



BLUEPRINT for
Good GROWTH

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**BGG Steering Committee
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I. Overview

Ada County is a desirable place – the climate, natural resources, and economic opportunities available here continue to draw new people and new development to this area. The Blueprint for Good Growth is a collaborative multi-jurisdictional effort intended to coordinate land use and public facility decisions so that growth in Ada County will be an asset to existing residents and future generations. The plan establishes an overall framework for growth management in Ada County that includes policies and strategies that ultimately will be incorporated into the plans, regulations and practices of Ada County, Boise, Eagle, Garden City, Kuna, Meridian, Star, Ada County Highway District (ACHD) and Idaho Transportation Department (ITD).

This document identifies the main issues to be addressed by the Blueprint for Good Growth, establishes goals, objectives and policies for the plan, and identifies strategies that should be pursued by each of the participants in this process to achieve the mutually beneficial goals established in this plan. While this plan does not prescribe specific land use amendments, it establishes a growth tier map that establishes distinct growth policy areas and the applicable policies. It also establishes an on-going process to sustain effective interagency coordination required to effectively address the growth challenges faced by Ada County residents, businesses and service providers.

This plan was developed in coordination the Community Planning Association’s program to update the region’s Long Range Transportation Plan. This “Communities in Motion” program established and evaluated numerous growth scenarios that are described in the appendix of this Plan. The policy areas and policies established in the Blueprint for Good Growth are consistent with those included in the Long Range Transportation Plan.

A. Issues

Ada County jurisdictions face a variety of growth issues which were identified in the Needs, Issues and Opportunities Report. This section refines and prioritizes these issues to help establish a schedule for implementation and to guide decisions involving competing objectives.

Key issues that need to be resolved over the course of Blueprint Plan development include:

- **Land Use and Development.** Coordinating land use and infrastructure decisions, maintaining strong and vibrant downtown areas and healthy neighborhoods, developing better systems for managing regionally significant development projects, and promoting sustainable infill development are just a few of the land use issues facing each jurisdiction.
- **Transportation.** While there is an overall belief that ACHD has greatly improved its transportation

Key Issues:

- Land Use & Development
- Transportation
- Agriculture
- Environment & Recreation
- Business & Economic Development
- Intergovernmental Coordination

planning and development practices, there also are numerous ways to improve the transportation planning process. Ultimately, roadways must serve residents, not just vehicles. Land use and transportation planning and actions need to be coordinated to provide greater transportation choices and create healthier neighborhoods, to continue remedying existing deficiencies, to balance investment in new projects with operation, maintenance and repair needs, and to explore innovative ways to provide transit and non-automotive travel modes such as sidewalks, paths, bicycles, buses, and trains.

- **Agriculture.** The retention of agribusiness and agricultural land uses is a cultural, economic and fiscal issue. It is possible to reach consensus on the importance of the future of agriculture in Ada County through consultation with agricultural land owners. Major issues are how much and what types of agriculture can be sustained and how to provide economic support to farmers to help them realize as much gain from retaining agricultural lands as the would from land sales.
- **Environment and Recreation.** The natural environment is the key factor in the local quality of life. The emergence of Ada County as a recreation destination is directly related to successful efforts to clean up the Boise River. Current decisions about development and transportation will affect environmental quality and recreation opportunities for years to come. Current decisions about development and transportation need to be made simultaneously with preservation of natural areas and the environment and the creation of park, recreation and open-space areas.
- **Business and Economic Development.** Ada County is in the enviable position of having an attractive environment for economic growth. This growth should provide diverse employment opportunities for residents while remaining sensitive to quality of life issues.
- **Intergovernmental Cooperation.** Ada County, ACHD, the cities, the state and Canyon County all need to use the plan through mutually reinforcing intergovernmental agreements that address: expansion of annexation areas and areas of impact; location and percentages of residential and economic growth; preservation of agricultural and environmentally sensitive lands, water distribution and rights; and allocation of federal, state and regional funding.

B. Guiding Principles

Prior to selecting a preferred growth management strategy, the Steering Committee developed a set of guiding principles on which this plan is based.

General Principles

- We love our home in the Treasure Valley. The valley has grown and we expect it to grow more. It will be a better place if we plan growth to meet our most important priorities, which follow.
- We will ensure growth is a benefit to all citizens and the economy. Our plans will support good jobs and a strong, sustainable economy.
- We will support growth in all communities to allow choices in where to live and work.
- We will manage growth with fiscal responsibility, discipline and creativity.
- Our plans will limit sprawl and promote other kinds of more responsible development.
- We will invest in our neighborhoods to create and maintain attractive and livable places that nurture community and reflect our pride in the Treasure Valley.
- We will offer a quality transportation system for private vehicles with increasing choices for pedestrians, bicycles, and transit.
- We will maintain a vibrant central city in Boise and strong downtowns in all cities.
- We will protect the natural resources that we value.

We will manage growth with fiscal responsibility, discipline, and creativity.

- Growth must pay for itself.
- We will reduce infrastructure costs by
 - building higher densities in appropriate locations;
 - better managing growth in impact areas;
 - Aligning capital improvement plans with areas targeted for new growth; and
 - Considering new and innovative ways to accomplish these things.
- We will reduce transportation costs and pollution if we can create complete communities where jobs, shopping and housing are near each other.

Our land use plans will complement a strong economy.

- Our land use plans must allow developers to offer products that the public will buy.
- Our land use plans will complement our strategies to produce well-paying jobs and broad prosperity.
- We must have a strong education system to have a quality community and a strong economy. When we plan, school representatives will be included on the team.

We will limit sprawl and promote other kinds of more responsible development.

- We will emphasize infill development and increasing the density of residential development.
- We will require master planning of larger, undeveloped areas to ensure an appropriate mix of commercial, residential, and open space uses.

- We will focus most commercial and residential development within cities and in contiguous portions of defined areas of impact.
- We will consider master-planned communities outside of developed areas if they demonstrate they will pay for their impact on the area and will not burden other communities by shifting capital, operations and maintenance costs.
- Residential development will include a range of densities, housing types, and price levels.
- We will create a transportation system that will support the land use patterns we want and will be the least harmful to the environment.
- We will work creatively using our group strength to implement the land use patterns we want.

We will enhance our neighborhoods and sense of community.

- We will educate and work with neighborhoods and communities so they know who they are and what they want to be.
- Development must respect, and creatively enhance, community identities.
- We will distribute growth to all communities so that citizens have choices of where to live and work.

We will create attractive places to live, work, shop and play.

- Neighborhood and community design will support community identity and discourage sprawl.
- We will design attractive streets that are as safe as possible for pedestrians and bicyclists.
- We will develop community centers that promote activities day and night.
- We will develop safe, attractive communities.
- We will emphasize the planting of trees and flowers.

We will offer a quality transportation system for private vehicles with increasing choices for pedestrians, bicycles, and transit.

- We will construct mixed-use patterns along main streets and in downtowns.
- We will connect neighborhoods, parks, schools and open space to shopping areas and other area assets with complete sidewalks, transit stops and bike paths.
- We are firmly committed to identifying, preserving and using key highway and rail corridors.
- We are firmly committed to expanding and strengthening highway and transit connections between communities.
- We will coordinate investments to create efficient transportation corridors.
- We will ensure our transportation systems support our land use decisions and provide alternatives to vehicular travel.
- We will create stable and equitable funding sources for transportation.

We will maintain a vibrant central city in Boise and strong downtowns in all cities.

- We will maintain a vibrant downtown Boise as the region’s center for government, commerce and entertainment.
- We will accommodate growth through infill, redevelopment and expansion.
- We will build stronger neighborhoods through mixed-use development.
- We will promote an effective regional transportation system by building developments that support transit.
- We will create a city where car ownership is not required to travel freely.
- We will encourage expansion and reinvestment in all downtowns.

We will protect the natural resources we value.

- The natural resources we value most are our clean air and water, our trees, the Boise Foothills, the Boise River and floodplains, Lake Lowell and agricultural lands.
- We will protect these assets by
 - building higher densities in appropriate locations,
 - better concentrating and coordinating growth in impact areas,
 - providing incentives to property owners, [Comment: new idea for discussion]
 - adopting development regulations that encourage protection of natural resource areas, and [Comment: new idea for discussion]
 - Participating in the planting of trees and flowers, and
 - Supporting programs that result in tree and flower proliferation.
- We will better protect these assets if we are able to locate jobs, shopping and housing near each other.

C. Definitions

One key to achieving a coordinated growth management strategy is agreement on a common language. The following terms, used through the Blueprint for Good Growth, shall have the following meanings:

Adequate public facilities – requirement that essential public facilities will be provided at adopted levels of service prior to or concurrent with the creation of new demands for those facilities.

Compatibility – the ability of uses to coexist adjacent to one another without reducing the value or viability of either use due to noise, light, shadows, traffic, odors and other potential nuisances. Scale, height, density, building design, site design, setbacks, buffers, use and materials are some of the factors affecting compatibility. Each of these factors may be modified to enhance the compatibility between adjacent uses that may differ in use, intensity or design.

Conservation subdivision – a development technique in which the size of lots may be reduced in order to provide for a greater amount of undeveloped open space, which may be permanently preserved through a variety of methods.

Density, Gross – the total number of dwelling units divided by the total number of acres in the tract on which those units are located.

Density, Net – the total number of dwelling units divided by the total number of acres in the tract on which those units are located minus land located within floodways, steep slopes, rights-of-way, and public lands.

Development of Regional Impact – *define this*

Downtown development – development within Boise’s defined downtown area and other future areas characterized by high intensity development. See Main Street development.

Economic impact – changes in employment, considering targeted salaries or wage rates; changes to property values; and changes in retail sales.

Environmental protection – implementation of programs to retain specific environmental resources in their natural state, enhance the quality of degraded environmental resources or to protect environmental resources from degradation.

Environmental resources – specific water, land, or air resources that are designated for protection due to some fiscal, cultural, biological, recreational, aesthetic or public safety value. For purposes of this plan, the specific environmental resources targeted for protection include: floodways, locally defined water quality protection zones, slopes in excess of 30%, identified habitat areas, wildlife corridors and scenic vistas.

Essential public facilities – facilities for which the capacities may be specifically linked to the approvals of developments that create demands for those facilities. For purposes of this plan, essential public facilities include water, wastewater, stormwater, transportation system, fire protection and schools.

Fiscal impact – the net monetary affect of a development on all public service providers after considering all costs and revenues resulting from the development.

Growth Tier – a defined area that is subject to a set of policies that are distinct from the policies of other growth tiers.

Infill – development that occurs on small or remnant parcels within otherwise developed neighborhoods.

Level of Service – an adopted, quantifiable measure of the capacity of a facility to meet anticipated demands.

Main Street development – development occurring within the established downtowns or city centers of cities other than Boise. See downtown development.

Mixed-use development – development that includes integrated residential and non-residential uses within a single project area. Uses may be mixed horizontally or vertically, but each mixed use project contains both residential and non-residential uses. (*insert local examples*)

Multiple use development – development that may include two or more different types of uses that are not developed as a single, integrated project.

Open Space – any parcel of land maintained in an essentially unbuilt state and reserved for public or private uses, including, but not limited to habitat protection, water quality protection, passive recreational uses, livestock grazing or field crop production (see open space policies).

Planned community – a new mixed-use community developed from vacant land that includes all the services and uses needed by residents to live work and play (see planned community policies).

Planned development – a flexible zoning tool that allows for deviation from minimum lot sizes and other standard code requirements in return for provision of amenities such as common open space and other design features. Also known as planned unit development.

Transit-oriented development – development designed to reduce the use of private automobiles by increasing the number of trips by walking, bicycle, carpool, bus, streetcar, rail, or other transit mode. TODs generally feature higher densities, a mix of uses, and greater emphasis of a pedestrian scale. (see appendix for TOD model)

Transit-supportive development – development featuring a balanced transportation network where walking, bicycling, and transit work in harmony with the private automobile.

Urban Development – areas characterized by a variety of housing types and densities as well as the availability of goods, services, employment and provision of essential public services.

II. Blueprint Objectives & Policies

A. Growth Management

This section establishes the framework for management of growth through coordinated decisions that are consistent with the guiding principles established above. Objectives and policies in this section identify growth tiers, the targeted proportion of growth to occur in each tier and conditions applicable to development in each tier. Additionally, this section outlines areas to improve coordination between participating agencies and addresses the timing/phasing of development in relation to the availability of adequate public facilities and services.

Growth Tiers Defined

Map 1 establishes a variety of growth tiers covering Ada County. The growth tiers described below define areas with different development opportunities and policies which are defined in this plan.

Activity Centers

This tier includes commercial and mixed use development at various scales and intensities of development that serve neighborhoods, communities and the region. Most neighborhood activity centers, and all community and regional activity centers should be designed to support access by transit services as well as other modes of transportation. Standards for each of these centers shall be established within each community's land development regulations.

- **Neighborhood activity centers**, which are not shown in **Map 1**, serve one or more neighborhoods and are characterized by relatively small scale retail and service uses that may include mixed use or attached housing opportunities. These centers are characterized by designs and scales that support pedestrian access from adjacent neighborhoods. [e.g., 16th and State Street, and 8th and Fort in Boise]
- **Community activity centers** meet the needs of a group of neighborhoods or the entire community. These are characterized by shopping centers that include grocery stores as anchors, moderate to high density housing, office and service uses and mixed-use or multiple-use development. [insert local examples]
- **Regional activity centers** meet the needs of one or more community and include large scale employment and retail uses, high density residential development and mixed use projects that draw business from throughout the Treasure Valley. [insert local examples]

Areas of Impact

These areas are adjacent to incorporated cities and reflect an area that could reasonably be expected to be annexed and to be served by centralized sewer service within the next twenty years. Some rural residential development that does not receive centralized sewer service may be included within areas of impact

in accordance with the applicable municipality's comprehensive plan. The primary purposes of areas of impact are to:

- Protect future city growth areas from inappropriate development that would constrain future growth;
- Facilitate coordinated land use and facility planning so service providers can better anticipate and plan to meet future demands;
- Provide a predictable framework for private development decisions;
- Provide for orderly and sequenced annexations and to reduce pressure for rapid area of impact boundary adjustments to encompass short-term annexation plans; and
- Ensure financial and physical capability to provide needed public facilities and services.

Cities

This tier includes currently incorporated municipalities and will be modified to reflect future annexations and incorporations.

Rural Tier

This tier includes all unincorporated land that is not located within an area of impact or approved planned community.

Planned Communities

This tier includes planned communities that are located outside an area of impact. The planned community tier should change to reflect the boundaries of planned communities approved through the County's comprehensive plan and planned community zoning processes. Note that this plan encourages development of planned communities and developments that include the characteristics of planned communities within areas of impact and cities.

Public Lands

This tier includes lands owned by a federal, state or local governmental agency.

Transit Corridors

This tier includes lands along existing or planned high volume transit routes that may be served by buses, bus rapid transit (BRT) or a fixed guideway system (e.g., commuter rail or light rail).

Growth Management Goal, Objective and Policies:

Goal: To establish and maintain sustainable development patterns that foster a high quality of life in Ada County.

Comment: Quality of life is defined by the guiding principles and subsequent policies. While these policies also more fully define what is meant by sustainable development patterns, generally sustainability means that development will result in:

- ***A Healthy Economy***, with sustainable jobs and businesses that develop and nurture the local work force, where decision-making takes into account the interdependence of economic, environmental and social well being;
- ***A Healthy Environment***, where decision-making takes into account long term consequences of development on natural and built up areas, and efforts are made to prevent problems before they occur;
- ***Social Equity***, which is the promotion of fair and equal treatment across generations and among different groups in society, as well as the reduction in disparities in risks and access to benefits. Evidence of social equity includes housing and employment opportunities for all residents, regardless of age, education, cultural background or income, as well as inclusive and participatory decision-making processes. Social equity also means that the benefits derived from growth do not shift burdens to existing residents; and
- ***Efficiency***, which includes the efficient use of energy and resources with little or no waste. This includes the efficient use of natural and fiscal resources (e.g., taxes and fees).¹

Objective: Within two years of adoption of the BGG, local governments will update their comprehensive plans to be consistent with the BGG, and within three years of adoption of the BGG, local governments will update their land development regulations to be consistent with the policies established in BGG.

General Growth Management Policies

GM-1: MAP 1 establishes the growth tiers covering Ada County. To implement this plan in a consistent and coordinated manner, local governments shall use the growth tier map in conjunction with the applicable policies established in this section of the BGG to guide growth management decisions, including capital improvements planning, comprehensive plan amendments, annexations, area of impact extensions and development decisions.

GM-2: Ensure that development decisions are coordinated with the availability of essential public facilities so that adequate public facilities will be provided before or concurrent with the generation of demands for those facilities. [*Comment: this will require ongoing coordination between local governments and independent public service providers.*]

GM-3: Coordinate land use and capital facility planning by requiring capital improvement programs by service providers to be consistent with adopted comprehensive plans and the Blueprint for Good Growth.

¹ Text modified from *Exploring Sustainable Communities*, a teachers guide by World Resources Institute for secondary education.

GM-4: Establish and use the BGG revision process to ensure that local growth management decisions are consistent with the County-wide growth management strategy established in the BGG. [*Comment: see the implementation section for a description of the BGG revision process.*]

GM-5: Develop and update local transportation elements of the comprehensive plans in conjunction with ACHD, Valley Regional Transit, *ITD* and *COMPASS* to ensure that policies reflect the ability to provide and maintain adequate transportation system capacity. Local plans and development decisions shall be consistent with the ACHD Capital Improvements Program, the Long-Range Transportation Plan, and the Valley Regional Transit Regional Operations and Capital Improvement Plan, as amended from time to time.

GM-6: Coordinate development decisions with local and regional plans for the full range of public facilities, as well as open space and environmental protection.

GM-7: Encourage cities and the county, as applicable, to establish long-term annexation agreements pursuant to policy GM-18 to minimize intergovernmental conflicts and provide greater predictability for property owners

GM-8: Establish a development of regional impact review process to ensure that large scale developments (see Strategy section of this plan for thresholds), including major future land use map amendments, are consistent with the Long Range Transportation Plan and the 20-year ACHD Capital Improvements Plan. All developments of regional impact shall be subject to the following criteria:

1. Require the submittal of a concept plan for all contiguous land holdings prior to the first preliminary plat approval.
2. Ensure that the development is reflected in the applicable comprehensive plan, the BGG tier map, and the Long-Range Transportation Plan and the ACHD 20-Year CIP.
3. Establish the base residential and non-residential intensity at the time of concept plan approval, considering:
 - a. the adequacy of essential public facilities;
 - b. applicable comprehensive plan policies;
 - c. consistency of the project with the Long Range Transportation Plan and the ACHD 20-Year CIP;
 - d. the proximity of the project to existing employment centers; and
 - e. physical limitations of the site.

Activity Center Policies

GM-9: Identify activity centers within individual comprehensive plans that are consistent with the BGG Tier map and assign appropriate land use categories and densities within each activity center to promote a sustainable mix of land uses that reduces automobile dependency and supports pedestrian trips.

GM-10: Establish standards for community and regional activity centers that require minimum densities of at least 8 dwelling units per acre, minimum levels of pedestrian connectivity and transit facilities that are sufficient to support viable transit service. The following intensities are provided to guide local jurisdictions in defining centers:

Activity Center Type	Density Ranges	Non-Residential Project Size
Regional	Greater than 20 dwellings per acre	Greater than 150,000 sq.ft. of gross leasable area
Community	12 to 20 dwellings per acre	25,000 to 150,000 sq.ft. of gross leasable area
Neighborhood	8 to 16 dwellings per acre	Less than 25,000 sq.ft. of gross leasable area

GM-11: Establish mixed-se development standards that allow appropriate scales of mixed use development by right within each type of activity center.

Areas of Impact Policies

- GM-12:** Establish and adjust Area of Impact boundaries based upon:
1. coordinated 20-year capital facility plans that reflect historical or reasonably anticipated funding levels to facilitate the efficient provision of adequate water, wastewater, stormwater and transportation facilities;
 2. recent growth trends and projected growth of the applicable city;
 3. the availability of adequate land supplies within the city and its area of impact to meet the amount and diversity of growth that may be reasonably anticipated by the city [*Comment: the evaluation of land supplies should consider the availability of a mix of infill and green-field development opportunities required to meet projected growth demands.*];
 4. the existence of short-term (e.g., 5-year) capital improvements programs that are adequately funded to accommodate growth anticipated within at least 20 percent of the area of impact; and
 5. inter-governmental agreements with the County and applicable service providers to coordinate land use and infrastructure decisions in accordance with the policies established in this plan.

GM-13: Within Areas of Impact, identify areas where essential public facilities are available and areas where essential public facilities are scheduled to be available based on 5-year CIP to coordinate development patterns with efficient infrastructure system development.

GM-14: Where essential public facilities are available, the County may approve development applications that are consistent with local plans, regulations and adopted facility extension/connection policies.

GM-15: Where essential public facilities are scheduled to be available in accordance with and adopted 5-Year CIP, the County may approve development that is consistent with local plans, regulations and facility connection policies, subject to the extension of public facilities and the applicable service providers' reimbursement policies for capacity that exceeds demands generated by the development.

GM-16: Where essential public facilities are not scheduled to be provided within adopted 5-Year an CIP, the applicable city and Ada County may take one of the following actions after considering the factors listed below:

Actions¹

- With written consent from the city, approval of the entire development application subject to the provision or guarantee of adequate public facilities for the entire development and compliance with adopted city plans, regulations and infrastructure policies; or
- With written consent from the city, approval of development of up to 20 percent of the land area² in the development that is:
 - consistent with the applicable city's comprehensive plan, development regulations and infrastructure policies, and
 - subject to a concept plan for the entire development and a development agreement that provides for future annexation and full funding of facilities, including funding for future connection of the portion of the site that is initially developed to centralized water and wastewater systems; or
- Disapproval of the development application.

¹ Through any development approval, the City and County may require the reservation of sufficient right-of-way and easements to serve planned development in the vicinity of the project. Dry sewers may be required if elevations can be determined at the time of development.

² The remaining 80 percent may be developed when the City determines that the full range of facilities and services are adequate to serve the entire site.

Factors

- Consistency of the concept plan for the portion to be developed and the entire property with the applicable city's comprehensive plan;
- System-wide benefits provided by proposed public facilities;
- Local and regional fiscal and economic benefits;
- Capital obligations generated by the development;
- Operations and maintenance obligations generated by the development; and
- Other benefits consistent with the city's adopted comprehensive plan goals (e.g., housing, environmental, recreational, economic, transportation, etc).

GM-17: When an applicant seeks an exception to adopted public improvement standards within an area of impact, the exception shall require approval by both the applicable city and Ada County to avoid future infrastructure deficiencies that impede future growth and service delivery.

GM-18: Adjustments to area of impact boundaries to reflect 20-year growth plans shall include an agreement not to annex beyond the area of impact unless approved by the county or the other affected city. Pursuant to Policy GM-7, local governments are encouraged to enter into annexation boundary agreements that establish ultimate boundary lines between individual cities and are based upon the following factors:

- Anticipated growth and the need for additional land to serve the cities' residential and non-residential land use needs;
- Sewer service basins and the capacity to serve development in those basins;
- Other service area boundaries (e.g., school districts, fire districts)
- Geographic features (e.g., ridges, waterways, arterial streets, railroads, greenways) that form appropriate breaks between communities; and
- Public input from affected property owners.

City Policies

GM-19: Ensure that development decisions are consistent with the adopted comprehensive plans, regulations and the BGG.

GM-20: Establish a mix of uses that maintains or improves the balance of jobs, housing and services in each city to improve local fiscal health and reduce long-term transportation demands.

GM-21: Base annexation decisions on the availability of essential public facilities, the schedule for provision of those facilities in applicable capital improvements plans, area of impact boundaries, fiscal benefits, economic

benefits, the need for additional development areas, and the local comprehensive plan.

Rural Tier Policies

GM-22: Limit development in the rural tier to an average of five percent of projected county-wide population growth within any three-year period, exclusive of development approved within a planned community. This limitation should be based on building permit issuance and, to the extent that demand exceeds the five percent permit allocation, permits shall be allocated on a first come, first granted basis.

Alternative language suggested by County

GM-22: ~~Limit~~ ~~Development~~ in the rural tier ~~to an~~ **should** average of five percent of projected county-wide population growth within **the previous?** any three-year period, exclusive of development approved within a planned community. ~~This limitation should be based on building permit issuance and, to the extent that demand exceeds the five percent permit allocation, permits shall be allocated on a first come, first granted basis.~~ **Who is the monitoring body and would we realistically expect any jurisdiction to do this?**

GM-23: Establish an equity-based program to secure permanent open space within the rural tier through the use of techniques such as: conservation subdivisions, transfers of development rights, or purchases of land, conservation easements or development rights.

[Comment: policies GM-24 through GM-25 reserved in this draft]

Planned Communities Policies

GM-26: Allow planned communities to be established within cities, areas of impact or rural areas of the County subject to the policies of this section, comprehensive plan consistency and compliance with applicable development regulations.

GM-27: Adjust development standards to encourage planned communities or developments providing the benefits of planned communities within cities and their areas of impact. These standards, described more fully in the implementation section of this plan, may include, minimum density thresholds, by-right development patterns that allow a mix of uses and dwelling types subject to administrative review, trip-generation credits for mixed use and transit-oriented development patterns and other incentives to create more sustainable development patterns.

GM-28: For all planned communities:

1. Require the submittal of a concept plan for all contiguous land holdings to be included within the planned community. Prior to approving any extensions to a concept plan require the cumulative analysis of facility, service and fiscal impacts for all lands to be included within the planned community, including the creation of facility and service demands in portions of the development located outside of Ada County.
2. Prior to approval of a planned community, ensure that the development is reflected in the County's comprehensive plan, the BGG tier map, the Long-Range Transportation Plan and the ACHD 20-Year CIP.
3. Assign the base residential and non-residential intensity at the time of concept plan approval, considering:
 - a. the adequacy of essential public facilities;
 - b. consistency of the project with the Long Range Transportation Plan, the ACHD 20-Year CIP and the Valley Regional Transit Plan;
 - c. the proximity of the project to existing employment centers; and
 - d. physical limitations of the site.

GM-29: Refine existing County development regulations addressing planned communities outside areas of impact to implement policy GM-28 and the following policies:

1. Ensure that planned communities fund 100 percent of on and off-site capital improvement costs for essential public facilities and emergency service facilities required to serve the proposed development.
2. Ensure that development will fully fund operations and maintenance costs for water, wastewater, transportation, public safety and emergency services at adopted levels of service. (see Strategies section for discussion of alternative funding tools)
3. Require the preservation of at least 50% of the gross acreage of the property for open space. Allow the applicant to meet the need for up to half the required open space through the conservation of off-site high priority open space areas.

Public Lands Policy

GM-30: Coordinate with state, federal and local agencies to:

1. develop and maintain an inventory of public lands for use by all service providers in identifying opportunities for collocation of compatible public uses;
2. identify potential land swaps that result in more efficient protection of resources within Ada County;
3. maintain or enhance access to public lands for public access and emergency service provision;
4. maintain or enhance connectivity between public lands for recreational or wildlife purposes;
5. review the impacts of proposed development of lands on
 - a. the preceding polices;
 - b. land use compatibility; and
 - c. transportation system function.

Transit Corridor Policies

Note: While the emphasis of this section is on the preservation of transit corridors that are anticipated to provide some level of service within the next 20 years, this plan anticipates that long term need for more extensive transit services to efficiently move people throughout Ada County and other portions of the Treasure Valley. The preservation of future transit opportunities is critical to ensure that needed services needed beyond the planning period can be established to serve future residents.

GM-31: Map # shows the key arterial routes that have the greatest potential as primary bus transit corridors. Local governments should require development within these bus transit corridors to safely and efficiently accommodate necessary transit facilities. These facilities may include on-street bus stops with convenient pedestrian and bicycle access, pullout lanes at community activity centers or on-site transit stations at regional activity centers. (insert reference to Valley Regional Transit design standards)

GM-32: To support the provision of efficient and convenient transit service, cities should encourage or require minimum gross densities of at least 8 dwelling units per acre within identified bus transit corridors. Where stable neighborhoods or natural resources inhibit the compatible establishment of higher densities, seek to obtain transit supportive densities and designs in mixed use activity centers in other areas along the corridors.

GM-33: Map # illustrates the corridors most likely to support high capacity transit services (e.g., bus rapid transit, light rail or commuter rail). Light or commuter rail is planned for the existing rail corridor. Bus rapid transit (BRT) service has been studied and is proposed for the State Street

corridor. Chinden Boulevard could provide another opportunity for BRT if the right-of-way and abutting development support the service. To enable the provision of high capacity transit services, local governments should require minimum densities of at least 16 dwelling units per acre within one-quarter mile of potential transit stops. Potential stops are illustrated on **Map #**, for the light rail and State Street corridors. Potential sites along the Chinden corridor will require more study.

GM-35: Adopt and apply transit-oriented development design standards that address connectivity, pedestrian access, parking and transit facility design within all bus transit corridors and within one-half mile of all high capacity transit facilities. [*Comment: TOD design standards to be included in implementation section appendix*]

GM-35: Ensure that local development decisions are consistent with adopted transportation and transit plans to promote effective movement of people and goods.

B. Open Space and Natural Resources

This plan supports the retention of open space for a wide variety of uses and the responsible use of natural resources that results in the protection of the environmental and aesthetic value of our land, air and water. While efforts to protect air quality will require regional solutions, local land use and transportation decisions could significantly reduce air pollutant generation from automobiles.

Open Space and Natural Resource Goal: To develop an interconnected system of open spaces and natural resource areas that:

- **Protect water quality;**
- **Protect development from flood hazards;**
- **Provide an accessible, system of greenways and trails;**
- **Protect wildlife habitat by avoiding fragmentation of habitat areas and corridors;**
- **Minimize development on steep hillsides; and**
- **Provide appropriate recreational opportunities.**

Open Space

OS-1: Develop a countywide open space and greenway plan to facilitate the establishment of a coordinated system that helps achieve the open space and natural resource goal.

OS-2: Establish context-sensitive minimum open space requirements for all non-industrial development projects based on the following general guidelines:

- Activity centers and transit corridors – no minimum percentage, but establish plazas and other public spaces.

- Cities and Areas of Impact:
 - Residential projects: 20 percent open space, including land dedicated for public uses, but excluding street rights-of-way.
 - Non-residential and mixed-use projects: 15 percent open space, including plazas and other public gathering spaces.
- Rural Areas: a minimum of 50 percent open space for conservation subdivisions.
- Planned Communities: 50 percent open space (see policy GM-29).

OS-3: In reviewing development proposals, evaluate opportunities to retain meaningful open spaces consistent with the preceding policies. Adopt standards addressing the amount, configuration, dimensions, usability and uses allowed within open spaces (see implementation section for more details).

Natural Resources

Ada County encompasses many distinct environments offering a wealth of natural resources that merit special protection efforts, including:

- Scenic hillsides and ridgelines;
- Floodplains along streams and rivers;
- Wildlife habitat areas; and
- Agricultural lands.

OS-4: Coordinate natural resource conservation efforts with federal, state and other local agencies responsible for the maintenance and protection of those resources.

OS-5: Enable development to satisfy a portion of its open space requirements through the preservation of valued natural resource areas shown in **Map #.**

OS-6: Limit development encroachment into areas identified in Map #. Where land or development rights cannot be secured, use conservation subdivision design to maximize preservation of the resources.

OS-7: Ensure that new development neither impedes the function of floodplains or floodways, nor places development or its occupants at risk from floodwaters. Coordinate stormwater management efforts with affected agencies, which may include the ACHD, Boise River Flood Control District 10 and/or irrigation entities, encouraging the use of low impact stormwater management design wherever feasible.

OS-8: Coordinate with irrigation entities to minimize the risks and costs to operators for the use of irrigation ditch rights-of-way and easements for bicycle and pedestrian trails as part of the larger greenway system.

OS-9: Preserve and protect gravel resources needed to support growth and maintenance of facilities within Ada County. Minimize encroachment of new development into relatively open areas that may be quarried for gravel without interfering with existing development.

OS-10: To ensure limit potential safety hazards that may be generated by gravel operations, establish review standards that require site reclamation and the protection of floodplain areas during and subsequent to the quarry operations. (see appendix for model language)

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.³

³ 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.

- 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.

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 providers⁴ to discuss projected short and long-term

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

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 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.

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.

III. Strategies

This section of the Blueprint for Good Growth outlines recommendations to implement the policies established in the previous section. Many of the recommendations will need to be adjusted to reflect differences in the plans, codes and character of local governments.

A. Plan Amendments

This section identifies comprehensive plan amendments that each jurisdiction will need to make to ensure consistency with the objectives and policies of the Blueprint for Good Growth.

Future Land Use Map Amendments

The Blueprint Growth Tier Map and local governments' future land use plans are largely consistent with the future land uses proposed by the Communities in Motion Community Choice Scenario. This scenario established as the basis for future population and employment growth on which the Long Range Transportation Plan is based. While no specific future land use amendments are listed in this plan, local governments will need to adopt the Blueprint for Good Growth Tier map and related policies to implement this plan. Additionally, local governments should review zoning maps and zoning district requirements to ensure that they are consistent with and promote the implementation of the Blueprint policies.

As Ada County and each of the cities update their future land use map and the tier map within their jurisdictions, they should:

1. Determine whether the amendment is a major or minor amendment. Minor amendments are those that do not result in a change of the tier map boundaries and do not exceed the development of regional impact thresholds. Adjustments to city limits boundaries that are encompassed within the applicable city's area of impact shall be considered minor amendments.
2. Minor amendments should be handled through the normal process used by the local agency.
3. Major amendments should be forwarded to the Blueprint for Good Growth Hearing Officer⁵, who shall:
 - a. review the proposed amendment for consistency with:
 - i. the goals, objectives and policies of this plan;
 - ii. the Long Range Transportation Plan;
 - iii. the ACHD 20-year CIP; and
 - iv. Valley Regional Transit Operations and Capital Improvement Plan.
 - b. Forward draft consistency findings to the BGG Consortium for formal action in accordance with the intergovernmental agreement implementing this plan.

⁵ Note that this text presumes the use of a hearing examiner to review local government actions for consistency with the BGG. The Consortium will be responsible for retaining the hearing examiner (whose expenses should be covered by application fees) and making a formal consistency finding.

- c. If the BGG Consortium finds that the proposed plan amendment is inconsistent with any of the documents in paragraph “a” ... [discussion item]

Policy Amendments

Each community may incorporate the Blueprint for Good Growth policies by reference or directly incorporate applicable policies into their comprehensive plans. Subsequent to the plan amendments that reference or incorporate the plan amendments, each jurisdiction shall forward proposed policy amendments to the BGG Hearing Examiner for a consistency review pursuant to major amendment provisions of the previous section.

B. Intergovernmental Coordination

This section identifies changes in intergovernmental policies, practices and agreements needed to implement the BGG objectives and policies.

Areas of Impact

This section outlines locally adopted standards and procedures related to adjustments to areas of impact. In addition to establishing local procedures, this section identifies proposed statutory changes. The local standards and procedures should be implemented through intergovernmental agreements between each of the cities and Ada County.

Boundary modification standards: In addition to considering the state mandated factors for modifications to areas of impact, the following factors shall be evaluated prior to granting an amendment to an area of impact boundary:

[Should these factors be considered by the hearing master prior to County action established under the statute? This could reduce political pressures on County Commissioners and result in a clear evidentiary record prior to their review and action.]

1. Consistency of the proposed boundary with applicable long range capital facility plans that reflect historical or reasonably anticipated funding levels to facilitate the efficient provision of adequate water, wastewater, stormwater and transportation facilities;
2. Recent growth trends and COMPASS growth projections for the applicable city;
3. The availability of adequate land supplies within the city and its area of impact to meet the amount and diversity of growth that may be reasonably anticipated by the city. When considering this factor, the Hearing Master shall examine the planned land uses in the existing city, existing area of impact and the expansion area to determine whether they represent a mix of land uses and products that can reasonably be anticipated to be demanded. Generally residential land supplies that are more than 1.5 times the anticipated 20-year demand should be considered excessive. Commercial and industrial surpluses may be more than twice projected demands, depending on very long-range needs and opportunities.
4. The existence of short-term (e.g., 5-year) capital improvements programs that are adequately funded to accommodate growth anticipated within at least 20 percent

- of the area of impact. Note that these plans should provide capacity, though not necessarily line extensions that typically are funded by new development; and
5. Whether existing inter-governmental agreements with the County and applicable service providers to coordinate land use and infrastructure decisions are consistent with the policies established in this plan.

Area of Impact development standards:

Development within each area of impact shall be subject to the terms of an intergovernmental agreement implementing the Blueprint for Good Growth policies. Each local government shall document applicable land use, development and public improvement standards through a separate intergovernmental agreement. Each agreement shall establish:

- Applicable future land use categories;
- Zoning districts to authorize planned land uses;
- Site development standards addressing bulk, setback and other applicable development standards for buildings, parking areas, landscaping, signs, and public use areas;
- On and off-site public improvement standards addressing water, wastewater, transportation, stormwater and public utilities; and
- Development approval criteria.

Development review procedures.

Except as otherwise provided by the Area of Impact Policies, applications for development within areas of impact shall be:

- jointly reviewed by City and County staffs for compliance with the applicable development standards; and
- acted upon by the applicable County authority.

In those instances when City approval of a development agreement is required, the County shall not approve the final plat of a project until the City and developer have executed the development agreement.

In those instances when a variance to a public improvement standard is requested, the County shall not authorize the variance unless the City has provided written documentation that the variance has been approved.

ACHD Coordination

This section addresses potential changes in the development review and capital planning processes to enhance the coordination between transportation system decisions, comprehensive plans and development decisions. Included in this section are recommendations to:

[To be finalized after confirmation of policies by Steering Committee and Consortium.]

- implement the BGG objectives and policies;

- ensure that traffic modeling addresses the cumulative impact of development; and
- resolve inconsistencies between neighborhood plans and regional transportation needs.

COMPASS Coordination

This section addresses potential changes in local government planning and development monitoring procedures to ensure that COMPASS has the most current information available concerning current and future land uses. Additional coordination will involve the coordination of traffic modeling between ACHD and COMPASS.

[To be finalized after confirmation of policies by Steering Committee and Consortium.]

Development review procedures:

- In addition to providing development review opportunities in accordance with existing policies and procedures, local governments will provide to COMPASS and ACHD quarterly reports that identify:
 - Building permit and certificate of occupancy data,
 - Zoning and plan map amendments, and
 - Concept plan, preliminary plat and final plat approvals.
- See new DRI procedures below.

Traffic modeling procedures:

- COMPASS and ACHD will update travel demand models based on development activity reports from local governments.
- COMPASS, ACHD and IDT will share traffic count data, transportation network information, and collaboratively calibrate traffic models on an annual basis.
- COMPASS will continue to monitor current and long range traffic demands at a regional level.
- ACHD will track existing plus pipeline development (e.g., development projects approved, but not yet built) and refine travel demand modeling to provide more detailed assessments of the impacts of development on intersections and non-arterial streets.

ITD Coordination

This section will address potential changes in local and State policies, standards and procedures to address existing issues, such as funding, roadway design, access management, roadway amenities (e.g., sidewalks, landscaping and other streetscape design issues), and incorporation of impact fees and adequate public facility standards into state ITD policies and regulations.

[To be finalized after confirmation of policies by Steering Committee and Consortium.]

Valley Regional Transit Coordination

[To be finalized after confirmation of policies by Steering Committee and Consortium.]

Developments of Regional Impact

This section establishes the thresholds and procedures for review of Developments of Regional Impact (DRI).

DRI Thresholds

[discussion item]

DRI Procedures

- Upon determining that an application for site development plan, zoning map amendment, comprehensive plan map amendment, or subdivision approval exceeds the DRI thresholds, the local government shall notify the applicant of the need for review of the application by the Hearing Master, who shall hear the application within ___ days of the submittal of the application to the BGG Consortium.
- Copies of the application shall be forwarded to all local governments and other public service providers affected by the application within 5 working days of the filing of the application with the Consortium.
- *Insert notice and hearing requirements.*
- Within 45 days of the opening of the public hearing on the DRI application, the Hearing Master shall provide written findings of fact and conclusions of law regarding the application's compliance with the DRI review factors.
- Effect of Hearing Master's finding – *to be completed*
 - Site development plan
 - Zoning map amendment
 - Comprehensive plan map amendment
 - Subdivision application

DRI Review Factors

Insert factors for each type of application

C. Regulatory Changes

This section will identify and prioritize regulatory changes needed to implement the BGG. Model regulations (including policy options) will be prepared to address numerous regulatory needs, including, but not limited to:

- i. Infill standards
 1. Administrative design standards for high density projects;
 2. Creation of “third” places⁶ within neighborhoods
 3. Form-based zoning standards for transit-oriented development; and

⁶ Home and work are the first two places; third places are public, quasi-public and private places where people can meet their neighbors, such as: coffee shops, public plazas, parks, museums and social clubs.

4. Compatibility criteria for infill development.
 - ii. Planned Development Regulations
 - iii. Planned Communities Regulations
 - iv. Conservation Subdivision Standards
 - v. Adequate Public Facilities Standards
 - vi. Mitigation Standards
 - vii. Benchmarks to measure annual compliance with BGG standards and policies

[Comment: recommended plan edits by jurisdiction will be drafted after discussion of draft policies and determination of the funding status of phase II of BGG]

D. Legislative Initiatives

This section will identify key regulatory initiatives that would help implement the BGG, which may include:

- i. Proposals for public improvement district (PID) standards that would require PID consistency with comprehensive plans and would allow the PID to be used to fund operation and maintenance costs resulting from certain developments;
- ii. Adjustments to the area of impact processes;
- iii. Adjustments to impact fee legislation; and
- iv. Clarifications of authority for intergovernmental agreements.

E. Educational Initiatives

This section will identify short-term and ongoing educational initiatives that may be provided through Blueprint efforts or other mechanisms. In addition to addressing general planning and plan implementation topics such as those listed above, the plan could outline presentations on specific topics of interest, such as case studies of successful and unsuccessful planned communities, the use of mitigation fees, and form-based zoning.

IV. Appendices

Appendix A: Growth Projections

Appendix B: Scenarios Analysis

Appendix C: Plan Policy Amendments

Appendix D: Regulatory Models