

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

Development Name: Meridian Station






Agency: Meridian

CIM Vision Category: Mixed Use

New households: 360

New jobs: ±300

Exceeds CIM forecast: Yes

	<p>CIM Corridor: Main Street Pedestrian level of stress: PG Bicycle level of stress: PG-13</p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: 4,110 Jobs within 1 mile: 10,010 Jobs/Housing Ratio: 2.4</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: 1 mile Nearest fire station: 0.2 miles</p>	<p>Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>
	<p>Farmland consumed: No Farmland within 1 mile: 72 acres</p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: >4 miles Nearest public school: 1.3 miles Nearest public park: 0.2 miles Nearest grocery store: 0.9 miles</p>	<p>Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p>

Recommendations

This proposal exceeds growth forecasted for this area. However, the proposal for multi-family housing in downtown Meridian supports the *Communities in Motion 2040 2.0* Vision which encourages “the highest densities and land-use mix, including housing, office, and retail jobs. Downtowns typically are centers for culture and activity” in Downtown areas. This proposal would provide higher density, infill housing nearby an employment and retail area, which can mitigate congestion by decreasing the amount of single occupancy vehicle trips generated on the transportation network and encourage non-motorized travel. Typically, at least 7 dwelling units per acre (DU/acre) are needed to support public transportation; this proposal exceeds 58 DU/acre. The proposal is also a mix of residential and retail, which can mitigation congestion by decreasing the amount of single occupancy vehicle trips generated on the transportation network and encourage non-motorized travel.

More information about COMPASS and *Communities in Motion 2040 2.0*:

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More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>



The Union Pacific railroad corridor could see new development in the future, including increased freight traffic, passenger transportation, and/or a multi-use trail. COMPASS is involved with planning for the latter two opportunities but both are unfunded and would require agreement from Union Pacific. On the west side of Meridian Road, the City of Meridian will be constructing a multi-use pathway in the City of Meridian parallel to the railroad tracks for approximately ½ mile west towards Linder Road from Meridian Road. This project has an anticipated construction year of 2022 (Key #13918). This proposal has committed to extend that pathway on the east of Main Street.

The site is not currently served by public transportation. ValleyConnect 2.0 proposes bus service between downtown Boise and the West Boise Research Center, via downtown Meridian, with 20-minute frequencies in the peak hours. The closest bus stop would run along North Main Street when that route is operational. Work with Valley Regional Transit on design that would accommodate future service.

The proposal requests to continue to use the two vehicular access points on North Main Street, an arterial road, and closing the access on Broadway Avenue. Consider closing on access location on North Main Street and keeping vehicular access on Broadway Avenue. This will help with efficiency on the arterial roadway and improve safety for bicyclists and pedestrians by taking away one conflict point.