



## **Steering Committee Meeting**

**Friday, May 5, 2006**

**8:30 A.M. – 12:30 P.M.**

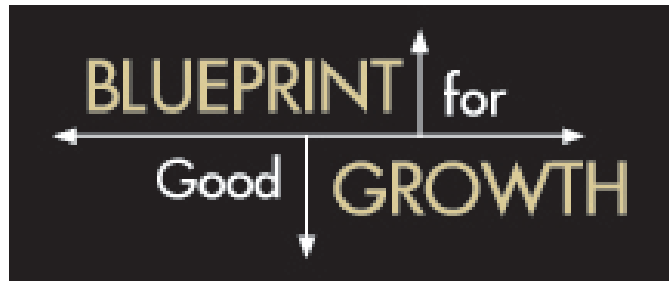
**ACHD**

**Commission Room**

**Lunch will be provided**

### **AGENDA**

- I. **Agenda Changes and Additions**
  
- II. **Consent Agenda**
  - a. Approval of the April 20 Meeting Minutes (pg. 2-5)
  
- III. **Discussion/Action Items**
  - a. Recap of Previous Directive to Focus on Concurrency
  - b. Overview of Concurrency
  - c. Action on Transportation Policies
  - d. Action on Utility Policies
  - e. Action on School Policies
  - f. Discussion of Purpose of Rural Tier



## ***Countywide Land Use and Transportation Guide Plan Meeting Minutes***

**Steering Committee Meeting – ACHD Auditorium  
Thursday, April 20, 2006 1:00 P.M. – 5:00 P.M.**

**Attendees:** See attached

1. **Agenda Changes and Additions**  
No changes.

2. **Consent Agenda**  
Approved Consent agenda.

3. **Information and Discussion – Update on 4/6/006 Consortium  
Discussion/Directives**

Attendees were updated about the directives received from the Consortium at their April 6 meeting. Excerpts from the draft Consortium meeting minutes detailing the directions are as follows:

- “Should developments of regional impact be reviewed for consistency with transportation plans? Consortium response was affirmative with direction to avoid creating a review process that promotes more fragmented decision-making.
- Who should review Developments of Regional Impact (DRIs) and what affect should the review have? Consortium Response: Each local government should retain its autonomy in making the consistency determinations. Members expressed reservations about DRIs if they force smaller developments due to the lesser requirements on a smaller development versus a DRI.
- Should development outside of cities and areas of impact be limited? Consortium questioned if 10% was too high. No other comments.

The Consortium strongly favored maintaining local autonomy in decision-making. Members also indicated support for school inclusion as an adequate public facility.

Other issues discussed at the Consortium on April 6 included:

- Plan Implementation,
- Adequate public facilities requirements,
- Increased predictability for desired development approvals, and
- TOD/Mixed Use models, including minimum density targets for each community and minimum connectivity standards.”

During the Steering Committee’s discussion of the Consortium directives, several issues were discussed. These include:

- Concern about the cumulative impacts of smaller developments that could equate to a DRI but would not be reviewed as such due to their individual sizes.
- ACHD should be engaged during the city comprehensive plan development.
- Meridian requested concurrency management ordinances.

4. **Voting Issue – If neither the primary or alternate Steering Committee Member can be present, can the organization designate a separate alternative?**

The attendees unanimously agreed that a second alternate could be designated provided that alternate is knowledgeable about BGG issues.

5. **Open Space Update**

Gerry Armstrong, Pete Friedman, and Johanna Young provided a presentation about Ada County Planned Community Open Space recommendations. A copy of the presentation can be downloaded from the Past Events section of [www.blueprintforgoodgrowth.com](http://www.blueprintforgoodgrowth.com).

6. **Blueprint Scope Modifications**

Members debated the need for Open Space Policies within the Blueprint. (See Item 11 for conclusion.) During this discussion, some voiced concern that some of the BGG draft objectives, goals, and policies do not relate to transportation and land use concurrency. Andy Brunelle related that he desires expansion of the tools available to acquire open space which is important for wildlife habitat, river floodways, and other critical resources. Other attendees expressed the desire for funding mechanisms as a deliverable from the Blueprint process.

After extensive discussions, the Committee recommended significant changes to the scope and effect of the Blueprint, including the:

- Elimination of all objectives and policies not directly related to the coordination of land use and public facility decisions; and
- Addition of a new section of recommended growth management

strategies that are consistent with the Committee's "Guiding Principles."

7. **Planned Community Monitoring Policy**

Attendees agreed to retain policy GM-25 as follows: "If the total number of lots created within the rural tier and within planned communities located outside cities and their areas of impact exceeds 10% of the total lots created within the county in any given year, BGG participants will re-evaluate growth management policies and their implementation to identify the reasons for the shift and appropriate responses to direct growth back into existing communities." Note: Participants will vote on a motion to reduce the percentage from 10 to 8 at their next meeting.

Kathleen Lacey noted this policy was weak and suggested a footnote to indicate such when presented to the Consortium. Attendees also debated location as a factor in development; many Steering Committee members felt that a well planned development/planned community in the wrong location constituted poor development.

In other planned community policies, GM 26 was briefly discussed with no dissent as was GM 28.2.

8. **Area of Impact Policies**

The Steering Committee recommended to modify the actions under policy GM-16 to replace "with written consent from the city in the form of a" with "subject to execution of a" so that actions of the County in areas of impact require the agreement of the property owner rather than formal city consent. Gary Allen had noted concerns about the legality of allowing veto rights by a city.

9. **Rural Tier Policies**

GM-22 was voted during the March 9 meeting. No additional discussion was held.

The Steering Committee recommended to omit pending policy GM-24 which would have addressed sliding scale density bonuses for rural tier conservation subdivision development.

Discussion also occurred regarding the rural tier developments and characteristics. Participants debated if the rural tier should remain rural in character or if the rural tier will be set-aside for future urbanization. No conclusion was made. This item will be further discussed at the next Steering Committee meeting.

10. **Transit Corridor Policies**

The Steering Committee recommended to adjust policy GM-33 to reflect the lack of certainty about the specific type of high capacity transit service along the State Street, Chinden Boulevard and rail corridors.

11. **Open Space and Natural Resource Goal, Objective, and Policies**

The Steering Committee recommended to replace the open space and natural resource goal, objective and policy with strong recommendations for local actions to carry out the BGG guiding principles.

Steve Sweet requested to modify the flood plain discussion to reflect saving “citizens” instead of property or development. He also suggested text protecting the function of the flood ways as well as a request to leave the Boise River in a natural state versus reconfiguration of the channel.

12. **School Adequacy**

Wendell Bigham discussed the implications of the Consortium’s directive to include schools in the APF requirements. He stressed that a base level requirement should require local governments to ensure that enough land is preserved for future school sites.

**The meeting was adjourned at 4:50 P.M.**

# Blueprint for Good Growth

Committee: Steering Committee

Date: 4/20/06

Name	Contact Number	Representing
Clay Carley	345 7852	Econ Dev
Wendee Brigham	855-4500	MERIDIAN SCHOOLS
ANNA CANNING	884-5533	MERIDIAN CITY
PETE FRIGOLI	287-7943	ADA COUNTY
GERRY ARMSTRONG	287-7922	ADA COUNTY
Ruby German	922-4550	Agriculture
Jathleen Marie Lacey	384-3835	Boise City
Kelli Fairless	846-8547	Valley Regional Transit
DICK ARMSTRONG	331-7339	LARGE EMPLOYERS
Nichol Baird Spencer	939 0227	Eagle City
Sabrina Bowman for Katey Levin	387-6156	ACHD
Aleanna Smith	344-2261	Idaho Smart Growth
DAVID TURNBULL	378-4000	COMMERCIAL DEVELOPMENT BRIGHTON CORPORATION
Eric Shannon	334-8301	Idaho Transportation Dept.
Audrey Brunelle	343-1510	Conservation
Michael Lauer	913 381 7852	Planning Works
STEVE SWEET	342 0091	FCD 10
PETA O'NEILL	333-2401	LBCL
MIKE WARDLE	939.0343	SUN COR
MARTIN JOHNSON	658-9100	SKYLINE
Johanna Young	287-5718	ADA County
Karen Doherty	336-0420	Doherty & Assoc
RAY STARK	472-5225	CHAMBERS



## C. **Transportation Goal, Objectives and Policies**

This section establishes policies to coordinate transportation facilities with future development. In addition to establishing policies for road corridor preservation, it addresses transit corridor preservation and the incorporation of non-motorized (e.g., bike/pedestrian) transportation facilities and services into the overall transportation system. Other key transportation policies address connectivity, streetscape, traffic calming techniques, interconnectivity and other issues identified in this Plan.

*[Comment: Many of the policies are contingent upon the adoption of different level of service (LOS) standards for different areas/road segments (e.g., lower congestion thresholds in rural areas, such as LOS B or C and the identification of constrained facilities in high priority areas such as downtowns and activity centers that may continue to operate at LOS E without impeding future development).]*

**Transportation Goal: To coordinate land use and transportation decisions so that the full range of mobility needs may be met with the least fiscal burden.**

### **Objectives:**

- Establish a formal plan amendment review process to ensure that local comprehensive plans, the Long Range Transportation Plan, the ACHD 20-year CIP and the Valley Regional Transit Regional Operations and Capital Improvement Plan are consistent to ensure that planned land uses and transportation facilities are mutually supportive.<sup>3</sup>
- Within four years of adoption of the Blueprint for Good Growth, implement a transportation management program that is consistent with the following transportation policies.

### **Transportation Policies**

**T-1:** Establish appropriate level of service standards that:

- Allow greater levels of congestion in cities and activity centers than in outlying areas;
- Recognize the capacity constraints of some key corridors by allowing for greater levels of congestion in constrained corridors;
- Allow for greater levels of congestion along identified transit corridors.

<sup>3</sup> ACHD will continue to plan for street capacity to serve development approved by local governments. While near term projects shown in the 20-year CIP will reflect approvals that more closely reflect trend development patterns, longer term projects should reflect planned land uses that are consistent with “Community Choices”, the preferred growth scenario adopted through the Long Range Transportation Plan and locally adopted land use plans.

- T-2:** Establish context sensitive street cross-sections that safely convey existing and projected traffic in accordance with established level of service standards, while addressing the following factors:
1. Compatibility with planned land uses along the corridor;
  2. Safe access to abutting properties (note: this may be provided through parallel roads, alleys or private drives along arterial streets);
  3. Anticipated bicycle and pedestrian traffic;
  4. Access to transit; and
  5. Stormwater management needs.
- T-3:** **Map #** is the functional classification map that indicates the planned function of future roadways. This map shall be used in conjunction with cross-sections developed pursuant with policy T-2 to identify right-of-way needs and to prevent encroachment of development into rights-of-way needed to serve existing and planned development
- T-4:** Along corridors where additional right-of-way is needed, require development to provide its pro-rata share of the right-of-way and improvements. If additional right-of-way is needed, buildings and critical parking shall be located outside of the planned right-of-way. Unless sufficient funds are available to secure needed right-of-way prior to development, maximum development intensities shall be based on the acreage of the site prior to acquisition of the right-of-way.
- T-5:** Establish minimum connectivity requirements to improve traffic flow, pedestrian connectivity, bicycle access, transit access and minimize projected vehicle miles traveled from new development. Require new development along arterial streets to provide access parallel to the arterial street via an appropriate combination of frontage roads, private drives and parallel collector streets.
- T-6:** Establish and maintain a more detailed traffic model that will track existing, committed (e.g., approved), and planned traffic demands, as well as their impacts on arterial and collector intersections. Continually refine the model to provide more effective guidance in the review of traffic mitigation proposals.
- T-7:** Adopt and implement the ACHD Pedestrian-Bicycle Transportation Plan to establish routes that make bicycles a viable transportation alternative for some individuals.
- T-8:** In conjunction with the development of context-sensitive street cross-sections, develop and adopt a menu of traffic calming provisions in the design manual that:
1. Identifies alternative traffic calming designs (e.g., bulb-outs, boulevards, roundabouts and medians);



2. Effectively slow traffic;
3. Allow streets to function at planned capacities; and
4. Do not obstruct emergency access to and through neighborhoods.

**T-9:** To facilitate transit services that provide effective alternatives to automotive travel, ensure that development and street designs are consistent with the Transit Corridor development policies established in GM-34 through GM-37. Along arterial roads that serve as bus routes, require adequately designed bus pull-outs at appropriate locations identified by Valley Regional Transit to facilitate transit provision without obstructing non-bus traffic.

**T-10:** Refine street system capital funding sources so that adequate funds are available for capacity expansion in addition to the maintenance and operations of existing facilities. Evaluate the following strategies to enhance capital funding:

1. Ongoing adjustment of local street impact fees to ensure that they keep up with rising construction and right-of-way costs;
2. Expansion of impact fees to include state routes and the collector street system;
3. The use of special districts to fund extraordinary capital and operations/maintenance costs associated with developments of regional impact;
4. Dedication and improvement requirements for bicycle and pedestrian facilities.

## **D. Utilities Goal, Objectives and Policies**

Coordination of utilities with growth and development decisions is an objective that will be difficult to achieve due to the large number of service providers. Utilities are provided within Ada County through a collection of municipal, public and private service providers. Electrical service is provided by Idaho Power. Water and sewer service is provided by municipal and other public and private service providers. Stormwater management responsibilities are shared between local governments, irrigation entities, ACHD and various flood control agencies. Despite the challenges created by the fragmented service provision, this plan strongly supports continued efforts to share information and coordinate capital and service provision plans.

### **Utility Goals:**

1. To compatibly and safely integrate necessary utility facilities with future growth and development;
2. To ensure that utility systems are adequate to meet the needs of residents and businesses;
3. To minimize energy consumption and water demands through aggressive conservation measures (e.g., green buildings, xeriscaping, grey-water usage); and
4. To minimize the negative impacts of utility provision on the natural and built environments.

### **Utility Objectives:**

1. Within two years of adoption of the BGG, local governments will update local plans to identify public utility needs and to make accommodations for the facilities required to deliver projected services.
2. Within three years of adoption of the BGG, local governments will update their land development regulations to be consistent with the policies established in this section.

### **Utility Policies**

**U-1:** Adopt and enforce minimum fire flow requirements or alternative fire suppression options for all development located within cities and all development within areas of impact that is served by centralized water and sewer service.

**U-2:** Plan for the extension of municipally approved sewer service throughout cities and their areas of impact, except in areas specifically planned for large lot residential development. Ensure that development in planned sewer service areas is designed to be connected to the municipal sewer system. Where development of interim facilities is authorized pursuant to policy GM-16, ensure that provisions are made for the future connection of the development to the applicable municipal system.

**U-3 Map #** illustrates the general locations of electrical system substations required to serve planned development within each community. Local

governments shall coordinate with Idaho Power to ensure that adequate land is planned for siting these facilities and associated power lines.

*[What are the rules regarding advance site acquisition by Idaho Power?]*

- U-4:** Annually review of applicable short and long-range utility capital plans with all utility providers<sup>4</sup> to discuss projected short and long-term demands from development, facility siting and construction needs, and right-of-way and easement acquisition needs.
- U-5:** Coordinate development reviews with applicable service providers to ensure that new development can be served safely and adequately.
- U-6:** Evaluate alternatives to coordinate and provide a stable funding source for coordinated stormwater management services that address the needs of ACHD, irrigation entities, flood control districts and local municipalities, including compliance with NPDES stormwater quality requirements. Alternatives may include the expansion of an existing agency's mandate or the creation of a new stormwater management utility.

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<sup>4</sup> This should include all water, wastewater, electric, telecommunications and natural gas service providers.

**E. Public Schools Goal, Objective and Policies**

Three school districts provide public school facilities and services in Ada County. Each of these districts faces unique growth related challenges, the outcome of which will have a dramatic impact on the quality of life in Ada County. The most significant challenge faced by local school districts is the funding of the capital facilities needed to serve anticipated growth.

**Public School Goal:** To coordinate development decisions with the capacity of local school districts to provide high quality educational facilities and services.

**Public School Objective:** To establish adequate public school facility requirements within two years after the adoption of the Blueprint for Good Growth.

**Public School Policies**

**PS-1:** Coordinate with local school districts to secure sufficient funding to meet anticipated demands from the state or other local sources.

**PS-2:** Coordinate with local school districts to ensure that public facilities are adequate to meet projected demands from new development.

**PS-3:** Coordinate with school districts to establish appropriate school siting criteria that address:

- Appropriate access for elementary, middle and high schools;
- Opportunities for collocation of recreation and other appropriate facilities; and
- The extension and funding of support infrastructure, including, but not limited to water, sewer and streets.