Downtown Meridian | City Core

Street Cross-section Master Plan

In support of:

Destination: *Downtown*

MERIDIAN IDAHO

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Downtown Meridian | City Core
Street Cross-section Master Plan

It is the hope that this plan will be used to positively impact and guide the continual development and improvement of Downtown Meridian.

This plan is intended to protect and support existing business, excite and encourage new business, and to preserve and create the network of roads, pathways, and attractive urban environments which support an active and vibrant place to live, work, and play.

Council Adopted by resolution 14-1012 on:
September, 9, 2014

Assembled by the Meridian Community Development Department.

For questions, please call 208.884.5533.

Special thanks to:

Street Cross-section Work Group

Meridian Development Corporation

Ada County Highway District

Contributing stakeholders

Agency Contact Information

City of Meridian		
Community Development	208.884.5533	33 E Broadway Ave., Suite 102 Meridian, Idaho 83642
Economic Development	208.489.0537	33 E Broadway Ave., Suite 102 Meridian, Idaho 83642
Parks & Recreation	208.888.3579	33 E Broadway Ave., Suite 206 Meridian, Idaho 83642
Meridian Development Corporation		
Administrator	208.477.1632	Attn: Meridian Development Corp. 33 E Broadway Ave. Meridian, Idaho 83642
Ada County Highway District		
Development Services	208.387.6100	3775 Adams St. Garden City, Idaho 83714

For new inquiries, the City of Meridian Community Development Department can help to coordinate efforts and direct interested parties to the correct agency staff person.

In support of:
Destination: Downtown

MERIDIAN IDAHO

Table of Contents

1. Introduction

Overview

This plan was created to identify future street cross-sections within an area of downtown Meridian known as the City Core (see street map on page 1-3). Previous planning efforts have indicated basic aesthetic and infrastructure elements that were desired in the downtown area, but did not:

- resolve issues with alignments and identify the specific location of improvements;
- provide consideration for interim conditions; or
- discuss priorities for improvements in constrained areas.

Part of the issue stems from a focus on areas outside of the actual roadway – those areas behind the back of curb. Without an understanding for what the ultimate design of a street is and where the back of curb would lie, there is no way to identify a starting point to ensure linear and continuous installation of partial or phased improvements along the street edge.

Goals

The Downtown Meridian | City Core Street Cross-section Master Plan is designed to:

- identify which elements and at what scale, are appropriate for improvements on specific blocks in the City Core; and
- clearly define redevelopment expectations that impact or are impacted by the street environment.

The framework provided by these cross-sections is critical to enhance synergies of efforts by local agencies and private development, and to promote appeal, reinvestment, and economic development within the City Core and greater downtown area. It is expected that redevelopment with the City Core will occur as a result of partnerships and collaboration.

Approach

This plan identifies specific cross-sections for each street segment within the City Core and a few key entryway corridors into downtown. By identifying cross-sections that consider the future alignment for each street, agencies are more able to efficiently facilitate redevelopment opportunities in the City Core. Regardless of scope, scale, or speed of redevelopment within the City Core, this plan provides a framework that ensures:

- pedestrian, bicycle, and vehicular network connectivity is created and maintained;
- that future improvements are supportive of the long-term vision for downtown; and
- that improvement expectations are transparent and clearly defined for agencies, developers, and property owners.

Additionally, the plan seeks to build upon the previously developed Downtown Streetscape Design Guidelines by providing additional considerations for actual use of the streetscape, and not just the implementation of consistent aesthetic elements. Some streets for example should place greater emphasis on pedestrian and bicycle connectivity, due to location or being a thoroughfare, while others are much more valuable in supporting street presence for local businesses. Others still because they lack thoroughfare or arterial visibility, offer opportunities for unique designs and features to generate greater awareness and attraction.

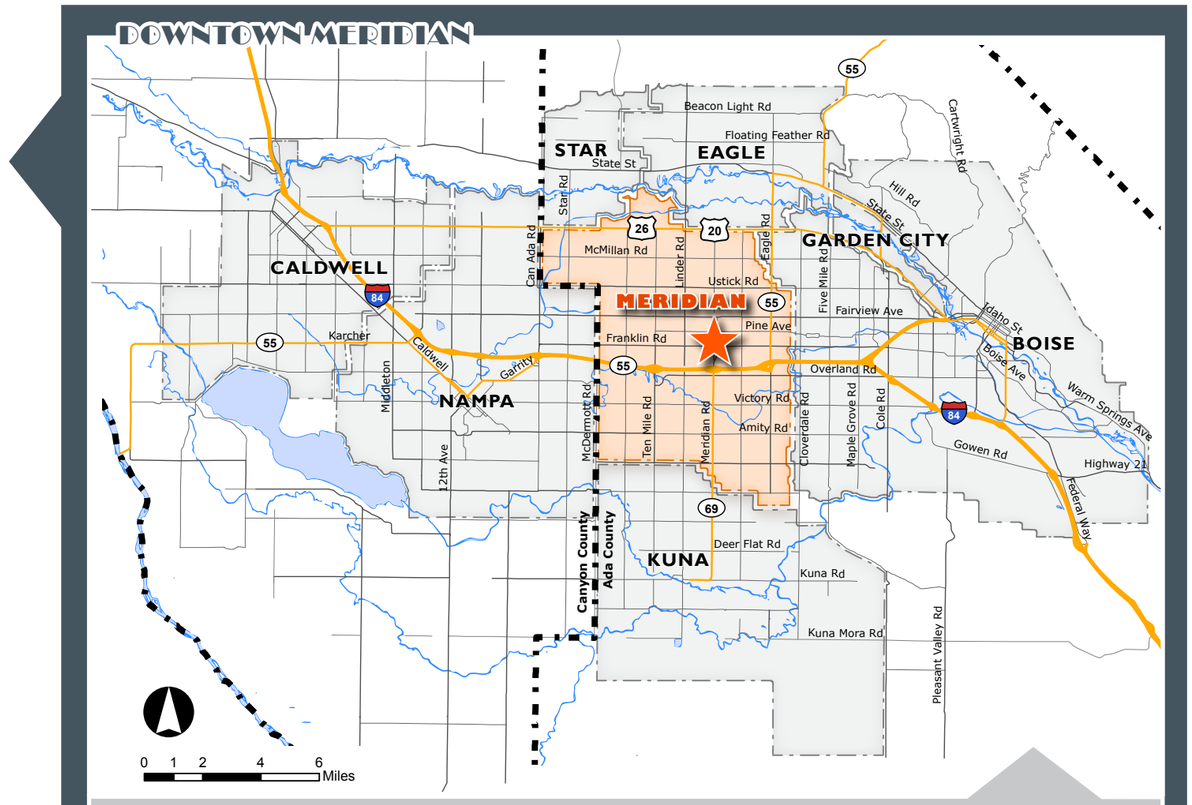
How to use this document

Key Concepts

Working with this plan is straight forward. Despite the large number of pages, the vast majority of the plan are the cross-sections contained in Chapter 4. In most cases only a few of these cross-sections will be of interest to any given stakeholder. It is important for to review and understand:

- the supporting documents to this plan (Chapter 2);
- how partner agencies are involved and can help (Chapter 2);
- the applicable cross-section for an area or property of interest (Chapter 4); and
- corridor goals and background information for each cross-section of interest (Chapter 4).

This master plan is only one component of the development process, and the supporting material and processes listed in the background section must also be understood and complied with. This plan is a very high level first-step in identifying the vision for streets downtown. In some cases streets may have a more detailed and specific vision,

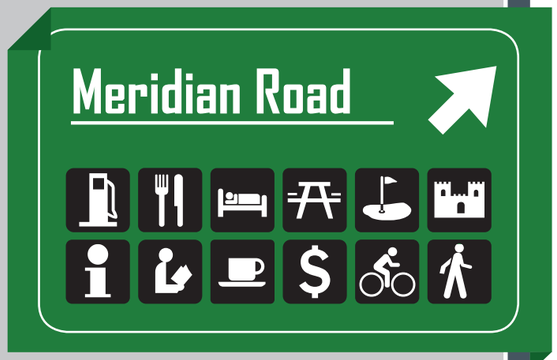


Meridian is literally and figuratively the population and economic center of the Boise metropolitan area. Downtown Meridian consequently, as the heart of Meridian, is conveniently located in the middle of it all. With easy access to Interstate-84, US Highway 20/26, and State highways 55 and 69, it's easy to get from here to anywhere.

Just off the Meridian Interchange, Downtown Meridian is close to major employers and activity centers including:

- Blue Cross of Idaho Campus;
- Scentsy Campus
- Wahooz Fun Zone;
- Roaring Springs Waterpark;
- Storey Park; and
- Meridian Raceway.

Downtown Meridian is also home to a host of iconic restaurants and businesses, several parks/plazas, and Meridian City Hall.



Parks, plazas, raceway, water park, restaurants, hotels, financial institutions, employment centers, government services, and many other activities all conveniently accessed from the Meridian Interchange.

Agency Contact Information

Meridian City Hall is a one-stop shop for all City Departments except for Police. Mail addressed to MDC may also be delivered here.

Agency Contact Information		
City of Meridian		
Community Development	208.884.5533	33 E Broadway Ave., Suite 102, Meridian, Idaho 83642
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For new inquiries, the City of Meridian Community Development Department can help to coordinate efforts and direct interested parties to the correct agency staff person.

and may require unique solutions to work around special circumstances or impediments. In all cases implementation will require coordination with the Ada County Highway District (ACHD). For questions on development applications, contact the City of Meridian Planning Division at 208.884.5533.

Design Flexibility

It should be understood that on many streets no single cross-section will work in every circumstance. For this reason, street cross-section designs are explained so as to convey intent and needs, rather than to simply list expectations without explanation. These cross-sections allow for flexibility in design elements provided:

- the intent and connectivity requirements are maintained;
- that the finished product reflects a form and function which meets the vision of the Destination Downtown plan (see Chapter 2 for information about Destination Downtown);
- that the design can be consistently carried through and integrated in build out conditions for an entire block; and
- alignments are safe across intersections.

Plan Outline

Following this Chapter 1 Introduction, a background is provided in Chapter 2 explaining the history leading up to this plan and an explanation of supportive planning documents and agency roles. Chapter 3 briefly touches on existing conditions (to memorialize where we've been) and is followed by a street design discussion in Chapter 4, which includes street cross-sections. This document then concludes with next steps in Chapter 5 and some additional appendices.

When to Use this Document

The variations in scope, size, and location of a redevelopment, roadway, or streetscape project have different improvement requirements appropriate to the impact a project has on the surrounding environment. In general, the Features checklist included on the top-left of every cross-section in Chapter 4 provides a high-level indication of what elements must be provided; items which are not marked are not applicable. In all cases preservation for improvements consistent in dimension with the depicted cross-section must be provided, regardless of when improvements are installed. Preservation must be created through dedication of easement or right-of-way. Sidewalks and parkways are required, where described, and must always be installed. Other improvements are required where they can be built, and space allocated and preserved for when they cannot. Determinations with regard to what features are appropriate will be determined on a case-by-case basis by the City of Meridian Planning Division, in coordination with Ada County Highway District.

Public Agencies

For projects led by a public agency, all permanent improvements which can be installed, must be, and to the extent possible, consistent with the identified cross-section. This requirement should not be triggered by: façade improvements, change of use, interim facilities, or utility/infrastructure improvements occurring entirely within right-of-way. In no circumstance is street furniture ever required. A public agency should seek partnerships with both private development and other agencies regardless of scope to seek joint improvements, cost-savings and cost-sharing, and to coordinate timing of efforts in order to limit construction impacts.

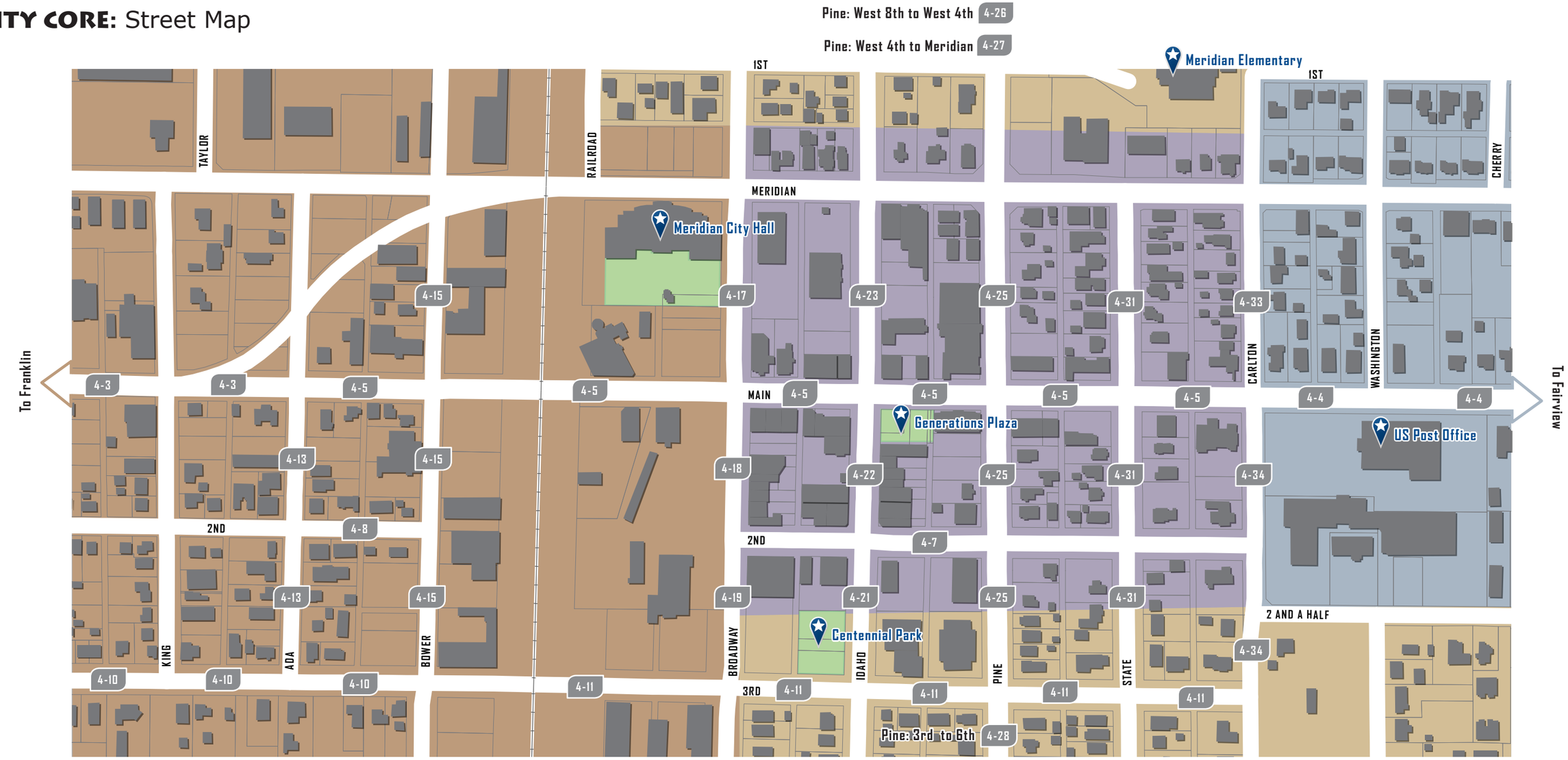
Large Projects (Street Blocks)

For large projects led by private development, the expectation is for identified cross-section improvements to be built to their ultimate configuration, including any necessary modification to existing curb alignments and adjustments to storm-water infrastructure. Partnerships and support should be explored with public agencies for projects aligned with and supportive of the Destination Downtown plan. Large projects are defined as development along the majority of a typical downtown street block (more than half a block).

Small Projects (One or Several Parcels)

For small redevelopment projects, such as those on one or several small parcels, the expectation of improvements is generally limited to preservation. Preservation will allow for installation of improvements through agency-led partnerships at a later date. Life-safety and ADA improvements are also required, with sidewalks installed or modified consistent with the applicable cross-section to the extent possible. While placemaking improvements can be costly, they are a critical element for promoting safe and attractive environments that increase awareness and draw in an urban pedestrian environment. Partnerships should be explored to realize additional placemaking improvements with redevelopment, which is supportive of Destination Downtown and consistent with the applicable cross-section.

CITY CORE: Street Map



#-## Cross-section Page #

City Core Boundaries

Traditional City Core District (Old Town)

Washington & Main District

Transit Oriented Development District

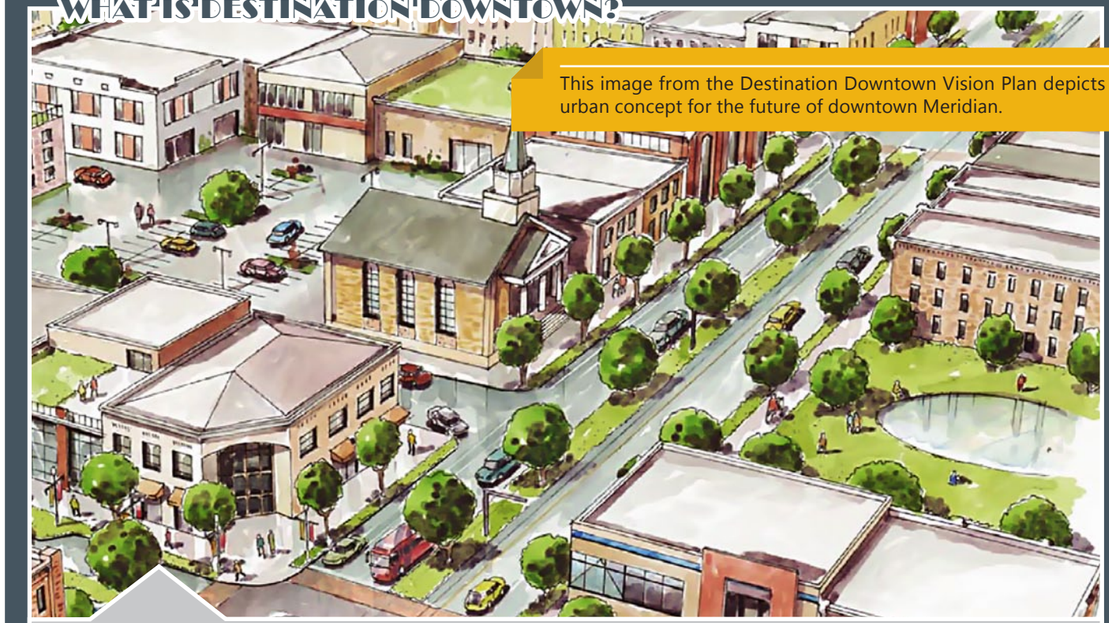
Neighborhood Preservation Areas

Public Open Space

Note: For a description of the various districts shown on this map, see the Destination Downtown Vision plan @ www.meridiandevelopmentcorp.com

100' 600' 0' 300' North

What is Destination Downtown?



This image from the Destination Downtown Vision Plan depicts an urban concept for the future of downtown Meridian.

Created by the Meridian Development Corporation (MDC), the City's urban renewal agency, Destination Downtown is a narrative describing the long-term vision of downtown Meridian. Comprised of six unique districts, the framework of the Plan outlines desired characteristics for the different geographic areas of the urban renewal area. Districts include the:

- Northern Gateway;
- Southern Gateway;
- Washington & Main;
- Traditional City Core;
- Transit Oriented Development / Cultural; and
- Neighborhood Preservation Areas.

Destination Downtown (the Plan) also broadly touches on green space, transit, parking, and then delves into four main goals, also described as focus areas. These focus areas include: Livability, Mobility, Prosperity, and Sustainability. While each focus area provides several objectives and includes a number of priority action items, the bulk of the plan is more illustrative and intended to provide a framework for greater discussion and further refinement.

The key working component of the Plan is actually a separate implementation document, titled Implementing the Vision. This supplemental material is comprised of many additional objectives and action items, categorized by the four focus areas (goals). These objectives and action items identify strategies, scope, timing, and priorities. While helpful, this document did not identify champions or lead roles, and in some cases were cumbersome and difficult to implement due to complexity of tasks.

To further support and assist with implementation of the Plan, City staff refined the implementation strategies by assigning lead roles for the strategies and creating smaller more manageable action items. For City led efforts, departments were identified to champion specific action items.

For additional information on the Destination Downtown Vision Plan, see the Meridian Development Corporation website @ www.meridiandevelopmentcorp.com

2. Background

Creating the Plan

This master plan effort began by establishing a street cross-section work group of agency staff from the City and Ada County Highway District (ACHD), and by representatives from Meridian Development Corporation (MDC). This work group collectively discussed the long-range vision of the plan, challenges, and implementation of the cross-section plan. The work group began by exploring existing conditions and with familiarization of expectations provided by related planning efforts and existing studies.

Conceptualization

For each street, a corridor focus was determined to ensure that connectivity was maintained (or preserved), and that the street environment (existing right-of-way, buildings, land use, etc.) could support desired elements throughout the corridor. Some streets for instance are more residential in nature while others are more oriented towards a pedestrian supportive commercial environment. These streets were then examined in the context of both the existing environment and what is envisioned within the Destination Downtown plan, and priorities for improvements were set based on identified needs.

Some streets for example would prioritize pedestrian oriented commercial, and others in constrained conditions would need to balance improvements for all users. Not every street can cater to every need, and reasonable street cross-section widths must be maintained not only to protect existing environments and improvements, but to preserve an urban character that is comfortable and safe for motorists and non-motorists alike. Additionally, streets must be considered as a network, and the special features or conversely the burdens of one must be considered for their impacts on the others.

After priorities were set for each street, such as safe routes to school or on street parking, street cross-section concepts were developed to illustrate what reasonable solutions might look like. These cross-sections were discussed among the planning working group members, and then used as a launching point for broader outreach with stakeholders.

Outreach

The outreach process first targeted stakeholders likely to be more directly impacted, or who have shown past interest in this topic. Outreach was then extended to a general audience, and 434 postcards were sent out inviting every property owner and building tenant within the planning area to an open house.

The open house was held on September 30th, 2013 in Meridian City Hall from 4pm to 6pm. Public comments were generally supportive of the draft cross-sections prepared by the working group. After the meeting, an online comment form was made available on the City's website to encourage and allow for additional participation. The online comment form was left up for the month of October 2013. While most of the plan is based and reliant upon other planning documents vetted through other public processes, some of the more unique cross-sections such as those on Idaho and East 2nd, did not receive much feedback. Staff sought further involvement and comments as a result, and extended additional invitation to discuss key sections of the plan with stakeholders. There were no additional comments as a result of this subsequent outreach. See the appendices for outreach materials.

In addition to public comment, the City also actively and regularly engaged ACHD and MDC to ensure their comfort and support with proposed cross-sections. While members of both agencies were on the working group, the City coordinated with additional agency representatives. This coordination helped to ensure that other staff and members with relevant specialties were able to comment on applicability, safety, and to provide opportunities for joint partnerships in the future.

Supporting Documents

The Downtown Meridian | City Core Street Cross-section Master Plan is intended to work cohesively with previously adopted plans and standards adopted by the City and other partner agencies. While designed to be accessible and readable, and to convey a general vision of streets within the City Core, it is not intended or designed to provide the full breadth of information necessary for installation of actual improvements. Coordination with other jurisdictions such as the Ada County Highway District (ACHD), Meridian Development Corporation (MDC), impacted stakeholders, and familiarization with other requirements and standards is critical for construction of roadway improvements consistent with this plan. The following paragraphs summarize some relevant documents and requirements to be considered when improving streets in the City Core.

ACHD Policy Manual

ACHD is responsible for all streets and roads in the City Core. Since this oversight includes the planning, design, construction, reconstruction, maintenance, and traffic supervision of these streets, all improvements must meet adopted ACHD Policy. This includes ACHD Tree Planting Policy.

Downtown Streetscape Design Guidelines

The City of Meridian Downtown Streetscape Design Guidelines, by MDC, were the original design guidelines that specified product materials and installation details for streetscape improvements within the City Core. While the Downtown Streetscape Design Guidelines are no longer the enforcement or design tool used by the City and MDC for installation of improvements within the City Core, it was the principle source of design criteria and product selection requirements used during the creation of Section 11 Streets, in the City Standards (see below). These standards, while streamlined, reflect the intent and use of the original Downtown Streetscape Design Guidelines.

City of Meridian Improvement Standards, Section 11 Streets

The City of Meridian Standards Section 11 Streets detail and describe the required products and installation methods for streetscape improvements within the City Core. These standards provide specifics on different types of pavement, street furniture, landscaping, and other more detailed requirements for the streetscape environment. The Section 11 Streets standards are an integral part of this plan, and verify proper specification and installation of any street improvements made behind the back of curb(s).

City of Meridian Unified Development Code

The Unified Development Code ([UDC], Title 11 of Meridian City Code), constitutes the official zoning ordinance for the City of Meridian. This code provides allowances and restrictions for development within the City. While the UDC does not directly regulate the look and feel of the streetscape environment within public right-of-way, it enables the other applicable standards that do. The UDC works in conjunction with the City's Design Manual and Standards to define and provide guidance for how development should look and function within the City Core.

Design Manual

The City of Meridian Design Manual is a tool which communicates through formal and transparent design guidelines, the City's expectations for a safe, vibrant, and caring community. The manual is separated into several sections covering Urban, Urban/Suburban, Suburban, and Residential Developments. Section B, Design Guidelines for Urban Developments, is the applicable Design Manual section associated with development and redevelopment in the City Core. This section in conjunction with the UDC provides guidance for site and building aesthetics within the City Core.

Meridian Pathways Master Plan

The City of Meridian Pathways Master Plan is a collection of design guidelines, specifications, and descriptions for both existing and future pathway locations. The purpose of the plan is to develop a comprehensive network of multi-purpose pathways that link important pedestrian generators, environmental features, historic landmarks, public facilities, Town Centers, and business districts. This plan was critical to ensure identified pathway connections were preserved for in street cross-sections.

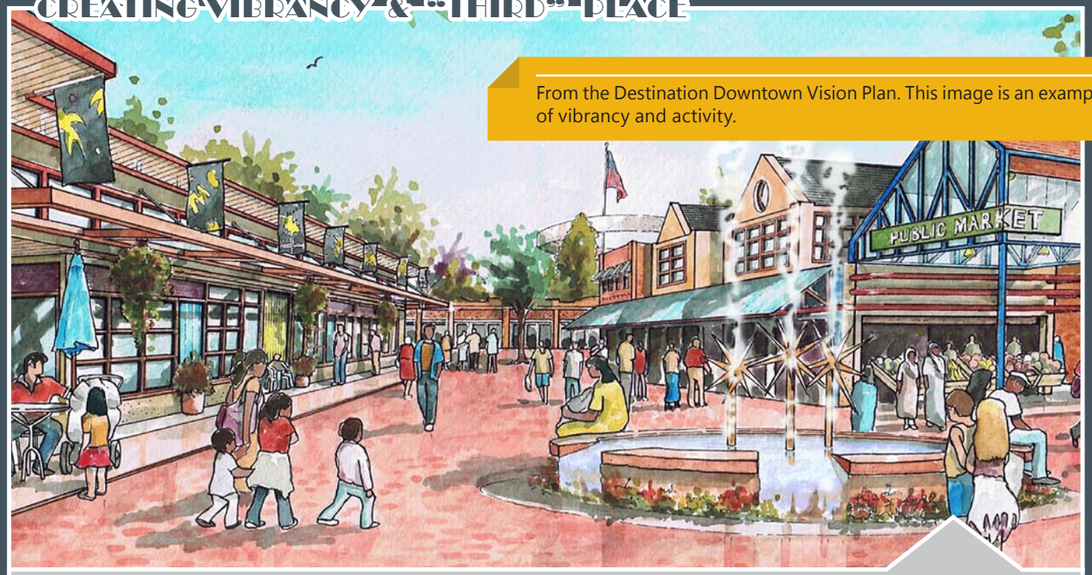
East 3rd Street Extension Alignment Study Report

The 2009 East 3rd Street Extension Alignment Study Report by Six Mile Engineering memorializes the community's desire and commitment to the construction of a missing road segment downtown. Despite East 3rd being one of only three public roads to cross the railroad tracks between Linder and Locust Grove (two-miles), the roadway does not currently connect Fairview to Franklin. The study examined several potential alignments, identifying one preferred, to connect the missing section of road between Carlton and Gruber.

Destination Downtown

The Destination Downtown plan was created by the MDC in 2010 to promote the vision of downtown Meridian. The vision, to support a family-friendly community centered around a hub of pedestrian friendly cultural, recreational, dining, and shopping opportunities, is paramount to the success of downtown. Six distinct districts divide the plan into focus areas and uses. These districts include the Northern Gateway, Neighborhood Preservation Areas, Washington & Main, Transit Oriented Development and Cultural District, the Southern Gateway, and Traditional City Core (also known as Old Town). The vision plan boundaries match the Urban Renewal Area, and extend from Fairview Ave down to the Interstate. Destination Downtown is adopted by reference in the City's Comprehensive Plan,

CREATING VIBRANCY & "THIRD" PLACE



From the Destination Downtown Vision Plan. This image is an example of vibrancy and activity.

Paramount to the success of downtown Meridian is the realization of what makes it irreplaceable and the opportunities which set it apart from big box stores and strip malls. "The challenge for downtown is to not compete, but to be unique and special. For Meridian, what needs to be developed is a downtown that does not revolve around neighborhood retail, but is instead driven by destination retail, entertainment, events, and an active nightlife all located in a compact, intimate, and beautifully landscaped setting – a true gathering place."

"The elements most commonly identified as missing by younger generations are what sociologist Ray Oldenburg has referred to as third places. Third places are the traditional gathering places found outside the home (our first place) and the workplace (our second place). Third places include cafes, pubs, town squares, small retail shops, village greens, and entertainment venues. Creating a third place can put a community on the map and give it a focal point, a heart, and identity. After all, besides its people, the heart and soul of any community is its downtown."

Third places must also be connected and accessible – they are not just islands independent of their surroundings. "Tourist will not go where locals are not present, so it is important to make sure that Meridian Downtown residents are active, engaged, and highly visible." Residential neighborhoods must be connected, accessible, and safe. Context sensitive street designs can connect neighborhoods, create comfortable environments, and increase awareness of downtown businesses.

{quotes from the Destination Downtown Marketing Analysis, by Bonneville Research. 2010}

Public plaza in Portland Oregon with a number of activities, entertainment venues, and accessible food-cart and restaurant services.

and staff has been actively supporting implementation of the plan through a number of directives included within the City's Comprehensive Plan.

Partner Agencies

Ada County Highway District

Meridian, like all other cities in Ada County, does not own or maintain its own roadway network, and responsibility is instead left to the Ada County Highway District (ACHD). As the right-of-way authority for public roadways in Ada County, many of the traditional improvements typically paired with streets, such as streetscapes, are generally also within ACHD's oversight. For the City Core, ACHD has granted the City a master license agreement that enables the City to work more closely with MDC and other downtown stakeholders, to enhance place-making opportunities. While the City is able to regulate and make improvements in the streetscape, those elements behind the back of curb, ACHD still retains full control of the right-of-way and must approve any alterations to the street. Any improvement which impacts line of sight for vehicles, even behind the back of curb, must also be approved by ACHD prior to placement or construction. All other improvements must be coordinated with the City or MDC.

ACHD involvement, feedback, and cooperation in the creation of this plan was critical, as will their ongoing participation for implementation and infrastructure improvements in the future. All redevelopment and place-making improvements should seek the cooperation of ACHD to maximize investment, cost-sharing, and to reduce construction impacts through timing of installation, co-placement of improvements, and to install joint-use facilities.

Meridian Development Corporation

MDC is the City's Urban Renewal agency and was created through adoption of the Meridian Revitalization Plan, by ordinance 02-987 on December 3, 2002. The plan, which outlines special powers, duties, and obligations of MDC, also includes several major goals. These goals vary in scope, and include:

- the elimination of environmental and structural deficiencies;
- the assembly of land into parcels suitable for modern development;
- making public improvements which stimulate new economic growth;
- implementing performance and design standards;
- strengthen the tax base; and
- creating public plazas, civic facilities, gateways, and the like.

The Destination Downtown vision plan, created by MDC, was developed to supplement the tools and guidelines of the Meridian Revitalization plan with more specific projects, efforts, and direction to realize a bright and vibrant downtown Meridian.

City of Meridian

While the City formed an urban renewal agency to focus efforts and dedicate funding to the improvement of downtown, the City still supplies a great deal of other resources to promote economic health and vitality in the heart of the City. The Public Works Department continues to make utility infrastructure improvements within the City Core, and the Parks and Recreation Department installs and maintains all streetscape improvements, parks, and plazas within this planning area. City staff also dedicates time and resources in support of MDC led activities, from planning and coordination to administration of funds from both local and federal resources. This also includes allocation of Community Development Block Grant (CDBG) dollars.

With the City's heavy involvement and active participation in efforts towards realizing a vibrant downtown, development interests in Downtown should seek to understand on-going City improvements and activities that may be jointly beneficial, in order to realize cost-savings or capitalize on joint-venture opportunities. The Community Development Department can facilitate inquiries about City led efforts, and communicate standard policies and procedures for development within the City Core.

What are Pedestrian Oriented Streets?

From the Destination Downtown Vision Plan. This image is an example of pedestrian improvements to enhance safety.

Wide pedestrian walkways, trees, plant material, traffic calming features, and pedestrian scale design elements help to make pedestrians a priority focus (The Gateway, in Salt Lake City, UT).

Vehicular traffic and even on-street parking may be important on pedestrian oriented streets, but the priority is to create safe and comfortable pedestrian environments that promote connectivity, activity, and social experiences. A few benefits of pedestrian oriented streets include:

- Enhanced safety - Wider sidewalks, on-street parking, landscaped parkways, and other physical buffers such as street furniture all provide greater separation of pedestrian and vehicular areas, which enhances pedestrian safety.[1] Safer, accessible, and attractive environments support uses typical in a traditional downtown, where walking and leisurely activity is expected.
- Vibrancy - Streets with active pedestrian life become vibrant cultural and economic centers that not only draw visitors from surrounding areas, but encourage Third Place. The principle of Third Place, as written by sociologist Ray Oldenburg, is a "setting beyond home and work (the "first" and "second" places respectively) in which people relax in good company and do so on a regular basis."[2]
- Health & Comfort - Street trees and other landscaping not only provide shade and reduce heat island, which creates more comfortable environments for leisurely activity, but they are also shown to reduce stress, by reducing mental fatigue and feelings of irritability.[3]

1 Tumlin, J. (2012). Sustainable Transportation planning. New Jersey: John Wiley & Sons, Inc.
2 Oldenburg, R. (2001). Celebrating the Third Place. Marlow & Company.
3 University of Illinois at Urbana-Champaign. (Vol. 1 No. 6). Cooler in the Shade: Aggression and Violence are Reduced with Nature Nearby. University of Illinois at Urbana-Champaign, Human-Environment Research Laboratory. University of Illinois at Urbana-Champaign

3. Existing Conditions

Downtown Meridian and more specifically the City Core is a collection of old and new. Some streets lack basic sidewalk improvements and others are equipped with enhanced lighting, parkways, and other aesthetic improvements. Similarly, properties and existing structures vary from old and in disrepair to new and state-of-the-art. A number of buildings in the City Core are historic with their construction dating back more than 100 years. Uses also vary, from single-level commercial and industrial to multi-level mixed use and residential.

Right-of-way (ROW) for streets in downtown is typically limited to 80-feet, with some streets having as little as 50-feet. In some locations limited ROW can be overcome either because of generous setbacks of existing structures and facilities or because redevelopment is likely to occur. However, other locations for a variety of reasons are likely restricted to what's currently available. This plan is sensitive to ROW and, wherever possible, works with existing availability to minimize impacts to property owners and structures.

In many areas of downtown storm-water infrastructure is old and accurate data is not always available for the location and sizing of facilities. Storm-water is an important consideration for any development making improvements along public right-of-way, and best discussed and investigated early on.

Destination Downtown Districts

The following is a brief summary describing the state of existing conditions for Destination Downtown districts impacted by this plan.

Washington and Main District

The Washington and Main District has successfully developed into a charming area with a number of residential to commercial conversions, infill projects, and an assortment of professional services, dining, and retail uses. Buildings are generally well maintained with interesting architecture, improved landscaping, and as a whole are very inviting. There are occasional gaps in sidewalks and streets do not generally have consistent streetscape thematic elements.

Transit Oriented Development District

The Transit Oriented Development (TOD) and Cultural District promotes multi-modal access and transit supportive densities to provide for future transit services to downtown. Today, existing uses within the TOD are almost all low-density. Residential areas are isolated and lack any pedestrian friendly connectivity within core areas of downtown, and other uses are generally auto-oriented or industrial in nature. City Hall is the only notable new improvement within the Destination Downtown TOD vision. The multi-story structure provides interesting architecture, supports a large work-force, was developed in conjunction with a public plaza, and supports pedestrian friendly community events.

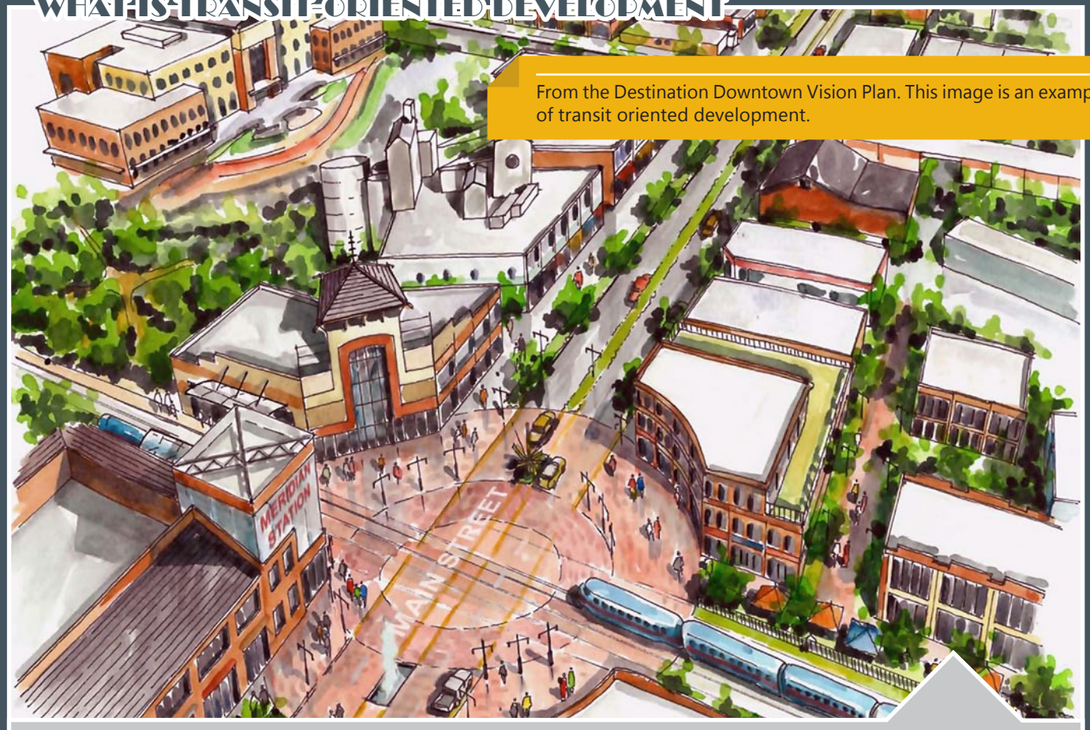
Traditional City Core (also known as Old Town)

The Traditional City Core (TCC) on the surface very much presents the appearance of a traditional downtown area, but for the most part lacks any integrated mixed uses or residential opportunities. The TCC has not yet been able to attract enough destination uses to create and support a lively environment, or regularly draw people in from the adjacent residential neighborhoods. Activities are generally limited to peak hours and special events, with off hours largely vacant of pedestrians. The COMPASS and VRT building is a notable new construction project which reduced blight and provides a desirable architectural aesthetic, but is more akin to development within a strictly employment area, or as a resource for transit supportive development within the TOD (which it is immediately adjacent to). No new projects within the TCC have included a residential component, created additional draw to neighboring residential areas, and have not created synergies to support or enhance other desired TCC uses and an active pedestrian environment.

Neighborhood Preservation Area

Though very little of the Neighborhood Preservation Areas (NPA) overlap the planning area of this document, they are essential in supporting Destination Downtown, which this plan builds upon. While some residential infill and redevelopment has occurred, improved and renovated properties are generally isolated and do not truly feel like part of downtown, other than to be in an older area. Connectivity with the core areas of downtown is limited with sidewalks frequently in disrepair, missing, or unusable due to poor drainage and other existing conditions. Lighting is often inadequate, and a number of existing uses create the appearance of an unsafe environment. Pedestrian activity is generally non-existent, and there appears to be very limited synergies shared between most of the residential areas with the core downtown area.

What is Transit-Oriented Development



From the Destination Downtown Vision Plan. This image is an example of transit oriented development.

Transit-oriented development (TOD) is compact, mixed-use development near transit facilities and high-quality walking environments. The Transit Cooperative Research Program concludes that the typical TOD leverages transit infrastructure to promote economic development and smart growth, and to cater to shifting market demands and lifestyle preferences. TOD is about creating sustainable communities where people of all ages and incomes have transportation and housing choices, increasing location efficiency where people can walk, bike and take transit. In addition, TOD boosts transit ridership and reduce automobile congestion, providing value for both the public and private sectors, while creating a sense of community and place[1].

Meridian's future Transit Oriented Development and Cultural District includes those areas in Downtown Meridian around the Railroad Corridor, between Franklin Road and Broadway Avenue. By laying the groundwork for future public transit opportunities, Meridian would be able to offer residents and visitors convenient and sustainable transportation options within the City and greater Treasure Valley area. Benefits of a TOD include:

- reduced vehicular congestion;[2]
- greater access to services and activities;[1]
- reduces household spending on vehicular transportation;[1]
- promotes a healthier lifestyle with more walking;[3]
- more affordable transportation through increased densities;[1] and
- reduces sprawl through infill and compact development.[2]

1 *Federal Transit Administration. (n.d.). Transit Oriented Development. Retrieved October 4, 2013, from US Department of Transportation: http://www.fta.dot.gov/12347_6932.html*

2 Federal Transit Administration. (n.d.). Transit Oriented Development. Retrieved October 4, 2013, from US Department of Transportation: http://www.fta.dot.gov/12347_6932.html

3 US Department of Transportation. (2005, December). Transit Oriented Development. Retrieved from TOD: Lessons Learned: http://www.fta.dot.gov/documents/TOD_Lessons_Learned_12_21.pdf

4. Street Design

Each street segment in the plan has an identified cross-section. Street segments are generally those areas with a consistent design, but some streets may have additional segments because they are intersected by major roadways or have other special considerations. The following is provided with each segment:

- a typical cross-section exhibit;
- a chart comparing existing vs. ultimate conditions; and
- narrative describing the design, intent, special considerations, and implementation.

Cross-section Format

Cross-section Requirements

Cross-section exhibits represent a desired vision of the future and address identified needs and features from other transportation and vision planning documents, but do not necessarily reflect all conditions and some variation may be required. The supporting narrative describes not only why certain elements exist or how the street is likely to reach a fully improved and ultimate condition, but also what any variation to the plan must address. Regardless of cross-section or extent of variations, each street must not only support identified needs, but do so consistently for the length of a block and sometimes throughout the entire corridor. While some variations are likely, they should occur only as a result of obstructive existing conditions, for intersection configurations, or to provide additional improvements and features which better serve the pedestrian environment. All future variations to this plan must seamlessly integrate with the designated cross-section, or be consistently carried through for the length of a block or corridor as appropriate.

Cross-section Alignments

For each cross-section to be realized, the identification of a starting point and alignment for future street configurations is critical. While some improvements may occur as a result of improvements for the length of an entire block, others may be intermittent occurring mid-block (for example). The starting point for an alignment, identified as the centerline of the existing road (or in some cases as the edge of existing ROW), is used to ensure that regardless of existing conditions, some improvements (such as sidewalks) may be improved gradually. Each cross-section generally identifies the existing centerline of roadway, edge of existing ROW, and directional orientation. It is the intention of this plan that gradual and partial improvement of the street environment be considerate to both public and private funds, and be installed in their ultimate configuration wherever possible.

In general, improvements should be installed consistent with existing curbs, and curb alignments only modified to ultimate configurations when they can appropriately transition into existing improvements (such as with driveways or street corners), or when the curb can be adjusted for the length of an entire street segment. Dimensional standards for the installation of some elements such as streetscape improvements may not always be feasible without other modification to the curb alignment and storm-water infrastructure, in which case improvements must be designed with flexibility for expansion to ultimate configurations later (including preservation of space to do so). Opportunities should be explored for interim conditions which maximize immediate value, and for providing resources to jointly finish improvements when ultimate conditions may be realized.

Cross-section Alternatives

While most cross-sections are intended to bear some flexibility, there are cases where significant design alternatives may be needed. The intent of design alternatives is not to allow for a reduction of facilities. Instead, they are intended to allow for more preferential improvements that require greater participation and partnerships that may otherwise be financially infeasible for smaller scale redevelopment. Alternatives may also be used to accommodate special site conditions with respect to existing trees, utilities, and to resolve other unique existing conditions. These alternatives should strive to maintain proposed alignments, and still provide improvements consistent with identified priorities for each cross-section segment. In no case should design alternatives be allowed which are detrimental to planned connectivity or negatively impact street network operations, which is not supportive of the long-term Destination Downtown vision, or which compromises safety.

Low Impact Development

Low Impact Development (LID), also known as Green Storm-water Infrastructure ([GSI], and included more broadly under the term of Green Infrastructure [GI]), is, at a very basic level, storm-water management and treatment processes intended to protect our water resources. There are however other benefits to LID, including aes-

What is Low Impact Development?

Low Impact Development in Portland, Oregon. For more information, see www.cleanriverspdx.org

Low Impact Development (LID) also known as green infrastructure, is an ecologically-based stormwater management approach favoring soft engineering to manage rainfall on site. The goal of LID is to sustain a site's pre-development hydrologic regime by using techniques that when possible infiltrate, filter, store, and evaporate stormwater runoff close to its source. Contrary to traditional "pipe-and-pond" conveyance infrastructure that channels runoff elsewhere through pipes, catchment basins, curbs, and gutters, LID often remediates polluted runoff onsite or through a network of distributed treatment landscapes.[1]

Permeable surfaces as a finished grade material is one basic form of LID. A permeable hardscape surface, as opposed to traditional non-permeable asphalt or concrete, allows water to pass through gaps or porous material and infiltrate, rather than flowing into other conveyance facilities. Unit pavers are a common form of permeable surface as they are durable and easy to maintain, and come in a wide variety of forms and uses. Other less modular materials include permeable concrete and asphalt. Maintenance is an important consideration with permeable surfaces, and the location and environment should be an important consideration when choosing the type. Some permeable surfaces are more difficult to clean or are more sensitive to runoff with debris.

Tree trenches are another LID tool well suited for use in an urban environment. Tree trenches are a structural framework, used in lieu of heavily compacted soils directly beneath a paved surface. This subgrade framework supports the roadway and/or pedestrian sidewalk or plaza environment. Large hollow cavities within the framework and below the finished grade allows the use of non-compacted soils to promote plant

Water is conveyed into a rain garden between breaks in curbing and through permeable stone pavers, in Portland, Oregon.

1 Architecture, Fay Jones School of. LID a design manual for urban areas. Fayetteville, Arkansas: University of Arkansas Press, 2010.

What is Low Impact Development? (continued)

Low impact development (green infrastructure) system and trail at Kaiser Permanente in Modesto, CA

growth, increase the water storage capacity of the soil (loose soil can hold more water), and provide easy access to buried utilities (in conjunction with unit pavers). Silva Cells by deep-Root are one example of a modular tree trench framework.

Rain gardens are another form of LID bioretention which not only store stormwater, but also mitigate for pollutants. Mitigation of stormwater pollutant is accomplished through phytoremediation processes (treatment of toxins with plants and organics), as runoff passes through the plant and soil community. Rain gardens combine layers of organic sandy soil for infiltration and mulch to promote microbial activity. Native plants are recommended based upon their intrinsic synergies with local climate, soil, and moisture conditions without the use of fertilizers and chemicals. Rain gardens are best applied on a relatively small scale. They work well along driveways and in low lying areas of a property.[1]

Bioswales are another bioretention device in which pollutant mitigation occurs through phytoremediation and similar natural processes. Bioswales combine treatment and conveyance services, reducing land development costs by eliminating the need for costly conventional conveyance systems. The main function of a bioswale is to treat stormwater runoff as it is conveyed, whereas the main function of a rain garden is to treat stormwater runoff as it is infiltrated. Bioswales are often found located along roads, drives, or parking lots.[1]

1 Architecture, Fay Jones School of. LID a design manual for urban areas. Fayetteville, Arkansas: University of Arkansas Press, 2010.

thetic landscaping improvements and opportunities to use them as buffers between pedestrian facilities and the roadway. LID techniques may also be able to provide both short-term and long-term cost savings through planning and partnerships of multi-purpose facilities. While LID is desired for protection of our interconnected system of rivers, creeks, and riparian outdoor recreation facilities, from excessive discharge and pollution, they may also be required with increasingly complex and stringent federal permits for National Pollutant Discharge Elimination Systems.

LID and other green infrastructure are preferred design alternatives to parkways in some locations of the City Core. LID techniques should not however be installed where improvements would significantly restrict safe pedestrian activity, particularly in locations with zero-setback development. LID techniques are very appropriate in landscaped bulbouts, parkways, medians, and spaces where pedestrian activity is not envisioned, or where adjacent facilities will meet the described intent. Preferred types of LID include permeable pavers, bioswales, and tree trenches.

Streets most appropriate for LID techniques are generally those segments with landscaped parkway strips, and buildings with larger setbacks, though tree trenches may be integrated almost anywhere.

Some appropriate roadway segments for consideration of LID improvements may include:

- Bower between Main and East 3rd;
- Idaho between Meridian and Main (full redevelopment);
- State (depending on property owner interest);
- Carlton (depending on property owner interest);
- Main North of Carlton; and
- Pine in residential areas and where existing trees can be protected.

LID techniques should also be considered for smaller, interconnected systems throughout Downtown. Regardless of where low impact development is installed, design features should ensure that on-street parking is easily accessible and that 5-foot sidewalks at a minimum are still provided.

When LID techniques are not ancillary and directly integrate with existing storwmater management systems for a roadway, they will require extensive analysis, planning, and coordination for integration into existing systems. These systems require very specialized plant materials, soils, and other construction materials to maximize efficiency and value, and to meet local, state, and federal standards. For more information on LID, see sidebars on page 4-1 and 4-2.

Parking

This street cross-section master plan is not a parking plan. While parking is a critical issue and an essential continuing discussion, because this plan has no horizon year and represents a build out, the evolving nature of the topic is better left to more dynamic and comprehensive considerations. While it is possible to estimate future needs, when and where those needs occur requires solutions to be more flexible. Solutions that also take into account interim and progressive needs, and that also consider on-site redevelopment requirements and future off-street public parking facilities. This plan is considerate of on-street parking provisions, provides consideration for impacts, and recommends minor improvements to optimize efficient on-street availability, but ultimately on-street parking needs to be considered as part of a larger and more comprehensive parking management plan.

Parking Requirements

In general all redevelopment which does not provide access to public or shared parking lots, and which have or may have alley accesses, should remove curb-cuts and driveways from public roadways. Private off-street parking facilities should only take access from public roadways when alleyway access is not available, or traffic to the property would create unsafe traffic conditions. Within the urban environment, protection of and provision for multi-purpose public parking should take priority over limited single-use private facilities, when one may negatively impact the other.

In areas where on-street parking may be significantly reduced due to future improvements by identified cross-sections, implementation of this plan should consider triggers and thresholds for prioritizing and phasing improvements, such that parking is not lost in one area without appropriate and timely compensation in others. Opportunities should be explored by the parking authority (MDC) to consider and balance current, interim, and ultimate parking needs, and to make or require improvements which are fair to existing stakeholders, without unintentionally discouraging redevelopment. Future development will ultimately determine need, but a parking management plan should be considered to identify projected needs, solutions, and most importantly create realistic implementation strategies.

Accessible Design

It is the intention of this plan that all future facilities are constructed with thoughtful design that seamlessly integrates accessibility features for all ages and abilities. At a minimum, this plan supports the Americans with Disability Act, and all requirements within the current ADA Standards for Accessible Design, as published by the United States Department of Justice, must be met.

Cross-section Corridors & Segments

The following pages function as cut-sheets and contain cross-sections for each street segment within the planning area. Measurements are always in an orientation perpendicular to the existing centerline. Sizes are approximate and based on Geographic Information System (GIS) roadway centerline and right-of-way data. Record GIS information is kept by the City for centerline and right-of-way data used by this plan. All improvements must be surveyed and verified prior to final design and installation.

CORRIDOR: Main Street

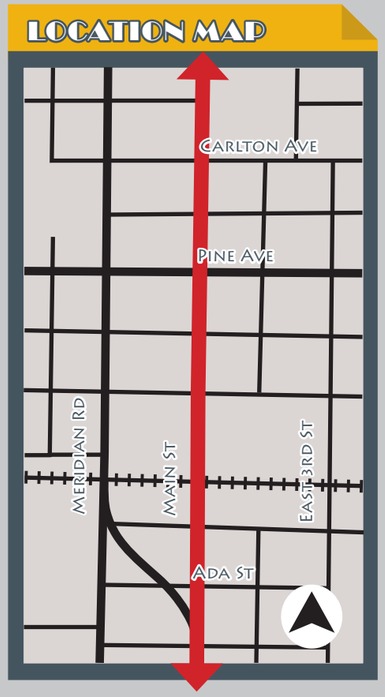
Corridor: Main Street

Main is the primary roadway into the heart of Downtown. While Meridian Road may facilitate more traffic through the area, it is not as accessible or visible to most downtown businesses, and is not supportive of the pedestrian environment contributing to the charm, appeal, and marketability of downtown. With the completion of the split corridor project, Meridian Road supports higher speed through traffic preferences, and provides the framework for Main to be an inviting environment that balances connectivity and pedestrian safety, making special events, shopping, and dining more attractive.

Main extends the full length of the Urban Renewal Area and is integral to the connectivity of all of the districts described in the Destination Downtown vision plan. Within the extents of this planning area, Main connects the Washington and Main District, the Traditional City Core (TCC), and the Transit Oriented Development District (TOD). Main is also integral to the identification of each district, and provides the greatest opportunity and visibility for distinct district thematic.

Reflective of both existing conditions and vision plan descriptions of the future, there is a north to south intensification of land use moving south from the Washington and Main District into the TOD. This transition is supportive of the smaller residential to commercial conversion and infill redevelopment to the north, and encourages more dense development within the TCC and TOD, necessary to someday support transit opportunities along the rail corridor to the south.

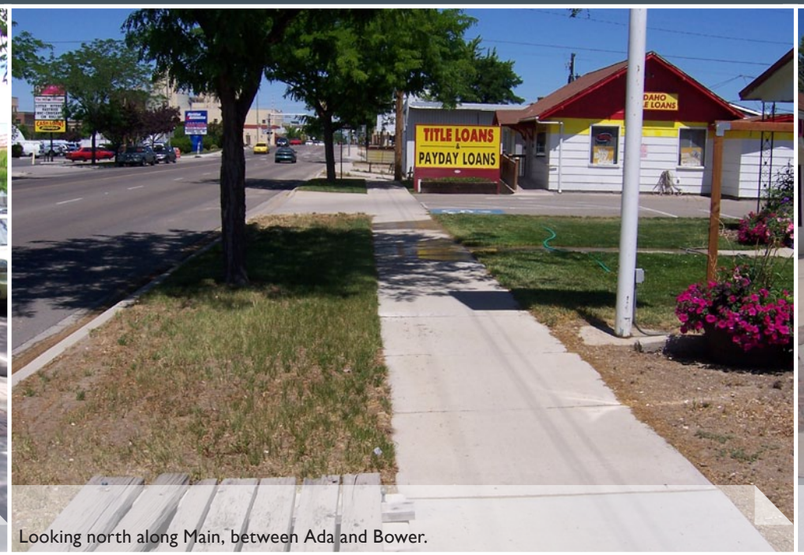
Main between Ada and Franklin is constrained by a unique roadway and traffic configurations in support of the split corridor cross-over. Gradually changing conditions make single cross-sections ineffective to address this area, but streetscape improvements and way-finding enhancements should never-the-less be proactively implemented as an entryway corridor into Downtown. Priorities should be on maintaining pleasant and safe pedestrian connectivity despite the vehicle focus, by adding street trees, pedestrian lighting, and making all reasonable efforts to provide for detached sidewalks. Improvements should be parallel to and follow the back of curbs, except where bulb outs or curb extrusions may occur.



Generations Plaza: located on the north-east corner of Main and Idaho, Generations plaza is a downtown anchor that enhances the visibility, attractiveness, and draw of downtown Meridian. The plaza provides pedestrian amenities, supports community special events, and creates additional opportunities for attractive outdoor dining and catering frontage.

EXISTING PHOTOS

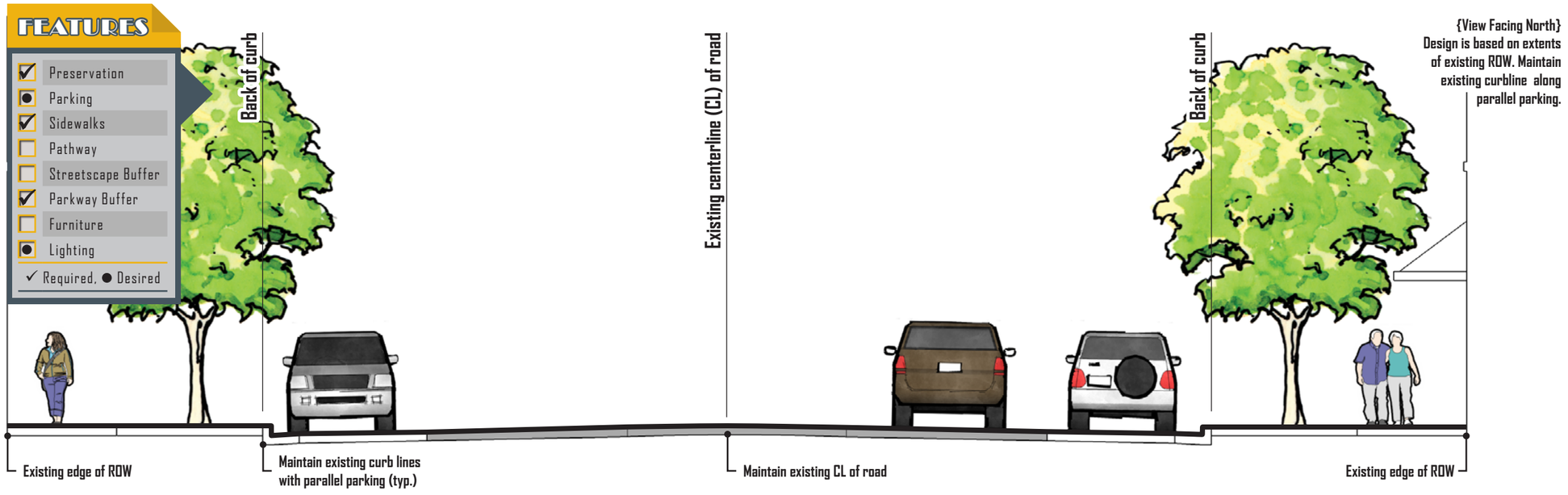
Looking south along Main Street, between Pine Avenue and Idaho Avenue.



Looking north along Main, between Ada and Bower.

Looking north along Main, between Pine and State.

MAIN STREET: Carlton Avenue to Fairview Avenue



Main Street

Carlton Avenue to Fairview Avenue

Considerations:

Main north of Carlton is a traditional downtown street lined predominately with residential to commercial conversions and some infill redevelopment. Restaurants and professional services are the predominate types of existing uses, with some government services and a number of historic structures. The street is critical for north-south vehicular and pedestrian connectivity into downtown, and is the primary arterial access for business and residential access between Fairview and Franklin. This roadway segment is outside of the planning area, and not covered by the City's ROW master license agreement with ACHD.

Intent:

The intent of this cross-section is to maintain and improve connectivity, and to balance the needs of both automotive and pedestrian uses. Detached walkways and landscape buffers are the top priority, with on-street parking also being critical. Street trees, signage, and lighting are intended to be consistent thematic elements, with pavers and streetscape furniture occurring where appropriate, and must be carried forward as consistent entryway thematic elements for the length of the corridor.

Description of Ultimate Conditions:

The only significant variation to the typical existing (2013) street cross-section is the potential for short center median islands. These islands are envisioned to occur where traffic patterns will be minimally impacted, generally only restricting alleys from becoming through streets, and be built to provide additional aesthetic and thematic benefits to the street environment. In some cases planter strips between the back of curb and detached sidewalk may be preferred over pavers, especially in conditions where building setbacks are further from the roadway, but should still integrate other typical improvements.

Implementation Process:

In most cases the actual roadway for the Main cross-section is already built-out with little need for roadway reconfiguration. Future improvements will generally be located behind the back of curb or involve relatively minor curb line adjustments, and occur either through private redevelopment and infill projects or improvements by MDC and partner agencies.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Three lanes with center turn lane	Three lanes with center turn lane
Parking	Parallel (both sides)	Parallel (both sides)
Parking Capacity*	Varies	Varies
Walkways (ea. side)	6-feet detached, varies	6-feet detached, min.
Buffer (ea. side)	Varies by area	8-feet landscape buffer
Pathway	None	None
Bike support	Sharrows	Sharrows

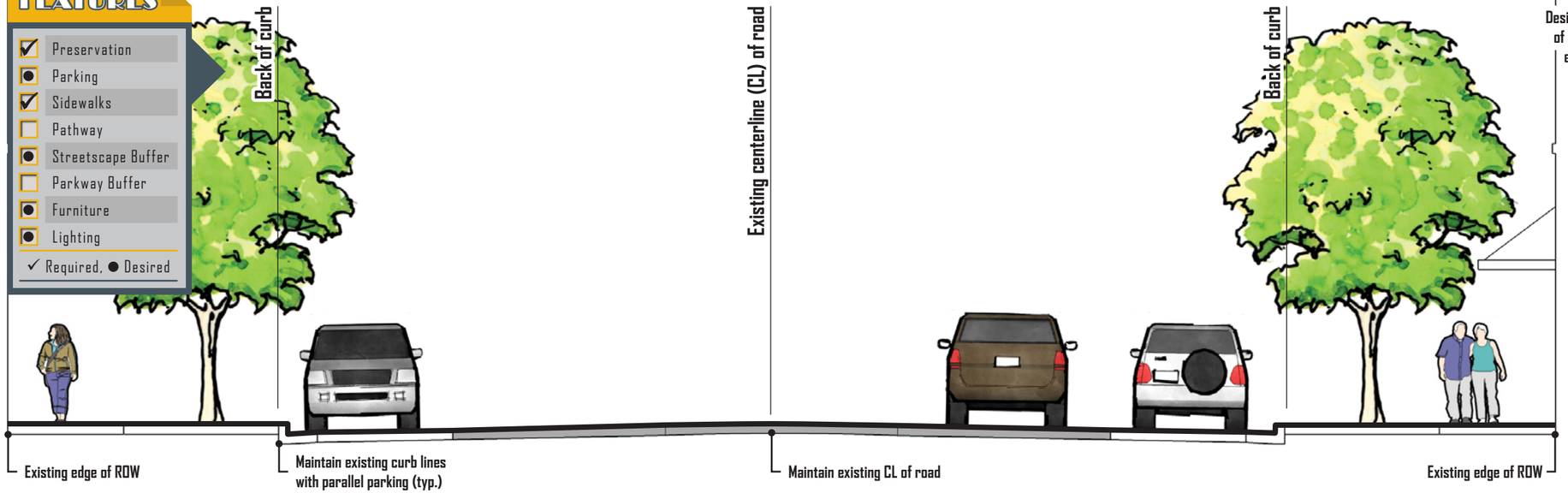
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

MAIN STREET: Ada Street to Carlton Avenue

FEATURES

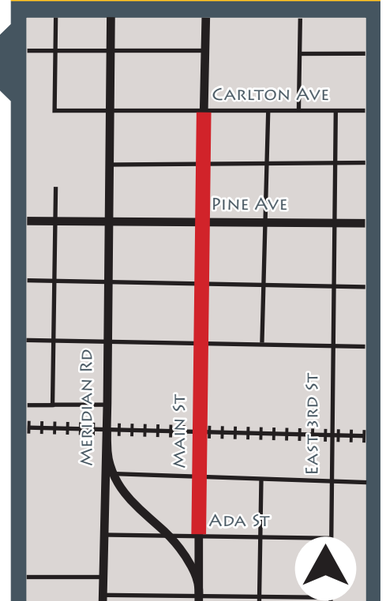
- ✓ Preservation
- ● Parking
- ✓ Sidewalks
- ☐ Pathway
- ● Streetscape Buffer
- ☐ Parkway Buffer
- ● Furniture
- ● Lighting

✓ Required, ● Desired



14' Pedestrian		26' to CL of Road		26' to CL of Road			14' Pedestrian	
6-7' Walkway	7-8' Streetscape	8' 6" Parallel Parking	11' Drive Lane	12' Center Turn Lane	11' Drive Lane	8' 6" Parallel Parking	7-8' Streetscape	6-7' Walkway

LOCATION MAP



Main Street

Ada Street to Carlton Avenue

Considerations:

Main between Ada and Carlton is a traditional downtown street lined predominately with older buildings and some infill redevelopment. Restaurants and professional services are the predominate types of existing uses, with some government services and a number of historic structures. The street is critical for north-south vehicular and pedestrian connectivity, and is the primary arterial access for business and residential uses between Fairview and Franklin.

Intent:

The intent of this cross-section is to maintain and improve connectivity, and balance the needs of both automotive and pedestrian uses. Detached walkways and landscape buffers are the top priority, with on-street parking also being critical. Street trees, signage, pavers, and lighting are intended to be consistent thematic elements, and must be carried forward appropriately as consistent entryway thematic elements for the length of the corridor.

Description of Ultimate Conditions:

The only significant variation to the typical existing (2013) street cross-section is the potential for short center median islands. These islands are envisioned to occur where traffic patterns will be minimally impacted, generally only restricting alleys from becoming through streets, and be built to provide additional aesthetic and thematic benefits to the street environment. On-street parking should generally be parallel where it occurs, with angled parking discouraged due to traffic and safety impacts, especially for bicycle users.

Implementation Process:

In most cases the actual roadway for the Main Street cross-section is already built-out with little need for roadway reconfiguration. Future improvements will generally be located behind the back of curb, and occur either through private redevelopment and infill projects, or improvements by MDC and partner agencies. Driveways and unnecessary access points to Main should be restricted or removed with redevelopment, particularly near alleyways.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Three lanes with center turn lane	Three lanes with center turn lane
Parking	Parallel/Angled (both sides)	Parallel (both sides)
Parking Capacity*	111	82
Walkways (ea. side)	6-feet detached, varies	6-feet detached, min.
Buffer (ea. side)	Varies	8-feet per standards
Pathway	None	None
Bike Support	None	Sharrows

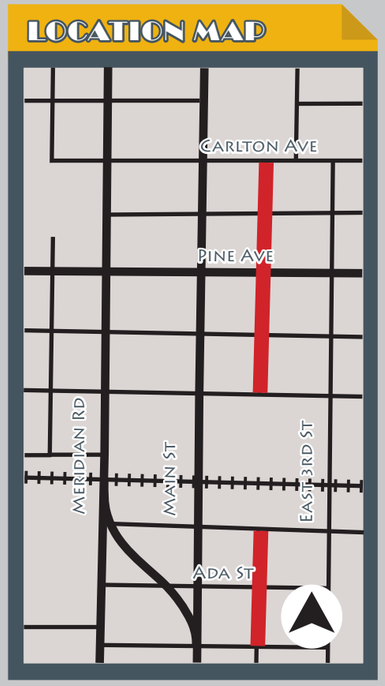
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

CORRIDOR: East 2nd Street

Corridor: East 2nd Street

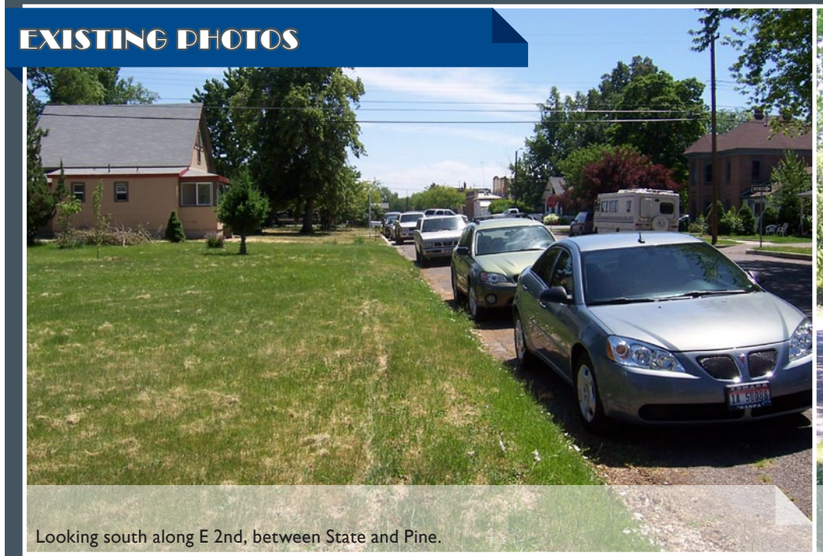
East 2nd ends on its north extent at Carlton, to the south at Franklin, and is also interrupted by the Railroad properties immediately south of Broadway (with no crossing). Despite the lack of north-south connectivity, East 2nd is important both for local vehicular traffic and for pedestrian connectivity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

Within the planning area, East 2nd primarily serves the TCC, but also supports the Transit Oriented Development & Cultural district (TOD) to the south of the railroad tracks. The local connectivity on each segment of the corridor is critical for both of these districts, and more-so than even Main, provides the opportunity to enhance multi-modal and pedestrian friendly uses and activities, which is absolutely essential to critical elements of the Destination Downtown vision plan. The support for and provision of vibrant and active streets and streetscapes is paramount to the vision of the TCC, and the limited out-of-network connectivity for this roadway provides a unique opportunity to support these activities without creating congestion on more through corridors.



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

EXISTING PHOTOS



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

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

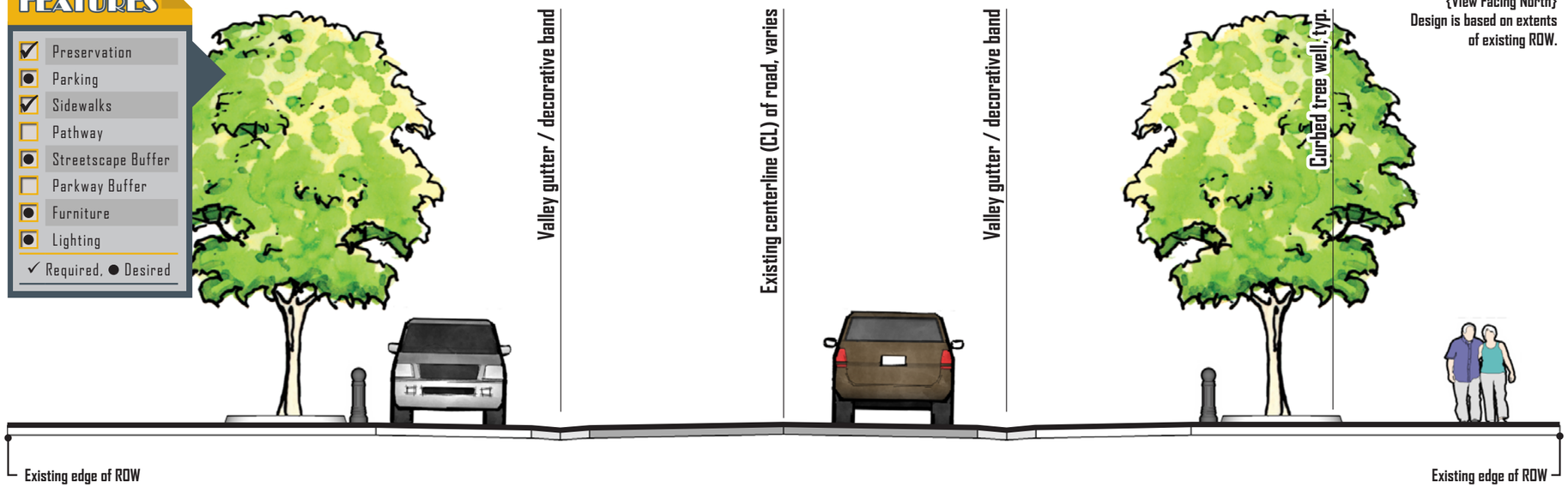
Looking south along E 2nd, between Carlton and State.

EAST 2ND STREET: Broadway Avenue to Carlton Avenue

FEATURES

- ✓ Preservation
- ● Parking
- ✓ Sidewalks
- ☐ Pathway
- ● Streetscape Buffer
- ☐ Parkway Buffer
- ● Furniture
- ● Lighting

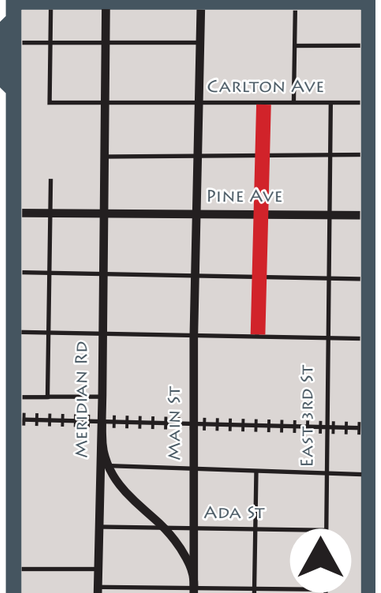
✓ Required, ● Desired



19' Pedestrian		21' to CL of Road			21' to CL of Road			19' Pedestrian	
11' Walkway	8' Streetscape	8' Parallel Parking	3' Band	10' Drive Lane	10' Drive Lane	3' Band	8' Parallel Parking	8' Streetscape	11' Walkway

Note: See the appendices for alternative cross-section designs

LOCATION MAP



East 2nd Street

Broadway Avenue to Carlton Avenue

Considerations:

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

Intent:

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

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

Description of Ultimate Conditions:

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

Implementation Process:

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

Comparison of Existing and Ultimate Conditions

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

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

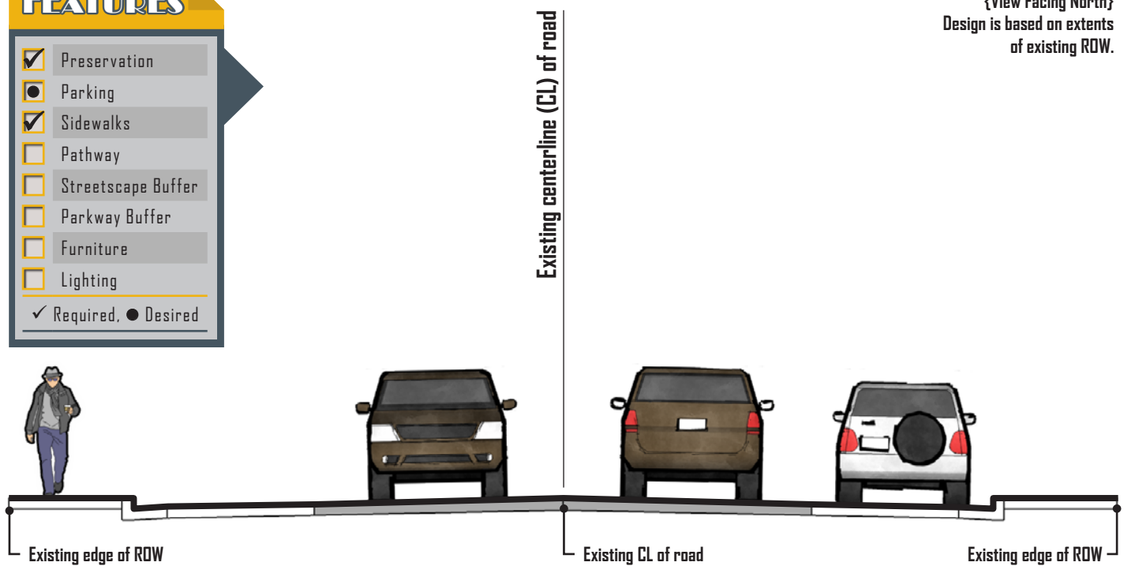
EAST 2ND STREET: Bower Avenue to Ada Street

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ☐ Pathway
- ☐ Streetscape Buffer
- ☐ Parkway Buffer
- ☐ Furniture
- ☐ Lighting

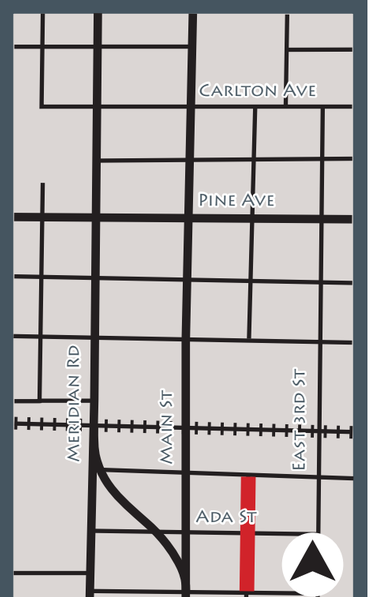
✓ Required, ● Desired

{View Facing North}
Design is based on extents of existing ROW.



5' Pedestrian	19' 6" to CL of Road		19' 6" to CL of Road		5' Pedestrian
5' Walkway	8' Parallel Parking	11' Drive Lane	11' Drive Lane	8' Parallel Parking	5' Walkway

LOCATION MAP



East 2nd Street

Bower Avenue to Ada Street

Considerations:

East 2nd between Bower and Ada, much like the segment north of Broadway, consists of short blocks lengths intersected by multiple cross-streets and alleys. This street segment dead-ends at Bower along properties with rear abutment to the railroad corridor. The street is currently dominated by older single-family residential housing, in an area largely cutoff from the rest of the City Core and surrounded by major arterials and industrial uses. Existing public ROW is limited to approximately 49-feet, and with parcels both small in overall size and short in depth, acquiring more ROW is unlikely to occur. Additional mobility improvements, streetscape enhancements, and general redevelopment within the Destination Downtown vision, without concerted parcel assembly efforts, will be difficult.

Intent:

Sidewalks and then on-street parking are the priority. There is no existing ROW available for other improvements or enhancements, and additional acquisition is unlikely to occur. If through redevelopment or parcel assembly additional ROW is made available, streetscape improvements should focus on safety and pedestrian supportive improvements and activities, such as detached walkways and landscape buffers consistent with other areas of downtown. Maintaining unique assets such as existing trees should be a priority, and improvements should be careful to avoid their removal whenever possible. On-street parking should be secondary to preserving existing assets.

Description of Ultimate Conditions:

Though this cross-section requires limited improvements in ultimate conditions, the narrow streets and older trees provide their own unique charm and character to the street environment. Interim and ultimate improvements which continue to build upon this aesthetic with large canopy deciduous trees will help to provide a comfortable and active pedestrian environment. The narrow roadway, on-street parking, and limited connectivity should keep automotive speeds slow, and reinforce the neighborhood feel.

Implementation Process:

Implementation of this roadway segment is most likely to occur through redevelopment. While future access to alternative transportation is likely to create demand for higher density and mixed uses, with limited existing connectivity and visibility, development will likely be slow to occur until transit services are made available. Street improvements are minimal however and may occur gradually with individual parcel redevelopment.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	49-feet (ROW)	49-feet
Road	Two-way	Two-way
Parking	Parallel	Parallel
Parking Capacity*	18	18
Walkways (ea. side)	Attached, various widths and gaps in service	Attached, 5-foot min.
Buffer (ea. side)	None	None
Pathway	None	None
Bike Support	None	None

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

CORRIDOR: East 3rd Street

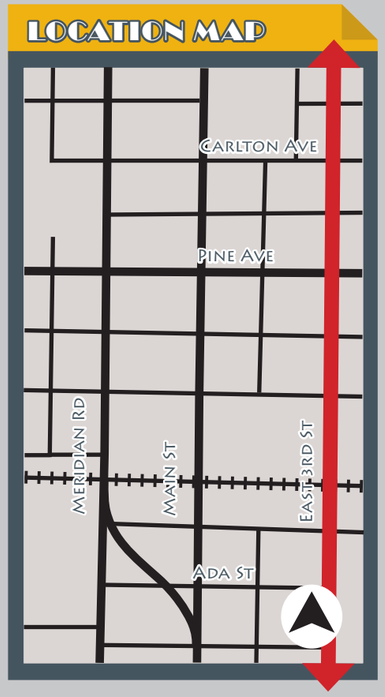
Corridor: East 3rd Street

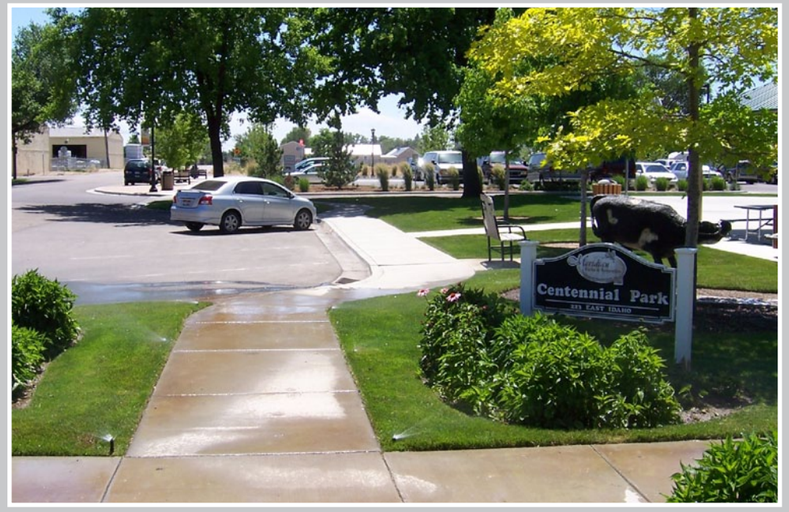
Other than the Meridian Road and Main, East 3rd is the only other north-south roadway between Linder and Locust Grove which crosses the railroad tracks. The corridor intersects several major east-west arterials, including Pine and Franklin, and will be extended north to Fairview in the future. A HAWK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

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

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

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





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

EXISTING PHOTOS

Looking south along E 3rd, between Bower and Ada.

Looking north along E 3rd, between Ada and Bower.

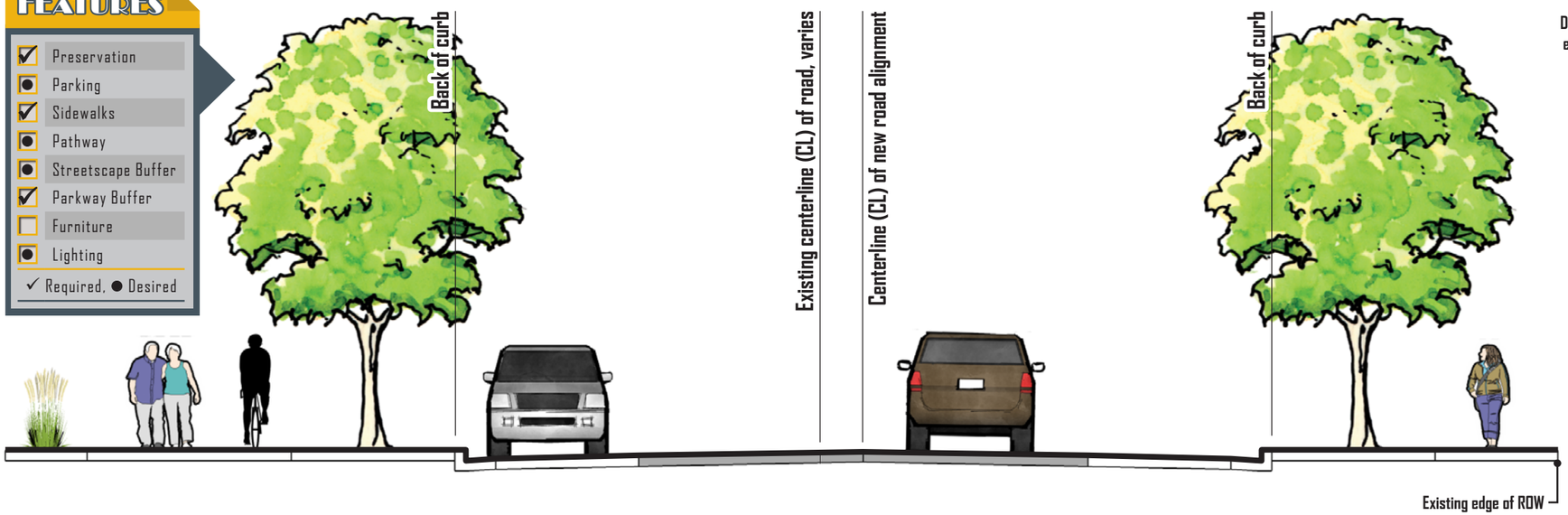
Looking south along E 3rd, between Bower and Ada.

EAST 3RD STREET: Franklin Road to Broadway Avenue

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ● Pathway
- ● Streetscape Buffer
- ☑ Parkway Buffer
- ☐ Furniture
- ● Lighting

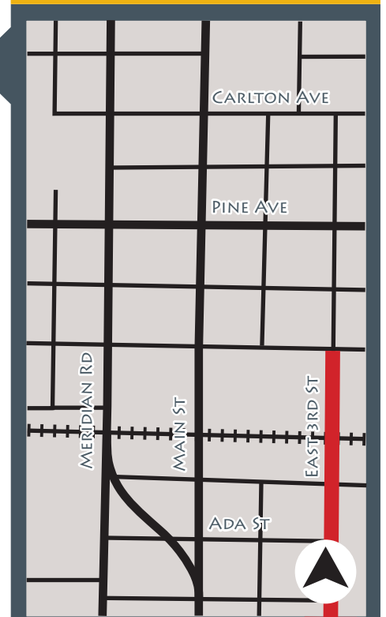
✓ Required, ● Desired



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

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

LOCATION MAP



East 3rd Street

Franklin Road to Broadway Avenue

Considerations:

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

Intent:

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

Description of Ultimate Conditions:

While East 3rd is not intended to serve as an entryway corridor, it is important for connectivity into the downtown area and should be inviting. Tree lined streets with ample buffers for the detached pathways and sidewalks are all important safety and aesthetic elements for the long-term health of the neighborhoods. Bulbouts should be developed at street corners to further enhance safety and provide additional opportunities for landscaping and additional district thematic elements.

Implementation Process:

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

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	76-feet
Road	Two-way	Two-way
Parking	Parallel	Parallel
Parking Capacity*	Varies	51
Walkways (ea. side)	Varies, 4 to 5-feet, fragmented gaps	Detached, 6-feet min. (east side)
Buffer (ea. side)	Varies	8-foot landscape buffer, min.
Pathway	No	Yes, 10-feet min. (west side)
Bike Support	No	Sharrows

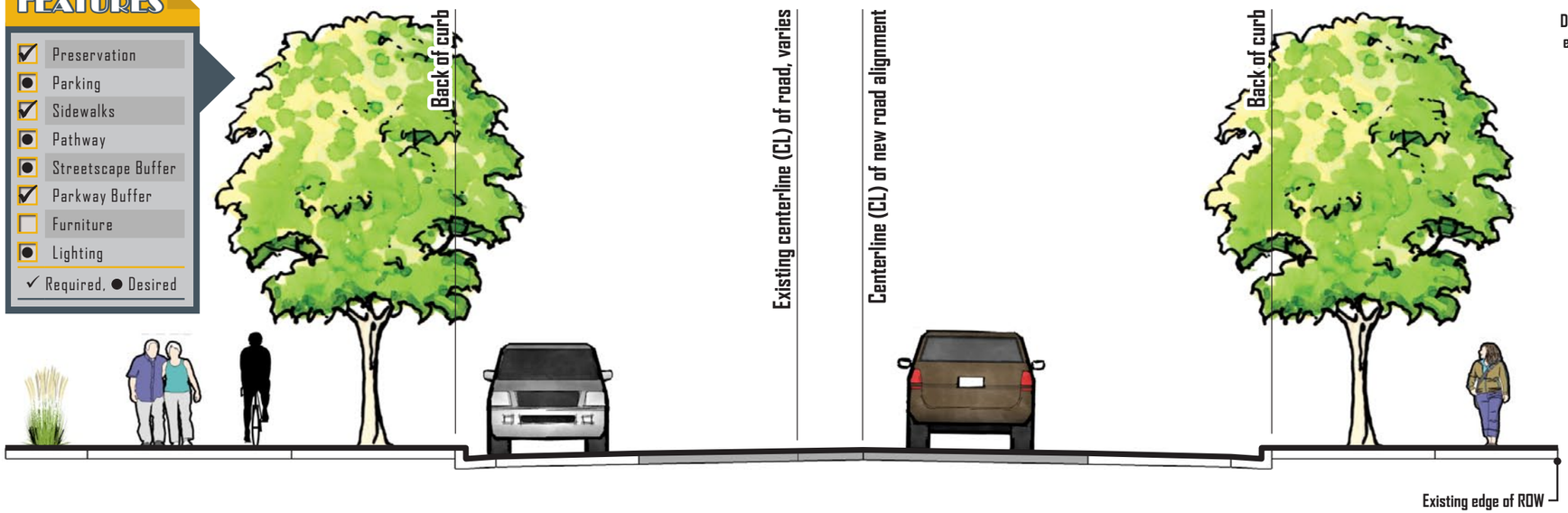
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

EAST 3RD STREET: Broadway Avenue to Carlton Avenue

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ● Pathway
- ● Streetscape Buffer
- ☑ Parkway Buffer
- ☐ Furniture
- ● Lighting

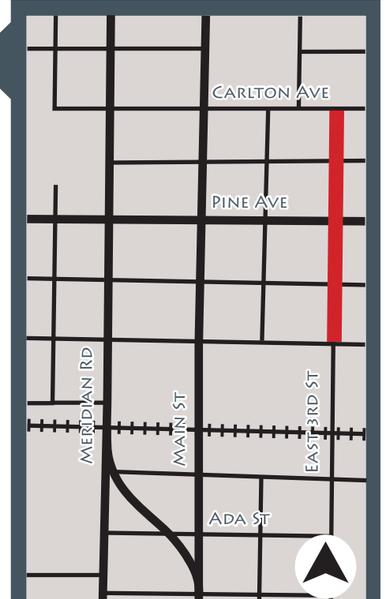
✓ Required, ● Desired



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

22' Pedestrian			17' to Existing CL of Road (varies)		~3'	20' to CL of New Road Alignment		14' Pedestrian	
4' Buffer	10' Pathway	8' Parkway	8' 6" Parallel Parking	11' Drive Lane		11' Drive Lane	8' 6" Parallel Parking	8' Parkway	6' Walkway

LOCATION MAP



East 3rd Street

Broadway Avenue to Carlton Avenue

Considerations:

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

Intent:

The primary intent of this cross-section and any variation is to provide for a safe and convenient north-south pathway connection between Carlton and Broadway. The required ten-foot detached pathway must be on the west-side of the road to maintain alignment with the pathway configuration south of the tracks, and to help improve pedestrian connectivity with urban uses to the west. Walkways must be detached by landscape buffers with large canopy trees, and residential appropriate lighting must be provided to enhance safety. On-street parking should be provided, but angled and perpendicular configurations are heavily discouraged to ensure continuity of the pathway and to reduce back-out conflicts with through traffic. All redevelopment must be considerate to and supportive of the residential nature of this corridor segment.

Description of Ultimate Conditions:

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

Implementation Process:

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

Comparison of Existing and Ultimate Conditions

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

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

CORRIDOR: Ada Street

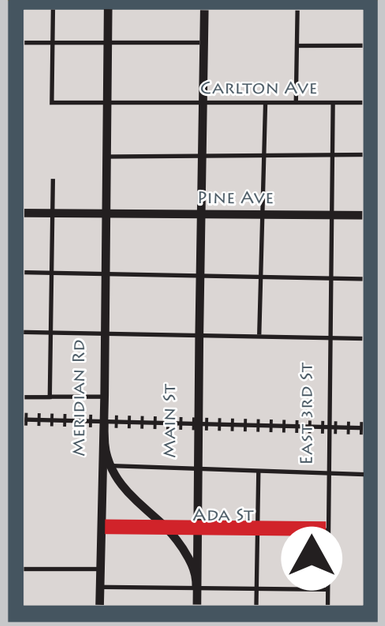
Corridor: Ada Street

Ada is a short corridor that ends to the west at Meridian Road and to the east at East 3rd. It is primarily used for local residential and business access, with no existing destination locations or significant vehicle trip generators. With the completion of the Split Corridor, East 3rd is bisected by both Main and the cross-over. These crossings greatly limit east-west connectivity efficiencies on Ada.

The segment of Ada between Main and Meridian Road was reconstructed as a part of the Split Corridor Phase 2 project, and may be viewed as an ultimate configuration, with one exception. The new roadway is abnormally wide for a single-lane one-way travel direction. Extra space is provided for on-street parking, despite very little accommodation for it along the roadway, when considering turning movements, curb cuts, line of sight, and safety considerations. This should be considered for modification in the future. Two-way traffic along Main ends at Ada, with south-bound traffic on Main forced to make a left or right turn onto Ada, and either go west (turn right) towards Meridian Road or east (turn left) towards East 2nd. Northbound traffic crossing Ada is one-lane only. No cross-section is provided for this segment. All properties along Ada to the west of Main have alleyway access, and should be considered for property access, parking, and other site improvements with redevelopment.

While additional improvements should be made to encourage and take advantage of future transit supportive elements, these enhancements should occur behind the back of curb and be made through redevelopment. Improvements equivalent to the Standard City of Meridian Improvement Standards apply, to the extent possible, with detached walkways being required where possible. In cases with attached walkways, equivalent improvements to the standards must be made behind the walk and include appropriate trees, such as columnar varieties, and other safety, site, and hardscape amenities provided. Additionally, alley frontage may be considered for improvements, such as plazas, particularly with efforts where site conditions restrict the ability to meet City standards along the street.

LOCATION MAP



The Split Corridor Phase 2 project brought with it significant changes to Ada. As a result of the project, traffic heading south on Main must turn onto Ada and then turn onto Meridian to continue heading south. The segment of Ada between Meridian and Main is one-way westbound traffic only, which helps to limit conflicts with prioritized cross-over traffic.

EXISTING PHOTOS

Looking east along Ada, between E 2nd and E 3rd.

Looking east along Ada, between Main and E 2nd.

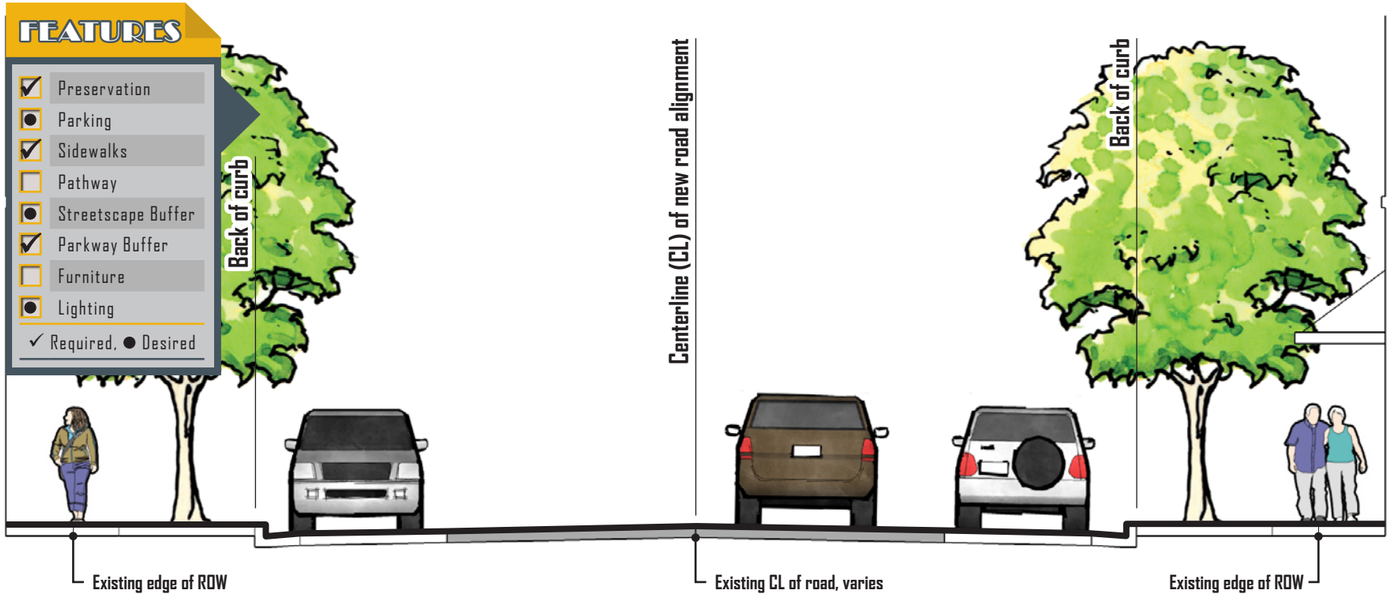
Looking west along Ada, between Main and Meridian.

ADA STREET: Main Street to East 3rd Street

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ☐ Pathway
- ● Streetscape Buffer
- ☑ Parkway Buffer
- ☐ Furniture
- ● Lighting

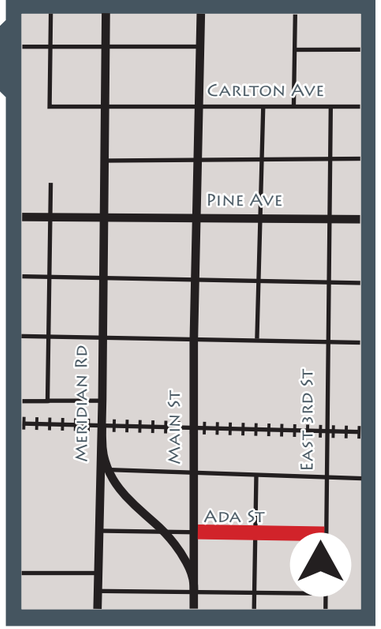
✓ Required, ● Desired



{View Facing East}
Design is based and centered on extents of existing ROW and not the existing centerline of road

11' Pedestrian		19' 6" to CL of Road		19' 6" to CL of Road		11' Pedestrian	
5' Walkway	6' Parkway	8' Parallel Parking	11' Drive Lane	11' Drive Lane	8' Parallel Parking	6' Parkway	5' Walkway

LOCATION MAP



Ada Street

Main Street to East 3rd Street

Considerations:

Ada between Main and East 3rd is a small segment spanning two short blocks. Primary users are residential, though a few existing businesses face Main. Existing ROW is limited to only 55-feet, though there is flexibility with setbacks of existing development and through redevelopment, for additional acquisition of ROW or easement in the future. As redevelopment occurs, especially with future TOD supportive improvements, bulbouts and other pedestrian improvements should be considered to increase safety and provide additional opportunities for aesthetic improvements.

Intent:

The intent of this cross-section is primarily for preservation of existing street character. Ada between Main and East 3rd has a number of large existing street trees which should be preserved whenever possible. Preservation should be prioritized and secondary only to safe and continuous pedestrian facilities. To the extent possible, other improvements consistent with downtown pedestrian aesthetics and improvements are encouraged.

Description of Ultimate Conditions:

As uses are intensified, pedestrian improvements and other aesthetic enhancements such as the tree lined streets and landscaping will become increasingly more important. Commercial and professional uses should consider long-term benefits to outdoor seating areas and other improvements. While existing ROW is limited, the detached sidewalk, reduced (six-foot) planter strip, and on-street parking were all deemed important for the long-term needs, vision, and character of the street.

Implementation Process:

Implementation of this roadway segment may occur gradually through redevelopment. Additionally, the width of the identified cross-section exceeds the available right-of-way. Certain improvements, namely sidewalks, should be detached and installed outside of existing ROW through agreements with property owners or required with redevelopment. While future access to alternative transportation is likely to create higher demand for more intensive development, limited existing connectivity and visibility will likely slow redevelopment.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section width	55-feet (ROW)	61-feet
Road	Two-way	Two-way
Parking	Parallel (non-paved shoulder)	Parallel
Parking Capacity*	Varies	Varies
Walkways (ea. side)	None, except for one parcel.	Detached, 5-feet
Buffer (ea. side)	None	6-foot landscape buffer, min.
Pathway	None	None
Bike Support	None	None

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

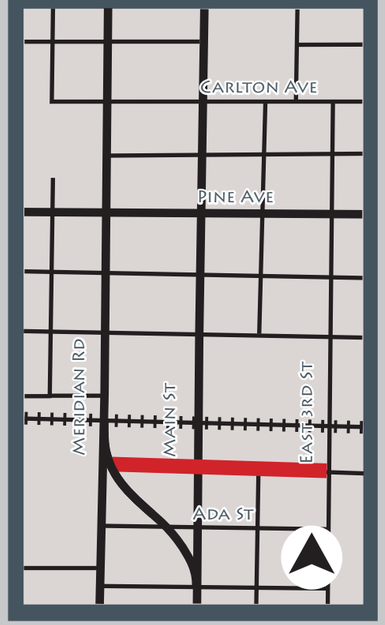
CORRIDOR: Bower Street

Corridor: Bower Street

Bower is a short road corridor along the south side of the railroad tracks, dead ending just past Meridian Road to the west and just past East 5th to the east. Bower is intersected by Meridian Road, the Split Corridor cross-over, and Main. As a result of these restrictions, there is very little connectivity or access for east-west through traffic. While predominately light industrial in nature, there are also some existing commercial and residential uses along the corridor.

With Bower entirely within the Transit Oriented Development and Cultural district (TOD) of the Destination Downtown vision plan and running adjacent to and parallel the railroad corridor, the road is critical for future access of transit supportive development. TOD's typically have higher densities with a mix of uses to maximize investment, accessibility, walkability, convenience, and appeal. To realize the type of development envisioned in Destination Downtown, Bower must be re-built.

LOCATION MAP

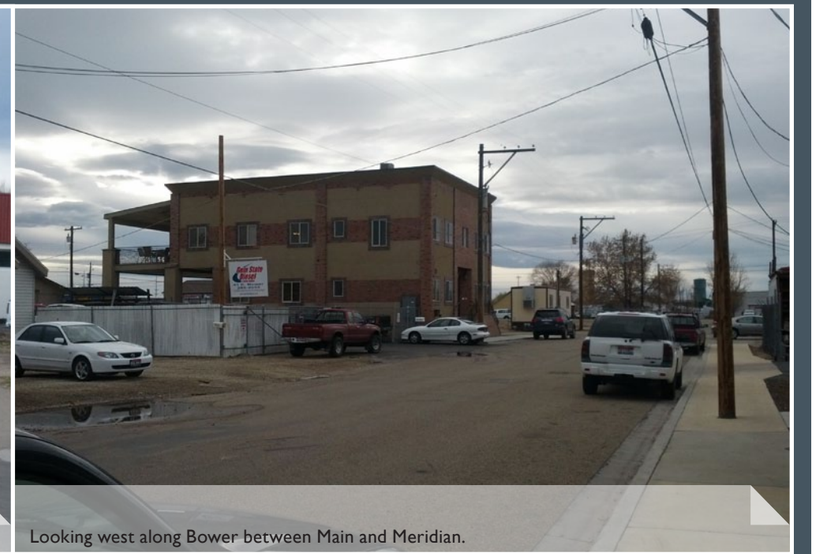


Several properties along Bower and abutting the railroad are undeveloped. Within the Destination Downtown vision plan, this area is within a Transit Oriented Development & Cultural district (TOD), and in the long-term is planned for higher density redevelopment. Increased residential and employment densities are critical for the provision of affordable transit services to someday serve Meridian..

EXISTING PHOTOS

Looking east along Bower between Main and East 2nd.

Looking east along Bower between E 2nd and E 3rd.



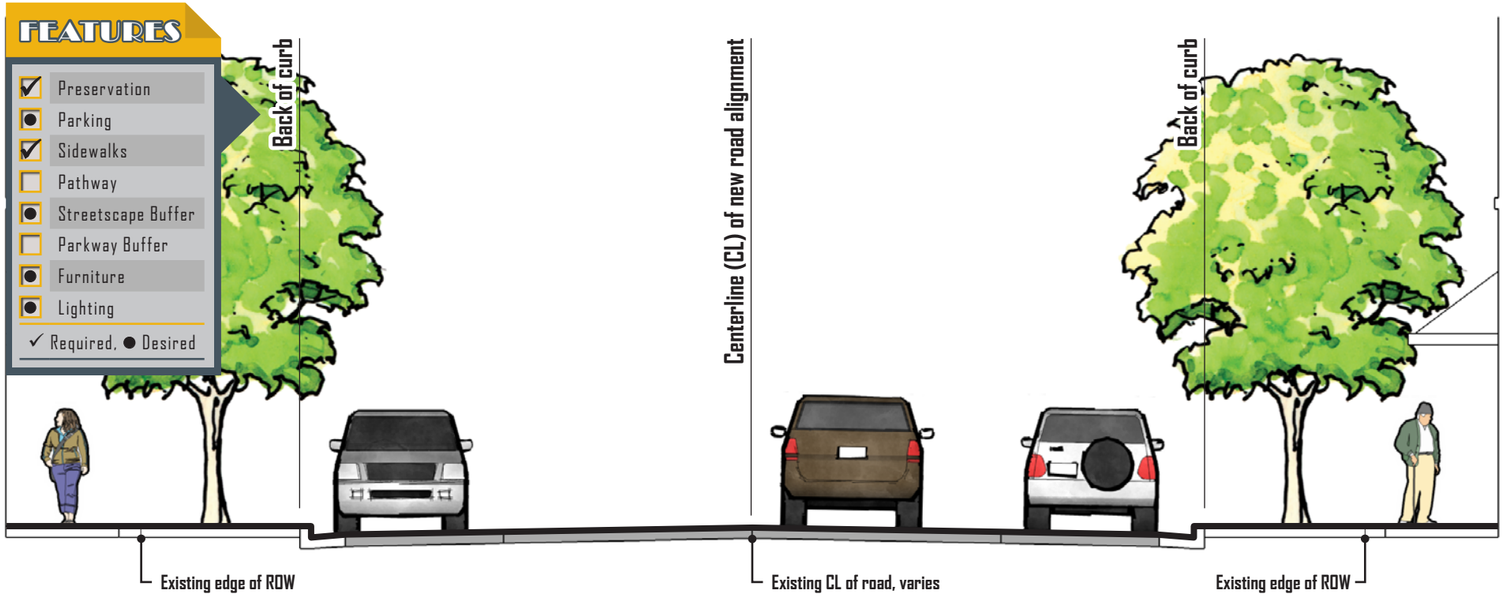
Looking west along Bower between Main and Meridian.

BOWER STREET: Meridian Road to East 3rd Street

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ☐ Pathway
- ● Streetscape Buffer
- ☐ Parkway Buffer
- ● Furniture
- ● Lighting

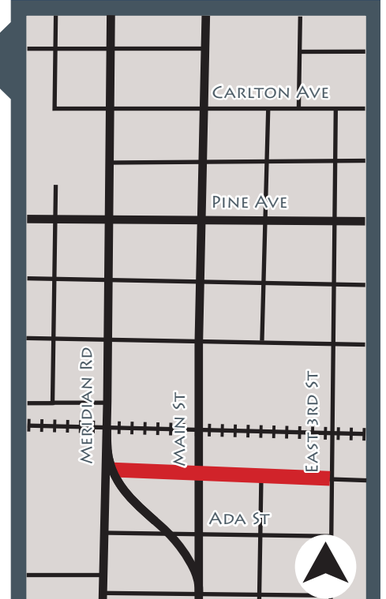
✓ Required, ● Desired



13' Pedestrian		20' to CL of Road		20' to CL of Road		13' Pedestrian	
5' Walkway	8' Streetscape	8' 6" Parallel Parking	11' Drive Lane	11' Drive Lane	8' 6" Parallel Parking	8' Streetscape	5' Walkway

{View Facing East}
Design is based and centered on extents of existing ROW and not the existing centerline of road

LOCATION MAP



Bower Street

Meridian Road to East 3rd Street

Considerations:

Bower has a number of existing conditions which may require several variations of the plan defined cross-section, to ease the build out of future improvements and development. There are several existing building facades and footprints which encroach upon public right-of-way, and some grading challenges along back of walk with newer improvements that may restrict opportunities for streetscape improvement. The roadway should be welcoming and pedestrian friendly.

Intent:

This cross-section while ROW restricted is intended to provide a consistent thematic that is reflective of both the TOD district and greater downtown area, and to enforce the City of Meridian Pathway Master Plan. Sharrows should be provided to promote motorist awareness of bicycle users and direction for all users, to share the road. Supporting automotive and pedestrian uses is critical, and the street must facilitate all modes. Streetscape improvements supporting an active and safe pedestrian environment are the priority, but on-street parking is also important and should be provided when possible. While the required sidewalk widths are reduced from other areas, due to the limited available ROW, whenever possible wider walkways should be integrated into the streetscape environment with new development.

Description of Ultimate Conditions:

It is likely that with future transit services and proximity to activities and services in the Traditional City Core (Old Town), redevelopment pressures will leave few of the older more industrial and residential buildings standing. Ultimate conditions are intended to be dense and focused on transit access, and for the streetscape to be supportive of those uses. Improvements should include lively additions and thematic to increase awareness, interest, and sense of place.

Implementation Process:

Redevelopment along Bower is expected to occur gradually and over-time. While some larger redevelopment may occur through parcel assembly or larger public-private or public-public partnerships, such as development of an actual transit station, it is assumed that in most cases redevelopment will occur through private and parcel specific redevelopment. Limited right of way and a number of existing conditions do limit interim improvements, but all opportunities should be explored to preserve and protect buildings of existing businesses. Bower should be a priority for public improvements when opportunities for transit, or transit supportive uses begin to develop.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	54-feet (ROW)	66-feet
Road	Two-way	Two-way
Parking	Parallel, limited	Parallel
Parking Capacity*	Varies	34
Walkways (ea. side)	Attached 4 to 5-feet, fragmented gaps	Detached, 5-feet, min.
Buffer (ea. side)	None	8-foot landscape buffer
Pathway	None	None
Bike Support	None	Sharrows

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

CORRIDOR: Broadway Avenue

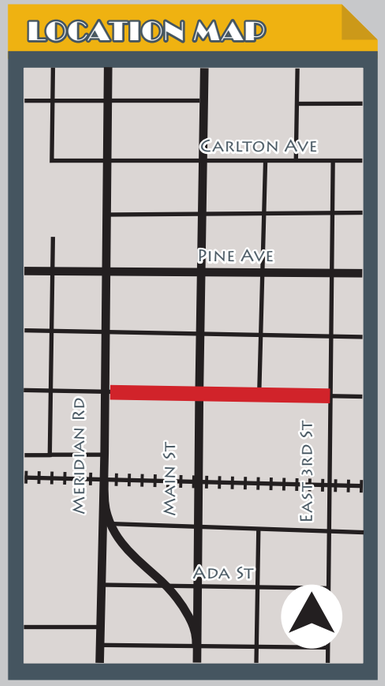
Corridor: Broadway Avenue

Broadway is a critical corridor within the City Core and larger downtown area. It is important for east-west pedestrian, bicycle, and automotive connectivity due to its length, existing and planned signalization crossings on both Main and Meridian road, and potential for future expansion. Like Idaho, and with the exception of Pine, Broadway is significantly longer than every other east-west corridor in the area, and it may be extended east to Locust Grove in the future. Currently, Broadway extends to the west just beyond West 8th, and just past East 6th to the east. The City's Comprehensive Plan discusses an extension to Locust Grove in this area.

Broadway serves as the boundary between two of the most prominent, unique, and complimentary districts of the Destination Downtown vision plan – the Traditional City Core (TCC) and Transit Oriented Development and Cultural District (TOD). More than the other districts, the TCC and TOD districts are both intended to support higher densities of mixed use development, and to be places which support art, civic, and social activities. Broadway provides convenient access to the Neighborhood Preservation Area (NPA) districts on both sides of Meridian Road, which will be critical to support the increased social retail and dining venues needed for greater draw, awareness, and true destination status of downtown Meridian.

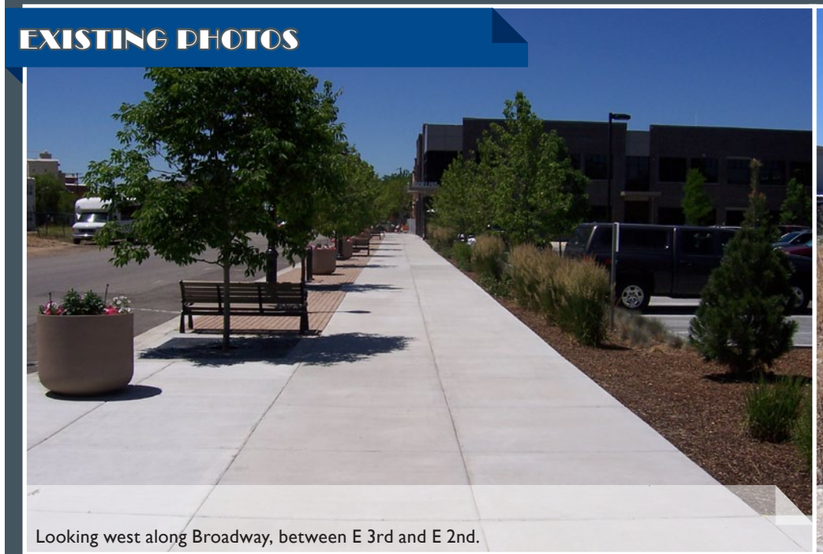
It is critical for the Broadway corridor to effectively support a variety of uses, activities, and transportation opportunities, and to be supportive of existing services and environments. Ultimately, Broadway will also need to provide future access to the transit and transit supportive services spanning the length of the TOD and urban renewal areas boundaries, and beyond.

LOCATION MAP



City Hall: Located on the south-west corner of Broadway and Main, the reconstructed City Hall includes a public plaza, amphitheater, fountains, a grassy park area, and public parking. City Hall is a critical draw for downtown Meridian, bringing employees, City residents, those looking to do business in the City, and supporting a number of regular events and activities.

EXISTING PHOTOS

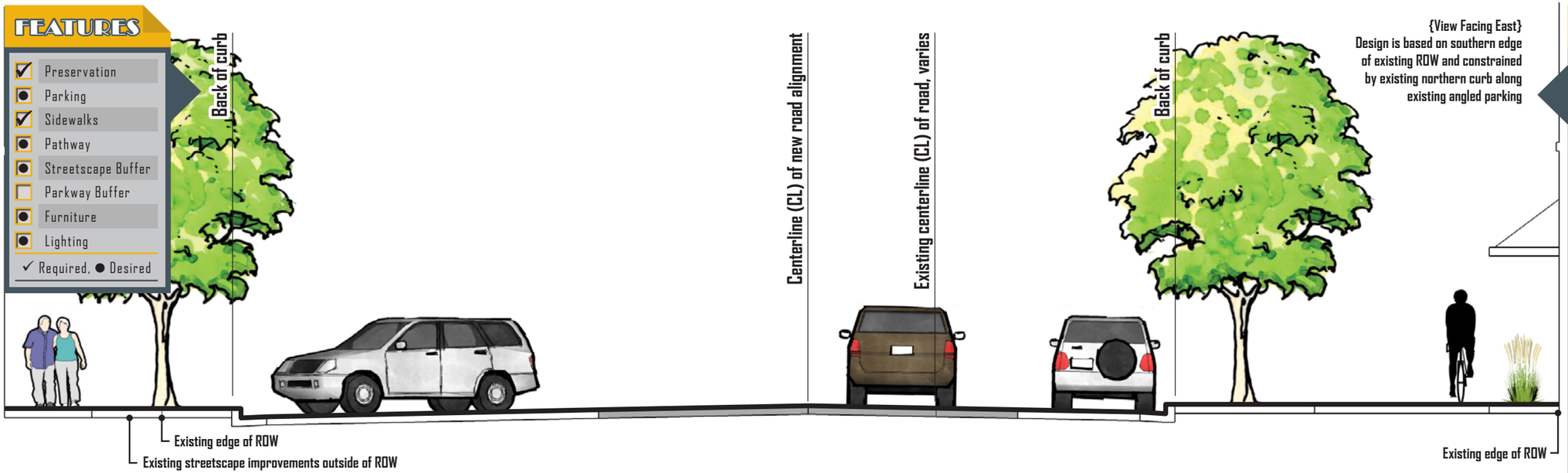


Looking west along Broadway, between E 3rd and E 2nd.

Looking west along Broadway, between E 3rd and E 2nd.

Looking west along Broadway, between Main and Meridian.

BROADWAY AVENUE: Meridian Road to Main Street



Broadway Avenue

Meridian Road to Main Street

Considerations:

There are a variety of existing conditions along this segment of Broadway. Angled parking exists for most of this street segment, but is cut short along the north-east edge by an existing building. While full streetscape improvements have been made adjacent to Bank of the Cascades and the City Hall public parking lot, there are no streetscape improvements along a portion of City Hall. Improvements adjacent to the old Farmers and Merchants bank building on the north-west corner of Broadway and Main deviate from streetscape standards. A future signal is planned at the Meridian Road and Broadway intersection, and may necessitate removal of some existing streetscape and parking to facilitate left or right turn movements. Parking for City Hall is generally adequate today without on-street facilities, but parking demand from special events and meetings frequently exceed off-street availability.

Intent:

The intent of this cross-section is to provide east-west pathway connectivity and to balance pedestrian and parking needs along a mixed use street. A buffer adjacent to the required ten-foot multi-use pathway is necessary for safety along the northern face of City Hall, to provide greater visibility and additional stopping separation. All elements of this cross-section including pedestrian connectivity, streetscape aesthetics, and on-street parking are priorities and must be provided where feasible.

Description of Ultimate Conditions:

While existing improvements are in good condition and for the most part could easily be viewed as ultimate conditions, provision for a needed pathway providing connectivity into downtown would dramatically alter the existing environment on the south side of the street. Potential redevelopment of existing buildings along the north-west corner of Broadway and Main could also alter the streetscape, if more retail or dining services with street presence were, for example, accommodated.

Implementation Process:

Implementation of ultimate conditions between Meridian Road and Main Street will most likely occur through development of a pathway by the City. Existing improvements along most of the north street edge are viewed as ultimate condition, with the pathway missing from the southern side. Implementation of the pathway will require alteration of existing curb-line and removal of angled parking along the south side of the street. It is likely that parking will not be removed until additional surface lots or garage facilities are available elsewhere, to offset loss of existing on-street facilities.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	79-feet (ROW)	89-feet
Road	Two-way	Two-way
Parking	Parallel and angled	Parallel and angled
Parking Capacity*	36	26
Walkways (ea. side)	Mixed attached and detached, 5 to 7-feet	Detached, 5-feet (min.)
Buffer (ea. side)	None	8-feet per standards
Pathway	No	10-feet (south side)
Bike Support	No	No

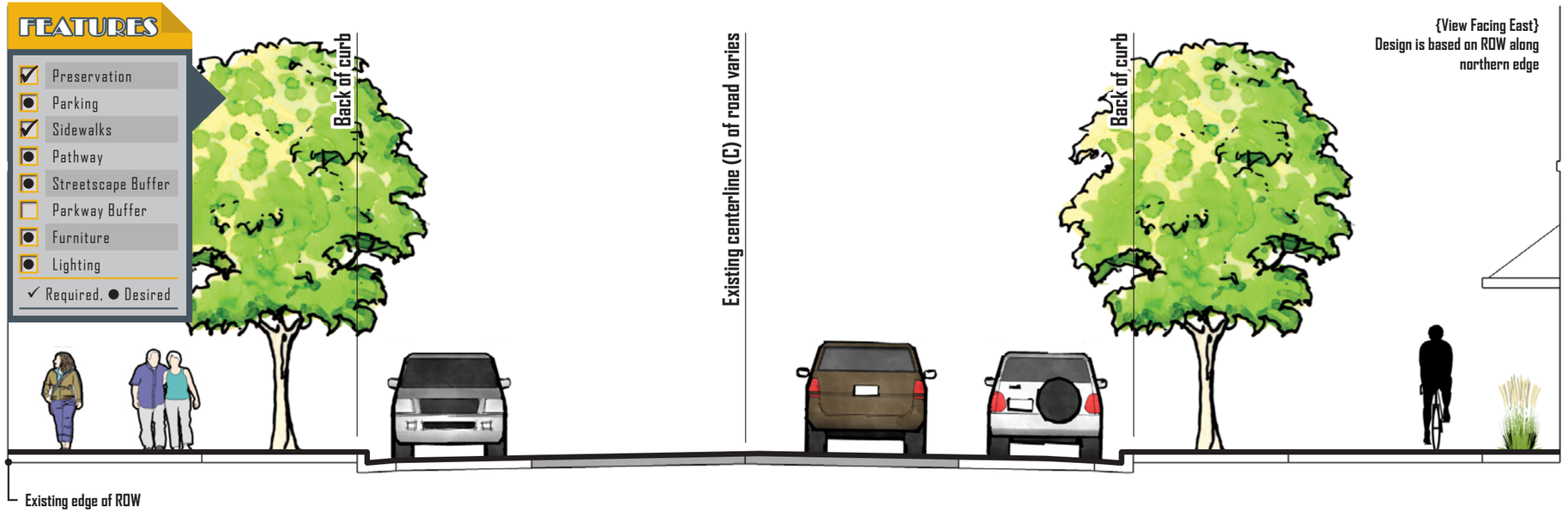
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

BROADWAY AVENUE: Main Street to East 2nd Street

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ● Pathway
- ● Streetscape Buffer
- ☐ Parkway Buffer
- ● Furniture
- ● Lighting

✓ Required, ● Desired



18' Pedestrian		20' to Existing CL of Road (varies)		20' to CL of New Road Alignment		22' Pedestrian		
10' Walkway	8' Streetscape	8' 6" Parallel Parking	11' Drive Lane	11' Drive Lane	8' 6" Parallel Parking	8' Streetscape	10' Pathway	4' Buffer

LOCATION MAP

Broadway Avenue

Main Street to East 2nd Street

Considerations:

Broadway between Main and East 2nd is generally industrial storage on the southern side of the roadway, along to the railroad tracks, and dominated by older buildings in disrepair on the northern side. Sidewalk facilities are also in disrepair, and non-existent on the south. The streetscape on the north-side of Broadway has been redeveloped on the corridor segments both to the west and east – only this segment is lacking improvements.

Intent:

Future improvements will need to support mixed use development and balance the pedestrian environment with parking provisions. It is expected that future redevelopment on both sides of the road will be transit supportive higher density mixed uses, and the pedestrian environment should reflect this. While the ten-foot multi-use pathway is required on the south-side of the street, it's possible that future pathway connectivity may be integrated with redevelopment, and the pathway pulled within the adjacent property. On-street parking and standard streetscape improvements are required, and must align and integrate with improvements to the east and west.

Description of Ultimate Conditions:

The north-side of this cross-section includes standard required streetscape improvements, and a wider walkway consistent with other corridor improvements to the east. The south-side of the street provides the required pathway connection, but may simply mirror improvements on the north-side, or just meet streetscape standards if the pathway is integrated into future development through the southern properties. Parallel parking is provided instead of angled to enhance safety and create a more pedestrian friendly corridor, and to limit wider cross-sections, maintain alignments across intersections, and to reduce setback impacts to neighboring properties and buildings.

Implementation Process:

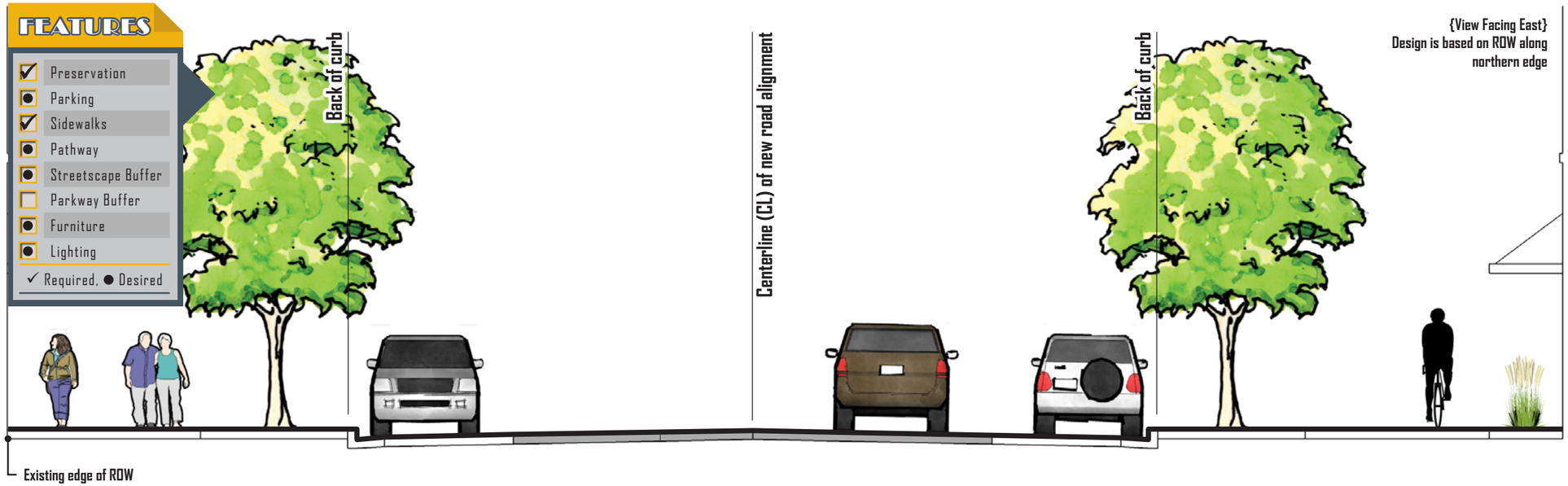
Curb line changes necessary to be supportive of pedestrian activities and allow businesses greater street presence will likely require improvements to occur for the full length of the block, on one or both sides of the roadway. Unless large scale redevelopment occurs, public participation will be necessary for implementation and play a large role in redevelopment of the streetscape, particularly with the multi-use pathway. With eventual removal of existing angled parking, it is expected that additional off-street surface or garage parking will need to be provided elsewhere to offset loss and accommodate future downtown parking needs. Improvements on the north-side of the roadway should be a focus to compliment Idaho and increase demand for land to the south.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	79-feet (ROW)	84.5-feet
Road	Two-way	Two-way
Parking	Angled	Parallel
Parking Capacity*	31	18
Walkways (ea. side)	Detached, 4 to 5-feet north side, none on south side.	Detached, 5-feet (min.)
Buffer (ea. side)	Varies	8-feet per standards
Pathway	None	Yes
Bike Support	None	None

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

BROADWAY AVENUE: East 2nd Street to East 3rd Street



18' 6"' Pedestrian		22' to CL of New Road Alignment		22' to CL of New Road Alignment		22' Pedestrian		
10' 6"' Walkway	8' Streetscape	8' 6" Parallel Parking	13' Drive Lane	13' Drive Lane	8' 6" Parallel Parking	8' Streetscape	10' Pathway	4' Buffer

Broadway Avenue

East 2nd Street to East 3rd Street

Considerations:

Broadway between East 2nd and East 3rd is a mix of either finished ultimate improvements, or weed patches and drainage ditches without any streetscape enhancements. The north-side of the roadway is completed along the COMPASS & VRT building, with a wide walkway and a typical buffer including street trees and pedestrian furnishings. The south-side lacks curb, walks, trees, and any other improvements, and is adjacent to open drainage, canal equipment, and largely vacant railroad property.

Intent:

Future improvements will need to support mixed use development and balance the pedestrian environment with parking provisions. It is expected that future redevelopment on the south-side of the road will be higher density mixed uses, be transit supportive, and the pedestrian environment should reflect this. While the ten-foot multi-use pathway is required on the south-side of the street, it's possible that future pathway connectivity may be integrated with redevelopment, and the pathway pulled within the adjacent property. On-street parking and standard streetscape improvements are required, and must align and integrate with improvements to the east and west.

Description of Ultimate Conditions:

The north-side of this cross-section includes standard required streetscape improvements and a wider walkway. The south-side of the street provides the required pathway connection, but may simply mirror improvements on the north-side, or just meet streetscape standards if the pathway is integrated into future development through the southern properties. Parallel parking is provided instead of angled to enhance safety and create a more pedestrian friendly corridor, and to limit wider cross-sections, maintain alignments across intersections, and to reduce setback impacts to neighboring properties and buildings. The wider roadway is for facilitation of bus loading and unloading in the future. This may be reduced if provisions are made outside of ROW with future development on the south side of the street.

Implementation Process:

With ultimate condition improvements existing on the north side of the road, future enhancements are expected to only occur on the south-side of the roadway. Unless large scale redevelopment occurs, public participation will be necessary for implementation and play a large role in redevelopment of the streetscape, particularly the multi-use pathway. Improvements may occur through private redevelopment of existing railroad properties, as part of a public led effort to provide connectivity to and through downtown with the pathway, or a combination of the two.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	78-feet (ROW)	84.5-feet
Road	Two-way	Two-way
Parking	Angled & Parallel	Parallel
Parking Capacity*	13	26
Walkways (ea. side)	Detached, 10.5-foot walkway north side, none on south side.	Detached, 10.5-feet (north-side)
Buffer (ea. side)	Varies	8-feet per standards
Pathway	None	10-feet (south side)
Bike Support	None	None

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

CORRIDOR: Idaho Avenue

Corridor: Idaho Avenue

Idaho is an iconic downtown corridor in Meridian, providing connectivity to Generations Plaza, Centennial Park, and the Meridian Community Center. This street also provides primary access for a number of popular shops and services between Main and East 2nd. Similarly to Broadway, Idaho is important for east-west connectivity, and with the exception of Pine, is significantly longer than every other east-west corridor in downtown. Currently, Idaho extends between West 8th and approximately East 6th. In the future, Idaho may be extended further east to Locust, though Broadway is the preferred alignment extension.

Idaho currently serves the Traditional City Core (TCC) district and both of the Neighborhood Preservation Areas (NPA) within the urban renewal area. The TCC district supports greater densities of mixed use development, iconic to traditional downtowns. The NPA are intended to preserve historic housing, promote residential infill, and provide a local base of residents to participate in events, frequent restaurants and shops, and to provide residential opportunities for individuals and families interested in a more urban and pedestrian friendly environment.

Idaho due to its location within downtown, the connectivity of the local roadway network, and its proximity to several key community resources, provides a framework for the corridor to act as a centerpiece of vibrancy and activity. Moving forward it should continue to host events, activities, and provide exciting opportunities for a variety of businesses and uses. The proposed cross-sections for Idaho establish this framework.

LOCATION MAP

Despite streetscape improvements on both sides of the street, heavy surface parking, utility infrastructure, and government owned property limits activity on part of Idaho between Meridian Road and Main. With the exception of Sunrise Cafe and the Heritage Building, there are limited existing uses on this segment of Idaho with daily community draw into the downtown area.

EXISTING PHOTOS

Looking west along Idaho, between Meridian and Main.

Looking west along Main, between E 3rd and E 2nd.

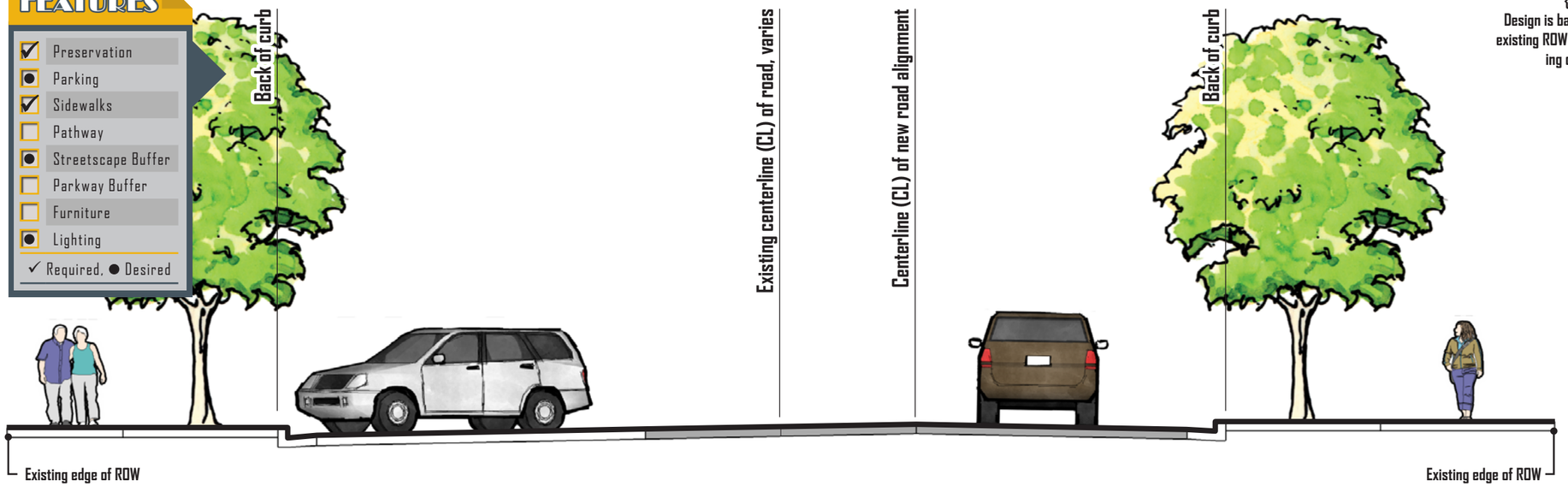
Looking west along Idaho, between Main and E 2nd.

IDAHO AVENUE: East 2nd Street to East 3rd Street

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ☐ Pathway
- ● Streetscape Buffer
- ☐ Parkway Buffer
- ☐ Furniture
- ● Lighting

✓ Required, ● Desired



{View Facing East}
Design is based on extents of existing ROW and not the existing centerline of road.

14' Pedestrian		26' to Existing CL of Road (varies)		~ 7'	16' to CL of Road		17' Pedestrian	
6' Walkway	8' Streetscape	18' 6" Angled Parking	14' Drive Lane		14' Drive Lane	2' Curb	8' Streetscape	9' Walkway

LOCATION MAP

Idaho Avenue

East 2nd Street to East 3rd Street

Considerations:

There are a number of unique existing conditions which provide both opportunities and challenges for future improvements. On the north side of the street, structures belong to non-profit churches and clubs, and along the south edge of the street is the Meridian Community Center and Centennial Park which extend the length of the street. There is incredible opportunity for activities and social events to create community attraction and draw more people into the Traditional City Core here. Existing parking configurations on the street do not meet design standards.

Intent:

This street provides a great deal of opportunity for placemaking and supporting large gatherings. While there is some public parking available on neighboring properties and streets, it is important to maintain existing parking to the extent possible. Some parking will have to be modified to rectify inadequate existing facilities, and to enhance safety and limit opportunities for collisions. While parking is critical for events, it is also a priority to enhance and support the pedestrian environment. Street buffers, street trees, and other landscaping must be provided where feasible for pedestrian safety, comfort, and thematic continuity with other downtown improvements.

Description of Ultimate Conditions:

With no signalized intersections and limited connectivity, this cross-section is able to maintain angled parking on the north side of the street without sacrificing streetscape improvements or comparable facilities (e.g. grassy park area instead of street furnishing zone). Angled parking should be removed in front of the Community Center, but be preserved along the park edge where there is adequate ROW and City owned property, for standards compliant angled parking facilities. Additional efforts should be made to integrate other streetscape elements into the roadway segment and to maintain a cohesive corridor thematic. Wider lanes are to protect angled parking on the north and to maintain safe intersection alignments.

Implementation Process:

While it is unlikely that significant redevelopment of existing properties will occur, future investments may still occur as part of public-private or public-public partnerships. For the most part, it is possible for future improvements to occur as smaller separate projects. However, if the intersection with East 2nd is ever reconfigured either due to changes along Idaho between Main or East 2nd, or parking and alignment configuration changes occurring along East 2nd, bulbouts and other intersection elements should be evaluated on this roadway segment.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Two-way	Two-way
Parking	Angled (two-sides)	Angled (one-side)
Parking Capacity*	31 (including Centennial Park parking)	27 (including Centennial Park parking)
Walkways (ea. side)	4 to 5-feet	Varies, 6 to 9-feet
Buffer (ea. side)	Varies	8-feet per standards
Pathway	No	No
Bike Support	No	No

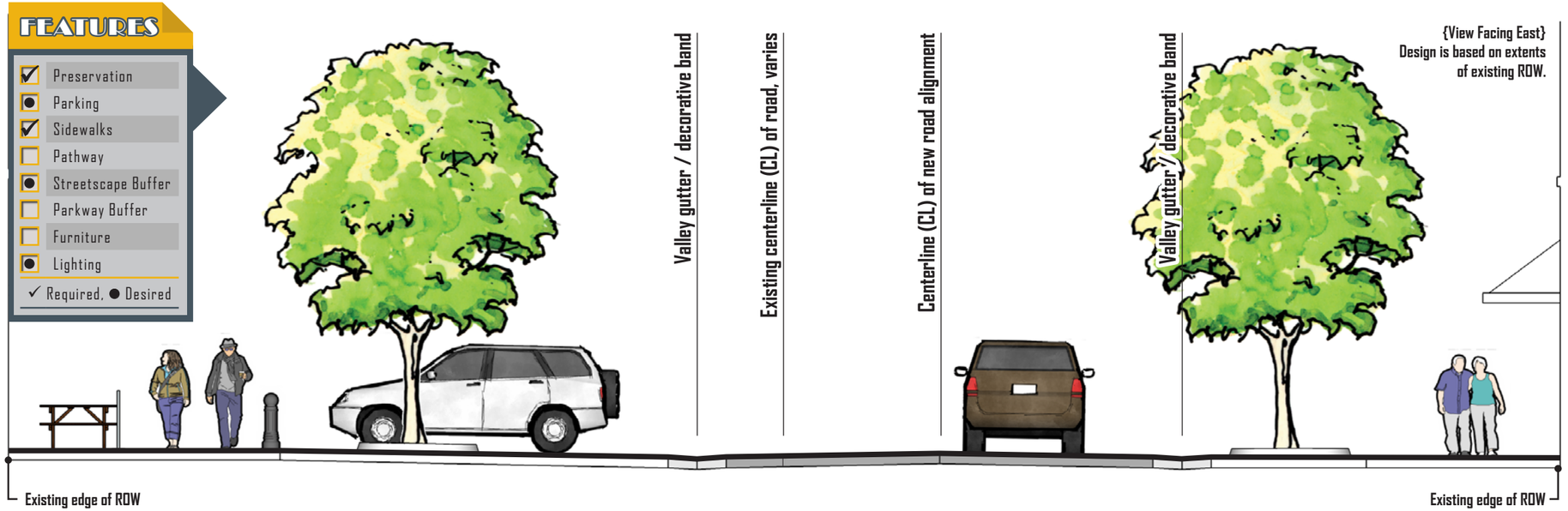
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

IDAHO AVENUE: Main Street to East 2nd Street

FEATURES

- ✓ Preservation
- ● Parking
- ✓ Sidewalks
- ☐ Pathway
- ● Streetscape Buffer
- ☐ Parkway Buffer
- ☐ Furniture
- ● Lighting

✓ Required, ● Desired



Pedestrian	26' to Existing CL of Road (varies)		~ 9'	14' to CL of Road		Pedestrian
14' Walkway	20' Angled Parking	3' Band	11' Drive Lane	11' Drive Lane	3' Band	18' Walkway

LOCATION MAP

Idaho Avenue

Main Street to East 2nd Street

Considerations:

This segment of Idaho between Main and East 2nd is the definitively classic downtown street. Businesses are a traditional downtown mix of restaurants, shops, and services, the buildings are older, and the street is spatially constrained. The streetscape is important for pedestrian connectivity; sharing a special connection with Main Street and Generations Plaza, and connecting to both the Meridian Community Center and Centennial Park.

Intent:

This cross-section is intended to enhance the streetscape and provide greater opportunities for pedestrian and business use. The priority improvements with this cross-section are pedestrian safety, creating greater opportunities for businesses streetscape presence (such as outdoor dining), and aesthetic enhancements such as street furnishings, wayfinding, and banners. Parking is important, but considered secondary to unique place-making opportunities which allow for both safe pedestrian facilities and business uses.

Description of Ultimate Conditions:

Due to the central location and importance of Idaho, this street uses a unique cross-section to address parking considerations while maximizing the pedestrian environment. Parallel parking which currently exists on both sides of the street has been relocated and converted to perpendicular parking on the north side. Existing curb cuts for a parking lot on the south side of the street, currently serving a bank, greatly reduces the effectiveness of on-street parallel parking configurations and parking availability for other businesses. Without dedicated turn lanes at intersections and because the street corridor does not serve as a throughway, drive speeds are envisioned to be slower with limited impacts to safety by back out parking.

Implementation Process:

Because a rebuild of this street is a total re-configuration that calls for removal of curbs, relocation of all trees, and changes to finished grade, this street segment should be reconstructed all at once. Curbs may be included, but reduce emphasis on the pedestrian. Full closure is likely unnecessary as elements may still be phased. This redevelopment project is envisioned to occur as a public-private or public-public partnerships. In the interim, maintenance should continue to occur and efforts made to ensure safe conditions of existing walkways and other improvements. The unique design of this street will require further considerations, additional refinement, and coordination with ACHD.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Two-way	Two-way
Parking	Parallel (both sides)	Perpendicular (one-side)
Parking Capacity*	18	21
Walkways (ea. side)	4 to 5-feet	10 to 14-feet
Buffer (ea. side)	Varies	Varies
Pathway	None	None
Bike Support	None	None

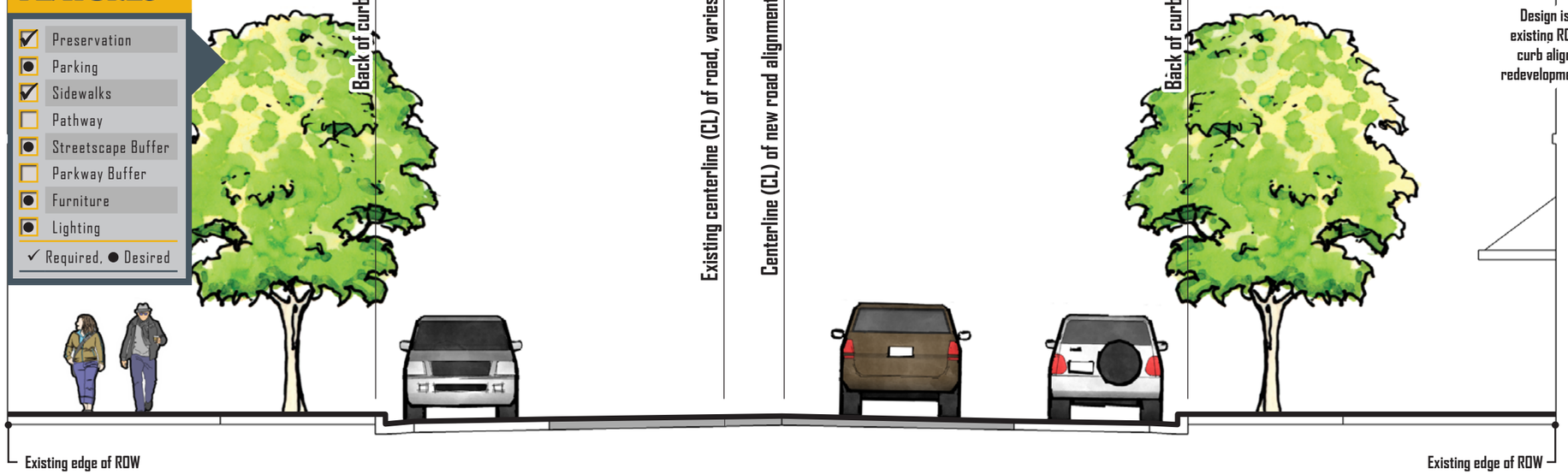
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

IDAHO AVENUE: Meridian Road to Main Street

FEATURES

- ✓ Preservation
- ● Parking
- ✓ Sidewalks
- ☐ Pathway
- ● Streetscape Buffer
- ☐ Parkway Buffer
- ● Furniture
- ● Lighting

✓ Required, ● Desired



{View Facing East}
Design is based on extents of existing ROW. Maintain existing curb alignment except for full redevelopment of a street edge.

19' Pedestrian		18' to Existing CL of Road (varies)		~ 3'	21' to CL of Road		19' Pedestrian	
11' Walkway	8' Streetscape	8' 6" Parallel Parking	12' Drive Lane		12' Drive Lane	8' 6" Parallel Parking	8' Streetscape	11' Walkway

LOCATION MAP

Idaho Avenue

Meridian Road to Main Street

Considerations:

Idaho between Meridian Road and Main is a street that could potentially see a great deal of redevelopment, or very little. A number of the existing properties are owned by non-profits, utility, or the City, and a large number of streetscape improvements have already been made in line with existing streetscape design standards. There are six curb cuts despite the short block and alley access for most every property. These curb cuts reduce on-street parking and impact safety. Sidewalks are typically much more generous in size on the south-side of the street than the north.

Intent:

This segment of Idaho is intended to support a variety of existing and future uses, balance parking and pedestrian functions, and be consistent with other improvements and thematic elements in the corridor and Traditional City Core (TCC). Priorities may vary if significant block redevelopment occurs, but based on current users and trends, parking, pedestrian uses, and aesthetic improvements are all equally important. It is intended that as redevelopment occurs, on any level, that excessive curb cuts be removed or appropriately sized and internal circulation of larger parking areas be adjusted.

Description of Ultimate Conditions:

This cross-section largely maintains the status-quo and builds upon existing conditions and previously implemented improvements. Trees, streetscape furnishings, and other thematic elements should continue to be maintained and enhanced. Depending on redevelopment, walkways may be wider to provide additional outdoor dining and small open spaces, but should occur outside of ROW. This cross-section does not propose improvements necessitating full redevelopment or heavy alteration to the existing streetscape environment.

Implementation Process:

Improvements to this street segment are most likely to occur through gradual redevelopment. Public improvements can be viewed as minimal, likely limited to additional thematic elements or maintenance / replacement of existing improvements. Redevelopment might include rebuilding the curb line and widening walkways on the north side of the street, and the adjustment or removal of excess curb cuts.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Two-way	Two-way
Parking	Parallel	Parallel
Parking Capacity*	23	26
Walkways (ea. side)	Varies, 5 to 8-feet	11-feet
Buffer (ea. side)	8-feet	8-feet
Pathway	None	None
Bike Support	None	None

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

CORRIDOR: Pine Avenue

Corridor: Pine Avenue

Pine is the primary east-west arterial roadway to and through downtown, and the only roadway which connects Linder on the west, to Locust Grove on the east. Fairview and Franklin to the north and south traverse the edges of downtown, but do not actually move cars through downtown. While the name changes, Pine actually extends all the way from Ten Mile in west Meridian to the greenbelt in Boise, and is an increasingly important corridor for bicyclists.

There are a significant number of broken, missing, and isolated sidewalk, bicycle, and pathway supportive improvements along Pine, which limits east-west pedestrian and bicycle connectivity. Areas of Pine outside of the downtown (mostly to the west) generally provide more improved and consistent pedestrian and bicycle facilities, allowing greater use. Pine is classified as an arterial roadway and is critical to moving both local and regional traffic. Pine is currently only a two-lane road throughout the downtown area.

Entryway Improvements

While a number of identified cross-sections along Pine are outside of the project limits and even the urban renewal area boundaries, these considerations are necessary due to the importance of Pine as an entryway corridor. An existing I-84 overpass on Locust Grove, and a future crossing on Linder further emphasize this importance, for connecting north-south corridors and attracting residents of south Meridian. These intersections and connectivity provide special opportunities to create additional awareness and draw through enhanced aesthetic, branding, and way-finding. Efforts should be made to improve safety, provide greater connectivity, and make aesthetic improvements consistent with other downtown efforts outside of the planning area and throughout the corridor. ACHD involvement will be critical for cross-section improvements outside of the City Core and urban renewal area, especially around intersections and in areas with ROW limitations.

There are a number of small canals littered along Pine, between Main and East 5th. Many of these small canals overflow or leak, flooding sidewalks and areas of the street. Some of the sidewalk surfaces have become slick, have heaved, or are narrow and unsafe adjacent to other fencing, walls, and landscaping.

EXISTING PHOTOS

Looking west along Pine between E 5th and Locust Grove.

Looking east along Pine between E 5th and Locust Grove.

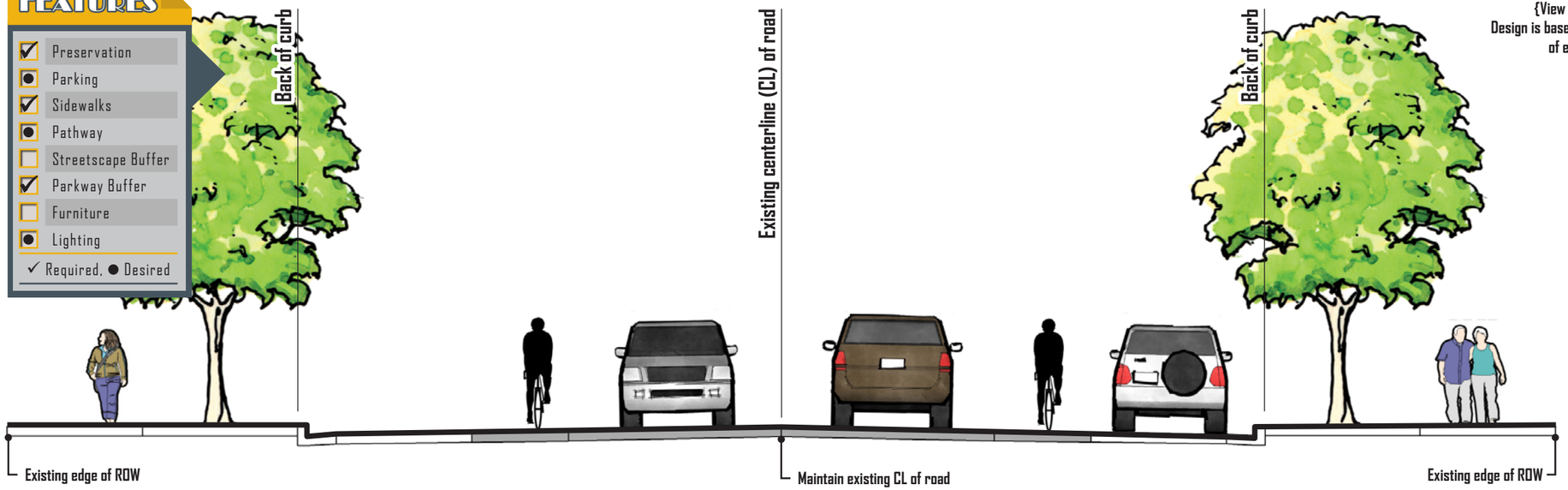
Sidewalks on the north-side of Pine and east of Main are frequently heaved.

PINE AVENUE: Meridian Road to East 3rd Street

FEATURES

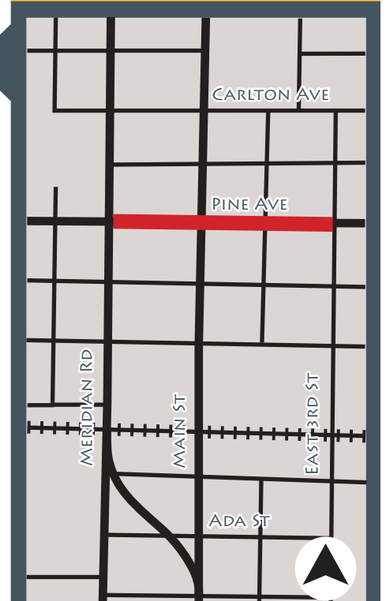
- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ● Pathway
- ☐ Streetscape Buffer
- ☑ Parkway Buffer
- ☐ Furniture
- ● Lighting

✓ Required, ● Desired



15' Pedestrian		25' to Existing CL of Road (varies)			25' to CL of Road			15' Pedestrian	
7' Pathway	8' Parkway	8' 6" Parallel Parking	5' Bike Lane	11' Drive Lane	11' Drive Lane	5' Bike Lane	8' 6" Parallel Parking	8' Parkway	7' Walkway

LOCATION MAP



Pine Avenue

Meridian Road to East 3rd Street

Considerations:

Limited right of way and a number of existing improvements restrict expansion opportunities for this segment of Pine. This is further complicated by the need to safely support and facilitate movement not only for vehicles, but also bicyclists and pedestrians. Existing on-street parking provides yet another challenge and must be balanced with other considerations. Most properties facing Pine currently have alleyway or side street access, or are able to do so, and large setbacks for many existing properties provide additional voluntary opportunities for redevelopment driven improvements.

Intent:

The intent of this cross-section is to balance the needs of auto, pedestrian, and bicycle connectivity, to limit congestion and ensure efficient and safe travel for all modes, and to provide opportunities for thematic entryway elements leading into and through downtown. Connectivity for all modes is the top priority, but entryway improvements and other streetscape aesthetics such as landscape buffers, lighting, and other improvements should not be forgotten.

Description of Ultimate Conditions:

All sidewalks are enhanced, a seven-foot pathway is provided on both sides of the roadway, and bike lanes provide a place for commuter cyclists. Parallel parking is maintained and formalized (where there is no curb or striping) on both sides of the street. Existing parkway behind the back of curb is enhanced to maintain the safe, friendly, and comfortable pedestrian elements provided by tree-lined streets.

Implementation Process:

Many of the ultimate improvements occurring behind the back of curb may be provided through redevelopment, through public improvements, and through public-private partnerships. Improvements within the street or adjustment to existing curb lines would need to be part of larger infrastructure improvements occurring for one or multiple blocks, and likely initiated by ACHD, MDC, or the City.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Two-way	Two-way
Parking	Parallel both sides	Parallel both sides
Parking Capacity*	Varies	Varies
Walkways (ea. side)	Varies greatly, 4 to 5-feet with many areas having none or in disrepair	7-feet on both sides
Buffer (ea. side)	Varies	8-feet, min.
Pathway	No	Yes
Bike Support	Bike lane, with large broken segments	Yes

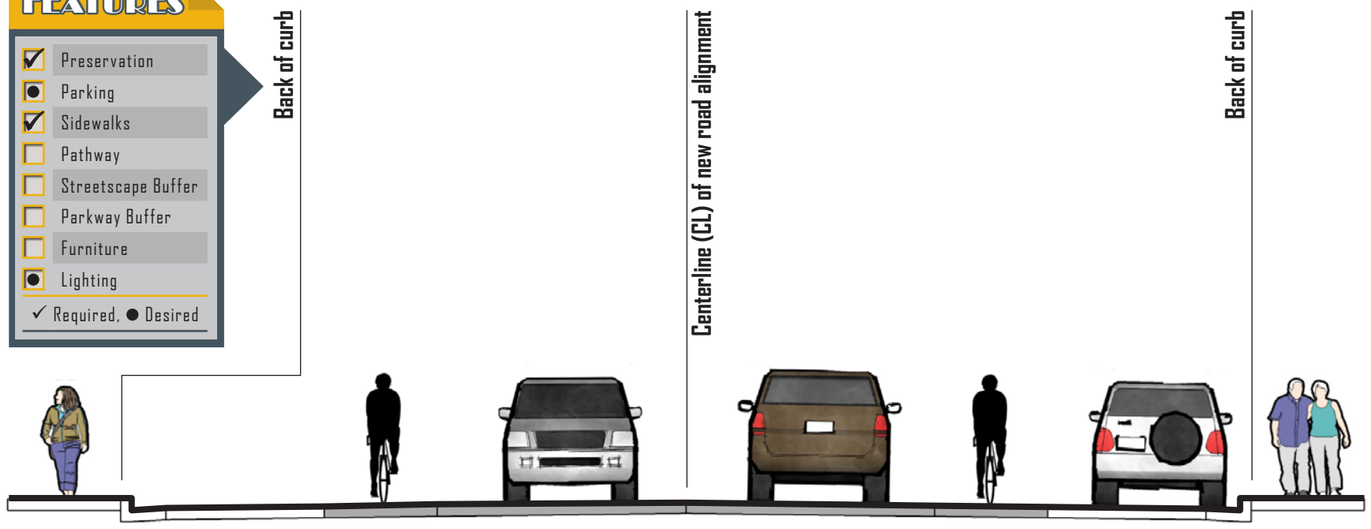
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

PINE AVENUE: West 8th Street to West 4th Street

FEATURES

- ✓ Preservation
- ● Parking
- ✓ Sidewalks
- ☐ Pathway
- ☐ Streetscape Buffer
- ☐ Parkway Buffer
- ☐ Furniture
- ● Lighting

✓ Required, ● Desired



{View Facing East}
Design is based on centered extents of existing ROW.

Pedestrian	25' to CL of Road			25' to CL of Road			Pedestrian
5' Walkway	8' 6" Parallel Parking	5' Bike Lane	11' Drive Lane	11' Drive Lane	5' Bike Lane	8' 6" Parallel Parking	5' Walkway

LOCATION MAP

Pine Avenue

West 8th Street to West 4th Street

Considerations:

This cross-section is outside of the City Core. Limited right of way and a number of existing conditions restrict expansion opportunities for improvements on this segment of Pine. This is further complicated by the need to safely support and facilitate movement for not only vehicles, but also bicyclists and pedestrians. Existing on-street parking provides yet another challenge and must be balanced with other considerations. Most properties facing this section of Pine do not have alleys and must take access from Pine.

Intent:

The intent of this cross-section is preservation of existing facilities, and to balance the needs of auto, pedestrian, and bicycle connectivity. Connectivity for all modes is the top priority, but to the extent possible, entryway improvements and other streetscape aesthetics such as signage should be provided.

Description of Ultimate Conditions:

Within ROW, this segment of Pine has no pathways or detached sidewalks. Parallel parking is maintained on both sides of the street, not only to preserve existing parking capacity, but to buffer pedestrians from through traffic with no formal parkways to separate sidewalks from the roadway. Existing property owners and redevelopment should continue to carry-forward planting of large canopy trees of similar varieties near back of walk, to shade the pedestrian environment and create an inviting downtown entryway thematic.

Implementation Process:

This segment of Pine is predominately preservation of existing facilities. There are no missing sidewalk or bike lane segments, though some facilities are undersized. Improvements will likely occur gradually and overtime through private redevelopment. ACHD involvement will be critical for cross-section improvements outside of the City Core and urban renewal area, especially around intersections and with regard to traffic impacts, actual alignment, and other design considerations. MDC, ACHD, and the City should continue to expand and improve signage and way finding as appropriate.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	60-feet (ROW)	60-feet
Road	Two-way	Two-way
Parking	Parallel both sides	Parallel both sides
Parking Capacity*	Varies	Varies (no impacts)
Walkways (ea. side)	5-foot attached	5-foot attached
Buffer (ea. side)	None	None
Pathway	None	None
Bike Support	Bike lane	Bike lane

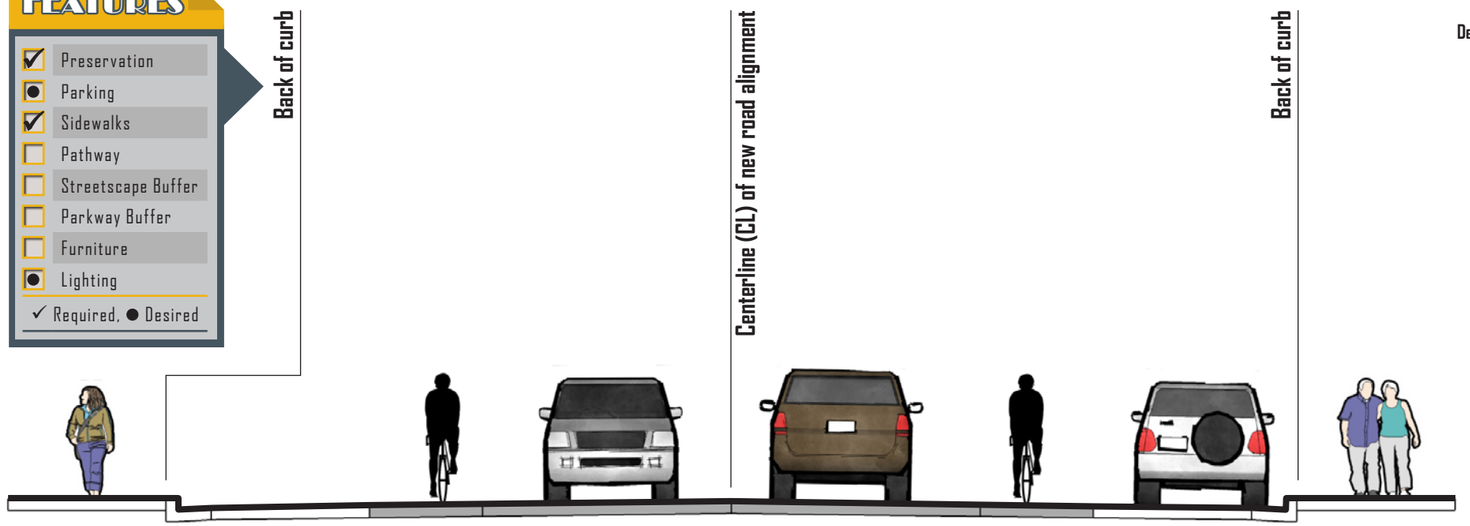
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

PINE AVENUE: West 4th Street to Meridian Road

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ☐ Pathway
- ☐ Streetscape Buffer
- ☐ Parkway Buffer
- ☐ Furniture
- ● Lighting

✓ Required, ● Desired



{View Facing East}
Design is based on centered extents of existing ROW.

Pedestrian	25' to CL of Road			25' to CL of Road			Pedestrian
7' Walkway	8' 6" Parallel Parking	5' Bike Lane	11' Drive Lane	11' Drive Lane	5' Bike Lane	8' 6" Parallel Parking	7' Walkway

LOCATION MAP

Pine Avenue

West 4th Street to Meridian Road

Considerations:

This cross-section is outside of the City Core. Limited right of way and a number of existing conditions restrict expansion opportunities for improvements on this segment of Pine. This is further complicated by the need to safely support and facilitate movement for not only vehicles, but also bicyclists and pedestrians. Existing on-street parking provides yet another challenge and must be balanced with other considerations. All properties facing this segment of Pine have access to a side street or alley.

Intent:

The intent of this cross-section is preservation of existing facilities, and to balance the needs of auto, pedestrian, and bicycle connectivity. Connectivity for all modes is the top priority, but entryway improvements and other streetscape aesthetics such as signage, landscape buffers, lighting, and other improvements should not be forgotten where feasible.

Description of Ultimate Conditions:

Within ROW, this segment of Pine has no detached walkways. Parallel parking is maintained on both sides of the street, not only to preserve existing parking capacity, but to buffer pedestrians from through traffic with no formal parkways to separate the sidewalks from the roadway. Existing property owners and redevelopment should continue to carry-forward planting of large canopy trees of similar varieties near back of walk, to shade the pedestrian environment and create an inviting downtown entryway thematic.

Implementation Process:

This segment of Pine is predominately preservation of existing facilities. There are no missing sidewalk or bike lane segments, though some facilities are undersized. Improvements will likely occur gradually and overtime through a combination of private redevelopment and public agency improvements. While there is ample ROW for the build out of the identified cross-section, widening of the bike lanes and sidewalks will require adjustments to existing curb lines and resolving a number of existing conditions on the north side of the street. ACHD involvement will be critical for cross-section improvements outside of the City Core, especially around intersections and with regard to traffic impacts, actual alignment, and other design considerations.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	70-feet (ROW)	64-feet
Road	Two-way	Two-way
Parking	Parallel both sides	Parallel both sides
Parking Capacity*	Varies	Varies (no impacts)
Walkways (ea. side)	5-feet attached	7-feet attached
Buffer (ea. side)	None	None
Pathway	None	None
Bike Support	Bike lane	Bike lane

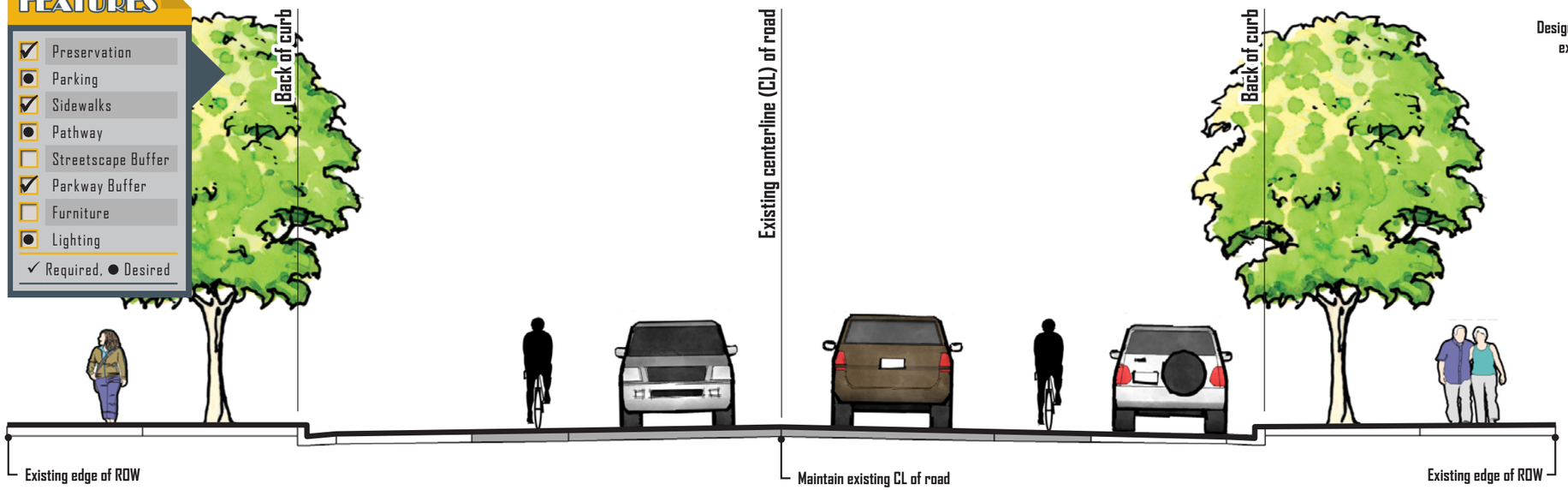
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

PINE AVENUE: East 3rd Street to East 6th Street (Appx.)

FEATURES

- ✓ Preservation
- ● Parking
- ✓ Sidewalks
- ● Pathway
- ☐ Streetscape Buffer
- ✓ Parkway Buffer
- ☐ Furniture
- ● Lighting

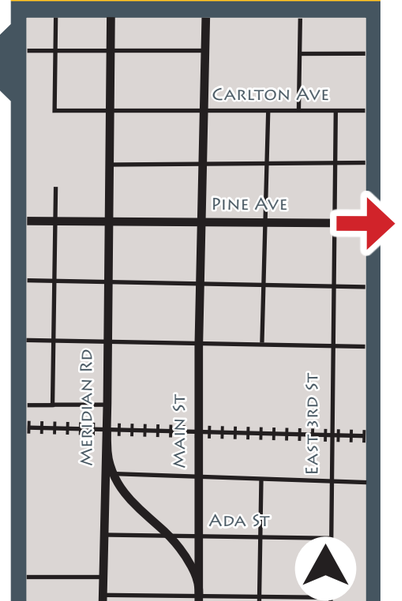
✓ Required, ● Desired



{View Facing East}
Design is based on centered extents of existing ROW.

15' Pedestrian		25' to Existing CL of Road (varies)			25' to CL of Road			15' Pedestrian	
7' Pathway	8' Parkway	8' 6" Parallel Parking	5' Bike Lane	11' Drive Lane	11' Drive Lane	5' Bike Lane	8' 6" Parallel Parking	8' Parkway	7' Walkway

LOCATION MAP



Pine Avenue

East 3rd Street to East 6th Street

Considerations:

This cross-section is outside of the City Core. Limited right of way and a number of existing improvements restrict expansion opportunities for this segment of Pine. This is further complicated by the need to safely support and facilitate movement for not only vehicles, but also bicyclists and pedestrians. Existing on-street parking provides yet another challenge and must be balanced with other considerations. Most properties facing Pine currently have alleyway or side street access, or are able to do so, and large setbacks for many existing properties provide additional voluntary opportunities for redevelopment driven improvements.

Intent:

The intent of this cross-section is to balance the needs of auto, pedestrian, and bicycle connectivity, to limit congestion and ensure efficient and safe travel for all modes, and to provide opportunities for thematic entryway elements leading into and through downtown. Connectivity for all modes is the top priority, but entryway improvements and other streetscape aesthetics such as landscape buffers, lighting, and other improvements should not be forgotten.

Description of Ultimate Conditions:

All sidewalks are enhanced, a seven-foot pathway is provided on both sides of the roadway, and bike lanes provide a place for commuter cyclists. Parallel parking is maintained and formalized (where there is no curb or striping) on both sides of the street. Existing parkway behind the back of curb is enhanced to maintain the safe, friendly, and comfortable pedestrian elements provided by tree-lined streets.

Implementation Process:

Many of the ultimate improvements occurring behind the back of curb may be provided through redevelopment, through public improvements, and through public-private partnerships. Improvements within the street or adjustment to existing curb lines would need to be part of larger infrastructure improvements occurring for one or multiple blocks, and likely initiated by ACHD, MDC, or the City. ACHD involvement will be critical for cross-section improvements outside of the City Core, especially with regard to traffic impacts, actual alignment, and other design considerations.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Two-way	Two-way
Parking	Parallel both sides	Parallel both sides
Parking Capacity*	Varies	Varies
Walkways (ea. side)	Varies greatly, with many areas having none or in disrepair	7-feet on both sides
Buffer (ea. side)	Varies	8-feet, min.
Pathway	No	Yes
Bike Support	Bike lane, with large broken segments	Yes

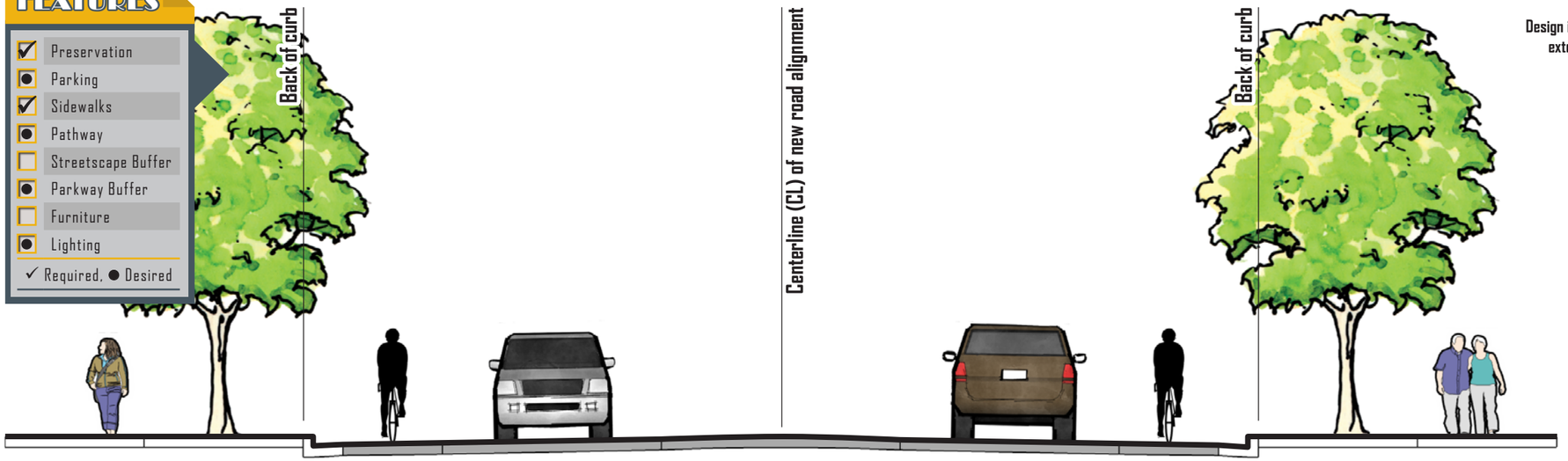
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

PINE AVENUE: East 6th (Appx.) to Locust Grove Road

FEATURES

- ✓ Preservation
- ● Parking
- ✓ Sidewalks
- ● Pathway
- ☐ Streetscape Buffer
- ● Parkway Buffer
- ☐ Furniture
- ● Lighting

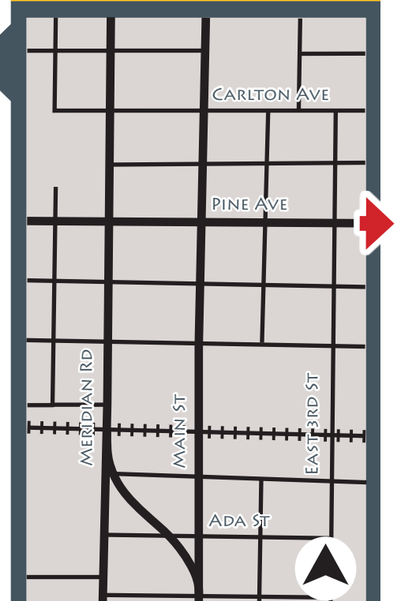
✓ Required, ● Desired



{View Facing East}
Design is based on centered extents of existing ROW.

15' Pedestrian		24' to CL of Road			24' to CL of Road			15' Pedestrian	
7' Pathway	8' Parkway	2' Curb	5' Bike Lane	11' Drive Lane	12' Turn Lane	11' Drive Lane	5' Bike Lane	2' Curb	8' Parkway	7' Walkway

LOCATION MAP



Pine Avenue

East 6th to Locust Grove Road

Considerations:

This cross-section is outside of the City Core. There are also a large number of missing bike and pedestrian connections within this area. Most properties facing this section of Pine do not have alleys and must take access from Pine, though roadway expansion (such as East Broadway) may allow for new access considerations in the future. There are several roadways leading into subdivisions on this segment of Pine, but except for the intersection at Locust Grove, there are no center turn lanes to facilitate turning movements.

Intent:

The intent of this cross-section is to balance the needs of auto, pedestrian, and bicycle connectivity, to limit congestion and ensure efficient and safe travel for all modes, and to provide opportunities for thematic entryway elements leading into and through downtown. Pathway connections must also be maintained and expanded between Downtown, Locust Grove, and with the Five Mile Creek pathway. Connectivity for all modes is the top priority, but entryway improvements and other streetscape aesthetics such as landscape buffers, lighting, and other improvements should not be forgotten.

Description of Ultimate Conditions:

A seven-foot pathway is provided on both sides of the roadway, and bike lanes provide a place for commuter cyclists. Parkways behind the back of curb are added to enhance and create safe, friendly, and comfortable pedestrian elements provided by tree-lined streets. Where parkways are not feasible, existing property owners and redevelopment should continue to carry-forward planting of large canopy trees of similar varieties near back of walk. In urban areas, parallel parking should be maintained or installed on both sides of the street to enhance capacity and buffer pedestrians from the roadway, but may be omitted where property impacts are substantial. The cross-section may vary dramatically at intersections.

Implementation Process:

This section of Pine is missing a large number of critical pedestrian and bicycle facilities, and improvements will likely require public agency support for installation. Other improvements may occur gradually and overtime through private redevelopment. MDC, ACHD, and the City should continue to expand and improve signage and way finding as appropriate. ACHD involvement will be critical for cross-section improvements outside of the City Core and urban renewal area, especially around intersections and with regard to traffic impacts, actual alignment, and other design considerations.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	50-feet (ROW), varies	78-feet
Road	Two-way	Three+ lanes with center turn lane
Parking	No	No
Parking Capacity*	None	None
Walkways (ea. side)	None	7-feet on both sides
Buffer (ea. side)	Varies	8-feet
Pathway	Varies	Yes
Bike Support	None	Bike lane

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

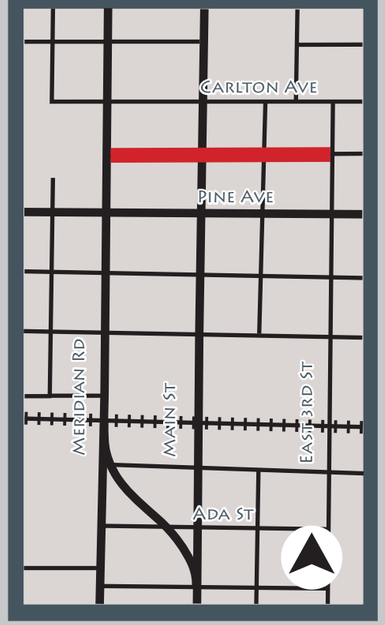
CORRIDOR: State Avenue

Corridor: State Avenue

State is a short east-west corridor which extends from Meridian Road on the west, to Cathy on the east. There are no traffic signals at crossings with Main or Meridian, and so the corridor primarily serves local traffic. Sidewalks have generally been provided along State between Meridian Road and East 2nd, but there are a number of missing segments to the east of East 2nd where pedestrian connectivity becomes more limited. Most properties along State have alleyway access.

Within the Destination Downtown vision plan, State is split between the Traditional City Core (TCC) and the eastern Neighborhood Preservation Area districts (NPA). Areas within the TCC have seen a number of residential to commercial conversions, and include a number of professional service and retail shops. It is expected that additional conversions and redevelopment will occur within this mixed use and business friendly district. Areas within the NPA are primarily residential, with very little redevelopment or improvements. Additional infill and residential redevelopment is expected to continue within the NPA.

LOCATION MAP



East State has seen a number of residential to commercial conversions, which is encouraged and supported by the Destination Downtown Vision Plan, and by City Code for Old-Town zoning.

EXISTING PHOTOS

Looking east along State between E 2nd and E 3rd.

Looking west along State between Main and E 2nd.

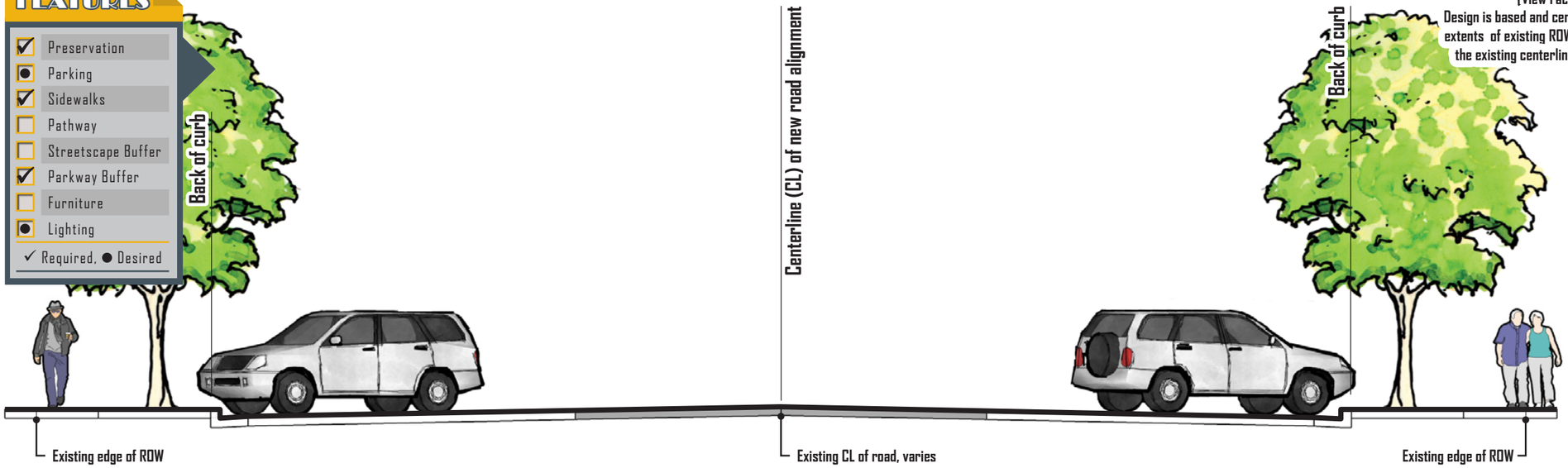
Looking west along State between Main and Meridian.

STATE AVENUE: Meridian Road to East 3rd Street

FEATURES

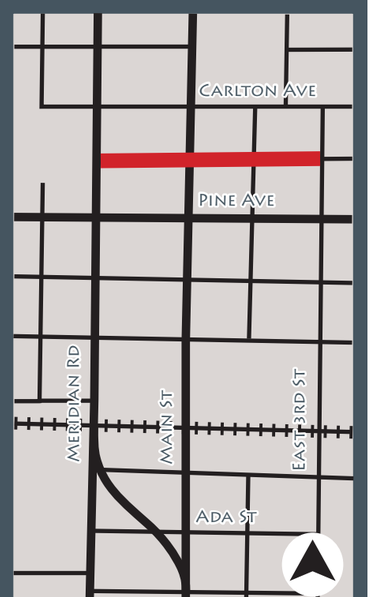
- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ☐ Pathway
- ☐ Streetscape Buffer
- ☑ Parkway Buffer
- ☐ Furniture
- ● Lighting

✓ Required, ● Desired



11' Pedestrian		30.5' to CL of Road		30.5' to CL of Road		11' Pedestrian	
5' Walkway	6' Parkway	19' Angled Parking	11' Drive Lane	11' Drive Lane	19' Angled Parking	6' Parkway	5' Walkway

LOCATION MAP



State Avenue

Meridian Road to East 3rd Street

Considerations:

With increasing residential conversions and a number of professional and retail services being provided, it is expected that State will have continuing need for parking facilities. All future improvements should be considerate of parking needs, but ensure that effective and safe pedestrian facilities are still provided. While urban streetscape improvements may not be required with larger existing setbacks, some consistent aesthetic improvements are still necessary not only protect the charm, appeal, and marketability of the downtown environment, but to also enhance pedestrian safety.

Intent:

The intent of this cross-section is to ensure that adequate parking is provided for conversions and redevelopment, to provide adequate pedestrian connectivity, and to preserve the charm, appeal, and marketability of downtown Meridian. Pedestrian connectivity and safety features, such as detached walks and lighting enhancements, are most important, followed by parking and then other enhancements such as hardscape. To improve on-street parking, and because properties have alley access, curb cuts should be removed from all locations where public or shared surface parking lots are not provided.

Description of Ultimate Conditions:

With street traffic being slow, with limited existing and future connectivity, and to help mitigate parking challenges needed to support continuing unit conversions and redevelopment, angled parking is provided with this cross-section. Parkways separate the pedestrian environment from parking, and provide room for tree-lined streets that reduce heat island, enhance pedestrian comfort and safety, and support elements consistent with downtown aesthetic. Island breaks should occasionally split long rows of parking stalls, similarly to City of Meridian off-street parking requirements.

Implementation Process:

Improvements along State Avenue are likely to occur both through private redevelopment and public-private partnerships. While possible to only redevelop segments of a street with angled parking, it is less confusing and safer for improvements to be made for the entire street block. At a minimum and regardless of ultimate conditions, redevelopment should ensure that adequate pedestrian facilities are provided and that aesthetic improvements behind existing back of curb are consistent with the final vision.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	83-feet
Road	Two-way	Two-way
Parking	Parallel	Angled
Parking Capacity*	48	119
Walkways (ea. side)	Fragmented, attached and detached 4 to 5-feet	Detached, 5-feet
Buffer (ea. side)	Varies	5-feet, min.
Pathway	None	None
Bike Support	None	None

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

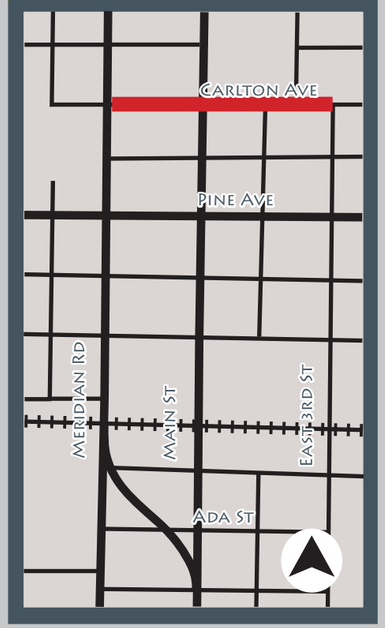
CORRIDOR: Carlton Avenue

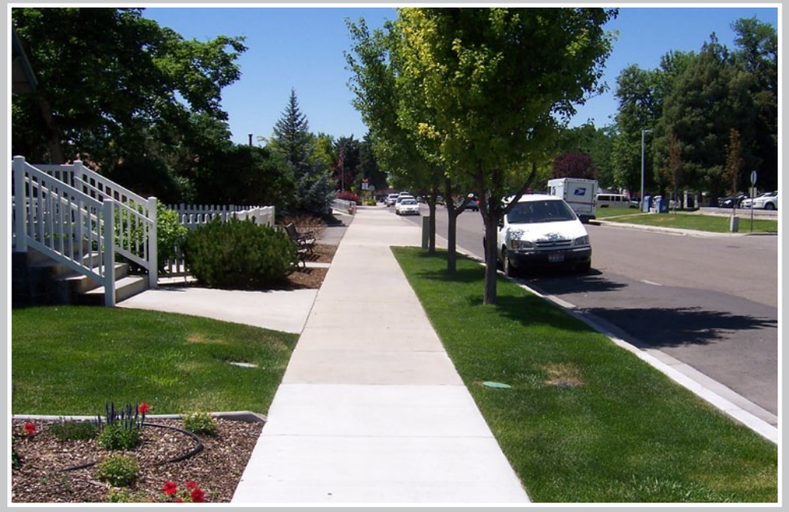
Corridor: Carlton Avenue

Carlton, similar to State, is a short east-west corridor extending from West 1st to just past East 5th. While there are no traffic signals along Carlton, there is a HAWK pedestrian signal at the Meridian Road intersection, providing a safe pedestrian crossing and school route for children attending both Meridian Elementary and Cole Valley schools. While through connectivity is limited, a number of popular destinations including both schools and the US Post Office directly front Carlton. Most small parcels have alley access, and large parcels all take access off multiple roadways.

Carlton serves as the boundary between the Traditional City Core (TCC) and the Washington and Main (WAM) districts, and serves both of the Neighborhood Preservation Areas of the Destination Downtown vision plan. A number of properties in both the TCC and WAM have redeveloped or converted from residential uses, and this process is expected to continue in the future. Where the TCC is geared more toward integrated mixed use, the WAM especially is expected to see additional conversions and lower density uses. Additional infill and residential redevelopment is expected to continue within the neighborhood preservation area.

LOCATION MAP





Carlton is a diverse mix of residential, residential to commercial conversions, services, and public services. Carlton is also a connection serving both of the existing schools within the Downtown area, Meridian Elementary School and Cole Valley Christian School.

EXISTING PHOTOS

Looking west along Carlton, between E 2nd and E 3rd.

Looking east along Carlton, between E 2nd and E 3rd.

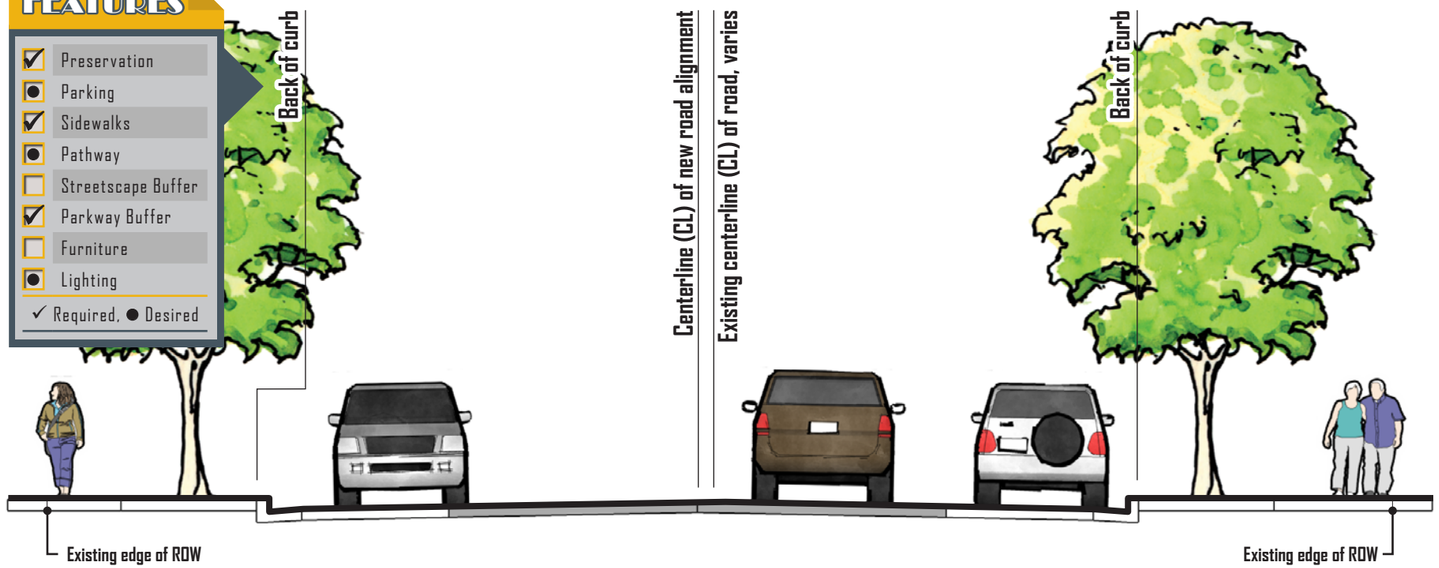
Looking west along Carlton, between Main and Meridian.

CARLTON AVENUE: Meridian Road to Main Street

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ● Pathway
- ☐ Streetscape Buffer
- ☑ Parkway Buffer
- ☐ Furniture
- ● Lighting

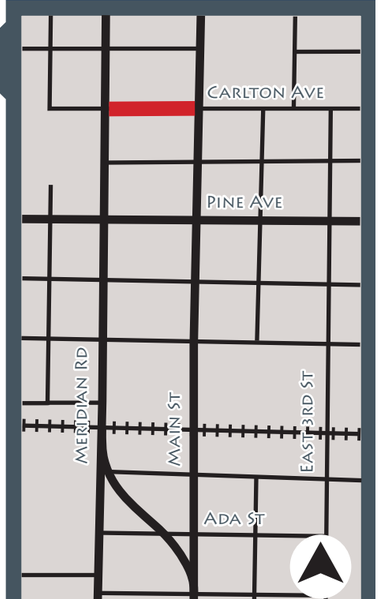
✓ Required, ● Desired



{View Facing East}
Design is based on centered extents of existing ROW

~2'	9' Pedestrian		19' 6" to CL of Road		11' Pedestrian		~2'
5 Pathway	6' Parkway	8' Parallel Parking	11' Drive Lane	11' Drive Lane	8' Parallel Parking	6' Parkway	7' Walkway

LOCATION MAP



Carlton Avenue

Meridian Road to Main Street

Considerations:

This segment of Carlton has limited ROW, but still needs to balance parking and pedestrian needs while providing a consistent downtown aesthetic that promotes safety, comfort, and economic development. With a number of destinations on Carlton including two schools, pedestrian uses are expected to be higher, particularly with a dedicated pedestrian crossing at Meridian Road.

Intent:

The intent of this cross-section is to promote infill, conversions, and redevelopment consistent with downtown design guidelines and the Destination Downtown vision plan, while protecting existing uses and strengthening pedestrian connectivity. Pedestrian connectivity and safety such as detached walks and lighting enhancements are most important, followed by parking and then other enhancements such as wider buffers and hardscape. To improve on-street parking, and because properties have alley access, curb cuts should be removed from all locations where surface lots are not provided.

Description of Ultimate Conditions:

Parallel parking is preserved to maintain existing capacity, and removal of driveways will provide additional opportunities over time. The lower density and more residential feel of the street, along with limited ROW and reduced streetscape buffers, lends itself to parkways with trees planted among decorative grasses and groundcover, rather than hardscape. The 7-foot detached pathway on the south side of the street will provide safe accommodations for pedestrians, most notably school children.

Implementation Process:

Redevelopment along this segment of Carlton is expected to occur through gradual private redevelopment. While some improvements such as curb alignments may require coordinated public support, walkways and landscaping should occur through all other redevelopment, and curb-cuts removed at every opportunity.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	59-feet (ROW)	63-feet
Road	Two-way	Two-way
Parking	Parallel	Parallel
Parking Capacity*	21	22
Walkways (ea. side)	Fragmented, attached and detached 4 to 5-feet	Detached, 5-feet north and 7-feet south
Buffer (ea. side)	Varies	6-feet, min.
Pathway	No	Yes, 7-feet for schools and HAWK signal at Meridian
Bike Support	No	No

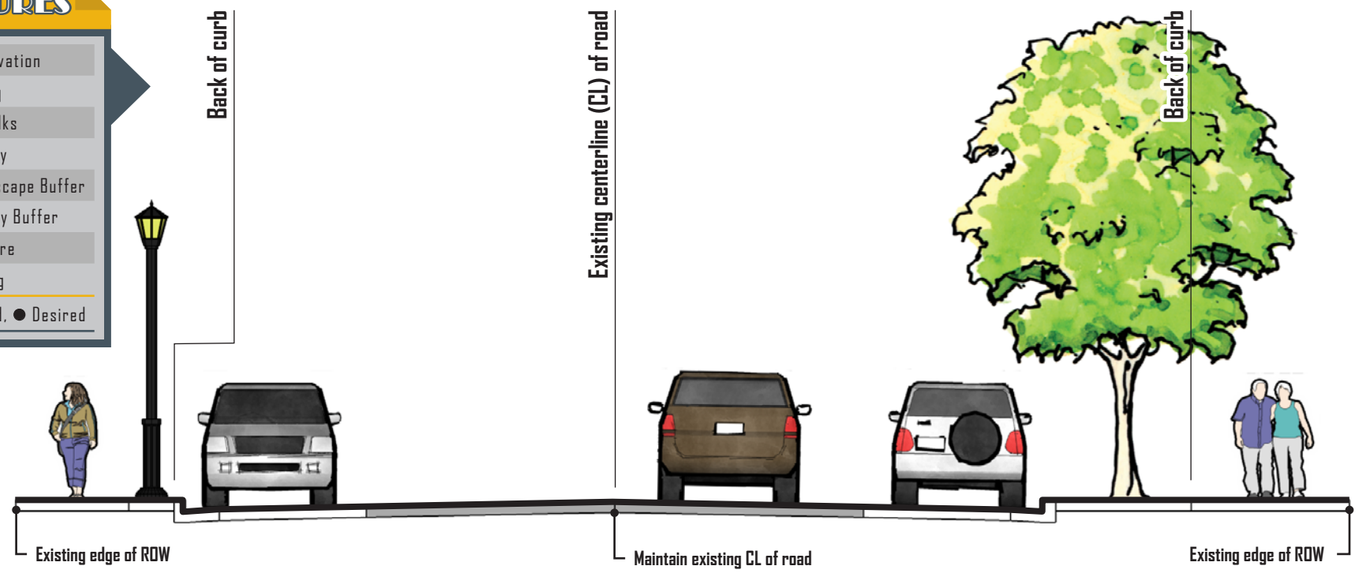
* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

CARLTON AVENUE: Main Street to East 3rd Street

FEATURES

- ☑ Preservation
- ● Parking
- ☑ Sidewalks
- ● Pathway
- ☐ Streetscape Buffer
- ☑ Parkway Buffer
- ☐ Furniture
- ● Lighting

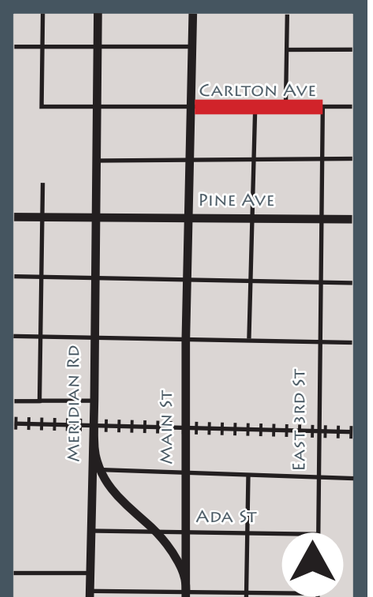
✓ Required, ● Desired



{View Facing East}
Design is based on southern edge of existing ROW

7' Pedestrian		19' 6" to CL of Road		11' Drive Lane	8' Parallel Parking	13' Pedestrian	
5' Pathway	2'	8' Parallel Parking	11' Drive Lane			6' Parkway	7' Walkway

LOCATION MAP



CARLTON AVENUE

Main Street to East 3rd Street

CONSIDERATIONS:

This segment of Carlton has limited ROW like the rest of the corridor, but still needs to provide adequate pedestrian connectivity and maintain a consistent downtown aesthetic. Off-street parking facilities at an existing funeral home, the US Post Office, and the Cole Valley Christian School greatly reduce public on-street parking. Limited ROW and a number of constrained properties virtually eliminate opportunities for additional improvements outside of public ROW, and in some cases within ROW.

INTENT:

The intent of this cross-section is to promote infill, conversions, and redevelopment consistent with downtown design guidelines and the Destination Downtown vision plan, while protecting existing uses and strengthening pedestrian connectivity. Pedestrian connectivity and safety such as detached walks and lighting enhancements are most important, followed by parking and then other enhancements such as wider buffers and hardscape. While off-street parking is limited, all efforts should be made to explore creative and innovative design options which provide for more.

DESCRIPTION OF ULTIMATE CONDITIONS:

Parallel parking is preserved to maintain existing capacity, and removal of driveways will provide additional opportunities over time. The lower density and more residential feel of the street, along with limited ROW and reduced streetscape buffers provides some opportunity for parkways on the southern side of the street, rather than hardscape. Existing conditions and limited ROW reduce opportunities on the north side of the road, but a narrow band separates the sidewalk from the street and provides a space for lighting. The 7-foot detached pathway on the south side of the street will provide safe accommodations for pedestrians, most notably school children.

IMPLEMENTATION PROCESS:

Redevelopment along this segment of Carlton is expected to occur through gradual private redevelopment. While some improvements such as curb alignments may require coordinated public support, walkways and landscaping should occur through all other redevelopment.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	59-feet (ROW)	59-feet
Road	Two-way	Two-way
Parking	Parallel	Parallel
Parking Capacity*	18	28
Walkways (ea. side)	Fragmented, attached and detached 4 to 5-feet	Detached, 7-foot min. south and 5-foot min. north
Buffer (ea. side)	Varies	6-feet, min. south, and 2-feet min. north
Pathway	No	Yes, 7-feet for schools and HAWK signal at Meridian
Bike Support	No	No

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

5. Next Steps

The next steps discussion is included as an opportunity to suggest a process to identify priority areas for reinvestment by the Meridian Development Corporation (MDC) and other agencies. In some cases there may be needs which should be addressed before redevelopment occurs, or because development will not occur without certain improvements.

Specific Plans

This master plan represents phase one of a larger effort to prioritize and implement a cross-section improvement program. While this master plan identifies cross-sections, the concept and intent are equally important since existing conditions will vary along the street, and conditions may change. Phase two efforts will be more focused on taking a closer look at identified priority segments with specific plans, and then implementing improvements. Priority segments may just include preparation and readiness for when partnerships are available. Prioritized projects may be complete installation of full cross-sections for streets, or partial installation of critical improvements needed to enhance safety and to address specific goals. Specific goals may be to partner with identified redevelopment partners, implement critical improvements to improve connectivity, or to improve issues identified as road blocks for further private redevelopment.

Expansion of the Planning Area

While this plan supports Destination Downtown, the City Core which this planning area matches, does not actually match several of the districts within the Destination Downtown plan. The results are several gaps in design guidelines and standards for several districts of the plan. Two prominent examples are the areas between Ada and Franklin, which are part of the Transit Oriented Development & Cultural District, or the areas north of Carlton which are part of the Washington and Main District or Northern Gateway Districts. There are also areas of both Neighborhood Preservation Areas important for connectivity and preservation considerations, which are not covered by this plan. In the future this plan may be expanded to cover these other areas.

Establishing Priorities

While private redevelopment, the City, and ACHD all play a critical role in revitalizing downtown streets, the extents of this master plan are wholly within the MDC urban renewal area boundaries. Furthermore, this plan is largely intended to support the Destination Downtown vision plan. As such, projects will, for the most part, need to be coordinated with and prioritized by MDC.

While some cross-section projects may work independently of other agencies or interested groups, all efforts should never-the-less be made on the part of all involved agencies and parties, to maintain clear communication and provide regular updates to discuss ongoing activities and efforts within the planning area. Where possible, synergies should be sought to maximize efficiencies and provide greater return on investment.

The following are recommended considerations for prioritizing areas of improvement:

1. Connectivity – will improvements provide greater access, enhance safety, and increase awareness of existing improvements, infrastructure, and allow for greater public engagement with downtown businesses and activities?
2. Destination supportive – will improvements provide greater opportunities to make downtown Meridian more marketable, attractive, and supportive of activities?
3. Community supportive – do the existing businesses generally support the improvement?
4. Rooftops – will improvements capitalize on and improve the number of rooftop and residential units which are needed to directly supply, create, and enhance a sense of 3rd place and create the critical mass necessary to make downtown more active outside of peak hours?
5. Return on investment – are improvements in a location where private redevelopment is likely to occur and in turn enhance property values and the effectiveness of TIF?
6. Funding – are there interested partnerships, or opportunities to create them, which will provide greater impact and help to reduce the investment requirements on any one agency? Can improvements serve more than one function and provide benefit to other potential partners? Are grants available that could help to otherwise fund projects that would not be feasible? All efforts should be made to seek local, state, and federal grants ranging from planning to site preparation and construction.
7. Timing – are the necessary supportive improvements in place to support construction? For example, if on-street parking is being removed/re-configured, are there other parking facilities nearby to offset the need? Can redevelopment occur in an area without ready partnerships to install such facilities if they are missing?

6. Appendices

A. East 2nd Street Cross-section Alternatives

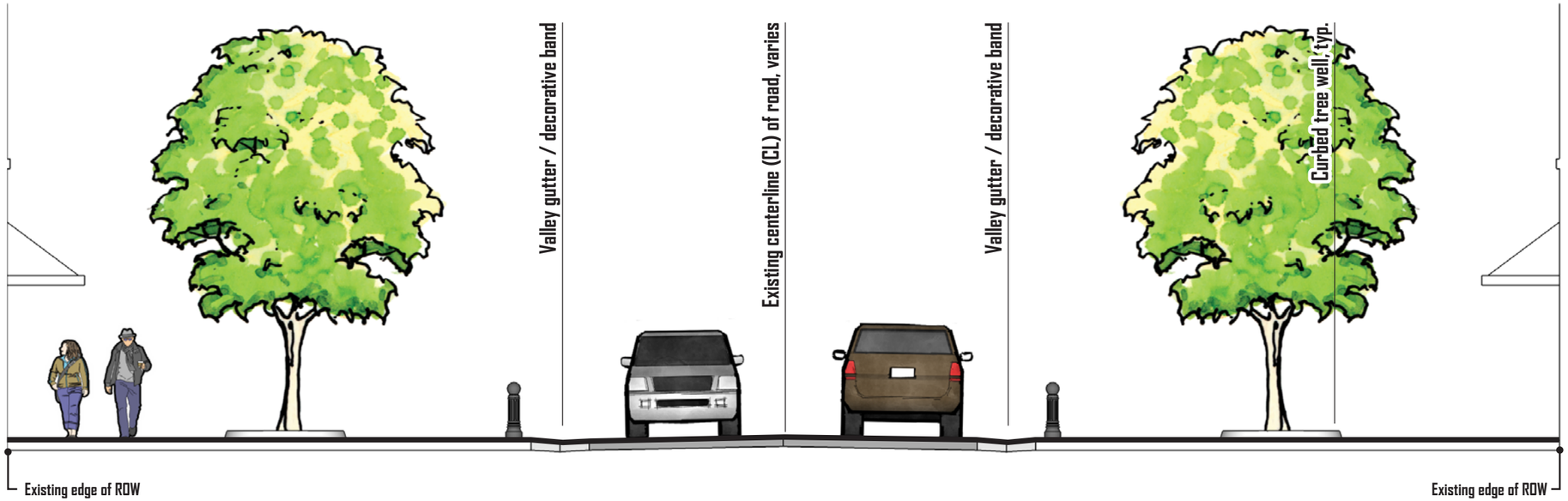
B. Other Street Design Concepts

C. Downtown Meridian Street Network “Needs Map” by Work Group

A. East 2nd Street Cross-section Alternatives

See Following Pages

EAST 2ND STREET: Broadway Avenue to Carlton Avenue (option 2)



{View Facing North}
Design is based on extents of existing ROW.

27' Pedestrian		13' to CL of Road		13' to CL of Road		27' Pedestrian	
11' Walkway	16' Streetscape	3' Band	10' Drive Lane	10' Drive Lane	3' Band	16' Streetscape	11' Walkway

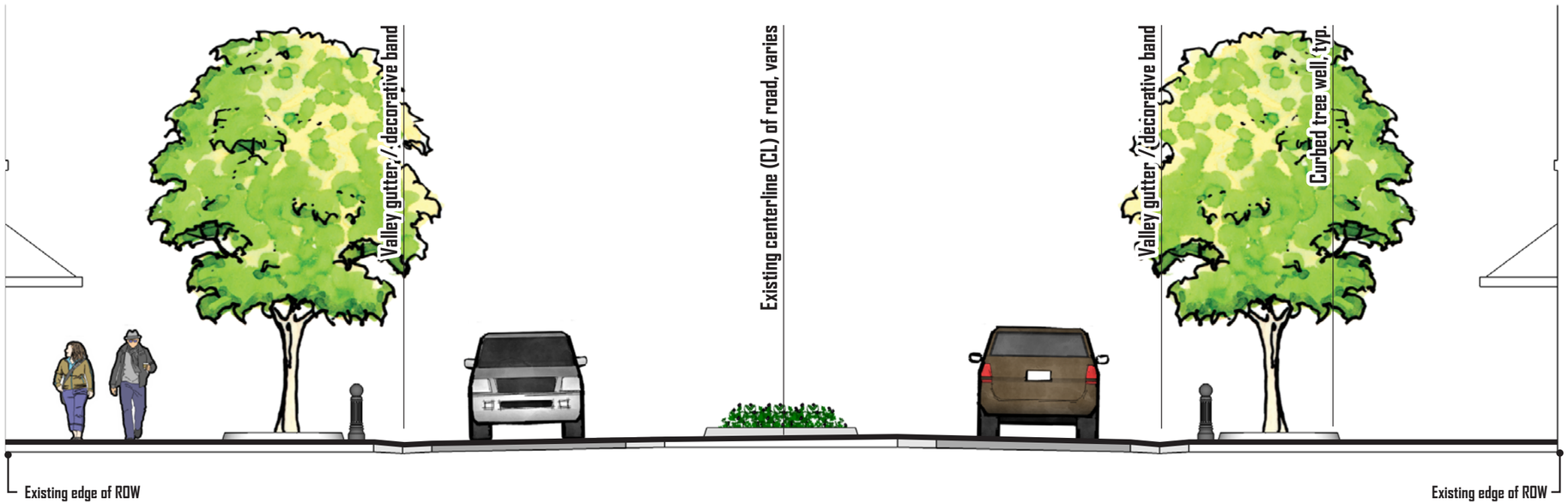
Note: See page 4-7 for baseline cross-section.

East 2nd Street

Broadway Avenue to Carlton Avenue (option 2)

This cross-section is an alternative concept for East 2nd Street between Broadway and Carlton. The intent of this alternative is to provide a design example in a condition where no parking was warranted or needed, and a larger pedestrian gathering area was preferred.

EAST 2ND STREET: Broadway Avenue to Carlton Avenue (option 3)



{View Facing North}
Design is based on extents of existing ROW.

19' Pedestrian			21' to CL of Road			21' to CL of Road			19' Pedestrian	
11' Walkway	8' Streetscape	3' Band	10' Drive lane	2' Band	12' Median/Special Feature/Turn Lane	2' Band	10' Drive lane	3' Band	8' Streetscape	11' Walkway

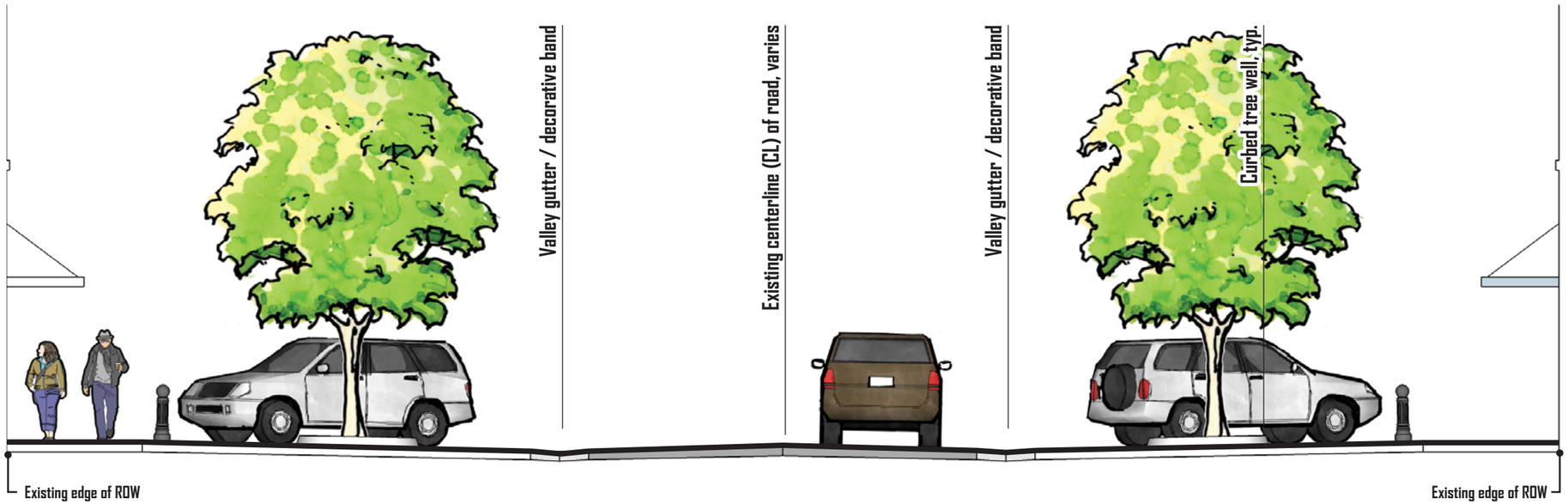
Note: See page 4-7 for baseline cross-section.

East 2nd Street

Broadway Avenue to Carlton Avenue (option 3

This cross-section is an alternative concept for East 2nd Street between Broadway and Carlton. The intent of this alternative is to provide a design example in a condition where no parking was warranted or needed, and a median or special street palcemaking feature was preferred.

EAST 2ND STREET: Broadway Avenue to Carlton Avenue (option 4)



{View Facing North}
Design is based on extents of existing ROW.

Pedestrian	33' to CL of Road			33' to CL of Road			Pedestrian
7' Walkway	20' Angled Parking	3' Band	10' Drive lane	10' Drive lane	3' Band	20' Angled Parking	7' Walkway

Note: See page 4-7 for baseline cross-section.

East 2nd Street

Broadway Avenue to Carlton Avenue (option 4)

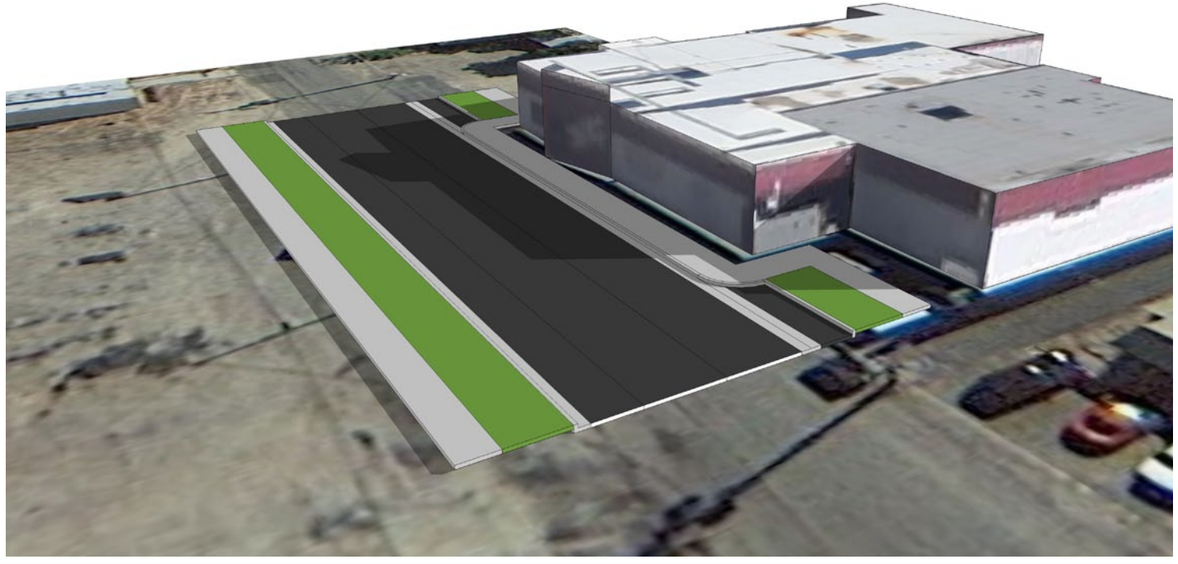
This cross-section is an an alternative concept for East 2nd Street between Broadway and Carlton. The intent of this alternative is to provide a design example in a condition where more parking was preferred, and pedestrian and other placemaking features was less desired.

B. Other Street Design Concepts

See following page. These alternatives are less preferred concepts intended to support existing users when ideal conditions cannot be met.

B. Other Street Design Concepts

These alternatives are less preferred concepts intended to support existing users when ideal conditions cannot be met.

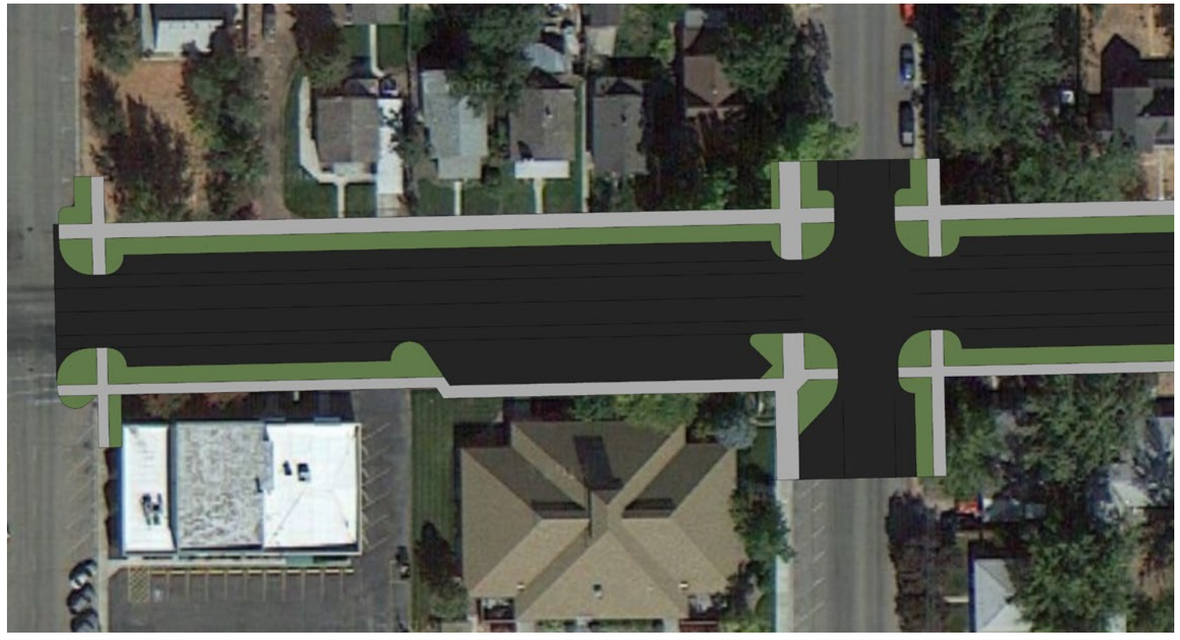


Bower Street

Main Street to East 3rd Street

This concept is an alternative cross-section variation of how important streetscape and parking conditions can be made, while working around constrained existing right-of-way. This example is in front of the Meridian Meat and Sausage facility, which lacks any streetscape improvements. The idea can be applied elsewhere. Meridian Meat and Sausage has its own off-street parking.

Design is only a rough concept, and other solutions may exist for a variety of existing conditions.



Pine Avenue

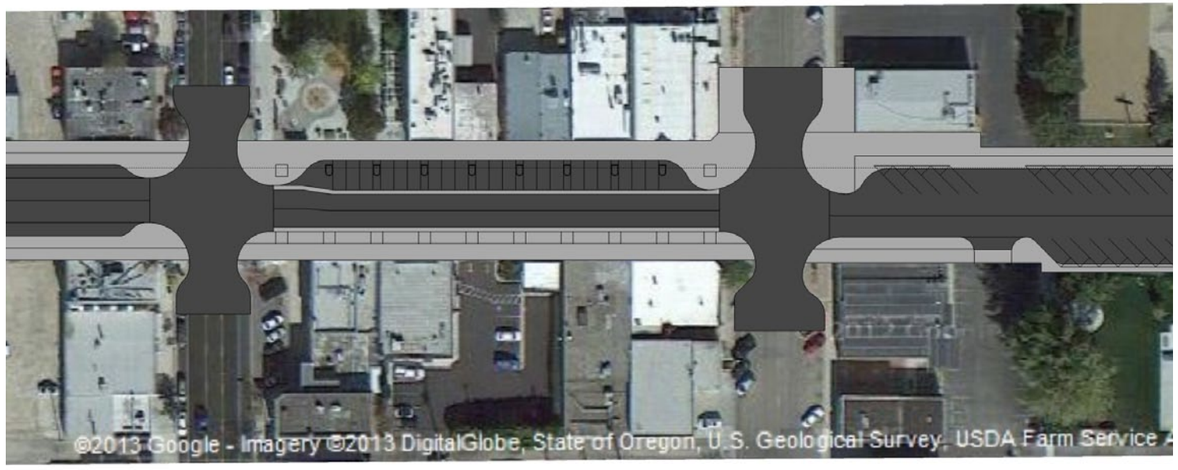
Meridian Road to East 3rd Street

This concept is an alternative cross-section variation of how important streetscape and parking conditions can be made, while working around constrained properties. This example is in front of the Meridian Methodist Church. It is important to note that backout angled parking along a roadway with important bike facilities is not safe nor preferred, especially in the long-range. However, on-street parking is an important consideration Downtown. If a project with necessary pedestrian and bicycle improvements cannot move forward, due to impacts by angled to parallel parking conversion losses, a concept such as this may be a solution.

This alternative would require an easement to provide pedestrian facilities outside of existing right-of-way. Design is only a rough concept.

B. Other Cross-section Design Alternatives

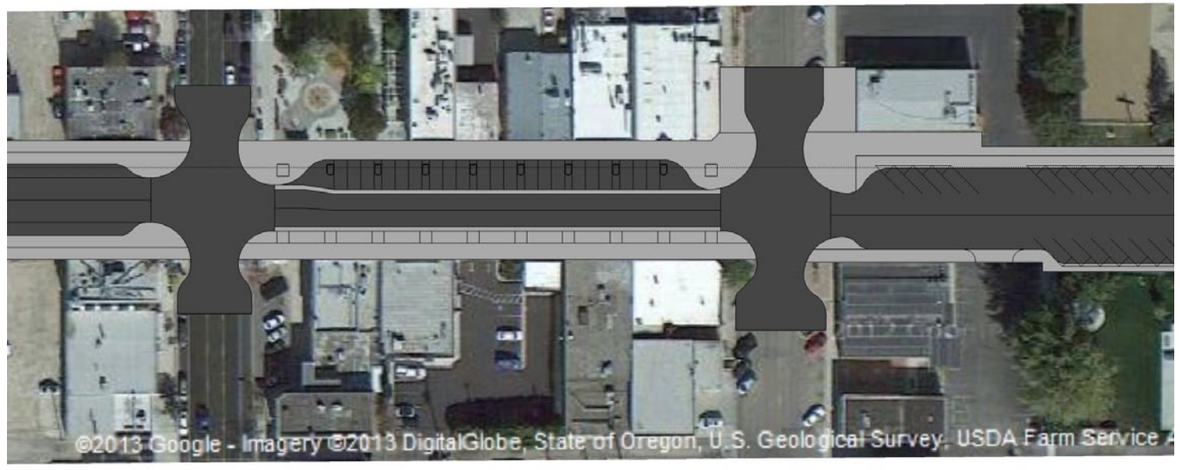
These alternatives are less preferred concepts intended to support existing users when ideal conditions cannot be met.



Idaho Avenue

East 2nd Street to East 3rd Street

This example represents all three of the preferred cross-sections for Idaho. Example is for contrast to adjacent alternative. Please note that plan view design is a very rough schematic and does not necessarily reflect a final concept or design.



Idaho Avenue

East 2nd Street to East 3rd Street

This cross-section is provided to illustrate how parallel parking may be kept on the north-side of the Meridian Community Center, in lieu of other streetscape improvements. This solution is not desired as streetscape improvements and buffers from edge of roadway are preferred. There is normally ample parking on this street.

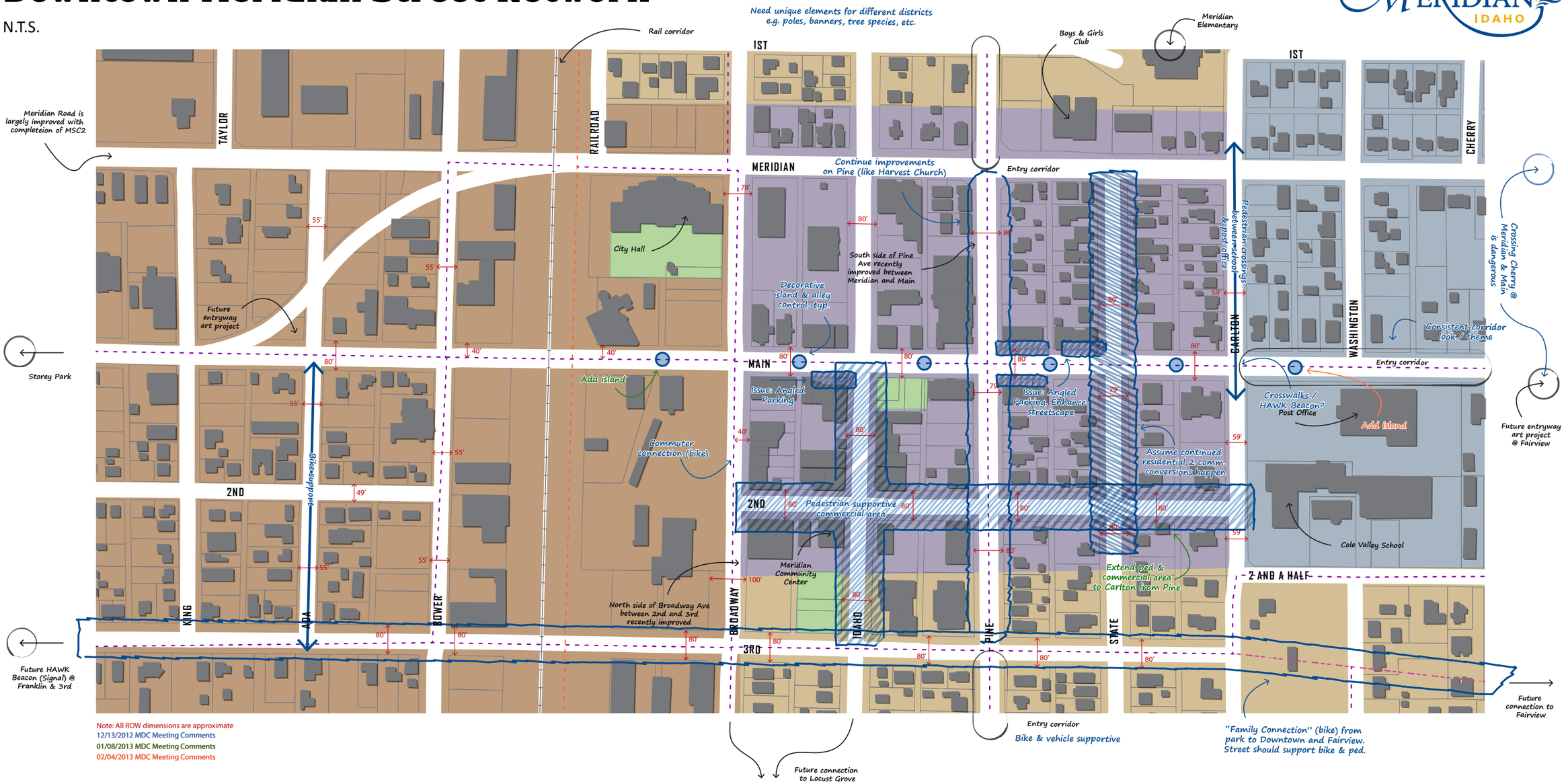
Please note that plan view design is a very rough schematic and does not necessarily reflect a final concept or design.

C. Downtown Meridian Street Network "Needs Map" by Work Group

See following page. The map was an iterative process to identify street and streetscape needs. Comments are color coded by date.

Downtown Meridian Street Network

N.T.S.



Note: All ROW dimensions are approximate
12/13/2012 MDC Meeting Comments
01/08/2013 MDC Meeting Comments
02/04/2013 MDC Meeting Comments

Transit Oriented Development

1. Integrate and Transition Existing Businesses
2. Art and Cultural Opportunities
3. Emphasize civic/TOD facilities
4. Create an event or performance venue
5. Dense Development

Neighborhood Preservation

1. Residential Preservation
2. Historic Designation

Traditional City Core

1. 2 - 4 Story Infill and Restoration
2. Traditional Architecture Themes
3. Continuous Urban Edge
4. Vertical & Horizontal Integration of Uses
5. Preserve Downtown Housing
6. Emphasize Walkability and Activity
7. Develop Civic Uses

Washington & Main

1. Small Scale Buildings
2. Residential Streetscape
3. Integrate Historic School and Post Office

Legend

- Proposed Pathway
- On-street Pathway
- Future Pathway
- Park / Plaza

NORTH

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MERIDIAN
IDAHO