

SPECIAL JOINT SESSION

*Communities In Motion – Steering Committee
Blueprint for Good Growth – Consortium*

March 2, 2005 5:00 p.m. to 7:00 p.m.

COMPASS Offices
800 S. Industry Way, Suite 100 - Meridian, ID 83642

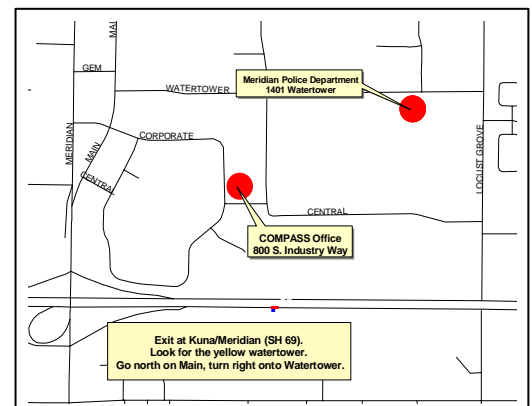
AGENDA

- I. INTRODUCTIONS (5:00 p.m.)
- II. SUMMARY OF JANUARY 20, 2005 MEETING (5:05 p.m.)
- III. REVIEW AND ENDORSE GUIDING PRINCIPLES AND PRIORITIES (5:10 p.m.) *
- IV. PRESENTATION ON CANDIDATE SCENARIOS (5:25 p.m.)
 - a. Trend
 - b. Workshop Average
 - c. Satellite Cities
 - d. Concentrated Mixed-use Corridors
 - e. Blended—a synthesis of the above scenarios to combine the “best” attributes
 - f. Infill—a modification of the Corridors scenario matching the current balance of jobs and population by county
- V. REVIEW EVALUATIVE MATRIX (5:50 p.m.) *

The attached evaluative matrix includes information on Trend, Workshop Average Satellite Cities, and Concentrated Mixed-use Corridors scenarios. Information on the Blended and Infill scenarios will be transmitted, if possible, in advance of the March 1 meeting. The Blended scenario is a recent composite. Limitations on the data in the evaluative matrix will be discussed as will implementation implications.
- VI. DISCUSSION OF CANDIDATE SCENARIOS (6:30 p.m.)

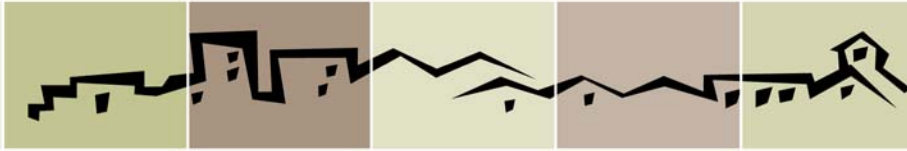
Following consideration of the evaluative matrix, the group will discuss their preferences.
- VII. ENDORSEMENT OF PREFERRED SCENARIO (6:45 p.m.)

An endorsement of a preferred scenario is expected out of this session. Participants will be asked to determine which of the candidate scenarios is acceptable to drop from further consideration. The remaining preferred scenario is one which best meets the “guiding principles.” It will be continued in the process, but may be subject to refinements as more is learned about its performance.
- VIII. NEXT STEPS
 - a. March 21, 2005 COMPASS Board meeting
 - b. Open House Meetings and Outreach Sessions
 - c. April 18, 2005 COMPASS Board meeting
 - d. *Blueprint for Good Growth* process through Fall 2005
 - e. *Communities in Motion* process through Fall 2005



* Attachments

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**CIM STEERING COMMITTEE MEETING
COMPASS CONFERENCE ROOM
January 20, 2005**

****MEETING SUMMARY****

ATTENDEES:

David Bieter, Mayor, City of Boise
 Dave Bivens, Commissioner, Ada County Highway District
 Elaine Clegg, Councilwoman, City of Boise
 Tammy de Weerd, Mayor, City of Meridian
 Ted Ellis, Mayor, City of Garden City
 Kelli Fairless, Valley Regional Transit
 Bob Flowers, Mayor, City of Parma,
 John Franden, Commissioner, Ada County Highway District
 Nancy Merrill, Mayor, City of Eagle
 Nathan Mitchell, Mayor, City of Star
 Dean Obray, Mayor, City of Kuna
 Judy Peavey-Derr, Commissioner, Ada County (via conference call)
 Sharon Pratt, Commissioner, Gem County
 Marc Shigeta, Payette County
 Eric Shannon for Charlie Rountree, Idaho Transportation Department
 Rick Yzaguirre, Commissioner, Ada County

OTHERS:

Nancy Brecks, Community Planning Association
 Heather Carroll, Doherty & Associates
 Diana Cavigliano, Ada County Highway District
 Mike Eddy, City of Garden City
 John Fregonese, Fregonese Calthorpe Associates
 Dean Gunderson, Ada County Development Services
 Michael Lauer, Planning Works, LLC
 Carla Olson, Ada County Development Services
 Nicole Prehoda, Community Planning Association
 Jade Riley, City of Boise
 Terri Schorzman, Community Planning Association
 Matt Stoll, Executive Director, Community Planning Association,



Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Phill Worth, Kittelson & Associates

CALL TO ORDER

Meeting called to order at 8:30 a.m.

INTRODUCTIONS

A. Receive December 16, 2004 Meeting Summary

Tammy de Weerd, Kelli Fairless and Sharon Pratt stated they was incorrectly listed as being at the December 16, 2004, meeting.

EVALUATION APPROACH MATRIX/ PRELIMINARY SCENARIO ANALYSIS RESULTS

Phill Worth reviewed the scenario evaluation matrix that will allow comparisons on key factors between the scenarios. Michael Lauer clarified it is not really a “evaluation matrix” it is more of an “analysis matrix.” The list may change as better ways to evaluate the scenarios are identified.

Phill and John Fregonese reviewed the six scenarios, three that were developed by the Technical committees and three that were developed in the first round of scenario workshops.

John stated the top aspects of the region to be preserved coming out of the workshops were: farm land, open space, air quality, rivers and wilderness. Top aspects of the region to improve were: transportation options, traffic flow, and air quality. Forty-six percent thought the ideal way to get around the region was a mix of cars, transit, biking and walking. Thirty-five percent thought cars were the preferred way. Five percent thought only biking and walking were the ideal ways to get around the region.

John reviewed the concepts to be tested. One concept noted by Payette and Fruitland was complete communities vs. bedroom or dormitory communities. Others were where new town and communities would be established or if they should be established; new connections to I-84; and improved highway corridors for access and safety between communities.

SCENARIO PLANNING APPROACH

John said that flaws have been noted in the Suburban Shift scenario, the trend of the last five years. It will be kept in the report, but no further analysis will be done, i.e., sending housing to Canyon County but not jobs. The other change is to combine Changing Tides with the Corridor scenario, which reduces the scenarios from six to the best four. Also, housing in the Workshop Average scenario will be brought back to a viable option by moving multi-family housing into the 30% range.

There was discussion of partnering county participation. It was noted that Elmore County has not participated at all. The Elmore County Commissioners have stated they are content with the way their communities are growing and do not see any big transportation issues. Eric Shannon confirmed that the Idaho Transportation Department would continue to work with the outlying counties in this effort.

It was asked if the scenarios include known data as well as workshop input. John replied the scenarios all have the same amount of employment and all are built on a database of the region today. The workshop average is the average of what happened in the first round and will be cleaned up in next round of workshops.

UPCOMING SCENARIO PLANNING WORKSHOPS

Phill reviewed the focus of the workshops to be held February 2 and 3, 2005. The focus will be on transportation improvements and will be a cost constrained exercise. Base maps will be similar, but participants can choose which land use scenario to build on and they will see existing roadway networks. A new aspect will be the opportunity to discuss and reach decision on whether taxes will be needed to generate revenue to build more transportation improvements.

Adjournment

The meeting adjourned at 10:00 a.m.



Draft Guiding Principles

Categories:

General

The Locations and Patterns of Growth
Community Building
Creating Attractive, Multi-modal Places
Central City Concept
Land Use – Transportation Integration

General

- Every community should plan for growth and should share in the benefits and costs.

Draft Guiding Principles

The Locations and Patterns of Growth

Promote local efforts to facilitate development within cities and areas of impact that respect regional assets, accomplish sustainable patterns of growth, and optimize the efficiency of infrastructure investment.

- Use higher densities in appropriate forms and locations to protect valuable areas and resources
- Balance jobs and housing within counties and larger cities to achieve greater transportation system efficiency and environmental benefits
- Establish growth patterns to make efficient use of infrastructure investments

Community Building

Support local efforts to promote economic vitality and broaden housing choices while enhancing the identity, sustainability, natural beauty, and cultural qualities of each community.

- Provide housing choices to meet changing demographics and preferences for all income levels
- Strive for job growth within each community that serves local needs and creates employment opportunities for local residents
- Facilitate growth and fiscal health through the coordinated development in cities and their areas of impact
- Manage community development to protect and enhance community identity
- Encourage downtown expansion and reinvestment to strengthen local economies and the region as a whole

Creating Attractive, Multi-modal Places

Ensure that development patterns support travel options, complement the beauty of the region, and enhance the vibrancy of neighborhoods, centers, and downtowns.

- Design streets to complement adjacent land uses and enhance the natural and built environment, using such tools as Main Street and Boulevard treatments
- Create mixed-use patterns along main streets and in downtowns to create walkable and transit-supportive areas
- Connect neighborhoods and retail areas with complete sidewalks and transit stops
- Provide sidewalks and paths to link communities to parks, open space, and other regional environmental assets
- Foster residential design that creates sustainable neighborhoods

Central City Concept

Support a successful central city that serves as the main center of government, culture, entertainment, and education. The central city will:

- Accommodate growth through infill, redevelopment, and expansion to ensure continued economic vitality
- Build stronger neighborhoods and districts through mixed-use development
- Promote an effective regional transit system through transit-supportive development patterns

Land Use – Transportation Integration

Coordinate transportation, land use, and urban planning to support the development of an efficient, multi-modal transportation system so residents can live, work, shop, and conveniently move within their community and throughout the region.

- Prioritize regional transportation investments to support planned development patterns in local communities
- Coordinate roadway and transit investments to promote the development of efficient transportation corridors
- Ensure land use plans and decisions support options for multi-modal travel
- Identify, preserve, and use key highway and rail corridors to cost-effectively support planned development patterns
- Expand and strengthen highway and transit connections between communities to provide an effective transportation system that provides travel options
- Develop multimodal corridors to connect employment and retail centers

Walkable, Transit-friendly Places

Encourage every community to create vibrant places that promote walking and support transit.

- Create mixed-use patterns along main streets and in downtowns to create walkable and transit-supportive areas
- Connect neighborhoods and retail areas with complete sidewalks and transit stops
- Provide sidewalks and paths to link communities to parks, open space, and other regional environmental assets



Guiding Principles and Priorities

Background

What is the Preliminary Preferred Land-Use Scenario?

The ultimate objective for the *Communities In Motion* project is to create a plan for developing, implementing, and maintaining an interconnected, multi-modal, and safe transportation system for the region. An interim step in achieving that objective is to develop a vision of the future land-use pattern in the region. The obvious point is that the transportation system will depend on the amount and pattern of development that it will serve.

In this project, this future land-use pattern is called the *Preliminary Preferred Land-Use Scenario* (in the rest of this memorandum, the “Preferred Scenario” for short) to emphasize that the vision is not a final plan or alternative recommended for adoption. Rather, it is:

- *Preliminary*: more evaluation will be occurring later in this project. But to do that evaluation (for example, of detailed transportation impacts and needs), analysts must start from some set of assumptions about the likely future pattern of growth;
- *Preferred*: though the evaluation is not complete, substantial work has been done since the Summer 2004. To date, nine different land use scenarios have been developed by the public, technicians, and elected officials. Some of these have found little approval by any group. In that sense, the “preferred” means that the scenario is the one recommended for further technical evaluation; and,
- *A Land Use Scenario*: even though some preliminary work has been done on transportation systems (both technical modeling and workshop evaluations), the Preferred Scenario is, at this point, focused on land-use patterns, not the transportation system that would serve those patterns.



In summary, the Preferred Scenario is a portrayal in words and images of where the region wants growth to occur over the next 25 years (and possibly beyond).

What is the purpose of this memorandum?

This memorandum describes the *principles* that define the Preferred Scenario. It is an interim product whose text will eventually be incorporated, as modified, into a report to the COMPASS Board that recommends a Preferred Scenario. Its purpose is to stimulate discussion and agreement among technical staff (consultants and COMPASS staff and advisors) on the principles. That discussion and agreement will occur on March 1 (in whatever form is possible) in order to meet the schedule for deliverables to the COMPASS Board for their March 21 meeting.

How is this memorandum organized?

The rest of this memorandum has two sections:

- Decisions that narrow the possibilities for the Preferred Scenario.
- Principles for the development of the Preferred Scenario.

Narrowing the Possibilities

Committee meetings and public workshops conducted over the last several months have provided some guidance about the Preliminary Preferred Land-Use Scenario. Without that guidance the possibilities would be numerous and different. That guidance allows the decisionmakers to focus with more confidence on a Preferred Scenario.

A useful way to describe how the range of scenarios (possible futures) was narrowed is to describe the decisions that we think are strongly supported by the results of public input. We describe those decisions as a nested set of questions and answers.

- *Question 1: Absent big and unforeseen changes in markets and government policy, is the region likely to grow at about the rates that official forecasts predict? Yes.*
- *Question 2: Given the amount of growth forecast, should regional policy try to slow it down? No. Regional policy (including transportation policy and investment) should try to accommodate that amount of growth.*
- *Question 3: Given that the region is going to try to accommodate the forecasted amount of growth, should it do so using historical or current development patterns? No. A strong majority of people at the workshops thought those development patterns created problems and were not what they wanted to see in the future. In other words, there was little support for the Trend Scenario or the Suburban Shift Scenario.*
- *Question 4: Given that the historical and current development patterns are not desired as future development patterns, what options are left? Many variations were discussed at the workshops.*

Some were rejected. Consensus grew around two patterns represented by the Satellite Cities and Concentrated Mixed-Use Corridors scenarios.

If this chain of logic is correct—we believe it is—then the broad task of describing a preferred land use scenario is narrowed to the task of showing what a scenario that incorporates the ideas of Satellite Cities or Concentrated Mixed-Use Corridors would look like. Before developing such a scenario, however, the project team (both consultant and client staff) agreed that they should first agree on some more detailed *principles* that would give more guidance to the specific land use patterns, and the resulting allocations of population and employment growth to sub-areas. The next section provides the draft principles for discussion, refinement, and agreement.

Principles of the Preferred Land Use Scenario

Pattern of Growth

Discussions with the public, staff, and elected officials of key principles or themes about patterns of growth were both broad and specific. The broad principle related to the distribution of growth and development in the region is:

“Every community should share in future growth and transportation improvements. That means sharing in both the benefits and costs of growth.”

Our assessment of the workshop results and of the table discussions that occurred suggests the following, more-specific beliefs and principles. We are not suggesting that all participants would support these principles, but we feel relatively confident that a substantial majority would be more likely to support these principles than their opposites.

- *Recent development patterns are undesirable due to the adverse impacts on existing neighborhoods and communities, transportation and other infrastructure, and the region’s natural environment. Higher density development was a reasonable trade-off to help protect valuable areas from development.* Lesson learned from Suburban Shift scenario and public opinions expressed during the workshops.
- *Historical rates of land consumption threaten open space, community identity, and the long-term livability of the region. Diminishing these key values could affect the sustainability and economic viability of the region.* Lesson learned from the Trend scenario and public opinion expressed during the workshops.
- *Continuation of the regional jobs-housing imbalance creates undesirable inefficiencies in the use of existing transportation facilities and the funds necessary to maintain and expand the system.* Lesson learned from the Trend and Suburban Shift scenarios and validated by public endorsement of scenarios with better regional jobs-housing ratios (Satellite Cities, Concentrated Mixed-Use Corridors, Workshop Average).

- *Providing a mix of housing types and prices within reasonable proximity to employment centers, activity centers, and urban cores results in several key benefits.* Lesson learned from comparison of Trend and Concentrated Mixed-Use Corridors scenarios.
- *Public agencies and private citizens should work in concert to preserve and protect key regional attributes such as productive agricultural lands, open space, vistas, river corridors, and historical centers.* Pervasive public opinion expressed in the November 2004 workshops and validated by participants at the February 2005 workshops.
- *The most widely favored patterns and forms of development are those associated with the Satellite Cities and Concentrated Mixed-Use Corridors scenarios.* Lesson learned when 42 of 48 table groups selected one of these land use scenarios. *The associated principles include:*
 - *The protection of green space and preservation of each community's identity are seen as complementary and mutually beneficial goals. Reducing the trend rate of land consumption and maintaining the separation of communities can achieve both of these goals.* These were qualities of the Satellite Cities scenario that many participants highlighted as reasons why they selected this as their desired scenario.
 - *Mixed-use nodes, scaled to serve neighborhoods and districts, are a recognizable and desirable development pattern.* During the November 2004 workshops, participants frequently selected and applied these development patterns and placed them in very logical locations. Scenario analysis results revealed that these development patterns help to reduce the number of longer distance trips and increase short distance trips.
 - *Every community within the six-county region shares in population and employment growth. **Small communities** grow to better meet the daily needs of citizens. **Towns** grow to provide a good mix of housing types and affordability and a reasonably balanced jobs base to minimize impacts on the regional transportation system. **Cities** provide the broadest range of housing types, achieve a regionally favorable jobs-housing balance, and create land use mixes and activity centers that increase the desirability and efficiency of the transit system.* Lesson learned from the selection and placement of Town and City developments during the November 2004 workshops.
 - *A Main Streets program is seen as an integral part of the development of the region.* This was a popular and widely used development type during the land use workshops that was reiterated, as boulevard treatments, in the transportation workshops.
 - *A Downtown Expansion and Reinvestment program supports the desired growth and development of each community as unique assets of the region.* The Satellite Cities concept anticipates that each community grows to become a more complete and self-sufficient place for citizens to meet their daily needs.

- *Boise should continue as the State's seat of government and the region's central city. Infill and redevelopment should accommodate a significant proportion of the City's growth, with new mixed-use development occurring near major employment centers and along major transit routes.* Lessons learned from virtually all workshop maps and land use scenarios developed and tested.
- Land use principles are supported by the advancement of the following transportation concepts:
 - the connection between land development and transportation investment should be reinforced by;
 - ✦ supporting the development of each community to become more complete (places that provide citizens with daily services and viable options for work, entertainment, and recreation),
 - ✦ enhancing and enlivening neighborhoods, main streets, and downtowns by creating more walkable and transit-accessible places, and
 - ✦ focusing transit-supportive development, redevelopment, and infill along transit corridors and other areas served by transit.
 - preserving and using the Caldwell/Nampa/Boise rail corridor for some type of high-quality, high-capacity transit (preferably light rail, commuter rail, or bus rapid transit);
 - preserving other transportation corridors and facilities to protect the long-term interests of the region; and,
 - maintaining and expanding highway and transit connections to all communities within the region and statewide and interstate transportation facilities.

Refinement of these principles is anticipated through discussions with technical staff on March 1. Agreement on the refined principles will advance them to the Steering Committee on March 2. Steering Committee input will complete the refinement of the principles and constitute the recommendations being taken to the COMPASS Board on March 21.



Preliminary Scenarios Analysis

Overview

The purpose of scenario analysis is to provide meaningful comparisons of realistic growth choices. The scenarios are not intended to reflect preferred choices, but to define a broad range of possibilities for analysis. The Blueprint for Good Growth and Communities in Motion projects have worked with the community and the project teams to define a total of nine scenarios for consideration. One of the scenarios performed so poorly that it was rejected and some were similar enough to other scenarios to be consolidated. Analysis of the remaining scenarios conducted to date has produced some clear lessons that should be considered in the definition of a preferred growth scenario on which future land use and infrastructure decisions should be based.

Scenario Definition

Early in this process, COMPASS staff coordinated with the consultant teams to define three bookend scenarios. As a result of a series of four community workshops conducted in November in Ada and Canyon Counties, three additional scenarios were defined. After considering the strengths, weaknesses and diversity of these six scenarios and conducting five additional community workshops, three additional scenarios were prepared. **Table 1** summarizes each of these scenarios and the status of analysis. Supporting maps may be downloaded from the following URL: www.ourplanningworks.com/client_documents/blueprint.

Table 1: Description of Scenarios

Scenario	Scenario Summary	Status of Analysis
Trend	This scenario reflects the projected population and employment growth numbers adopted by COMPASS in 2002.	While, subsequent residential growth has exceeded these projections in Canyon County and western Ada County, full analysis is being conducted
Bookend 1: Suburban Expansion	This scenario reflects recent residential growth trends in Canyon County and western Ada County, but does not include a proportional employment shift.	This scenario performed so badly on initial tests that it was rejected as an undesirable future.

Scenario	Scenario Summary	Status of Analysis
Bookend 2: Changing Tides	This scenario reflects recent residential growth trends in Canyon County and western Ada County and includes a proportional employment shift. Additionally, the distribution of growth was concentrated to support adopted transit goals.	This scenario performed well, but was so similar to the “corridors” that it has subsequently been merged with the corridors scenario to create the “concentrated mixed use corridors” scenario
Workshop Average	This scenario, which reflects the average distribution of growth proposed at over 40 tables by over 500 community workshop participants, includes a broad mix of development types.	This scenario has been retained for full analysis because it reflects a viable land use distribution.
Satellite Cities	This scenario reflects the desire of many workshop participants to maintain sustainable communities that achieve relatively good jobs: housing balances.	This scenario has been retained for full analysis because it performed well on preliminary transportation analyses and received strong support at the February community workshops.
Corridors	This scenario reflects the desires of numerous workshop participants to establish meaningful transit corridors and development patterns that support a broad range of transportation alternatives.	Preliminary testing indicated excessive densities in some areas that produced high levels of traffic congestion. However, because of its strengths and community support, many features of this scenario have been kept in its merger with “bookend 2” to create the “concentrated mixed use corridor” scenario
Concentrated Mixed-Use Corridors	This scenario blends the “bookend 2” and “corridors” scenarios, retaining the strengths of each.	This scenario is included with those receiving full analysis.
Blended	This scenario blends the relative strengths of the “corridors,” “satellite cities,” and “workshop average” scenarios to create a stronger individual scenario than any of the three individual scenarios.	This scenario is included with those receiving full analysis.
Infill	This scenario is consistent with the “concentrated mixed use corridors” scenario, but moderates the recent trend for westward housing development and retains employment that is proportional to the increased capture of housing.	This scenario is included with those receiving full analysis.

Scenario Analysis

Table 2 summarizes the scenario analysis conducted to date – evaluating various factors related to land use & development, housing, water, wastewater, schools, environment, transportation, agriculture, emergency services and fiscal conditions. The table, supplemental tables and maps present a broad array of data that contrast the differences between each of the scenarios. The following text briefly discusses the bases for the analysis, the limitations of the analysis and the relative impacts of each scenario.

Land Use and Development Factors

- **Population**

- **Sources:** Population was derived by factoring the number of new housing units added to each traffic analysis zone (TAZ) based on the housing patterns proposed in each scenario.
- **Limitations:** Household sizes currently differ by TAZ and housing unit type. The analysis considers the current average number of people per household in each TAZ, but does not attempt to project distinctions between unit types or to adjust the number of people per household for each TAZ in the future. While the table does not indicate the relative distribution of the population within each county, these distributions have been addressed in the demand analysis on the basis of TAZs for Ada and Canyon County and communities (cities plus areas of impact), school district and fire station response area. Note that this data does not account for preliminary or final plats approved during 2003 and 2004. However, the impact of those approvals will be the same regardless of the scenario being tested.
- **Findings:** While the trend scenario assumes the lowest dispersion of the population, it does not reflect the recent surge in residential development in Canyon County and western Ada County. The workshop average, satellite cities and mixed use corridors scenarios assume that this trend will continue. The blended and infill scenarios assume that this trend will moderate to varying degrees.

- **Population (percentage of new growth)**

- **Source:** This information reflects the percentage of new population that is projected to be captured by each county under each scenario.
- **Limitations:** This information is subject to the same limitations as the population data.
- **Findings:** The proportion of new growth ranges from the 78%/22% split between Ada and Canyon Counties in the trend scenario to a 59%/41% split in the concentrated mixed use corridor scenario. The infill scenario reflects a 69%/31% split between the two counties, which is more realistic than the trend, but assumes that the recent westward movement of the population is moderated somewhat.

- **Employment**

- **Sources:** Employment was derived by factoring the acreage of each type of non-residential unit added to each traffic analysis zone (TAZ). Retail, office and industrial employment was factored based on average number of employees per square foot and the average floor area ratios assumed for each type of non-residential use.
- **Limitations:** While employee densities vary widely between individual businesses, the variance should have a similar effect on each scenario. The exception to this will be the fact that infill development on more expensive land will be more likely to have higher employee densities than similar development on lower cost land. No market adjustments have been made in this analysis. While the table does not indicate the relative distribution of employees within each county, these distributions have

been addressed in the demand analysis on the basis of TAZs for Ada and Canyon County and communities (cities plus areas of impact), and fire station response areas.

- **Findings:** While the trend scenario assumes the lowest dispersion of the employment, it does not account for the likely migration of service, retail and office employment that is likely to follow the recent surge in residential development in Canyon County and western Ada County. The workshop average, satellite cities and mixed use corridors scenarios assume that there will be a significant shift in employment distribution. The blended and infill scenarios assume that a greater percentage of new employment will locate in Ada County.
- **Employment (percentage of new growth)**
 - **Source:** This information reflects the percentage of employment that is projected to be captured by each county under each scenario.
 - **Limitations:** This information is subject to the same limitations as the employment data.
 - **Findings:** The proportion of new employment growth ranges from the 91%/9% split between Ada and Canyon Counties in the trend scenario to a 60%/40% split in the concentrated mixed use corridor scenario. The infill scenario reflects a 76%/24% split between the two counties, which is more realistic than the trend, but assumes that the recent westward movement of the jobs will be moderated proportionately with the moderation in the shift in housing.
- **Land Use Consumption**
 - **Sources:** COMPASS supplied parcel-based digital data identifying existing land uses, acreages, zoning, planned land use, values and other parcel information from the Ada County Assessor's Office. Each of the scenarios was developed on this base to indicate additional land consumption for each scenario. For Ada County, the land use was apportioned to community areas, which reflect individual cities and their areas of impact. The apportionment of development minimized new encroachment into floodplain and foothill areas and accounted for available vacant land and the potential for redevelopment.
 - **Limitations:** The method used to allocate development and redevelopment was not parcel based, but did consider the amount of vacant land available for development within each TAZ to ensure that development did not consume more land than was available at the TAZ level. Masking out floodplain, steep hillsides and right-of-way ensured that development did not exceed available land. While none of the scenarios include acreage from land that has received preliminary subdivision plat approvals, the impact of these projects, if developed, would be similar for all scenarios
 - **Findings:** The trend and satellite cities scenarios consumed more land than any of the other scenarios – more than twice the amount of land consumed by the mixed use corridors and the infill scenarios. Workshop average and blended scenarios consumed approximately the same acreage,

though the blended scenario accommodated 50,000 more people and 15,000 more jobs. While the mixed use corridors scenario consumed nearly 1,700 fewer acres than the infill scenario, the infill scenario accommodated 38,000 more people and 12,000 more jobs.

- **Land Use Mix by Community**

- **Sources:** The future land use mix was derived by applying different development types to an existing land use base. The development type tiles were allocated by TAZ based on input from the community workshops and the project teams.
- **Limitations:** Due to the general nature of the tiles, land uses initially were assigned to vacant and redevelopment land within each TAZ and not to specific parcels. Because redevelopment parcels were not specifically identified, this creates some discrepancies when calculating total residential acreage and densities at the TAZ level. Because the amount of redevelopment is relatively small, these errors are not significant when measured at the community-wide level.
- **Findings:**

- **Vacant Land by Community**

- **Sources:** Vacant land is based on the land development status field in the tax records. Rural residential parcels larger than 5 acres were included in the vacant land inventory. Exempt lands (public lands and public/quasi-public facilities) were excluded from vacant land consideration in each scenario.¹ Rural residential parcels of 5 acres or less were considered developed if they had housing on them.
- **Limitations:** Some development has occurred since the tax records were provided. This land was included in the vacant land inventory.
- **Findings:** Most of the non-exempt land in Ada County will remain vacant under any of the scenarios. Within the communities, the amount of vacant land varied significantly between scenarios. With the following exceptions, each of the communities will have vacant lands exceeding 20% of existing city and areas of impact in 2030.
 - Boise will have less than 18% remaining under the trend scenario than under the other scenarios;
 - Eagle would be substantially built-out under the trend and satellite cities scenarios;
 - Garden City will be substantially built-out in each of the scenarios;
 - Kuna will have 17% remaining under the trend scenario and 10% under the blended scenario; and
 - Meridian will have 5% remaining under the trend, 3% remaining under the satellite cities and less than 12% under the blended scenario.

- **Community Character Change**

- **To be completed**

¹ Note that the infill scenario assumes the development of the non-floodplain portion of the County fairgrounds as a town development type. This acreage was deducted from the exempt lands total.

- **Neighborhood Character Change**
 - **To be completed**
- **Compatibility**
 - **To be completed**
- **Redevelopment**
 - **To be completed**
- **Zoning Changes**
 - **To be completed**
- **Future Land Use Map Changes**
 - **To be completed**
- **Jobs:Housing Ratio by County**
 - **To be completed**
- **Jobs:Housing Ratio by Community**
 - **To be completed**

Housing

- **Housing Units**
 - **To be completed**
- **Percent of New Housing Units**
 - **To be completed**
- **Walkability**

Water

- **To be completed**

Wastewater

- **To be completed**

Schools

- **Demands by School Type**
 - **Sources:** The TAZ based household projections for 2030 were compared to existing household data to determine the number of new households per school district. Existing enrollment data, school capacity information,

typical school sizes and typical school costs were obtained from each school district.²

- **Limitations:** A single student generation rate was used for each school district regardless of the anticipated housing mix. In reality, the student generation rate will be affected by the type and cost of housing. Additionally, student generation rate is influenced by the age of neighborhoods and the average ages of residents, with older neighborhoods frequently generating fewer students per household than newer neighborhoods.
- **Findings:** The overall number of new students is projected to be relatively consistent with the overall number of new housing units in Ada County, with the trend having the most new households and generating the most students and followed by infill, workshop average, satellite cities, mixed-use corridors and blended scenarios.
- **Needed Capacity**
 - **Sources:** Existing capacity and typical school sizes were supplied by each school district. The number of new households in each school district was used to project the number of new students. Additional schools were added in whole increments when all schools except one were at 100% of capacity and the last school exceeded 50% of capacity.
 - **Limitations:** See limitations for demands by school type. The projections do not account for potential construction of charter schools and other private or quasi-public schools that would reduce the total number of students enrolled in public schools.
 - **Findings:** The number of new schools needed generally reflects the numbers of new students, with the exception that the blended scenario has the third greatest number of new households and the lowest number of new students. This anomaly is created by the fact that the blended scenario directs the greatest number of new households to the Boise School District, which currently has the lowest student generation rate.
- **Capital Costs by District**
 - **Sources:** Average costs per school district were based on the numbers of new schools of each type required by each district by the average cost of those schools.
 - **Limitations:** See limitations above. No costs have been included for special purpose facilities such as trade schools, magnet schools, alternative schools and other facilities serving special needs. Additionally, operations and maintenance costs are not factored into this analysis.
 - **Findings:** The capital costs related to each scenario vary widely by school district, with the trend far exceeding the total costs of the other scenarios. The distribution of students dramatically affects the overall costs for each district, with the blended scenario producing costs for the Boise School District that are nearly four times the costs of the trend. Conversely, the trend scenario will cost the Kuna School District over eight times the cost of the blended scenario.

² Typical school size and cost data from Kuna School District is pending.

Environment

- **To be completed**

Transportation

- **To be completed**

Agriculture

- **To be completed**

Fire/EMS

- **To be completed**

Implementation Implications

- **Mixed Use Zoning**
- **Mixed Use Design**
- **Infill Design Criteria**
- **Facility adequacy**
- **Facility funding**
- **O&M**
-

Selection Criteria

The preferred scenario should be defined based on the values and resources of the decision-makers. When considering the implications of each of the scenarios, decision-makers should consider some guiding principles (see attached Communities in Motion handout Item III), the key objectives that each community is trying to achieve and the resources available to implement the preferred scenario.

Table 3 (Page 26) illustrates initial rankings of objectives submitted by the Blueprint for Good Growth Steering Committee. The rankings, which indicate the relative importance of each of these shared community objectives when selecting the preferred scenario, should be considered in light of the following:

- Among the scenario dependent objectives, efficient infrastructure and resource use consistently take the top priorities in the rankings.
- The priority rankings suggest some trade-offs. For example, promoting vital downtowns may introduce changes that are not compatible with some existing uses. Similarly, some low density/rural residential development located in areas of impact where urban services can be provided efficiently may face density increases that residents feel are not compatible with existing land use patterns.
- The objectives are not all mutually exclusive. While the objectives to preserve agricultural lands and facilitate bike/pedestrian trips ranked relatively low, development patterns that support this objective also support the objective to make efficient use of existing facilities.
- Priorities may differ for different areas. For example, neighborhood parks are more important in more urban environments than they are in rural areas.
- High standard deviations indicate that the committee members were divided on the issue. For instance, while agricultural preservation took a relatively low priority, the high standard deviation indicates that several members felt that this was an important objective.

The third factor that each decision-maker must consider is the availability of adequate resources to implement a particular scenario. For instance, as highlighted in the implementation section of this analysis, the introduction of mixed-use development requires more sophisticated project design review to ensure that each mixed use development is internally and externally compatible. Development at increased intensities would require careful monitoring of facility demands to ensure that adequate facilities are provided in concert with new demands. Each of these activities would require additional staff time and expertise. Similarly, the provision of adequate neighborhood park land requires a means of securing the park land, but also funding the development, maintenance and operation of those parks. As the fiscal analysis is completed, each community should consider the fiscal costs and benefits of the scenarios prior to defining the aspects of the scenario that best meet local and regional needs.

Summary of Findings

- To be completed

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Category	Measure/ Indicator	Scenarios						
			Trend	Workshop Average	Satellite Cities	Mixed-Use Corridors	Blended	Infill
Land Use and Development	Population	Ada	592,988	535,630	545,283	532,969	548,147	559,253
		Canyon	232,013	289,371	279,722	292,031	276,854	265,780
	Population – percentage of new growth	Ada	76.60%	59.73%	62.57%	58.95%	63.41%	66.67%
		Canyon	23.40%	40.27%	37.43%	41.05%	36.59%	33.33%
	Employment	Ada	360,247	305,526	309,167	302,360	318,933	331,348
		Canyon	66,191	120,917	117,203	124,049	107,479	95,052
	Employment – percentage of new growth	Ada	91.67%	61.67%	63.70%	59.98%	68.90%	75.84%
		Canyon	8.33%	38.33%	36.30%	40.02%	31.10%	24.16%
	New Land Consumption - calculated acres by community area (city plus area of impact) See attached table and maps	Canyon		25,937	23,490	36,549		
		Ada County		11,461	7,294	2,212	2,897	2,482
		Boise		11,478	16,665	7,202	15,359	7,739
		Eagle		2,202	3,525	1,270	2,224	1,435
		Garden City		218	284	190	256	365
		Kuna		625	1,036	671	1,349	731
		Meridian		7,107	11,813	4,735	10,081	5,102
		Star		832	748	228	640	323
Total				33,923	41,364	16,508	32,807	18,177

*Indicates that analysis will not be conducted on initial scenarios, but factors will be evaluated later in the process.
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Category	Measure/ Indicator	Scenarios												
		Trend	Workshop Average		Satellite Cities		Mixed-Use Corridors		Blended		Infill			
	Land Use Mix by Community See Attached Map and Table													
	Vacant Land by Community – percent vacant after excluding exempt lands See attached table and maps	Ada County	91.65%	89.04%	91.05%	93.73%	93.17%	93.37%						
		Boise	17.74%	30.58%	20.91%	38.51%	23.35%	37.55%						
		Eagle	4.10%	21.02%	4.10%	32.50%	20.74%	30.84%						
		Garden City	0.00%	3.68%	0.00%	5.27%	1.56%	6.00%						
		Kuna	17.07%	39.67%	22.82%	33.99%	9.96%	35.34%						
		Meridian	5.05%	26.41%	3.10%	37.33%	11.68%	36.34%						
		Star	48.03%	42.01%	45.34%	78.80%	49.64%	62.20%						
		Total	68.51%	71.07%	68.56%	77.12%	71.45%	76.39%						
	Community Character Change 2002:2030 density by Community	Ada County			0.53	0.47	0.53	0.47	0.53	0.76	0.53	0.66	0.53	0.81
		Boise			4.35	3.96	4.35	3.96	4.35	4.40	4.35	3.99	4.35	4.43
		Eagle			1.51	2.11	1.51	2.11	1.51	2.20	1.51	1.44	1.51	2.34
		Garden City			4.64	6.58	4.64	6.58	4.64	5.29	4.64	4.80	4.64	6.89
		Kuna			2.78	2.79	2.78	2.79	2.78	3.05	2.78	1.85	2.78	3.29
		Meridian			2.83	2.86	2.83	2.86	2.83	3.82	2.83	2.27	2.83	4.00
Star				1.59	1.45	1.59	1.45	1.59	3.24	1.59	1.74	1.59	4.19	

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Category	Measure/ Indicator		Scenarios					
			Trend	Workshop Average	Satellite Cities	Mixed-Use Corridors	Blended	Infill
	Neighborhood Character Changes	See Attached Map and Table						
	Compatibility Between Land Uses	See Attached Map						
	Redevelopment % by Type (See Map Showing % redevelopment by TAZ)	Households	3%	4%	7%	11%		
		Employment	4%	5%	9%	15%		
	Zoning Changes (map areas where zoning is inconsistent with preferred development pattern)	BGG analysis pending						
	Future Land Use Map Changes (map areas where plans are inconsistent with preferred pattern)	BGG analysis pending						

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Category	Measure/ Indicator	Scenarios						
			Trend	Workshop Average	Satellite Cities	Mixed-Use Corridors	Blended	Infill
	Jobs Housing Ratio	Ada County						
		Canyon County						
		Boise						
		Eagle						
		Garden City						
		Kuna						
		Meridian						
		Star						
		Total						

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Category	Measure/ Indicator	Scenarios						
			Trend	Workshop Average	Satellite Cities	Mixed-Use Corridors	Blended	Infill
Housing	Total Units (see attached summary by demographic area)	Ada	217,111	198,738	201,318	196,438	203,596	206,751
		Canyon	78,847	99,342	96,451	100,109	95,692	91,864
	Percent of New Units	Ada	77.59%	61.09%	63.38%	59.95%	64.45%	67.40%
		Canyon	22.41%	38.91%	36.62%	40.05%	35.55%	32.60%
	Percentage of new units by type	Single Family	92%	74%	64%	43%		
		Townhome	3%	11%	12%	18%		
		Attached	5%	15%	24%	39%		
Walkability (calculate households within ¼ mile of commercial center)	BGG/CIM							
Water	Demands by Unit Type (calculate water demand by type and service area)	BGG analysis pending						
	Distribution System Needs (compare capital costs for distribution systems)	BGG analysis pending						

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Category	Measure/ Indicator		Scenarios					
			Trend	Workshop Average	Satellite Cities	Mixed-Use Corridors	Blended	Infill
Wastewater	Demands by Unit Type (calculate sewer demands by type and service area)	BGG analysis pending						
	Collection System Needs (compare capital costs for distribution systems)	BGG analysis pending						
	Treatment Costs (compare capital costs for treatment plants)	BGG analysis pending						

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Category	Measure/ Indicator	Scenarios						
		Trend	Workshop Average	Satellite Cities	Mixed-Use Corridors	Blended	Infill	
Schools (see attached summary)	Demands by School Type (new students)	Elementary	30,228	22,118	22,170	20,489	20,083	23,527
		Middle	14,941	10,770	10,725	9,896	9,483	11,364
	See attached table for detail by district	High	19,574	13,782	13,581	12,500	11,527	14,354
		Total	64,742	46,670	46,477	42,885	41,093	49,246
	Needed Capacity by District (New Schools by Type)	Elementary	50	34	33	31	30	36
		Middle	14	10	10	9	9	10
		High	12	7	8	7	6	8
	Costs by District (calculate new school costs by district)	Boise	\$44,200,000	\$69,500,000	\$79,700,000	\$79,700,000	\$169,400,000	\$84,800,000
		Meridian	\$717,790,000	\$530,720,000	\$597,200,000	\$512,700,000	\$401,120,000	\$597,200,000
		Kuna	\$401,070,000	\$138,610,000	\$84,500,000	\$93,510,000	\$36,090,000	\$102,520,000
		Total School Costs	\$1,163,060,000	\$738,830,000	\$761,400,000	\$685,910,000	\$606,610,000	\$784,520,000

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Category	Measure/ Indicator		Scenarios					
			Trend	Workshop Average	Satellite Cities	Mixed-Use Corridors	Blended	Infill
Environment	Units within ¼ mile of open space	Number	9,239	15,975	12,344	14,606		
		Percentage	0%	73%	34%	58%		
Agricultural Impacts	Agricultural Land Conversion (calculate acreage of ag land developed)							
	Pressure for Land Conversion (map areas of residential encroachment into agricultural areas)							
Fire/EMS	Need for New Fire Stations (quantify need for new fire stations)	BGG analysis pending						
	Capital Costs of New Fire Stations	BGG analysis pending						

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Category	Measure/ Indicator		Scenarios					
			Trend	Workshop Average	Satellite Cities	Mixed-Use Corridors	Blended	Infill
	Relative Operations & Maintenance Costs	BGG analysis pending						
Total Fiscal Impacts	Construction, Operating and Maintenance Costs of New Urban Facilities, Infrastructure, and Services	BGG analysis pending*						

*Indicates that analysis will not be conducted on initial scenarios, but factors will be evaluated later in the process.
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Transportation Evaluation Matrix

Analysis Factor		Trend	Workshop Average	Satellite Cities	Mixed Use Corridors	Blend	Infill
Vehicle Miles Traveled		20,908,929	20,093,759	19,751,169	19,689,793	19,584,734	19,618,522
		0.00%	-3.90%	-5.54%	-5.83%	-6.33%	-6.17%
Number of Vehicle Trips by Trip Type	Home-Work	492,732	491,870	485,960	481,476	490,914	490,864
		0.00%	-0.17%	-1.37%	-2.28%	-0.37%	-0.38%
	Home-Shop	216,756	209,350	209,909	209,020	210,733	212,244
		0.00%	-3.42%	-3.16%	-3.57%	-2.78%	-2.08%
	Home-Social	148,391	149,257	149,372	150,340	150,020	150,002
		0.00%	0.58%	0.66%	1.31%	1.10%	1.09%
	Home-School	316,769	316,475	316,775	316,811	316,951	316,833
		0.00%	-0.09%	0.00%	0.01%	0.06%	0.02%
	Home-Other	382,763	372,906	375,760	374,262	377,844	381,123
		0.00%	-2.58%	-1.83%	-2.22%	-1.29%	-0.43%
	NonHome Base	587,602	586,855	576,861	582,010	584,333	600,288
		0.00%	-0.13%	-1.83%	-0.95%	-0.56%	2.16%
	Internal-External, External-Internal, Ext to Ext	193,771	193,689	192,989	192,671	194,045	194,871
		0.00%	-0.04%	-0.40%	-0.57%	0.14%	0.57%
Vehicle Hours of Travel		766,433	679,391	661,002	661,474	703,517	687,203
		0.00%	-11.36%	-13.76%	-13.69%	-8.21%	-10.34%
Travel Time by Origin-Destination Pairing and on Key Corridors	Caldwell to Downtown Boise	61.20	57.94	59.42	59.42	58.17	60.91
		0.00%	-5.33%	-2.91%	-2.91%	-4.95%	-0.47%
	Parma to Karcher Mall	35.63	38.91	39.69	40.54	35.17	35.24
		0.00%	9.21%	11.39%	13.78%	-1.29%	-1.09%
	Nampa to Boise Towne Square Mall	46.64	40.76	42.25	43.69	42.95	44.49
		0.00%	-12.61%	-9.41%	-6.33%	-7.91%	-4.61%

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Analysis Factor		Trend	Workshop Average	Satellite Cities	Mixed Use Corridors	Blend	Infill
Middleton to St. Als (Curtis Rd)		64.08	64.33	54.14	56.83	51.08	59.51
		0.00%	0.39%	-15.51%	-11.31%	-20.29%	-7.13%
Meridian to Downtown Boise		35.42	28.62	29.89	29.55	29.19	31.38
		0.00%	-19.20%	-15.61%	-16.57%	-17.59%	-11.41%
Star to HP		35.66	35.01	26.11	27.94	23.85	31.11
		0.00%	-1.82%	-26.78%	-21.65%	-33.12%	-12.76%
Payette County to Boise Airport		92.59	90.00	92.94	93.65	89.44	90.42
		0.00%	-2.80%	0.38%	1.14%	-3.40%	-2.34%
Gem County to Boise Airport		66.76	63.91	55.74	57.53	55.99	60.66
		0.00%	-4.27%	-16.51%	-13.83%	-16.13%	-9.14%
Boise County to Boise Airport		47.32	45.15	41.47	41.86	42.12	43.61
		0.00%	-4.59%	-12.36%	-11.54%	-10.99%	-7.84%
Elmore County to Boise Airport		24.33	23.73	28.01	23.52	30.26	24.21
		0.00%	-2.47%	15.13%	-3.33%	24.37%	-0.49%
US 20/26 from 21st Ave to HP		45.20	46.57	44.10	41.24	41.82	44.20
		0.00%	3.03%	-2.43%	-8.76%	-7.48%	-2.21%
Karcher Rd from Farmway to Caldwell/Nampa Blvd		9.54	9.02	9.55	9.40	9.21	9.08
		0.00%	-5.45%	0.10%	-1.47%	-3.46%	-4.82%
SH 45/Garrity from Greenhurst to I-84		10.64	11.54	11.85	11.84	12.04	12.05
		0.00%	8.46%	11.37%	11.28%	13.16%	13.25%
I-84 from Garrity IC to Gowen IC		45.08	39.03	42.86	40.73	46.25	43.10
		0.00%	-13.42%	-4.92%	-9.65%	2.60%	-4.39%
SH 69 from Victory Rd to US 20/26		12.16	10.40	10.35	10.25	10.00	10.95
		0.00%	-14.47%	-14.88%	-15.71%	-17.76%	-9.95%
Eagle Rd from Victory Rd to US 20/26		13.31	10.75	10.48	10.22	9.97	10.97
		0.00%	-19.23%	-21.26%	-23.22%	-25.09%	17.58%

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Analysis Factor		Trend	Workshop Average	Satellite Cities	Mixed Use Corridors	Blend	Infill
	State St from Star Rd to 28th St	44.99	41.96	34.07	36.02	32.44	40.13
		0.00%	-6.73%	-24.27%	-19.94%	-27.90%	-10.80%
	I-84 from Payette/Canyon Line to Ada/Elmore Line	88.58	85.82	90.66	86.34	90.73	86.94
		0.00%	-3.12%	2.35%	-2.53%	2.43%	-1.85%
Lane-miles of Roadway Exceeding Capacity	>100%	1,241	1,076	1,070	1,088	1,116	1,127
		0.00%	-13.30%	-13.81%	-12.29%	-10.07%	-9.18%
	>120%	841	607	653	652	690	713
		0.00%	-27.78%	-22.34%	-22.37%	-17.91%	-15.17%
	>140%	515	330	327	329	367	379
		0.00%	-35.91%	-36.49%	-36.00%	-28.71%	-26.38%
Average Travel Speed		31.23	32.13	32.16	32.13	31.80	31.90
		0.00%	2.88%	2.98%	2.88%	1.83%	2.15%
Vehicle Hours of Delay		292,401	228,287	218,597	219,122	260,070	243,490
		0.00%	-21.93%	-25.24%	-25.06%	-11.06%	-16.73%
Average Vehicle Trip Time		20.38	18.48	18.10	18.10	19.05	18.38
		0.00%	-9.29%	-11.18%	-11.17%	-6.51%	-9.79%
Average Vehicle Trip Length		8.10	7.80	7.66	7.55	7.39	7.36
		0.00%	-3.70%	-5.43%	-6.79%	-8.77%	-9.14%
Miles of Roadway		3,216	3,216	3,216	3,216	3,216	3,216
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Intrazonal Trips		82,061	115,012	116,457	113,888	109,016	103,322
		0.00%	40.15%	41.92%	38.78%	32.85%	25.91%

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Analysis of Densities, Jobs:Housing Balance and Housing Units by Demographic Area

Category		Trend	Workshop Average	Satellite Cities	Mixed Use Corridors	Blended	Infill
Density	Airport		5.56	0.3	0.05		
	Caldwell		4.82	1.66	1.9		
	Central Bench		9.27	5.95	2.63		
	Downtown		13.42	12.99	16.72		
	Eagle		8.65	2.63	1.38		
	East End		8.86	5.99	3.4		
	Foothills		4.86	3.77	0.62		
	Foothills Rural		1.04	5.39	0.52		
	Garden City		9.99	3.71	3.29		
	Kuna		4.53	4.28	1.32		
	Meridian		4.25	7.39	1.59		
	Middleton		6.75	4.83	1.27		
	Nampa		4.48	3.77	2.04		
	North End		9.73	12.32	5.33		
	Northwest		10.35	1.14	3.48		
	Northwest Rural		0.93	0	0.22		
	Rural		1.15	1.5	1.34		
	Southeast		5.29	3.17	2.7		
	Southeast Rural		1.7	1.46	1.36		
	Southwest		3.25	1.55	1.94		
Southwest Rural		0.98	8.02	1.13			
Star		7.44	2.82	1.85			
West Bench		6.46	1.35	3.65			

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Category		Trend	Workshop Average	Satellite Cities	Mixed Use Corridors	Blended	Infill
Jobs:Housing Ratio	Airport	2.81	5.71	37.67	298.73		
	Caldwell	1.31	2.88	2.01	1.9		
	Central Bench	11.58	1.27	1.37	2.45		
	Downtown	19.58	5.45	5.48	5.51		
	Eagle	0.66	1.79	1.14	0.63		
	East End	15.28	3.09	1.26	1.16		
	Foothills	4.97	1.55	3.22	0.19		
	Foothills Rural	0.21	0.64	0	0		
	Garden City	3.23	2.09	2.61	1.39		
	Kuna	0.1	1.67	1.31	1.17		
	Meridian	1.25	1.39	0.62	1.55		
	Middleton	0.06	1.06	1.66	0.03		
	Nampa	1.21	2.07	1.96	2.46		
	North End	1.66	2.66	2.58	1.01		
	Northwest	2.15	1.4	1.5	0.59		
	Northwest Rural	0.12	0.54	0.15	0.01		
	Rural	0.25	0.76	1.56	0.57		
	Southeast	4.7	2.02	1.92	1.51		
	Southeast Rural	2.14	1.47	0	4.66		
	Southwest	2.2	1.71	3.22	0.61		
Southwest Rural	0.36	0.67	1.27	0			
Star	1.02	1.8	1	0.23			
West Bench	9.84	1.97	0.49	1.24			
Total Units	Airport	886	748	566	55		
	Caldwell	5,173	8,463	5,215	12,576		
	Central Bench	1,396	3,574	2,612	1,943		
	Downtown	1,479	1,903	2,611	3,291		
	Eagle	8,600	7,085	3,272	6,299		

*Indicates that analysis will not be conducted on initial scenarios, but factors will be evaluated later in the process.
Analysis Matrix_V10.doc

Blueprint for Good Growth (BGG)
Communities in Motion (CIM)
Scenarios Evaluation Matrix – REVISED 3/2/05

ITEM VA

Category		Trend	Workshop Average	Satellite Cities	Mixed Use Corridors	Blended	Infill
	East End	356	457	34	763		
	Foothills	592	792	135	1,851		
	Foothills Rural	3,079	1,128	0	385		
	Garden City	2,009	2,476	1,195	2,420		
	Kuna	12,198	5,997	6,423	3,137		
	Meridian	22,761	15,520	30,600	20,420		
	Middleton	1,137	3,016	1,258	1,556		
	Nampa	8,487	15,754	34,343	16,153		
	North End	1,108	2,218	270	650		
	Northwest	1,076	2,430	846	2,180		
	Northwest Rural	12,424	3,833	2,626	353		
	Rural	12,224	19,234	8,396	14,232		
	Southeast	3,454	4,219	8,341	9,999		
	Southeast Rural	271	2,725	0	2,400		
	Southwest	4,479	2,877	3,739	9,544		
	Southwest Rural	13,769	4,499	1,107	1,213		
	Star	1,072	4,889	3,026	2,382		
	West Bench	3,758	5,083	4,049	7,931		
	Ada County	217,111	198,738	201,318	196,438		
	Canyon County	78,847	99,342	96,451	100,109		

*Indicates that analysis will not be conducted on initial scenarios, but factors will be evaluated later in the process.
Analysis Matrix_V10.doc

Table 3: Blueprint Steering Committee Rankings of Key Objectives

Objectives That Vary Between Scenarios	Priority Rankings					Average Response	Standard Deviation
	<Low	Priority	High>				
	1	2	3	4	5		
Land Use and Housing							
• Facilitate bike/pedestrian trips						3.08	0.64
• Provide housing choices to meet all age and income group needs						3.83	1.03
• Promote healthy neighborhoods						4.00	0.82
• Promote vital downtowns						4.23	1.01
• Promote compatible infill development						3.85	0.90
• Promote diverse economic development opportunities						3.69	0.95
• Make efficient use of existing facilities						4.42	0.51
• Facilitate efficient service provision (e.g., schools, utilities, emergency						4.00	1.15
• Facilitate efficient transit service provision						3.38	0.87
• Retain independent community identities						2.69	1.03
• Protect land for LULUs[1] (e.g., jail, airport, high schools, wastewater						3.31	1.11
Transportation							
• Minimize congestion						3.69	0.85
• Protect residential streets from excessive traffic						4.00	0.71
• Provide alternatives to single occupancy vehicles (transit/bike/ped/other)						3.46	0.78
• Make efficient use of transportation system (e.g., balanced traffic flow)						4.00	1.00
• Make efficient use of transportation funds						4.38	1.12
Resource Protection and Recreation							
• Retain agricultural land						3.08	1.38
• Make efficient use of water						4.62	0.65
• Protect/capitalize on water resources						4.42	0.67
• Minimize foothills development						3.17	1.34
• Provide access to neighborhood park facilities						3.50	1.00
• Protect habitat areas						3.67	1.07
Other							
• Funding ongoing maintenance and operations						4.09	0.83
Objectives That May Be Achieved Under Any Scenario							
Land Use and Housing							
• Establish attractive and functional landscaping						3.45	0.69
• Ensure that large scale development meets Countywide goals						4.09	0.83
• Coordinate land use decisions with the availability of facilities and services at						4.50	0.80
• Coordinate land use and facility plans						4.50	0.67

Table 3: Blueprint Steering Committee Rankings of Key Objectives

Objectives That Vary Between Scenarios	Priority Rankings					Average Response	Standard Deviation
	<Low	Priority	High>				
	1	2	3	4	5		
• Coordinate development decisions in areas of impact						4.36	0.81
• Implement coordinated/ complementary land use plans						4.18	0.87
Transportation							
• Coordinate transportation and land use planning processes						4.64	0.50
• Incorporate bike/pedestrian facilities in road plans						3.55	0.93
Natural Resources and Recreation							
• Protect floodplains from inappropriate development						4.00	0.85
• Coordinate path planning						3.67	0.89
• Provide neighborhood park facilities						3.45	0.82
Other							
• Adequately and equitably fund capital facilities						4.36	0.67
• Provide effective and meaningful opportunities for public input on growth						4.00	0.63
• Implement coordinated strategies arising from BGG						4.27	0.79
• Securing legislative support for city and county initiatives						4.09	0.83

[1] Locally Unwanted Land Uses

Other Objectives Suggested, but not ranked

- 1 Establish dispute resolution process between jurisdictions
- 2 Make efficient use of natural resources



Summary of Scenario Analysis to Date

Land Use Consumption

Best						Worst
Infill		Blended	Average	Satellite		Trend
Corridors						

- Infill and Corridors achieve similar land efficiencies through higher residential densities
- Satellite and Blended build out the areas of impact with a relatively high proportion of larger lot subdivisions
- Trend consumes the most land in cities, areas of impact and rural areas

Housing (further analysis pending)

Best					Worst
		Satellite	Infill		Trend
		Average	Corridors		

- Trend clearly provides surplus of single family housing
- Satellite provides disproportionate share of low density, single family housing
- Average provides more extensive rural housing than other workshop scenarios
- Infill & Corridors disproportionate share of attached housing
-

Schools (analysis only conducted for Ada County; further analysis pending)

	Best					Worst
Total Cost	Blended	Corridors	Average	Satellite	Infill	Trend
Kuna	Blended	Satellite	Corridors	Infill	Average	Trend
Meridian	Blended	Corridors	Average	Satellite Infill		Trend
Boise	Trend	Average	Satellite Corridors		Infill	Blended

- Trend results in higher costs due to higher population capture by Ada County and higher distribution to Meridian and Kuna
- Infill’s higher costs are due to greater Ada County population growth and the broad distribution of development between all school districts in Ada County
- Blended increases costs for Boise, but has the lowest overall costs
- Transportation and school redevelopment costs are not included in analysis

Transportation

Factor	Best				Worst
Vehicle Miles Traveled	Infill Blended	Satellite Corridors	Average		Trend
Average Trip Length	Infill Blended	Corridors	Satellite	Average	Trend
Vehicle Hours Traveled	Corridors Satellite	Infill Average	Blended		Trend
Lane Miles Over Capacity	Satellite Average	Corridors	Blended	Infill	Trend
Vehicle Hours of Delay	Satellite Corridors	Average	Infill	Blended	Trend

- Infill and Blended result in shorter trips but more congestion
- Satellite and Average results in the least congestion
- Satellite and Corridors produce the least delay