



Steering/Technical Committee Meeting

Thursday, December 3, 2009, 10:00 A.M. to Noon
COMPASS, Conference Room
800 S. Industry Way, Suite 100
Meridian, Idaho

AGENDA

I. Consent Agenda

Page 2 10:05 * A. Approval of the November 5, 2009, Meeting Minutes

II. Discussion Items

Page 8 10:05 * A. Review Development Report on Proposed Comprehensive Plan Changes MaryAnn Waldinger

Page 12 10:55 * B. Status Report - Proposed Development Review Changes Sally Goodell

III. Action Items

11:45 A. Recommend 2010 Steering/Technical Committee and Consortium Meeting Dates

Steering/Technical Committee:

- February 4, 2010, at COMPASS from 10:00 am - 12:00 pm
- May 6, 2010, at COMPASS from 10:00 am - 12:00 pm
- August 5, 2010, at COMPASS from 10:00 am - 12:00 pm
- November 4, 2010, at COMPASS from 10:00 am - 12:00 pm

Consortium:

- March 11, 2010, at COMPASS from 1:30 pm - 3:30 pm
- June 10, 2010, at COMPASS from 1:30 pm - 3:30 pm
- September 9, 2010, at COMPASS from 1:30 pm - 3:30 pm
- December 9, 2010, at COMPASS from 1:30 pm - 3:30 pm

IV. Other (11:50)

V. Adjournment (12:00)

*** Attachments**

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Steering/Technical Committee Meeting
Thursday, November 5, 2009, 10:00 A.M. to Noon
COMPASS, Conference Room
800 S. Industry Way, Suite 100
Meridian, Idaho

Minutes

I. Consent Agenda

A. Approval of the August 20, 2009, Meeting Minutes

David Turnbull moved and Sally Goodell seconded approval of the Consent Agenda as presented. Motion passed unanimously.

II. Discussion Items

A. Review Progress of Work Groups

• **Area of Impact**

Anna Canning stated the next step towards completing the Title 9 agreements is to meet with Ada County Development Services and legal staff. Ada County requested that prior to the meeting they be provided with the definitions of the three criteria required for including an area in the area of city impact. Anna said that the Work Group has had difficulty coming to an agreement on the appropriate way to define the three criteria: Trade Area, Geographic Factors, and Reasonable Expectation of Annexation; and requested input from the Steering Committee.

Gary Allen said that the proposed draft language under c. II, Reasonable Expectation of Annexation, seems to be pretty restrictive.

After discussion, **it was agreed to remove the wording, "...and property ownership patterns that may prohibit annexation by the requesting city." Also to remove the next sentence that reads, "The latter would include property exceeding five acres in area of large residential subdivisions that are currently not served by a municipal sewage system."**

Sally Goodell asked if under b. Geographic Factors, the wording is to define factors to be considered or is it a threshold. If it is a threshold, then how it is written needs to be looked at.

After discussion, **it was agreed that Anna would rework the wording under b. to be more consistent in tone with a. and c. Sally suggested the wording, "...it is eligible for area of impact if you can demonstrate your service plans can compensate for the demographic features."**

Anna stated Trade Area was the most difficult definition to develop and requested feedback from the Committee.

Patricia Nilsson stated that the original intent of the wording was looking at where the people in the affected area travel.

Gary said the more direct answer is, all of the cities share a trade area and it has been decided who is going to serve each part of it with the planning area map. With a few exceptions, all of the private properties have been divided into planning areas in the 2008 agreement. It is all a trade area. Once that is set, an area of impact plan needs to be completed and statutory criteria need to be addressed.

Meg Rush said the three criteria are what Ada County is most concerned with. The City of Eagle staff has expressed concerns that the Trade Area language would not be appropriate for smaller cities.

Anna added that City of Eagle staff has concerns that without extraordinary expense, the language would not be appropriate when looking at extraordinary impact fees and the long-range transportation plan. Anna said that in her opinion, it will be difficult to justify the expansion that the City of Eagle wants by any criteria that could be developed. Based on that, it will make it difficult to come to agreement on Trade Areas when that is part of the issue and it clearly is.

Gary asked if it is the boundary between Eagle and Meridian that is being discussed. Anna replied it is the boundary going north.

Sally said that speaks to the language under Reasonable Expectation of Annexation, "Such impediments may include but not be limited to geographic factors, inability to provide one or more services to the area without extraordinary fees, and/or charges to future customers." As long as we have a transportation plan that is fiscally constrained, extraordinary impact fees are going to be a tool when development wants to go outside of planned areas.

Sally suggested changing the word "extraordinary." Sally asked if the intent of the language is that there isn't suppose to be an undue financial burden on a particular segment of the population. Anna agreed.

Patricia noted that the small cities need to express their concerns, but they are not able to participate at the level they need to.

Elizabeth Conner agreed and encouraged the Work Group to go forward with what they have.

Matt Stoll said Anna should email the small cities telling them the date of the meeting with Ada County and go forward.

Deanna Smith added that the goal was to write something that implements BGG and that has been done in the draft.

After discussion, **it was agreed Anna will continue to define the word "extraordinary and "undue burden" in, c. Reasonable Expectation of Annexation.**

Meg stated that one of Ada County's goals is to have a consensus of all the entities on the wording.

Elizabeth responded that the consensus will have to come from the mayors and the Consortium.

- **Transportation Adequate Public Facilities Accounting**

Sally Goodell stated the Work Group is making progress on the building blocks for further discussion on adequate public facilities. The method for build out of the comprehensive plans has been developed and the preservation map is complete. Information has been developed that will be provided to the cities and county when there is a proposed comprehensive plan change. Next week, the Work Group will be looking at a similar proposal for development review.

- **Status Report Monitoring/Public Outreach Education**

Deanna Smith stated that the COMPASS Public Participation Committee will review the work that has been done on the Public Outreach piece in December 2009.

B. Status of Preservation Map and Next Steps

Charles Trainor reviewed the status of the preservation map and discussed the next steps.

After discussion of whether all of the information shown on the map was approved, Patricia said if the title is "Generalized Comp Plans," the information should only be the approved comp plans as of August 2009.

Charles said that is correct, as the information is based on a snapshot of time. The frequency of updates will be a challenge going forward that will need to be addressed.

Carl Miller said that revised total population of 2.6 million at build out will be taken back to the Demographic Advisory Committee for review.

Deanna asked that a definition of "high density –residential" be added.

Elizabeth said that Mayor Evans was very pleased that the map was done and Elizabeth thanked staff for the work put into producing the map.

Charles stated the Consortium discussed the comparisons of Denver, Salt Lake City and Portland that staff presented at the September 2009 Consortium meeting. The intent of the comparisons was not to say these areas are what we want to look like, but rather to look at what areas at 3 million in population have done, when did they do it, and how did they chose to do what they did. It was a complex evaluation. Charles suggested that there may be merit in bringing folks from those areas here to discuss their processes. The end goal is to distill the information into something that is meaningful to the elected officials.

Patricia repeated what Elaine Clegg had said at the Consortium meeting, you cannot just look at numbers of investments without any awareness of the relationship of land use with the investments. As well as what other funding opportunities they had that may have impacted their mix of investments.

Charles stated that the comparisons were not intended to be a full blown study.

Sally said the intent of the comparisons was to define the range of things that have happened elsewhere to build the beginnings of a conversation. The real question is how we go about utilizing what was learned out of the preservation map to help create a dialogue about what the future should look like. If this is not a useful tool, or only a small piece of what needs to be done, what other analysis or work needs to be done to get something meaningful? The starting point is what are the big questions we need answered and how do we begin to do that. Maybe the way to make the information useful is to try to understand and frame what the policy decisions were for the areas in the comparisons. The hardest part of this is to find the right person to talk to in each of the communities.

Matt said there is a difference in the minds of the elected officials as to what cities should be followed. The challenge for staff is to find the three cities to study that everyone can agree on, not so we look like a specific city, but to learn from what policies they adopted and why.

Patricia suggested that COMPASS staff continue to look at the funded network in CIM instead of looking at the other areas. We need to understand how bad our funding crisis is and what it means.

Matt agreed that we should be going through the exercise of what our future entails. Regarding CIM, the Board said not to change the policies at this time, just make a minor update this year and maybe look at a significant revision next time. The reason staff looked at other cities is because the elected officials asked what other communities are doing. If member agencies staff don't feel the comparisons were useful, then they need to work with the elected officials and encourage them to allow staff to focus on the work.

Maryann Waldinger said she looked at other areas to confirm that what was coming up in her research was accurate, and it was confirmed.

Sally feels staff can develop key questions regarding the preservation population and start to explore what this information is telling us. COMPASS could be asked to do an unconstrained model run to see where people want to go and ask some "what ifs," which will help in understanding what the demand looks like. What if people want to go somewhere other than where we want to provide service? What happens if we put in a really robust transit system, what would that look like? What if the state system only had two lanes everywhere, what would that look like? We need to develop three or four questions that will help us get a broad take on what our future looks like.

Matt said there are several alternatives to look at based on the preservation population, i.e., look at a robust transit system, limited capacity on the roadway system, a robust state transportation system, and a robust local system.

Sally added with each of those look at some broad measures of what are the congestion impacts and the cost impacts to communities.

Gary said the preservation map is important and should be eye opening to the elected officials. We need to get past the denial, get to acceptance, and then figure out what we are going to do about it.

Elizabeth said in her opinion, the private sector needs to address these issues with the elected official, not staff. If it is as serious as we think, it needs to be addressed immediately, not 20 years out.

Charles added that ACHD is still trying to fix issues caused by growth that happened 10 years ago, but we still hear, "why aren't we looking ahead." This process is looking ahead.

Sally said she is not sure that being able to project funding out 60 years is that critical. The question is, if this is what the future will look like in 60-70 years, here are actions that we can take now, i.e., preservation of key corridors, etc., but there needs to be the commitment to do something.

David questioned the 900,000 people being shown in the rural areas in Ada County.

Matt replied that number may be reflecting unrealistic comprehensive plans. Gary said that the goal is to get entities to adopt real comprehensive plans.

Deanna said the real issue is for the elected officials to see that based on the decisions that have been made today, this is what the future is going to look like.

MaryAnn recommended that staff run the preservation scenario and work with the key member agencies staff regarding what measures will mean something to them. After that, have staff evaluate the information and come back to the Steering Committee.

Meg said we need to focus and refine our questions first before asking the questions of the other cities.

David asked what the purpose of looking at the state highways, local roads and transit in isolation? Can't we all agree it is going to take all three of those?

Sally replied that the intent wasn't necessarily to look at them exclusively in isolation. The questions that need to be asked and understood are: If you put a robust transit system in place, how much is that going to help? Does that help us understand how much road network preservation do we need to do or not? That is a big guiding question that needs to be considered. The future of state investment versus no state investment is important to look at because of the dialogue going on at the state level right now.

After further discussion, Matt stated hearing no objection staff will present to the Consortium Maryann's recommendation to the Steering Committee to allow staff further time to develop a recommendation on how to analyze the preservation scenario, and further investigation of the peer cities will be tabled until a later date.

Matt recapped the point of doing the analysis is to show, based on the preservation scenario, that the infrastructure cannot handle the growth based on what the comprehensive plan build out is showing. The next step is to show how it compares to the Community Choices land use scenario, which is a 20-year vision versus 60-70 years.

Sally suggested that staff extract from the Consortium the two or three issues that they want staff to focus on. Deanna asked if there is value in asking the Consortium for their suggestions as to what peer communities should be analyzed.

C. Development Report on Proposed Comprehensive Plan Changes

After discussion, **Deanna Smith moved and Elizabeth Conner seconded due to time constraints at this meeting, a meeting of the Steering/Technical Committee will be scheduled on December 3, 2009, to discuss the reports on proposed comprehensive plan changes and Development Review changes. Motion passed unanimously.**

III. Action Items

a. Recommend Agenda Items for December 10, 2009, Consortium Meeting

After discussion, Gary Allen moved and Deanna Smith seconded the following agenda items will be presented to the Consortium at the December 10, 2009, meeting:

- Policy Implications of Build out Analysis, i.e., Preservation Scenario
- Distribute Comprehensive Plan Map
- Review MaryAnn Waldinger's recommendation to allow more time for staff to run the Preservation Scenario
- Summary Report of Cumulative Impacts Reporting

IV. Adjournment

Gary Allen moved and Deanna Smith seconded adjournment. Motion passed unanimously.

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Consistency Report for Comprehensive Plan text/map amendments

Purpose:

COMPASS staff will provide the following technical information on a proposed comprehensive plan text and map amendments, at a minimum, that add approximately 250 single-family units or 25,000 square feet of non-residential space. Amendments could be developer-initiated to accommodate a specific project or jurisdiction-initiated that change land use designation or increases land use intensity.

Coordination Protocol:

All information and report elements will be closely coordinated with applicable land use jurisdictions and transportation agencies. This may include a scoping meeting at the beginning of the process. Attendees should include staff from the land use jurisdiction(s), Ada County Highway District (ACHD), Idaho Transportation Department (ITD), Valley Regional Transit (VRT) and COMPASS.

Necessary Information:

COMPASS staff will need the following information to complete the consistency report.

Comprehensive plan map amendments that change or increase the intensity of a land use will require location, description of change and size in acres.

Comprehensive Plan map amendment to accommodate proposed development will require location, size, number of residential lots and non-residential square feet accompanied with a sketch-level site plan.

Report Elements:

1. Description of the proposed comprehensive plan text/map amendment.

2. Consistency with official land use growth scenario (applicable forecast year) used in the adopted long range transportation plan.

3. Current Conditions/Background for the area surrounding the project. This could cover items from functional classification of the roadways in the area, existing traffic counts and forecasted travel demand on key facilities surrounding the "project" location. Forecasted travel demand will use the programmed (budgeted) transportation projects (see element 4.). This requires special travel demand model runs to be created, run and summarized.

Travel time data, current and historical, is collected annually as part of the Congestion Management Process (CMP) and could provide additional information about the current condition of a roadway. However, the data are limited to select corridors.

4. Programs and Plans: identify existing and adopted programs and plans that include transportation projects in the vicinity of the project.

- Programs include reference to ACHD's Five Year Work Program (FYWP), ITD's Statewide Transportation Improvement Program (STIP) and COMPASS' Regional Transportation Improvement Program (TIP).
- Plans include reference to the regional long range transportation plan, ACHD's capital improvement plan (CIP), ITD's Horizons in Transportation Long Range Capital Improvement Process (LRCIP) and/or any approved sub-area/corridor transportation plan. Valley Regional Transit's Transit Development Plan (TDP), Five-Year Strategic Plan and/or Treasure Valley in Transit.
- Other plans include Treasure Valley Intelligent Transportation Systems (ITS) Strategic Plan, which identifies ITS projects, short, medium and long term, on key corridors. This may be most useful when the amendment impacts "constrained" corridors and could provide non-capacity mitigation measures.

Conclusions:

COMPASS staff will complete the technical report information in close coordination with applicable member agency staff. These reports will be submitted to affected jurisdictions for their consideration. COMPASS staff will not recommend approval or denial of any amendment or project.

Tracking/Accounting:

Keeping track of the approved comprehensive plan text/map amendments is essential for annual updates of the build out demographics. Therefore, jurisdictions must communicate proposed and approved comprehensive plan text/map amendments.

COMPASS Staff proposes to do the following:

- Develop and maintain a database of the approved comprehensive plan text/map amendments
- Update the build out demographics annually
 - Build out demographics will reflect calendar year such as January 1 to December 31, 2009 and available until March 2010.
 - End of year data such as parcel, building permits and preliminary plat data will also inform these demographics
- Maintain archives of the build out demographics

COMPASS staff is discussing a process to reconcile the official "control total forecasts" (i.e. 2035 Community Choices) at the TAZ level on an annual basis. The control total numbers will remain unchanged but growth may be shifted between TAZs within subareas. This process will have implications on other COMPASS tasks such as air quality conformity of the transportation improvement program therefore, requires additional time to consider, research and outline.

Follow up:

Jurisdictions must inform COMPASS staff if amendments were approved, modified or not approved. If jurisdictions do not follow up with staff then, the amendments will not be included in the annual update of the build out demographics.

Fee:

A fee will be charged to developers for providing technical reporting that requires special travel demand model runs. Currently, COMPASS charges for special travel demand model runs at \$65 per hour with a two-hour minimum.

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Consistency Report for Acme City Comprehensive Plan Land Use Map / Text Amendment

1. Description:

Acme City is proposing to amend the current comprehensive plan map land use designation of a four square mile area from residential-low (1 unit / 2 acres) to residential-medium (3 units / acre).

2. Consistency:

This four square mile area lies inside the existing area of impact and is split by traffic analysis zones 1, 2, 3 and 4. Under the official growth scenario used in the adopted long range transportation plan these zones were forecasted with 900 households and 100 jobs. This amendment could result in an increase of the residential from an allowable 1,250 residential units up to a maximum of 7,500 residential units. The 100 jobs were maintained to account for limited non-residential development (in-home businesses, small-scale office or retail).

3. Current Conditions/Background:

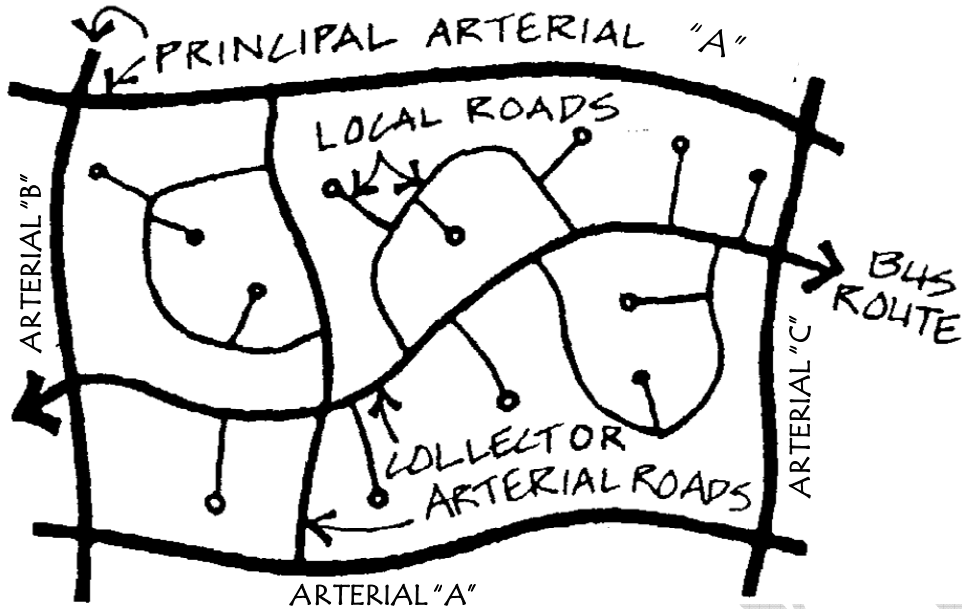
This amendment covers a four square mile area bound by Principal Arterial on the north, Arterial A on the South, Arterial B on the west and Arterial C on the east. Figure 1 shows the functionally classified roads in the area.

The following table summarizes the available traffic count data, the 2030 travel demand forecasts using the official 2030 demographics (without project), and 2030 official plus the amendment (with project).

Road	Location	Existing Traffic Counts (date)	2030 Official	2030 Official plus Amendment
Principal Arterial A	East of Arterial B	7,119 (7/07)	14,200	27,100
	West of Arterial C	8,634 (9/08)	12,300	33,100
Arterial A	East of Arterial B	3,812 (8/08)	6,400	10,300
	West of Arterial C	4,125 (8/08)	6,800	11,200
Arterial B	South of Principal Arterial A	1,751 (3/07)	3,900	8,600
Arterial C	South of Principal Arterial A	1,928 (6/07)	4,900	9,600

*Assumes build out of the proposed amendment.

Figure 1: 2030 Planning Functional Classification Map for area surrounding amendment



4. Programs and Plans:

The FY 2010-2014 Regional Transportation Improvement Program does not include any major expansion projects in the area.

The official long range transportation plan identified a need on Principal Arterial "A" for widening from 3 lanes to 5 lanes. This improvement was deemed to be "unfunded" and is listed as illustrative in the long range transportation plan on page X.

The highway district's FY 2010-2014 Five Year Work Program (FYWP) includes a minor widening project on Arterial "A" between Arterial "B" and "C" to 3 lanes for 2012.

The highway district's Capital Improvement Plan (CIP) does not include any additional projects in the area.

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Planning and Programming Department

November 23, 2009

To: BGG Steering/Technical Committee

From: Sally Goodell, Deputy Director, Planning and Projects
Justin Lucas, Transportation Planner

Subject: Blueprint for Good Growth
Draft Report on Cumulative Impacts for Development Review

The Transportation Adequate Public Facilities Accounting Work Group has been developing draft reports on cumulative impacts for changes in comprehensive plans and development review. The attached materials are a draft development review report and supporting explanation. The draft report was designed as a modification to ACHD's existing staff reports. Items highlighted in yellow are the proposed new information for the report.

One area that needs more discussion may be the 20 year demographics forecast. As of the last work group meeting the Cities were reasonably satisfied with the build out projection but did not have the same comfort with the 20 year forecast prepared for the Communities in Motion (CIM) update. COMPASS is working to resolve the issues. Satisfactory resolution is key for the proposed cumulative impacts report be meaningful in the development review process.

Another topic that will likely warrant future discussion is the schedule difference between the long range transportation plan (every 4 years) and ACHD's CIP (every 3 years). It may make sense to align these processes so updated and approved demographics are available for each CIP update.

ACHD Report for Cumulative Development Impacts

Purpose:

All developments that are required to submit a Traffic Impact Study (TIS) will be analyzed by ACHD staff (in coordination with COMPASS) for consistency with the approved demographics in the Regional Transportation Plan and cumulative traffic impacts on the transportation system. ACHD in coordination with COMPASS will maintain the necessary data to provide the development community when they are performing the cumulative impacts analysis in Traffic Impact Studies. (This initial report focuses on the data and analysis tools required to perform cumulative impacts reporting. The questions concerning mitigation and the types of decision that will be made based on this reporting is the next step in the process)

Coordination Protocol:

ACHD will work closely with COMPASS and the lead land use agency to ensure that the correct information is provided to the engineer preparing the TIS. A scoping/pre-application meeting with ACHD, the lead agency and the developer may be necessary on large or complex projects so that issues and other concerns can be identified early in the process. ACHD will prepare the official staff report and work with COMPASS to incorporate the elements that require COMPASS input (demographic data, etc.). The demographic and cumulative impact analysis will be part of ACHD's standard development review procedures and all analysis will be included in the official ACHD staff report. Those developments that do not require a traffic impact study will still be captured in COMPASS's tracking and analysis of approvals and building permits.

Necessary Information:

The information required to perform the above mentioned analysis comes from a variety of sources and is outlined in detail in the attached flowchart. The preparer of the TIS will be required to acquire needed traffic and demographic data from COMPASS or ACHD. The standard ACHD requirements (with some additions to the TIS requirements) for development applications should be sufficient to provide the needed analysis. Please refer to the flowchart for a more detailed description of the data and analysis required to perform cumulative impacts review.

Report Elements:

ACHD staff reports for TIS/developments would include the following elements. Those listed as standard are already part of ACHD's basic staff report:

1. Site Information (Standard)
2. Description of adjacent surrounding area (Standard)
3. Existing roadway improvementⁱ and right-of-way adjacent to and near the site (Standard)
4. Existing Access (Standard)
5. Site History (Standard)
6. Adjacent Development (Standard)

7. **Planned Demographics (Based on approved 20 year Transportation plan) - NEW**

The regionally approved planned demographic is maintained by COMPASS. The information is available in the form of households and jobs (further divided by job category) per Traffic Analysis Zone. A potential development would be quantified into encompassing households and/or jobs. This will be compared with the demographics in the approved regional plan.

8. Development plans: Trip generation (Standard)

This section would give the total number of trips generated from the proposed development for the peak hour. Trip generation will be computed from the ITE trip generation manual or field data where appropriate. This information is available from the Traffic Impact Study (TIS) report.

9. Impact fees (Standard)

10. Existing Conditions - Existing LOS and current traffic conditions of the site, surrounding area within the area of influence (Standard)

11. **Cumulative Impacts on Roadways and Intersections - NEW**

- Cumulative impacts will be analyzed for all roads and intersections in the impact area defined by the Traffic Impact Study
- Cumulative impacts refer to the impacts on the street system created by developments that exist on the ground today and approved but un-built developments. The following information and analysis is required to evaluate the cumulative impacts within a Traffic Impact Study:
 - Demographic Data and Analysis
 - The demographic data for the region is maintained by COMPASS and would be updated on an annual or biannual basis.
 - Developers will be required to obtain data on households and jobs from COMPASS. (Jobs are a function of S.F. of retail/office/industrial space – Jobs can also be provided by the applicant if detailed information is available)
 - The TIS will report the demographic data by TAZ and include the following key data points per TAZ:
 - 20 year total planned households and jobs (regional plan)
 - Existing Households and Jobs
 - Committed Households and Jobs (approved unbuilt)
 - Households and jobs proposed through development
 - Total Demographics: Existing +Committed + Proposed
 - Traffic Data and Analysis
 - Traffic counts and intersection turning movement counts will be provided by ACHD. In the absence of recent data, the developer will be responsible for the data collection. Signal timing data will be provided by ACHD
 - The TIS will report **level of service for street segments**, using planning thresholds as defined in ACHD's policy manual, and include the following analysis:

- Existing demand: Measured by existing traffic counts for street segments.
- Committed demand (approved un-built land-use): Determined through the regional travel demand model. The model will be used only to generate, distribute and assign trips from approved un-built land-uses
- Total demand: Existing +Committed + demand from the proposed development
- If the level of service on a segment is projected to reach “E” or “F” due to development impacts – the level of intensity over these thresholds will be reported as a V/C ratio.
 - LOS E – V/C .90-1.00
 - LOS F – V/C >1.0
- The TIS will report **level of service for intersections** by adding the committed demand and the demand from the proposed development in to the existing Synchro model and recalculating the intersection LOS and delay times.
 - If the level of service for an intersection is projected to reach “E” or “F” due to development impacts – the level of intensity over these thresholds will be reported as seconds of controlled delay.
 - Stop Controlled Intersections
 - LOS E – 35-50 seconds
 - LOS F – > 50 seconds
 - Signalized Intersections
 - LOS E – 55-80 seconds
 - LOS F – >80 seconds

12. Impacts and Analysis for Capital Improvement Plan/Five Year Work Plan (Standard)

- a. This analysis will include timing of funded improvements and clear identification of improvements that fall outside of the CIP or FYWP.

13. Mitigation Plan

- a. Developing the procedures for a mitigation plan is the next big step in the cumulative impacts reporting process. The question of mitigation will require its own process and procedures.

14. Analysis of Existing Plans and Policies (Standard)

15. Findings (Standard)

16. Conditions of Approval (Standard)

17. Conclusions of Law (Standard)

The attached flow-chart summarizes the flow of information and evaluation.



Committed to Service

Project/File: Acme Acres Subdivision (File Number xxxxxxx-xxxxxxx)
This application is for preliminary plat, rezone, development agreement, and planned unit development for 924 single-family lots and 3 commercial lots on 367.42 acres.

Lead Agency: Ada County

Site address: W. Acme Road, N. North Road

Commission Approval: January 28, 2015

Owner/Applicant: Acme LLC

Representative: Acme Consultants

Staff Contact: ACHD Staff

Tech Review: May 14, 2015;



Application Information:

Acreage: 367.42
Current Zoning: RR, RUT
Proposed Zoning: R-8
Residential Lots: 924
Commercial Lots: 3
Common Lots: 44
Open Space Lots: 60

A. Findings of Fact

Existing Conditions

1. **Site Information:** The site currently contains agricultural and rural residential uses. Farmers Union Canal runs along the site’s north boundary.

2. **Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Rural residential, BLM	RR
South	Rural residential, agricultural	RUT
East	Agricultural	RUT
West	Rural residential, agricultural	RUT

3. **Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site**

- Acme Road is currently classified as a local roadway and is improved with 2 travel lanes (25-feet of pavement) and no curb, gutter, or sidewalk, within 50-feet of right-of-way (25-feet from centerline) abutting the site.
 - North Road is currently classified as a local roadway west of East. This section is improved with 2 travel lanes (24-feet of pavement) and gravel shoulders between 1-foot and 3-feet wide, within 34-feet of right-of-way abutting the site. All North Road right-of-way and improvements are south of the quarter section line abutting the site.
 - North Road is currently classified as a collector roadway between East Road and South Lane (east of the site). It is improved with 24-feet of pavement within 50-feet of right-of-way.
 - East Road is currently classified as a minor arterial roadway, improved with 2 travel lanes (24-feet of pavement) within 58-feet of right-of-way north of Other Road.
 - Other Road is currently classified as a minor arterial roadway, improved with 2 travel lanes (24-feet of pavement) within 50-feet of right-of-way near the site.
4. **Existing Access:** The site currently has no defined access points onto the public road system.
5. **Site History:** History – ACME
6. **Adjacent Development:** The following developments are pending in the vicinity of the site.
- Development X, a development proposed to contain 800 residential units and 320,00 square feet of commercial space, is located immediately west of the site. District staff reviewed the TIS and commented on the annexation and rezone application in August 2011. The TIS assumed the build out year to be 2025. No preliminary plat application has been received to date.
 - Development Y, a development proposed to contain 100 acres of Mixed Use (MU), 140 acres of Residential-4 (R-4), 132 acres of Residential-2 (R-2), is located to the south of the site. District staff commented on the annexation and rezone application in May 2011. No preliminary plat application has been received to date.
 - Development Z, a development proposed to contain 8,160 residential units, 7 schools, and 2,054,171 square feet of commercial space, is located to the north of the site. The ACHD Commission commented on the comprehensive plan amendment in October 2010, and District staff reviewed the TIS in late 2011. The TIS assumed the build out year to be 2030. No preliminary plat application has been received to date.

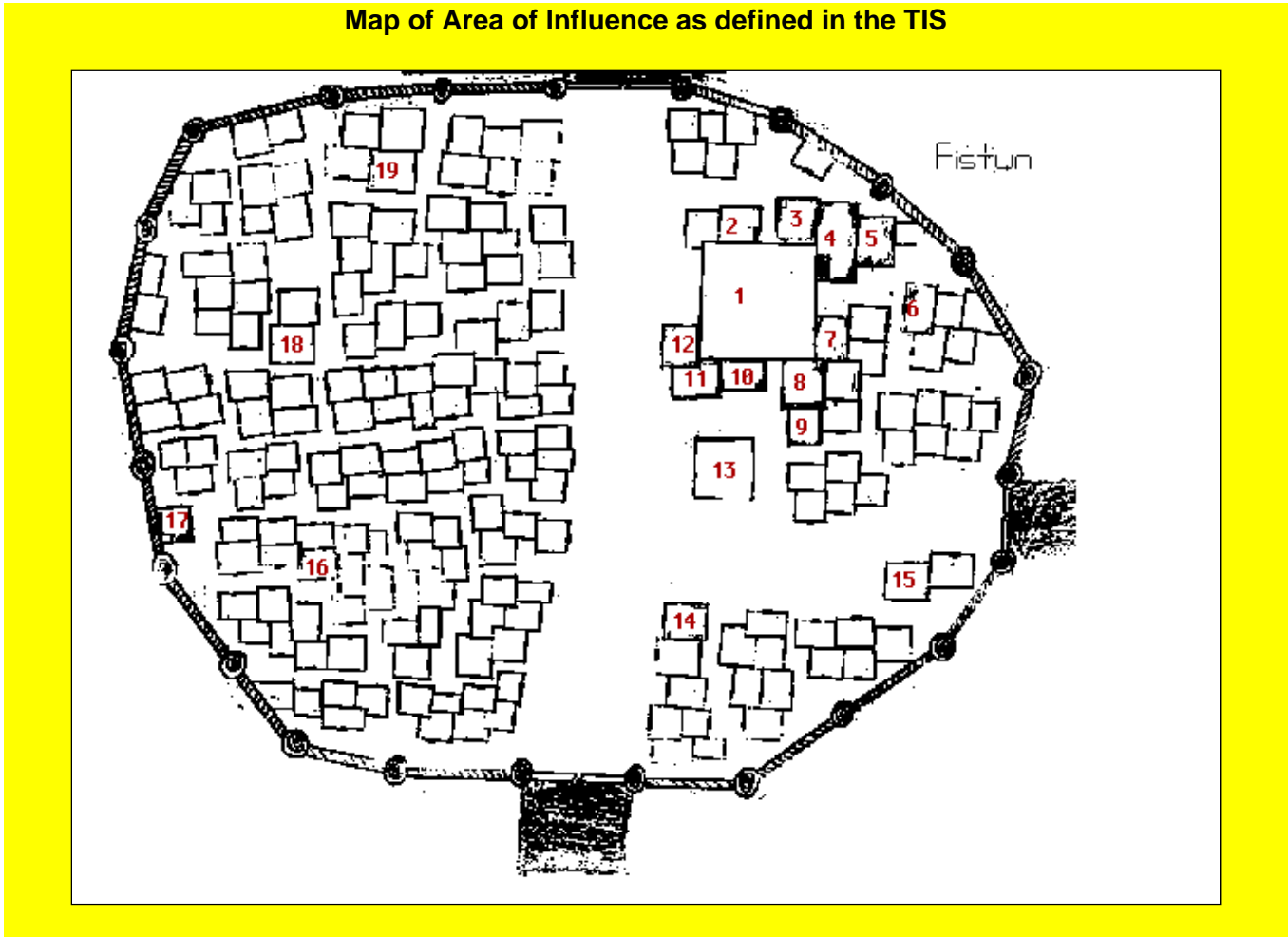
7. Planned Demographics (Form 20 Year Transportation Plan and reported by TAZ)

Demographic Categories	20 year Total Planned	Existing	Approved	Committed (Existing + Approved)	Proposed Development	Committed + Proposed	Full TAZ Build
Households	300	20	35	55	924	979	545
Jobs	25	0	0	0	25	25	0

Development Impacts

8. **Trip Generation:** This development is estimated to generate 9,929 additional vehicle trips per day (VTD), 1,028 of which will occur in the PM peak hour, based on the submitted traffic impact study. The TIS contains more detailed information on trip generation and the methodology used to determine how trips were distributed.

- 9. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
- 10. **Existing Conditions and Cumulative Impacts on Roadways:**



Existing Conditions

Roadway	Frontage	Functional Classification	Traffic Count	Existing LOS	Speed Limit
Acme Road	3,000'	Local	211 north of Beacon Light 8/12/2008	N/A	40 MPH
North Road	1,320	Local	103 west of East 9/23/2008	N/A	45 MPH
Other Road	None	Minor Arterial	2,915 west of East 10/10/2007	Better than "C"	50 MPH
East Road	None	Minor Arterial	168 north of Other 10/10/2007	Better than "C"	45 MPH
Down Road	None	Collector	246 south of Other 8/12/2008	Better than "C"	45 MPH

Cumulative Impacts (Road Segments)

(LOS calculations include funded improvements in the first three years of the FYWP)

Roadway	Committed LOS	Committed + Proposed Development	City/County Target LOS	ACHD Target Capacity LOS
Acme Road	N/A	N/A	N/A	N/A
North Road	N/A	N/A	N/A	N/A
Other Road Segment 1	D	E (V/C .92)	D	D
Other Road Segment 2	D	E (V/C .95)	D	D
East Road Segment 1	D	E (V/C .97)	E	D
East Road Segment 2	D	F (V/C 1.2)	E	D
Down Road	C	D	D	D

Cumulative Impacts (Intersections)

(LOS calculations include funded improvements in the first three years of the FYWP)

Roadway	Intersection Type	Committed LOS	Committed + Proposed Development	City/County Target LOS	ACHD Capacity LOS
Acme Road and Other Road	Signalized	N/A	N/A	N/A	N/A
North Road and Acme Road	Stop Controlled	N/A	N/A	N/A	N/A
Other Road And East Road	Signalized	D	E (75 sec)	F	D
Other Road and North Road	Stop Controlled	D	E (45 sec)	D	D
East Road and Down Road	Signalized	D	F (175 sec)	E	D

11. Capital Improvements Plan (CIP) / Five Year Work Plan (FYWP):

- Other Road between SH-xx and East Road is listed in the CIP for corridor preservation to accommodate future widening to five lanes.
- The intersection of Other and East Roads is listed in the CIP for widening to 3 lanes on the north and south legs, 5 lanes on the east leg, and 6 lanes on the west leg, and signalization between 2018 and 2027.
- The intersection of Acme and East Roads is listed in the CIP for widening to 3 lanes on the north and east legs, and 4 lanes on the south and west legs, and signalization between 2018 and 2027.
- The intersection of SH-44 and East Road is listed in the CIP for widening to 7 lanes on the north and south legs, 6 lanes on the east and west legs between 2018 and 2027.

B. Findings for Consideration

1. Traffic Impact Study
2. Mitigation (Next topic of discussion once the reporting style is finalized)
3. Extraordinary Impact Fee Overlay Assessment District
4. Approved Studies and Plans
5. Local Street Access to the Site
6. Internal Collector Streets
7. Canal Crossings
8. Internal Streets
9. Traffic Calming
10. Stub Streets
11. Landscaping
12. Tree Planter Policy
13. Special Note to Ada County on Canal Crossing

C. Site Specific Conditions of Approval

D. Standard Conditions of Approval

E. Conclusions of Law

Attachments

1. Vicinity Map
2. Site Plan
3. Necessary Offsite Improvements at Build Out
4. Utility Coordination
5. Development Process Checklist
6. Request for Reconsideration Guidelines OR Appeal Guidelines