



## **Consortium Committee Meeting**

*Thursday, February 12, 2009, 1:30 P.M. to 3:30 P.M.*

*COMPASS, Conference Room  
800 S. Industry Way, Suite 100  
Meridian, Idaho*

### **AGENDA**

- I. Consent Agenda**
  - a. Approval of the November 20, 2008, Meeting Notes (page 2) \**
  
- II. Action Items**
  - a. Election of Officers*
  - b. Approve the Major Work Areas for 2009:*
    - *2009 Work Program – Sally Goodell (page 7)\**
    - *Area of Impact Process and Next Steps – Anna Canning (page 10) \**
    - *Development of Annual Workshop Update and Public Outreach Materials – Deanna Smith*
    - *Status of Phase 1 Report – Patricia Nilsson (page 14) \**
  
- III. Next Meeting Date**

\* Attachments





## **Consortium Committee Meeting**

*Thursday, November 20, 2008, 1:30 P.M. to 3:30 P.M.*

*COMPASS, Conference Room  
800 S. Industry Way, Suite 100  
Meridian, Idaho*

### **MEETING NOTES**

***I. Consent Agenda***

*Approval of the September 18, 2008, Meeting Notes*

*Carol McKee moved and Rick Yzaguirre seconded approval of the Consent Agenda as presented. Motion passed unanimously.*

***II. Action Items***

*None.*

***III. Discussion Items***

***a. Discuss Policy Issues and Recommended Directions***

Patricia Nilsson presented the draft Adequate Transportation Facilities Decision Framework dated November 12, 2008, which was vetted through the BGG Steering/Technical Committee at its November 6, 2008, meeting. She stated the matrix is broken into a hierarchy of decisions or progressions from policy decisions made through a comprehensive plan and then into the different entitlements decisions.

Patricia stated at the BGG Steering/Technical Committee meeting it became clear that members held different perceptions of when the adequate public facilities analysis should be applied and how will it affect entitlements or requests for entitlements going through the land use decision making process.

Patricia said the first requirement of implementing an adequate transportation facilities analysis is to synchronize comprehensive plans with the transportation plan to determine how a development fits into an adequacy decision so that any mitigation is fair and equitable in the context of a larger calibration of the transportation capacity with the overall comprehensive plans and zoning entitlements.

Sally Goodell stated that for the most part planned capacity is a product of ACHD's Capital Improvements Plan (CIP), and is currently developed based on demographics in the COMPASS model by setting a growth target for 20 years. She said that is where things slip. If we took all of the colors on the map and said on average this type of land use is going to generate X number of trips, it is believed that would actually generate a lot more trips than what the tool we are currently using would come up with. So if those two things are not in synch, we will not be planning enough capacity for the land use plans. This is further constrained by the fiscal side.

Patricia said planning approval needs to be consistent with the regional long range transportation plan so we are working from a consistent base.



Patricia reviewed the entitlement decision. She said there is an inferred logic to the hierarchy starting with rezone through building permits that outlines predictability to the process.

Sally said under the mitigation options, platting might be more than just phasing. It could be specific improvements that need to be made because a development exceeds planned and programmed capacity. Patricia said a list of potential options for mitigation will be developed.

Dave Bieter commended the effort of the Steering/Technical Committee. He said that the only development that he was aware of that had ever done anything like this was Harris Ranch, and asked if it could be referred to in the matrix.

Carol McKee said that ACHD will be working on what the North Foothills it is going to look like if the Idaho Transportation Department does not develop the needed improvements. If that happens, the land use agencies will need to decide if they want to go forward or hold back.

Dave Bieter said that is the point of this process, “No” has to be part of the options.

Phil Bandy said the question is whether the developers are on the hook for implementing or developing the full infrastructure that is needed at full built out, or are they going to be able to phase it out as the development occurs. To the extent that ITD can be leveraged to get things done it should be, because it is not fair that the local road system meets demands that the state transportation system should be accommodating.

Sally noted that is one of the scenarios where phasing would be used. It does speak to the importance of working with ITD in the planning phase and having them part of the early policy decision process.

Sally said the July 2008 Draft Adequate Public Facilities Ordinance included a change that made it clear that the transportation agencies would provide the land use agencies the best information of what the ramifications would be in approving a development, but ultimately the decision rests with the land use agencies. It is assumed that principle would remain in place. Dave Bieter noted any information would come with a recommendation. Sally said that is correct.

Matt Stoll noted for the record that Pete O’Neill wanted to convey his support of the matrix as presented.

David Turnbull said that while a lot has been accomplished in the BGG effort, the private sector does not support the July 2008 draft Adequate Public Facilities Ordinance. He said guidelines should be established for the cities to follow during their comprehensive planning process so that ACHD can generate its CIP based on those plans. If someone else comes in and wants to amend the comprehensive plan or develop in an area outside of the plan area, then a separate analysis needs to be done.

Dave Bieter asked David if he could support the concepts expressed in the matrix. David said conceptually, yes, but at the comprehensive plan level we need to lock in certainty for the cities, the transportation agencies and the land owners about what can be done, and what can be expected.

***b. Recommended Technical Work to Advance Adequate Public Facilities***

Sally Goodell presented a draft of recommended technical work to advance adequate public facilities. She said the current draft APFO is built around the first in/first out concept. ACHD staff questioned who the focus should be on, who should be responsible for mitigation. The conclusion was that as long as the land use plan and the transportation plan are coordinated and integrated, then anyone who comes in and proposes a development that is consistent with those plans should not have a mitigation responsibility. The first in/first out strategy does not promote consistency with the plans.

Sally said ACHD prefers a trip density approach. If a developer comes in with a proposal that is going to generate more trips than planned for, then the developer has a responsibility to mitigate. This concept aligns with the principle that Patricia outlined in the matrix. It becomes the burden of ACHD, the cities, and ITD to work together.

Sally stated there are two problems with the APFO as drafted. One, it does not have the coordination of comprehensive plans and transportation plans up front. It is based on what was done in Florida, which has a law that requires comprehensive plans and infrastructure plans to match. Two, the first in strategy does not protect the capacity for development under the adopted plans.

John Evans said most jurisdictions amend comprehensive plans regularly, so creating a baseline through the comprehensive plans and transportation plan that is going to stick for a period of time is a challenge. The market pressures over time change and the challenge is to build the base line in. He said the challenge is to drive the development where we want it to go. The free market is what we are dependent on. We need to give the investors a carrot.

Sally replied that is a policy element and entitlement element depending upon when and how it happens.

Dave Bieter said the Blueprint for Good Growth is not reduced to adequate public facilities, it a product but it is not the sole product of the process.

Sally said while there is still thinking to do, staff feels this is a viable effort. Taking the time to look at all of this will require an adjustment in expectations. Prior to these discussions staff was working on the technical underpinning of the draft ordinance as if it were ready to go forward. She said the comprehensive plan approach is a better fit with how impact fees work than what we have had before.

### ***c. Variable Level of Service related to Adequate Public Facilities***

Sally Goodell discussed the Variable Level of Service Maps, which were drafted last spring and went to the cities for review in July, August and September 2008. She said one of the things heard consistently from the jurisdictions concerned the relationship between where we are today and what is being proposed for the future. ACHD staff has begun the steps to answer the issue. The first step is to look at existing traffic. The second part is looking at existing traffic today and what happens if everything that is approved, but not built, gets built. What would the level of service look like?

Phil Bandy noted that it would be beneficial to explain to the citizens what Level of Service means. Carol McKee said ACHD will put a definition on their website and provide a link to the cities websites. Elaine Clegg noted that the public doesn't understand what Variable Level of Service means either.

Deanna Smith said BGG has not had any public input since the very beginning and at some point each city needs to take the plan to the public before adopting it.

Dave Bieter agreed it was time to go back out to the public and educate them, but not reduce BGG to just Adequate Public Facilities. Sally said that the Steering/Technical Committee will come back to the Consortium with a recommendation for public outreach.

Charles Trainor said that COMPASS staff will be working with ACHD staff to deconstruct zoning to look at how much square footage and types of uses, retail/office, might be permitted without any further approval to get to the approved un-built level. COMPASS staff will also be deconstructing comprehensive plans to identify what the plans call for in terms of residential and population, and what would the land use patterns in the comprehensive plans permit.

Patricia added that Boise is ready to start the process with their comprehensive plan update and to take TLIP to the neighborhood council to vet definitions and descriptions to. Patricia will work with Sally and staff to develop a time frame for that effort.

Sally noted ACHD is still doing some clean up on the Livable Streets Design Guide, the Typology Maps, the Collector Maps, but with the exception of Kuna, which is in the middle of their comprehensive plan process, the documents are ready for public review.

Dave Bieter asked what the current status for completion of TLIP is. Sally said spring 2009. ACHD is customizing TLIP for every city and the adoption date will be after the public involvement process.

Nate Mitchell asked if anyone has looked at the City of Star's built environment to see if what was generated was what they thought it was going to be. Sally said she would talk to Terry Little.

After discussion it was agreed to cancel the December 15, 2008, Consortium meeting to allow time for the Steering/Technical Committee to continue refining their work. The next meeting will be January 15, 2009 at COMPASS from 1:30-3:30 pm.

Matt noted that election of BGG Consortium officers will take place at the January 15, 2009, meeting as well.

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**BGG Consortium Committee Meeting  
SIGN-IN SHEET**

Date: November 20, 2008

Name	Representing	Phone #
1. <i>Quade Bute</i>	<i>Boise</i>	<del>333-384-4422</del>
2. <i>Phil Kandy</i>	<i>Eagle</i>	514-6248
3. <i>John Evans</i>	<i>Garden City</i>	472-2927
4. <i>Nate Mitchell</i>	<i>STAR</i>	941-2688
5. <i>Al Shoushtarian</i>	<i>Eagle</i>	941-2541
6. <i>DAVID TURNBULL</i>	STEERING COMMITTEE - COMMERCIAL DEVELOPER'S REP	378-4000
7. <i>CARL MILLER</i>	<i>COMPASS</i>	855-2558
8. <i>Amy Luft</i>	<i>COMPASS</i>	855-2558
9. <i>Mary Ann</i>	<i>COMPASS</i>	
10. <i>Charles Trainor</i>	<i>COMPASS</i>	855-2558
11. <i>Paul Kravinsky</i>	<i>ADA Co.</i>	407-1000
12. <i>Scott Gurnsey</i>	<i>ITD</i>	334-8305
13. <i>Matt Stoll</i>	<i>COMPASS</i>	
14. <i>Nancy Brea</i>	<i>Compass</i>	
15. <i>Deanna Smith</i>	<i>B66 Steering Comte</i>	333-8066
16. <i>Mary May</i>	<i>M3 Companies</i>	939-6263
17. <i>Carol McKee</i>	<i>ACHD</i>	333-8531
18. <i>Sally Goodell</i>	<i>ACHD</i>	387-6129
19. <i>Elaine Cheng</i>	<i>City of Boise</i>	
20. <i>Patricia Nilsson</i>	<i>City of Boise</i>	384-3812
21.		
22.		
23.		
24.		

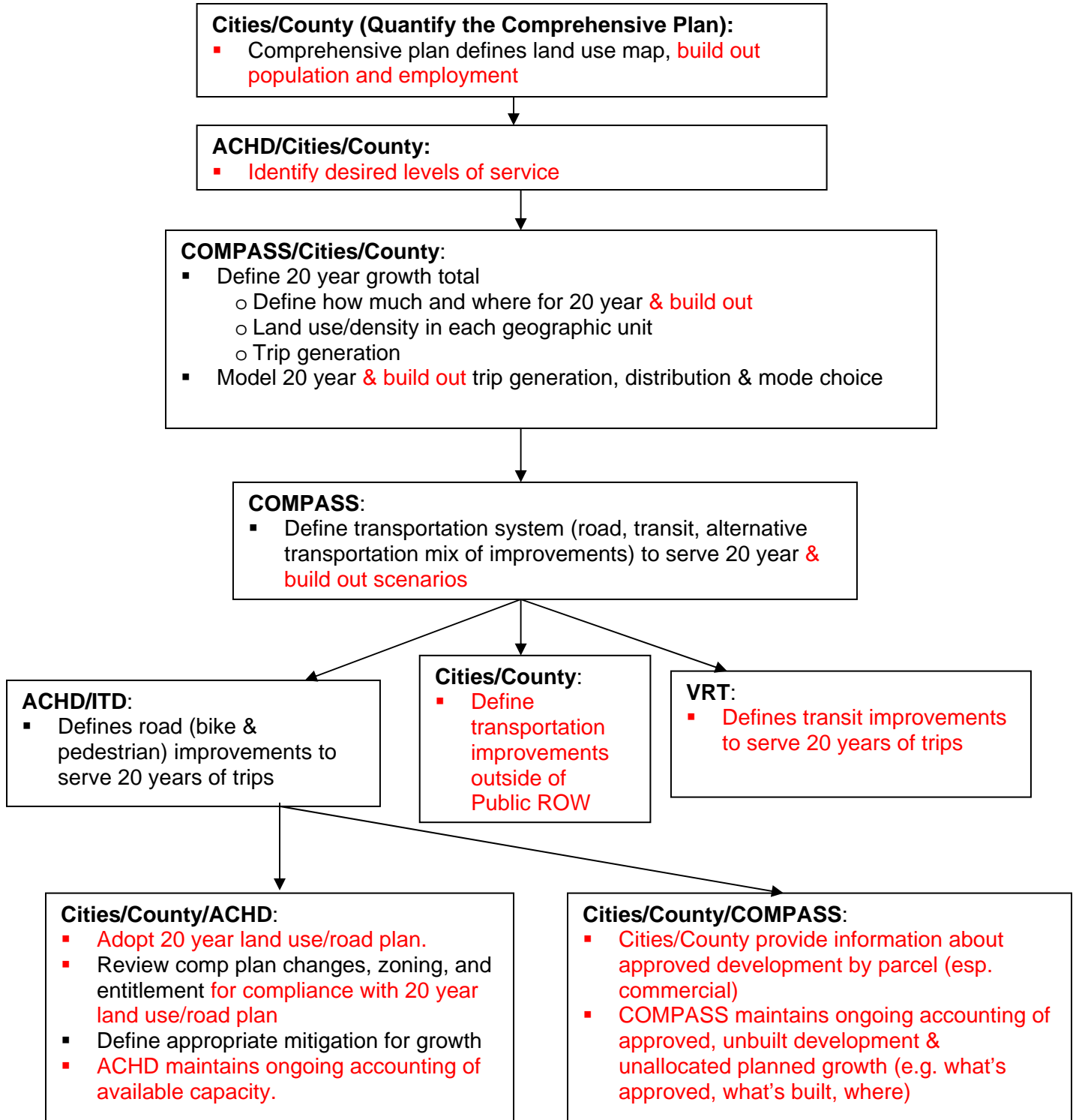
## Integrated Land Use/Transportation Planning

**Goal:** Provide information about the cumulative impacts of development on the transportation system to ensure adequate public facilities

Today the transportation agencies do not know enough about each land use plan to tell the Cities/County what is needed to meet their transportation needs. To do so, ACHD (and ITD) need the local jurisdictions to:

1. *Quantify* comprehensive plans to clearly define planned growth.
2. Locate planned growth for 20 years 'on the ground' (land units, population, employment) and commit to that plan as a baseline for mitigation.
3. Carry the commitment through entitlement so that ACHD and the jurisdictions can identify unplanned growth and the appropriate mitigation of impacts.

# Integrated Land Use/Transportation Planning



## Development Review for Adequate Public Facilities:

Five Year Road Capacity – Existing Trips – Committed, Unbuilt Trips – Reserve for Uncommitted Planned Growth

- Positive = Capacity to be allocated
- Negative = Mitigation required



# Integrated Land Use/Transportation Planning

## Work Plan 2009

1. Answer key adequate public facilities strategy questions that are (3-5 Steering/Technical Committee or subcommittee meetings)
  - a. The underpinnings of the analysis
  - b. Ensure the system meets BGG policy objectives
  - c. Clearly define what growth is served by the planned transportation system and what growth would be required to mitigate impacts
2. Quantify comprehensive plans for 20 years and build out (Cities/County/COMPASS)
  - a. Define methodology
  - b. Do it (and work through the details for each jurisdiction)
3. Build a county-wide model for intersection LOS analysis (ACHD)
  - a. In ACHD's current work plan
  - b. Will not include State Highway intersections
  - c. Finalize variable LOS map
4. Develop methodology for calculating and distributing trips from committed unbuilt development (COMPASS/ACHD)
  - a. Challenges include quantifying nonresidential development for comprehensive plans, zoning and development agreements
5. Develop the tracking systems needed (COMPASS/Cities/County)
  - a. Define the information needed to maintain ongoing accounting
  - b. Specific methods for recording and conveying the information for each jurisdiction

## KEY QUESTION FOR THE CONSORTIUM

Is there sufficient benefit in adequate public facilities accounting, and possibly future ordinances, to devote the resources to getting this detailed out?

## **AREA OF CITY IMPACT EXPANSION PROCESS** (APPROVED BY BGG CONSORTIUM ON FEBRUARY 15, 2008)

### **Introduction**

Idaho State Code requires cities to establish areas of impact to identify where they intend to annex and provide city services. Ada County and its six cities have grappled with expansions of areas of city impact over the past four years in the face of tremendous growth pressures. Current provisions in the Local Land Use Planning Act have proved inadequate in defining the purpose and function of an area of city impact boundary, bogging down what had historically been straightforward renegotiations between Ada County Commissioners and city leaders.

The successful implementation of Blueprint for Good Growth requires a straightforward, equitable process for defining areas of impact. During 2007, a subcommittee of city and county planners met to create a process that would fulfill a mutual desire to create a process that:

1. Relies on city provision of adequate public facilities in keeping with the commitment to the Blueprint for Good Growth;
2. Requires subarea planning before an area of city impact boundary expansion is approved;
3. Includes substantive public involvement in the development of a subarea plan;
4. Relies on objective standards to guide the County approval process.
5. Provide for planning areas that describe very long term spheres of influence where a city intends to evaluate how its area of impact may be extended.

### **1. Establishment of a Planning Boundary**

- a. Goal: Delineation of planning areas outside currently adopted areas of impact where sub area planning is desired and/or necessary by a city. A sub area plan can be an addendum or amendment to the existing city comprehensive plan or an independent plan. The planning areas are not intended to represent areas of planned urban development. Part of a planning area may become an area of impact where urban development occurs and part may remain rural. By reaching beyond anticipated areas of impact, they allow each community to more rationally plan for the needs of future generations.
- b. Purpose: This boundary is created solely for the purposes of developing sub area plans and to establish communication protocols among the city, adjacent cities, and Ada County regarding development activity during the sub area planning process.
- c. Process: Since property rights are not affected by establishing the planning boundary, the boundary will be created through a Memorandum of Understanding between Ada County and the affected city. The Memorandum of Understanding will include the following provisions:
  - i. Establish the planning boundary.
  - ii. Define the roles and responsibilities of the requesting city, the county, and other cities adjacent to or overlapping the planning boundary.
  - iii. Establish referral area for mutual notice of county and city rezoning, land division, or conditional use applications of other city, county, or ACHD planning activities within the planning boundary. The planning area shall serve

as a referral area. All county applications shall be transmitted to the appropriate city or cities for comment and review until a formal area of impact agreement takes effect after the completion of the sub area plan and/or the referral area is deemed unnecessary by the requesting city or cities and the county.

- iv. Periodic review of the sub area planning process and planning boundary.
- v. Set a term of the Memorandum of Understanding.

d. Guidelines and/or Criteria:

- i. There are not specified criteria regarding the sufficiency of a particular planning boundary, but generally they respect natural or man-made features, landforms, major transportation corridors, infrastructure constraints, and jurisdictional boundaries.
  - ii. The planning boundary shall include, at a minimum, area to accommodate twenty years of growth for the city.
  - iii. The planning boundary shall not include a portion of an existing planning boundary proposed by another city. Such city (or cities) shall be invited to participate in any subsequent sub area planning process proposed by the city.
  - iv. Proposed planning boundaries are shown on Appendix A.
- e. Dispute resolution: Where jurisdictions do not agree on planning boundaries, the jurisdictions shall participate in at least one mediation session. The county shall participate in the mediation. The disputing parties shall select a mediator. Compensation of the mediator shall be equally divided among the disputing parties. The results of the mediator shall be forwarded to all parties. If mediation is not successful, the recommendation from the mediator shall be forwarded to the board of county commissioners. The board of county commissioners shall make a decision on the boundary within 120 days and shall forward the appropriate memorandums of understanding to the jurisdictions.

## **2. Sub Area Plan Scope of Work and Process**

- a. Goal: Sub area plans that express the vision of the community after consideration of the needs and vision of affected cities and/or the county.
- b. Purpose: The purpose of this section is to provide criteria related on how to conduct the sub area planning process.
- c. Process:
  - i. Each city, as part of the sub area planning process, shall first develop a scope of work, timeline, and public participation plan for the sub area planning effort.
  - ii. The city shall invite the county, neighboring cities, transportation agencies, and any affected service providers to be stakeholders in the planning process and allow these stakeholders to review the plan timeline, scope of work, and public participation plan.
  - iii. The city shall take comments (requested modifications) and make necessary changes to accommodate such comments. The city and county staffs shall schedule a joint workshop with property owners and affected residents.

d. Guidelines and/or Criteria:

- i. Sub area plans may include all or part of the planning area defined in Section 1.
- ii. The sub area plan shall address the 14 elements, including agricultural land uses, required under Idaho Code by specific discussion or by reference to an existing plan. The 14 mandated elements include: property rights; population; school facilities and transportation; economic development; land use; natural resources; hazardous areas; public services, facilities, and utilities; transportation; recreation; special areas or sites; housing; community design; and implementation.
- iii. The sub area plan shall implement to the extent possible adopted regional plans, including but not limited to, Communities in Motion, the Blueprint for Good Growth policies and Tiers Map, the Ada County Parks and Waterways Open Space Plan, Ridge to Rivers Plan, and other local or regional open space, pathways, trails, bikeway, air quality or transportation plans. At times, the policies of the many regional plans may be inconsistent with regard to a particular issue or area; where there is inconsistency, the sub area plan should address the underlying intent of such policies in light of the needs of their community.

### **3. Area of City Impact Expansion Submittal and Hearing Process**

- a. Goal: Predictable and timely review and adoption of area of city impact expansion requests and associated sub area plans by the Board of County Commissioners. The goal is also to shorten the lag time between the two governing units regarding adoption of the sub area plans. Long delays create uncertainty for property owners, invite criticisms of inefficient government bureaucracy, and create a feeling of mistrust in the community members involved in the planning efforts.
- b. Purpose: To establish a process that allows the county to participate early in the sub area plan process so that when the expansion request is formally submitted, the county can quickly evaluate the adequacy of area of city impact expansion requests.
- c. Process:
  - i. Following the joint workshop (see Section 2), the city shall submit a formal request for and area of city impact expansion. Such request shall include:
    1. A map of the proposed area of city impact.
    2. A copy of the subarea plan with the adopting resolution and findings indicating that the plan has been adopted consistent with state law, any city evaluation criteria, and the Blueprint for Good Growth Phase 1 Report policies.
    3. Map of areas within the proposed area of city impact that are not proposed for urban services, with a brief written explanation;
    4. Capital Facilities Plan that has a 20-year horizon with a detailed program of the first five years.
      - a. The requesting city shall document how the new facilities proposed in the sub area plan shall be phased (including time increments) to ensure that new facilities shall meet the adopted adequate public facilities ordinance including acceptable mitigation measures.
      - b. If the city does not provide the water, sewer, transportation, storm water, or public safety services, the city shall obtain a letter from such providers

- indicating sufficient capacity and the ability to fund and provide capital improvements consistent with the five-year capital facilities plan.
  - 5. Intergovernmental Agreement on the specific implementation guidelines and/or standards that the county would apply to developments proposed within an area of city impact.
  - ii. County Review of Area of City Impact Amendment Negotiation Request.
    - 1. The provisions of Idaho Code, Section 67-6526 shall apply.
    - 2. Within 30 days of submittal, county shall notify the requesting city of any missing items listed in 3ci above. The purpose is to determine if the county has a complete application. The city shall respond within 30 days or as may be mutually agreed upon with the County. Subsequent submittals by the requesting city shall be reviewed within 14 days. The county shall notify the requesting city in writing of the date the application is deemed complete.
    - 3. After the request is deemed complete, the County shall schedule a joint meeting between the city and county governing boards. The joint meeting shall include the following:
      - i. Discussion of the proposed intergovernmental agreement and any potential issues related to processing the necessary comprehensive plan and/or zoning ordinance text and/or map amendments.
      - ii. Establishment of a hearing schedule for the city and county adoption of the amended area of city impact agreement.
      - iii. Establishment of a schedule for implementing additional provisions as submitted by the city in section 3(c)(i)(11) above.
- The meeting may be waived with agreement by both parties.

**4. Annexation outside of Areas of Impact:** Currently, many cities do not have a 20-year area of city impact. Once established (and amended in a timely way), cities will not annex beyond their 20-year area of city impact. Any exceptions to this policy on adjacent boundaries shall be negotiated between affected parties.

**Blueprint for Good Growth**  
**Status of Tasks in Phase 1 Report**  
**DRAFT - FEBRUARY 12, 2009**

<b>Future Steps (page 5)</b>	<b>Status</b>
Air quality improvement	Need to determine.
Stormwater management and floodplain issues	Need to determine.
Continued improvement of water quality	Need to determine.
Open space retention within and surrounding communities	Need to determine.
Coordination of greenways and trails with transportation and recreation amenities	Need to determine.
Long-term retention of viable agricultural operations in the Treasure Valley	Need to determine.

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>Growth Management (GM) 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.</p>	<p>A major revision to the Boise City comprehensive plan is underway. The draft plan reflects the Tiers Map activity centers.</p>	<p>BGG consultants stated that the Meridian comp plan and UDC were consistent with BGG.</p>
<p>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.</p>	<p>Growth Tier Map will need to be updated with new population projections.</p>	<p>Our recent AoCI expansion was consistent with the Tiers Map. BGG principles will be addressed later.</p>
<p>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.</p>	<p>Existing policies linking development to service standards are in Growth Management chapter of Boise City Comprehensive Plan.</p>	<p>Meridian provides all public services (except roads) and Public Works, Fire, Parks, and Police departments are fully integrated into the development review process to ensure that city services are available at time of development.</p>
<p>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.</p>	<p>Yes. Currently requires consistency with Boise City Comprehensive Plan. Need CIPs for Boise and Meridian school districts.</p>	<p>The City maintains a capital facilities plan consistent with our comprehensive plan and BGG.</p>
<p>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.</p>	<p>No revisions are underway.</p>	<p>What is the BGG revision process?</p>

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>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.</p>	<p>Amendment to Boise City Comprehensive Plan underway.</p>	<p>Our TLIP coordination efforts are aimed at making TLIP consistent with our comprehensive plan and the city's vision with regard to roadways. Once TLIP is complete, we will evaluate what changes would be appropriate for our Comprehensive Plan and/or UDC.</p>
<p>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.</p>	<p>Boise coordinates development decisions with the City's adopted service standards and parks and recreation plan.</p>	<p>Actively coordinate plan amendments with ACHD, Ada County, and neighboring cities as appropriate.</p>
<p>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.</p>	<p>Boise does not annex outside its area of city impact.</p>	<p>Recently had AOCI expansion approved after lengthy public involvement and negotiation attempts with adjoining cities. Working with Boise City on "fine tuning" our impact boundary.</p>



<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>GM-8: Evaluate development proposals and future land use map amendments, are consistent with the Long Range Transportation Plan and the 20-year ACHD Capital Improvements Plan. For new development:</p> <ol style="list-style-type: none"> <li>1. Require the submittal of a concept plan for all contiguous land holdings prior to the first preliminary plat approval.</li> <li>2. Ensure that the proposed development is consistent with the applicable comprehensive plan, the BGG tier map, and the Long-Range Transportation Plan and the ACHD 20-Year CIP.</li> <li>3. Establish the base residential and non-residential intensity at the time of concept plan approval, considering:               <ol style="list-style-type: none"> <li>a. the adequacy of essential public facilities;</li> <li>b. applicable comprehensive plan policies;</li> <li>c. the proximity of the project to existing employment centers;</li> <li>d. consistency of the project with the Long Range Transportation Plan and the ACHD 20-Year CIP; and</li> <li>e. physical limitations of the site.</li> </ol> </li> </ol>	<p>Large map changes are reviewed consistent with this policy. Entitlement decisions are phased as needed to provide transportation services.</p>	<p>These criteria are a routine part of our development process.</p>
<p>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.</p>	<p>Boise has included the activity centers in the BGG tier map in the draft comprehensive plan.</p>	<p>Our comprehensive plan defines activity areas. We are working on providing more definition to those in our comprehensive plan, design guidelines, and zoning ordinance. The Ten Mile Specific Area Plan already provides that definition and vision.</p>

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>GM-10: Establish standards for community and regional activity centers that require minimum densities of residential areas of at least 8 dwelling units per acre, where feasible, minimum levels of pedestrian connectivity and transit facilities that are sufficient to support viable transit service.</p>	<p>Recently adopted Ten Mile Creek Planning Area requires minimum density of 8 du/acre for activity centers. Residential zoning along transit routes already provides at least 8 dwelling units per acre.</p>	<p>Our UDC requires a minimum residential density of 8 units per acre within the traditional neighborhood district.</p>
<p>GM-11: Establish mixed-use development standards that allow appropriate scales of mixed use development by right within each type of activity center.</p>	<p>Existing zoning at activity centers allows for commercial and residential uses. Boise has developed policies for TOD centers along State Street and is working with Eagle, Garden City, and Ada County to adopt similar TOD policies.</p>	<p>Our Comprehensive plan defines our mixed use designations. Our design guidelines and UDC provide the appropriate scale and standards.</p>

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>GM-12: Establish and adjust Area of Impact boundaries based upon:</p> <ol style="list-style-type: none"> <li>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;</li> <li>2. recent growth trends and projected growth of the applicable city;</li> <li>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;</li> <li>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</li> <li>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.</li> </ol>	<p>Boise conducted this type of analysis in amending its comprehensive plan to include the Ten Mile Creek Planning Area.</p>	<p>Our recent AoCI expansion was consistent with this policy.</p>
<p>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.</p>	<p>Boise provides information on its web site where sewer facilities exist and where future expansions are planned.</p>	<p>Our recent AoCI expansion was consistent with this policy.</p>
<p>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.</p>	<p>NA</p>	<p>We are considering a planned community option within our AoCI. If we decide to move forward with this option, we will coordinate with Ada County on the necessary code and plan amendments necessary to implement.</p>

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>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.</p>	NA	NA
<p>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:</p> <ul style="list-style-type: none"> <li>• Approval of the entire development application subject to execution of a development agreement that provides for adequate public facilities for the entire development and compliance with mutually agreed upon plans, regulations and infrastructure policies; or</li> <li>• Approval of development of up to 20 percent of the land area in the development, subject to execution of a development agreement assuring that: the initial portion to be developed will be consistent with the applicable city's comprehensive plan, development regulations and infrastructure policies, and the concept plan for all contiguous land holdings is consistent with the applicable city's comprehensive plan, development regulations and infrastructure policies, and the applicant commits to future annexation and full funding of facilities, including funding for future connection of the portion of the site that is initially developed.</li> <li>• Disapproval of the development application.</li> </ul>		<p>Development must have services prior to final plat approval.</p>

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>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.</p>	<p>Not done for exceptions to transportation standards. Boise would require approval of an exception to public sewer standards.</p>	<p>New development within the City does not receive exceptions to public improvement standards.</p>
<p>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 if the area lies within the other city's area of impact. 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:</p> <ul style="list-style-type: none"> <li>• Anticipated growth and the need for additional land to serve the cities' residential and non-residential land use needs;</li> <li>• Sewer service basins and the capacity to serve development in those basins;</li> <li>• Other service area boundaries (e.g., school districts, fire districts)</li> <li>• Geographic features (e.g., ridges, waterways, arterial streets, railroads, greenways) that form appropriate breaks between communities; and</li> <li>• Public input from affected property owners.</li> </ul>	<p>Boise already has provision in area of impact agreement to not annex outside the area of impact boundary.</p>	<p>UDC requires that annexed areas must be included in our comprehensive plan. We have attempted to work on annexation agreements but were unsuccessful for various reasons. In all cases, though, we thoroughly considered the factors listed.</p>
<p>GM-19: Ensure that development decisions are consistent with the adopted comprehensive plans, regulations, the Long Range Transportation Plan, the ACHD 20-year CIP and the Valley Regional Transit plans.</p>	<p>Boise includes findings that rezones and conditional uses are consistent with the comprehensive plan.</p>	<p>Annexations, rezones, conditional uses, and UDC amendments all require finding that the proposal is consistent with our comprehensive plan.</p>

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
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.	The Boise Comprehensive Plan and implementing zoning districts provide for a mix of uses.	Our mixed use designations are aimed at increasing available jobs within the community.
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.	Boise uses a methodology that considers these factors.	These criteria are a routine part of our development process.
GM-22: Limit development in the rural tier to an average of three percent (3%) 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 new lot creation and, if applications for new lots reaches the three percent (3%) allocation, subdivision action shall be deferred until the following year in accordance with adopted County standards.	N/A	NA
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.	Boise uses many of these techniques to preserve Foothills open space.	We are considering a TDR option within our city to preserve agricultural lands within a defined area.

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>GM-24: Subject to the policies of this section, comprehensive plan consistency and compliance with applicable development regulations, encourage planned communities to be established within cities and areas of impact and allow for planned communities in rural areas of the County. If the total number of lots platted within the rural tier plus the lots platted in all planned communities located outside of an area of impact exceeds seven percent (7%) of the total lots platted throughout the county for any and given year, then the BGG Consortium will evaluate plan policies and regulations to assess the need for modifications to encourage more infill development.</p>	<p>N/A</p>	<p>We are considering a planned community option within our AOCI. If we decide to move forward with this option, we will coordinate with Ada County on the necessary code and plan amendments necessary to implement.</p>
<p>GM-25: For planned communities located within an area of impact, abutting an area of impact or located within the distance from city's corporate boundaries established in Idaho Statutes §50-101, require an annexation agreement as a condition of project approval.</p>	<p>N/A</p>	<p>We are considering a planned community option within our AOCI. If we decide to move forward with this option, we will coordinate with Ada County on the necessary code and plan amendments necessary to implement.</p>
<p>GM-26: 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.</p>	<p>The Boise zoning ordinance allows use of a specific plan to create mixed-use developments with unique development standards.</p>	<p>The UDC as a planned development provision or traditional neighborhood districts to accommodate planned communities within the City.</p>

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p><b>GM-27:</b> For all planned communities:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Prior to approval of a planned community, ensure that the development is consistent with the County's comprehensive plan, the BGG tier map, the Long-Range Transportation Plan and the ACHD 20-Year CIP.</li> <li>3. Assign the base residential and non-residential intensity at the time of concept plan approval, considering:               <ol style="list-style-type: none"> <li>a. the adequacy of essential public facilities;</li> <li>b. consistency of the project with the Long Range Transportation Plan, the ACHD 20-Year CIP and the Valley Regional Transit Plan;</li> <li>c. the proximity of the project to existing employment centers; and</li> <li>d. physical limitations of the site.</li> </ol> </li> </ol>	NA	NA
<p><b>GM-28:</b> 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.</p>	NA	NA



<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>GM-29: Ensure that planned community regulations establish a mix of uses and housing types that:</p> <ul style="list-style-type: none"> <li>• Serve diverse income and age groups;</li> <li>• Reduces trip generation by at least 20% below that which would be generated by similarly situated single use development;</li> <li>• Integrate parks and open space areas that are consistent with local plans and regulations and provide an incentive to preserve high value natural resources; and</li> <li>• Distinguish standards for open space and land use mix based on the type of planned community and its location.</li> </ul>	N/A	NA
<p>GM-30: Coordinate with state, federal and local agencies to:</p> <ol style="list-style-type: none"> <li>1. develop and maintain an inventory of public lands for use by all service providers in identifying opportunities for collocation of compatible public uses;</li> <li>2. identify potential land swaps that result in more efficient protection of resources within Ada County;</li> <li>3. maintain or enhance access to public lands for public access and emergency service provision;</li> <li>4. maintain or enhance connectivity between public lands for recreational or wildlife purposes;</li> <li>5. review the impacts of proposed development of lands on             <ol style="list-style-type: none"> <li>a. the preceding polices;</li> <li>b. land use compatibility; and</li> <li>c. transportation system function.</li> </ol> </li> </ol>	Boise	NA

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>GM-31: Map 2 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 as identified by Valley Regional Transit. 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, and shall comply with Valley Regional Transit design standards.</p>		<p>Our comprehensive plan defines activity areas. We are working on coordinating potential transit stops with Valley Ride.</p>
<p>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 near activity centers and potential transit stops 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.</p>		<p>Our comprehensive plan defines activity areas. We are working on coordinating potential transit stops with Valley Ride.</p>

<b>GM Objective:</b>	<b>Boise</b>	<b>Meridian</b>
<p>GM-33: Map 2 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 2, for the light rail and State Street corridors. The identification of potential sites along the Chinden corridor will require more study.</p>	<p>Boise has adopted TOD policies for State Street and will work on increasing densities when transit stops are identified.</p>	<p>Our comprehensive plan denotes potential rail transit centers. Our design guidelines accommodate and encourage dense activity levels (both commercial and residential) adjoining those centers. We do not yet mandate a minimum density, however.</p>
<p>GM-34: 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.</p>	<p>Boise has adopted TOD policies in its comprehensive plan.</p>	<p>Our comprehensive plan denotes neighborhood centers that would be the likely bus transit corridors. Our UDC has traditional neighborhood districts to implement that vision.</p>
<p>GM-35: Ensure that local development decisions are consistent with adopted transportation and transit plans to promote effective movement of people and goods.</p>	<p>Comprehensive plan map amendments are reviewed for consistency with CIM.</p>	<p>We coordinate with ACHD on comprehensive plan amendments and all development review.</p>

	Boise	Meridian
<p><b>Utility Goals:</b></p> <ol style="list-style-type: none"> <li>1. To compatibly and safely integrate necessary utility facilities with future growth and development;</li> <li>2. To ensure that utility systems are adequate to meet the needs of residents and businesses;</li> <li>3. To minimize energy consumption and water demands through aggressive conservation measures (e.g., green buildings, xeriscaping, grey-water usage); and</li> <li>4. To minimize the negative impacts of utility provision on the natural and built environments.</li> </ol> <p><b>Utility Objectives:</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>	<p>Comprehensive plan and zoning ordinance update in progress.</p>	<p>This is a routine part of our public works mission and vision and our UDC is consistent with the utility policies.</p>
<p><b>U-1:</b> 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.</p>	<p>Boise has adopted these standards.</p>	<p>This is a routine part of our development review process.</p>
<p><b>U-2:</b> 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.</p>	<p>Boise has a Wastewater Facilities Plan for its area of impact and an update is underway.</p>	<p>This is a routine part of our development review process.</p>

	<b>Boise</b>	<b>Meridian</b>
U-3: Map 4 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.	(Need to locate Map 4)	The electrical facility needs of Idaho Power for the most part are already in place within the City of Meridian AOCI.
U-4: Annually review of applicable short and long-range utility capital plans with all utility providers to discuss projected short and long-term demands from development, facility siting and construction needs, and right-of-way and easement acquisition needs.	Needs to be done.	This is a routine part of the mission and vision statements of the fire, police, parks, and public works departments. We have impact fees in place for fire, police, and parks.
U-5: Coordinate development reviews with applicable service providers to ensure that new development can be served safely and adequately.	All service providers are notified of development applications.	This is a routine part of our development review process.
U-6: Evaluate alternatives to coordinate and provide a stable funding source for coordinated stormwater and flood 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.	Needs to be done.	Needs to be done.
U-7: Promote energy conservation, protecting solar access and support the use of clean, renewable alternative energy production technologies.	Boise is implementing recent Climate Protection Committee recommendations for energy conservation.	We are implementing a wastewater reuse program in our parks. We are working on other energy efficiency and conservation efforts.

	Boise	Meridian
<p>Public School Goal: To coordinate development decisions with the capacity of local school districts to provide high quality educational facilities and services.</p> <p>Public School Objective: To establish adequate public school facility requirements within two years after the adoption of the Blueprint for Good Growth.</p>		
<p>PS-1: Coordinate with local school districts to secure sufficient funding to meet anticipated demands from the state or other local sources.</p>	Needs to be done.	During our high growth periods, this was a priority of the Meridian School District. With the slowdown in residential growth, they no longer have personnel dedicated to this effort. We still coordinate with school administration on key issues.
<p>PS-2: Coordinate with local school districts to:</p> <ul style="list-style-type: none"> <li>• identify land acquisition needs for public schools and facilitate dedication and or acquisition of needed sites; and</li> <li>• ensure that public school facilities are adequate to meet projected demands from new development.</li> </ul>	Boise coordinates with the Boise School District on planning for new sites and entitlements on properties to be sold.	During our high growth periods, this was a priority of the Meridian School District. With the slowdown in residential growth, they no longer have personnel dedicated to this effort. We still coordinate with school administration on key issues.
<p>PS-3: Coordinate with school districts to establish appropriate school siting criteria that address:</p> <ul style="list-style-type: none"> <li>• Appropriate access for elementary, middle and high schools;</li> <li>• Opportunities for collocation of recreation and other appropriate facilities; and</li> <li>• The extension and funding of support infrastructure, including, but not limited to water, sewer and streets.</li> </ul>	Boise worked with school districts in last update of the Comprehensive Plan to adopt siting policies.	Our comprehensive plan and UDC provide siting criteria.

**Meridian**

**Boise**

<p><b>Transportation Goal:</b> To coordinate land use and transportation decisions to efficiently meet the full range of mobility needs.</p> <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Establish a formal plan amendment review process to ensure that local comprehensive plans, the Long Range Transportation Plan, the ACHD 20-year CIP, ITD Improvement Plans 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.</li> <li>• Within four years of adoption of the Blueprint for Good Growth, implement a transportation management program that is consistent with the following transportation policies.</li> </ul>		
<p><b>T-1:</b> Establish appropriate level of service standards that:</p> <ul style="list-style-type: none"> <li>• Allow greater levels of congestion in cities and activity centers than in outlying areas;</li> <li>• Recognize the capacity constraints of some key corridors by allowing for greater levels of congestion in constrained corridors;</li> <li>• Allow for greater levels of congestion along identified transit corridors.</li> </ul>	<p>Establishing variable level of service with ACHD as part of TLIP.</p>	<p>Establishing variable level of service with ACHD as part of TLIP.</p>
<p><b>T-2:</b> 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:</p> <ol style="list-style-type: none"> <li>1. Compatibility with planned land uses along the corridor, which may include setbacks needed to buffer existing or planned development from noise and odors generated within the transportation corridor;</li> <li>2. Safe access to abutting properties (note: this may be provided through parallel roads, alleys or private drives along arterial streets);</li> <li>3. Bicycle and pedestrian traffic;</li> <li>4. Access to and compatibility with transit services; and</li> <li>5. Stormwater and flood management needs.</li> </ol>	<p>Being done with TLIP and update to Boise Comprehensive Plan.</p>	<p>Done for the Ten Mile Specific Area Plan. Also being done with TLIP. We will evaluate need for comprehensive plan changes.</p>

	<b>Boise</b>	<b>Meridian</b>
<p>T-3: Map 3 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. Local governments, ACHD, IDT and Valley Regional Transit shall coordinate to ensure that adequate right-of-way is protected and secured.</p>	<p>Boise works with ACHD staff to coordinate development reviews to ensure adequate right-of-way is secured.</p>	<p>We look to our roads department, ACHD, to provide appropriate evaluation and standards during the development review process.</p>
<p>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 and it is not conveyed to ACHD, ITD or other entity prior to development, buildings and required parking shall be located outside of the planned right-of-way. The maximum development intensity of the project shall be based on the land area of the site prior to acquisition of the additional right-of-way, so the property owner can maintain the site's development value even after the additional right-of-way is conveyed.</p>		<p>The UDC requires setbacks from future right-of-way.</p>
<p>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.</p>	<p>Being considered as part of Boise zoning ordinance update.</p>	<p>We routinely work with ACHD for necessary connectivity during the development review process. Our comprehensive plan emphasizes the importance of connectivity. The UDC requires a frontage road system parallel to the state highway system.</p>
<p>T-6: Establish and maintain a more detailed transportation 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.</p>	<p>N/A</p>	<p>We look to our roads department, ACHD, to provide appropriate evaluation and standards during the development review process.</p>



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<p>T-7: Adopt and implement the ACHD Pedestrian-Bicycle Transportation Plan to establish routes that make walking and bicycles a viable transportation alternative for some individuals. The Plan shall address the need to establish bicycle and pedestrian access to identified transit routes.</p>	<p>Waiting for final plan from ACHD.</p>	<p>In addition to the pending ACHD plan, the City has a pathways master plan.</p>
<p>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:</p> <ol style="list-style-type: none"> <li>1. Identifies alternative traffic calming designs (e.g., bulb-outs, boulevards, roundabouts and medians);</li> <li>2. Effectively slow traffic;</li> <li>3. Allow streets to function at planned capacities; and</li> <li>4. Do not obstruct emergency access to and through neighborhoods.</li> </ol>	<p>N/A (ACHD)</p>	<p>We look to our roads department, ACHD, for these items.</p>
<p>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-31 through GM-35.</p>	<p>Need to coordinate TLIP with VRT.</p>	<p>Need to coordinate TLIP with VRT.</p>

Boise	Meridian
<p>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 full range of strategies to enhance capital funding, including, but not limited to:</p> <ol style="list-style-type: none"> <li>1. Ongoing adjustment of local street impact fees to ensure that they keep up with rising construction and right-of-way costs;</li> <li>2. Expansion of impact fees to include state routes and the collector street system;</li> <li>3. The use of special districts to fund extraordinary capital and operations/maintenance costs associated with developments of regional impact;</li> <li>4. Vehicle registration fees and other user charges;</li> <li>5. Dedication and improvement requirements for bicycle and pedestrian facilities.</li> </ol>	<p>N/A (ACHD)</p>
	<p>We look to our roads department, ACHD, to develop adequate impact fees and other funding to provide the roadway system desired by the City of Meridian.</p>