



**Technical and Steering Committee Meeting**  
**Thursday, March 1, 2007 10:00 A.M. to 12:00 A.M.**  
Meridian Police Department

**AGENDA**

- I. **Consent Agenda** (10:00-10:05 A.M.)
  - a. Approval of the January 18, 2007 Meeting Notes (pg. 2-10)
  - b. Approval of the February 1, 2007 Meeting Notes (pg. 11-15)
  
- II. **Informational Items**
  - a. **Memorandum regarding Adequate Public Facility Consulting Services from Michael Lauer (pg. 16-17) (10:05-10:15 A.M.)**

Refer to attached memorandum. Per Michael Lauer's request, a separate meeting with the Consortium during the month of March is being planned to discuss the issues as highlighted in his correspondence.
  
  - b. **Update of Area of City Impact Modifications Subcommittee (10:15-10:45 A.M.)**

A verbal update will be given on the February 28 meeting of the Area of Impact modification subcommittee.
  
  - c. **Phase II Implementation Plan Priorities (pg. 18-39) (10:45-11:45 P.M.)**

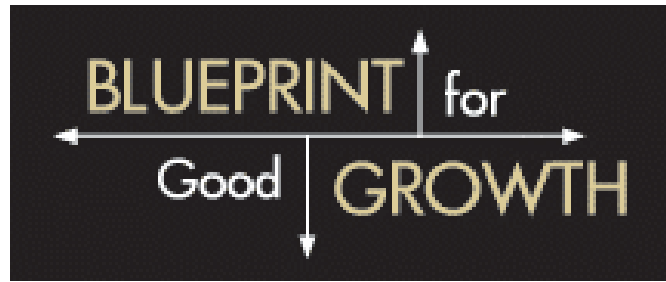
See attached memo.
  
  - d. **Discussion of Steering/Technical Committee membership for Phase II (11:45 AM-Noon)**

Calls have been made to several Steering and Technical Committee members. A verbal update will be given.

***Upcoming 2007 Technical and Steering Meetings are as follows:***

- April 5, 10:00 AM – 12:00 PM, ACHD Auditorium – Regular Tech/Steering Meeting***  
***May 3, 10:00 AM – 12:00 PM, ACHD Auditorium – Regular Tech/Steering Meeting***  
***June 7, 10:00 AM – 12:00 PM, ACHD Auditorium – Regular Tech/Steering Meeting***  
***July 12, 10:00 AM – 12:00 PM, ACHD Auditorium – Regular Tech/Steering Meeting***  
***August 8, 10:00 AM – 12:00 PM, ACHD Auditorium – Regular Tech/Steering Meeting***

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

**Technical and Steering Committee Special Consensus Building Meeting  
Area of Impact Process Workshop – Meridian Police Department  
Thursday, January 18, 2007 8:30 a.m to 3:00 p.m.**

**Attendees:** See attached

### **DISCUSSION ITEMS**

#### **a. Draft Adequate Public Facilities Request for Proposal**

The group discussed the draft Request for Proposal (RFP). General modifications to be made to the document were suggested (below). RFP will be for final action at February 1 Steering/Technical meeting with a proposed action of recommendation for advertisement to the Consortium.

- Reduced list of facilities to be studied to water, wastewater, and roads based on the limited budget. Michael Lauer offered to supply school concurrency background to us.
- Include requirement for limited outreach, primarily for attendance of meetings to discuss with stakeholders, eg., ULI-Idaho, Boise Metro Chamber, BCA, AGC, Realtors, neighborhood and civic groups.
- Outreach to be at outset of work program and at draft report stages.
- Include a requirement to identify solutions to mitigate inadequate public facilities, eg., public financing districts, other taxing districts, public/private partnerships, private utilities, impact fees.
- Add some civic and neighborhood entities to focus public outreach.
- Provide for a pre-submittal meeting in mid-February with participation accommodated with conference calling as well as “in-person”.
- Page limit will remain as shown due to maximize the amount of potential responses.
- Request differing LOS for different portions of the County.
- Roadway maintenance will be addressed in the Phase II Implementation Plan discussion at the February 1 meeting.
- Scoring criteria – Increase location of work/communications from a 2 to a 3 weighting.

- Add date of CIM acceptance and provide CIM website address.

### **b. Area of Impact Process Modifications (refer also to attached PowerPoint Slides from the meeting)**

Michael Lauer began the discussion by reviewing the role of Area of City Impact within the Blueprint for Good Growth. BGG policies 12 -19 were discussed as to their utilization/relationship with Areas of Impact.

Participants seem to agree that the three general steps, as discussed at the November Steering Meeting, will succeed for Area of City Impact process modification within Ada County. These steps are 1) identification of 20-year Area of City Impact Expansion Boundary, 2) completion of a subarea plan, and 3) adoption of the subarea plan(s) and amended Area of City Impact ordinance. Participants discussed the items necessary for the subarea plan (see "Area Planning to Address" slide). *A key issue to address early in the subarea planning process was Open Space, including where and how to preserve it within the subject subarea.* Actions for adoption of the subarea plan(s) as well as ordinance modification and suggested schedules were reviewed. Anna Canning noted the current amendment schedule that limits modifications to once every six-months.

Outcomes if an agreement is not reached were a Joint City/County Hearing; Conflict Resolution and Mediation; Committee of Nine (current process); and limiting land use to "no urban expect a planned community". Participants favored the conflict resolution and mediation tool.

### **c. Review of Draft Area of City Impact Process Legislation**

Participants reviewed the draft Area of City Impact process legislation. Attendees discussed the how to make the legislation broad enough to appeal to all Idaho cities yet focus on the issues that Ada County needs to resolve. After much debate, agreement was made to suggest modifications to solve the current dispute problems and not focus on modifying the Area of Impact identification process for immediate consideration. The participants agreed to restrain on continuously updating the draft until a status could be provided by the Association of Idaho Cities. Attendees agreed that this was a lengthy process and sizable modifications to legislation will probably be made in 2008.

Meeting was adjourned at 3:00 p.m.

## Growth Management: Areas of Impact

- 20-year basis linked to capital plans
- Expansion criteria established
- Agreement to keep city boundaries within 20-year A of I (linked to first bullet)
- Coordinated development standards
- Interim development options

## Specific BGG Policies

12 – base boundary adjustments on:

- 20 year CIP
- Growth trends/projections
- Land supplies
- Short-term CIP/commitments to serve 20% of area w/in 5 years, and
- Service agreements

## Specific BGG Policies

- 13 – designate areas where facilities will be available w/in 5 years
- 14 – if facilities available then County may approve development consistent w/ ...
- 15 – if facilities available in 5 years then County may approve development consistent w/ ... subject to reimbursement

## Specific BGG Policies

- 16 – if no services scheduled w/in 5 years, then approval subject to development agreement addressing improvements and phasing
- 17 – if improvements exception requested then approval of County and City required
- 18 – annexation beyond negotiated AI subject to approval of affected city or county

## General Process for AI Boundary Change

- Identification of Planning Boundary
  - Proposal by city
  - Joint workshop & hearing
- County agrees to Planning Boundary
- Area Planning
- Area of Impact Boundary/Agreement Adjustments
- Implementing Regulations

## Identification of Planning Boundary

- City identifies planning boundary
- City identifies growth projections, issues to be addressed in the plan, including open space ...
  - If boundary encompasses more than 20 years of growth, then City/County will agree to address planning and phasing issues
- City/County conduct joint hearing/workshop
- City/County agree to planning boundary, issues to be addressed in the area planning and expectations

## Area Planning to Address

- Open space/resource protection
- Future land use patterns
- Fiscal integrity of planned development
- Long range improvement needs
  - Transportation
  - Water
  - Sewer
  - Schools
  - Public safety
  - Other public services and facilities per comp plan
- Growth trends/projections
- Land supplies/need for area
- Short-term capital needs/commitments
- 5-year phasing plan and associated service agreements for water, sewer, roads, public safety,
- Land development regulatory needs (specifically address development expectations beyond short term capital and annexation plans)

## Reconciliation Needs

- Lack of capital planning by independent water providers
- Need for adjustments to
  - ACHD 20-year CIP
  - ACHD 5-year work program
  - LRTP
  - TIP

## County Criteria/Action

- City/County planning process to include neighborhood meetings
- Criteria
  - Does the plan adequately address the mutually agreed-upon issues
- Action – try to distill to 6 to 9 months
  - Receive/deem complete 2 weeks
  - Agency review 45 days
  - Staff report/planning commission hearing 5 weeks to 120 days
  - Board review 45 days to 120 days
  - Approve
  - Adjust agreement
  - Adjust regulations with the plan process concurrently

## If not approved

- Joint City/County Hearing
- Conflict Resolution/mediation
- Gang of Nine
- Then no other urban land use except a planned community



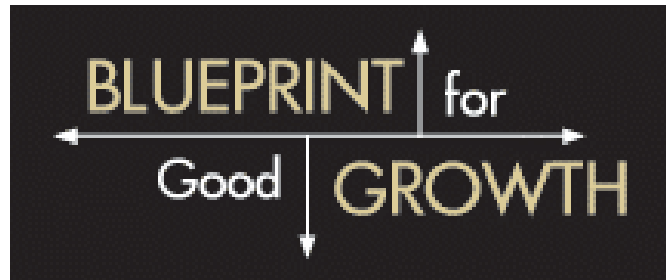
## Quantifying Growth Targets

- **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.

# Blueprint for Good Growth

Committee: B66 Steering/Tech Advt Consensus Workshop  
 Date: 1/18/07

Name	Contact Number	Representing
Karen Doherty	336-0420	B66
Chris Dunley	387 6202	ACT10
Ruby German	922-4550	Agriculture
Russ Davis	867-8184	Assoc. / REALTORS
Jennifer Tomlinson	384-3836	Boise City
Jane Suggs	342-6941	JBS Enterprises # developers
Seo H Koberg	338-5900	Ada Soil / Water Conservation District
Gerry Robbins	602-677-1902	M3 Companies
Sharon Gallivan	388-3868	Landowners
Patricia Nilsson	384-3842	Boise City
ANNX CANNING	804-5533	MERIDIAN CITY
Deanna Smith	344-2261	156
Eric Shannon	334-8301	ITD
Gary Allen	388-1200	Neighborhoods
GERRY ARMSTRONG	287-7922	ADA COUNTY
Dean Gunderson	287-7944	Ada County
Don Matson	855-2558 x230	COMPASS
Stephanie Bonney	208-331-1800	Eagle City



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

**Technical and Steering Committee Meeting – Meridian Police Department  
Thursday, February 1, 2007 9:00 a.m. to 12:00 p.m.**

**Attendees:** See attached

### **CONSENT AGENDA**

**a. Approval of the January 5, 2007 AOI “Process” Legislation Meeting Notes**

The minutes were approved.

**b. Approval of the January 5, 2007 Phase II Subcommittee Meeting Notes**

The minutes were approved with the following modification:

Add in the word “would” in the 3<sup>rd</sup> paragraph of the discussion summary, “...noted the ULI would like to broaden...”

**c. Approval of the January 11, 2007 Meeting Notes**

The minutes were approved with the following modification:

In the discussion items, regarding the sentence, “The cities are not opposed to creating subarea plans, but they can only include a limited amount of detail.” The cities clarified that they are not opposed, but it would initially include a planning level analysis.

**d. Approval of the January 18, 2007 Meeting Notes**

The Steering and Technical Committee requested that the open space discussion from the meeting be clarified. The approval of these notes was moved to the March Steering/ Technical Meeting.

### **ACTION ITEMS**

**a. Scope for Adequate Public Facility Consulting Services Recommendation to the Consortium**

Karen summarized the history of the Request for Proposal process regarding the Adequate Public Facilities issue. After discussion with many Consortium members, Mayor Bieter recommended that the option of retaining Michael Lauer/Planning Works be considered to complete the work for Phase II.

Some committee members expressed concerns that Michael may not have experience writing ordinances, which would be part of the required work. Karen responded that if needed, Michael could hire a sub-consultant to complete the work. Dr. Freilich is no longer part of the consultant team. After some discussion on the details of the scope and the budget, Karen clarified that the draft scope in the agenda packet was just a general description and Michael would be responsible for providing a detailed scope, budget, deliverables listing, and schedule. The committees unanimously approved a recommendation to the Consortium to retain Michael Lauer/Planning Works as the consultant to complete the work for the Phase II Implementation portion of Blueprint for Good Growth. His work tasks would be written and negotiated after thorough review of local Steering/Technical Committee expertise to reduce duplication of local work efforts. The contract will be written on a task order basis for individual work products.

## **DISCUSSION ITEMS**

### **a. Update of A of I Modifications**

Karen summarized the January 18, 2007 meeting. Deanna further clarified that Open Space identification at the outset of the subarea plan was discussed as a critical need at the January 18 meeting.

The next course of action will be to detail the preferred Ada County process of 1) identification of planning area; 2) sub-area planning; and 3) modifications to the Area of City impact as outline in the BGG discussions. Attendees agreed that this Ada County specific process must be written so that it works within the current statutes. A subcommittee was formed to draft this process for Ada County. Members include representatives from Ada County, Boise, Meridian, Eagle, and ULI Idaho. Tricia Nilsson will chair. This subcommittee will detail a draft process to present at the March meeting. Attendees discussed the need for a memorandum of understanding for this process amongst the jurisdictions but no attendees generally felt this should be left up to the subcommittee for recommendation especially since Meridian and Boise were both currently engaged in a process similar to this one.

Attendees discussed the draft legislation for modifications to the Area of City Impacts. Direction was given to Karen Doherty to draft the suggested modifications as discussed on January 18 and present to the next joint Technical/Steering Committee meeting for review. This item will not be carried forward in 2007 but can be kept for summer discussions for the next legislative session.

### **b. Jurisdiction Implementation of BGG**

The jurisdictions in attendance gave brief updates on how they are implementing Blueprint for Good Growth.

The City of Boise – Tricia explained that the City is in “some way” implementing all 55 of the BGG policies. They currently are involved in a Comprehensive Plan update, part of which will include implementation steps for BGG. They are also preparing to update their wastewater plan. The City transportation staff has been communicating with ACHD to plan land use and transportation concurrently.

The City of Meridian – Anna summarized the items in her e-mail, which was included in the agenda.

Ada County – Gerry outlined the items that Ada County has been implementing. He stated that Ada County has just revised their Comprehensive Plan and they have included all of the BGG guiding principles. He explained that the document has been through public involvement process and the next hearing is on February 8 with the Planning and Zoning Commission. He also explained that public input from their North Ada County Sub-Area Plan indicated the highest priority issue was open space, second was transportation, and quality of life was the third highest ranked issue. Those have now become priorities within the County. They now have a committee on open space and have created new positions to work specifically on transportation and landscaping.

ACHD – Chris summarized the items outlined in their written correspondence (attached).

Eagle – Stephanie explained that Eagle was working on a foothills sub-area plan and APF ordinances.

COMPASS – Charles spoke about the items that COMPASS has been performing. He highlighted their monitoring report. He noted their Transit Oriented Developments (TOD) design book, transit supported densities, model traffic impact study ordinances, and access management work.

### **c. Phase II Implementation Plan Priorities**

The Steering and Technical Committees discussed the items outlined on the original Phase II scope and prioritized those that they felt were still germane. The attendees created a list of high priorities as follows and committee members volunteered to draft summary scopes for the items:

- Adequate Public Facilities (water, wastewater, transportation) by Planning Works
- Open Space (Deanna Smith with assistance from Dean Gunderson)
- Transit Oriented Zoning Districts (COMPASS)
- Corridor Preservation (COMPASS)
- Access Management on Arterials (COMPASS)

The summary scopes will be reviewed by Steering/Technical committees at their March 1 meeting.

### **d. Discussion of Steering/Technical Committee membership for Phase II**

Deanna expressed the need to re-assess the committee membership and that this would be a good time to do it. She felt that the neighborhood and environmental interests were not very well represented and it would be positive to bring in some more representatives, especially considering the items that will be discussed (i.e. open space). It would also be desirable to reengage members who no longer were in attendance, and engage the planning directors in the process. The group agreed that the process may not benefit from new members at this point but would be assisted by engaging groups in the subcommittee work anticipated for the Implementation Plan.

The Steering and Technical Committees discussed that there needs to be more public involvement with the project, especially as the project begins the Implementation Phase. Suggestions such as revamping the website, creating new talking points, providing a new speakers' bureau, and a press event suggested among other items. Doherty & Associates will review their budget and provide a public involvement plan at an upcoming meeting.

The meeting was adjourned at 12:00.

# Blueprint for Good Growth

Committee: Steering / Technical

Date: Feb. 1, 2007

Name	Contact Number	Representing
Charles Trainor	855 2558	COMPASS
Chris Danley	387 6202	ACHD
Tricia Nilsson	384-3842	City of Boise
Russ DANE	867-8184	ADA CTY ASSOC. REALTORS
Bob Taunton	939.0343	SUNCO/ULI
Deanna Smith	333-8066	Idaho Smart Growth
Clay Carley	395-7852	Econ Dev
Dean Gunderson	287-7944	Ada County
Stephanie Bonney	331-1800	City of Eagle
<b>GERRY ARMSTRONG</b>	<b>287-7922</b>	<b>ADA COUNTY</b>
PETER S. O'NEILL	333-2401	ECON. DEV.
ANNA CANNING	884-5533	MERIDIAN
DAVID TURNBULL	378-4000	PRINCETON CORPORATION COMMERCIAL DEVELOPMENT
Jennifer Tomlinson	384-3836	Boise Co. Id.
WENDEL BIGHAM	855-4500	MEDICINE SPRING DIST.
Sharon Gallivan	388-3868	Landowners
LARRY STROUGH	334-8924	JTD
Jane Suggs	342-6941	JBS Enterprises, LLC

Received at Steering/Technical  
Committee on Feb 1, 07  
KD



John S. Franden, President  
Rebecca W. Arnold, Vice President  
Sherry R. Huber, Commissioner  
Dave Bivens, Commissioner  
Carol A. McKee, Commissioner

February 1, 2007

Blueprint for Good Growth, Inc.  
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Boise, ID 83706

## ACHDs' Blueprint for Good Growth Implementation

### A. Transportation and Land-use Integration Study

In June, 2006 ACHD began the *Transportation and Land-Use Integration Plan* (TLIP) as an effort to determine implementation tools for both Blueprint for Good Growth and Communities in Motion. As it became clear that a major street plan was needed to help identify Right of Way, cross sections for unique locations, and the implementation of multimodal options, TLIP was developed to become the vehicle to attain such findings. Additionally, TLIP will eventually help ACHD recognize any needed changes in the prioritization process, develop new roadway performance standards, update the COMPASS modeling process with improvements to the collector system, and preservation methods for future right of way that are in line with the principles of Blueprint for Good Growth.

The TLIP study has helped identify a county wide disconnect between the way ACHD has constructed roadways and the land use decisions that have impacted them. With the notion of a "Complete Street" ACHD hopes to gain the support of Ada County municipalities to implement land use and design standards that are required to implement context sensitive street designs. The goal is to build streets with more pedestrian amenities and scale while still moving traffic efficiently and safely on identified corridors of regional importance and demonstrating the need for land use components that finish complete streets.

The study is currently entering its second half and is due for approval from ACHD Commissioners by November, 2007.

### B. EPA Grant

Recognizing the need for funding of the Phase II work, ACHD was able to obtain an Environmental Protection Agency (EPA) Grant in the amount of \$22,500, in May of 2005.

### C. Communities in Motion Studies

As Blueprint for Good Growth and Ultimately Communities in Motion helped identify regionally and locally significant corridors, ACHD has begun several studies to help make the necessary roadway changes for future transportation needs. Additionally, the studies which are all-progressing, will help determine appropriate land uses which will ensure performance standards sought can be met and maintained.

1. Fairview
2. Cloverdale
3. Ustick
4. Purple Sage/ Beacon Light

# Memo

To: Blueprint for Good Growth Consortium  
 From: Michael Lauer, AICP – Principal  
 Date: February 23, 2007  
 Re: Adequate Public Facilities

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I recently submitted a scope of services to assist member jurisdictions in the development of Adequate Public Facilities (APF) requirements. I've received numerous comments that can easily be addressed with minor amendments to the scope. The most significant comment focuses on the viability of my proposed approach to transportation system adequacy. This is a cornerstone of BGG and it is essential that we approach this with several common understandings.

**Each jurisdiction is committed to using its full authority to implement APF.** Local governments clearly have the authority to require adequate road capacity as a condition of subdivision approval and the ability to delegate review of adequacy to ACHD. However, if there isn't a commitment from every jurisdiction to pursue this approach, it would be more effective to pursue the implementation of transportation APF through ACHD.

**Each jurisdiction must be firmly committed to the implementation of APF or the results will be counter-productive.** In simple terms, if APF limits development in urban centers, but not in rural areas, growth will be drawn to rural areas. If some communities fail to adopt or uniformly implement transportation APF requirements, we will create incentives for sprawl development that undermines the intent of Communities in Motion, BGG and most local comprehensive plans. APF standards will create incentives to develop where adequate capacity is available because they require mitigation in areas where adequate capacity is lacking. As I've previously mentioned to the Consortium, ACHD is in the process of developing level of service standards that will allow for more congestion in urban centers than in rural or suburban areas in collaboration with each local government. The Transportation/Land Use Integration Program (TLIP) will provide the transportation standards that are essential to APF implementation. If a local government ignores these level of service standards or fails to require mitigation, the resulting development will overburden existing streets and result in the overcrowded streets or the shifting of limited funds from other projects to remedy the resulting problems.

**To demonstrate the commitment necessary to make transportation APF work, each member agency should agree to the following:**

1. Each local government pledges to adopt transportation APF standards that are consistent with BGG policies and the level of service standards established through TLIP.
2. Each local government pledges to execute and honor agreements<sup>1</sup> to:

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<sup>1</sup> Note: The APF ordinances will include appeals processes and maximum delay provisions that are sufficient to minimize risks of takings or delegation of authority claims, but these must have very



- a. assign responsibility for the determination of transportation system adequacy to ACHD; and
- b. assign responsibility for determining the acceptability of necessary mitigation measures to ACHD.

If these conditions are not acceptable to each local government in Ada County, I recommend that the BGG Consortium reconsider its priorities for implementation. While I could assist members in developing APF standards for the other essential public facilities, I do not believe that this would be the most effective use of the Consortium's funds. Each local government is, through a variety of means, checking for adequacy of water, sewer and stormwater management facilities. Several jurisdictions review for adequacy of fire protection facilities. No jurisdiction has standards for school APF; and I suspect that it will be more difficult to get firm commitments from every jurisdiction to implement APF for schools than for transportation.

I remain optimistic that together we can better manage growth throughout Ada County. However, my experience here has taught me that it is essential to be pragmatic and to ensure that everyone fully understands the implications of our actions before moving forward. I cannot attend the March 1 Consortium meeting, but look forward to discussing my concerns with you at your earliest convenience.

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narrow applicability and be subject to mutually agreeable review criteria to provide adequate assurances that APF standards will be applied uniformly and consistently.



## MEMORANDUM

**TO:** Blueprint for Good Growth Steering Committee

**FROM:** Karen Doherty, P.E. – Project Coordinator

**DATE:** February 26, 2007

**RE:** **Phase II Implementation Priorities**

The Steering and Technical Committees identified the priority implementation tools at the February 1 meeting as follows:

- Adequate Public Facilities (water, wastewater, transportation)
- Open Space
- Transit Oriented Zoning Districts
- Corridor Preservation
- Access Management on Arterials

Various members of the Steering and Technical committees provided summary-level descriptions for these items which are included in this memorandum. (Note: Adequate Public Facilities are being included in a separate scope prepared by Michael Lauer/Planning Works and is not included for review in this memo. See separate item in agenda).

**The Steering/Technical Committee is asked to evaluate these descriptions for group review at the March 1 Steering/Technical Committee meeting. Specific items of review include deliverables, appropriateness of tasks, and personnel (is outsourcing necessary or can the work be done by BGG Committee members?) It is anticipated that an Implementation Plan incorporating these tools will be created and reviewed at the April 5 Steering/Technical Committee meeting with a summary presentation to the Consortium also on April 5.**

### **OPEN SPACE**

#### The Purpose

The Blueprint for Good Growth steering committee recognizes the public's desire for open space preservation in four categories:

- **Natural open space** primarily serves to preserve habitat for both plant and animal species and also waterway and wetlands, but also may also serve outdoor recreation depending upon impact. Such open space contributes significantly to air and water quality.

- **Agricultural open space** preserves the ability for our region to continue growing some of its food close by and supports an important industry in the region, both the traditional

farms and the small, but growing business of Community Supported Agriculture and in our valley.

- **Parks**, both developed and undeveloped are needed to serve the communities recreation needs as well as the need to simply have green space. Parks also contribute to good air quality.

- **Connecting Open Space** provides movement between open spaces creating a sense of magnitude of the open space that has been preserved. Such open space also provides opportunities for recreation and alternate modes of transportation. The Boise river greenbelt and Ridge-to-Rivers are examples of this type of open space. Irrigation canals and ditches are an example of a potential connecting open space.

In addition to the unique benefits provided by each category of open space, all categories provide buffers between communities within Ada County thus accomplishing another desire of the public – to preserve community identity, as well as providing the intangible value of the aesthetic of simply having open space. It is often stated that infill alone will not reduce sprawl this statement is very true and recognizes that only through a strategy of well articulated land use and transportation policy can we curb the current growth trend. One critical component to changing the current growth trend in Ada County is to identify the open space we, as a community wish to preserve and implement the tools which will enable us to preserve it.

**Functional** open space is a fifth category of open space not identified by the public process but was clearly identified through BGG, an example of such open space is the need to preserve gravel pits for road and other construction that are close-in. This will save taxpayers and developers the high cost of shipping gravel for road and other construction as well as help address the issue of air quality. Functional open space shares the need for policies that address conflict with other uses. This makes it important to identify these uses and provide for them in the larger scheme of open space and land use decisions.

#### The Tasks

Ada County should lead the public in a visioning process in collaboration with the Cities to identify what lands should be preserved and for what purpose and all jurisdictions should identify these in their comprehensive plans and on their land use maps.

The yet to be adopted new Area of Impact process recognizes that identifying lands for open space preservation is an important first step in creating a comprehensive plan/land use map. This should be adopted as a requirement in the creation of all new areas of impact.

Evaluate and identify the tools (such as TDRs, conservation easements, funds for land purchase, etc.) that can best facilitate the preservation of open space in Ada County. Open space cannot simply happen. Some can and does occur as part of development, but others, especially the preservation of agricultural lands and large natural open space will need tools that create incentive for land owners to preserve their land or somehow compensate the land owner for the value of their land.

Develop the necessary policies and ordinances to reduce conflict among uses. This is critical, especially in the case of functional open space and agricultural uses where some neighboring uses are incompatible and may threaten the preservation of the open space use.

### The Deliverables

Land Use Map and Comp Plans with clearly identified open space preservation plans and lands that could be traded for open space.

Adoption of the necessary tools, policy, and ordinance, to allow, enable and encourage the preservation open space.

## ***Transit Oriented Zoning Districts***

### The Tasks

Information will be developed to support the implementation of transit oriented development (TOD) nodes. The TOD concept has not yet been implemented in the Treasure Valley, the materials should reflect this.

Because of this relative unfamiliarity the recommended deliverables are intended to first educate decision makers about the concept. Further recognition should be given to the current limited nature of transit in the region. Because of this limited service emphasis should be given to: benefits of TOD other than increasing efficiency of transit service, ongoing plans/efforts to increase transit service, and that given the time involved in creating a TOD it is an acceptable if not superior strategy for TOD development to precede transit service.

### The Deliverables

1. Informational/Educational Presentation and/or Report
2. Transit Oriented Development Policy Guidelines (Progress work for State Street Study is attached)
3. Specific modifications/additions to Comp Plans using the TOD Guidelines (Could be included or a subset of the above)
4. Recommended ordinance changes to implement TOD Guidelines

## ***Corridor Preservation***

### The Tasks

1. Review existing Idaho statutes and case law regarding right-of-way preservation
2. Compile existing local and state plans and regulations regarding right-of-way preservation
3. Research national "best practices" for model right-of-way preservation ordinance. Develop a summary of these for consideration
4. Meet with ad hoc group of persons with appropriate expertise (engineers, public and private attorneys, local government planning staff)
  - a. Discuss existing needs/constraints
  - b. Consider best practices examples
  - c. Establish areas for improvement to existing ordinances

### The Deliverables

1. Develop draft model ordinance, including provisions for:
  - a. Compensation tools (density credits, regulatory controls, options to purchase, interim use agreements, land banking, and purchase of development rights)<sup>1</sup>
  - b. Reservation periods to allow alignment definition and funding
  - c. Determinations of rational nexus between required right-of-way and proposed land uses during development applications
  - d. Minimum setbacks beyond right-of-way related to sensitivity of uses and classification of roadway (increase with higher classification and sensitivity of use)
2. Develop public information tools to help educate elected officials and citizens about need for more effective ordinance. These tools could be used by local governments and might include brochures, press kits and public presentation materials.

## ***Access Management***

### The Tasks

Information will be developed to support the implementation of consistent, comprehensive access management policies. Materials will include a preceding educational component which will summarize the fundamental benefits of access management considering an initial or target audience of non-technical or transportation professional individuals, elected officials and city managers. Materials will also include a paper on issues & history in Idaho related to legal concerns related to access management.

### The Deliverables

1. Informational/Educational Presentation or Report
2. Legal Issues and Access Management Monograph
3. Model Access Management Policy
4. Specific modifications/additions to Comp Plans to include above Access Management Policies
5. Recommended ordinance changes to implement Access Management

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<sup>1</sup> Corridor Preservation Best Practices. Center for Urban Transportation Research. April 3, 2003.

**/O=HOSTING/OU=US/CN=RECIPIENTS/CN=E115392284**

**From:** Idaho Smart Growth [isg@idahosmartgrowth.org]  
**Sent:** Wednesday, February 21, 2007 11:25 AM  
**To:** Doherty, Karen  
**Subject:** FW: [SGAcommunicators] Ontario imposes sprawl limits

Karen,

I don't know if you consider this appropriate, but if so I'd like to forward this to the BGG steering committee asking them to note the second paragraph in preparation for our discussion of Open Space preservation.

Deanna Smith, Administrator  
**IDAHO Smart Growth**  
 deanna@idahosmartgrowth.org  
 208-333-8066

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**From:** SGAcommunicators@yahoogroups.com [mailto:SGAcommunicators@yahoogroups.com] **On Behalf Of** David Goldberg  
**Sent:** Tuesday, February 20, 2007 8:08 PM  
**To:** gmla@lists.onenw.org; SGAcommunicators@yahoogroups.com; Staff Staff  
**Subject:** [SGAcommunicators] Ontario imposes sprawl limits

A space to grow without sprawl  
 By Christopher Hume  
 Feb. 19, 2007

<http://www.thestar.com/article/183194>

Don't look now, but the landscape of Ontario has changed.

Recent amendments and additions to the legislative framework of the province mean that the rules governing planning have been rewritten. On paper at least, the bad old days of endless sprawl are over, replaced by a new regime that values higher density and higher quality development. It will take time before the results of the changes are visible, but they will happen.

"It's a 25-year plan," says David Caplan, Ontario's minister of public infrastructure renewal. "What we have put in place is a blueprint for how we're going to grow over the next few decades. The first thing we've done is say where you don't want growth to happen - that's absolutely critical - then we've said where we do want it to grow."

Caplan is referring to the province's plans for the greenbelt and for growth, which seek to protect environmentally sensitive areas such as the Oak Ridges Moraine, the Niagara Escarpment and the Rouge Valley, and concentrate development in designated "nodes" such as Barrie, Mississauga, Markham, Kitchener/Waterloo and, of course, Toronto.

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"We want to make it so you don't have to get into your car for two or three hours daily to go to work or to shop," Caplan explains. "Many people have told us this should have happened 20 years ago. We're going to be living a little closer together. It's about greening as well as growth."

As Ontario's minister of municipal affairs and housing, John Gerretsen, points out, "It's about controlling gridlock as well as sprawl. It's easy to do greenfields development; municipalities like that. But what we're talking about is greater intensification along transportation routes. Farmland has to be protected. So now the province has set the ground rules for development. It's up to municipalities to update their Official Plans so that they're in line with the new provincial policies."

At the same time, cities in Ontario have been given more control over planning, though this must be done within the rules established in the growth plan.

So, for example, by 2015, a minimum of 40 per cent of new housing must be constructed within the existing urban footprint. In most jurisdictions in Ontario, the current rate is 15 per cent. In Vancouver, it's 70 per cent. The difference is what we call sprawl.

In addition to this, cities now have the power to get more specific about the form that growth will take. This also means architectural control implemented through mechanisms such as a design review panel.

Though the Ontario Municipal Board stays, its mandate has shifted in an important way. Whereas in the past, the OMB was required to "have regard to" municipal decisions, it must now "be consistent with" those decisions. This may sound pretty dry, but it's one of those changes that has the power to alter the course of development in Ontario. This is something that desperately needs to happen, and now the process has started.

So far, local reaction has been muted; as so often seems the case, foreign response has been more enthusiastic. Last year, the American Planning Association gave the Daniel Burnham Award to Ontario's Growth Plan for the Greater Golden Horseshoe.

In other words, now we are at the point where we will see just how committed Torontonians and Ontarians are to sustainability. We're still not paying the full cost of the services we consume, but the days of \$2 a litre gas, and road tolls and the like, aren't far away.

Resistance will be stiff but ultimately futile. Indeed, when future

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historians look back at the last half of the 20th century, when vehicular addiction spiralled out of control, they will shake their heads and wonder: What were they thinking?

Indeed, what are we thinking?

Regardless, the days of reckoning are finally upon us. Think of it as the calm before the storm. By the time the clouds have cleared, we might just have our house in order. Canada, or at least our part of it, might no longer be a dinosaur.

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## Executive Summary

The State Street Transit Oriented Development Policy Guidelines help to clarify the intent of participating agencies and to provide direction for development along State Street – within the corridor and at specific nodes. This type of development creates a higher density, walkable, mixed-use environment in order to promote market driven development (and redevelopment) while also encouraging ever increasing transit use within the corridor.

These Policy Guidelines will also form the basis for new TOD ordinances to be established by the agencies. The State Street General Overlay District Ordinance will be applicable to the entire corridor and be high-level in nature. Subsequent, more detailed, ordinances will be prepared for specific development nodes during site master planning and prior to design work.

The State Street Transit Oriented Development Policy Guidelines contain the following eight key policy objectives that apply to the entire State Street corridor and specific development nodes:

1. Ensure land uses are transit supportive and sensitive to local communities  
*Ensure State Street corridor-wide land uses encourage high-levels of transit use and provide for development nodes that also address local community needs and are focused on market fundamentals.*
2. Increase density within the corridor and at specific nodes  
*Increase densities surrounding node developments within the State Street corridor to support high frequency transit services and provide a base for a variety of residential, employment, and local services/amenities that support a vibrant development.*
3. Define each development node to be a “place”  
*Each development node should be designed to display a certain “theme” unique to the environment and community and be supportive of a vibrant mixed-use hub of activity.*
4. Incorporate pedestrian- and bicycle-oriented design features  
*Create convenient, comfortable, direct, and safe pedestrian linkages to and from development nodes in order to support a walkable area and promote the use of transit.*
5. Manage parking, bus and vehicular traffic at nodes  
*Provide transit bus and private automobile facilities that accommodate circulation and parking needs, while creating a comfortable pedestrian environment.*
6. Optimize corridor traffic/transit operations to function efficiently and safely  
*Prepare and implement State Street corridor operations plans that balance vehicular traffic and bus transit using appropriate technology to promote efficient and safe travel.*
7. Continue expansion of transit operations  
*Continually expand Valley Regional Transit bus service operations within and along the State Street Corridor consistent with regional and local needs.*
8. Maintain a robust outreach and education program  
*Initiate a focused outreach and education program with key stakeholders, decision makers, and neighborhood associations to improve understanding and increase participation in the realization of the State Street Corridor vision.*

# 1. Introduction

## 1.1 Transit Oriented Development Definition

Transit Oriented Development (TOD) is a walkable, mixed-use form of development typically focused within a ½ mile radius of a development node. Higher density development is concentrated near the node to make transit convenient for more people and encourage ridership. This form of development utilizes existing infrastructure, optimizes use of the transit network and creates mobility options for transit riders and the local community. Successful TOD provides a mix of residential and commercial land uses and densities that create a convenient, interesting and vibrant community for local residents and visitors alike.

## 1.2 Benefits of TOD

Transit Oriented Development seeks to implement a more sustainable approach to urban planning and land use. By optimizing the use of land around transit stations, basic principles are followed may help the jurisdictions responsible for State Street achieve some of their environmental, economic and social objectives.

Through the implementation of TOD on State Street, the jurisdictions hope to develop more sustainable surrounding cities by supporting economic development initiatives, creating healthy environments and strengthening communities. Some of the leading principles that guide or promote TOD include the following:

- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Encourage transit use
- Provide a variety of transportation choices
- Mix land uses
- Strengthen and direct development toward existing communities; and
- Create a range of housing opportunities and choices.

## 1.3 Purpose of TOD Policy Guidelines

The purposes of the TOD Policy Guidelines are:

- a) to establish broad, corridor-wide **policies and guidelines** for the future intensification and development of land uses within the State Street corridor;
- b) to **create certainty** in development node areas for local communities, landowners and developers by clarifying the jurisdiction's objectives for land use and development within the State Street corridor;
- c) to provide direction toward the **development of a State Street Overlay Ordinance** and clarify the jurisdiction's objectives for land use and development;
- d) to provide **input to future corridor master planning** and **direct policy development** of future node development plans; and
- e) to establish a **framework for evaluating the success and progress** of the State Street corridor implementation.

## 1.4 Policy Background

TBD – Kathleen to research and write this section

- Existing related policies from Comp Plans:
  - Boise
  - Garden City
  - Eagle
  - Ada County?

## 2. State Street Application

### 2.1 State Street Corridor TOD Context

The State Street corridor extends from 23<sup>rd</sup> Street to Highway 55 (east to west) in Idaho's Treasure Valley region. This corridor is bounded by the Boise River to the south and the foothills to the north. State Street is currently a 5-lane major arterial which provides a primary thoroughfare into downtown Boise from outlying suburban areas, in addition to extensive local traffic. Development along the corridor ranges from rural/developing (west end) to urbanized (east end).

The State Street corridor was studied in 2003/2004 to determine the most appropriate future for the corridor. The following recommendation resulted:

*Plan for (and appropriately implement) State Street Corridor improvements from 23<sup>rd</sup> Street to Highway 55 to include dedicated lanes accommodating high capacity transit operations with corresponding land uses and development supportive of the transit system.*

While typical TOD looks carefully at how to optimize the use of existing robust transit systems by encouraging higher density development in their station areas, the State Street Corridor jurisdictions are anticipating developing the transit system and the development nodes in parallel. The current transit system is severely hampered by lack of a dedicated funding source and is currently providing local bus service with 30 minute headways in this corridor. In order to achieve the recommendation of the State Street Corridor Study, significant enhancements to both the developing land uses and the transit system will be required.

These enhancements will be implemented by several different jurisdictions, including:

**Land Use agencies:** Ada County, Boise City, City of Eagle City, and Garden City

**Traffic Operations agencies:** Ada County Highway District and Idaho Transportation Department

**Regional Transit Authority:** Valley Regional Transit

**Metropolitan Planning Organization:** Community Planning Association of Southwest Idaho (COMPASS)

These jurisdictions understand that no one organization can achieve the envisioned future of State Street and only by working closely together can that future become a reality.

It is the goal of these jurisdictions that this Policy Guideline document establish a clear corridor-wide vision for TOD, which defines development policies and design expectations of the jurisdictions. Additionally, these Guidelines establish a common base of knowledge and understanding amongst many stakeholder groups and set clear goals and procedures for undertaking more detailed TOD planning at future development nodes.

## 2.2 Overarching Principles

The jurisdictions have defined the following overarching principles that have guided their development of the Policy Guidelines contain within:

- Managing mobility – State Street is key element of a regional transportation network
- Integrating land use with transportation issues
- Promote development that is supported by market research and is transit supportive
- Improving efficiency
- Enhancing safety
- Supporting cost-effective solutions
- Continuing high-level of public participation

## 2.3 State Street Uniqueness

State Street is unique for the following reasons, and will therefore need to implement TOD principles commensurate with the specific characteristics of the corridor:

- Major arterial corridor with fairly low density and existing and ever increasing traffic related problems
- Constrained geographic area in terms of transportation (bound by river and foothills)
- Transit system (and stations) are currently not well established
- Growth in transit system planned to achieve BRT status over time
- Significant opportunity for redevelopment along the State Street corridor in several locations; market factors will drive the solutions
- New and Re-Development and transit system improvements planned to grow and expand in parallel
- External impacts of major development projects which are likely to significantly increase demand on State Street

## 2.4 Application of TOD Policy Guidelines

The State Street TOD Policy Guidelines will assist regional policy makers, planners, developers, communities and other stakeholders to move forward with needed enhancements within the corridor. Most urgently, these Policy Guidelines will lay the foundation for development of land use ordinances (including changes to the comprehensive planning documents and Land Use Maps) that will provide the authoritative regulations to begin the necessary changes in land uses in the corridor.

The participating jurisdictions are committed to creating more integrated, diverse and liveable communities along the State Street corridor through the implementation of transit supportive land use policies, enhancing the transportation system, and expanding the transit services. These Policy Guidelines are an important first step toward achieving those goals.

### 3. Transit Oriented Development Policies and Guidelines

The primary purpose of this document is to establish and define a set of policies that will guide the Transit Oriented Development within the State Street Corridor. These policies reflect the collective understanding and desires of the participating agencies: Ada County, Ada County Highway District, Boise City, Community Planning Association of Southwest Idaho, Eagle City, Garden City, Valley Regional Transit, and the Idaho Transportation Department. The following eight policies are established to provide this guidance:

1. Ensure land uses are transit supportive and sensitive to local communities
2. Increase density within the corridor and at specific nodes
3. Define each development node to be a “place”
4. Incorporate pedestrian- and bicycle-oriented design features
5. Manage parking, bus and vehicular traffic at nodes
6. Optimize corridor traffic/transit operations to function efficiently and safely
7. Continue expansion of transit operations
8. Maintain a robust outreach and education program

The following sections have been organized to discuss each of the eight Policies. Each Policy description contains a Policy objective statement, TOD guidelines, and evaluation measures. The TOD guidelines provide direction and potential options on how to achieve the Policy objective. It is the intent that these guidelines will allow for a flexible and creative approach that may achieve the objective in the wide variety of contexts that it will be applied. The evaluation portion defines specific criteria that will be used to measure the success of the Policy as implementation continues.

#### 3.1 Ensure land uses are transit supportive and sensitive to local communities

##### **Policy Objective:**

*Ensure State Street corridor-wide land uses encourage high-levels of transit use and provide for development nodes that also address local community needs and are focused on market fundamentals.*

##### **TOD Guideline** – Establish TOD types to fit market conditions

Market fundamentals, more than any other factor, will drive the nature and type of development at each candidate node site. Conducting a comprehensive market analysis of the area is critical to determining the most appropriate TOD to promote. Candidate TOD types that should be considered at a given site include:

- Residentially oriented
- Employment oriented
- Neighborhood center (mixed use)

**TOD Guideline** – Define transit supportive land uses within appropriate development zones

Transit-supportive land uses encourage transit use and increased transportation network efficiency. A draft list of applicable land uses are provided in Table 1. These land uses are designated either Permitted (P), Prohibited (X), or Conditional Use (C). Specific permitted land uses may vary depending on the type of TOD.

Additionally, different development zones may dictate the most appropriate land uses. Several different development zones could be designated (in future master planning) within and adjacent to the specific node site to place emphasis on certain land uses and design features. In general, two primary zones are anticipated:

- Within ½ mile radius surrounding the core of a specific node development
- Within ¼ mile either side of State Street along the corridor length

**TOD Guideline** – Allow for appropriate mixed land uses consistent with market drivers

A station area should allow for a mix of residential, employment and supporting retail and service uses that are consistent with and support the factors driving the market. Using the market as a primary driver will significantly increase the success of the TOD.

The mix of land uses may be horizontally or vertically integrated; that is, the mix of uses may be found within a particular building, or incorporated in multiple buildings throughout the planning area. This provides a variety of uses within a compact, walkable station area and creates a synergy between the varying types of development.

**TOD Guideline** – Work closely with local communities to provide needed community services and amenities

Local communities can provide valuable local knowledge on services and amenities needed by the community, housing forms, key pedestrian destinations, current pedestrian habits, parking management concerns, etc. Local landowners and communities should participate in station area plan planning processes.

Development in specific node sites should provide services and amenities needed by local communities, in conjunction with market analysis. These could include new housing forms to support community demographics, employment options, convenience retail and personal services, day-care, public gathering spaces, etc.

**TOD Guideline** – Built form should complement the local context

Each station exists in a particular community context. Development should complement the existing development and help to enhance the local character while creating a walkable, vibrant station area.

Transitions between established residential areas and the new TOD area should provide a sensitive interface. Low rise, medium density residential or low-profile mixed use development may be used as an appropriate transitional use between adjacent low density residential and the TOD node development.

### **Evaluation Measures:**

Need a baseline, goal, and tracking approach for each evaluation measure.



**Table 1.  
Applicable Land Uses (Draft)**

Land Uses	Application
Amusement parks	X
Auto parts stores	C
Banks	P
Bed and Breakfast Inns	P
Boat marine supplies, and boat trailers sales	X
Building material and lumber sales	X
Bulk retail and wholesale uses	X
Café	P
Car washes	X
Cemeteries	X
Churches	C
Civic, cultural, and community facilities	P
Cold storage plants	X
Colleges, universities, and technical schools	P
Commercial agriculture	X
Commercial and construction equipment sales, services and rental	X
Conference centers	P
Day care centers	C
Drive in businesses	X
Dry Cleaners	
Financial services	P
Fuel and oil distributors	X
Funeral homes and mortuaries	X
Gas stations	C
Golf courses include miniature golf	X
Government buildings	P
Grocery store (small)	P
Hay feed and grain stores	X
Heavy equipment sales, rental, repair	X
Hospitals, nursing homes, and convalescent care facilities	P
Hotels and Inns	C
Industrial uses	X

P – Permitted

X – Prohibited

C – Conditional Use

Notes:

- scale (size) is an important decision criteria in conditional use and prohibitions
- applicability determination may depend on “type” of TOD

**Table 1  
Applicable Land Uses (Draft) - Continued**

Land Uses	Application
Junk yards and motor vehicle wrecking yards	X
Manufactured housing sales if housing stored off site	P
Manufacturing, fabricating, processing , packing and storage	X
Mini storage as a primary use	X
Motel	C
Motor freight terminals	X
Motor vehicle dealers, new and used (autos and trucks)	X
Movie theaters – except drive-ins	P
Multi-family homes	P
Nurseries or greenhouses	X
Offices – general, medical, professional	P
Personal, professional, and technical services	P
Pharmacy	P
Post office (private)	C
Recreational vehicle sales	X
Research and development services	P
Restaurants – without drive through windows	P
Retail establishments	P
RV parks or mobile home parks and campgrounds	X
Schools	C
Single family homes	P
Sports facilities	C
Stalls or merchandise stand for outdoor sale of goods at street front	C
Taverns and Bars	C
Tire sales/service	X
Trailer, truck, automobiles, recreational vehicle and boat storage	X
Transit stations and bus stops	P
Towing services	X
Truck stops	X
Vehicle repair	C
Veterinary clinic	C
Workshops and studios	P

P – Permitted

X – Prohibited

C – Conditional Use

Notes:

- scale (size) is an important decision criteria in conditional use and prohibitions
- applicability determination may depend on “type” of TOD

### 3.2 Increase density within the corridor and at specific nodes

**Policy Objective:**

*Increase densities surrounding node developments within the State Street corridor to support high frequency transit services and provide a base for a variety of residential, employment, and local services/amenities that support a vibrant development.*

**TOD Guidelines:**

- Optimize density around each node
- Minimize impacts of density
- 

**Evaluation Measures:**

### 3.3 Define each development node to be a “place”

**Policy Objective:**

*Each development node should be designed to display a certain “theme” unique to the environment and community and be supportive of a vibrant mixed-use hub of activity.*

**TOD Guidelines:**

- Create layouts and designs consistent with node “themes” and market factors
- Define mixed land uses
- Emphasize important buildings
- 

**Evaluation Measures:**

### 3.4 Incorporate pedestrian- and bicycle-oriented design features

**Policy Objective:**

*Create convenient, comfortable, direct, and safe pedestrian linkages to and from development nodes in order to support a walkable area and promote the use of transit.*

**TOD Guidelines:**

- Provide quality pedestrian connections
- Provide a compact development form
- Provide integrated public systems
- Locate pedestrian-oriented uses at the ground level
- Incorporate all-season design
- Provide appropriate level of bicycle facilities
- 

**Evaluation Measures:**

### 3.5 Manage parking, bus and vehicular traffic at nodes

**Policy Objective:**

*Provide transit bus and private automobile facilities that accommodate circulation and parking needs, while creating a comfortable pedestrian environment.*

**TOD Guidelines:**

- Place parking in appropriate locations
- Develop parking forms that complement pedestrian nature of the area
- Encourage Transportation Demand Management (TDM) strategies
- Integrate design for transit circulation and drop off zones
- Design with longer term needs in mind
- Consider reduced parking requirements
- 

**Evaluation Measures:**

### 3.6 Optimize corridor traffic/transit operations to function efficiently and safely

**Policy Objective:**

*Prepare and implement State Street corridor operations plans that balance vehicular traffic and bus transit using appropriate technology to promote efficient and safe travel.*

**TOD Guidelines:**

- Develop corridor-wide traffic and transit operations plan to ensure effective and safe travel (for all modes)
- Node developments must incorporate design features to accommodate effective and safe vehicular and transit operations
- Incorporate technological solutions to enhance efficient traffic flow, ensure travelers (vehicular and transit) are well informed, and promote safe travel

**Evaluation Measures:**

### 3.7 Continue expansion of transit operations

**Policy Objective:**

*Continually expand Valley Regional Transit bus service operations within and along the State Street Corridor consistent with regional needs.*

**TOD Guidelines:**

- Define transit operations growth appropriate to regional needs
- Continually seek funding to implement transit in short-term and longer-term plans
- 

**Evaluation Measures:**

### 3.8 Maintain a robust outreach and education program

**Policy Objective:**

*Initiate a focused outreach and education program with key stakeholders, decision makers, and neighborhood associations to improve understanding and increase participation in the realization of the State Street Corridor vision.*

**TOD Guidelines:**

- Engage neighborhood associations in a variety of education workshops on State Street plan and other related transportation services and plans
- Incorporate State Street corridor transit services in employer program outreach materials and transportation fairs
- Develop media for information dissemination on State Street corridor planning projects and services
- Create a Transportation Management Association with local business and/or neighborhood associations
- 

**Evaluation Measures:**

## 4. Defining The TOD Overlay District Within The State Street Corridor

Following the adoption of these Policy Guidelines, the next step will be to prepare a general Overlay District Ordinance for the State Street corridor. It is anticipated that the content of the ordinance will include the following:

- Purpose
- Definitions
- Types of Transit Oriented Districts
- Transit Oriented Zones
- Applicability of Land Uses
- Establishment of Transit Oriented Districts
- Development Standards
- Parking Requirements
- Special Considerations
- Administration

The State Street General Overlay District Ordinance will be applicable to the entire corridor and be high-level in nature. Subsequent, more detailed, ordinances will be prepared for specific development nodes during site master planning and prior to design work.

It is anticipated that at least two types of TODs will be defined in the general Ordinance: Residentially Oriented, and Employment Oriented. Each specific site will have a theme and be sensitive to, and supportive of, the characteristics of the nearby community.

The Ordinance will contain at least two zones: one within ½ mi radius of the development node and ¼ mile either side of State Street between the nodes for the entire length of the corridor. This approach will ensure transit oriented development within the node site and transit supportive development within the corridor.

Because each jurisdiction is a legal entity and is responsive to different elected officials, it will be necessary to develop several ordinances that will reflect the needs of that agency. However, it is important that these ordinances be consistent and supportive of one another to ensure a successful implementation throughout the entire corridor. Therefore, the jurisdictions will work together to create the ordinances and execute the appropriate process to ensure their acceptance within their organizations.

The original State Street Corridor Strategic Plan Study suggested several possible development nodes along the corridor for consideration. Since that time the list has been revised slightly. This document does not specifically identify or prioritize a list of those locations. This will be accomplished following the completion of the State Street Market Study, the 30<sup>th</sup> Street Specific Area Plan, and the State Street Corridor Master Plan.