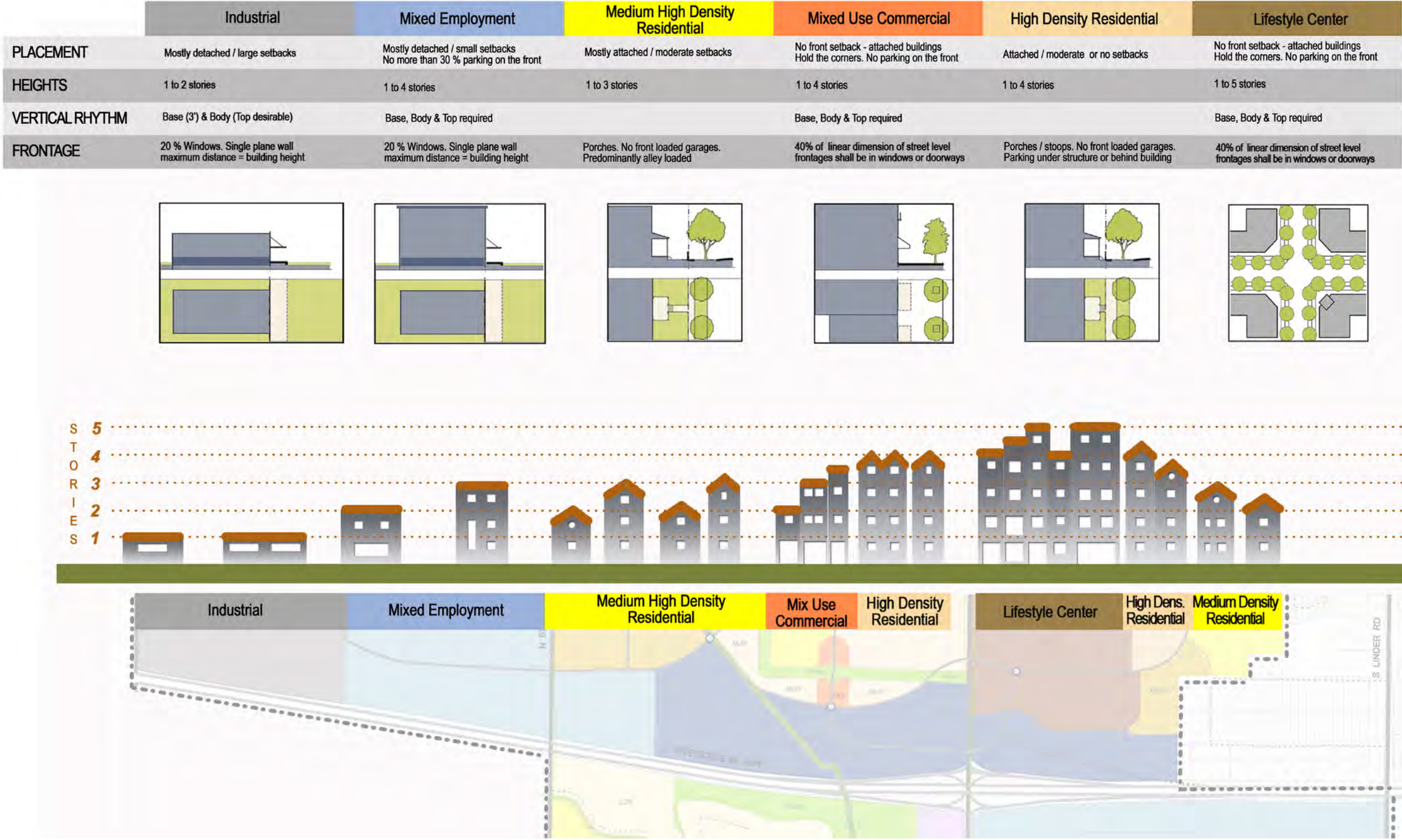
The heart of a successful commercial activity center is often an open civic space, so the value of carefully locating and designing such a space cannot be underestimated. Such a civic space should be located adjacent to and accessible from at least one primary street. Care must be taken to ensure that the programming and use of the space is not disrupted by vehicular traffic. It is rarely workable to create a traffic island or circle and use the space within the island or circle as a functional civic space, as the flow of traffic impedes pedestrian access.



Application of the Design Elements

The matrix on this page and the figures that follow summarize the application of the design elements of the plan.

Page . Design Element	Residential				Mixed Use			Employment				Special Areas	
	LDR	MDR	MHDR	HDR	MUR	MUC	LC	LDE	HDE	ME	I	Parks	Civic
3-32. Architecture and Heritage	●	●	●	●	●	●	●	●	●	●	●	●	●
3-33. Street oriented design													
Commercial & mixed use bldgs.					●	●	●						
Residential Buildings	●	●	●	●	●								
3-34. Buildings to Scale			●	●	●	●	●	●					
3-35. Gateways													
3-36 .Neighborhood Design			●	●	●	●							
3-37. Building Form & Character						●	●						
Commercial Activity Centers							●						
Building Facades	●	●	●	●	●	●	●	●	●	●	●	●	●
Building Heights	●	●	●	●	●	●	●	●	●	●	●	●	●
General Limint of 4 stories	●	●	●	●	●	●		●		●	●	●	
First Floor Ceiling Heights for Retail					●	●	●						
Up to 6 Stories							●		●				
Base, Body, and Top					●	●	●	●	●	●	●		
Frontage													
Commercial Retail Frontage					●	●	●						
Live /Work Unit Frontage			●	●	●	●	●						
Urban Resid. Frontage in Commercial Districts			●	●	●	●	●						
Neighborhood Residential & Institutional		●	●	●									●
Roofs													
Flat				●	●	●	●	●	●	●	●		●
Pitched	●	●	●	●	●	●	●	●	●	●	●	●	●
3-41. Building Details													
Materials					●	●	●						
Screening of Mechanical Units and Service Areas				●	●	●	●		●			●	●
Awnings						●	●		●				
Canopies						●	●						
3-46. Signs					●	●	●	●	●	●	●		
3-47. Public Art	●	●	●	●	●	●	●	●	●	●	●	●	●



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SECTION 4 -THE PUBLIC PLANNING PROCESS

Mission, Objectives, and Measures

Through the various pre-charrette forums, a mission and series of objectives and measures for the plan evolved. To this end, the charrette team entered the charrette with the following mission, objectives and measures in mind.

Mission: To prepare a sound and effective plan for the Ten Mile Area that would:

- Further our goal of making Meridian the premier place to live, work and raise a family in the Treasure Valley
- Provide clear guidance and predictability for development
- Recognize and is responsive to market influences and conditions
- Help us maintain a sense of place and enhances Meridian’s character
- Support a stronger Meridian economy
- Be accepted by the City and interested stakeholders as a framework for the future development of the area and its surroundings

LAND USE, DESIGN AND THE ENVIRONMENT	TRANSPORTATION	FINANCIAL/ECONOMIC	REGULATORY
Promote quality	Sound access management program	Increase employment base	Clarity concerning design, land use and infrastructure expectations
Establish relationships between developments to create an integrated urban form and identifiable hierarchy	Plan for rail connections	Improve overall job/housing balance	Raises the bar on quality of development
Link land use patterns and design to transportation system performance	Preserve performance of interchange and arterial roadways	Encourage higher quality commercial development	Predictable development process
Create a sense of place--of being somewhere, not anywhere	Establish road cross-sections that enhance appearance and performance	Provide for family-wage jobs	The Plan is a Success if it results in:
Enhance streams and water features as recreation amenities	Accommodate transit in roadway design and the arrangement of land uses	Promote economically sustainable land use patterns and urban design elements	Faster approval process when meeting plan expectations
Integrate parks and recreation into the urban framework	Accommodate transit in roadway design and the arrangement of land uses	Provide for sound market performance	Fewer political conflicts and lessens concern about development by area residents
Promote sustainable design concepts	Promote development of a collector street system	The Plan is a Success if it results in:	
The Plan is a Success if it results in:	Provide pathway connections and links across interstate	Higher average wages	
Involving a strong urban design frame in both form and function	The Plan is a Success if it results in:	Higher tax revenue to support required government services	
Integrated land uses	Minimizing congestion	Meridian receiving increased regional retail and employment	
A comfortable and attractive human environment	An interconnected and integrated pathway system		
Protecting floodplains and stream channels	Adequately accommodating transit (bus and possible rail)		
Successfully transitions from surrounding uses			
The use of sustainable products and design elements			
Recognizing and providing for newer, highly marketable residential and commercial products			

PUBLIC PLANNING PROCESS

Overview

The purpose of the public involvement process is to gain understanding from the community of how they see the future of the Ten Mile Interchange Area and to achieve consensus on the resulting plan.

The goal of the outreach activities is to involve as many people in the process as possible by reaching out to local organizations and individuals, as well as people who might not have participated in public events in the past. A key element of the approach is to contact people throughout the process, and advance a variety of communication strategies to promote attendance at the charrette.

The integration of public participation and stakeholder involvement into the planning process allows key project issues to be identified and comprehensively examined. As illustrated by the planning process timeline for the Ten Mile Specific Area Plan, the public had opportunities to participate throughout the process. The plan’s outreach and involvement efforts included interviews with area stakeholders, coordination meetings with area agencies, a public open house, a four-day charrette at which the Ten Mile Specific Area Plan is developed, and a post-charrette series of discussions with agencies and stakeholders to test, refine and finalize the plan. The core of the public involvement effort is the charrette.

More than 500 individuals participated in the scheduled public events, stakeholder interviews and agency discussions, including attendance at the more than 50 hours of open door studio time at the charrette.

Listening and Learning

Kick-Off Meeting

A kick off meeting is held to begin the planning process. The meeting is attended by representatives of emergency service providers, the Parks Department, Public Works, City Council, the Mayor’s Office, City Planning staff, transportation agencies, and various business groups and others.

Since background information about the Meridian Ten Mile Interchange Area was needed as a basis for the planning process, key stakeholders are identified and a stakeholders analysis was

conducted. Other potential data sources and coordination efforts are reviewed and discussed. A preliminary list of issues that would influence development of the plan is:

- Complementing, rather than competing with, existing retail on Eagle Road and in downtown Meridian
- Working with transit opportunities afforded by the addition of a freeway interchange as well as existing rail lines
- Striving to set a new standard for integrating transportation and land use
- Attracting a mix of employment
- Improving existing design standards, ensuring predictability and precision in land use and development regulations
- Considering the needs of the area for health care, entertainment, and specific needs for seniors
- Maintaining pedestrian mobility in the area through trails and pathways, rather than allowing the freeway to interrupt pedestrian connections
- Avoiding traffic problems of other area interchanges and not repeating the mistakes of Eagle Road

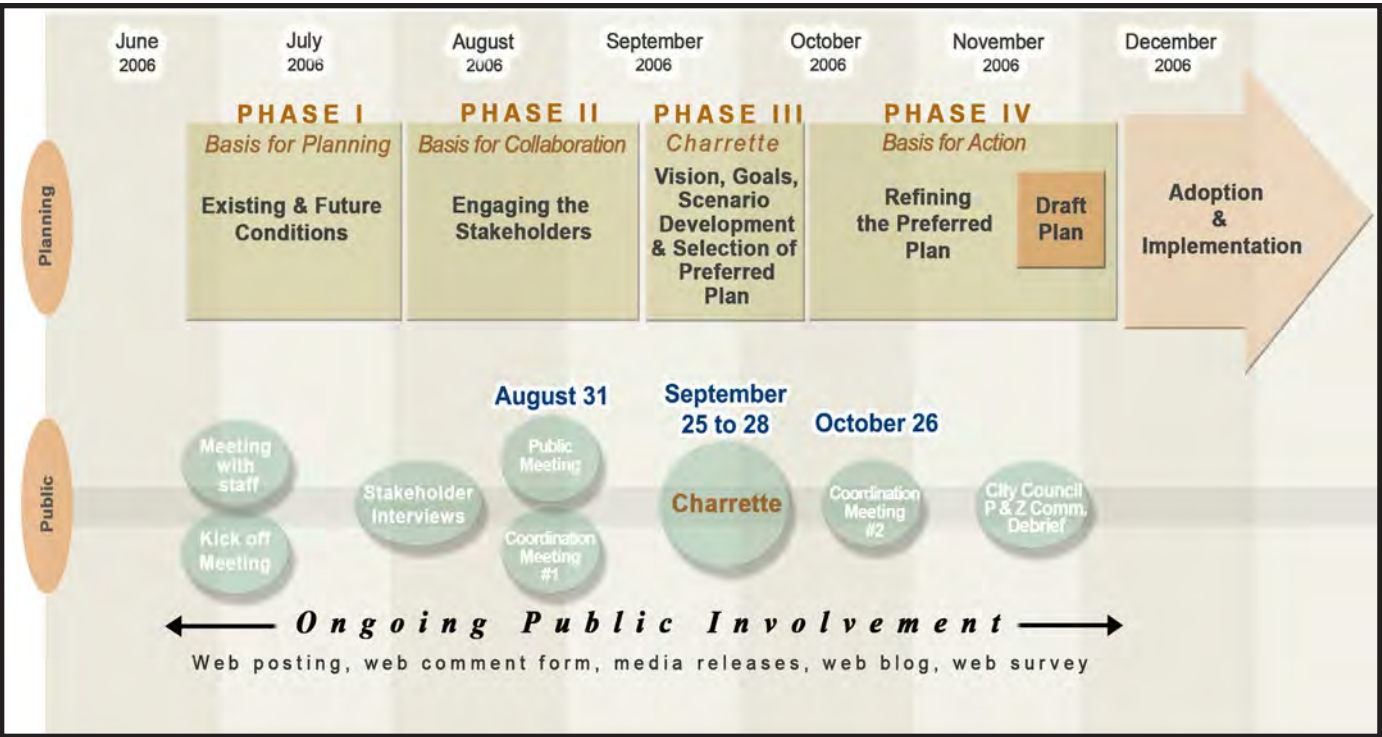
During this process the mission is established, and the objectives and measures that would drive the process and help the charrette team sift through and assess the various alternatives are identified.

Outreach

To ensure that the community was aware of the upcoming planning process for the Ten Mile Specific Area Plan, events were announced in several ways. The City of Meridian’s website was updated with news about upcoming events; post cards were sent to area residents before the public open house; and notices were placed in utility bills. Press releases were sent before, during, and after charrette, which was covered in local television and print media.

Community Meeting

Members of the community were invited to participate in the planning process beginning with the public meeting on Thursday, August 31, 2006. The meeting was an open house held jointly with the Idaho Transportation Department’s Ten Mile



Interchange Project, drawing over 300 people. The open house introduced the project to the public and began a rigorous brainstorming process that served as the basis for the charrette and fostered community participation. The purpose of the public meeting was specifically to give the public an opportunity to identify issues, concerns and ideas about land use, transportation, development and design in the Ten Mile Interchange Area, and to allow the public an opportunity to contribute to the development of project objectives and measures.

In advance of the open house, the consultant team prepared a background analysis to share with the public and use as the basis for public input. The background analysis included:

- Existing land uses and ownership patterns
- Environmental conditions
- Infrastructure and services – existing and planned future service areas and facilities
- Transportation facilities – existing and proposed transportation facilities and transit routes

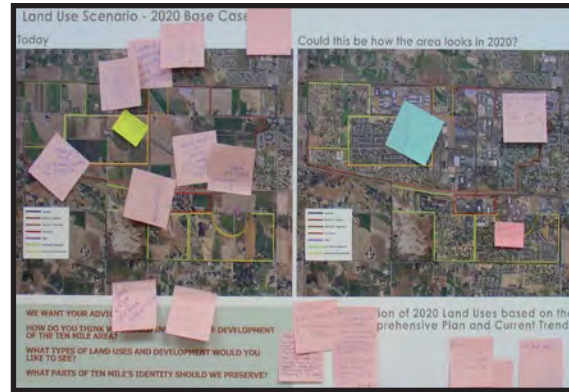
- Transportation system performance – Current and forecasted traffic patterns and trip generators, current and forecasted volumes and intersection levels of service
- Existing and ongoing plans and studies – Communities in Motion, Blue Print for Good Growth, City of Meridian Comprehensive Plan, I-84 Corridor Plan, and others
- Design guidelines – inventory of existing City codes, zoning criteria and design guidelines.

During the evening, more than 60 participants provided input concerning design of the Ten Mile Interchange Area via a Visual Preference Survey and many more provided comments concerning existing conditions and design options. The mission, objectives and measures were tested and it was determined that they were appropriate and represented the community’s desires for the area.

Lessons learned:

- People in Meridian care. The look and feel of the place is important to them. Residents worry about how the road in front of their property is going to change, and have a good

Community Meeting



understanding of the significant role the area was going to play in the region and its contribution to Meridian's prosperity. People know the area will change and were ready to welcome that change as long as growth and traffic impacts were handled responsibly.

- Those living south of the interstate feel it was important that the Specific Area Plan allow for a smooth transition to the rural residential character found south of Lamont Rd.

Agency Coordination

On the same day as the first public open house, a coordination meeting was held with agency representatives. This meeting helped to establish ownership of the project, coordinate the effort with other ongoing projects, identify data gaps and identify resources that each agency could bring to the process and contribute to charrette. Attendees broke into three groups to discuss the Ten Mile Specific Area Plan: economic development, transportation and public facilities and services.

Economic Development

The economic development roundtable discussed the possibility of an employment center in the Ten Mile Interchange Area. The pressures for retail development have limited the opportunity to advance employment centers at the region's interchanges. With growth in the region, it appears that market forces will continue to advance retail uses at the future Ten Mile Interchange, but that the City can influence the development of the area and attract new employment while accommodating retail development.



The economic development group also discussed creating a lifestyle center in the Ten Mile Interchange Area as a way of achieving the retail objectives. A lifestyle center could provide a pedestrian-friendly “town center” feeling while providing “upscale” shopping, mixed uses and recreational amenities not provided in any other area of the Treasure Valley.

We learned that:

- New access to the south will open new markets in an area with little or no employment
- There was the potential for an employment center at Ten Mile
- An emphasis should be placed on attracting living wage jobs
- There was already retail pressure in the Ten Mile Interchange Area, and a managed response to this demand will be critical to the area's long term success and sustainability
- Unique industrial opportunities in the area, such as rail and the proposed extension of SH 16, will allow the City to attract clean industries
- There was enthusiasm for a lifestyle center as a destination place with genuinely integrated uses
- It was important to integrate, connect and generate synergy among these different components in order to create a regional destination that also serves local needs



Transportation

The group discussing transportation issues within the Ten Mile Interchange Area focused on roadway performance within the area and future transit connecting the area with the rest of the Treasure Valley (along the rail line bounding the study area on the north side). For rail to operate efficiently, it would have to integrate with the existing transit system, including Park 'n Ride services, as well as other transportation modes such as bus and vanpool. Possibilities for additional road connectivity in the area around the proposed interchange were explored. Rail transit was currently under discussion in the Treasure Valley.

We learned that:

- Any use of the rail line should be integrated with traditional transit. Park 'n Ride services should be integrated with other modes of transportation
- The city could facilitate a trans-loading facility within Industrial-zoned areas to promote industrial development along the rail line
- Overland Road should connect between Black Cat Road and McDermott Road
- Construct a coordinated collector system to preserve the level-of-service on arterials
- Railroad lines, I-84 and the future extension of State Highway 16 could all pose significant barriers to local connectivity. Roads can only cross the rail line at 1-mile intervals
- An additional challenge was in the financing of the non-transportation related amenities, like hardscape and landscape
- Access to Ten Mile Road will need to be controlled in order to regulate traffic flow



Public Facilities and Services

The third group covered public facility and service issues stemming from changes brought about by the Ten Mile Specific Area Plan. They considered how development would impact irrigation in the area. Amenities such as a branch library, an area park and walking paths were also discussed. Methods of ensuring continued rapid response from fire, police and emergency services were covered. Lastly, the group addressed the need for sewer and water line capacity in the area.

We learned that:

- Preserving irrigation in the area was important during and after development
- Along the canals, a multi-use pathway could be built on one side, but no landscaping of the canals and ditches themselves should be included since it can create impediments to the irrigation system
- There was interest in linking existing trails as well as creating city-wide pathways
- The plan should include room for a 25 acre community park
- Medians at gateway locations and the interchange should be landscaped
- A fire station was set to be built on Ten Mile in the next five years and development, especially high rises, will require new equipment
- The Fire Department and Police Department want emergency access to the freeway and the greater area considered in the plan
- A satellite library could serve the area after development

Agency Meetings

**Stakeholder Interviews**

Throughout August, interviews were held with key stakeholders, i.e. those members of the public with a specific interest in the outcome of the plan. The stakeholders were identified from property and business ownership, developers, community groups, and public officials. These interviews helped to build trust and allow stakeholders to express their thoughts freely, and helped to inform the charrette team of specific goals and interests in the development of property within the Ten Mile Interchange Area.

At the interviews, the details of the project were explained, along with the process, how input would be used, and how stakeholders could stay involved in the process as the plan developed. Interviews lasted roughly one hour and covered the stakeholders' concerns in the following areas:

- Land Use
- Design
- Regulation
- Transportation

Stakeholders provided the charrette team with an understanding of their specific goals for their properties based on their plans and existing comprehensive plan for the City. Many investments have been made with the goal of capitalizing on the proposed interchange. In most cases, developer objectives were focused on taking advantage of the interchange and arterial road system in the Ten Mile Interchange Area to support regional commercial retail development. Housing was considered a viable use by most developers and land owners in areas set back from major

arterial corridors. Office and industrial uses were identified by some as potential markets along the rail and interstate.

The Issues

Having met with the public, interviewed stakeholders, and spoken with agencies, it was determined that the following critical issues would to be addressed at the charrette:

- Retail pressure to create more retail space at the interchange
- Landowner expectations of commercial development
- Accommodating the expansion of the regional transit network
- Turning movements and intersection spacing along Ten Mile Road
- Establishing connectivity in the study area with a system of collector roads

The Charrette Design Process

Definition and Benefits of the charrette Process

In the context of modern planning, a charrette was an intensive, multi-disciplinary planning process. It was designed to facilitate an open discussion between all of the stakeholders of a given planning area, including community groups, property owners, developers and neighbors. The charrette was a collaborative planning process that harnesses the talents and energies of all concerned parties in order to create and support a plan. Charrettes were a great way to involve a broad spectrum of stakeholders and create a shared vision for an area's future.

The underlying philosophy of a charrette, according to Mayor Tammy de Weerd, was that "an informed citizenry knows what was best and through discussion and collaboration can develop the most appropriate and vibrant plan for the future—a plan that represents their values and ideals." With the Mayor's statement in mind, the Design charrette process for Ten Mile Interchange Area was based on the principle that "the best plan was made by many hands."

The Evolution of the Plan: The Charrette Schedule

To develop a comprehensive and integrated plan for the Ten Mile Interchange Area, the City of Meridian hosted the design charrette from September 25th to 28th. "Our hope was that, through the charrette process, we can identify the very best future for the Ten Mile Interchange Area. We want to establish a development plan for the area that takes full advantage of the proposed interchange, while preserving the transportation system and creating a place people of Meridian were proud of—a place where people want to be," said Mayor Tammy de Weerd.

During the four days of charrette a team of architects, landscape architects, engineers, planners, economists, urban designers, and transportation planners and engineers worked day and night to develop alternatives that eventually merged into a preferred alternative. The design studio was open to the public between the hours of 8:00 AM and 9:00 PM.

In order to avoid rework and to make the best use of everyone's time, the charrette team conducted an opportunity and constraints analysis before starting design work, spent time studying the area, and developed a market analysis to inform the planning process. The charrette team used short feedback loops in order to ensure that the design stayed on track. Each design iteration was tested by a round of review by interested parties. During the charrette, the design advanced from a set of conceptual alternatives to a preferred alternative through a series of reviews. Feedback was collected during continuous ad hoc meetings with drop-ins, scheduled stakeholder meetings, in-studio daily pin-up reviews, and large public meetings in the evenings.

Day 1: Visioning

Summary

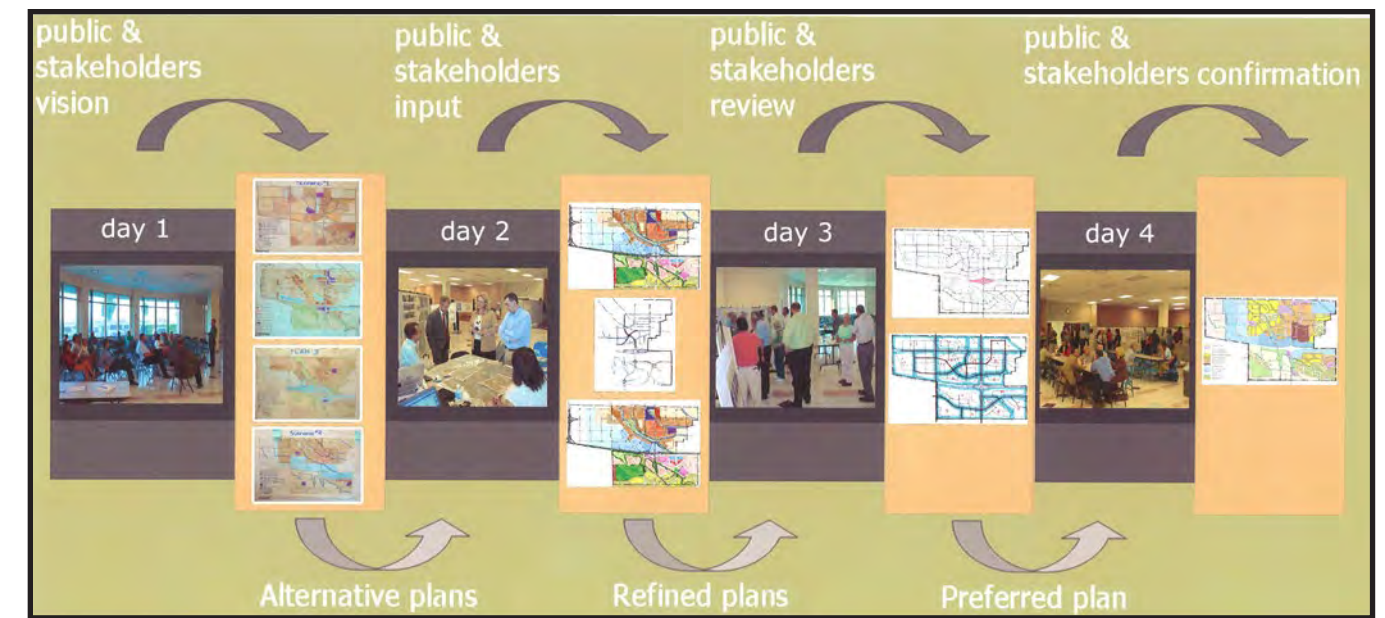
- Meetings: The team held meetings with the City and various stakeholders, including some that were not interviewed previously
- Site tour: The team took a tour to view the study area
- Public Work Session: The team conducted a public work session with input and vision brainstorming
- Public Meeting: The team conducted an opening night public meeting

The Day's Work

Several visions of the Ten Mile Interchange Area were developed by the charrette team based on the information they gathered by meeting with the public and state and local agencies. These visions represented a series of potential frameworks for the design and development of the area that would be tested during the public session in the evening. The frameworks integrated a variety of design, transportation, land use, and other development components as a means of obtaining input and ultimately, affirmation concerning a preferred vision or framework for development of the area.

The Public's Input

At the end of the first day, the charrette team asked for authorization from the public and stakeholders to proceed with development of a series of four alternative design concepts based on the preferred vision. Several detailed design



issues such as building massing and orientation, architectural elements, and land use mixes were tested to determine preferences as part of the visioning process.

This first evening meeting was an opportunity for the community to voice their thoughts and ideas about the future of the Ten Mile Interchange Area. The opening session was also when the multi-disciplinary charrette design team gave a presentation about the existing conditions in the area and important market influences, providing ideas for building strong and sustainable neighborhoods.

Day 2: Design Concept Development

Summary

- Review of Community Input: The team reviewed all of the community input and summarized these concepts into main points
- Studio meetings: The team held meetings to discuss how to synthesize the opening night concepts
- Team's Evolving Concepts: The team spent the day creating concepts from the community input
- Open House and Pin-up Review: The day's work was presented in an evening "pin-up" or display of the drawings for public review

The Day's Work

Based on the input from the previous evening's session, the charrette team began development of the alternative design concepts, including the land use, urban design, transportation system, regulatory, and infrastructure components. The process included an analysis of infrastructure and transportation system elements.

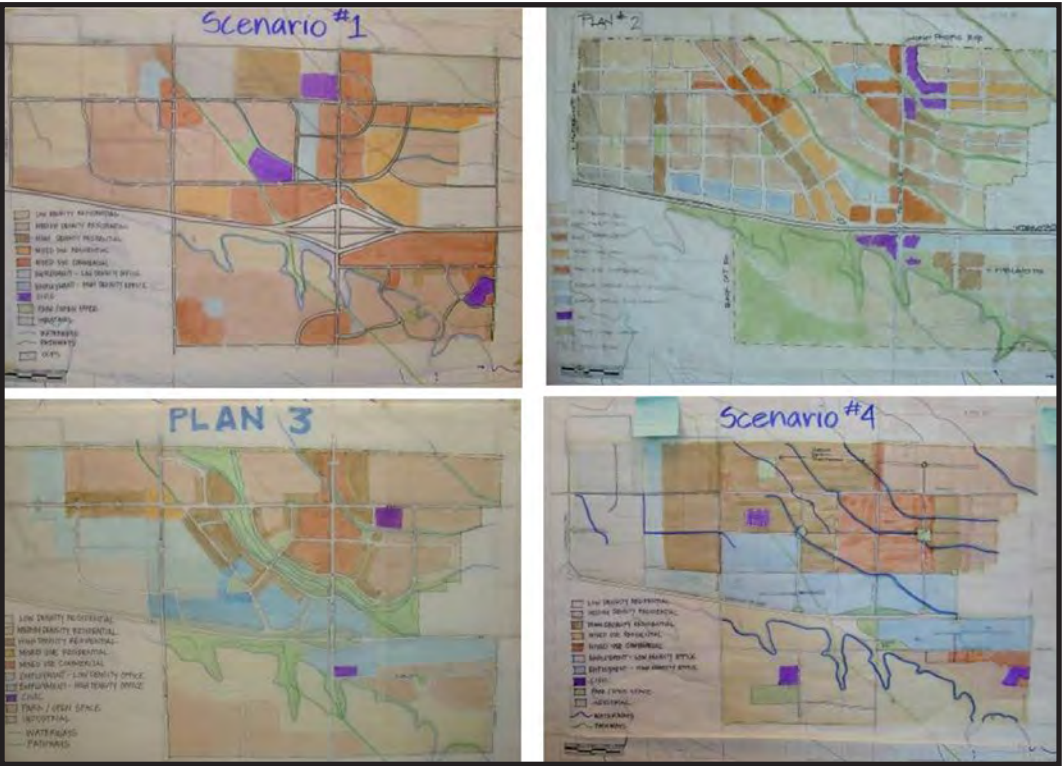
The Public's Input

A series of meetings was held with stakeholders, property owners, developers, economic development officials, council members, market experts, and agencies, including those representing the design of the proposed interchanges--ACHD, and ITD. All meetings were open to the public. The meetings offered an opportunity for everyone to gain a greater understanding of the various aspects of the area so that the designs could be well informed.

During the second day's hands-on work sessions, charrette participants were asked to help the design team draw what they envision in their area. These sketches (usually a combination of words and form) do not have to be detailed or sophisticated, as long as they were clear about the plan for the area. Participants were instructed to "argue with your pencil" as a way of exploring and resolving potential conflicts.

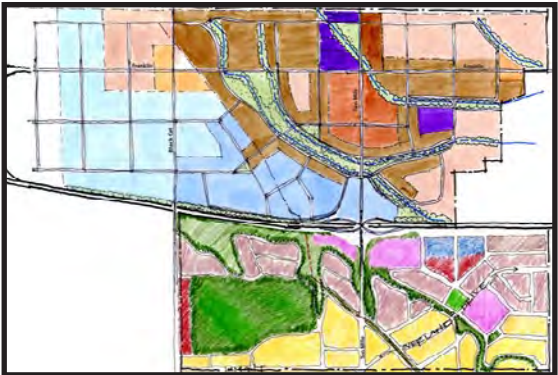
Day 1, Monday

Ten Mile Interchange Specific Area Plan					Charrette Schedule				
	25-Sep Monday	26-Sep Tuesday	27-Sep Wednesday	28-Sep Thursday					
8:00 AM	Set Up	Team Mtg.	Team Mtg.	Team Mtg.					
9:00 AM		Alternative Concepts Developed	Synthesis and Designs Developed	Production					
10:00 AM	Tour								
11:00 AM									
12:00 PM	Lunch	Lunch	Lunch	Lunch					
1:00 PM	Stakeholder Meetings	Alternative Concepts Developed and Stakeholder Meetings	Synthesis and Designs Developed and Stakeholder Meetings	Production					
2:00 PM									
3:00 PM	Meeting Prep.								
4:00 PM									
5:00 PM									
6:00 PM	Dinner	Open House	Dinner	Dinner					
7:00 PM	Public Meeting		Design Refinement and Production	Public Meeting					
8:00 PM									
9:00 PM	Alternative Concepts Developed	Synthesis and Designs Developed							
10:00 PM									
11:00 PM									
12:00 PM									



Day 2, Tuesday

Ten Mile Interchange Specific Area Plan					Charrette Schedule				
	25-Sep Monday	26-Sep Tuesday	27-Sep Wednesday	28-Sep Thursday					
8:00 AM	Set Up	Team Mtg.	Team Mtg.	Team Mtg.					
9:00 AM		Alternative Concepts Developed	Synthesis and Designs Developed	Production					
10:00 AM	Tour								
11:00 AM									
12:00 PM	Lunch	Lunch	Lunch	Lunch					
1:00 PM	Stakeholder Meetings	Alternative Concepts Developed and Stakeholder Meetings	Synthesis and Designs Developed and Stakeholder Meetings	Production					
2:00 PM									
3:00 PM									
4:00 PM	Meeting Prep.								
5:00 PM									
6:00 PM	Dinner	Open House	Dinner	Dinner					
7:00 PM	Public Meeting		Design Refinement and Production	Public Meeting					
8:00 PM									
9:00 PM	Alternative Concepts Developed	Synthesis and Designs Developed							
10:00 PM									
11:00 PM									
12:00 PM									



Charrette Plans



The day closed with a public open house where people reviewed the ideas and helped to evolve the concepts. Affirmation was sought during the open house based on comments from the public. These comments allowed the charrette team to proceed with the evolution of a preferred design concept or bring together elements of several design concepts into a preferred plan for the Ten Mile Interchange Area.

Day 3: Development of Preferred Plan

Summary

- Meetings: The team held meetings with the City and stakeholders
- Review of Community Input: The team reviewed all of the community input and summarized these concepts into main points for integration into the plan
- Studio meetings: The team held meetings to discuss how to synthesize the input from the previous night's pin-up
- Team's Evolving Concepts: The team spent the day expanding and evolving concepts from the community input

The Day's Work

The open design studio took place over the third and fourth days of the charrette. During this phase, the charrette design team synthesized all of the visions from the work session into one cohesive and workable master plan.

The Public's Input

The design studio was open to the public and interested citizens were encouraged to drop-in at any time to monitor the progress of the plan.



Meetings were also held to discuss and resolve issues with property owners, developers and specific interest groups. During these meetings, issues and elements were tested with stakeholders throughout the day to ensure acceptance and support.

Day 4: Presentation of the Plan

Summary

- Team's Evolving Concepts: The team spent the day finalizing concepts for presentation and meeting with agencies
- Community Meeting, Open House and Pin-up Review: The team presented the concepts produced during Day 3 and 4 in an evening pin-up

The Day's Work

The design team revised the plans according to the information and input from the prior three days. They readied materials for the final presentation.

The Public's Input

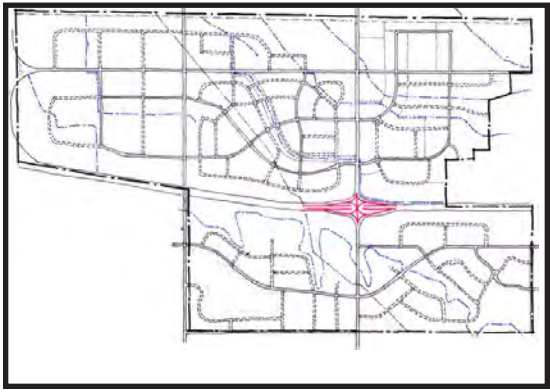
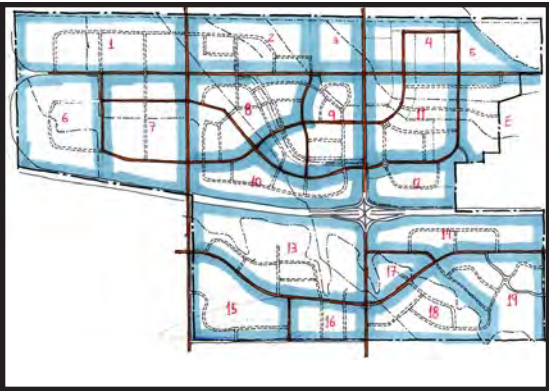
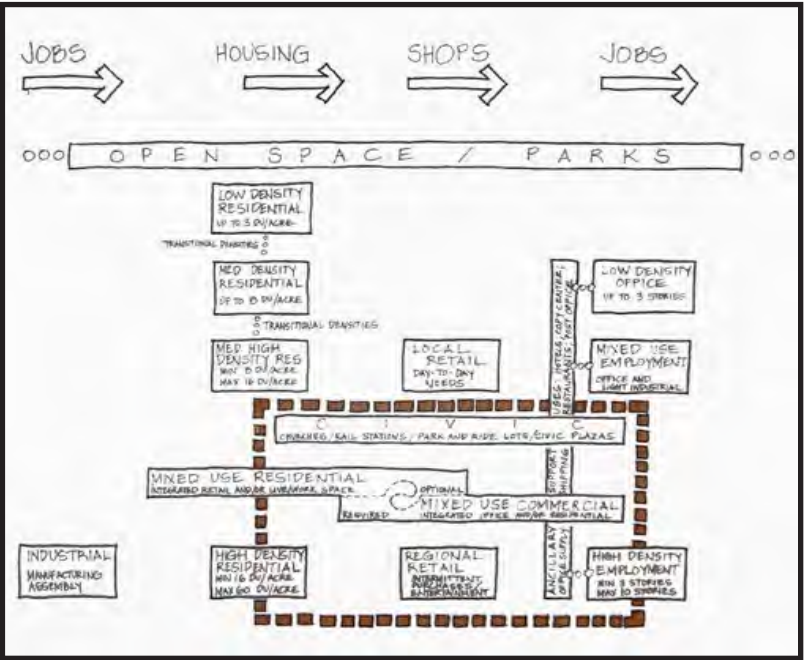
After four days, including two formal public meetings, more than fifty informational meetings and discussions with stakeholders, elected officials, property owners and agencies, and 48 hours of open door studio work, the design team presented the preferred Specific Area Plan at an evening public meeting and open house attended by nearly 100 people. During this session, the design team asked the public: "Did we get it right?" The general response was positive.

Following the charrette, the project team incorporated suggestions that they received during the presentation into the final design plan and the technical drawings, which were produced in the weeks following the charrette.




Day 3, Wednesday

Ten Mile Interchange Specific Area Plan			Charrette Schedule	
	25-Sep Monday	26-Sep Tuesday	27-Sep Wednesday	28-Sep Thursday
8:00 AM	Set Up	Team Mtg.	Team Mtg.	Team Mtg.
9:00 AM		Alternative Concepts Developed	Synthesis and Designs Developed	Production
10:00 AM	Tour			
11:00 AM				
12:00 PM	Lunch	Lunch	Lunch	Lunch
1:00 PM	Stakeholder Meetings	Alternative Concepts Developed and Stakeholder Meetings	Synthesis and Designs Developed and Stakeholder Meetings	Production
2:00 PM				
3:00 PM				
4:00 PM	Meeting Prep.			
5:00 PM				
6:00 PM	Dinner	Open House	Dinner	Dinner
7:00 PM	Public Meeting		Design Refinement and Production	Public Meeting
8:00 PM				
9:00 PM	Alternative Concepts Developed	Synthesis and Designs Developed		
10:00 PM				
11:00 PM				
12:00 PM				



Day 4, Thursday

Ten Mile Interchange Specific Area Plan				Charrette Schedule
	25-Sep Monday	26-Sep Tuesday	27-Sep Wednesday	28-Sep Thursday
8:00 AM	Set Up	Team Mtg.	Team Mtg.	Team Mtg.
9:00 AM		Alternative Concepts Developed	Synthesis and Designs Developed	Production
10:00 AM	Tour			
11:00 AM				
12:00 PM	Lunch	Lunch	Lunch	Lunch
1:00 PM	Stakeholder Meetings	Alternative Concepts Developed and Stakeholder Meetings	Synthesis and Designs Developed and Stakeholder Meetings	Production
2:00 PM				
3:00 PM				
4:00 PM	Meeting Prep.			
5:00 PM				
6:00 PM	Dinner	Open House	Dinner	Dinner
7:00 PM	Public Meeting		Design Refinement and Production	Public Meeting
8:00 PM				
9:00 PM	Alternative Concepts Developed	Synthesis and Designs Developed		
10:00 PM				
11:00 PM				
12:00 PM				



Charrette Meetings



Post-charrette Refinement

Refinement and Verification

The consultant team spent the next eight weeks reviewing, refining and testing the preferred plan. Further input was gathered from citizens, stakeholders, agencies, elected and appointed officials, and developers.

Agency Coordination

A second agency coordination meeting was held to review and help refine the plan concepts that came out of charrette. Participants in this second meeting discussed the possibilities for using the rail line and the economic ramifications of transit in the area, following up on ideas developed during the charrette.

The groups discussed the following issues:

Economic

- Competition among interests and needs for the rail line
- Transition of rail line from industrial to mixed uses
- Potential for industrial uses adjacent to rail
- Physical limitations for industrial spur

Emergency Services

- Rail crossing impedes secondary response
- Fire apparatus needs cross-over opportunities along Ten Mile Road in the mile between the collector roads
- Need for specialized signal at the fire station
- Overland Road and Black Cat Road should provide alternative access capacity for emergency on I-84

- Pedestrians and bicyclists need safe access across Ten Mile Road
 - Fire station locations with relocated Overland Road were consistent with master plan and can provide service to the area, including 6-story buildings
 - Impact fees will fund emergency service needs
- Public Policy

- There were some points of access that have been granted on Franklin Road that were inconsistent with the plan—take the opportunity to consolidate access
- ITD controls access on Ten Mile Road to first intersection
- ACHD corridor study on Franklin Road and Overland Road to limit access
- Elementary school location along arterials and adjacent to multi-family housing

Transportation

- Revise northern access on Ten Mile Road to right-in and right-out access only—rerun the traffic model.
- Balance signals on Ten Mile Road with volumes on Franklin Road
- Look at options for triple-load turning lanes at intersection
- Balance of city economic objectives with transportation capacity
- Traffic conflicts with employment center and access to interstate
- Impacts of highway to expressway in changing volumes on Ten Mile and phasing of the construction of the expressway—need for near-term analysis and with and without SH 16

expressway

- Review of traffic volumes in detail with ACHD and ITD
- Overland Road Relocation

- No ITD funding for relocation of Overland Road
- Relocation was not in CIP, and no impact fees nor funding were available from ACHD
- Need to examine alignment options west of Ten Mile to determine intersection and alignment location to the east
- Consult with ITD how to handle Overland Road/Ten Mile Road intersection
- Determine what to do with road west of existing Overland Road
- How to build Ten Mile Road from old to new—ITD environmental analysis scope was only to Ridenbaugh Canal (north to just south of Franklin Road)
- ACHD assumed Overland Road widening and costs; developers willing to fund realignment

Other

- Park and Ride location and design—should remain flexible
- Given forecasted volumes, collector roads will require control—roundabouts in lieu of traffic signals
- Street alignments in relationship to property lines
- Reconsider slip lanes and roundabout integration
- Looking at long-term economics vs. current short falls
- Set some national examples that can attract some additional grant money

Transportation Coordination

ITD, the City of Meridian and engineers from the interchange design team met on November 7, 2006, to discuss the transportation aspects of the Ten Mile Specific Area Plan. The meeting was used to follow up on issues raised at the charrette, including:

- Agreeing upon a proposed concept for intersections and underpasses on Ten Mile Road from the Interchange to Franklin Road
- Exploring options such as Public/Private Partnerships or an LID (Local Improvement District) for building the collector road system established by the Specific Area Plan.
- Establishing access control along Ten Mile Road
- Considering the realignment of Overland Road to the south
- Building collector road access before the interchange becomes functional, so that there was connectivity once access to Ten Mile Road and other roads was restricted, and to ensure follow-through on the transportation portion of the plan

Stakeholder Testing

The Meridian Planning and Zoning Commission and City Council were jointly briefed on the Ten Mile Specific Area Plan by City of Meridian planning staff on November 8, 2006. Several discussions and meetings were also held with developers and property owners in the area to test the plan and resolve any remaining land use and transportation issues. These meetings yielded information concerning land use goals and concepts concerning mixed use land uses and residential land use categories. They helped to resolve some minor remaining design issues. These meetings also led to refinement of collector and local roadway

alignments and implementation ideas that will help ensure continued coordination and strengthening of the public/private partnerships that will be necessary to ensure effective implementation. More specifically, the meetings resolved concerns regarding the alignment of Overland Road in the southeast sector of the planning area and coordination and integration of land uses in those areas, resolved concerns regarding the integration of land uses along Ten Mile Road that resulted in minor adjustments to land use descriptions, and resolved issues concerning the use of lands along the rail in advance of efforts to implement transit.

Adoption

The Ten Mile Specific Area Plan were submitted as a map and text amendment to the City of Meridian Comprehensive Plan on December 15, 2006. Hearings were scheduled in accordance with City of Meridian and State code. The plan was to be proposed for adoption as an amendment to the City of Meridian Comprehensive Plan in 2007.

Next Steps

- Application for Comprehensive Plan Amendment
- Hearing in front of the Meridian Board of Planning and Zoning
- Meridian City Council Hearing
- Adoption
- Implementation

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SECTION 5 - PHYSICAL AND MARKET CONTEXT

PHYSICAL AND MARKET CONTEXT

Early in the 20th century, Meridian was a small city. Its neighbors some distance away were small farming communities. Meridian today is no longer a small, compact community insulated from its neighbors and the larger world. As Meridian and the Treasure Valley have grown, the City has become a new center of a much larger region. Many of the issues are the same: where to grow and how much, affordable housing, transportation for workers, how to enhance and maintain the City's essential character. Yet the environment in which the City functions today is considerably more complex, and the number and scale of the entities that affect the future of the City more numerous.

The Ten Mile Interchange Specific Area Plan establishes an urban development strategy to guide the future growth and development of a key area of the City over the next two or three decades. The Plan assesses existing conditions and trends, and provides recommendations for the use and development of land, the extension and improvement of transportation services and infrastructure, the development of community facilities, the expansion of the City's economic base, and the provision of housing.

The Plan has a long-range perspective, and is a policy document that provides a coordinated approach to making many decisions regarding land use and the location of development, the extension of urban services and the placement of community facilities. As such, the Ten Mile Interchange Specific Area Plan is one of the primary tools used by the Planning and Zoning Commission, the City Council, and the City administration in making decisions that affect the future of the area.

This section describes the current area, existing transportation and infrastructure, important resources and influences, as well as market conditions, and their relationship to the plan.



The Place Today

An Overview of the Place

The Ten Mile Interchange Area lies south of the Union Pacific Rail line east of Linder Road, west of McDermott Road and north of Victory Road, and is centered about the I-84 corridor. This area is primarily used as farm land; rural homes dot the landscape. South of I-84, there are rural residential subdivisions surrounding a 100 foot bluff. At the north end of the study area, suburban residential development has encroached up to the edge of the rail line. One large gravel pit exists at the southwest corner of the study area. The Ten Mile Interchange Area represents the extent of Meridian's Area of Impact along the I-84 corridor.

Transportation

The Ten Mile Interchange Area transportation system is composed of five major rural roadways. No collector system exists, although a few local roads serve small rural subdivisions in the area. The major roads form a fairly complete one mile grid. A rail line runs east-west through the Ten Mile Interchange Area, over which there are crossings at McDermott Road, Black Cat Road and Ten Mile Road. There are currently overpasses on I-84 at Black Cat Road and Ten Mile Road, connecting north and south Meridian near the county line. There are no signalized intersections in the area. Traffic volumes are growing but still generally under 10,000 trips per day on every segment. Performance of nearby interchanges is deteriorating due to high volumes, progression along the arterial roads serving the interchanges, the lack of a complete collector system, and limited access control. I-84 serves as the only east-west access-restricted facility in the region and connects the entire valley, including all



retail and employment destinations. The local road system is owned, operated and maintained by ACHD, the state roads are owned and maintained by ITD, while streetscape and other street amenities are generally the responsibility of the City.

Transit

Valley Regional Transit (VRT) is the regional public transportation authority for Ada and Canyon Counties. Its main responsibilities are to coordinate public transportation services in the two-county region and develop a regional public transportation system. VRT owns and operates the public bus system in Boise/Garden City and contracts for transit services for Nampa/Caldwell and between Ada and Canyon counties. These services are operated under the name ValleyRide.

ACHD operates the Commuteride program which promotes carpooling, vanpooling and other alternatives to single-occupant car commutes. They also operate a series of Park -and-Ride lots in the Treasure Valley. Some of these lots are planned, at least for the near future, within the Ten Mile Interchange Area.

VRT has undertaken and completed a Rail Corridor Evaluation between Boise and Caldwell. The evaluation includes cost estimates and other variables to pursue rail service. The rail corridor acts as the northern boundary of the study area. The area is not currently served by fixed-route transit services.

Services

The City provides fire and police service within the City limits. As the population around Meridian grows, a fire station will be needed south of I-84 to serve development within the Ten Mile Interchange



Area. The City has an impact fee program in place for funding fire equipment.

The Meridian Joint School District #2 is the largest and fastest growing school district in the State of Idaho. The school district has identified the need for one school site north of I-84 and one south of I-84 in the study area.

The Nampa and Meridian Irrigation District (NMID) owns and operates a variety of canals, ditches, and drains that crisscross the Ten Mile Interchange Area. NMID is a water storage, conveyance and distribution system founded in 1904 that supplies irrigation water to some 64,000 acres of farms, lawns and gardens in Canyon and Ada Counties. These water features are often relocated as development occurs and at times can be shared in developed area as greenway and trail amenities. The district has adopted a series of policies and standards for the use of their easements and rights-of-way.

Infrastructure

The City is in the process of extending central water and wastewater services to the Ten Mile Interchange Area. The water system was planned with commercial and residential development in mind. As of the fall of 2006, water mainlines are in place and ready to provide service. An extensive lateral collection and distribution system will be required to serve the area which will be designed and placed in coordination with development.

The Potential

Market Analysis

A market analysis was conducted to inform the land use and design components of the plan. A market analysis provides an understanding of the immediate pressures and overall market at a point in time. A market analysis is useful in developing or redeveloping a property in the near term, but is less important to a community's long-range plan--unless the market study suggests a variety of short-term pressures that could disrupt potential long-term objectives.

Such was the case in the Ten Mile Interchange Area, where a market study determined that, given current conditions, most of the land would likely be absorbed by suburban low density housing and strip and big box commercial development over the next fifteen years. The Ten Mile Interchange Area Plan works, in many ways, against this trend, as it sets a path for development beyond the status quo.

Area Demographics

MSA - Population & Households

COMPASS, the Community Planning Association of Southwest Idaho, estimates that the population of the Boise-Nampa MSA was 593,418 in 2006, having grown by 227,920, or roughly 81%, since 1986. Since 1998, Canyon County's annual population growth rate has outpaced that of Ada County each year; however, 2003 marked the only year since 1986 where new Canyon County residents (6,388) outnumbered new Ada County residents (5,605).

New households moving into Ada County have declined markedly in size, from a common average of roughly 2.79 people per household before 2002 to an average of 1.42 since 2002. While the average size of new Canyon County households is still higher, it has also declined by one person per household since 2000.

Meridian - Population & Households

According to the US Census Bureau, population within the jurisdiction of Meridian has grown by 42,644 persons since 1990, or roughly 444%, to an estimated 52,240 residents in 2005. Meridian's population in 1990 was 9,596.

In 2005, the City of Meridian accounted for 9.6% of the total Boise-Nampa MSA population of 544,201.



The City's share of MSA population has steadily increased since 1990, when Meridian accounted for only 3.2% of the total. City population growth has averaged 2,843 new persons annually since 1990, or an average of 10.5% annual growth. Since 2000, the City has added an average of 3,182 persons annually, or 7.5% annual growth.

Meridian marked its highest annual population gain in 2005, with an estimated increase of 6,619 persons (or 14.5 %) according to State of Idaho data. Although annexations do account for some population growth, historically low population density on the fringe of Meridian would indicate that new development, rather than annexation, has largely driven the population gains.

Meridian has grown by an average of 1,182 new households since 1990, or an average of 12.6% annual growth. Similarly, the City has added an average of 1,903 households annually since 2000, or 12.5% annual growth.

Like the MSA, Meridian has seen a decrease in the size of households living in the City. The average household was 2.4 persons in 2005, down from 2.7 in 1990. New Meridian households since 2000 have averaged less than 2.0 persons.

Meridian has seen two large surges in multifamily residential permitting, first in the early and mid-1990s and then over the past five years. Meridian has averaged 67 multifamily residential permits annually since 1986, and 163 multifamily residential permits annually since 2000, though building activity has varied widely. Meridian issued 18.1% of all MSA multifamily permits since 2000 and 29.3% of those since 2002.



Market Overview

MSA - Employment

According to Johnson Gardner, growth since 2000 has averaged 5,226 jobs annually or 2.2% annual growth. The MSA added 12,857 jobs in 2005, posting 5.4% growth – the first time annual countywide job growth has exceeded 5% since 1998. Although Construction (10.1% annual growth), Educational & Health Services (6.5% annually), and Professional & Business Services (6.3% annually) have grown the most quickly among all industries in the MSA since 1990, since 2000 Professional & Business Services (6.2% annually) has grown at the fastest rate followed by Construction (5.6% annually). In terms of actual jobs added, Professional, Business, Educational & Health Services firms have grown the most since 1990. Although Construction has grown at a rapid rate, job creation in the sector has been fourth highest behind various Services and Government. Manufacturing and related Transportation and Warehousing jobs have lost ground since 2000.

Meridian - Employment

Befitting the fastest-growing Boise-Nampa MSA community in terms of population, Meridian industry employment grew from 8,546 in 1994 to 24,954 in 2005, for 192% growth over the eleven year span, on an average annual growth of 1,491 jobs, or 10.2% growth. As of 2005, Retail Trade employment accounted for the single-largest share of Meridian jobs at 14.3%, followed by Education & Health Services (13.1%), and a nearly three-way tie between Government, Construction, and Professional & Business Services (12.7%). The most dramatic change in the composition of Meridian's economy since 1994 has been the decline of Manufacturing employment from 14.7% of Meridian jobs in 1994 to



5.9% in 2005. Alternatively, Professional & Business Services has displayed the greatest increase in local sector presence at 12.7% of Meridian jobs in 2005, up from 7.1% in 1994.

Transportation, Warehousing & Utilities represents the only industry in which Meridian has lost its share of MSA economic expansion. Wholesale Trade has moderated somewhat, but all other Meridian industries are growing in their relative share of MSA industry growth.

Market Forecast

COMPASS Forecast

COMPASS forecasts of employment growth for the region are consistent with historical growth. It's Community Choices forecast, part of COMPASS's Communities in Motion project, specifically allocates a greater share of new Meridian employment as retail as opposed to its historically stronger – and higher-paying – industry, professional and business services. Both the Trend and Community Choices forecasts fall short of annual job growth in Meridian since 1994 and since 2000. Both the Trend and Community Choices forecasts estimate Meridian capturing a lower than historical share of MSA employment growth.

Housing Forecast

According to COMPASS trend analysis, the population of Meridian will increase by over 100,000 people by 2030. The same forecast calls for an additional 34,125 new households by 2030.

Retail Forecast

Johnson Gardner estimates Meridian retail space demand in 2030 to be between 25 and 30 million square feet. This roughly equates to forecasted demand for 575 to 690 acres of retail space in Meridian.

Employment, Office and Industrial Forecast

Assuming Boise-Nampa MSA future employment growth is consistent with recent trends, and Meridian continues to capture its historical share of industry growth, Johnson Gardner estimates that Meridian can expect to add anywhere from 1,300 jobs to nearly 2,000 jobs annually over the next 25 years. Given recent history, professional and business services firms are expected to continue to lead growth, followed by government and education and health services.

Industrial Land and Coordination with South Meridian Area Plan

Meridian’s location puts it at greater risk of being surrounded and boxed in by rapid growth. Accordingly, in the future Meridian does not have a direction in which it can reliably grow its economy without bumping into neighboring jurisdictions with varying economic development objectives. The City of Meridian may wish to consider an industrial or commercial “sanctuary” or dedicated area in the South Meridian Study Area (“Study Area”) for targeted future industry expansion or recruitment. Johnson Gardner’s review of buildable lands in the Study Area indicates that the area between McDermott Road and Ten Mile Road in the vicinity of Lake Hazel Road would likely be a strong candidate for such an initiative. Flat topography, intersection of major road/corridor improvements and highly desirable central location between the growing Meridian, Nampa, and Kuna areas, along with future Ten Mile interchange access, are all conducive to just such a center.

Ten Mile Interchange Area Forecast

Retail

A market analysis of the Ten Mile Interchange Area by LoGistical Marketing indicates that with the construction of the interchange at Ten Mile Road and I-84, the Ten Mile Interchange Area will be under substantial commercial development pressure. This is documented by Johnson Gardner who estimates

that the Meridian area is likely to see demand for 25-30 million square feet of retail space and a Market Report by LoGistical Marketing which states that there will be substantial demand for almost all forms of retail development.

“Big box stores” such as Costco, Sam’s Club, WalMart and JC Penney are located at the neighboring Garrity Road exit. As a result, the Ten Mile interchange is also likely to be a viable location for commercial development, but not for the same forms of retail development. Meridian is seeing the largest increase in median household income in the MSA. Based on a lifestyle study, residents of the Ten Mile Interchange Area and Meridian are typically affluent and well-educated, and like to spend their free time pursuing outdoor activities. Establishments recommended for this population would include stores like REI, Eddie Bauer, and finer restaurants. A grocery store such as Trader Joe’s or a similar one offering organic products would also be recommended.

Lifestyle Center

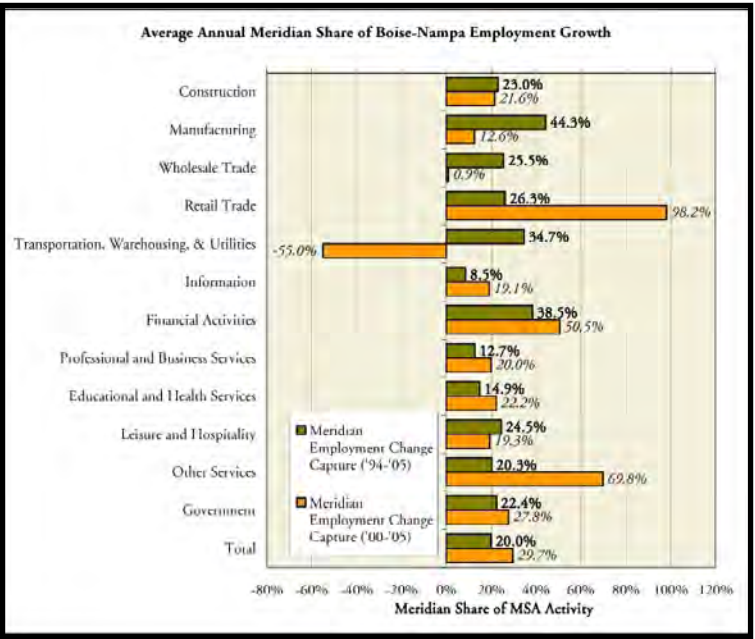
The area could easily attract and support a lifestyle mall opportunity which could include an open or closed mall, averaging 250,000-500,000 in total leasing space, 50-75 stores, including at least one major retailer. Upscale restaurants, furniture stores, apparel and accessories, and general merchandise are the likely types of merchants who could be successful in the Ten Mile Interchange Area. However, the retail pressure is great enough that other retail uses that could develop more rapidly than a complex mixed use center like a lifestyle center could result in the key lands being committed prematurely.

Residential

Residential demand in Meridian has been high. The Ten Mile Interchange Area has strong potential for residential development, despite the market slowdown. The housing market in the greater Boise area has been booming for the past several years, with house prices increasing dramatically since 2000. However, there are definite signs that the market is leveling off from this boom.

Nevertheless, Meridian and the Ten Mile Interchange Area is expected to continue to grow, and over the longer term housing is expected to continue to be one of the dominant pressures for land consumption

MERIDIAN CAPTURE OF BOISE-NAMPA MSA ECONOMIC GROWTH



Source: Compass Idaho and Johnson Gardner, LLC.

in the area. Certain products--condominiums, townhomes, and other multi-family housing, for example--are currently underrepresented in the marketplace, as the majority (96%) of current MLS listings in Meridian are for single family residences with 3-4 bedrooms, 2-3 bathrooms, approximately 2200 square feet, on a .25 acre lot. Homes fitting this description have an average price of \$296,000 at sale, or \$135 per square foot, and are typical of homes in the Eagle Road and Meridian Road interchange areas.

There will be a market for a wider variety of housing in Meridian in the future. Demographic data shows a gradual shift in the characteristics of Treasure Valley households. As in other parts of the US, families represent a declining proportion of households, while the share of non-family and single households is increasing. This has implications for the housing market, because non-family households and singles are more likely to prefer more compact housing types such as townhouses and condominiums.

Quality, walkable, compact development will generate the highest residential values. This style of project offers high quality residential units in a more

compact format, which can result in higher property values. In addition, such offerings in Meridian would fill a unique market niche.

Office

As previously stated, Meridian is anticipated to attract approximately 1,300-2,000 jobs per year--many of those in professional and business services. By expanding the availability of space for office, research and development and other similar uses along I-84, Meridian is likely to attract a larger share of the area job growth in the future.

Industrial

Industrial demand is strong throughout the Valley. However, competition by retailers for easily accessible and highly visible locations along the I-84 corridor has pushed raw land prices to a level above that which these industries can typically afford. With continued low vacancy and limited new supply, industrial investment opportunities will provide the highest return rates and least amount of risk to investors. Therefore, if the price is right the market could absorb over 200 acres of land near I-84 for industrial use as it expands. This will also provide

the City the opportunity to identify land in the core which could be redeveloped into commercial or professional office use. The northwest quadrant of the study area provides the right balance between market pressure, increasing land values and the accessibility, infrastructure and parcel sizes sought by industrial users.

Mix of Uses and Densities

Several elements of the plan will be critical to ensuring a quality, high-value development. The plan should include a critical mass of development that will be attractive to an experienced developer, as well as a variety of unit types that will appeal to a variety of market segments. High standards for design and architecture, including compact, clustered development that makes the most of open space as an amenity for the community, and good pedestrian connections will also enhance the revenue potential for the City.

The Long View

The long term is difficult to predict, but it is clear from the market studies that the Ten Mile Interchange Area is likely to be absorbed by development within the next 40 years. The City clearly has a choice based on the strength of the immediate and near term markets to determine how they would like the area to develop. There is a chance to maximize employment, improve the jobs-housing balance in Meridian, and get higher value development. Pressure exists to push the area forward into lower density housing and front-loaded big box development, but the City has the opportunity to encourage higher density housing, mixed use residential and office development, and a successful lifestyle center as part of the Ten Mile Interchange Area Plan.

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SECTION 6 - ACTION PLAN

ACTION PLAN

The action plan summarizes the actions recommended in the Outcomes-Achieving Results Section in a matrix of executable actions to be undertaken in implementing the Ten Mile Interchange Area Plan. Developers are strongly encouraged to undertake these tasks and invite the City to the table as a means of advancing the plan more rapidly than may otherwise be possible based on staffing and fiscal resources. The City is ready to work as your partner to advance the plan.

Priority	Action	Lead & Coordinating Agencies
1	Adopt the Ten Mile Specific Area Plan as an amendment to the City's Comprehensive Plan.	City Planning Department Planning and Zoning Commission City Council
1	Initiate a monthly Public-Private Roundtable to discuss issues and concerns and identify ways to partner to implement the Ten Mile Interchange Area Plan, build necessary infrastructure and attract investment to the area.	City Planning Department City Council ACHD City Economic Development
1	Provide an endorsement of the Single-Point Urban Interchange, underpass and collector road system to the Idaho Transportation Department.	City Council ACHD
2	Amend the Zoning Regulations	City Planning Department Planning and Zoning Commission City Council Developers
	a. Establish a steering committee to develop the regulatory standards based on the information obtained in the work session	City Planning Department Developers
	b. Adopt revisions to the City's zoning ordinance.	City Planning Department Planning and Zoning Commission City Council
2	Develop a set of design guidelines for the Ten Mile Interchange Area; or Encourage the development community to work together to prepare a set of design guidelines that will accomplish the intent of the plan.	City Planning Department Planning and Zoning Commission City Council Development Community Developers
	a. Facilitate a 2-day work session with developers, property owners, and design professionals to identify specific issues with respect to design from the plan that should be addressed in design guidelines. Discuss the alternative approaches offered in Section 2 to determine how to proceed.	City Planning Department Developers

Priority	Action	Lead & Coordinating Agencies	Priority	Action	Lead & Coordinating Agencies
	b. Establish a steering committee to develop the design guidelines based on the information obtained in the work session	City Planning Department	2	Initiate a Public-Public Roundtable to continue discussion about the development of the Ten Mile Interchange Area and opportunities to enhance coordination as the interchange project and development proceeds.	City Planning Department City Public Works ACHD Valley Ride City Fire Department
	c. Adopt a set of design guidelines to provide a framework for development in the Ten Mile Interchange Area.	City Planning Department Planning and Zoning Commission City Council	2	Initiate an economic development program targeted at attracting desired businesses to the Ten Mile Interchange Area.	City Economic Development City Council Chamber of Commerce Mayor's Office
2	Prepare a program for infrastructure finance for the Ten Mile Interchange Area; or Encourage the development community to establish a recommended framework for infrastructure staging and financing as part of the overall development plan for the area.	City Planning Department Planning and Zoning Commission City Council ACHD Developers	2	Develop an expedited review process for projects that embrace and incorporate the spirit of the Ten Mile Interchange Area Plan and where, through cooperation, developers have developed partnerships and specific integrated plans that cross property lines and advance necessary infrastructure construction.	City Planning Department Planning and Zoning Commission City Council
	a. Hold a series of infrastructure forums to discuss the alternative ways to finance the collector road system and other area improvements, several alternatives are identified in the plan	City Planning Department Planning and Zoning Commission City Council ACHD Developers	2	The City will expand its municipal boundaries via annexation or execute annexation agreements when such annexations will further the implementation of the recommendations of the Ten Mile Interchange Area Specific Area.	City Planning Department Planning and Zoning Commission City Council Land Owners
	b. Establish a committee to develop and recommend a structure for financing	City Planning Department Planning and Zoning Commission City Council ACHD Developers	2	Update the ACHD capital improvement program to initiate cross-section improvements on area arterials.	ACHD
	c. Endorse a recommended financing structure	City Planning Department Planning and Zoning Commission City Council ACHD Developers	2	Develop a program to fund streetscape improvements like landscaping and meridians, streetlights, and street furnishings in cooperation with the development community.	City Planning Department Planning and Zoning Commission City Council Developers
2	Update the COMPASS Transportation Plan to incorporate the recommendations of the plan.	City Planning Department COMPASS			

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GLOSSARY

GLOSSARY OF TERMS

The glossary of terms is provided to help the reader understand technical planning terms that are not familiar to most readers of the Ten Mile Specific Area Plan.

Accessory dwelling unit: A dwelling unit allowed in specific zones that is subordinate to the principal residential unit on the lot and which is located upon the same lot as the principal unit. An accessory dwelling unit is under the same ownership as the principal unit.

Activity center: An intensively developed area that is the visual and/or functional center of a neighborhood(s) or a district. Activity centers are typically comprised of high intensity land uses including: residential, commercial, employment, civic, institutional, parks and open space or any combination thereof.

Build-to-lines: The maximum building setback from a front yard street property line. Buildings, or a specified portion of a front building facade, must be set no farther back than the build-to-line.

Building articulation: The architectural details of a building façade that create architectural detail, such as varied façade planes, windows and awnings. Buildings are usually articulated in order to modulate the building mass and create visual interest.

Bulb-outs: A paved area usually located at a street intersection that extends from the sidewalk out into the street to narrow the effective street width and shorten the distance a pedestrian must walk to cross the street.

Compact urban development patterns: A development pattern characterized by neighborhoods where a mix of residential and non-residential land uses are located in close proximity to each other, and lot sizes and block lengths that are generally smaller and shorter than conventional development; thereby creating a built environment conducive to travel by car, walking, transit or bicycling.

Compatibility: The characteristics of different land uses or activities that permit them to be located near each other in harmony and without conflict. To determine compatibility, the following characteristics of the uses and structures shall

be reviewed relative to other affected uses and structures: location, orientation, operation, scale, and visual and sound privacy.

Connectivity: The interconnectedness of streets, bicycle paths, transit routes and pedestrian ways. This is in contrast to use of dead-end streets, long streets with few intersections and cul-de-sacs.

Design guidelines: Written statements, explanatory material, graphic renderings and/or photographs which are advisory recommendations intended to provide property owners and the public with specific examples of techniques and materials that can be used to achieve adopted standards.

Design standards: Written statements adopted in the Zoning Code by City Council that set forth the required criteria, goals or objectives for the design of particular areas, systems and elements of the city and how they relate to one other.

Façade: That portion of any exterior elevation on the building extending from grade to top of the parapet, wall or eaves and the entire width of the building elevation.

Fenestration: The openings (e.g. windows and doors) that form part of a building façade.

Floor area ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

Focal Point: A building, structure, open space or other feature that naturally draws the eye and provides an aesthetically pleasing view. Focal points are often located at the termination of a street or streets, in plazas, and squares, and in neighborhood or district activity centers.

Functional classification of roadways: Streets and highways serve two separate and conflicting functions, one to carry traffic, and the other to provide access to abutting property (land use). The more traffic a road carries, the greater the difficulty in accessing property directly from the road. But, as the number and density of access points along the road increases, safety is compromised and speed limits need to be lowered, reducing the traffic carrying capacity of the street or highway. Streets and highways are classified by function, and range from roadways with the sole purpose of carrying traffic to roadways that primarily provide access to property. Following is a generally accepted classification and functional characterization of

highways and streets:

- **Principal arterial:** A street or highway designed and given preference to carry traffic, and not providing access to abutting property. Cross traffic is accommodated at at-grade, signalized intersections for streets with high traffic levels, and at at-grade intersections without signals, for streets with moderate or low traffic levels. If intersections do not have signals, through traffic flow on the principal arterial is given preference.
- **Freeway:** A fully access-controlled highway designed for high-speed travel with the sole purpose of facilitating non-stop traffic flow without obstruction from cross traffic. Access is not provided to abutting property, and access is only provided to other streets or highways at grade-separated interchanges.
- **Minor arterial:** A street or highway designed to both carry traffic and provide very limited access to abutting property. Cross traffic is accommodated at at-grade intersections without signals for streets with low traffic levels. The primary purpose of the minor arterial is to serve moderate length neighborhood trips and to channel traffic from collectors and local streets to principal arterials or expressways.
- **Collector:** A street or highway designed to carry traffic and provide limited access to abutting property. Cross traffic is accommodated at at-grade intersections with local streets. No signals are provided. The primary purpose of the collector is to serve short length neighborhood trips and to channel traffic from local streets and abutting properties to minor arterials and principal arterials.
- **Local street:** A street or rural road designed to provide access to abutting property and only incidentally channel traffic short distances to collectors or minor arterials.

Greenway: A linear open space or park that provides passive recreation opportunities and/or bicycle or pedestrian paths. It often contains a waterway with surrounding natural, creek environment including water channels, floodplain and riparian vegetation.

Human scale: The relationship between the dimensions of the human body and the proportion of the spaces that people use. This is underscored

by surface texture, activity patterns, colors, materials and details. The understanding of walking distances and spatial perceptions at a human scale determines the most positive placement of buildings, and the physical layout of the community. Buildings ranging in height from two to six stories, trees, and pedestrian scaled signs and street lights, textured pedestrian paths, and semi-private spaces all enhance this positive scale.

Land use pattern: A description of the physical arrangement of different land uses; created either by natural features, buildings, agriculture, recreational facilities, roads, etc., or a combination thereof.

Level of Service (LOS): A measurement of transportation effectiveness which rates roadways and intersections in terms of traffic flow and congestion, on a scale of A (the least traffic) to E (the most).

Lifestyle Center: Outdoor, generally upscale, collection of national and local retail as well as service, restaurant, and entertainment uses.

Live/work unit: A residential use type that combines a dwelling and a commercial space under single ownership in a structure. The residential portion of the unit shall contain at least four hundred square feet (400 sq. ft.) of gross floor area. The commercial space shall allow activities compatible with residential use with respect to noise, smoke, vibration, smell, electrical interference, and fire hazard, and may include such uses as professional services and offices, and the creation, display and sale of art, craftwork, jewelry, fabrication of cloth goods and similar activities.

Mixed use development: Development that integrates three or more income generating land uses, such as residential, commercial, and office, with a strong pedestrian orientation.

Pedestrian scale: A combination of development features that people find comfortable; created by elements such as the size and design of buildings, the relationship between building height and street width, streetscape features such as trees, decorative lighting, or benches, and outdoor spaces.

Pedestrian-oriented development: Development that incorporates safe, attractive, and continuous connections and walkways for travel and access

by foot, at a human scale, as an integral part of its overall layout and design.

Plaza: A community gathering space, sometimes called a square, usually designed with seating areas, and with a variety of ground-plane finishes such as hard-surfaces, lawn and landscaping. It is often designed as a Focal Point with an amenity such as a fountain, and it may be bounded on one or more sides by a civic or commercial use in the neighborhood or commercial center.

Porch: A first-story structural projection on the front, side or rear of a building, which may or may not have a roof.

Primary Residence: The main property on a lot.

Quality of life: Those aspects of the economic, social and physical environment that make a community a desirable place to live or to do business. Quality of life factors include climate, natural features, the quality of local schools and higher education opportunities, housing availability and cost, employment opportunities, medical facilities, cultural and recreational amenities, and public services.

Regulatory provisions: A rule or order prescribed for managing government. Examples related to community development include zoning ordinances and land subdivision ordinances.

Right of Way (ROW): The publicly owned area reserved for roads and other means of transportation.

Secondary Residence: Any smaller residence on a lot with a primary residence on it.

Streetscape: The area that lies between the street curb and the façade of the adjacent buildings. Its role is to define the distinguishing character of a particular street, including landscaping, tree lawns, sidewalks and other surfacing, lighting, street furniture and signage.

Traditional neighborhood development (TND): A pedestrian-oriented residential neighborhood, with variable lot widths and sizes, a mix of dwelling unit types, on-street parking, and non-residential uses generally located in a neighborhood commercial center along a Main Street or fronting on a plaza. The ideal size of the neighborhood is defined as a five to ten minute walk from the Neighborhood Center.

Transit-Oriented Development (TOD): implies a particular set of urban design and land use characteristics conducive to generating non-automotive tripmaking.

Transparency: Relates to glass in wall openings such as windows, which allow views into and out of a building. Windows or glazed areas that incorporate glass that is translucent or opaque shall not be considered transparent.

Tree lawn: An area of the street right-of-way between the curb and the sidewalk, planted with landscaping.

Vertical mixed use building: A multi-story building containing a vertical mix of two or more principal uses.

Vertically-Integrated Development: Mixed use development which integrates uses over several stories rather than across an area.

