ADA COUNTY COMPREHENSIVE PLAN

UPDATES

ADA COUNTY RESOLUTION 1556 (2008)

ADA COUNTY RESOLUTION 1659 (2010)

ADA COUNTY RESOLUTION 1720 (2010)

ADA COUNTY RESOLUTION 1784 (2011)

ADA COUNTY RESOLUTION 1919 (2013)

ADA COUNTY RESOLUTION 2017 (2014)

RESOLUTION NO. 1556

RESOLUTION OF THE BOARD OF ADA COUNTY COMMISSIONERS ADOPTING AN AMENDMENT TO THE 2007 ADA COUNTY COMPREHENSIVE PLAN

At a meeting of the Board of Ada County Commissioners, State of Idaho, held on the 24th day of June, 2008, the following Resolution was unanimously adopted, to wit:

WHEREAS, on November 27, 2007, the Board of Ada County Commissioners adopted the 2007 Ada County Comprehensive Plan by Resolution No. 1518; and,

WHEREAS, the Board of Ada County Commissioners finds that the Blueprint for Good Growth joint city-county planning process has substantially changed growth goals and policies in Ada County; and,

WHEREAS, application forms were prepared and submitted by Ada County Development Services on January 10, 2008, along with a letter of application dated January 10, 2008, and a draft amendment to the 2007 Ada County Comprehensive Plan, dated August 1, 2007; and,

WHEREAS, Development Services staff scheduled the draft amendment for public hearing before the Planning and Zoning Commission of Ada County ("Commission"), to be held on March 13, 2008, notified the six cities and other agencies of this application and solicited their comments; and,

WHEREAS, legal notice of the Commission's hearing was published in The Idaho Statesman on February 26 and March 4, 2008; and public service announcements were released to the media on March 4, 2008; and,

WHEREAS, the Commission held a public hearing on the draft comprehensive plan amendment on March 13, 2008 to receive public testimony; the matter was tabled to April 24, 2008; and,

WHEREAS, on April 24, 2008, the Commission held a public hearing on the draft comprehensive plan amendment and made a recommendation to adopt the comprehensive plan amendment to the Board of Ada County Commissioners; and,

WHEREAS, Development Services staff scheduled the proposed comprehensive plan amendment for public hearing before the Board of Ada County Commissioners, to be held on June 18, 2008, notified the six cities and other agencies of this proposed comprehensive plan amendment and solicited their comments; and,

WHEREAS, legal notice of the Board of Ada County Commissioners hearing was published in The Idaho Statesman on June 3 and June 10, 2008; and public service announcements were released to the media on June 10, 2008; and,

WHEREAS, Idaho Code § 67-6509(a) allows the Planning and Zoning Commission to recommend the plan, amendment to the plan, or repeal of the plan to the governing board.

WHEREAS, Idaho Code § 67-6509(b) provides that the Board may adopt, amend or repeal a Comprehensive Plan.

BE IT THEREFORE RESOLVED by the Board of Ada County Commissioners that the proposed amendment to the 2007 Comprehensive Plan, dated April 24, 2008, as contained in Exhibit A attached, be adopted.

APPROVED AND ADOPTED this 24th day of June, 2008.

Board of Ada County Commissioners

By: _____
Fred Tilman, Chairman

By: _____
Paul R. Woods, Commissioner

By: _____
Rick Yzaguirre, Commissioner

ATTEST:

_____
J. David Navarro, Ada County Clerk

Ada County
COMPREHENSIVE PLAN
Update

Recommended Revisions
Urban Public Facilities Issues
April 24, 2008

This document summarizes additional recommended changes to the draft Ada County Comprehensive Plan to strengthen the basis for requiring public water and sewer in new development.

The proposed revisions are in strike-out/underline format.

INTRODUCTION

Recommended Changes

1. Page 8: Adopt amendments to the county's zoning ordinance to ~~replace~~ eliminate "non-farm subdivision" provisions. Adopt amendments to the County's zoning ordinance to require urban public facilities for new development, except for limited rural uses.

CHAPTER 2. POPULATION AND GROWTH ISSUES

Recommended Changes

1. **Issues**, Page 6, second bullet point:

   Coordination and cooperation. Continued monitoring of the expected location of future population and employment growth and development is important for planning future public facilities, including transportation corridors, water, sewer and drainage systems, schools and park and recreation facilities. Recognizing that the county is rapidly urbanizing, the county will, in cooperation with the cities, require new urban development to locate where urban public facilities exist or are planned and programmed.

2. **Goals & Policies**, Page 6
   a. **Policy 2.1-1**: New ~~residential~~ urban development should be limited to ~~occur~~ within Planned Communities in the rural areas and within each ~~community's~~ city's Urban Service Planning Area ~~(i.e. Areas of City Impact and "referral areas") or other~~ in areas that ~~primarily~~ have existing or planned and programmed urban public facilities ~~services~~ to accommodate growth.

   b. Add new Policy 2.1-2: Development that occurs outside an Area of City Impact shall either be located within a Planned Community, or it shall be rural in nature.

c. Re-number remaining policies correspondingly.

3. **Implementation Actions,** Page 7
Add an implementation action as follows:
Implementation Action: Amend zoning ordinance to require new urban development to locate where urban public facilities exist or are programmed.

CHAPTERS 3. SCHOOLS

Recommended Changes

1. **Goals and Policies,** page 7
   a. Policy 3.1-4: The adequacy of school facilities may be considered by the Planning and Zoning Commission and ~~the County~~ Board of County Commissioners in reviewing proposed ~~residential subdivisions and planned developments~~ development based on recommendations from the affected school districts.

   b. ~~Policy 3.1-5: Large developments (100 or more units) should be required to set aside land for or otherwise contribute to the need for land for school site, in correlation to the demand that the development will create.~~

   c. Delete all policies under Objective 3.2, except for policy 3.2-6. Re-number remaining policies accordingly.

   d. Policy 3.2-6: New development ~~adjacent to~~ near schools or school sites should provide ~~for~~ adequate pedestrian and bicycle access for school children. ~~along both internal and connecting roads and pathways~~.

   e. Add a new policy as follows:

   Policy 3.2-7: County staff should work with the cities, school districts, ACHD, ITD and transit providers to develop special standards for transportation facilities near schools and school sites.

   f. Policy 3.3-1: Schools and school sites should be protected from the encroachment of incompatible land uses.

2. **Implementation Actions**
   a. Revise the third implementation action, page 9, as follows:
   Assist school districts, as needed, in identifying future school sites, including by providing information about potential Planned Communities ~~future developments proposed~~ in unincorporated portions of the county.

   b. Delete fourth and fifth implementation actions.

CHAPTER 4. ECONOMIC DEVELOPMENT

Recommended Changes

1. **Goals and Policies**
   a. Delete goal 4.1 and policies 4.1-1 through 4.1-4. Re-number remaining policies accordingly.

b. Add new Goal 4.1: Direct industries and businesses toward cities and Planned Communities and limit industries and businesses in the rural areas.

c. Policy 4.1-5: Encourage the location of industries and businesses in areas that are served by existing or planned and programmed urban public facilities. ~~, including water, sewer and transportation, and that have access to public transit.~~

d. Policy 4.1-6: Encourage the development of mixed use neighborhoods ~~centers~~ which can include ~~incorporate~~ small~~er~~ commercial uses and provide employment within walking or short commute distances from residential areas.

e. Policy 4.1-7: Participate in discussions of regional economic issues ~~Coordinate County economic development efforts~~ with ~~those of~~ chambers of commerce, ~~other~~ business groups and agencies.

f. Add new Policy 4.1-8: Limit industries and business in the rural areas to those related to agriculture, traveler services, neighborhood services, and land-intensive uses with low service needs such as landfills.

2. Implementation Actions

a. Delete the first implementation action.

b. Implementation Action: ~~Continue~~ Amend zoning ordinance to require ~~that needed services are or can be made available to support~~ proposed ~~or planned~~ high-intensity commercial ~~or~~ and industrial ~~land uses~~ development to locate where urban public facilities exist.

CHAPTER 5. LAND USE

Recommended Changes

1. **Existing Conditions**, page 1, *second paragraph*
~~This Plan identifies the following major land use categories to plan for development in existing and future areas of growth, and to preserve the integrity and amenities of residential areas as well as the economic vitality of industrial and commercial activity centers.~~ Existing development within Ada County includes:

- Residential – (final sentence) Multi-family dwelling units with densities ranging from eleven to twenty dwelling units per acre are located in Areas of City Impact and planned communities.
- Commercial, Office and Retail – (second sentence) Community and regional ~~These~~ land uses are typically ~~established~~ located along major arterials; neighborhood businesses are located within or adjacent to residential areas. *(delete third sentence)*
- Industrial – (third sentence) Most industrial uses are located within Areas of City Impact; some agriculture-related industries, rock crushing, landfill and recycling activities and truck stops are ~~Outside of Areas of Impact, the County does not have any established industrial zones but does allow some industrial uses as~~ conditional or outright allowed uses in selected rural areas.

2. **Regional Planning Recommendations**
First bullet point:

- Clarify policies and criteria related to Area of City Impact expansion and annexation to ensure those processes are sequenced to actual growth and tied to the planned ability to provide ~~sewer, water and other~~ urban public facilities ~~services~~ in a timely manner.
- Coordinate development decisions with the ability to provide urban public facilities ~~services~~.
- Improve intergovernmental coordination related to the provision of urban public facilities ~~services~~.

3. **Goals and Policies**
   a. Goal 5.1: Encourage new urban growth within cities, Areas of City Impact and Planned Communities. ~~and other areas designated for future growth on the Blueprint for Good Growth "Growth Tiers Map" and as identified on the Comprehensive Plan Future Land Use Map.~~
   b. Policy 5.1-2: Encourage growth in areas where public investments in ~~necessary~~ urban public facilities ~~, services and utilities~~ have already been made or are planned and programmed.
   c. Delete Policy 5.1-4. Re-number remaining policies accordingly.
   d. Policy 5.1-10: Consider lands adjacent to ~~manufacturing~~ industrial areas and the Boise Airport as possible park and open space opportunities. ~~or as transitional land use (ie, land that provides a transition between different types of land uses).~~
   e. Revise the third implementation action:

      Work with cities and ~~other agencies~~ public facility providers to establish a process for regular communication and coordination about the location and provision of services to areas where future growth is encouraged ~~is expected~~ to occur. Also address the sequence and timing of future growth, particularly potential or planned expansions of areas of city impact.
   f. Delete the ninth implementation action that refers to PUD's.
   g. Add an implementation action as follows:

      Implementation Action: Amend zoning ordinance to require new urban development to locate where urban public facilities exist or are programmed.
   h. Policy 5.2-4: Encourage inter-jurisdictional planning partnerships between the county, cities, and ~~other local, state and regional entities~~ public facility providers in matters pertaining to urban public facilities ~~sewer, roads, schools and other capital improvements~~.
   i. Policy 5.2-5: For those portions of the Areas of City Impact outside the city limits of the incorporated cities, the County will support the land-use and development policies expressed in the officially adopted city comprehensive plans. ~~and ordinances pursuant to Area of City Impact or other mutual agreements.~~
   j. Policy 5.2-7: Within city areas of impact where urban public facilities ~~central water and sewer service~~ are available, residential development should occur at urban densities consistent with the cities' comprehensive plans ~~of incorporated cities~~.
   k. Delete Policy 5.2-8.
   l. Delete Policy 5.2-9.

m. Goal 5.3: ~~Support~~ Encourage commercial development to locate in Planned Communities and in areas of impact, ~~that is~~ consistent with Planned Community or city comprehensive plan policies and location of existing and ~~planned~~ programmed urban public facilities. ~~and services, and that is compatible with existing and future adjacent development.~~

n. Delete all policies in Goal 5.3 and delete second implementation action.

o. Goal 5.4: Encourage ~~and support well-planned, orderly and~~ industrial development ~~that is necessary to achieve the county's economic needs~~ to locate in Planned Communities and in Areas of Impact, consistent with Planned Community or city comprehensive plan policies and location of existing and programmed urban public facilities.

p. Delete all policies in 5.4.

q. Delete goal 5.5 and all policies and implementation actions in 5.5.

r. Goal 5.6: Low-density, low-impact residential development will be allowed in rural areas. ~~consistent with County zoning ordinances and the ability to accommodate future urban level development in Areas of City Impact, transitional areas or Planned Communities.~~

s. Policy 5.6-1: ~~Support~~ Encourage preservation of open space and a rural residential lifestyle ~~with limited~~ by strictly limiting development in areas that ~~cannot be reasonably served~~ are not Planned Communities and are not within an area of city impact. ~~by central sewer systems~~.

t. Policy 5.7-1: Neighborhood commercial uses may be considered at selected locations outside Planned Communities and areas of city impact, but must meet specific development criteria ~~in those areas~~ related to ~~availability of existing services,~~ sufficiency of individual septic tank and well to serve the use, impacts on surrounding agricultural or rural residential uses, and impacts on traffic. Such uses should primarily serve the surrounding area, travelers passing through or the agricultural community.

u. Delete policy 5.7-2.

v. Policy 5.8-1: High intensity industrial development shall not occur outside Planned Communities or areas of city impact. ~~unless centralized sewer and water systems are provided.~~

w. Delete policies 5.8-2 through 5.8-5.

x. Add a new policy as follows and re-number remaining policies accordingly:

   Low intensity industrial uses may be considered at selected locations outside Planned communities and areas of impact, but must meet specific development criteria related to sufficiency of individual septic tank and well to serve the use, impacts on surrounding agricultural or rural residential uses, and impacts on traffic. Such uses should primarily serve the surrounding area, travelers passing through, the agricultural community, or uses like landfills requiring large tracts of land and few services.

y. Policy 5.9-2: delete second sentence.

z. Policy 5.9-14: Activities in conjunction with a farm that provide additional income to the farm operation may be allowed through conditional use procedures in those areas ~~of the County that remain rural in anticipated use and~~ that do not interface with ~~either~~ planned communities. ~~or transitional urban uses.~~

aa. Policy 5-11-3: *(second sentence)* ~~Planned~~ Other developments should be required to prepare assessment of impacts on wildlife and provide mitigation plans as appropriate, in consultation with the Idaho Department of Fish and Game.

CHAPTER 6. NATURAL RESOURCES AND HAZARDOUS AREAS

Recommended Changes

1. **Goals and Policies**
   a. Revise the first implementation action under 6.1.

      Develop measures for protection of resources, including incentives, consideration of new forms of development, ~~such as conservation subdivisions,~~ and protection and reclamation of gravel resources.

   b. Policy 6.3-5: ~~As a condition of approval of development, require new sub-surface sewage disposal systems proposed in areas of high soil permeability, shallow water tables, shallow aquifers or geologic hazards to meet DEQ and Central District Health Department regulations.~~ Limit the density and intensity of land uses in areas proposed to be served by new individual wastewater treatment systems and where high soil permeability, shallow water tables, shallow aquifers or geologic hazards exist.

   c. Delete Policy 6-3-14.

   d. Revise the fourth implementation action under 6.5:

      Update the county's zoning ordinance to require applicants ~~for large developments such as PUD's and large subdivisions~~ to prepare wildlife protection and mitigation plans ~~as~~ when appropriate. ~~similar to existing requirements for Planned Communities~~ Require that such studies undergo a peer or independent review prior to approval.

CHAPTER 7. PUBLIC SERVICES, FACILITIES & UTILITIES

Recommended Changes

1. **Existing Conditions**, page 9, first paragraph:
   The use of community, or central septic systems, has occurred in some areas ~~is an option~~ when a municipal system ~~is~~ has not been available. Such systems ~~A central system, which includes any system that serves two or more homes or greater than 2500 gallons per day,~~ allows ~~communities to independently~~ independent collection, treatment and disposal of wastewater by two or more homes. Delete the remainder of paragraph one and all of paragraph two.
2. Delete the second and third sentences of paragraph three and move the first sentence in paragraph three to paragraph four.
3. Delete the final sentence in paragraph four.
4. Delete paragraph five.
5. **Issues**, Wastewater, page 18.
   - Coordination. Wastewater service providers note a lack of coordination among wastewater treatment systems. ~~developed for different planned communities in terms of potential impacts on existing systems and or cost effectiveness of building individual,~~

~~separate systems, with the inability to potentially expand them to achieve economies of scale.~~

- Prevention of failing systems. Service providers recommend oversight for existing community and central septic systems ~~individual treatment systems~~ to ensure proper long-term operation and maintenance and to avoid system failures.
- Impacts of septic systems. Members of the public and service providers expressed concern about the potential impacts of on-site, individual ~~septic~~ wastewater treatment systems on water quality, particularly in areas where rural lots are small and growth is increasing. At the same time, larger rural lot sizes (~~over 2~~ - 5 acres and larger) make it difficult for cities or sewer districts to cost-effectively provide ~~community~~ wastewater treatment systems.

6. **Goals and Policies**

   a. Policy 7.3-8: Proposed roads, ~~water supply systems~~ on-site individual wastewater treatment systems, ~~sewage disposal systems~~ storm drainage systems, irrigation systems and other improvements must be approved by the responsible agencies before final development approval.

   b. Revise the fourth implementation action under 7.3:

      Incorporate energy conservation requirements as an approval criteria for planned communities. ~~and planned unit developments.~~

   c. Policy 7.4-2: In order to minimize the number of facilities and to ensure cost effective provision of wastewater services, encourage long-term regional planning of city and sewer district collection and wastewater treatment facilities. ~~and require adherence to these plans if they exist.~~

   d. Policy 7.4-3: Coordinate with cities and sewer districts ~~sewer providers~~ to develop long-term planning area boundaries to accommodate future expansion to help ensure that wastewater treatment and collection facilities can be provided cost-effectively and efficiently over the long term (beyond twenty years) as ~~unincorporated~~ areas outside areas of impact are ~~developed and~~ urbanized. ~~or incorporated.~~

   e. Delete Policy 7.4-4.

   f. Policy 7.4-5: In order to protect groundwater quality and to facilitate cost effective wastewater treatment and collection, ~~generally~~ require all new residential development with lot sizes smaller than ~~five~~ ten acres, except rural residences, to be served by ~~central wastewater collection and treatment~~ urban public facilities.

   g. Implementation Action: Adopt ~~and implement guidelines and~~ requirements for coordination with wastewater service providers in review of planned community applications, consistent with policies of this plan.

   h. Implementation Action: Develop a process to improve coordination with city and sewer district wastewater service providers in identifying long-term (20 years or beyond) wastewater service and facility needs.

7. **Water Facilities, Goals and Policies**, page 25:

   a. Policy 7.5-1: Involve water service providers in the Planned Community ~~development~~ review and development process; encourage consideration of municipal service from the nearest ~~adjacent~~ city, ~~or~~ water district, or water utility as one option for ~~alternative to~~ water service provision.

b. Policy 7.5-2: Coordinate with cities, water districts and water utilities ~~water providers~~ to help ensure that water treatment and distribution facilities can be provided cost-effectively and efficiently over the long term (beyond twenty years) as ~~unincorporated~~ areas outside areas of impact are ~~developed~~ urbanized.

c. Delete policies 7.5-3, 7.5-4 and 7.5-6.

d. Revise the first Implementation Action: Adopt and implement ~~guidelines and~~ requirements for coordination with water service providers in review of planned community applications, consistent with policies of this plan.

e. Delete third implementation action.

CHAPTER 8. PUBLIC FACILITIES AND SERVICES

Recommended Changes

1. Delete Policy 8.7-8.
2. Delete the second implementation action.

CHAPTER 9 - NO COMMENTS

CHAPTER 10. SPECIAL AREAS OF SITES

Recommended Changes

1. **Goals and Policies**
   a. Policy 10.1-6: Consider incentives ~~such as clustering and density bonuses~~ for development that preserve~~s~~ historically or culturally significant sites or buildings.

CHAPTER 11. HOUSING

Recommended Changes

1. **Goals and Policies**
   a. Policy 11.1-2: Cooperate with ~~other county and~~ community partners such as the Ada County Housing Authority, city of Boise and other municipalities to explore, develop, update and implement strategies to improve housing affordability in Ada County. ~~Strategies may include, but not be limited to, inclusionary zoning, streamlining of permitting processes, density bonuses, and accessory dwelling units.~~

   b. Delete Policy 11.1-8.

   c. Delete Policy 11.1-9.

   d. Delete the fourth implementation action.

CHAPTER 12. COMMUNITY DESIGN & SUSTAINABILITY

Recommended Changes

1. **Goals and Policies**
   a. Delete Policy 12.1-7.
   b. Delete the second Implementation Action.
   c. Delete the third Implementation Action.
   d. Delete Policy 12.2-4.
   e. Policy 12.3-5: Ensure that essential public services and utilities are provided to all residents, acknowledging that essential services and utilities in rural areas will differ from those in urban areas.
   f. Policy 12.6-1: Encourage the location of high density ~~and affordable~~ housing within areas of impact where they may locate near public transportation, shopping and urban recreational areas.
   g. Delete Policy 12.6-2.
   h. Delete Policy 12.6-3.
   i. Delete Policy 12.6-4.
   j. Delete Policy 12.6-6. Re-number policies accordingly.
   k. Policy 12.8-3: Use BMP's and other methods described under goal 7.5 to minimize groundwater and surface water contamination from ~~industrial development,~~ solid waste management or hazardous waste sites.
   l. Policy 12.9-1: Explore expanding the allowable use of bio-solids from wastewater treatment systems as an agricultural fertilizer in the rural areas.
   m. Delete Policy 12.11-1. Re-number policies accordingly.
   n. Delete Policy 12.12-2. Re-number policies accordingly.
   o. Policy 12.13-2: Encourage use of innovative ~~planning~~ techniques ~~such as conservation subdivisions, land transfers, transfer of development rights, purchases of land, conservation easements and other approaches~~ to preserve open space and the rural environment as rural residential development occurs.
   p. Delete Policy 12.15-2.
   q. Delete Policy 12.15-3. Re-number policies accordingly.

CHAPTER 13. IMPLEMENTATION

Recommended Changes

1. Delete last bullet point on page 1.
2. Section 13.7, amend the second list of bullet points to delete "Mixed use (commercial/residential) centers" and " Employment centers".

3. Section 13.8, amend the following bullet points under 'Short-term Measures', page 8:
   - ✓ Identify areas appropriate for development in an ultimate buildout scenario.
   - ✓ Establish recommended densities in ultimate buildout.
   - ✓ ~~Adopt clustering ordinance provisions to~~ Provide ~~development~~ incentives for permanently protecting open space.
4. Amend second bullet point on page 10:
   - Adoption of amendments to the County's zoning ordinance to eliminate ~~replace~~ "non-farm subdivision" provisions. (Leave paragraph one as-is and delete paragraph two.)
5. Amend the first bullet point under the second section bullet point on page 11:
   - ✓ ~~Residential and non-residential~~ Design guidelines.
6. *Update the Implementation Actions by Chapter tables on pages 13 – 40 to insure all goals reflect the amendments represented within this document.*

APPENDIX A. GLOSSARY OF TERMS

Recommended Changes

Add or amend the following definitions:

1. Capital improvement program: A plan that describes when ~~a community's major~~ urban public facilities ~~e.g. roads, libraries, sewer systems, police stations, etc.~~ will be built, how much they will cost, and the source of funding. A CIP usually covers a period of between three and ten years.
2. Intensity: The degree of impact of an office, commercial or industrial use on surrounding properties or on the environment; or, the degree of the quantity of services required to operate the office, commercial or industrial use.
3. Programmed: Urban public facilities included in the Capital Improvements Plan of a city, a planned community provider outside an area of city impact, a taxing district or a regulated public utility, as being constructed within five years.
4. ~~Public mass~~ Transit: A ~~public~~ common carrier transportation system having established routes and schedules including bus, rail, light rail or shuttle services.
5. ~~Public facility: Includes, but is not limited to: (a) pumping station for water, sewer or gas; (b) power substation, electric substation, grid switching site, electric transmission line, electric sub-transmission line, electric distribution line, or any major structure connected to a public utility; (c) municipal wastewater collection and treatment facility or interim wastewater treatment system; (d) utility shop, garage or storage facility; (e) park and ride lot; (f) water reservoir and water tank; and, (g) storm drainage facility and storm detention facility.~~
6. Public utility: A facility or service regulated by the Idaho Public Utility Commission. ~~Any institution or municipal department duly authorized to furnish the public under public regulation, electricity, gas, steam, telephone, transportation or water.~~

7. Residential, urban: ~~All~~ Residential development within areas of city impact, or within planned communities.
8. Rural residences: Residential lots in rural areas with lot sizes smaller than five acres due to legal nonconforming status; or, due to having been approved as a farm development right on property forty acres or larger.
9. Urban: Uses characteristic of city life, including a variety of housing types and densities, a variety of commercial and industrial types and intensities, availability of goods, services and employment, and urban public facilities.
10. Urbanization: The transition from rural usage of the land to urban uses characteristic of city life; or, an increase in the density and intensity of suburban or city land uses. Urbanized areas are characterized by a variety of housing types or densities, availability of goods, services and employment and provision of urban ~~services~~ public facilities.
11. Urban public facilities: Library, park, electricity, telephone, water system, central wastewater collection and treatment, streets, transit, police, fire and paramedic capital facilities provided by a city, a planned community provider outside an area of city impact, a taxing district or a regulated public utility
12. Urban service planning area: The area within an area of city impact where urban ~~services~~ public facilities are available or planned, as provided and described in the city's comprehensive plan.
13. ~~Urban services: Facilities, utilities and other services that are typically provided to residents within areas of city impact which include central water, municipal or central wastewater collection and treatment, public safety, public schools, street maintenance, parks and recreation, public transportation, libraries and storm drainage.~~

RESOLUTION NO. 1659

RESOLUTION OF THE BOARD OF ADA COUNTY COMMISSIONERS ADOPTING AN AMENDMENT TO THE 2007 ADA COUNTY COMPREHENSIVE PLAN

At a meeting of the Board of Ada County Commissioners, State of Idaho, held on the 1st day of February, 2010, the following Resolution was adopted, to wit:

WHEREAS, on November 27, 2007, the Board of Ada County Commissioners adopted the 2007 Ada County Comprehensive Plan by Resolution No. 1518; and,

WHEREAS, on June 24, 2008, the Board of Ada County Commissioners adopted an amendment to the 2007 Ada County Comprehensive Plan by Resolution No. 1556; and,

WHEREAS, petition forms were prepared and submitted by Ada County Development Services on July 28, 2009, along with a letter of petition dated July 28, 2009, and a draft amendment to the 2007 Ada County Comprehensive Plan, dated August 27, 2009; and,

WHEREAS, Development Services staff scheduled the draft amendment for public hearing before the Planning and Zoning Commission of Ada County ("Commission"), to be held on October 15, 2009, notified the six cities and other agencies of this petition and solicited their comments; and,

WHEREAS, legal notice of the Commission's hearing was published in The Idaho Statesman on September 29, 2009 and October 6, 2009; and public service announcements were released to the media on September 23, 2009; and,

WHEREAS, the Commission held a public hearing on the draft comprehensive plan amendment on October 15, 2009 to receive public testimony; the matter was tabled to October 29, 2009; and,

WHEREAS, on October 29, 2009, the Commission held a public hearing on the draft comprehensive plan amendment and made a recommendation to adopt the comprehensive plan amendment to the Board of Ada County Commissioners; and,

WHEREAS, Development Services staff scheduled the proposed comprehensive plan amendment for public hearing before the Board of Ada County Commissioners, to be held on January 13, 2010, notified the six cities and other agencies of this proposed comprehensive plan amendment and solicited their comments; and,

WHEREAS, legal notice of the Board of Ada County Commissioners hearing was published in The Idaho Statesman on December 29, 2009 and January 5, 2010; and public service announcements were released to the media on December 28, 2009; and,

WHEREAS, Idaho Code § 67-6509(a) allows the Planning and Zoning Commission to recommend the plan, amendment to the plan, or repeal of the plan to the governing board.

WHEREAS, Idaho Code § 67-6509(b) provides that the Board may adopt, amend or repeal a Comprehensive Plan.

BE IT THEREFORE RESOLVED by the Board of Ada County Commissioners that the amendments to the 2007 Comprehensive Plan, as contained in Exhibit A attached, be adopted.

APPROVED AND ADOPTED this 1st day of February, 2010.

Board of Ada County Commissioners

By: _____
Fred Tilman, Chairman

By: opposed - S.M.U.
Sharon M. Ullman, Commissioner

By: _____
Rick Yzaguirre, Commissioner

ATTEST:

_____
J. David Navarro, Ada County Clerk

Ada County
COMPREHENSIVE PLAN
Update

Revisions to the 2007 Ada County Comprehensive Plan

The revisions are in strike-out/underline format.

INTRODUCTION

On page I-5 under the Comprehensive Plan Components section delete the last paragraph and two bullet points.

~~In addition to addressing the elements listed above, the 2005-2007 Comprehensive Plan update process entailed preparation of other plans, which may be incorporated into the Plan when adopted:~~

- ~~North Foothills Sub-Area Plan.~~
- ~~Parks, Waterways, Open Space and Trails Plan.~~

On page I-6 under the Plan Update and Public Participation Processes section delete the following paragraph and the first sentence of the following paragraph.

~~In addition to these efforts, the County and consultants conducted two other more detailed planning efforts, as a part of and concurrently with the Comprehensive Plan update. They were, development of a Sub-Area Plan for the North Foothills area and preparation of a Parks, Recreation and Open Space Plan. The North Foothills Sub-Area is bounded by the Ada County line to the north and west, Highway 55 to the east, and approximately the current Eagle and Star Areas of City Impact boundaries to the south. The Sub-Area Plan includes information about the location of sensitive areas that may be targeted for conservation, areas most appropriate for future growth and development, future public facility or infrastructure needs. The Parks and Open Space Plan identifies primary County responsibilities related to parks, waterways, trails and open space; proposed standards for facilities and land acquisition; and goals, policies and action measures to meet future needs.~~

~~Results of these and other efforts have been integrated into this updated Plan.~~ This Plan is expected to be updated regularly in the future to reflect changing conditions in the County, as well as more specific

planning efforts that may be undertaken in the future. Regular review and update of the Plan, as well as regular review of the Plan as part of land use, budgeting, work planning and other decisions, will ensure that the Comprehensive Plan remains a vital, living document.

On page I-8 under the Implementation Process and Priorities section modification of a bullet point.

Implementation is the most important phase of the planning process. It is the process that is intended to transform the goals and policies of the Comprehensive Plan into actions. A comprehensive plan, no matter how well crafted, is of little value if it is not implemented and used by both County officials and the public. The implementation of the Ada County Comprehensive Plan will be accomplished through the following measures:

- Application of the Ada County Zoning regulations, consistent with this Plan.
- Implementation of appropriate measures as recommended through the Blueprint for Good Growth planning process.
- Administration of the Ada County development review process.
- Application of policies in this plan, and such other policies, resolutions, or ordinances as may be adopted by the Board of Ada County Commissioners.
- Adoption of Sub-area plans and follow up development standards~~, including the North Foothills Sub-Area Plan and similar future efforts~~.
- Continued coordination with other local jurisdictions, state and federal government agencies, community groups and citizens.
- Education, adoption and practice of conservation measures both in County facilities and new development.
- Economic and financial considerations.

CHAPTER 5. LAND USE

On page 5-7 under the Areas of City Impact section the addition of an omitted word in the last paragraph.

As of this writing, each city in the County is reviewing the Blueprint for Good Growth Plan and may, in the future, adjust its Area of City Impact boundary based on the recommendations of the Blueprint Plan and any resulting intergovernmental agreements. These impact area adjustments must be negotiated by each of the affected cities with the Board of Ada County Commissioners.

On page 5-7 through page 5-8 changes made to the Planned Communities section.

Planned Communities

This Plan and the County's zoning ordinance currently allow for the development of Planned Communities within and outside Areas of City Impact. The Blueprint plan encourages Planned Communities to be developed in cities and Areas of City Impact, while also allowing for and assuming their continued development outside of Areas of City Impact. ~~Planned Communities are required to include a mixture of compatible land uses, provide for connectivity within the community, and conservation of open space, and incorporate integrated design themes for all aspects of the community. They should have a high degree of self-sufficiency, particularly when located outside of areas of city impact, including funding the provision and ongoing operation of all essential public services, and include or be in close proximity to a wide variety of commercial and community facilities. Planned Communities are required to place an emphasis on community character, creating a sense of community. They are expected to be innovative in their approach to site planning and development.~~

~~As of this Comprehensive Plan update (2006/2007), three Planned Communities had been approved in the County – Hidden Springs and Avimor, east of Highway 55, both in the Central Foothills north of Boise and northeast of Eagle and The Cliffs, located east of Boise, north of the Boise River and Highway 21. In addition, several more Planned Communities were being contemplated, with applications in varying states of preparation. Many of them were proposed to be located in the south-central portion of the County, primarily south of the City of Boise and north of the Union Pacific Railroad (UPRR) rail corridor. Several other large Planned Communities were being proposed or contemplated in the North Foothills (north of Eagle).~~

~~Development of Planned Communities is governed by the policies of this Plan, as well as the County's zoning and subdivision ordinance. These ordinances allow developers to prepare community-specific comprehensive plans, zoning ordinances and design guidelines, consistent with County requirements. As noted above, they also require such communities to pay for and provide for such services, both internally and in terms of their impacts on regional facilities needed to support them.~~

On page 5-9 through 5-12 changes made to the Comprehensive Plan Map section.

Comprehensive Plan Map

The generalized map of future land uses identifies the current vision for a future mix of land uses to implement the county's many diverse goals. Generalized land use recommendations set forth in this plan emphasize the importance of cooperative planning and development among the various jurisdictions and agencies throughout the county. The ~~major~~ general types of areas ~~land uses~~ reflected on the Comprehensive Land Use Map are as follows:

- ~~Cities and Areas of City Impact~~ Incorporated Areas and Areas of City Impact. The map shows the

locations of currently negotiated Areas of City Impact. ~~The county and cities are in the process of reviewing and agreeing on proposed new future area of impact boundaries. This map will be updated to reflect new agreed upon boundaries in the future, as needed.~~ As noted previously in this plan, cities negotiate applicable comprehensive plan policies with the County to apply within Areas of City Impact. Policies for changes to area of impact boundaries and development within Areas of City Impact are found under Goals 5.2 through 5.5 and related policies and implementation actions in this plan. Given the scale of the maps in this plan, the future land use map does not distinguish among different jurisdictions but only shows areas of impact generally. Information about the location of each jurisdiction's negotiated Areas of City Impact may be obtained from the County or respective city. Land within Areas of City Impact ultimately is expected to become urban through a combination of new and infill development, although there may be opportunities for other types of development consistent with Area of City Impact agreements.

- Rural area. The unincorporated portion of Ada County outside of the areas of city impact of Boise, Meridian, Star, Eagle, Garden City and Kuna. The rural area ~~includes~~ applies to privately owned land in unincorporated Ada County and may include the following, more specific, existing and future land uses ~~and designations~~:

  - ~~Rural/Planned Community designation applies to privately owned land in this portion of the County, with the following types of potential future uses.~~

  - Agricultural use. The county continues to retain a significant amount of agricultural and rangeland (about 240,000 acres in 2006). ~~While f~~Future development and urbanization will result in conversion of agricultural land over the long term, residential and other development should be planned and located to reduce adverse impacts on agricultural operations as development occurs.

  - ~~Opportunities for r~~Rural ~~r~~Residential uses. Future rural residential development in this area should help address the desires of some County residents for a rural lifestyle, while minimizing impacts on agricultural uses, promoting permanent conservation of open space and reducing obstacles to long-term urbanization as cities or Planned Communities expand. ~~Towards this end, the County's Non-farm Subdivision ordinance is recommended to be significantly revised or replaced (see Issues section of this chapter and Chapter 13).~~

  - ~~Planned Communities,~~ Urban Use. ~~subject to the policies of this plan and~~

~~any Sub-Area plan(s) that may be prepared for this area. A number of Planned Communities have been proposed and/or are being contemplated in this area.~~ Future urban development in the rural area should be in the form of Planned Communities. Planned Communities should help address the desires of some County residents for an urban environment with essential services and a variety of amenities. Development of Planned Communities in this area should require the approval of a planned sub-area and the creation of a specific overlay district. ~~will require~~ ~~C~~coordinated planning for the cumulative need of development and/or improvement of major transportation corridors and routes, including Interstate 84, Kuna-Mora Road and railway corridors in the area that could provide opportunities for future rail-based transit should be considered by such plans. ~~A sub area planning process is recommended for the Hwy 55, Hwy 16, Hwy 44 and Kuna-Mora Road corridors (see Chapter 13), in coordination with planning efforts being undertaken by the Ada County Highway District and ITD.~~ Coordination with planning efforts being undertaken by the Ada County Highway District and the Idaho Transportation Department is recommended for the Hwy 55, Hwy 16, Hwy 44 and Kuna-Mora Road corridors. These planning processes should identify the likely location and timing of development of Planned Communities or other uses in ~~this~~ the area, and allow preparation for ~~as well as~~ needed transportation or other public facility improvements required to serve future development.

- ➢ Military Maneuver Area - Department of Defense Orchard Training Range ~~Gunnery Range~~, Hazardous Area. This area is expected to continue to be used for military training exercises and will not be developed for other uses.
- ➢ Snake River Birds of Prey National Conservation Area. Planning and development in this area should be consistent with the Birds of Prey Conservation Area Management Plan. Development adjacent to or in close proximity to the Conservation Area should minimize impacts on the resources within the Conservation Area, consistent with policies of this Plan and of the Bureau of Land Management.

More specific goals, policies and recommended implementation actions for these areas are found in the following sections of this chapter, Chapter 13 (Implementation) ~~and the North Foothills Sub-Area Plan.~~

On page 5-14 changes made to the second implementation action for Goal 5.1.

Implementation Action: Amend the County's zoning map, as needed to be consistent with future land use plans~~, including Sub-Area Plans~~.

On page 5-27 through page 5-36 changes made to the policies and implementation actions of Goal 5.10.

Planned Communities

Goal 5.10: Allow for the development of Planned Communities, consistent with the goals and policies of this Plan, or the applicable city's comprehensive plan as adopted by Ada County, and requirements of the County's zoning and subdivision ordinance. ~~All~~ Planned Communities should: ~~are intended to~~ have a high degree of self-sufficiency; ~~to place an emphasis on community character and heritage and on forming a sense of community~~ a vision for the future; and ~~must demonstrate~~ ability to fund and operate the community's utilities and services ~~are self-supporting~~ so as not to be subsidized by residents living outside the community. ~~Planned Communities are expected to be innovative in their approach to site planning and development.~~

~~Policy 5.10-1: Allow for the development of new towns or communities outside the Areas of City Impact defined as a Planned Community in Appendix A and under the guidance of the goals and policies contained in this element.~~

Policy 5.10-1: A planned community should provide information analyzing the existing conditions of the site and regional impacts from the proposed development to determine the appropriateness of the location and the feasibility of the development's success.

~~Policy 5.10-2: Planned Communities should be considered for approval only when assurances are provided by the developer and/or appropriate public agency that essential public services will be provided, created and financed. Planned Communities should fully fund operations and maintenance of essential public services, with the exception of public schools and libraries (which are funded through user fees, state tax revenues and/ or general funds). Essential public services include, but are not limited to water systems, wastewater collection and treatment systems, public safety services, public schools, streets and roads, paths, parks and libraries. Provision of public facilities should be consistent with other policies of this Plan and coordinated with other affected service providers, including but not limited to ACHD, ITD and any water or sewer service provider with facilities within three miles of the proposed community.~~

Policy 5.10-2: Planned Communities should be developed with assurances that urban facilities will be provided and maintained in a long term fiscally sound manner.

~~Policy 5.10-3: Proposed Planned Communities should have a minimum size of 640 acres, be an assemblage of a contiguous tract of land large enough to function as a small town or urban neighborhood, and include a mixture of residential, community and commercial~~

~~land uses that provide a tax base sufficient to cover the costs of essential public services and government functions that will be needed to support the project.~~

Policy 5.10-3: Planned Communities should be developed with assurances that urban services will be provided and maintained in a long term fiscally sound manner.

~~Policy 5.10-4: Planned Communities outside of Areas of City Impact should include well-planned, pedestrian-oriented retail shops, offices and commercial services. The County will continue to work with cities to develop standards for Planned Communities inside of Areas of Impact.~~

Policy 5.10-4: Encourage the provision of open space and other recreational opportunities.

~~Policy 5.10-5: Planned Communities located within the North, Central and Eastern Foothills as identified on Ada County's Sub-Area Planning Area Map (see Chapter 13) should be designed to minimize impacts on deer winter range, aquifer recharge, hunting geothermal resources, steep slopes and visually sensitive areas; provide substantial open space; and be consistent with policies of this Plan and any applicable specific or Sub-Area plans.~~

Policy 5.10-5: Encourage the location of Planned Communities outside of hazardous areas.

~~Policy 5.10-6: Applicants for Planned Communities should be required to consult with nearby landowners and neighborhood groups prior to submitting their applications.~~

Policy 5.10-6: Minimize adverse impacts upon the delivery of services by a political subdivision or regulated public utility.

~~Policy 5.10-7: Applications for Planned Communities should fully assess the land-use, public-service, environmental and transportation impacts associated with locating the development outside Areas of Impact if proposed in such locations. For Planned Communities that will create unanticipated employment or population shifts, an assessment of these impacts should be made by the applicant.~~

Policy 5.10-7: Encourage the protection of wildlife and their habitat.

~~Policy 5.10-8: Applications for Planned Communities should provide for an evaluation and consideration of existing conditions that identifies environmental constraints and measures to minimize impacts on those resources, consistent with other policies of this Plan, County zoning and subdivision ordinances and other County requirements. Development should be designed for compatibility with the natural environment taking into consideration the topography, drainage and other natural systems. Development should not be located in geologic and environmental hazard areas unless it can be shown that it can occur without threatening public health and safety.~~

~~Policy 5.10-9: Independent technical studies are required for new subsurface sewage disposal systems proposed for areas with high soil permeability, shallow water tables, shallow aquifers or geologic hazards. Planned Communities should prevent contamination of groundwater with seepage, stormwater and wastewater by connecting to central water, sewer and using Best Management Practices for stormwater management.~~

~~Policy 5.10-10: Planned Communities should be required to incorporate design elements that limit water use, including the use of native and low-water use plant species in landscaping, water reuse, use of low-flow plumbing fixtures and other, similar measures.~~

~~Policy 5.10-11: Planned Communities located within urban/rural interface lands should implement fire safety standards for new construction, to reduce the threat of loss of life and property from wildfire hazards.~~

~~Policy 5.10-12: Planned Communities located near the Boise River should protect and preserve the natural beauty and habitat of the Boise River and land abutting the river, established black cottonwood forest preserves and wildlife sanctuaries; should retain the floodway of the Boise River in a natural state as a greenbelt, wildlife habitat and open space-recreation area. They should protect the Boise River floodplain, banks, related ponds and canyon rims from incompatible development, as well as guide recreational use of those areas. Development located near the Boise River should provide the continuation of the Boise River Greenbelt. Planned Communities are encouraged to provide scenic access points that are handicapped accessible to the general public.~~

~~Policy 5.10-13: Development within Planned Communities proposed to be located within or less than one mile from the Birds of Prey Conservation Area should minimize adverse impacts on natural resources within the Conservation Area. Developers should work with County and Bureau of Land Management staff to reduce impacts through location of open space, buffering and/or other strategies.~~

~~Policy 5.10-14: Development within Planned Communities located in or near a 100-year floodplain should be consistent with policies 6.2-1 through 6.2-18 in Chapter 6 (Natural Resources – Floodplains) of this Plan.~~

~~Policy 5.10-15: Development within Planned Communities should be consistent with policies 6.7-1 through 6.7-4 in Chapter 6 (Natural Resources – Drainageways) and policies 7.6-1 through 7.6-7 (Chapter 7 – Public Facilities, Storm Drainage) of this Plan.~~

~~Policy 5.10-16: Development within Planned Communities should incorporate pedestrian walkways. Bicycle pathways should be required to have plans or provisions in place that will allow for them to connect to transit facilities and alternate modes of transportation to increase ridership and decrease trip generation at such time as transit services may be provided~~

~~by a public agency. The applicant is encouraged to establish a continuous network of sidewalks, bicycle, pedestrian and equestrian paths to link neighborhoods, parks, schools, and open space, and to establish external linkages. Employers within Planned Communities should be encouraged to promote other measures to reduce auto travel, including flex-time, carpooling, telecommuting and similar approaches.~~

~~Policy 5.10-17: The applicant is encouraged to rehabilitate and retain existing historic structures, and to avoid or reduce impacts to any unique geological, archaeological or historical use.~~

~~Policy 5.10-18: Require the adoption of distinctive and effective planning and zoning regulations to guide the development of each Planned Community, consistent with the policies of this Plan.~~

~~Policy 5.10-19: Permit the adoption of a community-specific plan for each Planned Community as an amendment to the Ada County Comprehensive Plan.~~

~~Policy 5.10-20: Require appropriate design criteria to be an integral part of the development regulations created for all phases of each Planned Community. The applicant should establish density and development standards designed to protect existing terrain, steep slopes, benches, floodways, habitat areas and ridge lines. The applicant should provide for preservation of existing healthy trees and rare plants throughout the Planned Community. New landscaping in residential areas should respect and incorporate distinctive elements of the natural or existing landscaping and incorporate the use of low water-use plant species. Energy-efficient structures and energy conservation are encouraged, consistent with goals and policies of Chapter 12 of this Plan. The applicant is encouraged to promote area beautification and community identity through sign, landscaping and streetscaping design standards that are specific to the community. Landscaping and beautification along state highways, arterials and parking lots should be required, with special treatment at each of the following entryway corridors:~~

- ~~McDermott Road I-84 interchange~~
- ~~Orchard-Mayfield Road I-84 interchange~~
- ~~State Highways 16, 20/26, 21, 44, 55 and 69~~
- ~~Or other corridors as adopted in a city comprehensive plan~~

~~Policy 5.10-21: Proposals for Planned Communities should avoid or mitigate negative effects on wildlife habitat based on a Wildlife Mitigation Plan or wildlife habitat assessment. Wildlife Mitigation Plan applicants should be required to coordinate with the Idaho Department of Fish and Game to identify and resolve potential problems that may arise concerning land use changes in or adjacent to critical wildlife habitat. Development adjacent to wildlife preservation areas should minimize adverse impacts to critical wildlife habitat. Planned Communities should ensure that land, air, water and wildlife resources are properly managed.~~

~~Policy 5.10-22: Application for industrial development within Planned Communities should conform with the adopted local, State and Federal standards and County policies 5.4-1 through 5.4-4.~~

~~Policy 5.10-23: Planned Communities should provide for a variety of housing types and designs.~~

~~Policy 5.10-24: Employment opportunities for residents of Planned Communities should be provided within each Planned Community as may be appropriate.~~

~~Policy 5.10-25: On-site parks, open space, trails and recreation facilities should be provided by the developer, appropriate for the location and planned density and demographics of the proposed Planned Community, and consistent with park and open space requirements and standards of this Plan, County's zoning and subdivision ordinance and the County's Parks, Open Space and Trails Plan. Open space should be provided to protect and manage natural and manmade drainage ways, riparian and identified wetland areas. The applicant is encouraged to dedicate parks and open space for public use where appropriate and consistent with policies and requirements in this chapter, Chapter 9 of this plan and the County's zoning ordinance.~~

~~Policy 5.10-26. In designing open space and trails, the applicant is encouraged to utilize the Ada County Ridge-to-Rivers Pathway Plan and the County's Parks, Open Space and Trails Plan, and to cooperate with public agencies and adjacent private landowners in their land management efforts. Internal trail systems should provide opportunities to connect to existing or planned public trail systems in adjacent areas. Development of trails systems also should be coordinated with transportation programs and agencies, adjacent landowners, irrigation projects and other applicable stakeholders.~~

~~Policy 5.10-27: Development within a Planned Community should be consistent with the adopted community-specific plan for that Planned Community and area of city impact agreement if located in within an area of city impact.~~

~~Policy 5.10-28: Planned Community applications should include, but are not limited to, the contents described below:~~

~~a. Vision statement for the use and design of the subject site;~~

~~b. Series of coordinated goals, objectives and policies implementing the aforementioned vision statement and addressing residential, commercial and industrial development, schools, air and water quality, recreation facilities, special or sensitive areas, the provision of essential public services and utilities, and the provision of irrigation delivery systems;~~

~~c. Proposed distribution and intensity of land uses;~~

~~d. Anticipated phasing plans showing the provision of a balanced mixture of land uses;~~

~~e. Anticipated population at completion;~~

~~f. General land use map designating land use categories for the entire Planned Community area and depicting irrigation delivery systems, if constructed, and essential public services associated with these land uses such as: water, public safety services, wastewater collection and treatment, public schools and streets, as determined in consultation with the respective responsible agencies;~~

~~g. Narrative analysis describing pre-development site conditions including, but not limited to: detailed topographic map with slopes, views and exposures. Geologic conditions, structure, and properties. Soil types, properties, and depth. Hydrology, drainage, watersheds, existing bodies of water, shorelines, wetlands, groundwater conditions and irrigation delivery systems. Physical site dynamics and geomorphology (flooding, erosion, landslides). Climate and wind factors. Vegetation, wildlife and habitat considerations. Cultural resources including, but not limited to, historic and archaeological sites and finds. General land use patterns on-site and within one mile of the Planned Community perimeter;~~

~~h. Description of central design concepts that create themes to guide land use development and to integrate a mixture of land uses. These concepts should consider careful placement of public and quasi-public land uses, ample open space areas interconnecting all phases of development with appropriate landscaping, and provision of specific guidelines for construction and placement of improvements; and~~

~~i. Description of impacts on area groundwater quality and quantity and proposed measures to address and/or mitigate such impacts.~~

~~j. A map depicting any sub-areas or districts; and~~

~~k. Design and Dimensional Standards including, but not limited to: principal permitted, accessory, conditional and prohibited uses; setback areas; structure heights and bulk; building and impermeable surface coverage; lot sizes; landscape and open space areas; street frontage and street access; signage; on and off-street parking; energy and water conservation and protection; grading; and design guidelines and standards for buildings and site improvements.~~

~~l. Programs designed to achieve trip capture, dust control and other air quality mitigation.~~

~~Policy 5.10-29: Developers of Planned Communities should provide, at their cost, prior to being deemed complete, a detailed economic analysis of the costs of their project and its impacts upon the existing infrastructure and services and any costs of providing and maintaining new infrastructure or services that may be required to serve the project, including but not limited to public streets, school districts, fire districts, water systems, wastewater collection and treatment systems, air quality programs, water quality programs, solid~~

~~waste disposal, law enforcement, recreation and open space, irrigation districts, library districts, and emergency medical services; and, the costs of mitigation of short-range and long-range tax and fee shortfalls.~~

~~Policy 5.10-30: Required studies associated with Planned Community applications and agency comments will be considered current and acceptable for a reasonable period of time from the date of original application submittal. The Director, Commission or Board may make a determination that significant changes in conditions have occurred that may require updating, new analysis, or studies of specific issues.~~

~~Policy 5.10-31: Upon the request or concurrent of a Planned Community developer, allow lands adjacent to that Planned Community development, subject to the approval of a new Planned Community application, to become a part of the Planned Community and developed in accordance with the zoning regulations governing the Planned Community.~~

~~Policy 5.10-32: Encourage innovative forms of development to provide opportunities and incentives for the development of neighborhoods.~~

~~Policy 5.10-33: Commercial areas within Planned Communities should not be located near existing or planned elementary and junior high school areas without school district approval.~~

~~Policy 5.10-34: Concurrent with approval of a planned community, its location should be reflected in the County's Comprehensive Plan. Planning for transportation improvements necessitated by the community should also be coordinated concurrently with ACHD, ITD or both and any needed updates to their long-term Capital Improvements Plan should be identified.~~

~~Policy 5.10-35: To perpetuate the wildlife resources, planned community developments should be designed to mitigate impacts to wildlife or habitat values through development or design standards related to habitat enhancement, open space preservation, conservation or development easements, or other means.~~

~~Policy 5.10-36: In determining allowed residential and mixed use densities in Planned Communities, the County should consider the adequacy of public facilities, consistency with ACHD long-range transportation plans, proximity to existing employment centers and physical site conditions, as well as the availability of a long-term supply of water.~~

~~Policy 5.10-37: Planned Communities permitted outside Areas of City Impact should be required to minimize adverse impacts on adjacent rural residential development through techniques such as buffering, vegetative screening, location of open space, landscaping, traffic calming or other mechanisms.~~

~~Implementation Action: Identify locational criteria for future Planned Communities, such as availability of an adequate long-term water supply or ability to obtain water from another service provider, relative~~

~~degree of environmental constraints, and other factors.~~

~~Implementation Action: Use locational criteria to identify appropriate and inappropriate locations for Planned Communities, including as part of future sub-area planning efforts; map such locations.~~

Implementation Action: Work with cities to develop common plans allowing ~~ordinances or regulations for~~ Planned Communities to be located within Areas of City Impact. ~~Update County zoning ordinances to define requirements for Planned Communities within Areas of City Impact.~~

~~Implementation Action: Update County zoning ordinances to refine requirements for open space preservation within and around Planned Communities.~~

Implementation Action: Work with adjacent counties to develop a process to jointly review Planned Communities proposed in areas that cross county lines.

~~Implementation Action: Update County zoning ordinances to require participation of adjacent water and sewer service providers in the planned community review process and allow for consideration of extension of such services to serve a proposed planned community as one option for service provision or management of systems. Such participation will not constitute review or approval authority by other service providers.~~

Implementation Action: Regularly assess the level of development occurring in Planned Communities. If the total number of lots platted in the rural Tier, including Planned Communities, exceeds seven percent (7%) of the total lots platted in the county in a given year, consult with members of the Blueprint for Good Growth Consortium regarding city or county plan policies and regulations needed to encourage more infill development.

On page 5-36 deleted second implementation action under Goal 5.11.

~~Implementation Action: Promote Sub-Area Planning processes for the Foothills, building on previous studies and planning efforts in this area, including the Boise Foothills Plan.~~

CHAPTER 7. PUBLIC SERVICES, FACILITIES & UTILITIES

On page 7-22 changes made to policies and implementation actions under Goal 7.2.

Goal 7.2: Provide accurate information, conduct quality land use analysis, and administer development application processes in an efficient manner.

Policy 7.2-1: Conduct plan review, permitting and inspections processes in a manner that facilitates efficient and orderly development.

Policy 7.2-2: Review and update the Comprehensive Plan every five to ten years. Develop a process and criteria to incorporate significant policy changes or new information in the Comprehensive Plan more frequently, as such initiatives are completed.

~~Policy 7.2-3: Prepare specific or sub-area plans to identify compatible land uses and public service needs.~~

Policy 7.2-3~~4~~: Revise zoning and subdivision ordinances in accordance with the adopted Comprehensive Plan and adopt, as necessary, specialized planning tools.

Policy 7.2-4~~5~~: Retain on file and make available to the public the final disposition of all development applications.

Policy 7.2-5~~6~~: Adopt or amend County ordinances, as needed to implement policies included in this Plan.

Policy 7.2-6~~7~~: Provide ample opportunities for public participation in planning and permitting processes and decisions through public hearings, notification of affected residents and property owners, use of the County's Web site, opportunities to provide written comments and other outreach tools.

Policy 7.2-7~~8~~: Provide ample public notification of planning and permitting activities through the use of a variety of media (e.g., newspaper, TV, radio, mail, etc).

Implementation Action. Evaluate the County zoning ordinance and development code to identify opportunities to streamline or otherwise improve the efficiency and effectiveness of development review and permitting provisions; implement recommendations of that assessment.

~~Implementation Action. Identify sub-areas appropriate for more detailed planning processes to help identify future planning and service needs prior to development.~~

Implementation Action. Update the County zoning ordinance, as needed to implement the results of future sub-area planning processes.

On page 7-23 the deletion of the fourth and fifth implementation action under Goal 7.3.

~~Implementation Action: Incorporate energy conservation requirements as an approval criteria for planned communities and planned unit developments.~~

~~Implementation Action: Incorporate energy conservation approaches in Sub-Area planning processes.~~

CHAPTER 8. PUBLIC FACILITIES AND SERVICES

On page 8-12 changes to the third implementation action under Goal 8.1.

Implementation Action. ~~Use the Sub-Area planning process to p~~Plan for and design well-connected street and bike/pedestrian pathway systems, to preserve transportation corridors, future transit routes, road extensions, and to facilitate access management plan.

On page 8-17 changes to the last implementation action under Goal 8.7.

Implementation Action. ~~Use the Sub-Area planning process to P~~plan for facilities for alternative modes of transportation.

CHAPTER 9 – RECREATION

On page 9-18 through page 9-19 changes to the Open Space section.

OPEN SPACE

Proposed level of service. A minimum level of service standard of 4.0 - 5.0 acres per thousand residents is proposed.~~, which would translate into a need for 200 - 738 acres.~~ This standard is proposed for unincorporated areas~~ outside of Planned Communities~~. ~~Separate standards for open space within or directly adjacent to Planned Communities are being recommended (see below).~~ This recommendation assumes the following:

- There is a significant amount of land within the County owned by local, state and federal agencies (hundreds of thousands of acres). Much of this land can be expected to continue to be used primarily as open space.
- Regional parks described previously will help meet open space needs.
- Open space provided through Planned Community requirements also will help meet open space needs in unincorporated areas.

A higher standard could be proposed in the future based on a more detailed County-wide study of open space needs. Counties in some parts of the western U.S. (primarily Colorado) have significantly higher standards for open space acquisition, although they also have dedicated funding sources, something the County currently lacks.

~~Standards recommended for open space to be provided within Planned Communities are summarized in Table 9.6. Opportunity areas are identified below.~~

Priority Locations

Highest Priorities (not in any specific order, except as noted)

- In wildlife habitat areas
- Agricultural land
- North Foothills

- Land adjacent to riparian areas and drainages
- Along ridgelines

Secondary Priorities (not in any specific order)

- Near special geological or historical sites or features
- Central Foothills
- Areas adjacent to state and federal land to provide additional buffer areas
- Within Planned Communities
- Adjacent to existing recreational areas

On page 9-20 delete Table 9.6 in its entirety.

~~**TABLE 9.6: RECOMMENDED STANDARDS FOR PLANNED COMMUNITIES**~~

~~Types of Residential Community~~	~~Recommended Minimum Total Natural Open Space~~	~~Minimum Required Developed Open Space~~
~~Conservation/Preservation~~	~~30% of gross acreage~~	~~10 acres per 1,000 population~~
~~Foothills/Hillside~~	~~30% of gross acreage~~	~~10 acres per 1,000 population~~
~~Wetland/Floodplain~~	~~25% of gross acreage~~	~~10 acres per 1,000 population~~
~~Golf/Resort~~	~~15% of gross acreage~~	~~10 acres per 1,000 population~~
~~Flatland~~	~~10% of gross acreage~~	~~10 acres per 1,000 population~~
~~Mixed Use Village~~	~~5% of gross acreage~~	~~10 acres per 1,000 population~~
~~Office/Industrial/Major Retail~~	~~0% of gross acreage~~	~~10% of gross acreage~~

CHAPTER 10. SPECIAL AREAS OF SITES

On page 10-11 through page 10-12 changes to the fourth implementation action under Goal 10.1.

Implementation Action: Revise county regulations regarding analysis of the historic potential of proposed development sites, including:

- Clearly define the meaning of "the Ada County historic resources inventory" as used in the Ada County Code, to include all resource surveys conducted by Ada County.
- Require a record search from the State Historic Preservation Office (SHPO) as part of the development review process.
- For planned communities, require a cultural/historic/archaeological resources reconnaissance survey and SHPO record search, with the findings of the report being a consideration in the design of the project proposal.
- ~~For planned communities, require that developers follow recommendations made as part of the cultural/historical/archaeological resources reconnaissance survey.~~

- ~~Require that planned community applications make a finding that such proposals are in compliance with the policies of this section of the Ada County Comprehensive Plan.~~
- ~~Require preparation of a historical/archaeological/cultural resource report for construction proposals that are covered by Section 106 of the Historic Preservation Act of 1966.~~

CHAPTER 13. IMPLEMENTATION

Recommended Changes

On page 13-1 delete the sixth bullet point in the introduction.

- ~~Adoption of Sub-area plans and follow up development standards, including the North Foothills Sub-Area Plan and similar future efforts.~~

On page 13-3 delete section 13.3 Sub-Area Planning and delete Figure 13.1 on page 13-4.

13.3 ~~Sub-Area Planning~~ Reserved

~~As part of the update of this Plan, the County is preparing a more detailed plan for the North Foothills Sub-Area. Preparation of this plan will entail an extensive public involvement and review process. The North Foothills plan will identify areas that are more or less appropriate for development because of environmental constraints and other factors. It will identify the potential location of future transportation corridors, standards for determining the need for other public improvements, and recommended development intensities and patterns. Finally, the Sub-Area Plan will describe measures needed for its successful implementation.~~

~~The North Ada Sub-Area Plan will be the first of its kind prepared for the County. The County expects to prepare or to work in conjunction with other jurisdictions or entities to prepare additional Sub-Area plans in the future to provide more detailed guidance for planning in areas where growth is expected. The accompanying map, Figure 13.1, identifies preliminary recommendations for future sub-area planning efforts.~~

~~**[Figure 13.1 Sub-Area Planning Boundaries]**~~

On page 13-7 through page 13-8 changes to section 13.8 Implementation Priorities.

13.8 Implementation Priorities

Each chapter of this plan identifies a variety of recommended implementation measures to achieve the goals, objectives and policies of this plan. A number of these measures were identified as of particularly high priority. These include:

- ~~Adoption of zoning ordinance amendments and other tools needed to implement the North Foothills~~

~~Sub-Area Plan. These are expected to include but not be limited to the following actions:~~

~~Short-Term Measures~~

- ~~Adopt Plan maps showing features to protect and/or plan for~~
- ~~Identify areas appropriate for development in an ultimate buildout scenario.~~
- ~~Establish recommended densities in ultimate buildout.~~
- ~~Develop regulations for protection of mapped resources~~
- ~~Develop standards for the dedication of easements for trails or other linkages (e.g., wildlife corridor connections)~~
- ~~Provide incentives for permanently protecting open space~~
- ~~Coordinate and integrate ACHD transportation plans and requirements~~

~~Long-Term Measures~~

- ~~Partner with other public agencies, landowners and private organizations to identify and pursue funding mechanisms such as bonds, taxes, or fees to purchase or set aside open space in N. Foothills~~
- ~~Partner with public and non-profit groups to conduct outreach and advocacy for open space easements~~
- ~~Conduct further research on potential tools and guidelines to minimize development impacts in mapped view protection areas~~

- ~~Preparation of additional sub-area plans in priority planning areas. Future Sub-area plans should incorporate the following objectives and products:~~
  - ~~Identify areas most and least appropriate for development.~~
  - ~~Recommend areas targeted for open space conservation and environmental protection.~~
  - ~~Determine key service needs, including potential future transportation and utility corridors.~~
  - ~~Identify needed implementation measures.~~
  - ~~Involve major landowners, adjacent cities and other service providers and County residents.~~
- ~~Refinement and adoption of open space standards for Planned Communities. Preliminary, minimum standards have been developed and adopted by the County. Additional recommended standards also have been identified. These standards should be refined, if needed, and adopted for incorporation into the County's zoning ordinance and future Planned Community applications and plans.~~
- Exploration of the feasibility of implementing a Transfer of Development Rights (TDR) program to help protect environmentally sensitive and other important resources and areas. In assessing the feasibility of using this tool, the County should consider the following factors:

- ✓ **Identification of specific sending and receiving areas.** Sending areas are those areas where the County wishes to avoid or limit future development in order to protect sensitive environmental or other resources. Receiving areas should be those most appropriate for growth due to the ability to provide future urban services, minimize impacts of development on environmental and other features, and develop and use land in an efficient manner. Clear criteria must be developed to identify both types of areas.
- ✓ **Ensure there is a market for development rights.** Some County regulations may need to be modified to ensure that there is an incentive to transfer development rights from one area to another. If there is an overabundance of land available for development, the market for density transfers will be limited. The supply of such land must be constrained in some way for a transfer of development rights program to be effective.
- ✓ **Provide adequate staff and other resources for administration.** Typically, TDR programs can be complex and costly to administer. Before embarking on such a program, the County must ensure that it has adequate staff and/or outside expertise to effectively administer the program. The County may also need to set aside resources to establish a TDR bank. For example, King County, Washington, with one of the most successful TDR programs in the country, earmarked approximately $1 million initially for its TDR bank.
- ✓ **Establish allowable densities for receiving sites.** The value of a development right transferred through a TDR program is based on the ability to increase the density of development in a receiving area. In establishing receiving sites, the County would need to determine how much more density will be appropriate in these areas and ensure that the increase in density acts as a viable incentive. As noted above, it also must ensure there is a market for such density increases. It also is important to coordinate increased density in receiving areas with public facilities planning.
- ✓ **Experience in other jurisdictions.** TDR programs have been established in a number of jurisdictions throughout the U.S. with varying levels of success. The County should query jurisdictions where these programs have or have not succeeded to help identify the factors needed for effective implementation. In the absence of a TDR program, the County could focus on a system of density bonuses, other developer incentives, regulation and land acquisition to meet similar goals. These tools should be pursued regardless of whether the County implements a TDR program.

- Identification of priorities for open space protection and development of a County-wide open space conservation and acquisition program, in partnership with other jurisdictions and citizens of Ada County. Protection of open space in Ada County was a key issue identified by County residents during the last update of this Plan (1996), the Blueprint for Good Growth Planning process, and in the most recent (2005-2006) update of this plan.

While a variety of public agencies and private or non-profit organizations are working or have successfully worked to protect open space in the region, there has not been a collaborative, County-wide effort to identify and fund the preservation of priority areas for future open space conservation. The County, in cooperation with cities, state and federal agencies and community groups, should begin such a process. This effort can build on a number of the other implementation tools discussed in this Plan as well as previous regional planning processes such as Communities in Motion, the Ridge to Rivers Plan and the Parks, Open Space and Trails Plan, which was prepared as part of this latest Comprehensive Plan Update.

- Continued identification and acquisition of land needed for major future transportation corridors. This was identified as a priority by transportation planning agencies and others involved in the last Comprehensive Plan update process. Early identification and acquisition of land for such corridors is essential to preserving opportunities to construct them and keeping land acquisition costs down. Knowing where growth and development is likely to occur is key to identifying future corridors. Sub-area planning processes, identification of appropriate locations for Planned Communities and other planning processes can help meet this objective.
- ~~Adoption of amendments to the County's zoning ordinance to eliminate "non-farm subdivision" provisions. In a number of areas, these developments have created land use conflicts and other issues as areas in which they were originally permitted have urbanized. Issues have included conflicts between rural and urban residential or other land uses, obstacles to efficient use of land for commercial or other non-residential development, difficulties in extending roads and/or other public facilities, conflicts with large acreage property owners, and a misperception that open space is permanently protected.~~
- ~~Adopting different policies and standards for Planned Communities in areas of city impact and rural areas. This updated Plan includes a number of policies that distinguish between requirements and standards for Planned Communities within and outside of Areas of City Impact. These policies should be augmented based on further discussions with cities in the County about appropriate requirements for Planned Communities within their Areas of Impact.~~
- Adoption of additional zoning ordinance amendments identified in this Comprehensive Plan and the Blueprint for Good Growth Plan (September 2006). A variety of implementation measures throughout this Plan include proposed amendments to the County's zoning or subdivision ordinances and/or other planning requirements or standards. Priority zoning ordinance amendments include the following:

  - ✓ Design guidelines.
  - ✓ Revised landscaping regulations.
  - ✓ Oregon Trail Overlay District.

- ✓ Review of Floodplain regulations.
- ✓ Revised hillside development regulations and measures to avoid skylining and protect view sheds.
- ✓ Revised grading regulations that protect property from damage from premature grading without an attendant development application.
- ✓ Refinements to the County's Planned Community ordinance.
- ✓ Uniform school facility siting standards.

- Completion of the Boise River Greenbelt in the unincorporated portion of the County to the County line. Extension of the Greenbelt is a priority for Ada County. The County has identified priority future connections for the Greenbelt. They are described and mapped in Chapter 9 of this Plan. The County will continue to identify potential funding sources and procedures for completing these connections.
- Developing mutually agreed upon development standards within areas of impacts. Currently, County zoning, subdivision and other development standards are applied in areas of impact. Given that these areas eventually will be within incorporated cities, it would be beneficial for development within them to meet city standards. This would be advantageous in terms of consistency with community character, maintenance of public amenities, future application of city standards and other considerations. A process to develop joint standards and/or review and approve city standards for application within areas of impact should be undertaken.

On page 13-13 through page 13-40 changes to implementation actions by chapter.

Goal 5.1: Encourage urban growth within cities, Areas of City Impact, Planned Communities and other areas as may be designated for future growth.

IMPLEMENTATION ACTIONS	Proposed Responsibility
Review, incorporate and adopt, as appropriate, elements of the Blueprint for Good Growth Tier map into the County's Comprehensive Plan Future Land Use Map.	CC, P&Z, AC, S
Amend the County's zoning map, as needed to be consistent with future land use plans~~, including Sub-Area Plans~~.	CC, P&Z, S
Work with cities and public facility providers to establish a process for regular communication and coordination about the location and provision of services to areas where future growth is encouraged to occur and the sequence and timing of future growth, particularly potential or planned expansions	CC, S

of Areas of City Impact.	
Develop and formalize or adopt procedures to incorporate provisions of the Ridge-to-Rivers Pathway Plan into the land use development review process and other land use decisions.	CC, P&Z, S
Develop and adopt procedures for engaging the public in land use planning processes, using a variety of methods to provide the flexibility to use different tools in varying situations to inform and/or solicit comments from residents and stakeholders.	CC, S
Develop and/or amend County Zoning ordinances to ensure that public facility and other related costs of new development are borne primarily by new residents and/or developers.	CC, P&Z, S
Work with individual cities to develop consistent zoning and development regulations that implement the applicable comprehensive plans in Areas of City Impact.	CC, P&Z, AC, S
Update the County's zoning ordinance as needed, to require provision of open space, greenways, bicycle paths and pedestrian linkages between existing or planned parks, schools, neighborhoods and shopping areas as new development and growth occur.	CC, P&Z, S
Work with cities to explore the implementation of an urban separator designation that could be used to help provide buffers and gateways between adjacent jurisdictions.	CC, P&Z, S, AC

Goal 5.10: Allow for the development of Planned Communities, consistent with the goals and policies of this Plan, or the applicable city's comprehensive plan as adopted by Ada County, and requirements of the County's zoning and subdivision ordinance. ~~All~~ Planned Communities should: ~~are intended to~~ have a high degree of self-sufficiency; ~~place an emphasis on community character and heritage and on forming a sense of community~~ a vision for the future; and ~~must demonstrate~~ ability to fund and operate the community's utilities and services ~~are self-supporting~~ so as not to be subsidized by residents living outside the community. ~~Planned Communities are expected to be innovative in their approach to site planning and development.~~

IMPLEMENTATION ACTIONS	Proposed Responsibility
~~Identify locational criteria for future Planned Communities, such as proximity to or availability of central water and sewer services, relative degree of environmental constraints, and other factors.~~	~~CC, P&Z, AC, S~~
~~Use locational criteria to identify appropriate and inappropriate locations for Planned Communities; map~~	~~CC, S~~

IMPLEMENTATION ACTIONS	Proposed Responsibility
~~such locations.~~	
~~Update County zoning ordinances to define requirements for Planned Communities within Areas of City Impact.~~ Work with cities to develop common ~~ordinances or regulations~~ plans allowing for Planned Communities to be located within Areas of City Impact. ~~Update County zoning ordinances to define requirements for Planned Communities within Areas of City Impact.~~	CC, P&Z, AC, S
~~Update County zoning ordinances to refine requirements for open space preservation within and around Planned Communities.~~	~~CC, P&Z, S~~
Work with adjacent counties to develop a process to jointly review Planned Communities proposed in areas that cross county lines.	CC, S

IMPLEMENTATION ACTIONS	Proposed Responsibility
~~Update County zoning ordinances to ensure participation of adjacent water and sewer service providers in the planned community review process and allow for consideration of extension of such services to serve a proposed planned community as one option for service provision or management of systems. Such participation will not constitute review or approval authority by other service providers.~~	~~CC, P&Z, AC, S~~
Regularly assess the level of development occurring in Planned Communities. If the total number of lots platted in the rural Tier, including Planned Communities, exceeds seven percent (7%) of the total lots platted in the county in a given year, consult with members of the Blueprint for Good Growth Consortium regarding city or county plan policies and regulations needed to encourage more infill development.	CC, P&Z, AC, S

Goal 5.11: The Foothills are recognized and valued as a landscape that defines our region. The foothill provide many environmental values such as winter range for deer, aquifer recharge, open space and a dramatic visual backdrop for residents of the entire region. Ada County seeks to balance the natural beauty and environmental values of its foothills with rights of property owners as well opportunities for development that is sensitive to and compatible with environmental resources in this area.

IMPLEMENTATION ACTIONS	Proposed Responsibility
Update County zoning ordinances to adopt the City of	CC, P&Z, AC

Boise's development standards within the Boise Area of City Impact or adopt alternative development requirements for hillside areas that will meet similar objectives and be consistent with the goal and policies of this section of the Comprehensive Plan.	S
~~Update County zoning ordinances to implement recommendations from the North Foothills Sub-area Plan.~~	~~CC, P&Z, S~~
~~Conduct Sub-Area Planning processes for the Central and Eastern Foothills as shown on the Sub-area Planning Boundaries Map (Figure 13.1) incorporated in this Plan, building on previous studies and planning efforts in this area, including the Boise Foothills Plan.~~	CC, CG, AC, PI, S
Develop additional hillside development criteria including design guidelines for steep slopes and visually sensitive areas, avoidance of skylining and additional grading requirements to prevent erosion and habitat loss.	CC, CG, PI, S
Ada County should coordinate efforts with other governmental agencies, landowners and conservation organizations in the study and development of alternatives to preserve and conserve through management practices and/or public land purchases the resources of the foothills of north Ada County.	CS, AC, PI, CG, S

Goal 7.2: Provide accurate information, conduct quality land use analysis, and administer development application processes in an efficient manner.

IMPLEMENTATION ACTIONS	Proposed Responsibility
Evaluate the County zoning ordinance and development code to identify opportunities to streamline or otherwise improve the efficiency and effectiveness of development review and permitting provisions; implement recommendations of that assessment.	CC, S
~~Identify sub-areas appropriate for more detailed planning processes to help identify future planning and service needs prior to development.~~	~~CC, S~~
Update the County zoning ordinance, as needed to implement the results of future sub-area planning processes.	~~CC, P&Z, S~~

Goal 7.3: Coordinate with providers to develop plans for energy services and public utility facilities for the long-term energy and utility needs of Ada County.

IMPLEMENTATION ACTIONS	Proposed Responsibility
Work with service providers to designate locations of future utility corridors. Adopt or reference a map of these corridors in the Comprehensive Plan. Update these reference maps as necessary to reflect any future National Interest Electric Corridor designations.	CC, S
Prepare and distribute informational materials that promote energy conservation.	CC, S
Adopt and implement guidelines and standards for energy conservation practices within County facilities.	CC, S
~~Incorporate energy conservation requirements as an approval criteria for planned communities.~~	~~CC, S~~
~~Incorporate energy conservation approaches in Sub-Area planning processes.~~	~~CC, S~~
Encourage LEEDS™ (Leadership in Environmental and Energy Design) certification for all public buildings.	CC, S
Create and use incentives for energy-efficient design in private development and construction.	CC, PI, S
Develop a Future Acquisitions Map for inclusion into the Comprehensive Plan that identifies existing and future utility facilities and corridors.	CC, S

Goal 8.1: Coordinate and assist the Ada County Highway District (ADHD) and Idaho Transportation Department (ITD) in developing and managing a well-planned, sustainable, multi-modal transportation system that provides for the safe, efficient, cost effective movement of people and goods and supports the region's residential, commercial, industrial and public development vision.

IMPLEMENTATION ACTIONS	Proposed Responsibility
Establish and/or refine procedures for coordinating with ACHD, ITD, Valley Regional Transit (VRT), COMPASS and other jurisdictions in addressing transportation issues and needs as part of the development review process.	CC, S
Establish and/or refine procedures for regular communication and coordination with ACHD, ITD, VRT and other jurisdictions in addressing long-term	CC, S

transportation planning issues, including through participation in planning processes conducted by COMPASS.	
~~Use the Sub-Area planning process to~~ Pplan for and design well-connected street and bike/pedestrian pathway systems, to preserve transportation corridors, future transit routes, road extensions, and to facilitate access management plans.	CC, S

Goal 10.1: To assist in identifying, preserving, enhancing and protecting those cultural resources that are important to the people of Ada County.

IMPLEMENTATION ACTIONS	Proposed Responsibility
Consider updating the County's zoning ordinances to require providing interpretive signage for any historic resource directly impacted by construction that triggers Section 106 review under the Historic Preservation Act of 1966.	CC, P&Z, S
Develop a resource management plan for historic roads in Ada County.	CC, PI, S
Evaluate the success of County regulations in preserving historic properties that have been redeveloped since 1990.	CC, PI, S
Revise county regulations regarding analysis of the historic potential of proposed development sites, including: Clearly define the meaning of "the Ada County historic resources inventory" as used in the Ada County Code, to include all resource surveys conducted by Ada County. Require a record search from the State Historic Preservation Office as part of the development review process. For planned communities, require a cultural/historic/archaeological resources reconnaissance survey and SHPO record search, with the findings of the report being a consideration in the design of the project proposal. ~~For planned communities, require that developers follow recommendations made as part of the cultural/historical/archaeological resources reconnaissance survey.~~ ~~Require that planned community applications make a finding that such proposals are in compliance with the policies of this section of the Ada County Comprehensive Plan.~~	CC, P&Z, S

IMPLEMENTATION ACTIONS	Proposed Responsibility
~~Require preparation of a historical/archaeological/cultural resource report for construction proposals that are covered by Section 106 of the Historic Preservation Act of 1966.~~ Expand the existing County GIS theme of historic resources to include all sites identified in pre-1998 surveys conducted for Ada County. Clearly define the meaning of "the Ada County historic resources inventory" as used in the Ada County Code, to include all resource surveys conducted by Ada County. Require a record search from the State Historic Preservation Office as part of the development review process. For planned communities, require a cultural/historic/archaeological resources reconnaissance survey and SHPO record search, with the findings of the report being a consideration in the design of the project proposal. ~~For planned communities, require that developers follow recommendations made as part of the cultural/historical/archaeological resources reconnaissance survey.~~ ~~Require that planned community applications make a finding that such proposals are in compliance with the policies of this section of the Ada County Comprehensive Plan.~~ ~~Require preparation of a historical/archaeological/cultural resource report for construction proposals that are covered by Section 106 of the Historic Preservation Act of 1966.~~ Expand the existing County GIS theme of historic resources to include all sites identified in pre-1998 surveys conducted on behalf of Ada County.	
Expand the existing County GIS theme of historic resources to include all sites in pre-1998 surveys conducted on behalf of Ada County.	S
Coordinate with the Ada County Historic Preservation Council to identify financial and other incentives to encourage restoration and protection of historic resources in Ada County and share information with property owners.	CC, PI, S

APPENDIX A. GLOSSARY OF TERMS

Recommended Changes

PLANNED COMMUNITY. ~~A well designed small town or urban-type development characterized by a wide mix of uses, trip capture, and connectivity within the community; conservation of open space, and preservation of environmental attributes; an emphasis on community character and heritage and forming a sense of community; and which demonstrates that its utilities and services are self supporting and not subsidized by residents living outside the community~~. As defined in Title 8 of Ada County Code.

URBAN PUBLIC FACILITIES. ~~Library, park, electricity, telephone, water system, central wastewater collection and treatment, streets, transit, police, fire and paramedic capital facilities provided by a city, a planned community provider outside an area of city impact, a taxing district or a regulated public utility.~~ As defined in Title 8 of Ada County Code.

URBAN PUBLIC SERVICES. As defined in Title 8 of Ada County Code.

RESOLUTION NO. 1720

RESOLUTION OF THE BOARD OF ADA COUNTY COMMISSIONERS ADOPTING AND AMENDING THE COMPREHENSIVE PLAN APPLICABLE IN THE CITY OF EAGLE AREA OF CITY IMPACT

At a meeting of the Board of Ada County Commissioners, State of Idaho, on the 16 day of November, 2010, the following Resolution was adopted, to-wit:

WHEREAS, pursuant to Idaho Code Section 67-6526, the Board of Ada County Commissioners ("Board") adopted via Ordinance 541, the City of Eagle ("Eagle") Comprehensive Plan ("Plan") as applicable in the Eagle Area of City Impact ("AoCI") boundary;

WHEREAS, Ada County Development Services ("ACDS") held a pre-application conference with the Lazy P Partnership to amend the Plan, apply for a zone change, a subdivision, and master site plan for property owned by the Lazy P Partnership in order to allow for commercial development of the property located in the AoCI on March 10, 2010;

WHEREAS, representatives for the Lazy P Partnership held a neighborhood meeting regarding its proposed development on May 27, 2010;

WHEREAS, representatives for the Lazy P Partnership submitted a petition to amend the Plan and application for a zone change, subdivision and master site plan (ACDS File # 201000571 S-ZC-CPA-MSP-DA) (collectively hereinafter "Application") on June 22, 2010;

WHEREAS, ACDS scheduled a public hearing on the Application in front of the Ada County Planning and Zoning Commission ("Commission") for September 9, 2010;

WHEREAS, ACDS notified other agencies of the Application on July 14, 2010;

WHEREAS, on August 9, 2010, property owners within 1,000 feet were notified of the September 9, 2010 public hearing by mail; a public service announcement was issued on August 24, 2010; legal notices were published in the newspaper on August 24 and 31, 2010; notices of the public hearing were posted on the property by August 30, 2010; and the certification of the posted notices was received by September 2, 2010;

WHEREAS, the Commission recommended approval of the Application to the Board at the September 9, 2010 public hearing;

WHEREAS, ACDS scheduled a public hearing on the Application in front of the Board for November 10, 2010;

WHEREAS, ACDS notified other agencies of this Application on September 13, 2010;

WHEREAS, on October 12, 2010, property owners within 1,000 feet were notified of the November 10, 2010 public hearing by mail; a public service announcement was issued on October 27, 2010; legal notices were published in the newspaper on October 26 and November 2, 2010; notices of the public hearing were posted on the property by October 31, 2010; and the certification of the posted notices was received by November 3, 2010; and

WHEREAS, on November 10, 2010, the Board approved the Application.

BE IT THEREFORE RESOLVED that the Board adopts the Plan as set forth in Ada County Ordinance 541, and the Board further amends the Plan text relating to the Rim View Planning Area section of the Plan by deleting the currently adopted text and replacing it with the text attached as Exhibit A. The Board further amends the Plan by deleting the currently adopted land use map and replacing it with the map attached as Exhibit B.

APPROVED AND ADOPTED this 16 day of November, 2010.

Board of Ada County Commissioners

By: ABSTAINED*
Rick Yzaguirre, Chairman

By: Sharon M. Ullman
Sharon M. Ullman, Commissioner

By: Fred Tilman
Fred Tilman, Commissioner

ATTEST:

J. David Navarro
J. David Navarro, Ada County Clerk
by Phil McGrane
Chief Deputy

*Abstention due to absence from November 10, 2010, Public Hearing.

EXHIBIT A

6.4I Rim View Planning Area

The Rim View Planning Area contains a large amount of existing residential uses that have been developed as one-acre and five-acre lots through the Ada County development process. The future land uses in the area are predicated on Linder Road being the only Eagle City river crossing between Eagle Road and Star Road, the need to buffer and preserve the existing residential developments, and the need to provide commercial opportunities along the regional transportation corridors south of the Boise River. Because of the alignment of the State Highway 16 crossing moving further to the west (to McDermott), no clear funding option or timeline for the SH 16 crossing, and recent changes in nearby city limit boundaries (Meridian), the previously planned regional commercial area at Black Cat no longer is a viable location for the City of Eagle.

A. Uses

The land use and development policies specific to the Rim View Planning Area include the following:

1. A forty-acre commercial area located at the northeast corner of the intersection of Chinden Boulevard and Linder Road is to be designed and developed as a unit. This commercial area is intended to serve the Eagle community as a gateway into town before crossing the river.

2. Areas designated as Transitional Residential should have a residential density of up to one (1) unit per acre. Units may be clustered to provide for transitional lot sizes to ensure compatibility of new residential uses to existing residential uses and the commercial and office uses located at Linder Road and Chinden.

3. Patio home styles and alternative lot sizes may be allowed in conjunction with existing open space and recreation areas located in the Rim View Area. The patio homes and townhouses may be located near the commercial area.

B. Access

1. Access to the area should focus on new internal linkages.

2. Primary access should be on Linder Road with limited access onto Chinden Boulevard only in accordance with ITD's access management policies. All accesses should be designed to allow traffic to flow through the area connecting Meridian Road to Linder Road may provide the opportunity of future east/west residential collector linkage within the planning area. Cross-access and local stub streets should be used to allow the planning area to be interconnected without the need to access the arterial and state highway network.

3. Internal and interconnected circulation should be used to move traffic within the non-residential area, helping to mitigate the number of local vehicle trips entering State Highway 20/26 to access commercial/services use along Linder Road.

4. Chinden Boulevard should be recognized as a gateway corridor to the City of Eagle and development should adhere to proper berming, landscaping, and appropriate setbacks to prevent the encroachment of abutting uses into future corridor improvements. This would protect the

viability of the regional transportation corridor as well as buffer the abutting uses from the impacts of the corridor.

C. Design

1. This area is recognized as a gateway to the City of Eagle, to be integrated with appropriate landscaping, entry features, and place-making features in the design of the area.

2. Design of this area should be compatible to the existing residential and recreational uses currently present in the area.

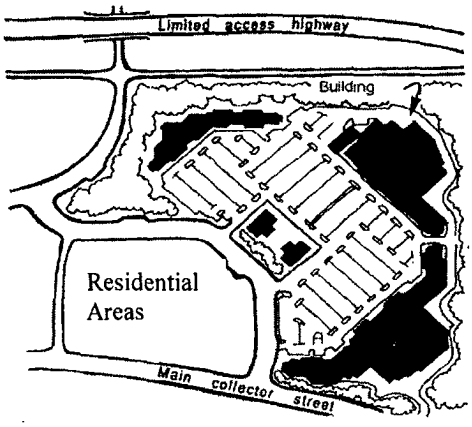
3. Design of commercial and office uses should be compatible with the existing residential uses and contain significant landscaped buffers to reduce impacts and appealing building design elements to promote a cohesive character. Commercial development should provide for pedestrian linkages to the residential areas adjacent to the site. (See Illustration 6.7)

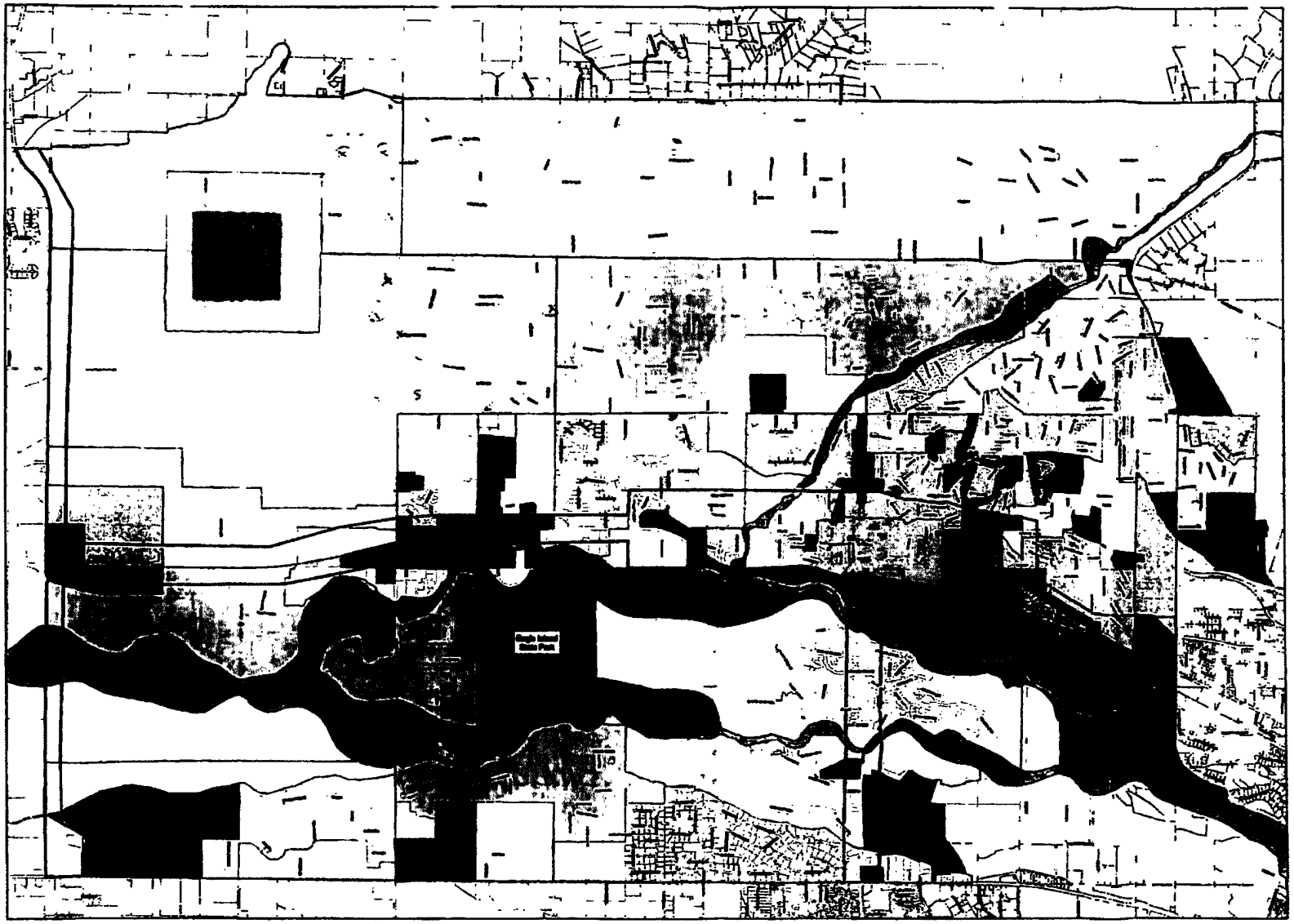
4. Both Chinden Boulevard and Linder Road should be developed with a detached sidewalk and planting strip adjacent to the back of curb, further solidifying the purpose and character of the gateway corridor of Chinden Boulevard.

5. Signage for all non-residential uses should be designed to be consistent and complimentary, with place-making being the primary objective and identification of uses being secondary.

6. Non-residential areas should be designed with features and materials intended to compliment and buffer residential uses and to avoid creating a tunnel or wall effect along the backside of the large buildings.

Illustration 6.7: Regional Commercial Center Layout





City of Eagle Land Use Map

Adopted November 9, 1999
Revised September 14, 2004

Western Area Plan
Adopted September 14, 2004

Residential Rural
Residential Estate
Residential One
Residential Two
Residential Three
Residential Four
High Density Residential
Transitional Residential
Village Center
Mixed Use
Professional Office
Business Park
Central Business District
Commercial
Eagle Island Special Use Area
Public/Semi-Public
Industrial
Scenic Corridor
Roadway

EXHIBIT B

D. Issues

1. One of the main concerns in the development of this area is the ability to properly balance the commercial uses with residential uses. New uses should be designed in a manner that provides a cohesive transition between the commercial and residential uses, incorporating elements that will provide a common and complimentary identity between the two.

2. Considering the large amount of undeveloped or underdeveloped land within the planning area, each proposed project should be evaluated for the potential to provide linkages and connectivity to adjacent parcels. This is necessary to establish a functioning local and collector roadway system to supports the regionally significant roadways at the south and west of this area.

3. As this area develops, consideration should be made of the transitory uses that have been approved by Ada County which may be nearing their end.

RESOLUTION NO. 1784

RESOLUTION OF THE BOARD OF ADA COUNTY COMMISSIONERS ADOPTING A NEW FUTURE LAND USE MAP AND CHAPTER 8 TO THE 2007 ADA COUNTY COMPREHENSIVE PLAN

At a meeting of the Board of Ada County Commissioners, State of Idaho, held on the 14 day of September, 2011, the following Resolution was adopted, to wit:

WHEREAS, on November 27, 2007, the Board of Ada County Commissioners initially adopted the 2007 Ada County Comprehensive Plan (Plan) by Resolution No. 1518;

WHEREAS, the Board of Ada County Commissioners finds that the Plan needs to be amended to: a) update the future land use map component of the Plan to reflect changes such as the removal of planned communities properties that have been reverted back to their initial base zone as well as fix typographical errors; and b) update Chapter 8 entitled "Transportation" by adopting policies and goals reflecting the update of the Communities in Motion regional transportation plan;

WHEREAS, application forms, including drafts of the Chapter 8 amendments as well as a draft of the updated Future Land Use Map and letter of application, were prepared and submitted by Ada County Development Services on June 6, 2011;

WHEREAS, Development Services staff scheduled the draft amendments for public hearing before the Planning and Zoning Commission of Ada County ("Commission"), to be held on July 28, 2011, notified the six cities and other agencies of this application and solicited their comments;

WHEREAS, legal notice of the Commission's hearing was published in *The Idaho Statesman* on July 12 and July 19, 2011;

WHEREAS, Idaho Code § 67-6509(a) allows the Planning and Zoning Commission to recommend the plan, amendment to the plan, or repeal of the plan to the governing board;

WHEREAS, the Commission held a public hearing on the draft comprehensive plan amendments on July 28, 2011, and made a recommendation to adopt the comprehensive plan amendments with the addition of changes as recommended by the City of Boise regarding the Boise Airport to the Board of Ada County Commissioners;

WHEREAS, Development Services staff scheduled the proposed comprehensive plan amendment for public hearing before the Board of Ada County Commissioners, to be held on September 13, 2011, notified the six cities and other agencies of the proposed comprehensive plan amendments and solicited their comments;

WHEREAS, legal notice of the Board of Ada County Commissioners' hearing was published in *The Idaho Statesman* on August 30 and September 6, 2011; and

WHEREAS, Idaho Code § 67-6509(b) provides that the Board may adopt, amend or repeal a Comprehensive Plan.

BE IT THEREFORE RESOLVED by the Board of Ada County Commissioners that: a) the current Future Land Use Map is deleted and a new Future Land Use Map is adopted as set forth in Exhibit A as attached hereto; and b) the current Chapter 8 "Transportation" of the Plan is deleted and a new Chapter 8 "Transportation" is adopted as set forth in Exhibit B as attached hereto.

APPROVED AND ADOPTED this 14 day of September, 2011.

Board of Ada County Commissioners

By: _____
Rick Yzaguirre, Chairman

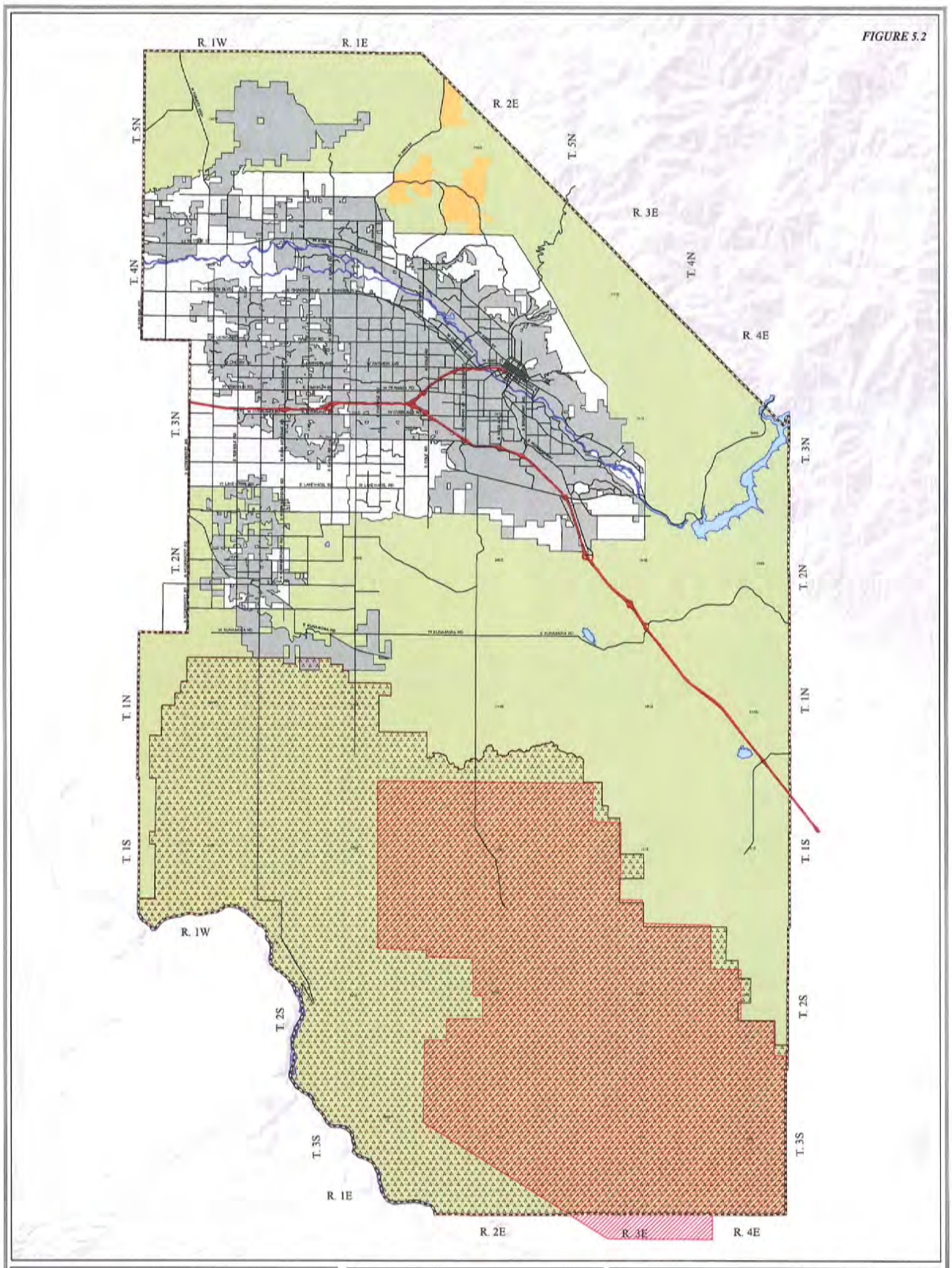
By: _____
Sharon M. Ullman, Commissioner

By: _____
Vernon L. Bisterfeldt, Commissioner

ATTEST:

_____
Christopher D. Rich, Ada County Clerk

FIGURE 5.2



LEGEND

ROAD NETWORK
- Interstate
- Major Roads
- Railroad

FUTURE LAND USES
- Rural
- Planned Communities
- Ada County Boundary
- Water Features
- Birds of Prey National Conservation Area
- Incorporated City Areas
- City Impact Areas
- Orchard Training Area

ADA COUNTY COMPREHENSIVE PLAN

FUTURE LAND USE

APRIL 15, 2011

This map is made in part from data prepared or compiled by Ada County. Ada County shall not be liable for inaccuracies or misuse of this map or data.

0 1.25 2.5 5 Miles

Ada County Development Services
200 W. Front St.
Boise, ID 83702
Phone: (208) 287-7900

STATE OF IDAHO

LOCATOR MAP

EXHIBIT

A

8 - Transportation

"Ada County residents value a range of transportation options that allow people to get from one place to another safely and efficiently."

Existing Conditions

The Community Planning Association of Southwest Idaho (COMPASS), the Ada County Highway District (ACHD), the Idaho Department of Transportation (ITD) and Valley Regional Transit (VRT) are the primary agencies responsible for planning and maintaining the transportation system in the Boise metropolitan region. Federal regulations require metropolitan planning organizations (MPO's) to have a current long-range transportation plan, which must be updated every three to five years. COMPASS prepared the Destination 2030 Limited Plan Update for Ada County in December, 2004. A separate transportation plan—Moving People: 2025—was completed in February, 2003 for Canyon County.

In the fall of 2010, COMPASS adopted the update to the regional transportation plan, Communities in Motion, for Ada and Canyon Counties. This plan addresses anticipated transportation issues over the next 20 years, evaluating how projected population and economic growth and development patterns will impact current transportation facilities, as well as funding and expenditures for future transportation needs. The plan seeks to strike an appropriate balance between roadways and other transportation alternatives, such as transit, carpooling, bicycling, walking, and transportation demand management. It identifies needed long-range transportation improvements, anticipated funding availability, and sets priorities for seeking new funding opportunities.

Road System Conditions

Presently, several agencies and jurisdictions in Ada County use functional classification systems to designate public roadways according to their purpose, intended operation, and design. Through the Communities in Motion Plan, COMPASS has prepared a functional classification system for the two-county area, as shown in Table 8.1. ACHD adopted a Land Use & Transportation Planning Integration study that further refines the functional classification for roadways within Ada County, including orienting them to the land uses within which they occur.

EXHIBIT

B

Table 8.1: Regional Functional Classification System		
Functional Classification	**Definition**	**Regional Example**
Freeway	• A multilane, divided highway designed for the safe non-impeded movement of motorized vehicle traffic, with full access control, and access limited to grade separated interchanges. • A freeway's primary function is to carry high volumes of long-distance regional and through vehicular traffic and public transit at high speeds.	• I-84
Expressway	• A divided highway for through traffic with fully or highly controlled access, the intersections of which are usually grade separated from other roadways (preferred), but some signal-controlled at-grade intersections may exist. • An expressway's primary function is to provide for safe and efficient high-speed and high- volume regional travel (vehicular and public transit), but to a lesser extent than freeways.	• None currently identified in Communities in Motion
Arterial	• A class of street serving major traffic movements (high volume, high speed) with a primary purpose of providing for travel through an area or between major centers; can provide access to abutting properties as a secondary function. • Primary function is to serve longer distance, regional trips and to connect higher order freeway or expressway facilities. • Could be further sub-classified into: - *Major/Principal* - primary function is to connect an urban area to other cities and communities within the region and connect the minor arterial and collector street system to freeways and expressways; secondary function is to serve both local and through traffic as it enters and leaves the urban area; - *Minor* - Primary function is to serve local and through traffic between activity centers, along higher density corridors, and to regional facilities; distributes traffic from major/principal arterials to collectors and local streets - *Rural and Urban design standard*	• Eagle Road (SH 55) (*Principal – I-84 to State St.*) • State Street (SH 44) (*Principal*) • Ustick Road (Boise through Nampa) (*Minor*) • SH 16 (*Principal*) • SH 21 (Rural Arterial)

The Ada County Highway District is responsible for maintaining approximately 2,500 miles of these roadways, and 529 bridges in the County. The Idaho Transportation Department (ITD) has jurisdiction over state and interstate highways. Interstate 84 is the most significant roadway, bisecting the county from west to southeast through Meridian and Boise. Other major highways include state Highways 55, 44, 16, 69, and 21; and US Highway 20/26.[1]

Table 8.1: Regional Functional Classification System (CONT'D)		
Functional Classification	**Definition**	**Regional Example**
Collector	• Any street that collects traffic from local roads and then distributes it to higher-order arterials, or reverses this process by distributing arterial-based traffic back to the local street system. Collectors are also characterized by their ability to provide reasonable balance among the sometimes competing functional requirements of mobility, circulation, and access • Could be further sub-classified into: - *Major/Urban Collector* – Primary function is to serve local traffic between neighborhoods and community facilities, or provide access to smaller towns not on the arterial system; in urban areas they are the principal travel carrier between arterials and local streets; in rural areas they serve more important inter-county travel and typically include roadways connecting towns within the county; provides some degree of access to adjacent properties, while maintaining circulation and mobility for all users. - *Minor Collector* – Primary function is to connect neighborhoods with major collector streets to facilitate movement of local traffic; link important local traffic generators and smaller communities within the rural and residential areas; typically have slower speeds to ensure community livability and safety for pedestrians and bicyclists. - *Residential Collector* – Provides primary routes into residential neighborhoods and carries traffic from local streets and minor numbers of abutting properties within residential neighborhoods to other collectors or arterials; carries higher volumes than local streets, but is not intended to serve through traffic - *Rural and Urban design standards*	• Floating Feather west of Eagle Rd. (Major) • Columbia Rd., west of Five Mile Road • Mitchell St., north of Pine St. to Chinden Blvd. • Lake Forest, Federal Way to Highway 21 • Northview St., Curtis Rd. to Five Mile Rd
Local Street	• A street that serves passenger cars, pedestrians, bicycles, and may be used by public transit (but typically do no provide for through movement of heavy vehicles), and is intended to provide access to adjacent properties and accommodate short distance, low speed, low volume local travel. • Could have a subgrade of: - Local Commercial Industrial – Primary function is to provide direct truck, public transit, and vehicular access to commercial and industrial land uses	• Numerous

Four jurisdictions have transportation planning authority within Ada County: ACHD, ITD, VRT and the Transportation Management Area/Metropolitan Planning Organization (TMA/MPO). The MPO has countywide transportation planning responsibility. The MPO for Ada County is COMPASS.

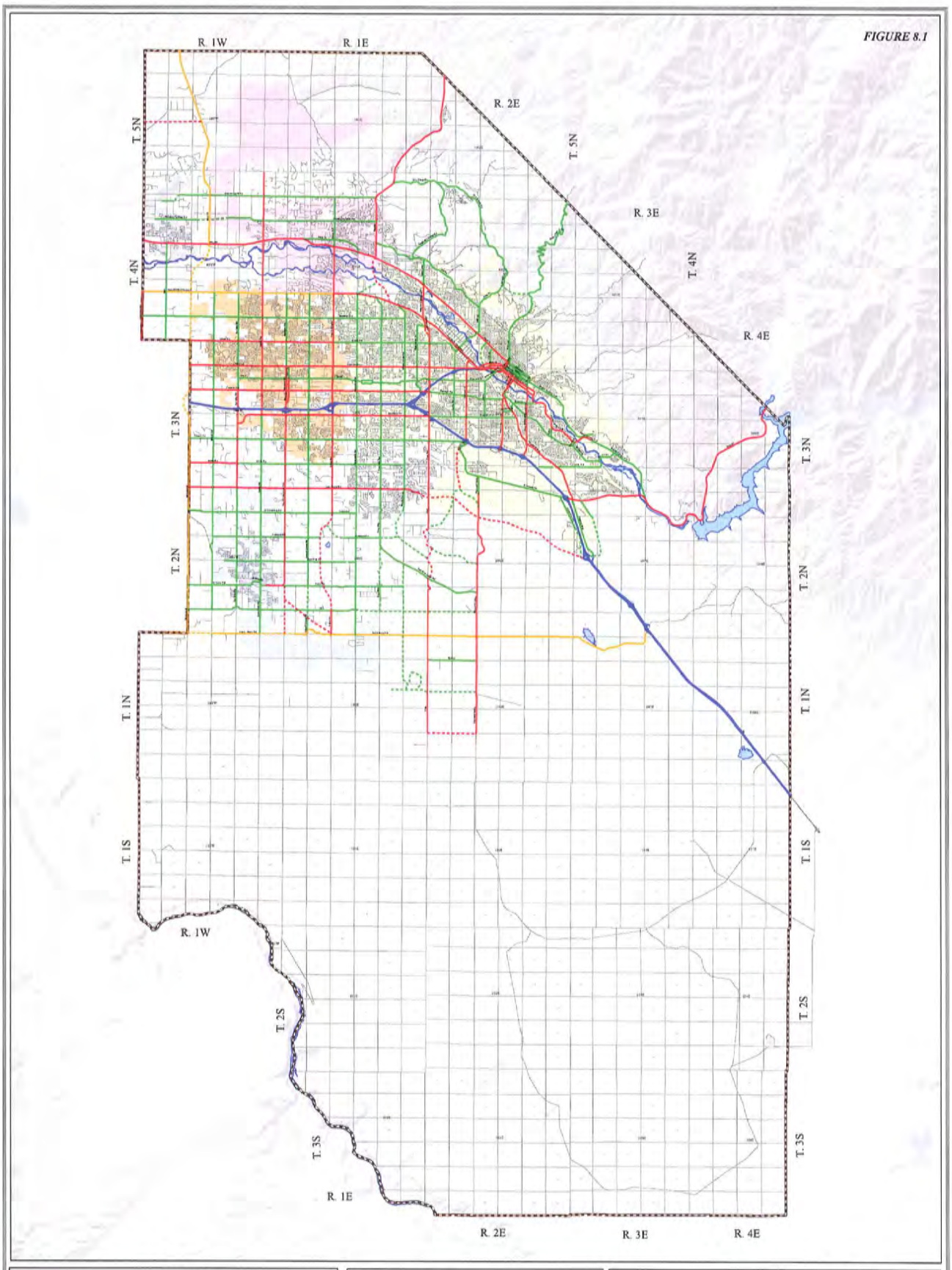
Funding for the transportation system in the County comes from many sources, including local funds, ITD (for federal and state funds), federal TMA funds, Congestion Mitigation and Air Quality (CMAQ) funds, and local public transportation funds.[2] Compass reported that at the time of the last update of this plan, funding projections for transportation system improvements were grim. Anticipated needs due to growth within the County grossly exceeded current funding sources. Roadway costs experienced double-digit increases in the early 2000's, while funding sources were flat or decreasing in buying power.

Road System Forecasts

As part of the background work for the Communities in Motion project, COMPASS evaluated land use trends to prepare a travel demand forecast for the Ada/Canyon County area. This initial forecast assumed a "Trend" pattern of future growth and development (i.e., development densities and patterns continuing as they have for the past 5 to 10 years).

A key element of the Communities in Motion project was to evaluate different options of land use and growth patterns in the region. The outcome of this effort was the adoption of an alternate growth vision for the region that was termed "Community Choices." This vision plans for development patterns that occur at higher densities and that are more focused in key activity centers than those that have occurred in the recent past.

FIGURE 8.1



LEGEND

FUNCTIONALLY CLASSIFIED ROADWAY

- Interstate
- Proposed Interstate
- Expressway
- Proposed Expressway
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Section Control

- Ada County Boundary
- Water Features

INCORPORATED CITIES

- City of Boise
- City of Eagle
- City of Garden City
- City of Kuna
- City of Meridian
- City of Star

ADA COUNTY

FUNCTIONAL CLASSIFICATION MAP

Approved by COMPASS Board for inclusion in the Communities in Motion Long Range Transportation Plan January 25, 2010

Only Consists of Arterial Functional Classification and Higher

This map is made in part from data prepared or compiled by Ada County. Ada County shall not be liable for inaccuracies or misuse of this map or data.

0 1.25 2.5 5 Miles

Ada County Development Services
200 W. Front St.
Boise, ID 83702
Phone: (208) 287-7900

STATE OF IDAHO

LOCATOR MAP

Other Transportation Modes

The Boise Airport, the only public, general aviation and commercial airport located within Ada County, has experienced strong passenger traffic growth and was recently expanded. It is the primary commercial service airport in southwest Idaho. The airport is operated by the City of Boise Department of Aviation and is overseen by a seven-member Airport Commission. It supports numerous passenger airlines, cargo airlines, and several fixed-base operators, corporate flight departments, and aviation businesses. It is also home to the Idaho Air National Guard and the National Interagency Fire Center.

The Union Pacific Railroad owns most of the over 72 miles of rail lines running through the County. The City of Boise owns approximately 20% of this total. Idaho Northern Pacific provides rail freight service, shipping potatoes, sugar beets, beans, grains and fertilizer, phosphate and forest products, among other goods. Amtrak stopped serving Ada County in 1997. There are no other passenger rail services, although Union Pacific still owns the rights to provide such service.

Public transportation services in Ada County include bus routes, paratransit, and vanpool/carpool services. Valley Regional Transit (VRT) was formed in 1998 as the regional public transportation authority for Ada and Canyon Counties, and is Ada County's primary public transportation provider. VRT provides fixed-route bus service in Boise and Garden City under the name ValleyRide. VRT also contracts with First Transit to provide express bus service between Boise and Caldwell. VRT has studied the feasibility of providing commuter rail service in the Boise region, and its 2003 Rail Corridor Evaluation Study analyzed potential public acquisition of the rail corridor.

VRT's Regional Operations and Capital Improvement Plan (ROCIP) identifies potential improvements to its public transportation services through 2012. Plans for Ada County include greater bus frequency within the urban core of Boise, new local service in Meridian, and improved connections between routes and various activity centers. A lack of funding is the major factor limiting further development of public transportation in the County. Fare revenue accounts for only a portion of VRT's total budget, with the remainder composed primarily of federal grants and contributions from the cities of Boise and Garden City.
The Ada County Highway District provides a Commuteride service, which offers vanpool and carpool services and assists employer in developing alternative transportation options for their workplaces.[3]

Issues

The following issues were identified during the Comprehensive Plan Update and Blueprint for Good Growth processes in 2005/2006.

- **Regional connectivity.** Additional, continuous, regional east/west and north/south routes, including river crossings and north/south connections to Interstate 84 are needed. Several corridors have been identified through the Communities in Motion process.

- **Transit Expansion.** The Blueprint for Good Growth Report recommended expansion of programs that are most efficient in significantly reducing area resident's use of single occupancy vehicles.
- **Density needed to support transit.** More dense development in urban areas will be required to support transit in some cities/areas.
- **Local connectivity.** Better-connected local street systems are needed to ensure adequate mobility and fewer miles traveled to reach nearby destinations.
- **Safe access to schools.** Safe routes for travel by foot, bicycle, car and transit between homes and schools are needed and should be considered in the location and design of residential areas and schools.
- **Access management.** Improved access management to preserve the capacity of major transportation routes will become more important as additional growth occurs.
- **Funding.** Current funding sources and mechanisms appear to be inadequate to completely address future transportation needs, particularly for the development of transit facilities and services. This will impact the timing for development and improvement of the transportation system. Transportation facilities needed to support development in new or planned communities is expected to be paid for by developers or new residents in proportion to their needs. This will be essential to meeting transportation financing needs.
- **Collector roads.** Planning and construction of these roads is needed, including development of standards for the design and location of collector streets. ACHD has recognized the need to address the collector system and is identifying appropriate future locations within the Transportation and Land Use Integration Plan (TLIP)s.
- **Improved coordination.** Better communication and coordination among ACHD, ITD, cities, and the County is needed to efficiently plan for future transportation systems, including in rural areas and planned communities where additional growth may be expected. Resolution of planning and construction schedules and cycles among different agencies also is important.
- **Freight movement.** Efficient freight transport is important to the region's economy. Truck traffic also impacts local communities and neighborhoods. Designation and enforcement of freight routes can be problematic, given that it is difficult to require that trucks use certain roadways (due to freedom of Interstate Commerce regulations). At the same time, it is possible to negotiate use of certain routes via development approval processes.
- **Land use and transportation coordination.** Development, land use and transportation are inextricably linked and need to be coordinated to ensure facilities are adequate to serve

current and future residents and that new growth does not overwhelm individual facilities or intersections.

- Corridor preservation. It is important to identify and preserve land for major transportation corridors early in the development process. The County, cities, ACHD and ITD should identify and preserve corridors for major future facilities as soon as possible.
- Limited facilities in some areas. Some areas, such as the North Foothills have very few facilities. Any significant growth or development in such areas will necessitate major transportation facility improvements or additions, including connections to future planned communities in this or other areas. One challenge in accommodating future growth will be to develop alternatives to existing roadways and associated impacts on neighborhoods. Evaluation of transportation infrastructure requirements and neighborhood impacts should extend well beyond a proposed development's location to include impacts on downstream collectors and arterials.
- Maintenance. Maintenance of the existing transportation system should be prioritized. In addition, local, regional and state jurisdictions should work collaboratively to document and monitor maintenance needs, funding and expenditures.

Goals & Policies

General Transportation Planning

Goal 8.1: Coordinate and assist the Ada County Highway District (ACHD), and Idaho Transportation Department (ITD), Valley Regional Transit (VRT) and Community Planning Association of Southwest Idaho (COMPASS) in developing and managing a well-planned, sustainable, multi-modal transportation system that provides for the safe, efficient, cost-effective movement of people and goods and supports the region's residential, commercial, industrial and public development vision.

Policy 8.1-1: Support ACHD and other agencies in evaluating alternate solutions that maximize the use and efficiency of the existing system fully (i.e., through safety, alignment or intersection improvements of limited capacity expansions) before major new transportation construction projects are funded or approved.

Policy 8.1-2: Coordinate with ACHD, ITD and others to protect and enhance the traffic-carrying capacity of principal arterial roads designed for through traffic. Methods used may include:

a. Frontage roads.

b. Clustering of activity or other land use planning techniques.

c. Limiting access via private driveways and local streets.

d. Sharing access.

e. Sufficient setbacks from rights-of-way.

f. Deceleration lanes.

g. Public transit and other alternative modes.

h. Intelligent Transportation System (ITS) infrastructure and management.

i. Ride-sharing, flexible scheduling and telecommuting.

Policy 8.1-3: Support programs that provide for the transportation needs of the elderly and persons with disabilities in compliance with the Americans with Disabilities Act.

Implementation Action. Establish and/or refine procedures for coordinating with ACHD, ITD, Valley Regional Transit (VRT), COMPASS and other jurisdictions in addressing transportation issues and needs as part of the development review process.

Implementation Action. Establish and/or refine procedures for regular communication and coordination with ACHD, ITD, VRT and other jurisdictions in addressing long-term transportation planning issues, including through participation in planning processes conducted by COMPASS.

Implementation Action. Plan for and design well-connected street and bike/pedestrian pathway systems, to preserve transportation corridors, future transit routes, road extensions, and to facilitate access management plan.

GOAL 8.2: Help promote and enhance traffic safety in the design and development of local and regional transportation facilities, particularly for local and neighborhood facilities.

Policy 8.2-1: Give a high priority to public safety transportation improvements, with particular attention to hazardous transportation facilities in areas with railroad crossings, major street intersections, major pedestrian crossings, geologic and hydrologic constraints, etc.

Policy 8.2-2: Work with ACHD, school districts, cities and developers to minimize or avoid transportation conflicts and hazards in the vicinity of schools and other areas frequented by pedestrians, especially children.

Policy 8.2-3: Prohibit or discourage location or construction of elementary schools on arterial or section line roads. Mitigate any impacts of expansion of existing arterials located adjacent to schools.

Policy 8.2-4: Work with existing neighborhoods and ACHD to manage traffic on local, neighborhood streets to promote safety through use of traffic calming and other measures.

Policy 8.2-5: Support development and implementation of a long-term transportation system that maintains the public health standard for carbon monoxide attainment.

Implementation Action. Update the County's subdivision code or other regulations, as needed, to improve safety and calm traffic on local streets as part of the development review and permitting process.

GOAL 8.3 Support development of local transportation systems that are well-connected, both internally and to the regional transportation system.

Policy 8.3-1: Promote the design of continuous collector streets that discourage cut-through traffic on local streets but aid internal circulation for new developments.

Policy 8.3-2: Require new developments to provide stub streets that will connect to future developments on adjacent lands wherever possible, consistent with ACHD reqirements, and require appropriate signage.

Policy 8.3-3: Promote connectivity through design of well-connected local street systems and pathways. Discourage cul-de-sac developments wherever possible.

Policy 8.3-4: Work with the Ada County Highway District (ACHD) and local jurisdictions to develop, implement and apply minimum connectivity requirements to improve traffic flow, pedestrian connectivity, bicycle access, transit access and to minimize projected vehicle miles traveled from new development.

Policy 8.3-5: Ensure that all new development is accessible to regularly maintained roads for fire protection and emergency service purposes.

Implementation Action. Update County zoning or other regulations, as needed, to improve connectivity of the collector and arterial road system, consistent with ACHD, ITD and VRT standards and guidelines and policies of this Plan.

GOAL 8.4: Work with ACHD, ITD, cities and others to identify and implement financing mechanisms that pay for needed transportation improvements in a fair and equitable manner.

Policy 8.4-1: Require new developments that generate the need for transportation improvements to provide or fund their fair share of right-of-way and improvements as a condition of development approval in accordance with the requirements of ACHD or ITD.

Policy 8.4-2: Work with the ITD, ACHD and local jurisdictions to refine and use new or expanded funding sources for capital improvements, maintenance and operation of transportation facilities, including transit; sources may include but not be limited to local street impact fees, special districts and requirements for dedication and improvement of bicycle and pedestrian facilities.

Policy 8.4-3: Support alternative public and private sector funding opportunities for transportation investments.

Implementation Action. Participate in and support efforts led by ACHD, ITD, VRT or others to adopt and implement new transportation funding mechanisms.

GOAL 8.5: Coordinate with ACHD, ITD, VRT, cities and others in planning for, designing, developing and permitting new and/or expanded transportation facilities.

Policy 8.5-1: Work with ACHD and local jurisdictions to develop, implement and apply street cross-sectional standards that convey existing and projected traffic in accordance with established levels-of-service while promoting safety for all modes, integrating the street design with adjacent land uses, and improving visual appearance.

Policy 8.5-2: Work with ACHD, ITD and COMPASS to identify major transportation corridors (existing or new) and preserve them for future needs.

Policy 8.5-3: Work with ACHD, ITD, cities and others to reserve rights-of-way for planned transportation facilities as a condition of approving development applications.

Policy 8.5-4: Consider the future transportation needs of the community as expressed in the Communities in Motion Plan in the siting of all public improvements.

Implementation Action. Participate in the development of a Transportation Improvement Program for Northern Ada County in cooperation with local and state planning and transportation agencies.

Implementation Action. Support the transportation planning process and actively participate in the development and implementation scheduling of transportation projects identified by the COMPASS and the ACHD.

Implementation Action. Continue to actively participate in the implementation of policies, goals, and objectives of the Communities in Motion and Blueprint for Good Growth plans' regional transportation and land use vision.

GOAL 8.6: Help coordinate and integrate land use and transportation planning and development to ensure that they mutually support overall community goals and make efficient and cost-effective use of resources.

Policy 8.6-1: Assist in coordinating land use and transportation planning and development review processes among the County, cities, ACHD, VRT and ITD.

Policy 8.6-2: Transportation improvements, such as streets, curbs, gutters, drainage, if required, must be approved by and meet the standards of ACHD and/or ITD (as applicable). Such improvements should be funded by the developer.

Policy 8.6-3: Require and accept traffic studies in accordance with ACHD procedures that evaluate the impact of traffic volumes, both internal and external, on adjacent streets and preserve the integrity of residential neighborhoods.

Implementation Action. Develop ordinances to preserve transportation corridors consistent with ACHD's Transportation & Land Use Integration Plan (TLIP).

Alternative Modes of Transportation

Goal 8.7: Ada County seeks a comprehensive transportation network that provides mobility and choices for all segments of the community by encouraging the use of public transit, bicycling, and walking as alternatives to automobile travel.

Policy 8.7-1: Continue to improve a safe non-vehicular system; including pedestrian, equestrian, and bicycle pathways, and trailheads. Work with surrounding entities in planning, implementation and maintenance of these facilities.

Policy 8.7-2: Encourage employers to promote ride-sharing by providing incentives where appropriate, such as preferred parking spaces, flexible schedules and free transit passes.

Policy 8.7-3: Support creation of a coordinated pathway system. Encourage residential and non-residential developments to provide adequate easements for future pathways and to construct such pathways. Easements for future pathways may be utilized if another entity commits to construction of the pathway.

Policy 8.7-4: Encourage a continuous network of pedestrian and bicycle pathways linking neighborhoods, parks, schools, open space and commercial areas.

Policy 8.7-5: Encourage construction of pedestrian walkways to transit facilities to increase transit ridership.

Policy 8.7-6: Support provision of pedestrian crossings with signals, signs and markings where necessary to address safety issues.

Policy 8.7-7: Encourage development within identified bus transit corridors to safely and efficiently accommodate transit facilities such as on-street bus stops and associated pedestrian and bicycle access, pullout lanes in community activity centers, or on-site transit stations in regional activity centers.

Policy 8.7-8: Ensure that street designs are consistent with Transit Corridor development policies identified in this Plan and standards and requirements adopted by Valley Regional Transit.

Policy 8.7-9: Encourage development of park-and-ride spaces and/or facilities in or adjacent to mixed-use nodes or major intersections at entrances to subdivisions or planned communities.

Implementation Action. Work with ACHD to update their street and signage standards, as needed, to ensure that sidewalks, cross walks, special signage and other traffic control measures are installed along routes to all schools; new development near schools should provide these features as a condition of approval and existing neighborhoods should retrofit as funding becomes available or as land uses are redeveloped.

Implementation Action. Work with ACHD, VRT and other agencies, community groups, local employers and citizens to identify and promote strategies for reducing reliance on the automobile, including through strategies identified in policies of this Plan.

Implementation Action. Require improvement of the condition of existing walkways and incorporate standards for handicapped access according to the Americans with Disabilities Act into County subdivision requirements, where appropriate.

Implementation Action. Support adoption and implementation of the ACHD Pedestrian-Bicycle Transition Plan (2005).

Implementation Action. Update County zoning or other regulations, as needed, to implement policies of this section of the Comprehensive Plan.

Implementation Action. Plan for facilities for alternative modes of transportation.

Airport

Goal 8.8: Support continued improvements to the Boise Regional Airport (Gowen Field) to support Ada County's aviation needs.

Policy 8.8.1: Support implementation of the Boise Airport Master Plan and updates, as adopted to ensure that the airport can meet projected use demand.

Implementation Action. Update County zoning regulations and standards, as needed to ensure compatibility between future possible airport expansion areas and surrounding land uses.

Endnotes

1. Blueprint for Good Growth: Needs, Issues, and Opportunities Report. September 1, 2005.
2. Communities in Motion. 2030 Base Case Trend Analysis – Needs Identification. April, 2005.
3. Blueprint for Good Growth: Needs, Issues, and Opportunities Report. September 1, 2005.

RESOLUTION NO. 1919

RESOLUTION OF THE BOARD OF ADA COUNTY COMMISSIONERS AMENDING CHAPTERS 5 AND 13 OF THE 2007 ADA COUNTY COMPREHENSIVE PLAN AND ADOPTING A NEW FUTURE LAND USE MAP

At a meeting of the Board of Ada County Commissioners, State of Idaho, held on the 14 day of August, 2013, the following Resolution was adopted, to wit:

WHEREAS, on November 27, 2007, the Board of Ada County Commissioners initially adopted the 2007 Ada County Comprehensive Plan (Plan) by Resolution No. 1518;

WHEREAS, the Board of Ada County Commissioners finds that the Plan needs to be amended to: a) to update Chapter 5 "Land Use" to reflect management of Idaho State owned lands, and the inclusion of the Joint Land Use Study (JLUS) to foster collaboration and joint planning for military training operations in Southwest Idaho; b) update the future land use map component of the Plan to reflect the renaming of the National Guard firing range property to the Orchard Combat Training Center for consistency with the JLUS; and c) update Chapter 13 entitled "Implementation" to bring the chapter into compliance with amendments to state law by deleting the 6 month limit on recommendations to change comprehensive plan map as well as adding participation in the JLUS committee;

WHEREAS, petition forms, including drafts of the Chapters 5 and 13 amendments as well as a draft of the updated Future Land Use Map, were prepared and submitted by Ada County Development Services on November 21, 2012;

WHEREAS, Development Services staff scheduled the draft amendments for public hearing before the Planning and Zoning Commission of Ada County ("Commission"), to be held on February 7, 2013, and on November 27, 2012 notified other political subdivisions providing services within the planning jurisdiction of the Plan amendments and solicited their comments;

WHEREAS, on January 10, 2013 notice of the Plan draft amendments to be used as a public service announcement was issued to other media within Ada County;

WHEREAS, legal notice of the Commission's hearing on the Plan amendments was published in *The Idaho Statesman* on January, 22, 2013;

WHEREAS, the Commission held a public hearing on the draft comprehensive plan amendments on February 7, 2013, and voted to table consideration of the Plan's draft amendments for further consideration to the Commission's April 11, 2013 public hearing;

WHEREAS, at the April 11, 2013 public hearing the Commission voted to table further consideration of the Plan's draft amendments to the Commission's June 13, 2013 public hearing;

WHEREAS, Idaho Code § 67-6509(a) allows the Planning and Zoning Commission to recommend the plan, amendment to the plan, or repeal of the plan to the governing board;

WHEREAS, at the June 13, 2013 public hearing the Commission made a recommendation to adopt the Plan amendment to the Board of Ada County Commissioners;

WHEREAS, Development Services staff scheduled the proposed Plan amendments for public hearing before the Board of Ada County Commissioners (Board), to be held on August 14, 2013, and on June 18, 2013 notified other political subdivisions providing services within the planning jurisdiction of the Plan amendments and solicited their comments;

WHEREAS, legal notice of the Board's August 14, 2013 public hearing was published in *The Idaho Statesman* on July 30, 2013; and

WHEREAS, on July 24, 2013 notice of the Plan draft amendments to be used as a public service announcement was issued to other media within Ada County;

WHEREAS, Idaho Code § 67-6509(b) provides that the Board may adopt, amend or repeal a Comprehensive Plan.

BE IT THEREFORE RESOLVED by the Board of Ada County Commissioners that the Plan is amended as follows: a) Chapter 5 "Land Use" is amended which amendment includes deleting the current Future Land Use Map and adopting a new Future Land Use Map dated August 27, 2012 as Figure 5.2 as set forth in Exhibit A as attached hereto; and b) Chapter 13 "Implementation" is amended as set forth in Exhibit B as attached hereto.

APPROVED AND ADOPTED this 14 day of August, 2013.

Board of Ada County Commissioners

By: David L. Case
David L. Case, Commissioner

ABSENT

By: _____
Jim Tibbs, Commissioner

By: Rick Yzaguirre
Rick Yzaguirre, Commissioner

ATTEST:

Christopher D. Rich, Ada County Clerk

Chapter 5 – LAND USE

"Growth and development in Ada County should be balanced and integrated with the protection and management of natural resources."

Existing Conditions

Ada County manages land use and development in the following areas:

- In unincorporated areas through application of Comprehensive Plan policies and County zoning, subdivision and other ordinances and standards. This includes the review of applications for Planned Communities through application of comprehensive plan policies and administration of applicable zoning and other ordinance provisions and requirements.
  - In negotiated Areas of City Impact outside city limits through the application of the Area of City Impact agreement.

Existing development within Ada County includes:

- Residential—single-family attached and detached units, duplex units, apartments and manufactured homes. Single-family densities vary from one unit per forty acres, primarily in the southern portion of Ada County and in some areas of the Foothills, to three to eight units per acre in the urbanized areas, particularly in unincorporated Areas of City Impact where central water and sewer services are available. Multi-family dwelling units with densities ranging from eleven to twenty dwelling units per acre are located in Areas of City Impact and planned communities.
- Commercial, Office and Retail—neighborhood, community and regional retail, wholesale, service, office and limited manufacturing businesses. Community and regional land uses are typically located along major arterials; neighborhood businesses are located within or adjacent to residential areas.
- Industrial—warehousing, general manufacturing, railroads and industrial business parks constitute the majority of uses in this category. Light industrial includes a wide range of manufacturing establishments, research, supplies and sales. Most industrial uses are located within Areas of City Impact; some agriculture-related industries, rock crushing, landfill and recycling activities and truck stops are conditional or outright allowed uses in selected rural areas.
- Public/Quasi-Public Facilities—government offices, public schools, private schools, health care facilities, churches, utilities, libraries, cemeteries and airports.
- Parks, Recreation and Open Space—parks, recreation areas, private and public lands, irrigation and drainage ditches, and other waterways.
- Agriculture—farms, pastures, orchards, dairies, livestock feeding operations (feed lots) and livestock/poultry ranches. This category also includes uses that are related to agriculture, such as granges, elevators, storage facilities and packaging/processing facilities. The supply of land in agricultural use had declined somewhat during the past decade (see discussion in Chapter 4).

- Mineral—lands currently being used for mineral extraction, including sand and gravel.
- Common Areas—lands typically located within residential subdivisions or other developments and designated for common use among residents (e.g., open space, landscaped or other, similar areas).

Table 5.1: Comparative Land Use Inventory

Use Category	Acres	Percent
Residential	36,870.96	6.2%
Commercial, Office and Retail	1,139.46	0.2%
Industrial	989.29	0.2%
Agriculture	242,024.29	40.9%
Mineral	80.79	0.01%
Public/Quasi Public	42,265.92	7.1%
Common Areas	1,067.28	0.2%
Recreation	1,228.36	0.2%
Other	265,621.84	44.9%
TOTALS	591,288.18	100.0%

Source: Ada County MIS Department.
Note: May not reflect all land in Ada County.

- Other—this accounts for a substantial amount of land in the County, primarily under state or federal ownership and includes the following types of land:
  - Rangeland—both open and closed rangelands primarily located in rural Ada County, located primarily in foothills areas and southern portions of the County.
  - Forest Land—the black cottonwood tree stands along the Boise River and deciduous and evergreen brush and tree stands in the foothills.
  - Birds of Prey National Conservation Area
  - ~~National Guard Firing Range~~ Orchard Combat Training Center
  - Other publicly owned land designated for multiple uses, including rangeland, forest land or recreational uses

Table 5-1 describes a comparative land use inventory for Ada County as of June 26, 2006.

Land Ownership

Land in the County is under a mix of public and private ownership, with a significant amount of land owned by state and federal agencies. Following is a summary of land ownership by major category (see Figure 5.1):

- PRIVATE. Approximately 48% of land in the county is owned by private individuals or companies. Much of this land is located within city limits and Areas of Impact. Other areas with significant private holdings include:
  - ✓ The southern portion of the County, which includes the Birds of Prey and the ~~National Guard Firing Range~~ Orchard Combat Training Center but also has the largest percentage of privately-owned land
  - ✓ Northern portion of the County, with exception of the Boise foothills where a significant portion of land is under state, federal and city ownership.
- CITY. A relatively small percentage of land (1.5%) is actually owned by incorporated cities. Most city-

owned land is used for city facilities, including city halls, parks, sewer treatment and other public facilities.

- COUNTY. The County owns 3,903 acres or about 0.6% of all land within the County. Major County ownerships are associated with park and recreation facilities (e.g., Barber Park, Lucky Peak Reservoir and portions of the Boise River Greenbelt, among others), as well as the County landfill at Hidden Hollow.
- OTHER LOCAL SERVICE PROVIDERS. Water, sewer, irrigation, fire, school and other special districts collectively own less than 1% of land in the county.
- STATE. The Idaho Department of Lands (IDL), Department of Fish and Game (IDF&G), Department of Corrections, and other state agencies have substantial land holdings in Ada County~~, including a total of 48,173 acres (7.1% of all land)~~. ~~Land owned by the IDF&G is managed primarily for wildlife habitat and natural resource protection. The IDL owns much of its land in trust for the state's common school fund and manages it for a variety of uses. It also frequently disposes of land, with proceeds benefiting the Common School Fund (CSF) which supports public (K-12) education.~~

  IDL manages State Endowment Trust Land to generate revenue for nine beneficiaries, the largest allotment supports Public Schools. These State Endowment Trust Lands are not managed for the public at large and should not be referred to as "public lands" or "open space," either specifically or in a generic sense. Land owned by the IDF&G is managed primarily for wildlife habitat and natural resource protection. Land owned by the Department of Corrections is managed for the development of correctional facilities.
- FEDERAL. Several federal agencies, including the Bureau of Land Management, Army Corps of Engineers, US Forest Service and US Fish and Wildlife Service, own a significant amount of land in the County—292,813 acres, or 43.2% of all land in Ada County. The BLM is the largest landowner, with 292,399 acres. Much of this land is managed for a mix of grazing, recreational and other public uses. The BLM can exchange land or sell land with local governmental agencies to meet local public purposes.

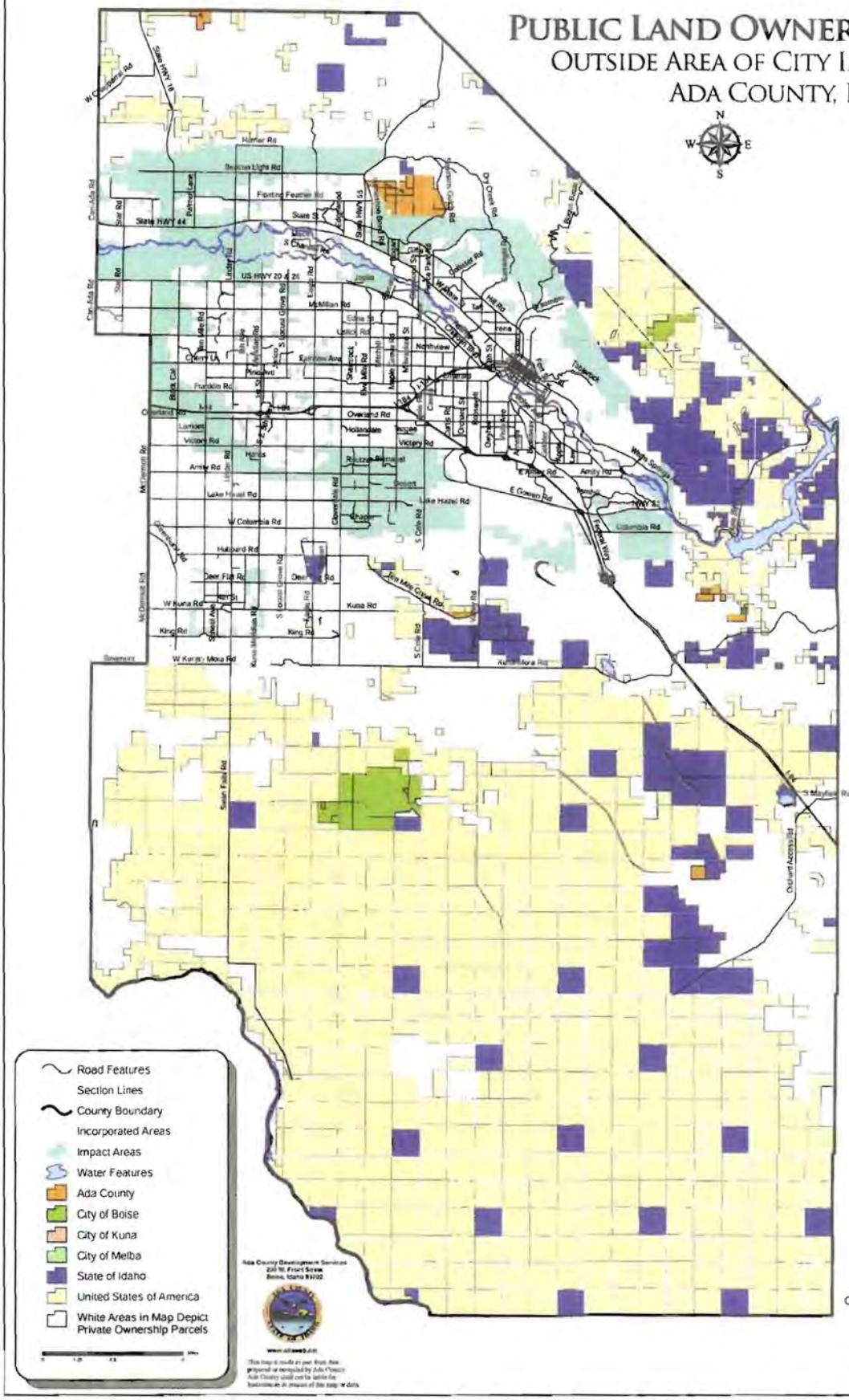
Table 5.2: Land Ownership by Major Owner, ADA County

Owner	Acres	Percent of
Private	323,432	47.7%
Public		
City	9,924	1.5%
County	3,903	0.6%
Other Local Service Provider	--------	-------
State		
State Parks	591	0.1%
Division of State Lands	3,533	0.5%
Department of Fish &	11,013	1.6%
Other State	33,036	4.9%
State Subtotal	48,173	7.1%
Federal		
Bureau of Land	292,399	43.1%
Forest Service	165	0.02%
Other Federal	249	.04%
Federal Subtotal	292,813	46.1%
TOTALS	678,245	100

Source: Analysis of Ada County Parcel Records from the Ada County Assessor, July 17, 2006
Note: Reflects all land in Ada County

FIGURE 5.1

PUBLIC LAND OWNERSHIP
OUTSIDE AREA OF CITY IMPACT
ADA COUNTY, IDAHO



ADA COUNTY COMPREHENSIVE PLAN
CHAPTER 5
NOVEMBER 2007

Regional Planning Recommendations

Citizens consider growth management a high priority issue. The 1994 Comprehensive Plan Survey revealed that over 80% of survey participants favored growth management in Ada County. These sentiments continued to be expressed in regional planning efforts including the Blueprint for Good Growth and Communities in Motion regional planning processes. Many participants in the County's Comprehensive Plan update process (2006) expressed concern about future growth and development and associated potential impacts on open space and environmental resources. In 2005-2006, Ada County participated with cities and other service providers in the Blueprint for Good Growth (BPGG) regional planning process. This process resulted in a draft regional growth plan for the County that includes a variety of goals, objectives and policy recommendations intended to enhance management and coordination of growth within Ada County. As of the writing of this Comprehensive Plan, a final report had been issued and the County and city officials are working toward implementation. Recommendations were developed through a consensus-based process but implementation by participation jurisdictions is up to the discretion of each city, county and other participating agency.

Selected recommendations from the BPGG process related to land use and service provision include the following, among others:

- Clarify policies and criteria related to Area of City Impact expansion and annexation to ensure those processes are sequenced to actual growth and tied to the planned ability to provide urban public facilities in a timely manner.
- Identify areas for growth in cities, Areas of City Impact, and Planned Communities and with limitations on the proportion of growth allowed to occur outside Areas of City Impact. Areas for the different levels of future growth have been identified on a proposed Growth Tier map.
- Coordinate development decisions with the ability to provide urban public facilities.
- Emphasize transit and other alternative modes of transportation; encourage densities and patterns of growth that support transit use.
- Improve intergovernmental coordination related to the provision of urban public facilities.
- Identify the amount of growth that should occur outside Areas of City Impact and cities.
- Ensure that the developers of Planned Communities fully fund on-site and off-site capital improvements.

The second phase of the Blueprint project is intended to provide cities and the County with implementation measures needed to achieve the recommendations identified during Phase I.

Throughout the country, incompatible development has been a factor in the curtailment or reduction of military training operations and/or restructuring of mission critical components to other installations-typically out of state. To protect the military mission in the State, the health of the economies and industries that rely on them, and consider the rights of adjacent private property owners, collaboration and joint planning among the installations, counties and local communities must occur throughout southwest Idaho. A mechanism used to foster collaboration and joint planning is the Joint Land Use Study (JLUS). The intent of the JLUS is to mitigate both existing and anticipated encroachment issues through improved coordination among

stakeholders in the region: the Cities of Boise, Grand View, and Mountain Home; Ada, Elmore and Owyhee Counties; Mountain Home Air Force Base (AFB), Idaho National Guard, Shoshone-Paiute Tribes, federal and state agencies, and the public.

Southwest Idaho is expected to experience economic and population growth in the future based on the extensive amount of open land, visibility and access afforded along the Interstate 84 corridor and continued development pressure in the southern portion of the Treasure Valley. As development interest and pressure continues to extend to the south and east of Boise and to the west of Mountain Home, a coordinated effort is needed to ensure growth is managed in a manner that allows the installations and their supportive training areas to achieve their many faceted roles in the nation's defense while remaining vital members of the local communities and major contributors to the regional and state economies. Similarly, the military must also acknowledge the rights of private property owners when evaluating mission expansion/contraction or new mission placement both within and outside the "fence"

This updated Comprehensive Plan incorporates many of the goals, objectives and policies recommended in the Blueprint and JLUS process.

Areas of City Impact

Areas of City Impact (or future city planning areas) are the unincorporated areas surrounding existing cities where future development, annexation or incorporation is anticipated to occur. Impact boundary adjustments are made by mutual agreement between the affected jurisdiction and the County and are based on the following criteria established in the Idaho State Code: relationship of local trade area, geographic features and potential for future annexation. Under the current agreements between Ada County and each of the incorporated cities, any new development within an Area of City Impact is subject to the following conditions.

- The comprehensive plans as negotiated pursuant to the Local Land Use Planning Act (LLUPA) applies within each respective Area of City Impact.
- Ada County zoning, subdivision and development regulations apply to the unincorporated areas within Ada County. In the future, city ordinances and/or jointly developed city/county ordinances may be applied in some Areas of Impact as may be negotiated pursuant to LLUPA.

As of this writing, each city in the County is reviewing the Blueprint for Good Growth Plan and may, in the future, adjust its Area of City Impact boundary based on the recommendations of the Blueprint Plan and any resulting intergovernmental agreements. These impact area adjustments must be negotiated by each of the affected cities with the Board of Ada County Commissioners.

Planned Communities

This Plan and the County's zoning ordinance currently allow for the development of Planned Communities within and outside Areas of City Impact. The Blueprint plan encourages Planned Communities to be developed

in cities and Areas of Impact, while also allowing for and assuming their continued development outside of Areas of City Impact.

Rural Residential and Agricultural Areas

Outside of Areas of City Impact, most land is zoned for a combination of rural residential or rural preservation. The types of uses allowed in these areas include the following:

- Farm, forest and rangeland uses
- Residential development with minimum lot sizes of 10 or 40 acres
- Planned Communities
- Selected industrial, commercial and resource extraction uses compatible with surrounding residential or agricultural use and consistent with plan policies and locational criteria
- Transportation Corridors and Improvements
- Department of Defense ~~Gunnery Range~~ Orchard Combat Training Center, Hazardous Area
- Snake River Birds of Prey National Conservation Area
- Other dedicated open space, park or recreation facilities or areas

Comprehensive Plan Map

The generalized map of future land uses identifies the current vision for a future mix of land uses to implement the county's many diverse goals. Generalized land use recommendations set forth in this plan emphasize the importance of cooperative planning and development among the various jurisdictions and agencies throughout the county. The general types of areas reflected on the Comprehensive Land Use Map are as follows:

- Incorporated Areas and Areas of City Impact. The map shows the locations of currently negotiated Areas of City Impact. As noted previously in this plan, cities negotiate applicable comprehensive plan policies with the County to apply within Areas of City Impact. Policies for changes to area of impact boundaries and development within Areas of City Impact are found under Goals 5.2 through 5.5 and related policies and implementation actions in this plan. Given the scale of the maps in this plan, the future land use map does not distinguish among different jurisdictions but only shows areas of impact generally. Information about the location of each jurisdiction's negotiated Areas of City Impact may be obtained from the County or respective city. Land within Areas of City Impact ultimately is expected to become urban through a combination of new and infill development, although there may be opportunities for other types of development consistent with Area of City Impact agreements.
- Rural area. The unincorporated portion of Ada County outside of the areas of city impact of Boise, Meridian, Star, Eagle, Garden City and Kuna. The rural area applies to privately owned land in unincorporated Ada County and may include the following, more specific, existing and future land uses:
    - Agricultural use. The county continues to retain a significant amount of agricultural and rangeland (about 240,000 acres in 2006). Future development and urbanization will result in conversion of

agricultural land over the long term, residential and other development should be planned and located to reduce adverse impacts on agricultural operations as development occurs.

- Rural Residential uses. Future rural residential development in this area should help address the desires of some County residents for a rural lifestyle, while minimizing impacts on agricultural uses, promoting permanent conservation of open space and reducing obstacles to long-term urbanization as cities or Planned Communities expand.
- Urban Use. Future urban development in the rural area should be in the form of Planned Communities. Planned Communities should help address the desires of some County residents for an urban environment with essential services and a variety of amenities. Development of Planned Communities in this area should require the approval of a planned sub-area and the creation of a specific overlay district. Coordinated planning for the cumulative need of development and/or improvement of major transportation corridors and routes, including Interstate 84, Kuna-Mora Road and railway corridors in the area that could provide opportunities for future rail-based transit should be considered by such plans. Coordination with planning efforts being undertaken by the Ada County Highway District and the Idaho Transportation Department is recommended for the Hwy 55, Hwy 16, Hwy 44 and Kuna-Mora Road corridors. These planning processes should identify the likely location and timing of development of Planned Communities or other uses in the area, and allow preparation for needed transportation or other public facility improvements required to serve future development.

- Military Maneuver Area - Department of Defense Orchard ~~Training Range Hazardous Area~~ Combat Training Center. This area is expected to continue to be used for military training exercises and will not be developed for other uses.
- Snake River Birds of Prey National Conservation Area. Planning and development in this area should be consistent with the Birds of Prey Conservation Area Management Plan. Development adjacent to or in close proximity to the Conservation Area should minimize impacts on the resources within the Conservation Area, consistent with policies of this Plan and of the Bureau of Land Management.

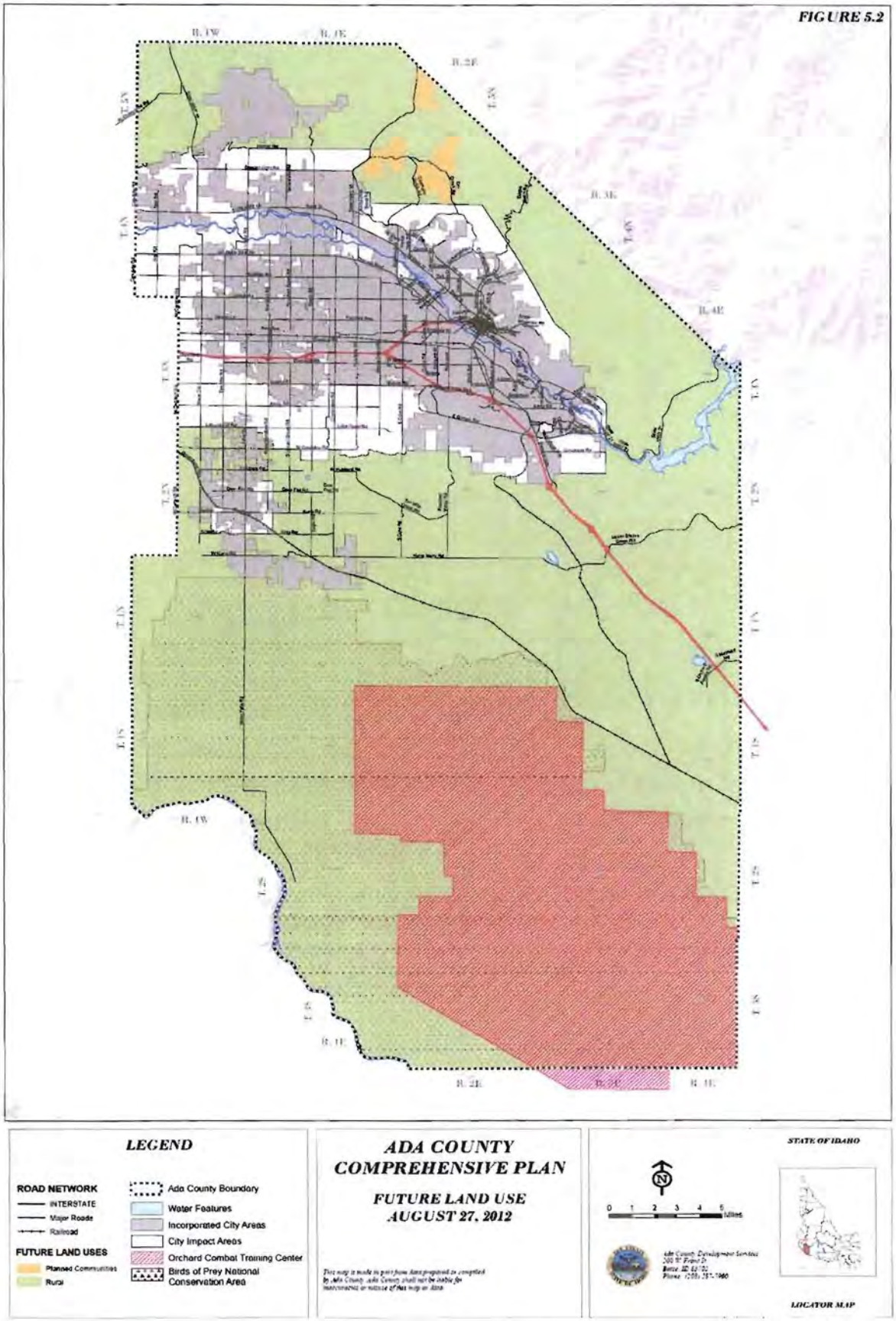


FIGURE 5.2
LEGEND
ROAD NETWORK
INTERSTATE
Major Roads
Railroad
FUTURE LAND USES
Planned Communities
Rural
Ada County Boundary
Water Features
Incorporated City Areas
City Impact Areas
Orchard Combat Training Center
Birds of Prey National Conservation Area
ADA COUNTY
COMPREHENSIVE PLAN
FUTURE LAND USE
AUGUST 27, 2012
0 1 2 3 4 5 Miles
STATE OF IDAHO
LOCATOR MAP

More specific goals, policies and recommended implementation actions for these areas are found in the following sections of this chapter, Chapter 13 (Implementation).

Issues

- IMPLEMENTATION OF BLUEPRINT FOR GOOD GROWTH RECOMMENDATIONS. This plan incorporates many recommended goals and policies from the Blueprint process. However, as of this writing, the implementation phase of that project was not complete or even fully funded. Development and adoption of mutually agreeable ordinance amendments and other implementation measures by all jurisdictions, including the County, will be essential to achieving Blueprint's overall goals.
- COORDINATION WITH CITIES AND OTHER SERVICE PROVIDERS INCLUDING AREA OF IMPACT NEGOTIATION. Continued communication and coordination with cities, as well as water, sewer, irrigation, fire, school and other service districts will be essential to planning for and managing growth and development in a rational, efficient and cost-effective manner. This includes identifying a better and more efficient process for negotiating Areas of Impact and avoiding premature development and annexation.
- PLANNED COMMUNITIES. Some city officials and citizens expressed a number of concerns about the location and development of future Planned Communities during the most recent Plan update process, including impacts on city services and tax bases, effects on natural resources and recreational opportunities, and consistency with regional efforts to focus growth in urban areas and to encourage development in a way that supports development of transit and other transportation facilities. Addressing these concerns will continue to be important.

  In allowing for and regulating development of Planned Communities, the County has identified the following potential benefits of this form of development:

  - The replication of historic, sustainable and polycentric regional growth patterns;
  - Opportunities for new towns and cities to develop, incorporate, and grow with a distinct identity, while preserving regional open space networks;
  - Requirements to provide its own services, amenities, infrastructure, and employment opportunities; and
  - Opportunities to assemble the large acreages needed for planned communities and provide for a mix of employment and housing opportunities.
- CONFLICTING USES IN TRANSITIONAL AREAS. Historically, the County has allowed "non-farm subdivisions" in rural areas. These developments have provided landowners and residents with opportunities to enjoy a rural residential lifestyle in unincorporated portions of the County. However, as some of these areas have been annexed or urbanized, conflicts between rural and urban development patterns have arisen. In addition, they present challenges for the provision of services in newly incorporated areas.
- PRESERVATION OF OPEN SPACE IN RURAL ADA COUNTY. If the County is to retain areas that are non-urban, then new approaches to development and regulation, as well as incentives, are needed in rural

areas to prevent similar conflicts in the future.

Goals & Policies

General

Goal 5.1: Encourage urban growth within cities, Areas of City Impact and Planned Communities.

POLICY 5.1-1: Focus urban density within the Areas of City Impact and Planned Communities.

POLICY 5.1-2: Encourage growth in areas where public investments in urban public facilities, have already been made or are planned and programmed.

POLICY 5.1-3: Promote cooperation and coordination for land use decisions beyond County limits that may have a significant effect on development in Ada County. Recognize and coordinate with regional planning efforts such as Communities in Motion and Blueprint for Good Growth.

POLICY 5.1-4: Encourage cooperative land management efforts among public agencies and private land owners.

POLICY 5.1-5: Promote a land use planning process that involves the public. Incorporate innovative participatory tools for engaging the public in the planning process through the use of community design exercises, electronic means (Web sites), etc.

POLICY 5.1-6: Require developers to consult with adjacent neighborhood groups, including a 30-day comment period, prior to submitting a development application.

POLICY 5.1-7: New developments should be designed to provide open space, and to provide greenways, bicycle paths and pedestrian linkages within developments and between existing or planned parks, schools, neighborhoods and shopping areas.

POLICY 5.1-8: Refer to the Ada County Ridge-to-Rivers Pathway Plan in the land use development review process. Incorporate recommendations from that Plan into land use decisions.

POLICY 5.1-9: Consider lands adjacent to industrial areas and the Boise Airport as possible park and open space opportunities.

POLICY 5.1-10: Evaluate actions and policies that allow hazardous materials into the County, or threaten residents and the environment due to the proximity of such materials.

POLICY 5.1-11: Work with developers and other public agencies to ensure that public facilities meet requirements of the Americans with Disabilities Act.

IMPLEMENTATION ACTION: Review, incorporate and adopt, as appropriate, elements of the Blueprint for Good Growth Tier map into the County's Comprehensive Plan Future Land Use Map.

IMPLEMENTATION ACTION: Amend the County's zoning map, as needed to be consistent with future land use plans.

IMPLEMENTATION ACTION: Work with cities and public facility providers to establish a process for regular

communication and coordination about the location and provision of services to areas where future growth is encouraged to occur. Also address the sequence and timing future growth, particularly potential or planned expansions of Areas of City Impact.

IMPLEMENTATION ACTION: Develop and formalize or adopt procedures to incorporate provisions of the Ridge-to-Rivers Pathway Plan into the land use development review process and other land use decisions.

IMPLEMENTATION ACTION: Develop and adopt procedures for engaging the public in land use planning processes, using a variety of methods to provide the flexibility to use different tools in varying situations to inform and/or solicit comments from residents and stakeholders.

IMPLEMENTATION ACTION: Develop and/or amend County Zoning ordinances to ensure that public facility and other related costs of new development are borne primarily by new residents and/or developers.

IMPLEMENTATION ACTION: Work with individual cities to develop consistent zoning and development regulations that implement the applicable comprehensive plans in Areas of City Impact.

IMPLEMENTATION ACTION: Update the County's zoning ordinance as needed, to require provision of open space, greenways, bicycle paths and pedestrian linkages between existing or planned parks, schools, neighborhoods and shopping areas as new development and growth occur.

IMPLEMENTATION ACTION: Work with cities to explore the implementation of an urban separator designation that could be used to help provide buffers and gateways between adjacent jurisdictions.

IMPLEMENTATION ACTION: Amend zoning ordinance to require new urban development to locate where urban public facilities exist or are programmed.

Areas of City Impact

Goal 5.2: Ensure that Areas of City Impact retain the potential for future urban growth and are planned and developed in an orderly and cost-effective manner.

POLICY 5.2-1: Ada County will negotiate Area of City Impact agreements for each incorporated city. Ada County will codify each Area of City Impact in the Ada County Code, Title 9.

POLICY 5.2-2: Areas of Impact boundaries will be based upon the following factors:

A. Coordinated 20-year capital facility plans that reflect historical or reasonable anticipated funding levels to facilitate the efficient provision of adequate water, wastewater, stormwater and transportation facilities.

B. Recent growth trends and projected growth of the applicable city consistent with population projections prepared and adopted by COMPASS.

C. The availability of adequate land supplies within the city and its Area of City Impact to meet the amount and diversity of growth that may be reasonably anticipated by the city during a 20-year planning period.

D. The existence of short-term (five-year) capital improvement programs (CIP's) that are adequately funded to accommodate growth anticipated within at least 20 percent of the Area of City Impact.

E. The availability of essential public services.

F. Intergovernmental agreements between the County and subject city and applicable service providers to coordinate land use and infrastructure decision in accordance with the policies established in this Plan.

G. Additional factors as determined through continuing discussions between the cities and County.

POLICY 5.2-3: Area of City Impact agreements may be negotiated to encourage or require consistency with:

A. local plans, regulations and adopted facility extension policies.

B. provision or guarantee of adequate public facilities.

C. agreement to annex the area in the future and compliance with adopted city plans, negotiations and infrastructure policies.

POLICY 5.2-4: Encourage inter-jurisdictional planning partnerships between the County, cities, and public facility providers in matters pertaining to urban public facilities.

POLICY 5.2-5: For those portions of the Areas of City Impact outside the city limits of the incorporated cities, the County will support the land-use and development policies expressed in the adopted comprehensive plans.

POLICY 5.2-6: As part of the process of amending an Area of City Impact boundary, work with cities and residents in proposed expansion areas to address consistency between County and city comprehensive plan designations and policies for the expansion area.

POLICY 5.2-7: Within Areas of City Impact where urban public facilities are available, residential development should occur at urban densities consistent with the cities' comprehensive plans.

POLICY 5.2-8: When an applicant seeks an exception to adopted public improvement standards within an Area of Impact, the exception should require approval by both the applicable city and the County to avoid future infrastructure deficiencies that impede future growth and service delivery.

POLICY 5.2-9: Adjustments to Area of City Impact boundaries to reflect 20-year growth plans should include an agreement not to annex beyond the Area of City Impact unless negotiated by the county or the other affected city. Pursuant to policies in the Plan, local governments are encouraged to enter into annexation boundary agreements that establish ultimate boundary lines between individual cities based upon the following factors:

A. Anticipated growth and the need for additional land to serve the cities' residential and non-residential land use needs

B. Sewer service basins and the capacity to serve development in those basins

C. Other service area boundaries (e.g., school districts, fire districts)

D. Geographic features (e.g., ridges, waterways, arterial streets, railroads, greenways) that form appropriate breaks between communities

E. Public input from affected property owners and other citizens

POLICY 5.2-10: KUNA AREA OF CITY IMPACT. The specific goals, policies and implementing ordinances, that Ada County and the City of Kuna have agreed will be applicable in the Kuna Area of City Impact, are codified in Ada County Code, Title 9, Chapter 1, as it may be amended from time to time.

POLICY 5.2-11: EAGLE AREA OF CITY IMPACT. The specific goals, policies and implementing ordinances that Ada County and the City of Eagle have agreed will be applicable in the Eagle Area of City Impact, are codified in Ada County Code, Title 9, Chapter 2, as it may be amended from time to time.

POLICY 5.2-12: BOISE AREA OF CITY IMPACT. The specific goals, policies and implementing ordinances that Ada County and the City of Boise have agreed will be applicable in the Boise Area of City Impact, are codified in Ada County Code, Title 9, Chapter 3, as it may be amended from time to time.

POLICY 5.2-13: MERIDIAN AREA OF CITY IMPACT. The specific goals, policies and implementing ordinances that Ada County and the City of Meridian have agreed will be applicable in the Meridian Area of City Impact, are codified in Ada County Code, Title 9, Chapter 4, as it may be amended from time to time.

POLICY 5.2-14: GARDEN CITY AREA OF CITY IMPACT. The specific goals, policies and implementing ordinances that Ada County and the City of Garden City have agreed will be applicable in the Garden City Area of City Impact, are codified in Ada County Code, Title 9, Chapter 5, as it may be amended from time to time.

POLICY 5.2-15: STAR AREA OF CITY IMPACT. The specific goals, policies and implementing ordinances that Ada County and the City of Star have agreed will be applicable in the Star Area of City Impact, are codified in Ada County Code, Title 9, Chapter 6, as it may be amended from time to time.

IMPLEMENTATION ACTION: Refine the process for negotiating Area of City Impact boundaries to ensure partnership in the planning process and timely review and adoption, consistent with the goals and policies of this plan.

IMPLEMENTATION ACTION: Work cooperatively with cities and other service providers (e.g., water and sewer providers and ACHD) to define a consistent methodology for estimating future land needs, determining the supply of buildable or developable land within a given Area of City Impact, and preparing short and long-term

capital facility plans.

IMPLEMENTATION ACTION: Work with each city to agree on the process for applying zoning ordinance and development codes within each Area of City Impact (i.e., whether City or County standards and regulations will apply and the process for joint review and/or coordination of land use review and decision processes).

IMPLEMENTATION ACTION: Develop guidelines and procedures for ensuring consistent land use review criteria in the adopted comprehensive plans for Areas of City Impact as they are adjusted.

IMPLEMENTATION ACTION: Work with cities and other service providers to develop a process and procedures for determining ultimate boundaries, including service boundaries between cities.

IMPLEMENTATION ACTION: Establish incentives and regulations that provide opportunities for and encourage small-scale or specialized agricultural operations in rural and rural transitional areas. Address community supported agriculture in rural and Areas of City Impact.

Goal 5.3: Encourage commercial development to locate in Planned Communities and in Areas of City Impact, consistent with Planned Community or city comprehensive plan policies and location of existing and programmed public facilities.

IMPLEMENTATION ACTION: Support efforts by Valley Regional Transit to provide transit service between activity and employment centers.

Goal 5.4: Encourage industrial development to locate in Planned Communities and in Areas of Impact, consistent with the Planned Community or city comprehensive plan policies and location of existing and programmed urban public facilities.

Goal 5.5: Reserved

Rural Areas—Residential Development

Goal 5.6: Low-density, low-impact residential development will be allowed in rural areas.

POLICY 5.6-1: Encourage preservation of open space and a rural residential lifestyle by strictly limiting development in areas that are not Planned Communities are not within an area of city impact.

POLICY 5.6-2: Densities and lot sizes for rural residential development should be regulated to allow only development that is of a rural character outside of Planned Communities.

POLICY 5.6-3: Encourage use of innovative planning techniques such as conservation subdivisions, transfer of development rights, purchases of land, conservation easements and other approaches to preserve open space, agricultural uses and the rural environment as rural residential development occurs.

POLICY 5.6-4: Residential development may be denied, density limited or density transferred where

physical constraints or hazards exist. Such constraints or hazards may include flood hazards, unstable soil and geological conditions, steep slopes and other dangerous characteristics.

POLICY 5.6-5: Rural residential development that would result in an excessive expansion of public services should not be allowed.

POLICY 5.6-6: Rural residential developments should have access to a road that complies with public road standards. Rural residential development should not completely surround a given intersection of two collector or arterial roadway or have direct arterial access.

POLICY 5.6-7: New development adjacent to existing residential uses should provide screening and other site design techniques to mitigate impacts on existing development.

POLICY 5.6-8: Rural residential development should minimize adverse impacts on the natural environment and agricultural land uses.

POLICY 5.6-9: All non-agricultural development occurring adjacent to agricultural land should be required to install and provide for continued maintenance of fences or other appropriate barriers to prevent intrusion of people and/or domestic animals onto agricultural land.

IMPLEMENTATION ACTION: Replace Non-farm subdivision development with provisions that allow for limited rural residential development that will not interfere with future urban development as rural areas are urbanized as part of Area of City Impact expansion or annexation processes. New regulations should offer the opportunity for a rural lifestyle to those who desire it and provide mechanisms for incorporating open space into rural development (see Chapter 13 of this plan for more specific recommendations).

IMPLEMENTATION ACTION: Identify and map areas that are expected or desired to remain rural for the long term or in perpetuity.

IMPLEMENTATION ACTION: Explore and adopt measures to permanently protect open space or maintain low densities within rural areas, such as purchase or transfer of development rights, conservation easements or other tools including cluster, conservation or open space subdivisions, additional hillside regulations and protection of habitat and environmentally sensitive areas.

IMPLEMENTATION ACTION: Regularly assess the level of development in the portions of the County outside of areas of impact and Planned Communities. If the level of development reaches or exceeds three percent (3%) of projected county-wide population growth within any three-year period, consult with members of the Blueprint for Good Growth Consortium regarding measures needed to further encourage development to occur within urban areas and planned communities.

Rural Areas—Commercial Development

Goal 5.7: Allow for a limited amount and range of commercial uses in rural areas, consistent with rural character.

POLICY 5.7-1: Neighborhood commercial uses may be considered at selected locations outside Planned

Communities and areas of city impact, but must meet specific development criteria related to sufficiency of individual septic tank and well to serve the use, impacts on surrounding agricultural or rural residential uses and impacts on traffic. Such uses should primarily serve the immediate surrounding area, travelers passing through or the agricultural community.

POLICY 5.7-2: All non-agricultural development occurring adjacent to agricultural land should be required to install and provide for continued maintenance of fences or other appropriate barriers to prevent intrusion of people and/or domestic animals onto agricultural land.

IMPLEMENTATION ACTION: Update County zoning regulations for commercial land uses in rural areas to ensure consistency with updated Comprehensive Plan goals and policies; define allowable commercial uses in rural areas as part of this process.

Rural Areas—Industrial Development

Goal 5.8: Allow for a limited amount and range of industrial uses in rural areas, consistent with rural character.

POLICY 5.8-1: High intensity industrial development may not occur outside Planned Communities or areas of city impact.

POLICY 5.8-2: Low intensity industrial uses may be considered at selected locations outside Planned Communities and areas of impact, but must meet specific development criteria related to sufficiency of individual septic tank and well to serve the use, impacts on surrounding agricultural or rural residential uses, and impacts on traffic. Such uses should primarily serve the surrounding area, travellers passing through, the agricultural community, or uses like landfills requiring large tracts of land and few services.

POLICY 5.8-3: All non-agricultural development occurring adjacent to agricultural land should be required to install and provide for continued maintenance of fences or other appropriate barriers to prevent intrusion of people and/or domestic animals onto agricultural land.

IMPLEMENTATION ACTION: Update County zoning regulations for industrial land uses in rural areas to ensure consistency with updated Comprehensive Plan goals and policies; define allowable industrial uses in rural areas as part of this process.

Rural Areas—Agricultural Use

Goal 5.9: Ada County will continue to support the agricultural industry and preservation of prime agricultural land in areas designated as Rural on the Comprehensive Plan Future Land Use Map.

POLICY 5.9-1: Support the continued operation and maintenance of gravity flow irrigation systems and drainage systems as a long-range economical method for irrigation water delivery to and drainage from agricultural lands.

POLICY 5.9-2: All development currently served by an irrigation system must preserve the irrigation capability and water rights of the land unless such development is exempted by the appropriate irrigation authority.

POLICY 5.9-3: Development should not be allowed to disrupt or destroy irrigation canals, ditches, laterals and associated rights-of-way. This does not apply to privately owned, self-contained systems.

POLICY 5.9-4: Drainage from new development should not cause negative impacts to any irrigation systems or drainage systems. Preservation of existing drainage systems, on-site retention of drainage or other alternatives are encouraged. Drainage into an irrigation system or drainage system in excess of predevelopment flow should not occur without the review and approval of the irrigation or drainage authority or other owner and operator of the irrigation or drainage system.

POLICY 5.9-5: Encourage protection of agricultural land on prime agricultural lands zoned for rural residential use through buffering, fencing, anti-nuisance requirements and laws and other strategies.

POLICY 5.9-6: Protect agricultural activities from land use conflicts or undue interference created by existing or proposed residential, commercial or industrial development.

POLICY 5.9-7: All non-agricultural development occurring adjacent to agricultural land should be required to install and provide for continued maintenance of fences or other appropriate barriers to prevent intrusion of people and/or domestic animals onto agricultural land.

POLICY 5.9-8: Allow for schools, churches and other public and quasi-public uses to be in rural areas provided such uses primarily serve the needs of the rural community. Such uses should be encouraged to locate on land not classified as prime agricultural land.

POLICY 5.9-9: Encourage agricultural-related industries, including those related to the production, processing, and sale of food and fiber, to locate in the rural areas on land not classified as prime agricultural land.

POLICY 5.9-10: Limit development requirements for agriculture-related activities and construction to those needed to provide for the public health, safety and general welfare.

POLICY 5.9-11: Dust, noise and odors normally associated with agricultural pursuits are considered acceptable in rural areas. Non-agricultural development should not restrict adjacent agricultural operations.

POLICY 5.9-12: Allow permanent housing in rural agricultural areas to meet the needs of farm families and farm workers and establish criteria that would allow for additional temporary and/or permanent farm residences for farmers, immediate relatives and/or farm workers.

POLICY 5.9-13: Recognize part-time farming as an appropriate and acceptable use of smaller parcels of agricultural land. As land prices rise, specialty farming operations may become more appropriate and viable agricultural uses.

POLICY 5.9-14: Activities in conjunction with a farm that provide additional income to the farm operation may be allowed through conditional use procedures in those areas that do not interface with planned communities.

POLICY 5.9-15: Where appropriate, allow for the one-time division of a 40-acre or larger agricultural parcel to provide for a residential home site for a family member or farm worker.

IMPLEMENTATION ACTION: Establish preservation standards and incentives that protect the long-term use of land with prime agricultural soils, used for existing agricultural operations, and designated for Rural use.

IMPLEMENTATION ACTION: Establish incentives and regulations that provide opportunities for and encourage small-scale or specialized agricultural operations in rural and rural transitional areas. Address community supported agriculture in rural areas and areas of impact.

IMPLEMENTATION ACTION: Update County zoning regulations to establish criteria for allowing development of schools, churches or other quasi-public uses in rural areas.

IMPLEMENTATION ACTION: Update County zoning regulations to establish criteria for allowing for permanent farm-worker residences in rural areas.

IMPLEMENTATION ACTION: Review and refine the siting standards and regulations for Confined animal feeding operations.

Planned Communities

Goal 5.10: Allow for the development of Planned Communities, consistent with the goals and policies of this Plan, or the applicable city's comprehensive plan as adopted by Ada County, requirements of the County's zoning and subdivision ordinance. Planned Communities should have a high degree of self-sufficiency; a vision for the future; and must demonstrate ability to fund and operate the community's utilities and services so as not to be subsidized by residents living outside the community.

POLICY 5.10-1: A planned community should provide information analyzing the existing conditions of the site and regional impacts from the proposed development to determine the appropriateness of the location and the feasibility of the development's success.

POLICY 5.10-2: Planned Communities should be developed with assurances that urban facilities will be provided and maintained in a long term fiscally sound manner.

POLICY 5.10-3: Planned Communities should be developed with assurances that urban services will be provided and maintained in a long term fiscally sound manner.

POLICY 5.10-4: Encourage the provision of open space and other recreational opportunities.

POLICY 5.10-5: Encourage the location of Planned Communities outside of hazardous areas.

POLICY 5.10-6: Minimize adverse impacts upon the delivery of services by a political subdivision or regulated public utility.

POLICY 5.10-7: Encourage the protection of wildlife and their habitat.

IMPLEMENTATION ACTION: Work with cities to develop common plans allowing Planned Communities to be located within Areas of City Impact.

IMPLEMENTATION ACTION: Work with adjacent counties to develop a process to jointly review Planned Communities proposed in areas that cross county lines.

IMPLEMENTATION ACTION: Regularly assess the level of development occurring in Planned Communities. If the total number of lots platted in the rural Tier, including Planned Communities, exceeds seven percent (7%) of the total lots platted in the county in a given year, consult with members of the Blueprint for Good Growth Consortium regarding city or county plan policies and regulations needed to encourage more infill development.

Foothills Development

Goal 5.11: The Foothills are recognized and valued as a landscape that defines our region. The foothills provide many environmental values such as winter range for deer, aquifer recharge, open space and a dramatic visual backdrop for residents of the entire region. Ada County seeks to balance the natural beauty and environmental values of its foothills with the rights of property owners as well as opportunities for development that are sensitive to and compatible with environmental resources in this area.

POLICY 5.11-1: Foothill areas within the Boise Area of City Impact should be subject to the policies and provisions of a separate planning document if adopted pursuant to the provisions of Chapter 3, Title 9, Ada County Code, and Idaho Code Section §67-6509.

POLICY 5.11-2: Foothill areas outside all Areas of City Impact should be subject to the policies and provisions of a separate planning document if adopted pursuant to the provisions of Idaho Code §67-6509.

POLICY 5.11-3: To perpetuate the wildlife resources supported by the foothills, planned community developments in the foothills will be designed to mitigate impacts to wildlife or habitat values through development or design standards related to habitat enhancement, open space preservation, conservation or development easements, or other means. Other developments should be required to prepare assessment of impacts on wildlife and provide mitigation plans as appropriate, in consultation with the Idaho Department of Fish and Game.

IMPLEMENTATION ACTION: Update County zoning ordinances to adopt the City of Boise's development standards within the Boise area of City Impact or adopt alternative development requirements for hillside areas that will meet similar objectives and be consistent with the goal and policies of this section of the Comprehensive Plan.

IMPLEMENTATION ACTION: Develop additional hillside development criteria including design guidelines for steep slopes and visually sensitive areas, avoidance of skylining and additional grading requirements to prevent erosion and habitat loss.

IMPLEMENTATION ACTION: Ada County should coordinate efforts with other governmental agencies, landowners and conservation organizations in the study and development of alternatives to preserve and conserve through management practices and/or public land purchases the resources of the foothills of north Ada County.

Airport Area of Influence

Goal 5.12: Provide for land uses that are compatible with aircraft noise, approach zones, and operation activities of the Boise Airport and Gowen Field and protect the health, safety, and welfare of the general public.

POLICY 5.12-1: General Airport Influence Area Policies

A. The ~~2001~~ Boise Airport Master Plan is referenced as a guide for land use decisions in the Airport Influence Area.

B. Avigation easements should be encouraged for all ~~permitted uses~~ new development, land divisions and property boundary adjustments.

C. Open space uses such as greenways, parks, agriculture and recreation are compatible uses with the Airport Influence Area.

D. The development of schools should not be permitted within the Airport Influence Area, except within Area A where sound-proofing is sufficient.

IMPLEMENTATION ACTION: Update County zoning ordinances, as needed, to reflect potential future expansions of the Boise Airport and impacts on surrounding land uses.

IMPLEMENTATION ACTION: Coordinate with the City of Boise to ensure consistent city and county development regulations in the Boise Airport Influence Area. ~~o~~Operational and approach zones to serve a third runway that will be constructed in the near future. Such lands are either owned or to be acquired by the City of Boise.

Area of Military Influence

Goal 5.13: Provide for land uses that are compatible and mitigate encroachment issues with the military operations within the Area of Military Influence (AMI) and Orchard Combat Training Center.

POLICY 5.13-1: Area of Military Influence Policies

A. Ada County should limit development in areas where the risks to potential health and safety cannot be mitigated.

B. Ada County should notify military installations of development requests within the Area of Military Influence and the Orchard Combat Training Center.

C. Increase public awareness of military installations for property owners in proximity to Gowen Field and the Orchard Combat Training Center.

D. Comprehensive Plan Map Amendments in the Area of Military Influence should address compatibility issues involving the military, such as intermittent noise, dust, traffic, and other development design issues.

E. Future land uses that could have an adverse effect to the operation of military installations should be discouraged.

IMPLEMENTATION ACTION: Update County zoning ordinances, as needed, to reflect potential future expansions of the Military Influence Area and impacts on surrounding land uses.

IMPLEMENTATION ACTION: Co-ordinate with the Military to ensure consistent county development regulations in the Military Influence Area.

IMPLEMENTATION ACTION: Continue to participate in JLUS Committee.

IMPLEMENTATION ACTION: Work closely with the Military on proposed development within the Military Influence Area.

IMPLEMENTATION ACTION: Maintain close contact with other local jurisdictions to coordinate military compatibility planning and management activities.

Chapter 13 - IMPLEMENTATION

"Effective and efficient implementation of plans and policies that achieve the community's vision is essential to the success of this plan."

The Ada County Comprehensive Plan update reflects a 10-20 year time horizon, although the Plan should be reviewed periodically to respond to emerging technologies and growth trends. This planning period allows adequate time to implement new development ordinances, land use patterns, transportation improvements and public development plans. Implementation of the Ada County Comprehensive Plan will be accomplished through the following measures:

- Application of the Ada County Zoning and Subdivision regulations, including adoption of amendments recommended in this Plan.
- Adopted and amended Area of City Impact agreements with the cities of Ada County.
- Implementation of appropriate measures as recommended through the Blueprint for Good Growth planning process.
- Administration of the Ada County development review process.
- Application of policies in this plan, and such other policies, resolutions, or ordinances as may be adopted by the Board of Ada County Commissioners.
- Continued coordination with other local jurisdictions, state and federal government agencies, community groups and citizens.
- Education, adoption and practice of conservation measures both in County facilities and new development.

Implementation is the most important phase of the planning process. It is the process that is intended to transform the goals and policies of the Comprehensive Plan into actions. A comprehensive plan, no matter how well crafted, is of little value if it is not implemented and used by both County officials and the public. There are several important planning tools to help citizens and County officials implement this Comprehensive Plan. Critical implementation tools are described in more detail below:

13.1 Community Involvement Program

Citizen involvement and support is the most important implementation tool. The public should be aware of, involved in and ideally supportive of the County's planning decisions. The Planning and Zoning Commission and the Board of County Commissioners make their decisions based on public guidance, when not in conflict with the law, and consistent with the goals and policies of the Comprehensive Plan. In effect, the decision-making process begins and ends with this Plan and an ongoing citizen involvement program.

If the Comprehensive Plan is to be useful and effective, it should be continually reviewed and updated periodically, as needed. The recommendations within the Comprehensive Plan should not be interpreted as unalterable commitments, but rather as a reflection of the best foreseeable direction at a given time. All Ada County citizens are encouraged to contact County leaders at any time to review the Comprehensive Plan and implementation policies.

13.2 ADA COUNTY ZONING

Ordinance and Zoning Map

The policies of the Comprehensive Plan establish the underlying direction for future amendments to the County's Zoning Ordinance and Zoning Map. The text of the zoning ordinance identifies permissible land uses and establishes the conditions under which land may be used, such as the number of stories, location and uses of buildings, development densities and building setbacks. In some cases, existing uses of land and buildings are permitted to continue, even if they do not conform to Plan policies and associated land use ordinances although this usually occurs upon specific review and findings. The Zoning Map identifies the location of specific districts where various types of land uses may be located to form a compatible development pattern. Idaho State law requires that all zoning districts be consistent with the policies of the adopted Comprehensive Plan.

The Planning and Zoning Commission is responsible for reviewing all new development proposals to ensure compatibility with the Zoning Ordinance and the Comprehensive Plan and make appropriate recommendations on such proposals to the Board of County Commissioners. The Board then completes the review process by considering the Planning and Zoning Commission's recommendation and making final decision on each development proposal.

13.3 Reserved

13.4 Comprehensive Plan Amendments

From time to time, changing conditions as well as adoption of sub-area or community plans, will result in a need for Comprehensive Plan Amendments. Idaho's Local Land Use Planning Act identifies the process for amendments to the Comprehensive Plan. Any group or citizen may petition the County Planning and Zoning Commission for a plan amendment at any time. On its own initiative, the County Planning and Zoning Commission may also originate an amendment to the Comprehensive Plan. Text amendments may be made to the Comprehensive Plan at any time. ~~However, the Planning and Zoning Commission may not recommend a Comprehensive Plan map amendment to the Board more frequently than every six months.~~

13.5 Coordination and Communication with Cities and Affected Agencies

The County regularly consults with cities and other public agencies to develop, review and administer plans

and regulations that affect future development. The County recently participated in the Blueprint for Good Growth and Communities in Motion regional planning processes to help define priorities and policies for future transportation and growth management. Other processes include but are not limited to the following:

- Negotiating Area of City Impact agreements with the cities of Ada County.
- Transportation planning through efforts managed by the Ada County Highway District (ACHD), Idaho Department of Transportation (ITD) and Community Planning Association of Southwest Idaho (COMPASS).
- Natural resource planning and management by the Bureau of Land Management, Idaho Department of Fish and Game and Idaho Department of Environmental Quality.
- Public facility development and service provision by cities and local sewer, water and irrigation districts.
- Siting and land use review for future school sites in cooperation with the Boise, Kuna and Meridian school districts.
- Demographic and development monitoring with COMPASS.
- Participation on the Payette Scenic Byway Committee.
- Participation on the JLUS Committee.

Continued participation in these and other processes will be essential to successful implementation of the goals and policies identified in the Comprehensive Plan.

13.6 Adopt a Future Acquisition Map

Under State law, Ada County may designate appropriate sites for streets, schools, parks and other public purposes on a Future Acquisition Map. These sites can be reserved for a public purpose for no more than a six-year period (see Idaho Code, §67-6517). At this time, Ada County does not have a formal future acquisition map or land reservation procedure. However, the County may prepare a draft future acquisition map for public review and future adoption. In addition, this plan includes maps indicating future locations of major transportation and utility corridors which should be considered for acquisition in the future. Similarly, school districts and other public agencies maintain separate processes for site identification and acquisition. The County will continue to coordinate with these agencies in those efforts.

13.7 Funding Options, Public/Private Partnerships and Incentives

The funding options available to Ada County for implementation of the Comprehensive Plan include, but are not limited to, the following:

- Community Fund Raising
- Enterprise Funds
- Federal Grants
- General Funds

- General Obligation Bonds
- Impact Fees
- Local Improvement Districts
- Permits/Licenses
- Private Donations
- Private Foundations
- Revenue Bonds
- State Grants
- Tax Increment Financing
- User Fees

Ada County, like many other regions in the country, faces higher costs and greater demands for public facilities and services, along with dwindling local, state and federal government funds to pay for them. One approach to addressing this increasing disparity is to work with the private sector through a combination of public/private partnerships and incentives to leverage private resources to finance public facilities and services.

A system of partnerships and incentives could help be implemented for a variety of different types of facilities and practices, including but not limited to the following:

- Public facility improvements such as roads, open space, parks, public plazas and libraries
- Beautification projects
- Affordable housing
- Historic places or resources
- Sustainable design and development practices

A number of different types of incentives could be used to work with the private sector to implement these programs and improvements, including but not limited to the following:

- Density bonuses
- Fee waivers, reductions or deferrals
- Impact fee credits or reductions
- Flexible standards for public improvements
- Reimbursement programs allowing future property owners to reimburse initial developers for their share of facility costs
- Real estate tax credits

Ada County will continue to work with the private and non-profit sectors to explore the use of these tools to enhance its ability to provide needed facilities and services and improve the quality of life for all county residents.

13.8 Implementation Priorities

Each chapter of this plan identifies a variety of recommended implementation measures to achieve the goals, objectives and policies of this plan. A number of these measures were identified as of particularly high priority. These include:

- EXPLORATION OF THE FEASIBILITY OF IMPLEMENTING A TRANSFER OF DEVELOPMENT RIGHTS (TDR) PROGRAM to help protect environmentally sensitive and other important resources and areas. In assessing the feasibility of using this tool, the County should consider the following factors:
  - ✓ **Identification of specific sending and receiving areas.** Sending areas are those areas where the County wishes to avoid or limit future development in order to protect sensitive environmental or other resources. Receiving areas should be those most appropriate for growth due to the ability to provide future urban services, minimize impacts of development on environmental and other features, and develop and use land in an efficient manner. Clear criteria must be developed to identify both types of areas.
  - ✓ **Ensure there is a market for development rights.** Some County regulations may need to be modified to ensure that there is an incentive to transfer development rights from one area to another. If there is an overabundance of land available for development, the market for density transfers will be limited. The supply of such land must be constrained in some way for a transfer of development rights program to be effective.
  - ✓ **Provide adequate staff and other resources for administration.** Typically, TDR programs can be complex and costly to administer. Before embarking on such a program, the County must ensure that it has adequate staff and/or outside expertise to effectively administer the program. The County may also need to set aside resources to establish a TDR bank. For example, King County, Washington, with one of the most successful TDR programs in the country, earmarked approximately $1 million initially for its TDR bank.
  - ✓ **Establish allowable densities for receiving sites.** The value of a development right transferred through a TDR program is based on the ability to increase the density of development in a receiving area. In establishing receiving sites, the County would need to determine how much more density will be appropriate in these areas and ensure that the increase in density acts as a viable incentive. As noted above, it also must ensure there is a market for such density increases. It also is important to coordinate increased density in receiving areas with public facilities planning.
  - ✓ **Experience in other jurisdictions.** TDR programs have been established in a number of jurisdictions throughout the U.S. with varying levels of success. The County should query jurisdictions where these programs have or have not succeeded to help identify the factors needed for effective

implementation. In the absence of a TDR program, the County could focus on a system of density bonuses, other developer incentives, regulation and land acquisition to meet similar goals. These tools should be pursued regardless of whether the County implements a TDR program.

- **Identification of priorities for open space protection and development of a County-wide open space conservation and acquisition program**, in partnership with other jurisdictions and citizens of Ada County. Protection of open space in Ada County was a key issue identified by County residents during the last update of this Plan (1996), the Blueprint for Good Growth Planning process, and in the most recent (2005-2006) update of this plan.

  While a variety of public agencies and private or non-profit organizations are working or have successfully worked to protect open space in the region, there has not been a collaborative, County-wide effort to identify and fund the preservation of priority areas for future open space conservation. The County, in cooperation with cities, state and federal agencies and community groups, should begin such a process. This effort can build on a number of the other implementation tools discussed in this Plan as well as previous regional planning processes such as Communities in Motion, the Ridge to Rivers Plan and the Parks, Open Space and Trails Plan, which was prepared as part of this latest Comprehensive Plan Update.

- **Continued identification and acquisition of land needed for major future transportation corridors.** This was identified as a priority by transportation planning agencies and others involved in the last Comprehensive Plan update process. Early identification and acquisition of land for such corridors is essential to preserving opportunities to construct them and keeping land acquisition costs down. Knowing where growth and development is likely to occur is key to identifying future corridors. Sub-area planning processes, identification of appropriate locations for Planned Communities and other planning processes can help meet this objective.

- **Adoption of additional zoning ordinance amendments identified in this Comprehensive Plan and the Blueprint for Good Growth Plan (September 2006).** A variety of implementation measures throughout this Plan include proposed amendments to the County's zoning or subdivision ordinances and/or other planning requirements or standards. Priority zoning ordinance amendments include the following:

  - ✓ Residential and non-residential design guidelines.
  - ✓ Revised landscaping regulations.
  - ✓ Oregon Trail Overlay District.
  - ✓ Review of Floodplain regulations.
  - ✓ Revised hillside development regulations and measures to avoid skylining and protect view sheds.
  - ✓ Revised grading regulations that protect property from damage from premature grading without an attendant development application.
  - ✓ Refinements to the County's Planned Community ordinance.
  - ✓ Uniform school facility siting standards.

- **Completion of the Boise River Greenbelt in the unincorporated portion of the County to the County line.** Extension of the Greenbelt is a priority for Ada County. The County has identified priority future connections for the Greenbelt. 'They are described and mapped in Chapter 9 of this Plan. The County will continue to identify potential funding sources and procedures for completing these connections.
- **Developing mutually agreed upon development standards within areas of impacts.** Currently, County zoning, subdivision and other development standards are applied in areas of impact. Given that these areas eventually will be within incorporated cities, it would be beneficial for development within them to meet city standards. This would be advantageous in terms of consistency with community character, maintenance of public amenities, future application of city standards and other considerations. A process to develop joint standards and/or review and approve city standards for application within areas of impact should be undertaken.

RESOLUTION NO. 2017

A RESOLUTION OF THE BOARD OF ADA COUNTY COMMISSIONERS AMENDING THE 2007 ADA COUNTY COMPREHENSIVE PLAN PROVIDING FOR THE ADOPTION OF AMENDMENTS TO THE AVIMOR SPECIFIC PLAN

The Board of County Commissioners of Ada County, Idaho, meeting in regular session on the 17th day of November, 2014, adopts and amends the 2007 Ada County Comprehensive Plan ("Plan") to wit:

WHEREAS, on June 17, 1996, the Board of Ada County Commissioners ("Board") adopted by, Resolution No. 882, the 1996 Comprehensive Plan, as allowed by the Local Planning Act, § 67-6509(c); and

WHEREAS, on February 8, 2006, the Board adopted, by Resolution No. 1377, amendment of the 1996 Comprehensive Plan with the Avimor Specific Plan; and

WHEREAS, on May 24, 2006, the Board adopted, by Resolution No. 1396, amendment of the 1996 Comprehensive Plan regarding the Goal and Policies Related to Planned Communities; and

WHEREAS, on January 2, 2007, the Board adopted, by Resolution No. 1441, amendment of the 1996 Comprehensive Plan with changes to the Avimor Specific Plan; and

WHEREAS, on November 27, 2007, the Board adopted by, Resolution No. 1518, the 2007 Comprehensive Plan; and

WHEREAS, the 2007 Comprehensive Plan in Appendix C.2 attached the Avimor Specific Plan adopting Resolution #1377 and the Avimor Specific Plan Amendment Adopting Resolution #1441; and

WHEREAS, Goal 5.10 permits the adoption of a community-specific plan for each Planned Community as an amendment to the Ada County Comprehensive Plan; and

WHEREAS, on August 14, 2014, property owners within a minimum of 1,000 feet of the proposed Avimor Planned Community were notified of a public hearing before the Ada County Planning and Zoning Commission ("Commission") by mail. Legal notice of the Commission's hearing was published in The Idaho Statesman on August 26, 2014 and September 2, 2014. Notices of the public hearing were posted on the site on August 28, 2014, and on August 22, 2014, a Public Service Announcement was issued; and

WHEREAS, on September 11, 2014, a public hearing was held by the Commission. Public testimony was taken and the Commission recommended approval of a comprehensive plan amendment to the Avimor Specific Plan to revise the Land Use District Map; miscellaneous revisions to Chapter 13 Design Guidelines, miscellaneous revisions to the Avimor Wildlife Mitigation Plan and the addition of a Recreation Plan as an appendix to the Wildlife Mitigation Plan; and

WHEREAS, on August 8, 2014, property owners within 1,000 feet of the site were notified of a public hearing before the Board on the Avimor Planned Community application by mail. Legal notice of the Board's hearing was published in The Idaho Statesman on October 28, 2014. Notices of the public hearing were posted on the site of the Avimor Planned Community on October 30, 2014, and on October 27, 2014 a Public Service Announcement was issued and;

WHEREAS, on November 12, 2014, the Board held a public hearing on Avimor's application to amend Avimor's Plan. After taking public comment, complying with the requisite due process and having the requisite public hearings, the Board approved a comprehensive plan amendment to the Avimor Specific Plan to revise the Land Use District Map; miscellaneous revisions to Chapter 13 Design Guidelines, miscellaneous revisions to the Avimor Wildlife Mitigation Plan and the addition of a Recreation Plan as an appendix to the Wildlife Mitigation Plan

BE IT THEREFORE RESOLVED, that the 2007 Comprehensive Plan be amended by addition of the following:

A comprehensive plan amendment to the Avimor Specific Plan that revises the Land Use District Map to reflect the installation of the Foothills Heritage Park and the relocation of the Avimor School site (Exhibit 1);
Revisions to the Avimor Planned Community Section B.13 Design Guidelines dated November 2014 Amendment (Exhibit 2);
Revisions to the Avimor Planned Community Wildlife Mitigation Plan_Section 4.0 dated November 2014 Amendment (Exhibit 3);
The addition of the Avimor Planned Community Recreation Plan dated November 2014 (Exhibit 4).

All of which are attached hereto to this Resolution and to the Ada County Comprehensive Plan as an addendum thereto.

APPROVED AND ADOPTED this 17th day of November, 2014.

Board of Ada County Commissioners

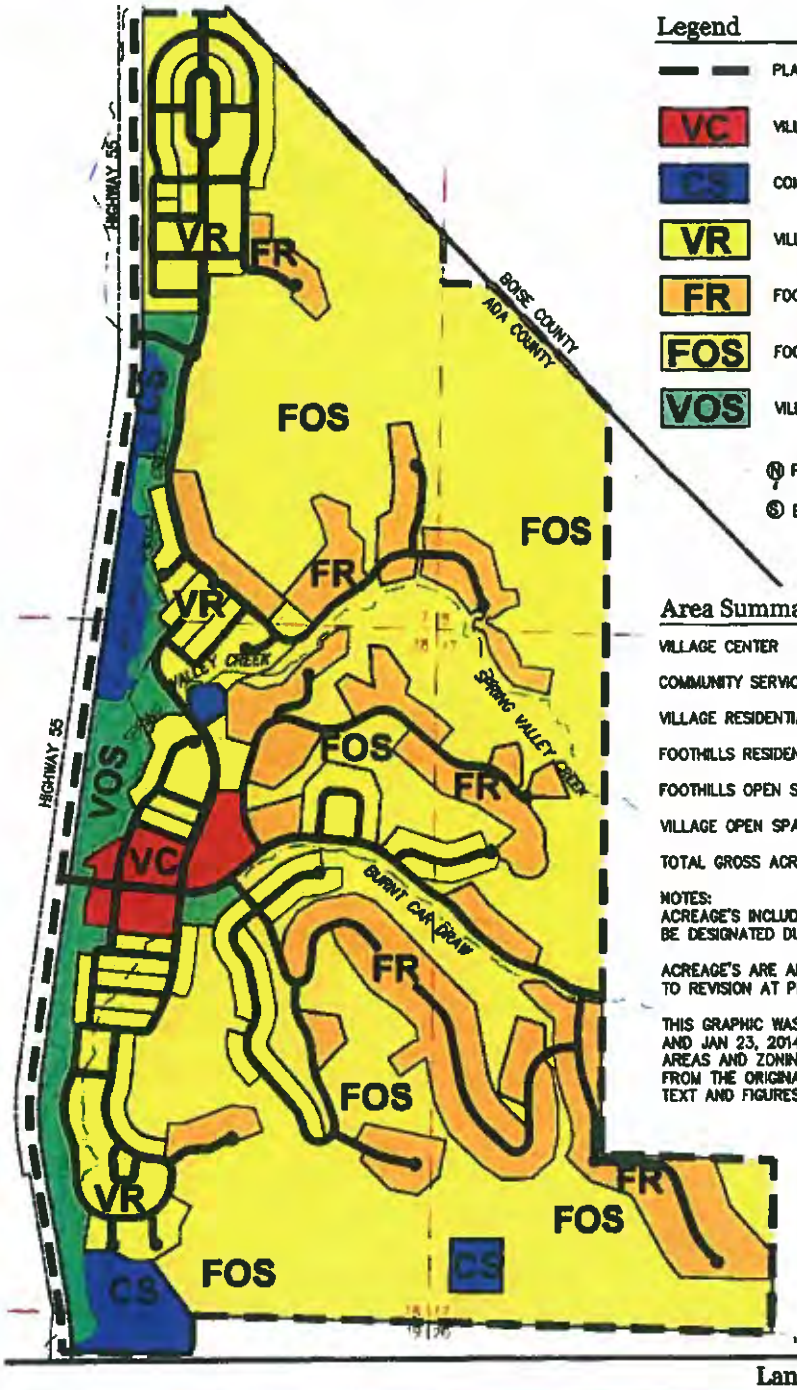
By: _____
David L. Case, Commissioner

By: _____
Rick Yzaguirre, Commissioner

By: _____
Jim Tibbs, Commissioner

ATTEST:

_____
Christopher D. Rich, Ada County Clerk



Legend

- PLANNED COMMUNITY BOUNDARY
- VC — VILLAGE CENTER
- CS — COMMUNITY SERVICES
- VR — VILLAGE RESIDENTIAL
- FR — FOOTHILLS RESIDENTIAL
- FOS — FOOTHILLS OPEN SPACE
- VOS — VILLAGE OPEN SPACE
- Ⓝ Plant Nursery
- Ⓢ Elementary or Charter School

Area Summary

VILLAGE CENTER	19 AC	2.3%
COMMUNITY SERVICES	28 AC	3.3%
VILLAGE RESIDENTIAL	141 AC	17.0%
FOOTHILLS RESIDENTIAL	151 AC	18.2%
FOOTHILLS OPEN SPACE	444 AC	53.5%
VILLAGE OPEN SPACE	47 AC	5.7%
TOTAL GROSS ACRES	830 AC	100%

NOTES:
ACREAGE'S INCLUDE PUBLIC OPEN SPACE TO BE DESIGNATED DURING THE PLATTING PROCESS

ACREAGE'S ARE APPROXIMATE AND SUBJECT TO REVISION AT PLATTING

THIS GRAPHIC WAS REVISED OCT 20, 2005, AND JAN 23, 2014.
AREAS AND ZONING BOUNDARIES DIFFER FROM THE ORIGINAL P.C. APPLICATION TEXT AND FIGURES.

AVIMOR

0 250 500 1000

Land Use District Map

EXHIBIT 1

Section B – Specific Plan

13. Design Guidelines

(Note: This section of the Avimor Specific Plan constitutes the Development Standards and Design Guidelines for the Avimor Planned Community in accordance with the "Design Standards" column of Exhibit 1, Land Use Design and Development Standards Matrix of the Avimor Zoning Ordinance)

A. Green Standards
B. Water Conservation
C. Energy Conservation
D. Site Design
E. Grading & Drainage
F. Architecture
G. Landscape
H. Fences & Walls
I. Lighting
J. Signage
K. Wildlife

EXHIBIT
2

Avimor Design Guideline (DG) Figures, Tables and Illustrations

FIGURES		
NUMBER	TITLE	LOCATION
DG - 1	Conceptual Grading Methods	Following page 12
DG -2	Conceptual Lot Building Envelopes	Following page 12
DG -3	Conceptual Landform Lot Grading	Following page 12
DG -4	Conceptual Grade Adaptive Lot Design	Following page 13
DG -5	Conceptual Grade Adaptive Housing	Following page 13
DG -6	Housing Type Illustration	Following page 16
DG -7	Conceptual 45 foot lot series Elevations	Following page 16
DG -8	Conceptual 60 foot lot series Elevations	Following page 16
DG -9	Conceptual 75 foot lot series Elevations	Following page 16
DG -10	Conceptual 90 foot lot series Elevations	Following page 16
DG-11	Production Home Setback--Requirements	Following page 18

TABLES		
NUMBER	TITLE	LOCATION
DG -1	Waterwise Landscape Palette	Following page 31

ILLUSTRATIONS		
NUMBER	TITLE	LOCATION
A	Cut and Fill	Page 10
B	Retaining Walls	Page 11
C	Building Setting	Page 14
D	Garage Setback	Page 15
E	Massing (Production)	Page 17
F	Site Design	Page 18
G	Mountain Contemporary	Page 19
H	Setbacks and Entries	Page 20
I	Massing (Village Center)	Page 21
J	Not Used	Not Used
K	Building Setback	Page 23
L	Building Frontage	Page 23
M	Building Entrance	Page 25
N	Awnings	Page 26
O	Building Façade & Screening	Page 26
P	Avimor Drive Street Section	Page 27
Q	Curb Extensions	Page 28
R	Off Street Parking	Page 29
S	Street Trees	Page 30
T	Site Lighting	Page 33
U	Building Signage	Page 35
V	Monument Sign	Page 35

13. Design Guidelines

The development of the Avimor Planned Community will be based on Development Standards and Design Guidelines. The following Sections outline those Standards and Guidelines, which are incorporated into the Avimor Zoning Ordinance by reference. It is anticipated that the Standards and Guidelines will be amended from time to time. Each such amendment will be incorporated into the Avimor Specific Plan and by reference, into the Avimor Zoning Ordinance.

The Development Standards and Design Guidelines will be administered by the Avimor Design Review Committee and applied to all residential, non-residential and mixed-use development proposals within the Avimor Planned Community. The Avimor Design Review Committee will be responsible to review and approve all land use proposals prior to submittal of any development application to Ada County, including all commercial, public uses, retail, professional and residential development (including multi-family and bed and breakfasts). The review and approval process shall be performed as outlined by the Avimor Community Charter and the Avimor Design Review Procedure form, both of which are separate community governance documents and subject to revision from time to time.

A. Green Standards

Sustainability objectives for the Avimor Planned Community will be realized through the formulation of "green" development and building strategies within each of the following areas:

1. Respect for the Natural Environment by:
    a. Incorporating native vegetation into the community's landscape design which extends the natural setting into the community.
    b. Preserving existing vegetation and wildlife habitat, where possible.
2. Conservation of Natural Resources by:
    a. Reducing water use.
    b. Reducing energy use.

c. Reducing and reusing storm water runoff.

3. Creation of a Sustainable Built Environment by:

   a. Incorporating day lighting and the natural ventilation into interior spaces.

   b. Utilizing environmentally-sensitive building materials, where possible.

   c. Recycling construction waste and provide recycling and sorting systems in homes and offices, subject to available markets for recycled materials.

4. Encouragement for the use of multi-modal transportation by:

   a. Creating a walkable environment and provide live/work opportunities.

   b. Encouraging bicycle use through bicycle lanes, parking and showers and lockers in work places.

   c. Encouraging vanpooling and providing space for park and ride lots.

B. Water Conservation

Residential water consumption will be reduced by a minimum of thirty percent (30%) under typical indoor and outdoor usage.

1. Implement water conservation practices in all buildings.

   a. Install low water use plumbing fixtures in all homes and non-residential buildings.

   b. Install recirculating pumps for hot water delivery.

   c. Offer low water use appliances as options to homebuyers.

2. Encourage water conservation by residents and businesses.

   a. Establish water rates, subject to IPUC approval, which encourage conservation, and meter all treated-water usage.

b. Create education materials to inform residents and other property owners or users of the landscape vision for Avimor, landscape approval process, water conservation practices and xeriscape principles.

3. Reduce the use of potable water for irrigation.

   a. Reuse treated effluent from wastewater treatment plant for common area irrigation and aquifer recharge, subject to DEQ and other public agency approval.

   b. Create opportunities to harvest rainwater for landscape irrigation from roadways, parking areas and structures.

4. Conserve water through landscape requirements.

   a. Limit landscaping to primarily low water use or xeric plant material, and enforce through covenants, deed restrictions and permitted plant lists.

   b. Limit use of turf in private yard landscaping, non-residential parcels, and common areas and enforce through covenants or deed restrictions.

   c. Revegetate disturbed areas with native plant material, and irrigate with temporary irrigation only.

   d. Use native or fescue grasses for turf areas, depending on use.

   e. Require drip irrigation for all shrubs and trees and use soil amendments and ground-cover mulch in all improved planting beds.

   f. Use centralized time-control systems linked to a weather station for common area landscaping.

   g. Install front yard landscaping as part of the production home purchase and offer rear yard packages which reflect low water principles and approved plants.

C. Energy Conservation

Measurable reductions in energy consumption will be achieved through design, technology, materials and landscaping.

1. Achieve energy reductions in all buildings.
    a. Implement Energy Star certification for homes constructed by SunCor, and encourage third party builders to adopt those principles.
    b. Adopt appropriate LEED principles for non-residential buildings and over time progress to LEED certification.
    c. Implement best practices for residential construction where appropriate, such as use of certified green lumber, engineering wood products, and recycled materials.
2. Take advantage of solar orientation and natural features.
    a. Orient buildings along an east-west axis to maximize passive solar heating, where site conditions permit.
    b. Use appropriate overhangs, porches and other architectural features to properly shade south facing walls from high summer sun.
    c. Site homes and buildings in a manner which does not block low angle south winter sun from tall trees, hillsides and other structures.
3. Take advantage of existing landscape and utilize new landscape materials to reduce energy consumption.
    a. Plant deciduous trees on east and west sides of structures to shade structures in summer and allow solar heating in winter.
    b. Plant trees as windbreaks to mitigate winter winds.

c. Plant trees along streets and in parking areas to reduce summer heating of hard surfaces.

4. Reduce energy consumption through recycling.

   a. Recycle onsite building materials, subject to available markets and implement a household recycling program.

   b. Use recycled materials for outdoor recreational facilities, such as benches, chairs, tables and play equipment.

   c. Encourage the use of fly ash in concrete, subject to market conditions.

5. Reduce energy consumption through community design and education.

   a. Reduce transportation energy consumption through provision of multi-modal transportation systems; creation of commercial, retail services; employment opportunities, including home-based employment; provision of schools, churches and recreational facilities; and generally planning compact community development with many connections.

   b. Reduce energy consumption required for pumping, treatment and transmission of water through sound water conservation practices.

   c. Evaluate and encourage selected Idaho Power energy conservation and green power programs.

   d. Create educational materials to inform residents and other property owners or users of the energy reduction goals of the Avimor community and implementation practices.

D. Site Design

Avimor Planned Community site planning and development design will be responsive to the physical character of the land.

1. Cluster higher density villages, commercial buildings and improved recreation areas in flatter agriculturally disturbed valley locations.
2. Protect view corridors, major visual back-drops and highly visible major slopes by off-setting building envelopes in the foothills area.
3. Identify and protect sensitive natural areas especially riparian habitat corridors.
4. Design buildings outside of the main villages to fit the site, through use of building envelopes which minimize lot disturbance.
5. Protect riparian areas and steep slopes over 25-30 percent which serve as edges and transitional areas between villages and residential clusters.
6. Address geologic features and soils characteristics in the design of site improvements.
7. Front initial row of dwellings to Highway 55 to minimize highway noise impacts on outdoor living space at rear.

E. Grading and Drainage

Grading techniques will vary within the Avimor Planned Community. Village sites will be fully graded. Foothills residential areas will range from site limited grading within custom lot building envelopes (see Figure DG-6) to grade adaptive designs for houses that take up grade within the house (see Grading Methods, Figures DG -1, DG -2, and DG -3 and Grade Adaptive graphics, Figures DG – 4 and DG -5 which follow).

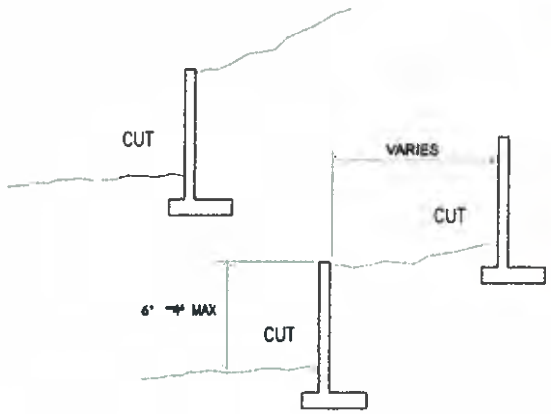
1. Apply erosion control techniques to all grading activities including silt fencing, drains, basins, or other appropriate actions, to protect drainage ways and streams.
2. Define grading areas in foothills by staking and fencing, and restore and revegetate disturbed non-building areas and areas adjacent to roadways as soon after completion as practical given seasonal conditions.
3. Avoid conventional cut and fill grading techniques that result in unnatural lot shapes and constant slopes. Follow the principles of

contour grading and land form grading to blend grading with the natural land form. Maximum slopes to be 2:1.

4. Remove and stockpile topsoil for use in landscaping, minimize wind and water erosion, and protect natural drainage ways and streams by silt-fencing or revegetation, as appropriate.
5. Use non-structural drainage facilities to the extent possible and practical, including grass swales, vegetated basins or other "natural" methods where feasible.
6. Use building envelopes with Foothills zones, and grade-adaptive structures and retaining walls to minimize slope disturbance. Retaining walls to be located within the envelope or house pad and not at the perimeter of the lot.
7. Designate custom home building envelopes on plats, subject to the opportunity to adjust 10-20% in size and configuration when an individual grading and drainage plan is prepared for the lot.
8. Construct roadway fills in hillside areas with typical slopes of 3:1, where feasible, and a maximum of 2:1. Contour fill sections to mimic natural contours of the surrounding terrain and revegetate to blend with the adjacent, undisturbed slopes.
9. Limit grading in areas of soil instability or where geologic hazards exist.
10. Incorporate natural drainage ways and swales into site grading design.

ILLUSTRATION A: CUT AND FILL

~~11.~~ The maximum uninterrupted height of any retaining wall is 6'0" ~~4'0"~~ measured vertically from grade to top of wall at any point along the wall. If the walls must be broken into multiple walls they must be set apart by a minimum of 1 foot horizontally for every 1 foot vertical. This setback area between walls must be landscaped. ~~The second retaining wall may not exceed 4'-0" in height. If the retaining condition coincides with a terrace site wall the total height must not exceed 6'0".~~



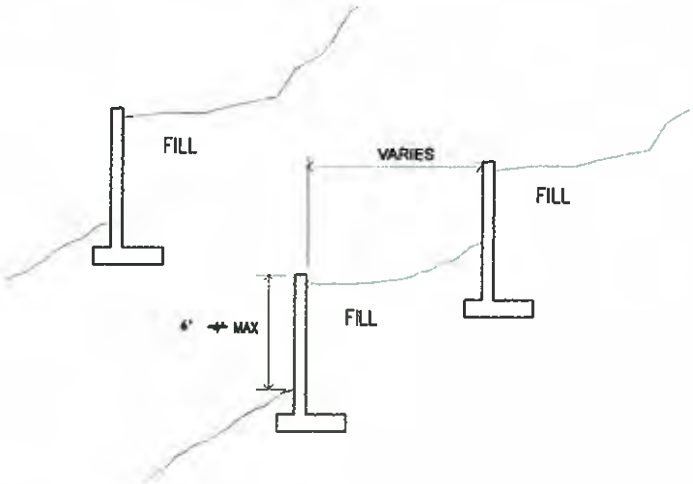
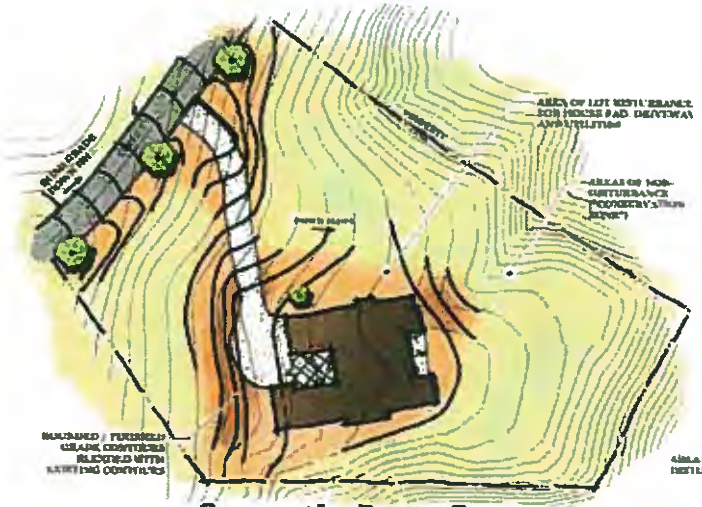
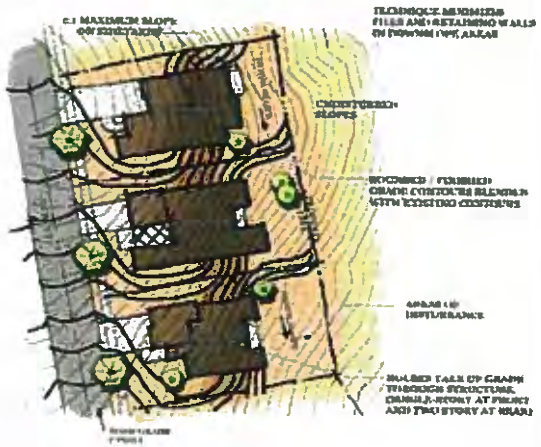


ILLUSTRATION - B: RETAINING WALLS

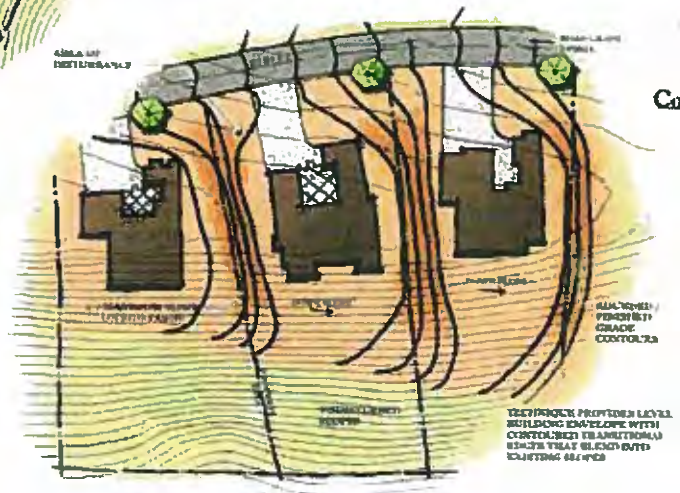
Insert Grading Methods graphics here



Conceptual Lot Building Envelopes



Conceptual Grade Adaptive Lot Design



Conceptual Landform Lot Grading

Figure DG-1

AVIMOR

A Suncor Development

CONCEPTUAL GRADING METHODS

ADA COUNTY, IDAHO

W R G DESIGN INC

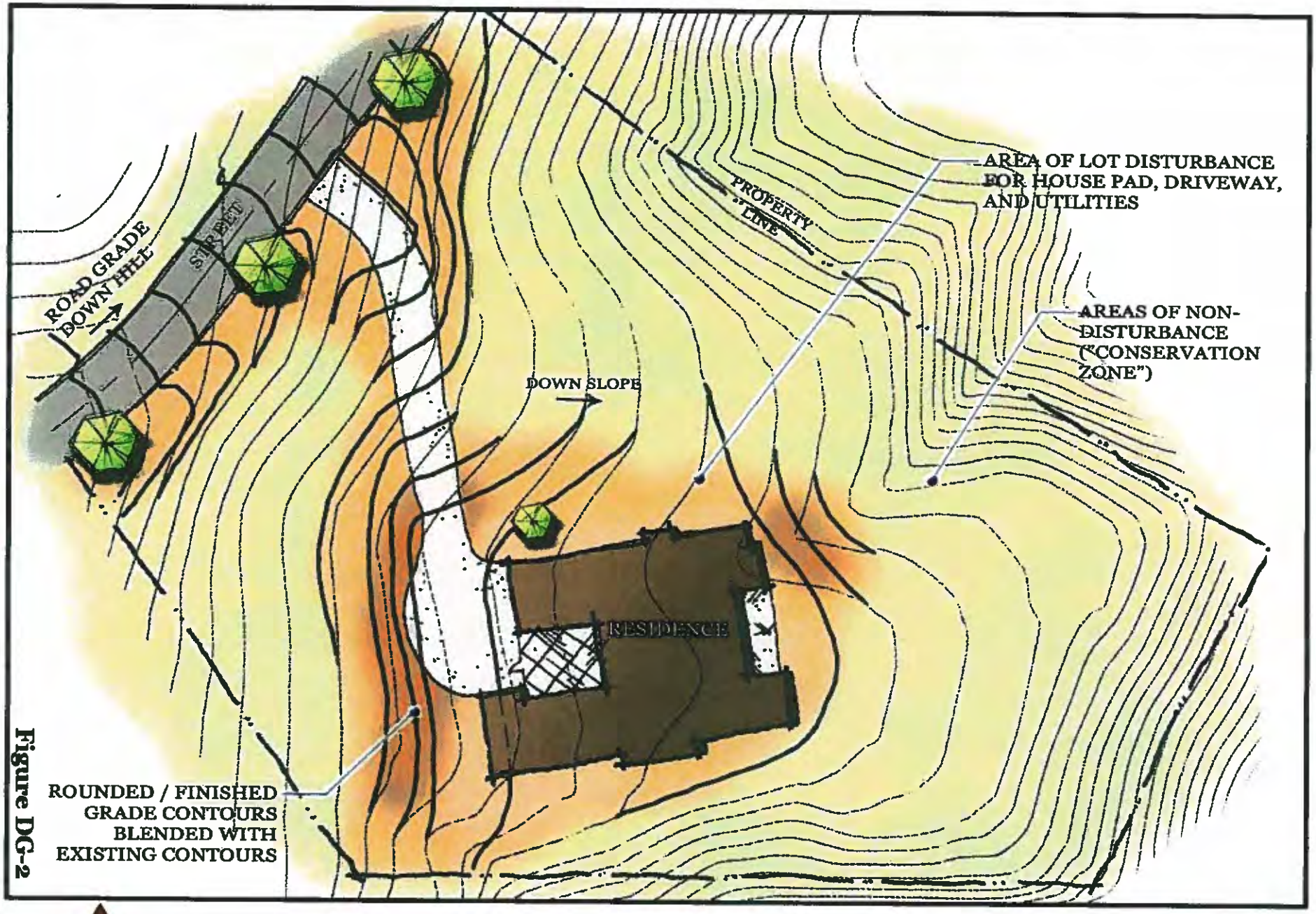


Figure DG-2

AVIMOR

Conceptual Lot Building Envelopes

DATE: 19 October, 2005
NOT TO SCALE

W R G
DESIGN INC.

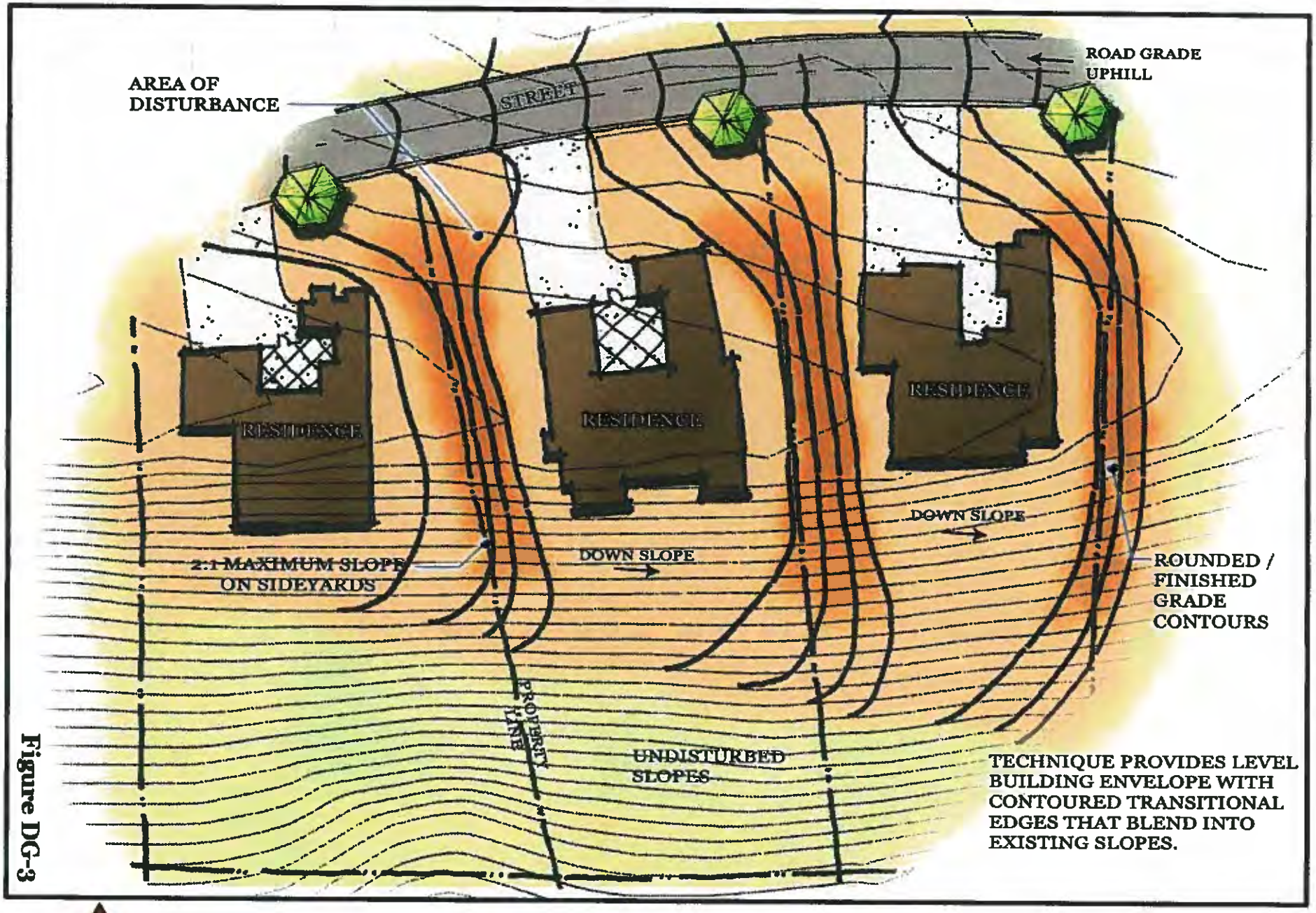


Figure DG-3

AVIMOR

Conceptual Landform Lot Grading

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DESIGN INC.

Insert Grade Adaptive graphics here

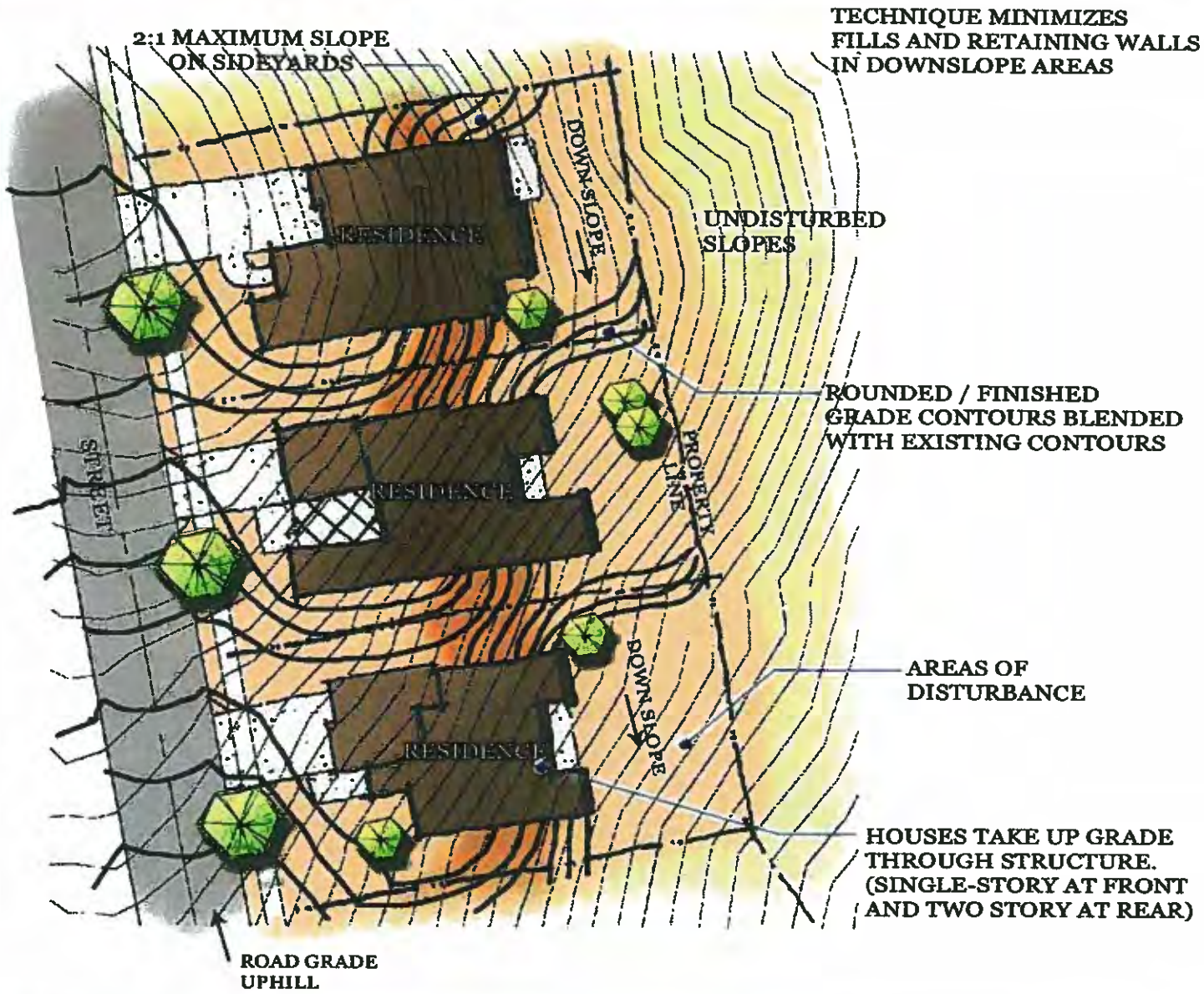

Figure DG-4

AVIMOR

Conceptual Grade Adaptive Lot Design

DATE: 19 October, 2005
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W R G
DESIGN INC.

Figure DG-5

AVIMOR

Conceptual Grade Adaptive Housing

DATE: 19 October, 2005
NOT TO SCALE

W R G
DESIGN INC.

F. Architecture

General Guidelines

The architectural character of Avimor will be as diverse as the history of Spring Valley Ranch and the surrounding community. Architectural design will be encouraged to account for the site, surrounding natural features, and indigenous materials. Architectural style may vary between the urban character of the villages and the foothills residential clusters.

Aside from visual benefits, architectural diversity fosters an inclusive resident population In age, gender, family composition, education and income. Adaptable plans and flexible standards meet the needs of a multi-generational consumer, adding richness to the community.

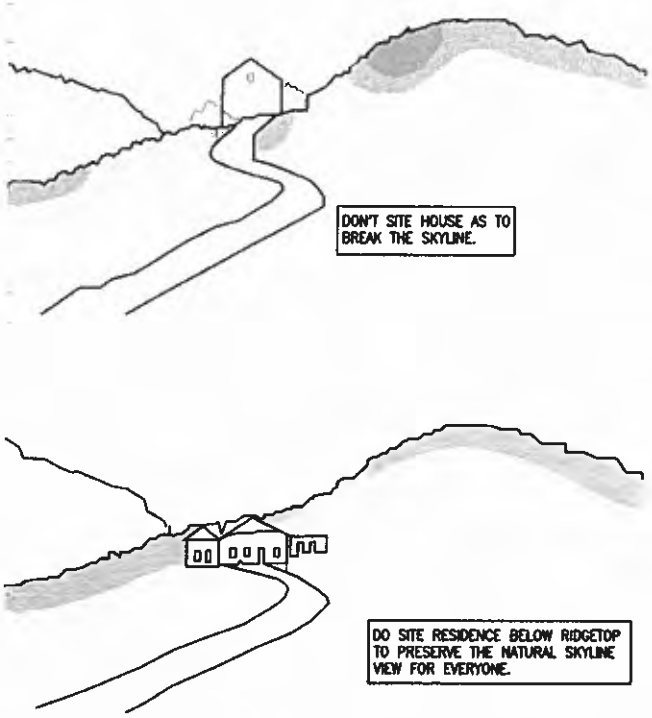


ILLUSTRATION - C: BUILDING SETTING

1. Building scale and height should be site-specific and should not dominate the natural elements of the site or surroundings.
2. Residential building height will be determined by the physical setting. Structures at the top of sloped landforms may be limited to one story unless grade-adapted (downhill portion may be two stories), whereas structures below slopes and ridges and in the valley, can be two stories.
3. Building orientation should take advantage of passive solar and cooling opportunities.
4. Mechanical equipment shall not be roof mounted and shall be appropriately screened. Satellite dishes will be mounted to the side of the home.
5. Solar panels shall be mounted in a fashion compatible with the residences architectural character, as determined by the Avimor Design Review Committee.
6. A varied color palette shall be used. Custom homes in a more natural setting shall reflect a muted earth tone color palette, and building materials and colors shall have a low light reflectance value. Custom home colors, including roofs, will be medium to dark. Production homes with a more urban setting may have a broader color range subject to

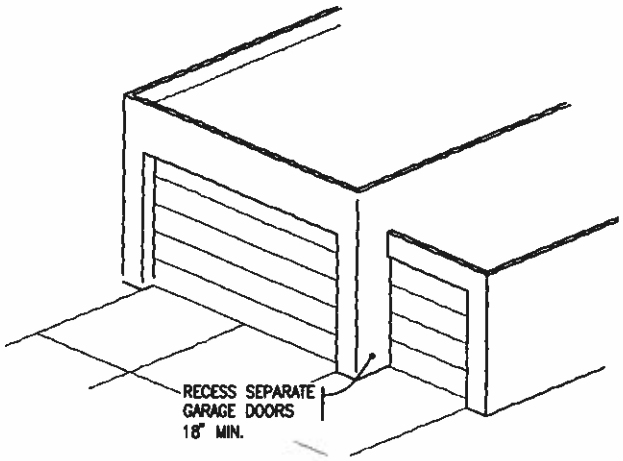


ILLUSTRATION - D: GARAGE SETBACK

approval of the Avimor Design Review Committee.

7. Minimize impact of protruding front drive garages and garage doors facing the street. Alternatives include garage fronts recessed behind the primary facade line and side entry front garages.
8. Recess separate garage doors a minimum of 18" from the door closest to the street. Consider breaking larger garage door masses into smaller doors.
9. Select plans and elevations which enhance visually prominent lots e.g. at corners, across from parks, at street ends.
10. Porches and courtyards are encouraged to create activity facing streets. Consider railings on porches and low walls around courtyards.
11. House designs should offer optional work spaces for home office employment.
12. Houses with more than a two-bay garage should consider optional casitas or office space in a single bay. A separate exterior door is encouraged with these options. Split garage layouts are preferred.
13. Yard spaces adjacent to homes should be accessed from key living spaces to create outdoor rooms.
14. Rear two-story elevations on grade-adaptive lots require a higher quality of design than normal rear elevation. Roof lines and materials should be varied, and columns should be appropriately scaled.
15. Reduce Highway 55 noise impacts for homes close to the highway through the use of sound mitigation building materials, including dual-pane glazing; R-38 attic/ceiling insulation; 2x6 exterior or framing, which allows additional insulation; airtight walls; heavy solid-core or composite exterior doors; insulated and conditioned crawl spaces.
16. Recessing of doors and windows is encouraged to create depth and shadow-lines.

17. Options for accessory dwelling units should be developed where appropriate based on lot size and could include casitas, guest suites and granny flats. Detached units should be considered on larger lots meeting zoning requirements and shall be designed to visually relate to the main residence in massing, building materials and architectural character.

18. Approval by the Avimor Design Review Committee is required for use of a residential structure as a Bed & Breakfast facility. The structure must maintain the residential character of the neighborhood and shall be identified only by a wall-mounted sign of a size and character as specified by the Avimor Design Review Committee, which shall have the authority to enact, amend and enforce specific standards without the requirement to amend the Avimor Specific Plan.

Production Home Guidelines

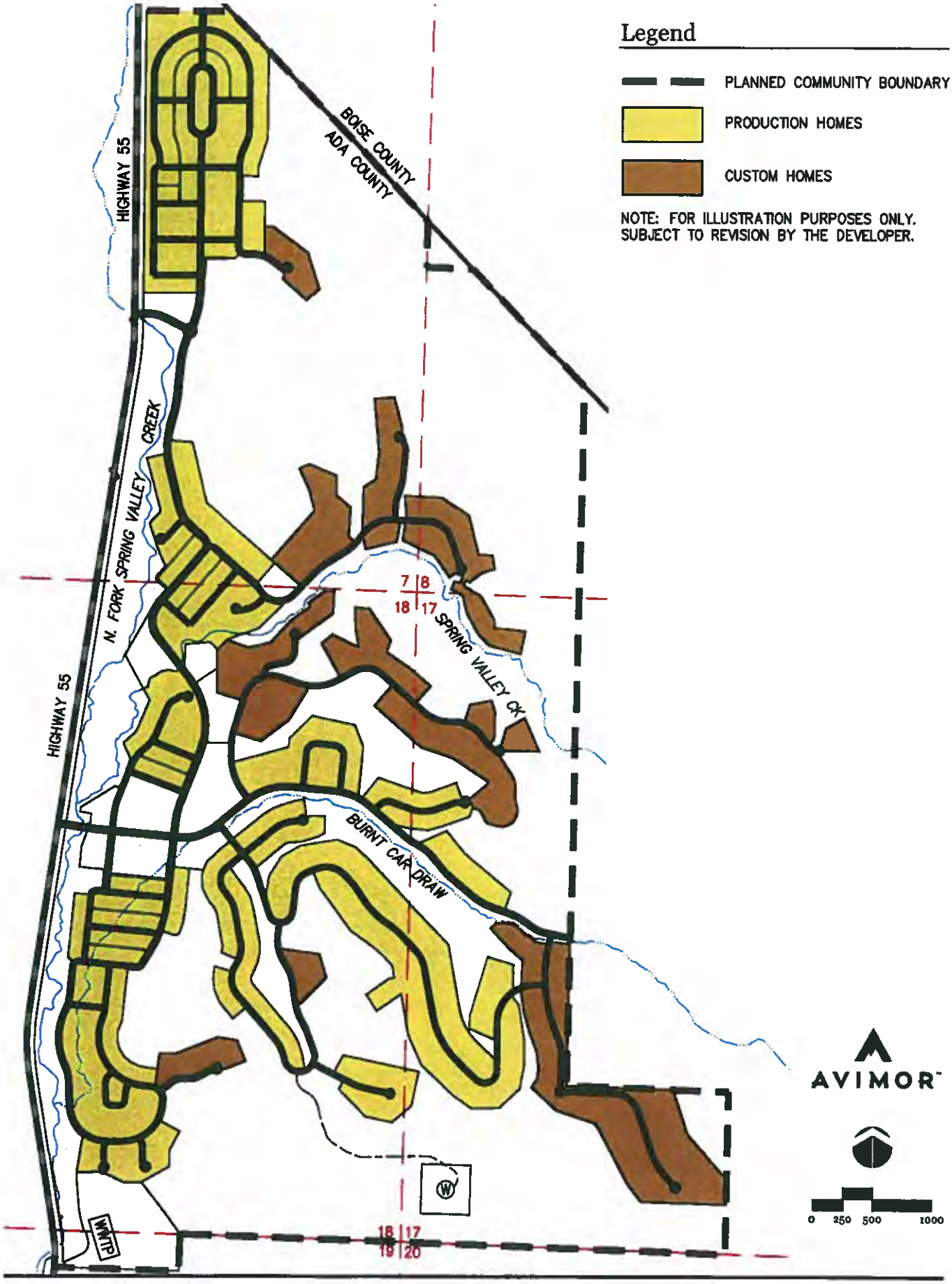
Defined as pre-designed homes to be constructed by the developer and are located as shown on the following Housing Type Illustration, Figure DG -6. Locations are general and subject to future design revisions and marketing decisions.

1. Architectural Themes

   A diverse range of architectural themes is required and includes the following primary themes: English Country, Spanish Colonial, Traditional/Colonial, Prairie, Tuscan, and Craftsman. Other themes may be followed subject to review of the Avimor Design Review Committee. See accompanying Figures DG -7, DG -8, DG -9 and DG -10 for conceptual illustrations for lots ranging from 45 feet to 90 feet.

2. Plan Diversity and Elevations

   Production housing shall exhibit architectural diversity including the following:


Legend
PLANNED COMMUNITY BOUNDARY
PRODUCTION HOMES
CUSTOM HOMES
NOTE: FOR ILLUSTRATION PURPOSES ONLY.
SUBJECT TO REVISION BY THE DEVELOPER.
HIGHWAY 55
HIGHWAY 55
BOISE COUNTY
ADA COUNTY
N. FORK SPRING VALLEY CREEK
SPRING VALLEY CK
BURNT CAR DRAW
7 8
18 17
18 17
19 20
WWTP
AVIMOR
0 250 500 1000

Plan 2
Craftsman

Plan 4
Country English

Plan 6
English w/County French Influence

Plan 5
Colonial

Plan 3
Spanish Colonial

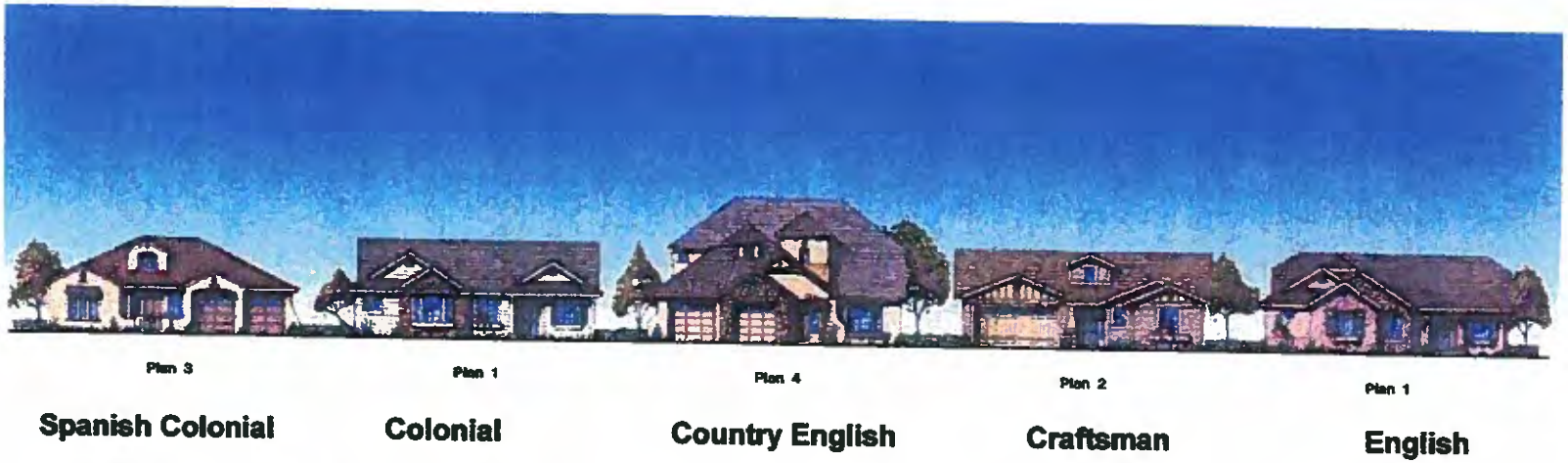
Avimor

Ada County, Idaho

45 Foot Lot Series

Conceptual Elevations

Figure DG-7



Avimor

Ada County, Idaho

60 Foot Lot Series

Conceptual Elevations

Figure DG-8

Avimor

Ada County, Idaho

75 Foot Lot Series

Conceptual Elevations

Figure DG-9

AVIMOR
5000 series (90' lot product)

Conceptual Elevations

Figure DG-10

a. Each series built on a particular lot size shall include a minimum of 4 floor plans of varied sizes and features.

b. Each plan shall have 3 distinct design treatments or elevations. Elements to be varied include a combination of primary siding, roof material, window design, trim detail, and architectural style.

c. A typical block face in a production series must contain 3 different plans with varying elevations and colors. No more than one house of the same plan, elevation and color treatment in the same block face.

d. Each series of production homes should offer a mix of single and two-story plans with single-story plans the majority.

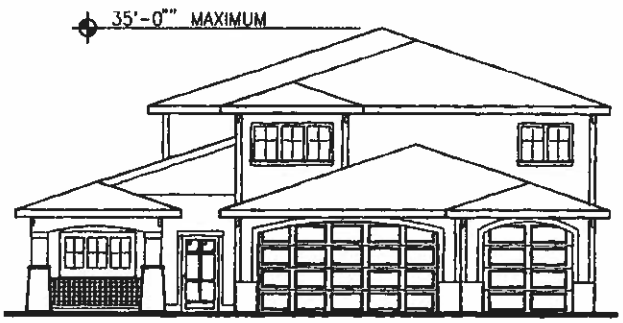


ILLUSTRATION E: MASSING

3. Massing

Upper floors are encouraged to have setbacks from the lower levels, especially on the street elevation. The impact of two-story walls can be reduced by use of insets, pop-outs, material changes, and other architectural modifications and features.

Roof pitches will vary by plan and elevation. Minimum roof pitch is 4/12 and the maximum roof pitch will be determined by the architectural theme.

4. Materials

Primary materials on the body of the house include siding (excluding vinyl siding) and stucco. Transition of materials should occur as the best possible locations, such as inside corners, windows, and pop-outs.

Accent materials such as brick, stone and rock are encouraged consistent with the architectural theme.

Roof materials should be asphalt shingles or tile, with type and color relating to the scale, base color and architectural theme of the home. Tiles should not have any type of reflective glazed finish. No wood shingles or wood shakes are permitted due to fire risk.

Driveways, sidewalks and patios should be standard concrete with options such as pavers, stained concrete or other design features

5. Setbacks

   Production home setbacks shall comply with the requirements of the Avimor Planned Community Land Use Design and Development Standards Matrix of the Avimor Zoning Ordinance as depicted by Figure DG-11, which follows.

Custom Home Guidelines

Defined as a lot sold to a third-party builder or individual without any improvements made to the lot, aside from frontage improvements. Custom lot locations are shown on the Housing Type Illustration, Figure DG -6, above. Locations are general and subject to future design revisions and marketing decisions.

Custom Lots are designed to provide a visual and physical transition between the density of the builder production housing and the surrounding open space. In order to achieve this transition as sensitively as possible, as well as to ensure a visual harmony throughout the community, the siting and design of homes should be accomplished with minimal disturbance to the land, the views, and should enhance the character of the community.

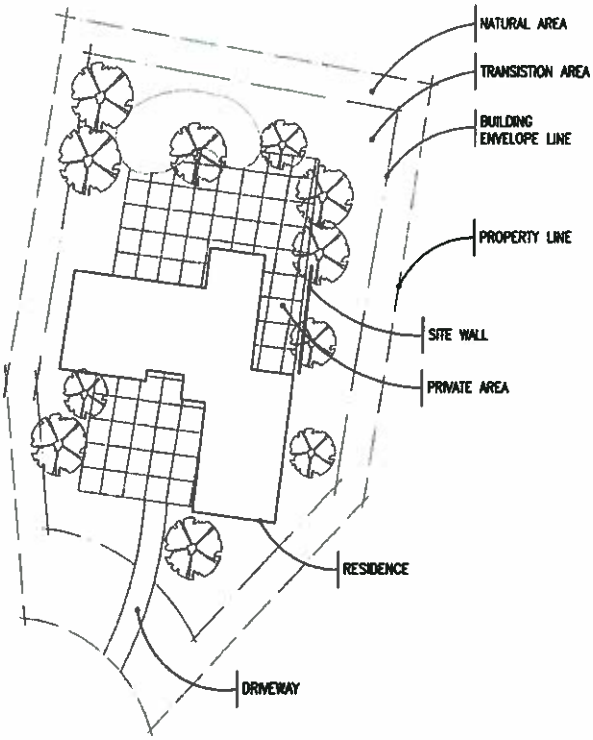


ILLUSTRATION - F: SITE DESIGN

1. Site Design

   Each custom-home lot will have a pre-defined ***building envelope*** to help identify the optimum access to, and location for, each home. Envelopes are to be established to maintain existing natural features, provide visual buffers of native landscape between properties, protect neighboring view corridors, and identify a suitable home site area that requires the least amount of grading. All improvements (including the residence, patios, walls and fences) on each custom-home lot shall be contained within the building envelope. Driveway connections between building envelope and street are subject to review by the Avimor Design Review Committee. Front setback for living areas and side-entry garages shall be a minimum of 15'. Front setback for

front entry garages shall be a minimum of 20'. The side setback for any residence is a minimum 5' with a cumulative setback of 15' or more. A residence on a corner must have a minimum of 10' side setback on the street side. The rear setback is a minimum of 20' for living space and 5' for garage space. ~~In no case will any part of the residence be allowed within 15 feet of any side property line, or within 25 feet of any rear or front property line.~~

Each custom lot will consist of three distinct area designations: **Natural Area, Transition Area,** and **Private Area.** Each area designation should be carefully considered and incorporated into the design of the home.

The area between the owner's property line and the building envelope line is the **Natural Area** and shall be maintained or re-vegetated to a natural condition. The area between the building envelope line and the building walls is the **Transition Area.** The landscaped area between site walls and the building which are not visible from neighboring properties is the **Private Area.**

Each home design shall attempt to balance cut-and-fill quantities when grading on a sloping site. Multiple finished floor elevations within the home are encouraged to accommodate grade changes on the site.

Exposed cut or fill slopes shall not exceed a slope of three feet horizontal to one foot vertical (3:1) and each slope area shall not exceed six vertical feet from toe of slope to top of slope. Cut or fill slopes shall not encroach outside the building envelope.

A minimum of two on-site guest parking spaces shall be provided for each custom residence.

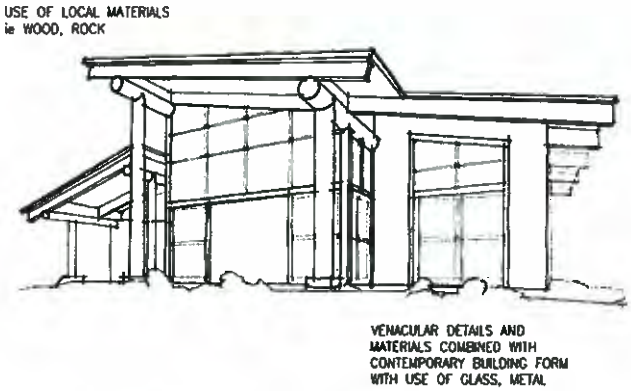


ILLUSTRATION G: MOUNTAIN CONTEMPORARY

2. Architectural Themes

A diverse range of architectural themes is encouraged including those identified in the Production Home Guidelines. Also allowed is Mountain Contemporary. The Avimor Design

Review Committee may approve other architectural themes.

3. Massing

Homes with several smaller components will be more compatible with the natural environment, due to their reduced scale and increased texture, than a single large volume. Buildings shall be designed with at least three distinct building masses to avoid the "big box" effect. Massing shall vary horizontally with various ridge and parapet lines, and vertically with offset wall planes. Long, unbroken walls exceeding 30 feet in length are discouraged.

4. Materials

Materials reflecting those outlined in the Production Home Guidelines will be of very high quality. Use of rock and stone finish is strongly encouraged to blend with the natural setting.

Custom-home driveways, sidewalks, and parking area(s) should be constructed of unit pavers, integral color concrete, exposed aggregate, textured concrete, natural stone, or other "decorative" paving materials. Standard gray concrete or asphalt driveways are discouraged.

All proposed walls and fences constructed on individual homesites must be constructed of a material, finish, and color that complements the adjacent residence.

Exterior construction materials of foothills dwellings must be fire-resistant or non-combustible and siting of structures shall provide defensible space for protection from wildfire.

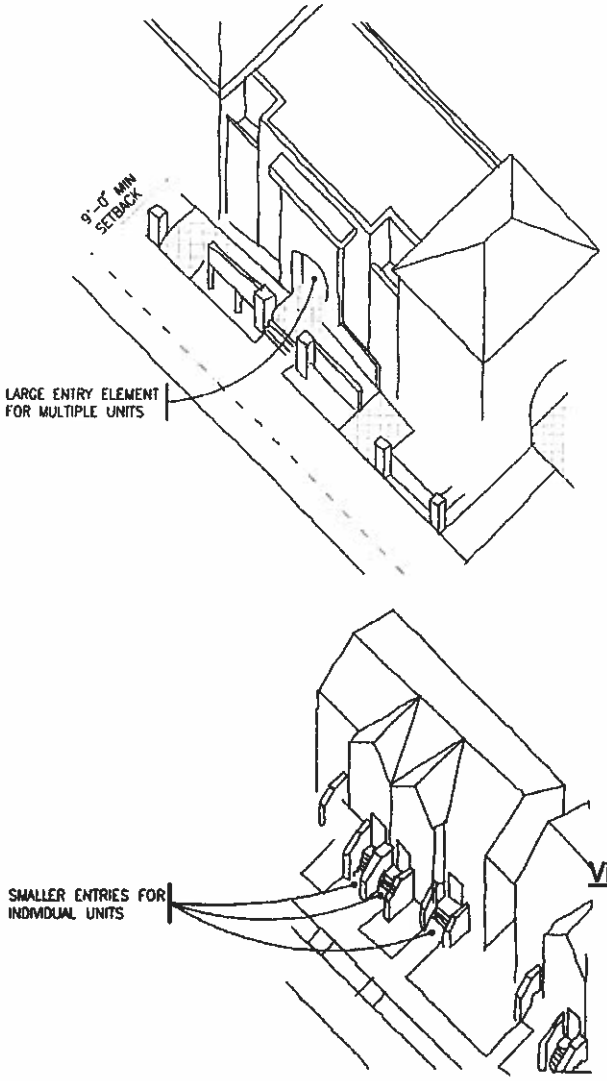


ILLUSTRATION H: SETBACKS AND ENTRIES

Village Center Residential/Multi-Family

Building Setbacks:

1. In the Village Center, all residential buildings have a front set back of 9' from the public right of way along street sides. Entry stoops, awnings, balconies and architectural embellishment may encroach into the required

setback only as approved by the Avimor Design Review Committee.

2. No minimum interior side setbacks are required.

3. End unit side setbacks of 5'-0" minimum are required.

Architectural Themes:

1. A diverse range of architectural themes is encouraged including those identified in the Production Home Guidelines. Also allowed is Mountain Contemporary. The Avimor Design Review Committee may approve other architectural themes.

Massing:

1. The public street elevation should foster an appearance of a residential neighborhood, with facade articulation reflecting the themes of nearby residential areas.

2. Individual units should have a presence on the street or entry drive and not be walled-off or inward oriented.

3. Units may be joined into a single building but should feature individual entries, porches and balconies. Entryways should include elements such as overhangs, awnings, columns, stoops to create a strong presence.

4. Where the side façade at the end of a building is oriented to a street, driveway or neighboring property, massing and design quality should be consistent with the front façade.

5. Low walls, landscaping and entry grade changes should be used to create privacy while maintaining a relationship to the street.

6. Garages may be attached, detached, underground or some combination of garage types. All garage structures must be consistent and compatible with the architecture and materials of the residence it serves. Garage are

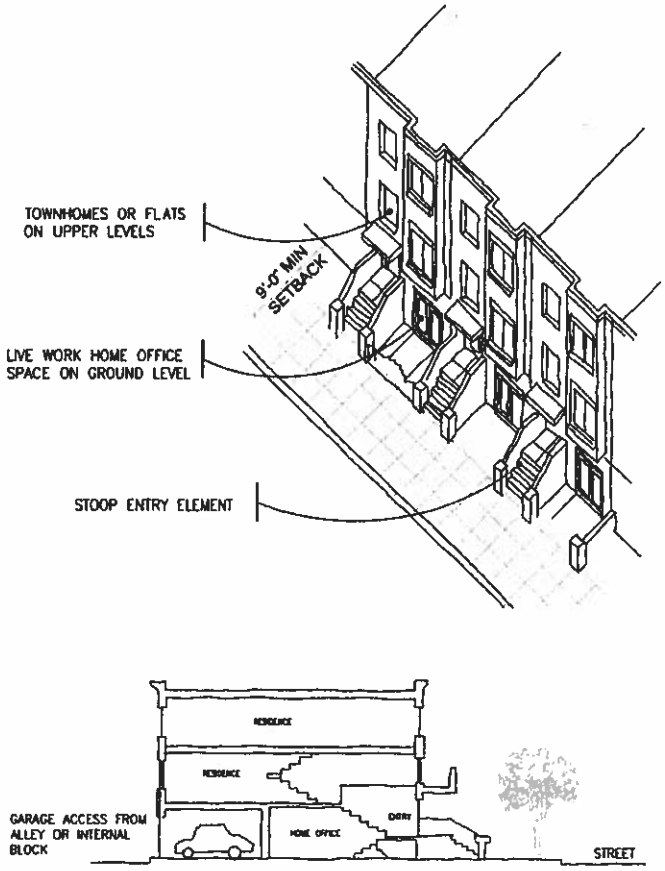


ILLUSTRATION - I: MASSING

to be access through alleys, internal block parking and shall not face the street.

7. Rooflines should correspond to the variation in building massing and articulation with bays, gables, and dormers. Parapets on flat roofs should be articulated with well-designed details. Roofs over corners and major entries should be more strongly articulated.

8. The facades of all multi-family buildings shall be varied by incorporating three or more of the following:
    a. Balconies;
    b. Bay or box windows;
    c. Porches or varied entries;
    d. Dormers;
    e. Variations in materials and/or colors;
    f. Variations in roof forms;
    g. Variation in window sizes and shapes; or
    h. Vertical elements that demarcate building modules.

Materials:

1. Materials reflecting those outlined in the Production Home Guidelines will be of very high quality.

Parking:

1. Parking and garage access should be located behind building and should be accessed from block interior or alleys whenever possible.

2. Tandem parking may be allowed for private residence use as approved by the Avimor Design Review Committee.

Screening Requirements:

1. Rooftop mechanical equipment must be screened to the height of the equipment exterior materials consistent with the residence.

2. Service areas for buildings will be located at the rear of the building whenever possible, including loading, recycling, garbage, meters, mechanical equipment, etc. Service areas are encouraged be screened from view to the height of the equipment with decorative walls compatible with the building façade if visible from the street as permitted by the utility companies (exceptions may be considered with written consent of the Design Review Committee).

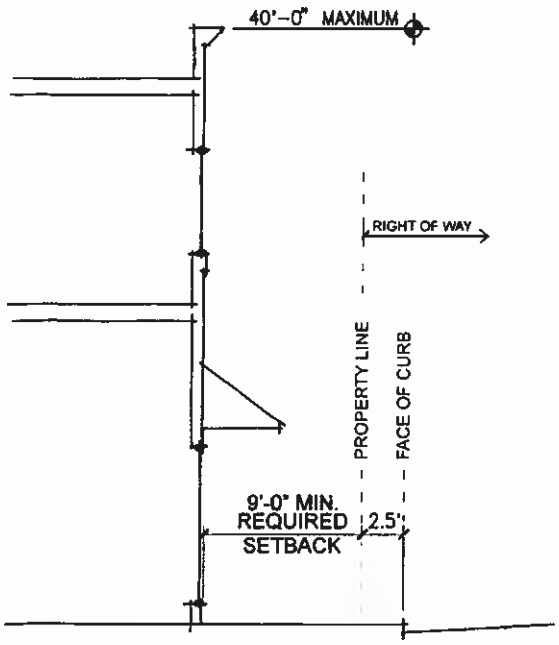


ILLUSTRATION - K: BUILDING SETBACK

Village Center Commercial Guidelines

These guidelines are intended to promote high-quality building design that actively considers the surrounding context in nonresidential and mixed-use areas; encourages visual variety in such areas; fosters a human scale and accessible and attractive street fronts; projects a positive image to encourage economic development in the Village Center; and protects property values of both the subject property and surrounding development. It is also the intent of this section to provide flexible standards that allow for creativity and innovation.

Building Setbacks

1. In the Village Center, all commercial or mixed use buildings have a minimum front set back of 9′ from the public right of way (typically 2′-6″ behind face of curb) along street sides (exceptions may be considered for buildings adjacent to public plazas).
2. Commercial and mixed use buildings shall have 50% of the first floor façade built to within 12″ of the front setback (street facing).
3. No minimum interior side or rear setbacks are required.
4. Ground level commercial / mixed use building corners, on corner lots only, may be chamfered or rounded a distance of 15′ maximum from the corner property line for corner entries (exceptions may be considered with written consent from the Avimor Design Review Committee).

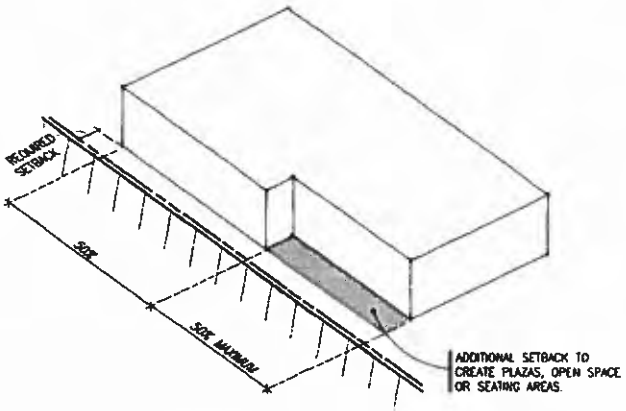


ILLUSTRATION L: BUILDING FRONTAGE

5. Sidewalks located within the 9′ required setback shall be dedicated public access easements.

Building Height/Massing

1. New commercial development may have a maximum two stories in height (or 40 feet) as set forth in the Village Center District (VC).
2. Buildings should be encouraged to vary their height to create visual interest, but not so much to create proportional problems. Features such as a terracing parapet, multiple peaks, jogged ridge lines, dormers and gable ends are encouraged.
3. Balconies are encouraged on upper floors and over entry porches, which will provide an additional visual interest, protection from elements, and opportunities for social interaction, street life and added security. Balconies may encroach up to 6 into the building setback.
4. Commercial buildings, especially those located at the intersection of Avimor Drive and N. Streams Edge Way ~~Springland Way~~ should be distinguishable by special architectural features. Clock towers, turrets or similar special features/elements may be used to create special landmark features.
5. Facade articulation shall be achieved by incorporating two or more of the following detail elements every 50 feet in wall length on each building elevation:
    a. Changes in color, texture, and/or material.
    b. Projections, recesses, and reveals, expressing structural bays or other aspects of the architecture with a minimum change of plane of 12 inches.
    c. Windows and primary entrances.

d. Projections or breaks in the vertical rise of the building elevation.

6. The facades of all multi-family buildings shall be articulated by incorporating three or more of the following:
    a. Balconies;
    b. Bay or box windows;
    c. Porches or articulated entries;
    d. Dormers;
    e. Variations in materials and/or colors;
    f. Variations in roof forms;
    g. Variation in window sizes and shapes; or
    h. Vertical elements that demarcate building modules.

Building Colors & Materials

1. A varied color palette shall be used. Earth tone color palettes are encouraged; however, the use of richer, more vibrant colors may be approved by the Avimor Design Review Committee.
2. Primary materials shall include: stucco, cementatious siding, brick, integral colored, sand blasted, honed and/or split faced CMU, and clear or lightly tinted glass.
3. Accent materials to include: natural and simulated stone veneer, rough cut wood beams, columns and accent bands, ceramic tile, and anodized aluminum and stainless steel fascia.
4. Primary and accent roof materials visible from street level shall include: concrete or clay tile and metal standing seam. Visible roofing to have low reflectivity.
5. Primary roof materials for low slope roofs screened by parapet walls shall include: PVC, TPO or other associated single-ply membrane roofing.
6. Building materials not permitted include: T-111 siding except in interior ceiling locations,

ILLUSTRATION M: BUILDING ENTRANCE

standard unfinished gray CMU, unfinished plywood or wood trim, vinyl siding, mirrored glass, highly reflective materials, asphalt roof shingles, or wood shingles on roofs due to fire risk (exceptions may be considered with written consent of the Avimor Design Review Committee).

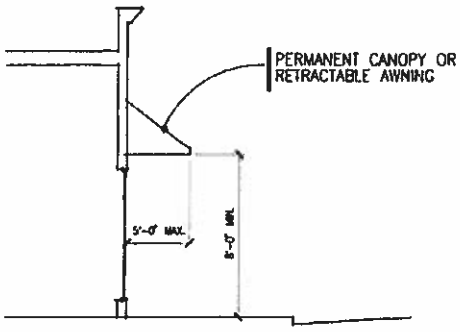


ILLUSTRATION N: AWNINGS

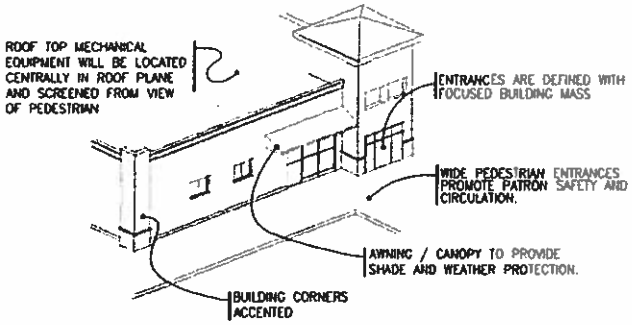


ILLUSTRATION O: BUILDING FACADE & SCREENING

Street Façade

1. The front elevations of new commercial or mixed-use buildings must contribute positively to the attractiveness of the streetscape and the Village Center through the combination of the building height, massing color and material guidelines as described within this document.
2. All retail space must be easily accessible to the general public.
3. The entrances to mixed-use buildings should be always oriented to and be highly visible from the street. Entrances for retail uses *must* be separated from residential entrances. Additional residential or service entrances connected to the rear parking may be provided from the rear or side of the buildings.
4. At the street level, windows should be sufficiently large to expose goods within shops and encourage a retail presence.
5. Retractable fabric awnings or permanent canopies for sun protection and the creation of protected sidewalk space are encouraged. Awnings or permanent canopies may encroach 5' into the building setback. Columns supporting canopies or awnings are not allowed in the building setback.

Side and Rear Elevations

1. Although the front facades of commercial and mixed-use buildings are critical elevations, these buildings should also be designed to be seen from all sides.
2. Special care should be taken to continue a portion of the massing, materials and textures

applied to the front façade on all building elevations to achieve elevation continuity.

Screening Requirements

1. Rooftop mechanical equipment must be screened to the height of the equipment with allowable exterior materials.
2. Service areas for new buildings will be located at the rear including loading, recycling, garbage, meters, mechanical equipment, etc. Service areas will be screened from view to the height of the equipment with decorative walls compatible with the building façade if visible from the street (exceptions may be considered with written consent of the Avimor Design Review Committee).

Streetscape Design

1. The sidewalk in the Village Center is also designed to accommodate many of the streetscape elements that are found in the public right-of-way. These include street trees, landscaping, lights, street furniture, kiosks, etc.
2. Sidewalks within the Village Center along Avimor Drive and Streams Edge Way should be in the range of 10' -12' in width or greater to accommodate larger volumes of pedestrians, increased activity and pedestrian amenities such as street furniture and lights.
3. Pedestrian crossings should be constructed of a contrasting material including highly-contrasting color to provide high visibility for both motorists and pedestrians subject to ACHD approval.

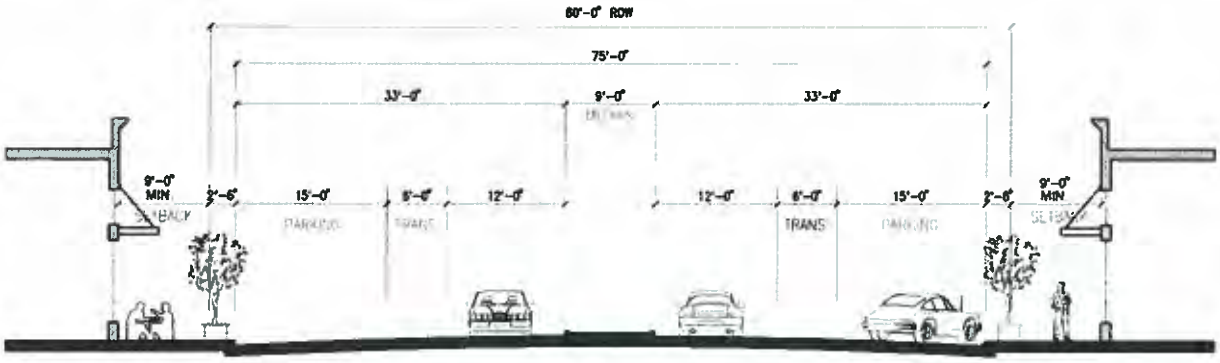


ILLUSTRATION P: AVIMOR DRIVE STREET SECTION

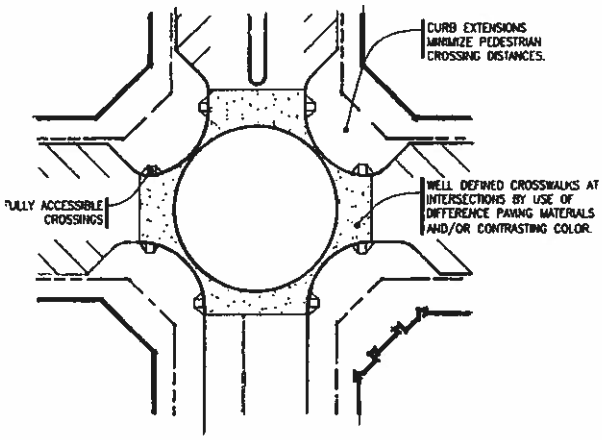


ILLUSTRATION Q: CURB EXTENSIONS

4. Curb extensions or bump outs should be provided at the four corners of the intersections of Avimor Drive and Streams Edge Way, and Avimor Drive and McLeod Way, as a means of reducing pedestrian travel distance across the intersection, providing additional sidewalk space, providing additional opportunities for streetscape treatments and to slow traffic.
5. Street furniture may be located at key nodes where pedestrians are intended to gather. This may be at the forecourt of a building or a pedestrian node on the sidewalk where space permits such as a bump out location, in public spaces for informal or spontaneous uses and programmed uses.

Public Plaza/Patios

1. The *Village Plaza* is a public square located adjacent to the community recreation center on Avimor Drive and will provide a key civic focus for the Village Center and provide an opportunity to accommodate a variety of landscape elements such as a water feature, public art or an architectural feature.
2. Secondary patios/plazas may also contain intimate sitting areas adjacent to retail or commercial buildings and sidewalks with views to and from the street. Opportunities to establish patios and plazas that are integral to site development throughout the village core should be encouraged.
3. Provide shielded down-lighting of the patio and plaza areas to promote safety.

4. Public spaces will be encouraged to include other pedestrian amenities such as drinking fountains, bicycle racks, trash receptacles, etc. Grass areas, low walls and steps can be used as alternate forms of seating.

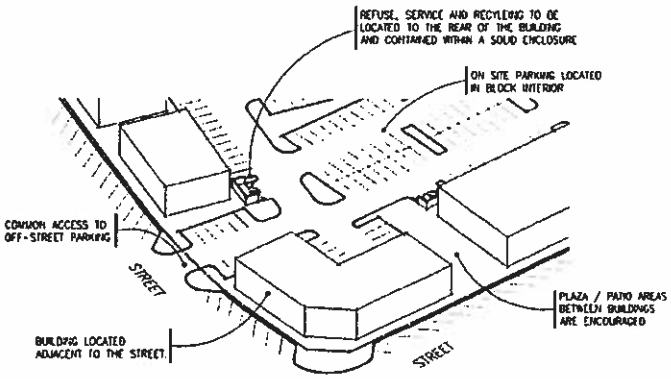


ILLUSTRATION R: OFF STREET PARKING

Off-street parking

1. All off street parking lots spaces and drive aisles shall be paved. The paving shall be with impermeable materials such as a concrete or asphalt compound to standards prescribed by the geotechnical report or traffic engineer.
2. Required parking areas serving a site, whether located on that same lot or on an adjacent lot, may be connected by means of a common access driveway within or between the interior of such lots.
3. Off-street parking shall be recognized as shared-parking for multiple uses. The only dedicated parking will be those required for residential uses when parking is not attached to the dwelling (exceptions may be considered with written consent of the Avimor Design Review Committee)
4. No wall, post, guardrail, or other obstruction that would restrict vehicle door opening shall be permitted within five feet of the centerline of a parking space.
5. All refuse and trash collection areas shall be delineated on the parking lot layout and design plan. Refuse and trash collection receptacles shall not be located in a manner that obstructs or interferes with any designated vehicular or pedestrian circulation routes within a parking lot.
6. A portion of the total number of required off-street parking spaces in each off-street parking area shall be specifically designated, located, and reserved for the use by persons with physical disabilities. The number and design of accessible handicap parking spaces shall be in accord with the Americans with Disabilities Act.

7. Automobile headlight illumination from parking areas should be screened from adjacent residential lots and the street.
8. Garages within the Village Center shall be accessed off alleyways or common parking lots only.

G. Landscape

General Guidelines

The built landscape of the Avimor Planned Community will embrace the surrounding natural landscape as the foundation for design. Preservation and integration of native vegetation and materials is critical to preserving a sense of place. It also provides an opportunity to enhance habitat, and to create a seamless transition to the more urban environments which bind the development together. This transition will occur in accordance with the following:

1. Preserve native vegetation and plants in all undisturbed areas.
2. Plant selection shall be consistent with the native vegetation, the natural environment, growing conditions, and shall be from an approved plant list appropriate to varied site locations and land uses.
3. Blend structures with the existing terrain through landscape design and selection of plant material.
4. Use plant materials to reduce building scale and mass to help integrate the structure into its surroundings.
5. Protect areas disturbed by construction from erosion by revegetation as soon as possible after completion of such activity as seasonal conditions allow.
6. Climate conditions and building orientation shall guide the type and location of trees and shrubbery.
7. Water conservation and sustainability shall guide plant location and groupings, and mulching shall be encouraged to preserve moisture in planting beds.

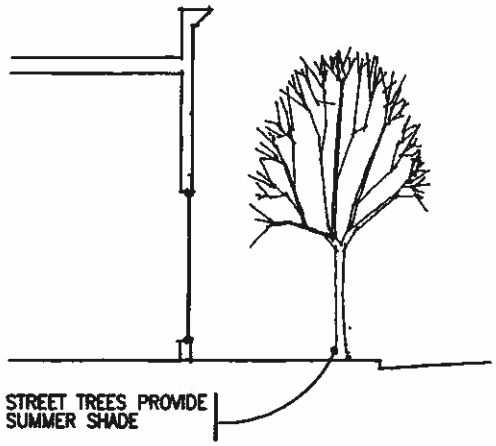


ILLUSTRATION S: STREET TREES

8. Village street planting shall include deciduous trees of a size and character to provide shading for pedestrians, roadways, and buildings during the summer, and conversely, to enable solar-gain during winter months.
9. Windbreaks and buffering of noise and light will be considered in the design and placement of trees and shrubbery.
10. Adhere to wildfire defensible-space standards for Foothills Residential interface areas.
11. Except for fire-defensible areas, undeveloped land and undisturbed lot areas shall not be irrigated or landscaped, other than for enhancement or restoration of drought-resistant plants and grasses.
12. Where appropriate, new landscaping should be less or non palatable to wildlife.

Plant Palette

The Avimor plant palette which follows as Table DG-1 provides a flexible framework for selection of native and xeric plants that will guide detailed landscape plans for specific land use districts within the community. The species list is a guide and will necessarily evolve over time and be subject to individual site considerations and plant availability. Additions to the list shall not require an amendment to these Standards and Guidelines.

Type and intensity of landscape treatment shall be applied on a continuum, with Village Land Use Districts employing xeric but not necessarily native plants in more traditional arrangements that transition to native, extremely low water use plants in the Foothills Districts. The latter shall be placed so as to blend with the indigenous landscape and preclude the appearance of an obvious edge between developed and existing areas. In all districts, the use of lawn as a general ground cover will be discouraged. Lawn use will be restricted to park areas designed for gathering, picnicking, open field play and limited private lot areas. Community service districts shall be landscaped so as to correspond with landscape treatment of the prevailing adjacent land use.

H. Fences & Walls

Fences and walls are useful in distinguishing and delineating spaces and property lines, and in providing security and safety. However, fences and walls should not block views of riparian corridors, and should not pose a danger, or be an impediment to movement of wildlife. Transitional slopes between improved lot areas should be maintained by vegetation and natural rock features; walls will be approved only where required or for structural integrity.

1. Fencing must adhere to an approved, consistent community theme and will be subject to approval by the Avimor Design Review Committee.
2. In foothills areas, only building envelopes may be fenced. Areas outside of building envelopes must be left open and unobstructed.
3. Residential areas in the Village Residential Zone may have perimeter fencing located on the lot line, or other location as required by the specific design and character of the dwelling.
4. Wrought iron fencing shall be 48" maximum height and must have a solid top rail as a protection for big game; spikes and pointed finials will be prohibited.
5. Fencing location and height must conform not only to Avimor guidelines but also to public safety requirements at intersections or along roadways.
6. Lot-line fencing in the front yards of alley loaded small lot residences will be limited to open picket, or to planting hedge and must not exceed 42" in height.
7. Site walls shall be of the same character, color and finish as the primary residence or structure, unless otherwise approved by the Avimor Design Review Committee.
8. Site walls, fences, berms or landscape may align with the building envelope but must never delineate the entire envelope.
9. The maximum uninterrupted height of any retaining wall shall be 6 feet ~~4 feet~~, measured

from grade to top of wall. Where grades require more than one wall, additional walls must be set apart a distance of one foot horizontally for each one foot of vertical of the second wall and the areas between walls must be landscaped. ~~The maximum height of a combination retaining wall and site wall is 6 feet.~~

I. Lighting

While lighting must provide for required safety and security, it must not pollute the dramatic night-time mountain and valley setting of Avimor. All lighting must conform to the Standards and Guidelines and must be approved by the Avimor Design Review Committee.

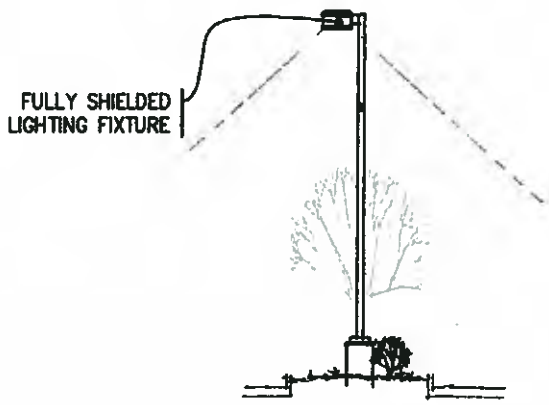


ILLUSTRATION T: SITE LIGHTING

1. Street lighting will be limited to intersections, along the village center main street, in public parking areas, and in specified public places. All such lighting shall be controlled to prevent spillage and glare.
2. Pedestrian areas, patios, sidewalks, and building entrances should be adequately lit to provide safety and security.
3. Lighting shall be limited to the building or residence area, and shall not glare or spill onto neighboring lots.
4. Recessed down-lights are encouraged at residence entries and patios. Surface-mounted light fixtures shall have shielded light sources with bulbs or tubes not directly visible. Wall or eave-mounted floodlights, including motion-sensor lighting, are prohibited.
5. Skylights are very useful in conserving energy, but they can provide objectionable light spillage and glare in the night sky. Skylights are allowed on Avimor residential units, but they must first undergo Design Review to ensure they are not unsightly and do not cause undue light spillage. ~~Skylights can provide objectionable light spillage and glare in the night sky. Shield interior lighting near skylights to minimize brightness. Skylights shall be screened from the view of adjacent properties. Skylights also~~

~~require Avimor Design Review Committee approval.~~

6. Building light fixtures should be designed or selected to be architecturally compatible with the main structure, which should compliment the theme of the surrounding area.
7. Other than temporary holiday displays, bBlinking, flashing lights, and exposed neon lighting used to illuminate building façades or to outline buildings are prohibited.
8. Parking lot lighting should be designed to have a minimal effect on surrounding properties and buildings. Lighting should be directed downward to minimize glare, and light intensity should be of satisfactory quality to ensure visibility, safety, and security.
9. Landscape lighting shall be low-voltage only and controlled with an electric clock or photo-cell device. Light sources must be shielded from view. Controller equipment must be located in a discreet location or screened from view from the street or adjacent property.
10. Business signage shall avoid glare or visual interference for vehicular and pedestrian safety.
11. Energy efficiency and low wattage, high life lighting is encouraged.
12. All lighting shall conform to the technical and installation requirements of Ada County Code.

J. Signage

Signage and informational graphics within Avimor will adhere to Community theme, size, style standards adopted by the Avimor Design Review Committee, and to the guidelines which follow.

General

1. All signs shall be architecturally integrated into their surroundings in terms of size, shape, color, texture and lighting.
2. Signs shall complement the overall design of the building and shall not visually compete with other signage.

3. Signs shall convey their message clearly and, if illuminated, shall not glare or impact surrounding property, or blind motorists or pedestrians.
4. Signs shall be proportionate to the dimensions of their location on a structure.
5. All signage shall conform to the technical and installation requirements of the building code, as applicable.
6. All signs, with the exception of individual real estate sales and political signs shall be approved by the Avimor Design Review Committee. No further approval shall be required from Ada County except for building permits, where applicable.

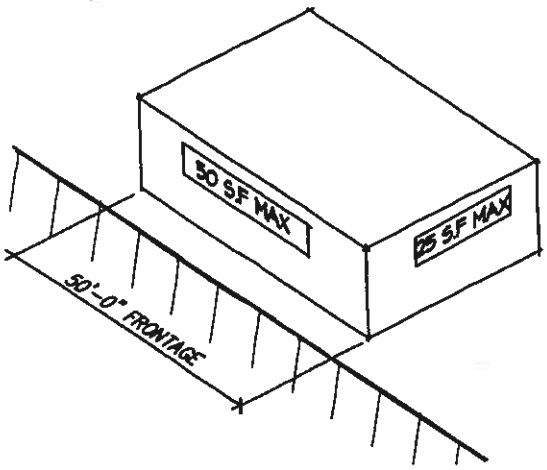


ILLUSTRATION U: BUILDING SIGNAGE

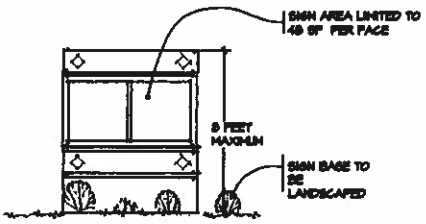


ILLUSTRATION V: MONUMENT SIGN

Standards

1. A signage plan shall be presented to the Avimor Design Review Committee for commercial, retail, office, service and community facilities. The signage plan shall identify location, size, materials and finishes and method of installation and shall be subject to the following:
    a. Building-mounted signs shall be limited to 1 square foot for each linear foot of street frontage and ½ square foot for each linear foot on all other elevations where the sign is displayed.
    b. Free standing signs shall be on ground-mounted monoliths with a maximum height of 8 feet and a maximum area of 48 square feet.
    c. Illumination may be direct or indirect interior lighting, or by exterior illumination from a ground source.
    d. Identification of individual businesses or tenants within a multi-occupant facility shall be limited to one sign per store front and size shall be as allowed in 1a above.

2. Project identification signage may include permanent entry features, phase and neighborhood signs, or temporary information, direction, construction, marketing and community event signs.

    a. The Avimor Design Review Committee shall have the discretion to approve such signs, their size, construction and materials, and location as long as the general sign guidelines first noted are adhered to, and sign placement does not pose a hazard to vehicular or pedestrian safety.

    b. Temporary signs must be maintained in "like-new" condition and shall be removed upon completion of the construction, marketing or community event activity.

    c. Directional signage shall have a distinct and consistent character as determined by the Avimor Design Review Committee.

    d. Pennants, flags or other attention-getting devices are allowed only for time-limited activities and by specific approval of the Avimor Design Review Committee.

3. The Avimor Design Review Committee shall have the authority to enact, amend and enforce detailed sign standards without the requirement to amend the Avimor Specific Plan.

K. Wildlife

Through community standards and education, the potential for conflict between development and wildlife will be minimized.

1. Standards and Restrictions:

    a. Feeding areas for domestic livestock and fowl will be in distinct, fenced enclosures that are off-limits to big game.

b. Livestock feed will be stored in big game-proof sheds or enclosures.

c. Pet food and feeding dishes must be in secure areas or enclosures.

d. Trash containers must be secured and kept within a structure except for the day of trash collection.

e. Dogs will be confined to the home site except when on a leash and under the owner's control. Contractors will not bring dogs to the job site.

f. Bird feeders will be routinely cleaned to prevent the spread of disease.

2. Educational materials and community education programs will be provided at regular intervals, timed to seasonal concerns, in conjunction with the Department of Fish & Game and other resource agencies, as appropriate, as a continual reminder that:

    a. Wildlife must be observed from a safe distance.

    b. Normal wildlife activity must not be disturbed, including the "saving" of baby animals.

    c. Domestic pets—dogs and cats—are a threat to wildlife and birds and state law prohibits domestic animal harassment of wildlife.

    d. Big game animals should not be fed under any circumstances—unless in cooperation with, and under the direction of the Idaho Department of Fish & Game.

    e. Certain homeowner landscape plantings are wildlife attractors and may need special protection from wildlife. Non-palatable landscape is encouraged on the home sites.

    f. Protection of wildland habitat from destruction and wildfire is essential and any burning must be approved by the

Eagle Fire District, and be monitored and controlled at all times.

g. Fireworks for personal use are prohibited at all times and in all areas of the Avimor Planned Community. Open flame fire pits are prohibited, unless authorized and controlled by the Avimor Community Association, the primary entity responsible for administering the Residential Community at Avimor.

h. Pathways and trails may be closed during winter months to protect wildlife during its most vulnerable period.

3. Wildlife habitat mitigation shall be achieved in accordance with the Avimor Wildlife Mitigation Plan developed in conjunction with the Idaho Department of Fish and Game.

   a. A summary of mitigation actions shall be provided for each development phase as habitat impacts are identified.

   b. Achievement of no-net-loss of habitat shall be cumulative over the entire project with the possibility that "credits" from earlier phases may be applied to the impacts of succeeding phases as long as there is no-net-loss of habitat.

   c. Habitat mitigation progress shall be reported annually as an element of the Project Phase Monitoring Summary to be submitted to Ada County on or before March 1st for the preceding year.

4.0 OVERALL PROJECT MITIGATION PLAN

This section outlines the general mitigation actions identified by the APC development in an effort to minimize negative impacts on plant communities and wildlife species associated with the project area and adjacent lands. The overall WMP for the APC development identifies 14 primary components:

- The Avimor Conservation Director and Advisory Committee;
- A Wetland Mitigation Plan;
- Compliance with the Federal Migratory Bird Treaty Act of 1972
- The No Net Loss Model;
- Enhancement and Restoration Plan (Includes Invasive and Noxious Weed Abatement Plan);
- A Secondary Impacts Conservation Easement;
- Monitoring Plan;
- Construction Precautions;
- General Neighborhood Design Features;
- Avimor Recreation ~~Guidelines~~Plan;
- Nuisance Wildlife Guidelines;
- Livestock Grazing Guidelines;
- Long-Term Estimated Mitigation Costs and Funding; and
- A Construction Phase Mitigation Template and Summary.

The identified mitigation measures are a compilation of local and regional professional suggestion and judgment, state and federal technical references, and general research. Incorporating these mitigation measures into the development plan and enforcing the WMP should mitigate negative impacts to native plant communities and wildlife species, as well as facilitate an ongoing legacy of public education, understanding, and respect for the natural environment of the APC and the Foothills ecosystem. The following mitigation actions are based on the initial concept plan and may require refinement throughout the construction and post-construction phases of the development (See Advisory Committee).

4.1 Avimor Conservation Director and Advisory Committee

4.1.1 Conservation Director

Some of the impacts to plant communities and wildlife species associated with the APC development are single-event occurrences, although the effect and resolution may be long-term. Loss of open space and habitat is one example. Other issues related to the development will be persistent through out the life of the project. Examples include, but are not limited to: dogs belonging to construction workers and homeowners harassing wildlife; well meaning,

EXHIBIT
3

but misguided, residents feeding deer in the winter; habitat enhancement projects; and weeds management. While single-event issues (e.g. open space and habitat loss) can be predicted and either avoided, minimized, or mitigated, persistent issues (e.g. pets, weeds, etc.) will require constant monitoring and quick response. Consequently, it is both desirable and appropriate to have a Conservation Director as part of the APC management structure. This position would be responsible for community education, habitat development and monitoring, recreation issues, interactions with county, state, and federal agencies, as well as other issues related to the ecology of the area. The duties associated with this position would include, but are not limited to:

- Implement, manage, and monitors conservation and enhancement programs identified in the WMP to meet or exceed no net loss requirements;
- Monitor and maintain effective fuel breaks, and inventory, monitor, and manage weed abatement program;
- Monitor the restoration and enhancement efforts for all construction phases. Reports enhancement progress to Advisory Committee twice a year, and develop an annual progress report for Ada County Development Services;
- Establish and implement a wildlife conservation and education program for residents of the APC (newsletter, website, interpretive signage-See Appendix A);
- Serve as a representative of the APC on local conservation boards, such as the Ada County Cooperative Weeds Management Area committee ;
- Seek additional funding through grants, cooperative agreements, etc. for conservation and education programs; and
- Work with residents to address problems related to wildlife in the neighborhood, and work with IDFG to obtain certification or authorization to manage nuisance wildlife issues.

The APC Conservation Director would be responsible for the implementation, management, and monitoring of WMP for the community. The person or firm responsible for the Conservation Director duties must have an in-depth knowledge of the ecology and land uses of the area, and maintain communication with county, state, and federal agencies, as well as private foundations and groups. In addition to these aspects, this person should play a key role in helping create a site-specific managed recreation plan to limit impacts from recreation and educate users on the issues and impacts associated with the foothills.

The position will be hired from the private sector, or any source independent of the Homeowners Association. The benefit of hiring an independent third party is the fact that the APC Conservation Director will not be directly responsible for providing overhead costs (office space, vehicle, benefits, health plan, safety plan, etc.) for the position. Further it is important that the Conservation Director be independent of the Homeowners Association so

the position remains based in wildlife and conservation issues without being steered, influenced, or financially governed by other interests. This position will be hired by the third-quarter 2007. During the initial construction of Phase one of the project, this function is being managed by a firm with a qualified ecologist. This enables the Avimor Conservation Director to be involved with planning and wildlife issues that take place from phase one through phase eight. Appendix A details potential conservation and education activities.

Current and future developments in the surrounding Boise Foothills have similar wildlife and recreation-related issues. The Avimor Conservation Director may coordinate a shared Conservation Director position that has responsibilities with other developments occurring across the Boise Front or in the vicinity. A landscape level approach to wildlife mitigation and conservation of the foothills and rural areas surrounding Boise is more efficient and beneficial for residual native habitat and the wildlife it supports than scattered individual plans. In addition, a cooperative program benefits each individual development by alleviating long-term funding pressures.

4.1.2 Conservation Advisory Committee

The Conservation Director will be the primary mechanism for conservation efforts, environmental and recreational management, and education for the community. However, an advisory committee, made up of seven (7) representatives from the IDFG, BLM, Ada County Development Services, The President of the Avimor Homeowners Association, SunCor, Conservation Easement Manager, and other organizations or agencies, as well as the Conservation Director, will be created. This committee will meet once a year to review the monitoring data and overall progress of the mitigation, and make recommendations to the Conservation Director for changes in management direction or alteration of the WMP, including but not limited to the Avimor Recreation and Fire Plans. Specific bylaws and a strategic plan will be developed and ratified by the committee. Alterations to the WMP, including all plans that are a subset of the WMP, must follow the plan amendment process outlined in Idaho Code § 67-6509.

4.2 Wetland Mitigation Plan

The US Army Corps of Engineers approved the Final Avimor Compensatory Wetland Mitigation Plan on June 27, 2006. A copy of that plan is enclosed as Appendix B, along with a copy of the Corps' approval of the Mitigation Plan that was delivered to the Ada County Development Services on July 3, 2006. Implementation of the Wetland Mitigation Plan will begin in July of 2006 with Phase 1 grading. Completion will also coincide with Phase 1 site improvements and revegetation in late 2006 and early 2007. A detailed monitoring plan is found on page 27 of the Wetland Mitigation Plan found in Appendix B.

4.3 Federal Migratory Bird Treaty Act (FMBTA) of 1972

To comply with provisions identified by the FMBTA, see Section 2.1.3, pre-construction surveys will completed by the Conservation Director prior to construction activities to identify potential nesting locations. In the event that an occupied nest with eggs or juveniles present is identified, the nest and surrounding area will be marked and construction activity will be diverted around the site until the nest is vacated or relocated, or moved in

coordination with state or federal wildlife agencies. In the event a tree is occupied, that tree will not be felled until juveniles have vacated the nest. A report of the species, site location, and actions taken to protect the nest will be given to IDFG.

4.4 No Net Loss Process

One of the primary goals of the WMP is to meet or exceed a "no net loss of habitat". The mitigation measures associated with this goal primarily address the management, enhancement, and restoration of natural open spaces. The net affect of these mitigation actions in relationship to the direct and indirect impacts associated with short-term construction activities and long-term residential occupancy (See section 3.0), is calculated based on the total area affected and the current condition of the habitat (See below).

The Avimor concept plan was overlaid on the habitat condition map (Figure 18) to identify and delineate the amount and distribution of impacts to each community type in order to assess the total loss of habitat (Table 8). Total loss of habitat takes into consideration the amount and condition of the habitat affected. Table 8 quantifies the amount and condition of each community type by construction activities. Construction activities include graded (impacted), left as natural open space (non-impacted), and left as natural open space, but impacted by surrounding development (fingers). Areas identified as "fingers" are those areas that will remain as natural open space, therefore, they will not be identified as permanent loss. However, based on the proximity of the development, the habitat associated with these areas is of less value to many wildlife species. To compensate for reduced value to wildlife, the current condition of the area is reduced by two classes. For example an area identified as a "finger" in satisfactory condition would be reduced to poor condition for mitigation purposes.

Table 8. Delineated Impacts Based on Avimor Concept Plan.

Community Type/ Condition	Acres Impacted (Graded)	Acres Non-Impacted (Not Finger)	Acres Non-Impacted (Finger)
Riparian			
Good	0.00	0.00	0.00
Satisfactory	6.02	13.36	0.00
Marginal	5.16	13.64	6.47
Poor	0.63	1.29	0.04
Total	**11.81**	**28.29**	**6.51**
Uplands			
Good	1.58	7.09	4.02
Satisfactory	1.63	3.75	0.00
Marginal	42.84	117.29	50.98
Poor (Ag. included)	281.62	225.08	64.2

Total	**327.67**	**353.21**	**119.20**

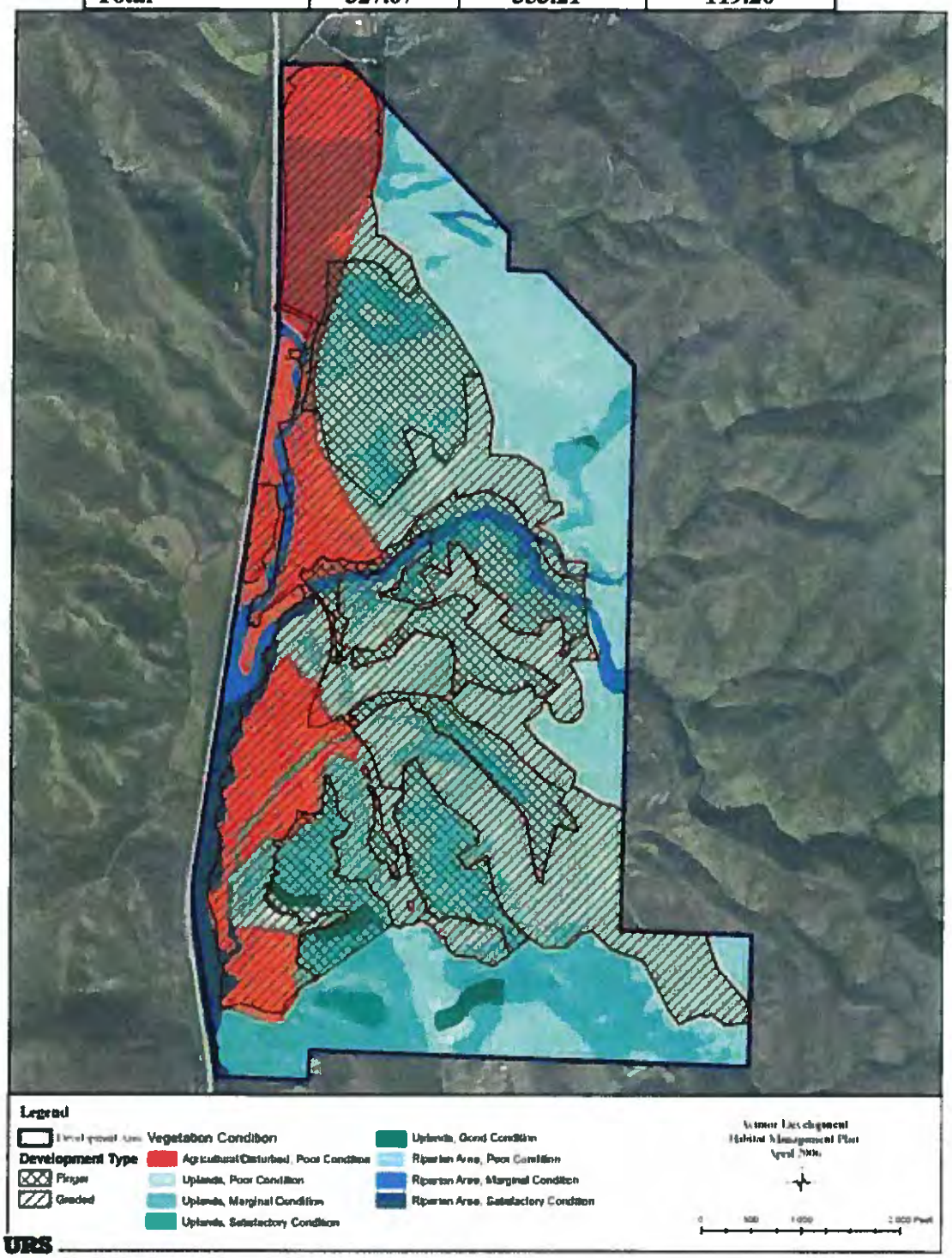


Figure 18. Habitat Conditions Affected by Development.

The number of acres of each community type/condition class is converted into a habitat score by multiplying the number of acres by a conversion factor associated with each community type (Table 9). By doing this we can calculate a total habitat score for the area and the net loss of habitat, taking into consideration both the amount and quality of habitat. Similarly, to identify the amount of area, based also on the amount and condition of habitat, required to mitigate those impacts, the same conversion factors are used. Following Table 9 is the process for the no-net-loss formula, as well as the recommendations to mitigate overall impacts to habitat associated with the APC.

Table 9. Conversion Factors for Condition Classes.

Riparian Habitat Condition Classes:	Conversion Score	Upland Habitat Condition Classes:	Conversion Score
Poor Condition (P):	0.5	Poor Condition:	0.25
Marginal Condition (M):	1.0	Marginal Condition:	0.50
Satisfactory Condition (S):	2.0	Satisfactory Condition:	1.0
Good Condition (G):	4.0	Good Condition:	2.0
Pristine Condition (PR):	8.0	Pristine Condition:	4.0
Agricultural Lands are always considered as Uplands Poor (P)=.25			

No Net Loss Formula for the APC:

Condition Classes – This is the number of acres found within that condition class.
Conversion Score – This is a conversion factor, not the number of acres.
Habitat Score (HS) – This is relative score, not number of acres, used to identify the overall amount of habitat loss and mitigation necessary to zero out impacts, based on the condition of the communities.

Step 1: Total Habitat Score – Multiply the conversion factor by the number of acres in each habitat type/condition class, based on impact type (graded, non-impact, fingers). You should have a Riparian HS, Upland HS, and Fingers HS by condition class. These added together equal the Total Habitat Score (THS). Conversions for Fingers are not separated out yet.

Total Uplands Habitat Score (HSU)= P(.25)+M(.50)+S(1.0)+G(2.0)+PR(4.0)+CK(10.0)
Total Fingers Habitat Score (HSF)= P(.25)+M(.50)+S(1.0)+G(2.0)+PR(4.0)+CK(10.0)
+Total Riparian Habitat Score (HSR)= P(.50)+M(1.0)+S(2.0)+G(4.0)+PR(8.0)
Total Habitat Score (THS)

Step 2: Convert Fingers Score (FHS/4) and subtract both the converted fingers HS and the non-impacted HS from THS. This will give you the mitigation score, i.e. the number of acres multiplied by the condition factor that will be permanently lost and the reduced value of the fingered areas. In order to have no net loss of habitat, you must offset this number through mitigation measures.

THS – (UHS+(FHS/4))=Mitigation Score (MS)

Step 3: Identify the total number of acres available for enhancement, both non-impacted and fingers. The reduced value has already been incorporated into the Mitigation Score, so the entire "finger" is available for enhancement. Enhancement of non-impacted areas to an improved condition class is converted similar to the loss of habitat. When the condition of an area is improved through mitigation measures (see below), the number of acres enhanced is multiplied by the conversion factor to get an enhanced HS. Subtract the original HS from the enhanced HS to get the net gain. The sum of the net gains plus the MS must equal zero or have a positive score to have a no net loss of habitat.

4.4.1 Adaptive Nature of the No Net Loss Model

This is an adaptive model that enables the developer to reach the no net loss goal through variable mitigations actions based on the availability of different resources. The identified mitigation actions are found below, with itemized spreadsheets found in Appendix C. Variations on these recommendations can be made by the developer in order to conform to their needs and resources as site-specific determinations are made for each construction phase.

Variations in the model can also be made if identified enhancement measures are unsuccessful within the project boundary. The no net loss model allows for changes to the mitigation plan so that alternative measures can be implemented in order to reach or exceed the required no net loss of habitat. For example, if on-site enhancement is unsuccessful, off-site conservation easements could be created to compensate for the unsuccessful enhancement. However, any alteration of the WMP can only be authorized by the Avimor Conservation Director with Advisory Committee input (See Section 4.1).

It is essential that the reader understands that the process is not a fixed plan that identifies a set number of acres; rather it is an adaptive process that changes based on the conditions of the site over time, success or failure of previous actions, and resources available. The overall concept of the no net loss model is to replace habitat lost through development of the APC, with the overall goal of the plan to meet or exceed the no net loss requirement.

Based on the impacts associated with the APC development, the following overall site enhancements are the primary mitigation measures identified to reach or exceed the no net loss of habitat. While the acreage identified below is for the entire APC, each construction phase will identify individual plans to meet or exceed the no net loss requirement for that phase. As additional phases are constructed, enhancements of individual phases will result in a greater cumulative affect on the overall APC project area. The overall goal of the WMP is to eventually enhance all natural open space within the project boundary.

- Poor Uplands/Agricultural Enhanced to Satisfactory Condition: 116-acres
- Marginal Uplands Enhanced to Satisfactory Condition: 138-acres
- Poor Riparian Enhanced to Good Condition: 0.5-acre
- Marginal Riparian Enhanced to Good Condition: 3-acres
- Satisfactory Riparian Enhanced to Good Condition: 13-acres

A phase map and summary list of minimal mitigation acreage required to meet the no net loss model for each construction phase is found at the end of this section. Again, these are initial estimates and could change dependent on overall enhancement success on-site or additional conservation easements identified off-site.

4.5 Secondary Impacts Conservation Easement

Based on the location of the APC development, individual wildlife species have been identified by the IDFG that require a greater emphasis; specifically, big game species (migratory elk, mule deer, and antelope populations). To compensate for the increased emphasis associated with these species, a secondary impacts component is incorporated into the WMP in order to mitigate the impacts to these big game species. The concept behind this secondary impacts component is based on the general premise that habitat for elk and mule deer is reduced significantly directly adjacent to human development or roads. Based on historic use patterns identified by the IDFG, the area is considered to have moderate use by elk and mule deer; therefore, an 800ft-buffer around the project footprint was identified. The area associated with the buffer would theoretically be permanently impacted; therefore, mitigations would also have to be permanent, i.e. an offsite conservation easement. Based on the total area of the buffer, regardless of condition, and other identified factors, 400-acres outside the Avimor boundary were set aside in a perpetual conservation easement managed by the Ada County Soil and Water Conservation District. The area was identified through a collaborative process with the IDFG, but unlike the internal conservation easements or deed restricted areas, the area will not be require to be enhanced, only maintained at the current condition. An additional 100 acres will also be set aside directly adjacent to the existing conservation easement. The 100 acre conservation easement will be in place, or significant progress toward being in place, within one year, i.e. October 1, 2011, and will be subject to the same requirements set forth in this plan.

4.6 Enhancement and Restoration Plan

To comply with the requirements of the No Net Loss model, and to increase the overall health and functionality of the lands within and adjacent to the APC development, an enhancement and restoration plan has been developed. The overall plan has two primary components. The first is management and control of invasive and noxious weeds species. The second is the reestablishment and restoration of natural structural and functional components of the system that have been historically degrade or altered. While the overall goals and objectives will be carried forward, there will be no set timeframe by which they are required.

4.6.1 Invasive and Noxious Weed Abatement Plan

Noxious weeds are currently, and will continue to be an ongoing issue for the Avimor Planned Community due to current established infestations, initial construction ground disturbance, as well as increased population and recreation levels. Invasive and noxious weed management goals for the development include, but are not limited to:

- Control the current spread of noxious and undesirable weeds at Avimor, map existing locations, and keep record of species present;

- Prevent new infestations, monitor the effectiveness of control measures, and adapt new management strategies and control measures as necessary;

- Meet state and federal safety guidelines for the use of prescribed burning and chemical application; and

- Work and coordinate with Ada County, state, and federal weed supervisors on weed control and mapping.

The control and management of invasive and noxious weed species is an essential component in both the wetland and general habitat mitigation plans. Therefore, the initial mitigation measures should primarily be associated with reduction and control of these species on all non-developed areas within the APC project area.

A combination of mowing, prescribed burns, biological treatments, or herbicide applications in areas dominated by medusa head rye, cheatgrass, or rush skeleton weed are planned. In areas with dense mats of medusa head wild rye, herbicide contact with the soil can be limited; therefore, it is recommended that these dense mats be reduced through prescribed burns or some type of mechanical thinning. These types of treatments should significantly reduce mature populations and the amount and viability of seed for future generations. In areas with only limited components of invasives present, spot-applications of herbicides, bio-control agents, or mechanical thinning should be used, while restricting prescribed burns. The initial and continued use of herbicides, as well as the type of herbicide, will be determined based on a site-by-site basis. In addition, it is recommended that prescribed burns and herbicide application projects will be done in collaboration with BLM, Ada County, and other resource specialists.

A weeds program must be implemented and carried out throughout the year. This program will utilize various treatments including mechanical, chemical, and biological. For example, spot spraying of invasive grass species in areas with established native species would likely reduce competition for limited resource and increase the ability of young natives to establish and reproduce. However, the use of herbicides can have adverse affects on native species as well. Therefore, mechanical and biological controls should be used as much as possible.

It is recommended to use biological control agents to the extent possible in order to manage and control invasive and noxious weed species. While invasive and noxious weed species can be reduced with chemical and mechanical treatments, these require significant amounts of time and resources, and can result in adverse impacts to remnant native population. Bio-control agents are generally species-specific and have limited affects on other species. In addition, these treatments are less time and resource consumptive, and can affect a very large area with a minimal application.

A specific recommendation for the area is the use of a root-burrowing moth (Bradyrrhoa gilveolella) to control and reduce rush skeleton weed populations. Rush skeleton weed is a dominant noxious weed species in the area. The release of this burrowing weevil in the area could have a significant affect by reducing large populations of an extremely aggressive weed species, while having little or no affect on any other species. This is only one example of a successful biological control that could be used in the area.

Initial and continuous treatments (mechanical, chemical, and biological) of the area will be required to control and manage these invasive communities. However, the primary factor in managing the establishment and spread of new populations will be education and support of the residents of the community and the public. An aggressive education program will be emphasized so that residents and the general public are aware of the impacts from these species on native communities and wildlife. In addition to on-site programs, the community shall have continued communication with, and enter into cooperative programs for weeds management and education with county, state, and federal agencies. Specifically, the APC will be an active member of the Ada County Cooperative Weed Management Area committee.

4.6.2 Restoration Plan

After initial reduction and control measures have been done or started for invasive and noxious weed species, restoration of the site will enhance general habitat and reduce or limit re-establishment of invasive and noxious weed species in uplands and wetlands. Treated (prescribed burns, mechanical, chemical, and biological) areas will be reseeded or hydro-seeded, where necessary, with a mix of grasses, forbs, and some shrub species. While native species are emphasized, the use of some desirable non-native species are also be included for structural and functional components. It is recommended that these species either be sterile or non-aggressive, i.e. they will not out-compete or displace more desirable native species. The shrub component will come primarily from rooted material, plugs, or transplanted individuals rather than seeds.

Areas with hydro-seedings should be allowed to germinate and set for approximately one year based on seasonality and time constraints. The following year (early spring), plugs, super-cells, potted plants and transplants of a variety of grass, forbs, and shrubs will be added to the site in order to reestablish a diverse stand, both species diversity and age class diversity, of native or desired species. The use of live mature plants in addition to seedings and irrigation will likely increase the potential success rate of the project significantly in relationship to seeded only. In addition, live mature plants will be available for aesthetics and landscaping features, as well as functional and structural components of the system, i.e. soil stability, hydrologic function, and nutrient processing.

As the structural and functional components are re-established, the site will be more resistant to invasive and noxious weed species, and more resilient to disturbances such as recreation, wildfire, and others. In addition, restored areas will have improved habitat for plant and wildlife species.

Short-term Goals (5-10 years)

Initial habitat enhancement goals focus on identifying the highest priority enhancement areas. These areas will likely include drainages and adjacent slopes that retain the highest wildlife use, such as Spring Valley Creek and Burnt Car Draw, east of the agricultural fields. The largest initial challenge will be controlling invasive species and establishing natives. Prescribed burning, as well as mechanical, biological, or chemical treatments would be used to hold invasives at bay, and if possible reduce populations. Ongoing invasive and noxious weeds treatments and monitoring will be required throughout all phases of construction and residential development, and will continue indefinitely to reduce future reestablishment and spread.

In addition to treating invasive and noxious weeds species, native species from local stock (whenever possible) should be established. Seedlings and bare root plants be used rather than seeds, and that as much material be transplanted as possible to retain the genetic characteristics of the site. While this is generally more expensive, the overall success rate is greater and results would be visually apparent to the residents sooner. However, it is unrealistic not to use seed in larger areas of disturbance. An appropriate seed mix should be identified by the restoration team and include a mixture of native grass, forbs, and shrubs appropriate to the area of restoration.

Long-term Goals (10-20 years)

A future vision of open spaces within the proposed APC exceeding ten years from the completion of construction should include mature stands of shrubs with a good percentage of forbs in the understory. The dominant features of these sites should be large perennial bunch grasses that dominate shrub interspaces (between the shrubs) and the overall cover. A diversity of age classes (old and young plants) should be present on site. Older mature grasses and shrubs should be present with younger grasses and shrubs establishing and expanding throughout the area as well. Exposed bare soil should be a very minor component of these sites; ideally shrub interspaces will be covered by a combination of perennial grasses, forbs, mosses, and lichens. This solid ground cover with few exposed bare soil areas will help to keep invasive annual and noxious species from establishing and increasing erosion potential in the enhanced or restored communities. Keeping invasive and noxious species out will be extremely difficult, if not impossible; therefore, continued invasive and noxious species treatments will be necessary at all times.

4.7 Monitoring Plan

The APC total project area is approximately 848-acres within the Spring Valley Ranch Resource Area. There are five general communities within the APC including: agricultural, grasslands, shrubs, riparian, and disturbed (See Section 2.0). The APC boundary was overlaid on the aerial photography produced by the U.S. Department of Agriculture (USDA 2004). The aerial photos were used to digitize the communities based on visual characteristics that could be identified with visual observations or stereoscopes.

Once the initial communities were identified and delineated with GIS, fine-scale ground-truthing was done to check the accuracy of the map and to identify the overall condition of

the community (See Section 2.2.2). Ground-truthing identified a good correlation between the map and the actual vegetation on the ground (Figure 9). After the vegetation map was created, the APC project area was further broken down by the condition of each vegetation community (Figure 14). The sites identified for construction were overlaid on the vegetation/ condition map to identify the number of acres within each category, and to identify the areas that would be graded in the future (Table 10; Figure 19). Because these areas will no longer be considered usable habitat, they will not be monitored.

Based on the various vegetation types and condition categories (units), the area will be monitored using stratified random samples (plots). Plot locations are based on the total number of acres associated with each unit. Each plot represents 20-acres, with a minimum of two plots per unit. The primary objective of the monitoring program will be to quantitatively and qualitatively identify the baseline vegetative conditions (1st year only), the current years vegetative conditions (all subsequent years), and overall trend over time. The sampling methods used at each plot will include a 100-foot line transects (basal and aerial cover, composition), a belt transect (composition), Daubenmire frames (density and composition), and photo points. Individual sampling locations will be identified randomly within each vegetation type and category. The initial points identified in Figure 19 are permanent sites, to be monitored annually between April 15 and June 15 depending on weather and general conditions of the site.

A GIS randomizer was used to identify the sampling locations and azimuths within each unit. This software randomly identifies a pre-identified number of points within a polygon and randomly identifies an azimuth for each point. The azimuth may change based on topographic limitations. For example, a line can not go over a cliff. In the case an azimuth is altered, a new random azimuth will be identified. All Daubenmire frames will be placed on the transect line at the 0, 50, and 100-foot markers, and read with the plot pin in the NE corner for reproducibility. All plot photos will have single aerial shots of the Daubenmire frames at the 0, 50, and 100-foot markers, with a single landscape shot from the 0 marker along the transect line. Photo cards will identify Date, Plot #, and position.

Data from each plot will be recorded on a data sheet and PDA on site, and entered into an electronic database. The database will be maintained by the Avimor Conservation director, and used in the annual report to the Advisory Committee.

In addition to vegetation surveys, the Avimor Conservation Director will work with the IDFG to create a wildlife monitoring program that will do year-long monitoring of identified species of concern. This would include but would not be limited to mule deer and elk counts with GPS points taken and mapped. Identified wildlife monitoring results will also be included in the information delivered during the biannual Advisory Committee meeting and the annual report delivered to Ada County Development Services.

Table 10. Habitat Condition Summary for Avimor Monitoring Plan.			
Community/Condition	**Acres Graded**	**Acres Not Graded**	**Total**
Riparian			
Good	0	0	0
Satisfactory	6.02	13.36	19.38
Marginal	5.16	20.11	25.27
Poor	0.63	1.33	1.96
Grasslands			
Good	1.5	11.4	12.9
Satisfactory	0	3.72	3.72
Marginal	26.35	149.34	175.69
Poor	119.91	199.77	319.68
Shrubs			
Good	0	0.15	0.15
Satisfactory	1.63	0	1.63
Marginal	16.49	18.93	35.42
Poor	46.75	55.58	102.33
Disturbed/Agricultural			
Good	0	0	0
Satisfactory	0	0	0
Marginal	0	0	0
Poor	114.96	33.94	148.9
Total	**339.4 (40%)**	**507.63 (60%)**	**847.03**
Note: No pristine condition found.			
Note: Total number of acres assessed have a +/- deviation of 2%.			

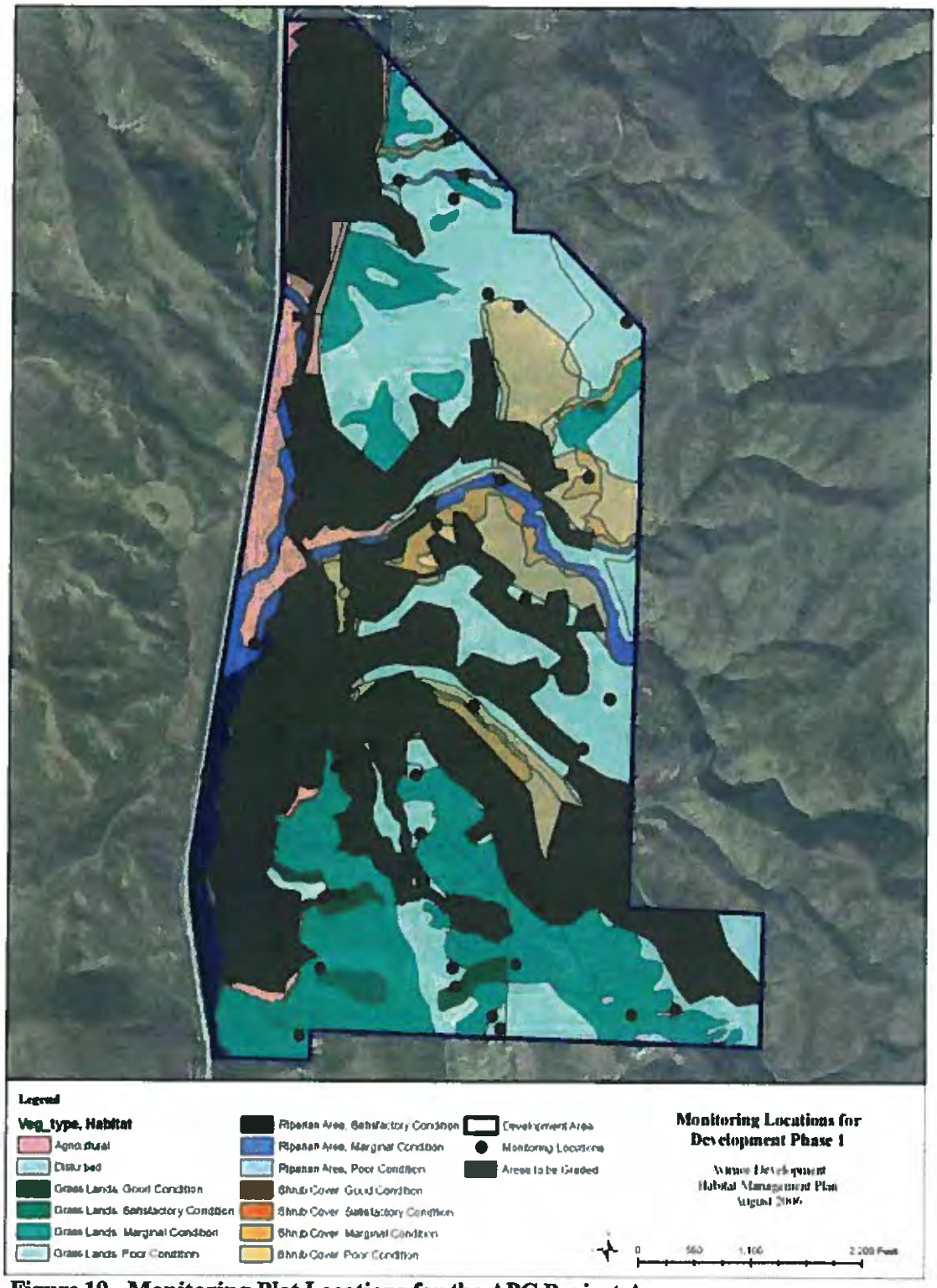


Figure 19. Monitoring Plot Locations for the APC Project Area.

4.8 Construction Precautions

While some impacts associated with construction activity can be avoided, such as unmanaged recreation or unleashed pets, many can't be; therefore it is required that Best Management Practices (BMP) be incorporated into the construction plan. Included in these BMPs will be measures that:

- Restrict ground-disturbing activities and debris piles to a preselected construction envelope. These areas should be buffered sufficiently from riparian communities to limit potential impacts;

- Identify and reduce fuel loads and ignition sources to create a buffer around the construction area. This can be done with small prescribed burns or mechanical, biological, or chemical treatment. In addition, restrict machinery, vehicles, and smoking from areas with dry grasses. It would also be advantageous to create parking areas within the construction envelope and have an onsite water source for accidental ignitions;

- Restrict the use of burn piles during summer and early fall;

- Limit construction activity associated with large machinery when the soils in the area are saturated;

- Other BMPs identified in the Avimor Development Plan, and those identified by the Avimor Conservation Director and developer during the construction process to reduce or mitigate impacts.

4.9 General Neighborhood Design Guidelines

This section outlines identified requirements associated with the APC that pertain to the neighborhood layout, design, or Covenants, Conditions, and Restrictions (CC&Rs).

4.9.1 Riparian Communities

Existing riparian communities will largely be left intact, or enhanced, and be incorporated into the landscape design of the community. They should be located in common areas, parks, or other open space features of the neighborhood design. Habitat enhancement efforts will emphasize these areas as a target for improvement with appropriate species, including rushes, sedges, grasses, and riparian associated forbs, shrubs and trees. Consultation with local, state, or federal agency riparian specialists will continue to be conducted throughout the construction phase of the project to ensure that appropriate vegetation is used during riparian enhancement projects.

Riparian areas incorporated into the neighborhood design will be appropriately buffered from construction and long-term residential impacts. The purpose of buffers is to protect wetland functions and riparian characteristics from detrimental impacts created by adjoining land use, either existing or expected. In general, the scientific literature on wetland buffers is clear and

consistent in that there are three primary factors that are critical in determining adequate buffer widths: (1) type of wetland and functions it provides; (2) type of adjacent land use; and (3) characteristics of the buffer (McMillan 2000). For the purpose of this document we will use these factors for buffering non-delineated riparian communities as well. Riparian and wetland specialists shall be consulted to determine appropriate buffer distances as well as appropriate vegetation species to be planted for riparian enhancement projects (See Appendix B, Wetland Mitigation Plan). Herbicide and chemical spraying shall be limited within the designated buffers to protect associated riparian species, primarily amphibians such as the Northern leopard frog and Woodhouse toad.

4.9.2 State Highway-55 and Residential Roads

Wildlife-vehicle collisions along SH-55 are the primary cause of big game mortality (primarily mule deer) in the vicinity of the proposed APC. In an effort to reduce big game mortality and risks to motorists associated with wildlife and road crossings, improvements to SH-55 could include increased warning signals or signs, or other mitigation measures that meeat the requirements of the Idaho Department of Transportation. Other, non-invasive measures not currently identified by the Idaho Department of Transportation could also be used if authorized. These include, but are not limited to super-high frequency noise emitters (humans can't hear these), or the use of scent, to reduce use of the area adjacent to the SH-55 by big game. The Avimor Conservation Director will work cooperatively with a partner agency (IDFG, ITD, etc.) to apply and receive money in an effort to make SH-55 more wildlife-sensitive.

To reduce the potential for big game collisions within the proposed APC, several measures will be incorporated into the design, including but no limited to: a series of signals, signs, and other traffic-calming measures; engineering of roadways with increased line of sight; and roadside barriers. These measures will be incorporated into the design of the APC based on Ada County Highway District standards in order to control or reduce excessive speeding and subsequent collisions, with both wildlife and people.

While these actions can reduce the occurrence of wildlife-vehicle collisions, it will not eliminate road kill altogether. In the event of road kill along SH-55, the Avimor Conservation Director will work with the Idaho Department of Transportation regarding clean up and transport procedures.

4.9.3 Fuel Breaks (Greenstrip)

The APC is located in an area that is dominated by annual grasses and forbs. When these annual species (primarily medusa head and cheatgrass) are a dominant presence in a vegetative community, they can form a virtual carpet choking out preferred native species. In the summer and fall months of the year this carpet becomes an ignition and fuel source, which can ignite and spread wildfire at alarming speeds. Fire is a potential threat at any time in the foothills; however, the threat is especially high from July to September when the moisture levels are low, vegetation is fully grown and dried out, and recreational use is greatest. As discussed earlier, increases in local houses, residents, and recreation will substantially increase the wildfire ignition probability near the APC. Therefore, it is required

that residents adjacent to open areas create defensible space around their residencest~~s~~, or that fuel breaks (or greenstrip) will be constructed to buffer the APC from adjacent open space.

Greenstrips are generally long, narrow bands of fire-resistant vegetation used to reduce the amount and connectivity of fuels, buffer developments from wildfire, and limit ignition potential in high-use areas (Gebhardt 1987; Davison and Smith). Plants growing on these sites should be widely spaced, have high moisture content, and "green-up" longer or later than other species. Greenstrips can also include gravel, decorative rock, or developed walking paths, which are easily incorporated into the landscaping plan for the community.

Greenstrips will have a required width of 8-30 feet in areas of the APC adjacent to the foothills. The variation in width is due to the fact that different land uses will occur along the foothills boundary of the development. Along the residential areas where backyards and irrigated vegetation exists, a narrower greenstrip would apply. In other non-irrigated open space areas a broader fuel break will be needed to protect against wildfire. Practical planning will be used when determining fuel break widths. In areas where a connected green strip would detract from the natural aesthetics of the area, firescaping will be incorporated around individual residencet~~s~~ to create defensible space and reduce risk. The riparian area between the property and SH-55 functions as a natural barrier; therefore, greenstrips and other protective measures are not necessary on the west side of the project.

4.9.4 Perimeter Fire Hydrants and Access Roads

A series of fire hydrants will be strategically located along roadways, near the perimeter of the proposed APC to provide fire hose access to neighborhood water in the event of a wildfire. Hydrant hose attachment threading will be compatible with local city, state, and federal hose attachments to facilitate quickness and efficiency in the event of a fire in the foothills. In addition to hydrants, access points will be designed into the proposed APC to allow fire crews to access the foothills beyond the boundaries of the development, while limiting access to residents and recreationists. Exact locations cannot be determined at this time due to the conceptual nature of the proposed APC. The Avimor Conservation Director, IDFG, Eagle Fire District, and BLM will coordinate to identify locations for perimeter hydrants and access points.

4.9.5 Wildlife Fencing

Residential/Higher Density Areas

CC&Rs and design guidelines will restrict residential fencing from having protruding objects, spikes, or rails that could impale crossing wildlife. Deer have been impaled on wrought-iron fences in other foothills developments in the area. Fencing height restrictions will also be taken into consideration due to deer jumping into yards, then not having enough space to jump out. In addition to residential fencing guidelines, large open areas such as parks and playgrounds will either not be fenced or have large openings or escape points to reduce the likelihood of trapping or injuring large wildlife that may wander in.

Open Spaces/Common Areas/Perimeter Development

Open space areas of the development that are connected to or adjacent to the foothills will likely be places that big game species enter the development. Development in the foothills, or other perimeter areas that are lower density and adjacent to open space will be regulated by CC&Rs and design guidelines to provide for wildlife friendly fencing. With regular big game movement to and from these areas, wildlife friendly fencing is important.

The priority for wildlife-suitable fencing in open areas is easy passage and low risk of injury or death. Fences constructed for livestock grazing control will comply with wildlife friendly fencing standards. Specifically, the bottom wire or barrier on these fences will not be barbed, and be at least 16 inches off the ground to facilitate the safe passage of young big game species. The top level of fences would ideally be constructed of wood to increase visibility and safety for deer and elk. The top level should not have any protruding objects or rails that could potentially impale crossing wildlife. The top of all fences should be no higher than 42 inches, with at least 12 inches between the top two levels. Deer and elk jump with their hind legs forward, so if the top two strands are too close together or are loose, they'll often get caught, resulting in injury or death.

4.10 Recreation ~~Guidelines~~Plan

Recreation poses one of the largest potential negative impacts to local wildlife in the vicinity of the APC, and has significant implications associated with public access and use of the area. The IDFG and BLM have an obligation to provide public access and use on public and state lands compatible with the protection and enhancement of wildlife and wildlife habitat. This does not include all forms of recreational use during all times of the year. Since ~~W~~wildlife is a high priority of the area, ~~and both Avimor residents and the public need to be educated to understand this fact.~~

~~Open space areas do not necessarily imply that it is open for all types of recreation.~~ The developer in coordination with the Avimor Conservation Director and the Avimor Conservation Advisory Committee (ACAC)~~, Ada County, BLM, and representatives from various private recreation groups~~ will assess new and existing recreation uses to analyze and ensure compatibility with wildlife and public access. Recreation types that are not compatible with wildlife objectives of the area will be ~~restricted~~limited. ~~Currently, all motorized recreation will be restricted within the project area except for maintenance, emergency, or fire vehicles~~. A recreation plan will be developed prior to full build out and adopted pursuant to Idaho Code § 67-6509. Prior to submitting to Ada County any amendments, modifications or repeal of the Rrecreation Pplan, the Ada County representative on the conservation advisory committee shall consult with the Director of Ada County Parks and Waterways on the proposed amendments, modification or repeal.

~~In addition, t~~The developer will construct and maintain trailheads and trail systems within the private lands and conservation easements at their expense, and coordinate with the county and BLM on programs for accessing and maintaining adjacent trails on public lands. The developer/ Avimor Conservation Director will be required to maintain an ongoing relationship with the Foothills Learning Center, IDFG, BLM, and other pertinent agencies

and groups in an effort to manage and monitor long-term recreational uses in the foothills as well.

In addition to a recreation plan for the community, a construction precaution plan will be identified and implemented by the developer. This plan will educate construction crews on the potential impacts related to off-road recreation, including wildfire, impact to soils and vegetation, and harassment of wildlife. In addition, the foothills adjacent to the project area will be restricted as much as possible from recreational use (off-road, mountain biking, hiking, etc.) until the managed trail system can be put in place. The use of firearms for recreation or hunting within the project area is strictly off limits during the construction phase of the development, especially during critical winter periods.

4.10.1 Trails Winter Closures

All designated trails and recreation areas surrounding the proposed APC will be closed in accordance with Recreation Plan~~IDFG guidelines from December 31st to April 1st~~. ~~This time of~~Winter months ~~year~~ represents the highest potential for negative impacts on wildlife, especially big game species, and subsequently should be ~~completely off-limits to~~managed for recreational use. This could be a flexible timeframe that is adjusted in conjunction with the Recreation Plan~~IDFG recommendations and annual winter severity fluctuations~~. The Avimor Conservation Director will be responsible for working with the IDFG on time frames and educating and informing residents and the public about ~~of~~ the timeframes and reasoning behind trail closures.

It is anticipated that the residents within the community would have a vested interest in the natural conditions of the area, including the continued presence of wildlife. It is believed that they would act to self-police the community and report public use of closed trails. To further reduce use during critical winter periods, a yearlong open trai~~i~~l system ~~has~~will b~~een~~ designed as part of the Recreation Plan~~within the APC~~. This will allow residents and the public to have access to portions of the foothills for recreation during winter closure of other trails and limiting impacts to wildlife during critical winter periods.

In addition, a strict policy will be enforced regarding recreational trail use in the open spaces of the foothills surrounding the APC. All residential and public recreational users will be required to stay on managed trails. This would reduce impacts to the vegetation adjacent to the trails, limit impacts to wildlife, and prevent the creation of alternate and new trails.

4.10.2 Pets

Pets will be restricted from the proposed APC during the construction phase of the development, especially during critical winter periods. After the construction phase, the Avimor Conservation Director will maintain involvement with local agencies and groups that host workshops on the potential conflicts and issues resulting from the presence of dogs and other pets in the foothills. For the safety of wildlife and pets alike, dogs will be required by the CC&R's to be leashed, kenneled, or kept inside at all times.

Cats can decimate populations of birds and small mammals. They can also become prey to some wildlife species. Therefore, it is required that residents be educated on wildlife issues and that cats be kept indoors to the extent possible. Cats that are allowed outdoors must have a bell or other audible warning device, as well as tags identifying the owner. The ACD will work with the Ada County Humane Society in developing a process for detention and removal of identified feral or untagged cats.

To reduce wildlife use of residential properties, pet food will be required through CC&R's to be stored indoors or in a sealed container. Pet food should not be left outside, because this can entice various wildlife species and result in nuisance animals that will have to be removed or terminated.

4.11 Nuisance Wildlife

Based on the potential for wildlife interactions in the area, it will be required that the developer and Avimor Conservation Director create and distribute educational materials for construction contractors and residents concerning wildlife in the area. This can be in the form of wildlife manuals, informational videos, trail signage, nature walks, etc. Construction crews and contactors, as well as residents of the APC will also be required to attend informational meetings put on by the Avimor Conservation Director concerning wildlife interactions and appropriate responses.

The Avimor Conservation Director will develop protocols to address resident/wildlife interactions cooperatively with state and federal wildlife agencies. For example, the Avimor Conservation Director should be the initial contact person for construction crews and residents concerning wildlife interactions or questions. This would limit the overall number of calls to state and federal agencies. However, the Conservation Director will also work with the IDFG to obtain the appropriate certifications and authorizations to deal with nuisance wildlife. Other aspects concerning wildlife interactions and protocols will be identified and addressed by the Avimor Conservation Director and representatives from state and federal agencies.

Based on the location of the APC and likelihood of nuisance wildlife issues, it will be required that the following non-depredation language be incorporated into a homebuyers disclosure statement and signed by all residents of the APC.

> "This area has been identified as wildlife habitat. Damage to landscaping from wild game animals shall be the responsibility of each individual lot owner and shall not be the responsibility of the State of Idaho or Ada County. Neither Ada County nor the State of Idaho will be liable for wildlife depredation."

4.12 Domestic Livestock Grazing

The area surrounding the proposed project area has historically been used for domestic livestock use, primarily sheep and cattle. Based on overall conflicts between livestock and elk populations, especially associated with critical winter habitat and spring forage, it will be required that general livestock grazing be restricted from all open space associated with the

proposed APC and any conservation easements. However, the use of managed livestock grazing, for short periods of time could be used as a tool to control some invasive or noxious weed species. In addition all livestock fencing within the proposed APC, and any associated conservation easements associated with the property, will be dismantled. This will reduce obstructions and potential hazards while creating more contiguous open space for wildlife.

4.13 Long-Term Estimated Costs and Funding

The following table estimates the potential available funding for conservation and education programs (CEP). ~~The estimated funds table (Table 11) is based on a .25% home sale transfer fee, and up to a $120 per year residential unit fee assessment that may change base on periodic fluctuations associated with inflation. The estimated figures are based on an average home cost of $300,000.00, with a full build-out in approximately six years (subject to market conditions). In addition, the resale of residential units would also be assessed a .25% transfer fee. The average resale rate, based on national averages, is estimated to be 8.5% after three years which would further fund the CEP. Table 11 is only an estimate, based on the current dollar, average number of initial houses sold per year, and an 8.5% resale rate after three years. The estimate does not take into consideration inflation. However, since a fixed percentage of the home price is used as the transfer fee, fluctuations in home prices will compensate for these changes over time.~~

Table 11. Estimated Long-Term CEP Funding.

Year	No. of Units	Residential Fee Assessment ($120/Year)	~~Transfer Fee (.25%) (Initial Sale Only)~~	~~Transfer Fee (.25%) (Resale)~~	~~Total Estimated Conservation Funds~~
1	255	$30,600.00	~~$191,250.00~~	~~$0.00~~	~~$191,250.00~~
2	77	$39,840.00	~~$57,750.00~~	~~$0.00~~	~~$76,875.00~~
3	155	$58,440.00	~~$116,250.00~~	~~$0.00~~	~~$141,150.00~~
4	90	$69,240.00	~~$67,500.00~~	~~$31,125.00~~	~~$135,150.00~~
5	64	$76,920.00	~~$48,000.00~~	~~$36,750.00~~	~~$120,525.00~~
6	43	$82,080.00	~~$32,250.00~~	~~$40,875.00~~	~~$121,200.00~~
Total	**684**	**$357,120.00**	~~**$513,000.00**~~	~~**$108,750.00**~~	~~**$786,150.00**~~

~~*Note A: These estimates assume a $300,000.00 average home value and 8.5% resale after 3 years.*~~
~~*Note B: Residential Fee Assessment based on collection beginning the year of occupancy. Total annual fee based on $120/year/residents after full buildout would be $82,080.00 annually.*~~

Restoration costs identified for the initial restoration program for each phase will be covered by the developer (SunCor) and included as construction costs (See Section 6.0). See Table 16 in Section 5.0 for estimated costs associated with construction Phase 1 of the APC. Only post-restoration costs, such as continued restoration activities and maintenance, trend monitoring, invasive and noxious weed control, educational materials and classes, and other activities associated with the Avimor CEP will be funded by the assessment and transfer fees.

To assure that these funds are used for CEP, an appointed Board of Directors (BOD), or oversight committee will manage the funds. This BOD will be established as a 501 (c) (3) not-for-profit organization and will be responsible for administering funds and contracts on

behalf of both the home-owners association (HOA) and the CEP. While this BOD acts as an administrative body for both the HOA and CEP, there are no direct ties to either group, or the developer (SunCor). While members from each of these entities may be on the BOD, all administration of funding or contracting associated with the BOD will be separate. Specific language will be included in the bylaws of the BOD to insure that annual conservation funding is earmarked for projects specifically related to the CEP.
As a specific recommendation for the conservation funds, it would be advantageous to utilize the resources of the Southwest Idaho Resource Conservation and Development council (RC&D). This is a private 501 (c) (3) program created by the National Resource Conservation Service. Because of its directives and ties with the federal government, the RC&D has a number of grant and administrative capabilities that could significantly increase the long-term funds associated with the CEP, and further separate funding from the HOA and developer (SunCor).

4.14 Construction Phase Mitigation Plan Template

A construction phase mitigation template will be used to assess, identify, and mitigate the conditions and impacts associated with the development of the proposed APC on a construction phase-by-phase basis, in order to reach or exceed the no-net-loss requirement. Each development phase plan will consist of four elements: 1) A site-specific analysis and delineation of vegetation type and condition within each phase; 2) the identification of direct and indirect impacts to habitat for both plant and animal species; 3) general recommendations to off-set direct and indirect impacts; and 4) a general plan and time line that identifies the type and amount of area required for mitigation, as well as the extent of enhancement in the form of restoration of more natural vegetative communities.

These elements are all currently covered under the Avimor WMP in a general context, i.e., at the landscape level. More specifically, the same overall direct and indirect impacts from development (Section 3), as well as the same general actions to offset these impacts, will be consistent for all construction phase-specific plans. Therefore, these elements will not be identified in the site-specific plan; rather the individual plans will refer the reader to these sections. This means that the construction phase-specific plans will primarily address element I and 4 above.

Table 12 identifies and outlines the general order and associated actions to be taken by the developer to meet or exceed the no-net-loss requirements on a construction phase-by-phase basis, beginning with Phase 1. Following the table is a phase map (Figure 20) of the entire APC project area, with a summary table of minimal enhancements identified to meet the No Net Loss Model (Table 13). While these estimates are the minimal number of acres required there is no required timeframe for completion; However, based on the identified goals and objects it is likely the overall number of acres enhanced will far exceed these estimates.

Table 12. Construction Phase-Specific Mitigation Plan Outline.

Order	Action
Step 1	Delineate and map vegetation types and condition classes for entire development plan. (Already completed for all Phases)
Step 2	Overlay condition map with identified development phase impacts. (Already completed for All Phases)
Step 3	Use results from step 2 to run the no-net-loss model and identify total habitat score and cumulative mitigation score for the entire development and each construction phase. (Already completed for all Phases)
Order	**Action**
Step 4	Identify areas within each phase to enhance, and to what extent. All areas identified as natural open-space within the development must be set-aside as conservation easements or dedicated (deed restricted) association-owned common areas to prevent future development. (In Progress)
Step 5	A monitoring program will be defined, with a statistically valid sample size within each condition class. The initial monitoring program will be development-wide (Already completed); with additional monitoring sites within each phase as mitigation measures are taken.
Step 6	A species list for planting and seeding will be identified for upland, riparian, and transition zones, with an emphasis on native species. (Already completed)
Step 7	As areas are identified for enhancement, a priority list and a general time-line (See table 15) will be completed. This step will be adaptive based on the conditions of the site and emphasis, i.e. invasive and weeds reduction vs. native restoration.
Step 8	Outline a minimum of a three-year restoration plan that identifies specific areas for restoration, type of restoration within each area, and potential cost. The format of this plan should be general in nature and adaptive based on the variable climatic conditions and the inconsistent results of restoration activates. (Already completed for Phase 1)
Step 9	The developer submits a bond, amount to be determined, that will be held by the county. In the event that the developer is not making notable progress (determined by the annual monitoring report) toward the no-net-loss mitigation plan identified in the site-specific plan, the following actions could be taken: 1st year, a written warning from the county; 2 consecutive years, the bond or a portion of the bond is forfeited; 3 consecutive years, the project is suspended until progress in made and a new bond is submitted.

The following, Section 5.0, is the construction phase-specific mitigation plan. The section outlines the specifics of the planning process using the construction Phase 1 of the APC development. The general format, narrative, and tables identified in this plan will be the same for all future phases (Figure 20), with only the site data and timeframe differing. Table 13 below summarizes the estimated enhancements required to meet the No Net Loss Model on a phase-by-phase basis.

Table 13. Construction Phase-Specific Minimum Enhancements Required to Meet the No Net Loss Model (No Required Timeline).

Phase 1 (235-Acres)	- Poor Uplands/Agriculture enhanced to Satisfactory: 20-Acres - Marginal Uplands enhanced to Satisfactory: 60-Acres - Satisfactory Riparian enhanced to Good: 13.00-Acres
Phase 2 (60-Acres)	- Poor Uplands/Agriculture enhanced to Satisfactory: 15-Acres - Marginal Uplands enhanced to Satisfactory: 5-Acres
Phase 3 (140-Acres)	- Poor Uplands/Agriculture enhanced to Satisfactory: 28-Acres - Marginal Uplands enhanced to Satisfactory: 14-Acres - Poor Riparian enhanced to Good: 0.50-Acres
Phase 4* (39-Acres)	- Poor Uplands/Agriculture enhanced to Satisfactory: 8-Acres
Phase 5 (114-Acres)**	- Poor Uplands/Agriculture enhanced to Satisfactory: 20-Acres - Marginal Uplands enhanced to Satisfactory: 25-Acres
Phase 6 (67-Acres)	- Poor Uplands/Agriculture enhanced to Satisfactory: 10-Acres - Marginal Uplands enhanced to Satisfactory: 4-Acres - Marginal Riparian enhanced to Good: 3-Acres
Phase 7 (58-Acres)	- Poor Uplands/Agriculture enhanced to Satisfactory: 5-Acres - Marginal Uplands enhanced to Satisfactory: 10-Acres
Phase 8 (171-Acres)	- Poor Uplands/Agriculture enhanced to Satisfactory: 20-Acres - Marginal Uplands enhanced to Satisfactory: 20-Acres

**** The number of acres within this phase available for enhancement is insufficient to meet the no net loss; therefore, additional acres in adjacent phases will be enhanced to compensate.***

***** Additional acres were identified to compensate for Phase 4.***

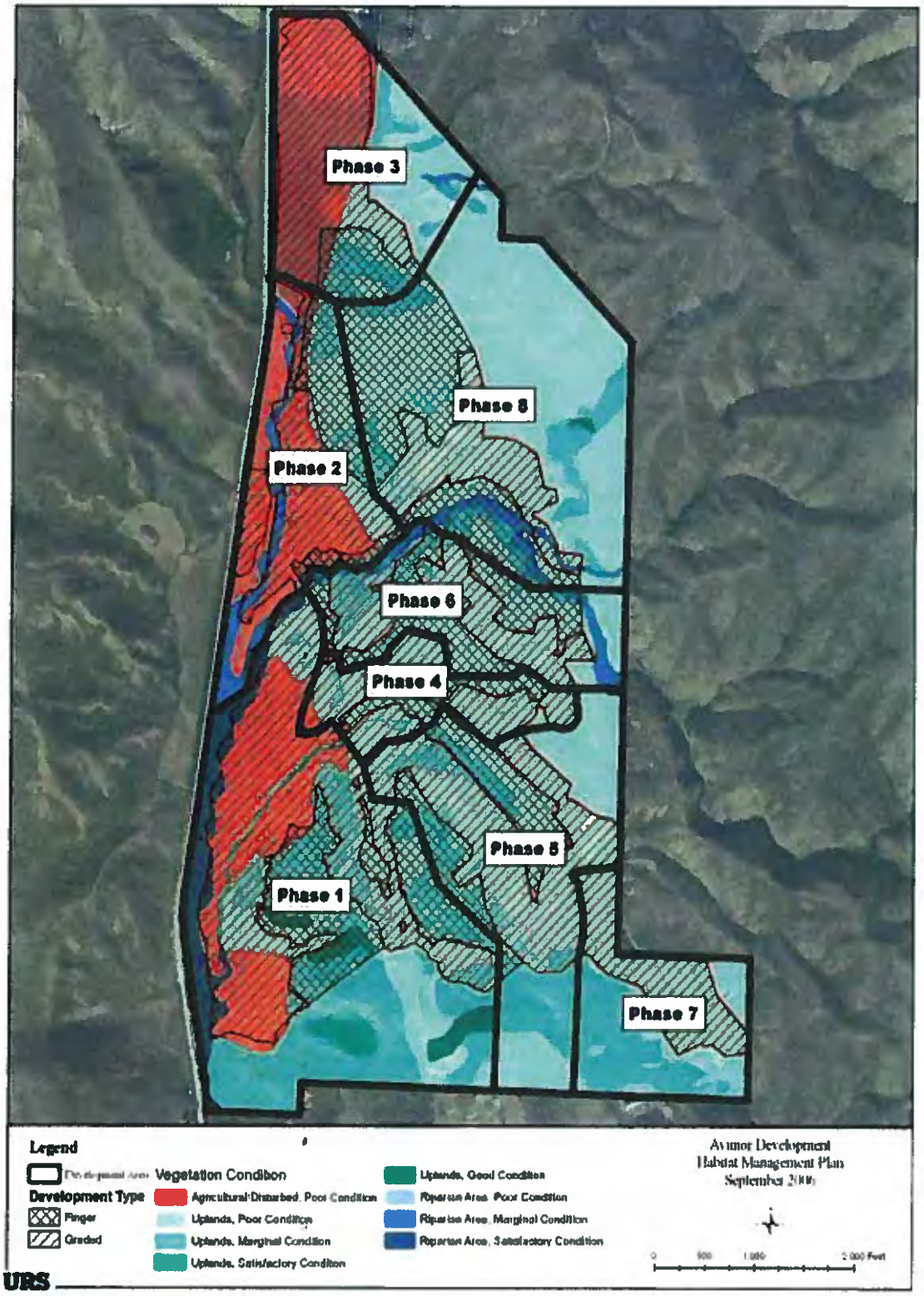


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Figure 20. APC Phase Summary Map.

Avimor Recreation Plan

Executive Summary

The following plan describes the existing and future planning guidelines for development of the Avimor Planned Community Trail System. The goal of this document is to provide an outline of trail development and user designation to provide a quality recreational experience within a conservation driven community. In the event there is a conflict between the recreation plan and the Avimor Wildlife Mitigation Plan (WMP), the WMP shall govern in all regards.

The Avimor Recreation Plan (ARP) outlines the location and connectivity of recreational trails on Avimor property; use designations associated with user safety and wildlife habitat management; and trail maintenance/ sustainability guidelines. The intent of the ARP is to create a sustainable trail system and limit user conflicts and impacts to wildlife and associated habitat.

The ARP also outlines the decision process for reviewing existing and proposed races, as well as developing new trails and annual work plans to ensure sustainability and connectivity of adjacent trail systems. All recommendations regarding races, trail placement/design, and designation will be submitted to or by the Avimor Trail Board (ATB). The ATB will make recommendations to the Avimor Conservation Advisory Committee (ACAC) (See Avimor WMP). Amendments, modifications and/or repeal of the recreation plan shall be made pursuant to Idaho Code § 67-6509.

This plan will be an adaptive document which can be modified to adapt to changing needs and conditions of the community and the trail system. As recreational patterns, regional trail systems, and adjacent landownership changes, the ARP will adapt to the needs and opportunities to provide the best user experience and recreational opportunities while maintaining conservation goals.

EXHIBIT
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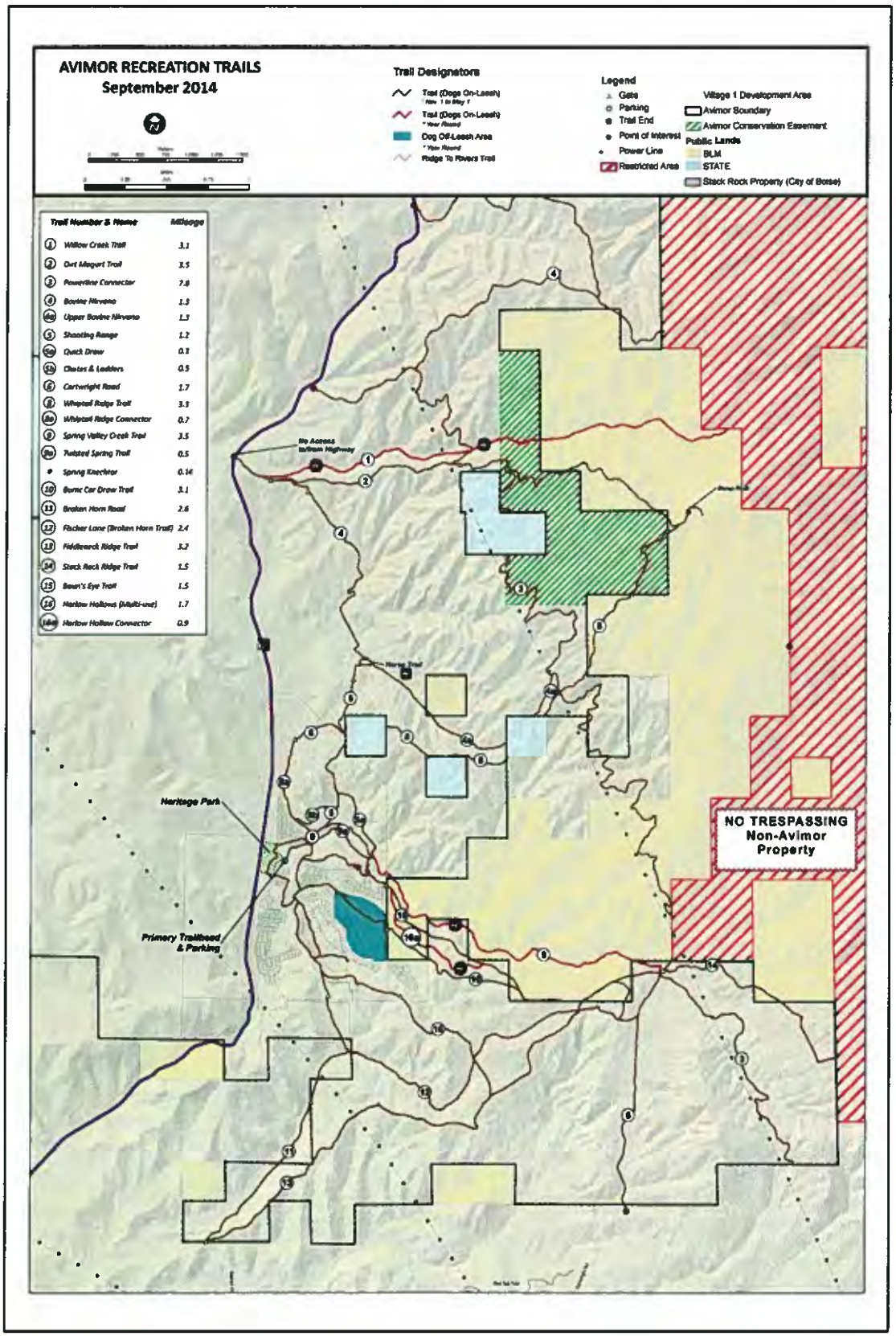
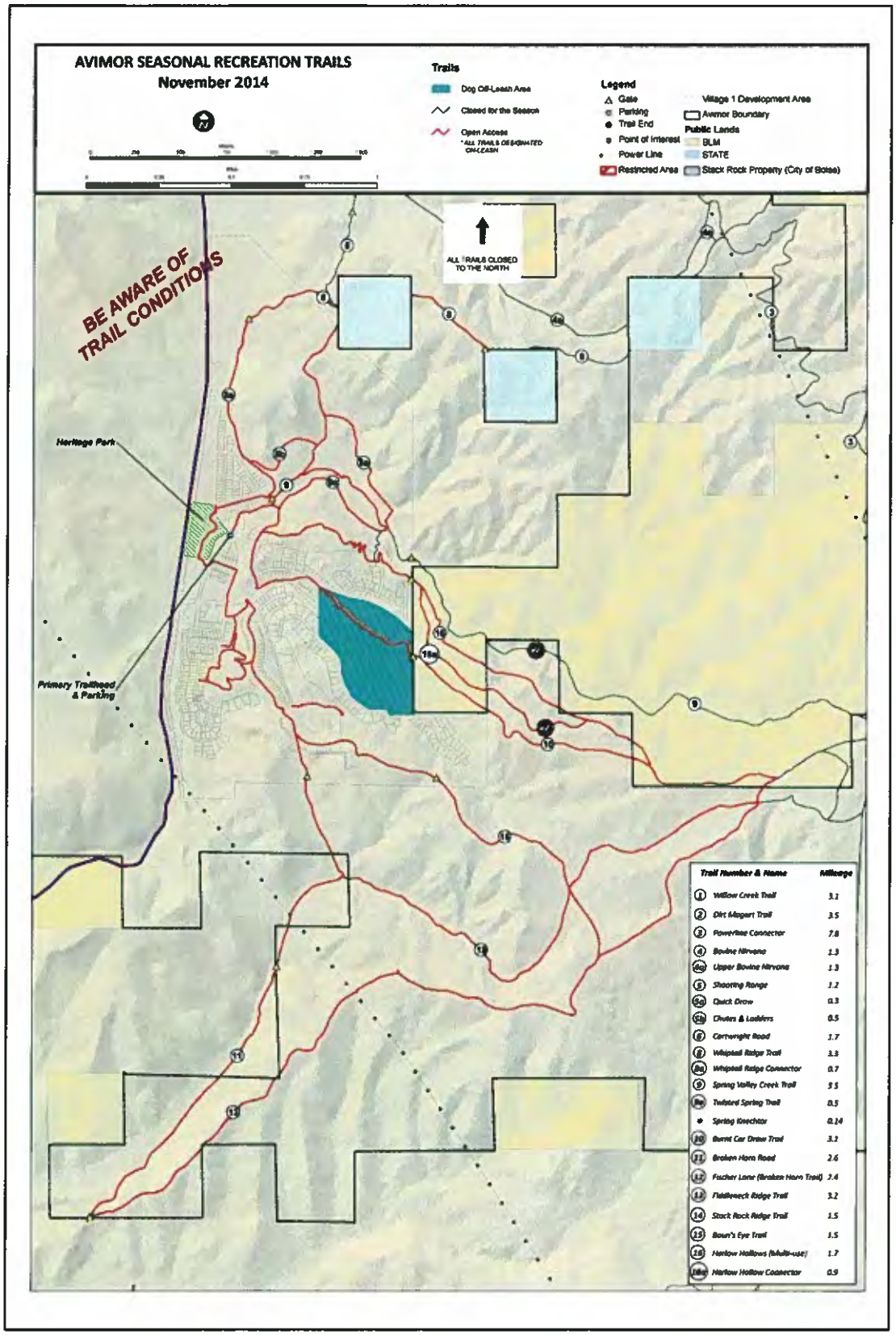


Map 1: Avimor Trail Map.



Map 2: Avimor Seasonal Trail Map.

User Designations and Guidelines

The Avimor trail system (Map 1) is open for use to the general public. A wide range of recreational opportunities exist throughout the trail system for all types of trail users. In an effort to create the most enjoyable recreational experience while balancing conservation requirements, user safety, and trail limitations or impacts, Avimor has developed some use designations for specific areas and trails. Understanding that this may restrict some users from desirable areas and trails, it is the most appropriate way to try to manage user conflicts and provide the best overall user experience for all user types.

In addition to designating areas and trails to reduce user conflicts, portions of the trail system will be restricted during the winter months (November 1 through March 1) for critical wintering areas for elk, mule deer, and migratory bird populations. The upper elevations of the trail system are one of the largest areas in the Treasure Valley for wintering population of elk and mule deer. Restricting access will reduce user/wildlife interaction which often results in wintering animals using essential energy reserves needed to survive the winter. Some designated lower elevation trails will be available for use on a limited basis throughout the year. Trail use and big game movement will continue to be monitored and any adjustments needed to protect the big game populations will be addressed.

User Types

Although open to public use, the Avimor trail system is on or granted access through its private lands. To maximize the user experience and preserve the natural resources on the land, Avimor has designated some areas by user type, season of use, and limited motorized uses. Trail users may include hikers and wildlife viewers, mountain bikers, equestrians, on and off-leash dogs, and controlled hunting and use of motorized vehicles.

Use Designations

Seasonal Closures-

The majority of the Avimor trail system will be shut down from November 1st to March 1st every winter to help protect wintering big game (elk and mule deer) and migratory bird populations within the Avimor property. Special use permits can be obtained for use of these trails during this time, and some lower elevation trails will remain open, conditions permitting, for year round use. During unusually harsh winters (heavy snowfall and cold temperatures) these trails may also be restricted based on movement of big game to lower elevations.

Based on big game movement patterns and prior years monitoring of wintering areas, the trails that will be available for year-round use are:

- All walking paths within the Avimor Village development (gravel paths within the development);
- HPC- Heritage Park Trails- all trails;

- Trail 8a-Whiptail Ridge Connector- entire trail;
- Trail 8- Whiptail Ridge Trail- open from junction with trail 8a to eastern gate (signed);
- Trail 5-Shooting Range- open from junction with trail 9 to junction with trail 8 (signed);
- Trails 5a and 5b- Quick Trigger and Chutes and Ladders- entire trail;
- Trail 9- Spring Valley Creek Trail- open from the trailhead to the canyon gate;
- Trail 9a- Twisted Spring Trail- entire trail;
- Trail 16 and 16a- Harlow Hallow/Connector- entire trail;
- Trail 10- Burnt Car Draw Trail- open from trailhead to junction with trails 12 and 13, closed from junction with trails 12/13 to Cartwright Road (signed);
- Trail 10a- Burnt Car Extender- entire trail;
- Trail 15- Baun's-Eye Trail- open from trailhead to junction with Trail 13;
- Trail 11- Broken Horn Road- entire trail;
- Trail 12- Fischer Lane/Broken Horn Trail- open from junction with Trail 11 to junction with Trail 12 (signed); and
- Trail 13- Fiddleneck Ridge Trail- open from trailhead to junction with trails 10 and 12 (signed).

These trails will provide recreational users the opportunity for some scenic loops used for hiking, biking, and equestrian opportunities, while protecting wintering big game and migratory bird populations. The availability of trails may vary dependent on weather conditions and future monitoring of big game. If the winter snow line is low or persistent, or big game are found to use these areas frequently for winter bedding and foraging, access may be restricted based on an index developed by the ATB/ACAC in conjunction with the IDFG. Regardless of conditions, all trail users must comply with seasonal closures.

Hikers/Foot-traffic-

Trails in the Avimor trail system are open for all hikers and other foot traffic. However, hikers must comply with the season closures listed in the prior section.

Mountain Bikers-

Currently, all trails in the Avimor trail system are available for use by mountain bikers. Future plans could include directional trail use, such as downhill only, which would reduce potentially dangerous encounters, but at this time there are no directional trails. If problems with encounters are present, the ATB may recommend directional flow to increase safety for all trail users. In the case of direction designations, signage will be posted to inform and direct users to proper use and alternative routes.

Equestrian-

The majority of trails in the Avimor trail system are available for equestrian trail users with a few exceptions. Some trails have been designated for foot traffic and mountain biking only to reduce user conflicts or maintain trail integrity. The following trails are restricted from all equestrian use:

- Trail 1- Willow Creek Trail;
- Trail 9- Spring Valley Creek Trail (Canyon Portion Only); and
- Trail 16a- Harlow Hallow Connector.

Motorized Vehicles-

All motorized vehicles use in the Avimor trail system is by special permit only. In order to monitor and promote sustainable use by motorized vehicles, Avimor has decided to permit a fixed number of motorized vehicle users per day. All motorized vehicle use on Avimor trails is restricted to designated routes, i.e. no off road or cross country travel is permitted. A day permit can be acquired at the Avimor administrative office. Once a special use permit is acquired, motorized vehicle users are allowed to access the following Avimor trails:

- Trail 2- Dirt Magurt Trail;
- Trail 3- Powerline;
- Trail 7- Knecht Loop Trail;
- Trail 8-Whiptail Ridge Trail;
- Trail 10- Burnt Car Draw Trail;
- Trail 11-Broken Horn Road;
- Trail 13- Fiddleneck Ridge Trail; and
- Trail 14-Stack Rock Ridge Trail.

Motorized vehicle use associated with emergency medical services (EMS), trail maintenance activities, or permitted livestock operations are exempt from the restrictions.

Dogs

Dogs are permitted on all trails in the Avimor trail system. However, to prevent user conflicts, protect wildlife, and ensure the safety for dogs and other trail users, off-leash restrictions exist on some trails. **All dogs will be on leash on all trails from October 1 to May 1, with the exception of the off-leash dog area (Map 1).** The on-leash restrictive time period is extended beyond winter trail closures to ensure wildlife safety and to protect nesting birds in Avimor. Some wildlife may be present near open trails during this time of year and off-leash dogs threaten winter survival by chasing or disturbing wintering wildlife. A designated off leash area has been made available for year round access and off leash use (Map 1). From May 1 to

October 1, controlled off-leash dogs are allowed on all Avimor trails with exception of the following trails which are on-leash year round only for user safety and to reduce user conflicts.

- Trail 1- Willow Creek Trail;
- Trail 9- Spring Valley Creek Trail; and
- Trail 10a- Harlow Hallow Connector.

Hunting

In the past, Avimor had a depredation hunt with a number of tags for big game within their property. While Avimor is not currently part of the Fish and Game's depredation hunt, it could be in the future, and Avimor does have access to a number of privately held tags for their property. Like motorized vehicles (see above), hunting is only allowed via specialized permission, inquire at the Avimor administrative office.

Use of motorized vehicles during hunting season will be restricted, with the exception of permitted use for disabled hunters and game removal on an as needed basis. All motorized vehicles will stay on designated trails, and hunting directly from any motorized vehicle is strictly prohibited. Signs will be posted to alert all trail users that hunting season is open and educated users and hunters about safety measures to take while hunting in the Avimor foothills.

Trail Design Guidelines and Maintenance

For any new trail construction or re-routing of trails at Avimor, general trail building guidelines will be followed during each step in the planning and construction process. Following the general guidelines will help create a more sustainable and user friendly trail system, while reducing maintenance or reconstruction requirements of faulty trail design and construction.

Trail design should follow the five essential elements of sustainable trails as presented in the US Forest Services trail design parameters (http://www.fs.fed.us/recreation/programs/trail-management/trail-fundamentals/National_Design_Parameters_10_16_2008.pdf). Although certain stretches of new trails may require deviations, the following five principals should be used during planning and construction of all new trails at Avimor.

1. The Half Rule. The grade of the trail should not exceed half the grade of the hillside or side slope that the trail traverses. Trails that exceed the half rule are considered fall-line trails and encourage waterflow down the trail rather than across it, increasing probability of erosion damage.

2. The Ten Percent Average Guideline. On average the overall trail grade ([elevation gain/trail length] x's 100) should not exceed 10 percent. Although some trail segments may exceed ten percent grade, the general rule for a sustainable trail is an average of ten percent over the length of the trail.

3. Maximum Sustainable Trail Grade. Although the ten percent rule is a general rule for an entire trail, determining a maximum grade (typically 15-20 percent) for trail segments should be determined in planning based on site specific factors:
    - Half rule;
    - Soil type;
    - Rock;
    - Annual rainfall;
    - Grade reversals;
    - Types of users;
    - Number of users;
    - And difficulty level.

4. Grade Reversals. Grade reversals are spots in the trail where a climbing trail levels out then changes direction, dropping subtly for up to 50 feet before rising again. The change in grade allows water to exit the trail at the low point, reducing erosive power of water running down the trail. Depending on soil stability, grade reversals should be placed every 20 to 50 feet.

5. Outslope. When a trail contours across a hillside, the downhill edge of the tread surface should tilt slightly down and away from the high side of the trail, promoting water flow across the trail rather than down the trail. A general rule is to build all trails with a 5-percent outslope. In looser soils, i.e. sandy soils, frequent grade reversals will aid in cross-trail drainage.

In addition to using these five design guidelines, all new trail construction will require approval from the ATB and the ACAC.

Annual Trail Maintenance

Trail maintenance is a critical component to a sustainable trail system. As such, an annual work plan will be developed by the ATB and submitted to the ACAC. The annual work plan will outline the dates, recommended actions, and associated justification for more intensive maintenance actions throughout the trail system. Intensive maintenance actions include, but are not limited to: trail diversions or reroutes; projects associated with wetlands/riparian areas; and new construction projects.

In contrast, routine maintenance actions will not be included in the annual work plan, and do not require approval from the ACAC. Routine maintenance actions include, but are not limited to: light mechanical vegetation control to include pruning, grubbing, lopping, and hand pulling; noxious weed control; and minor erosion control and emergency trail stabilization. However, these actions will still require approval from the ASO (land owner) prior to implementation.

Annual Race Events

The Avimor trail system has a long history with organized mountain biking race events and will continue to do so. However, as the population of the region continues to grow with the use of the Avimor trail system, it will be imperative that future races are well organized, have a minimal effect on the public use of the trail system (temporal or spatial), and result in a net gain for the trail system. As such, the number of annual race events will not exceed five (5) in any calendar year, with two of the five reserved for the Knobby Tire Series and Broken Spoke Cycling. Regardless of the applicant, all races will go through the ATB application process and be submitted to the ACAC for approval no later than September 1 of each year. Some exceptions may apply; however, the ASO reserves the right to disapprove any applicant.

Avimor Trail Board

The ATB is made up of one representative from each of the following groups: the ASO, Avimor Home Owners Association (HOA), South West Idaho Mountain Biking Association (SWIMBA), Broken Spoke Cycling, an equestrian user group, a running user group, and the Avimor Conservation Director (CD). The purpose of the review board is to monitor trail use, identify and address any concerns or conflict, develop the annual work plan, and to review and make recommendations on proposed trail developments and races.

The ATB will meet on a quarterly basis or more often if the need arises. The board will make professional recommendations on trail designations, new construction, maintenance issues, and conflicts, which will be presented to the ACAC (Figure 1). The ACAC will review the trail board's recommendation and make the final ruling on any issues or proposed changes to the trail system and its users. Modifications and/or amendments and/or repeal of the recreation plan must be made pursuant to Idaho Code § 67-6509.

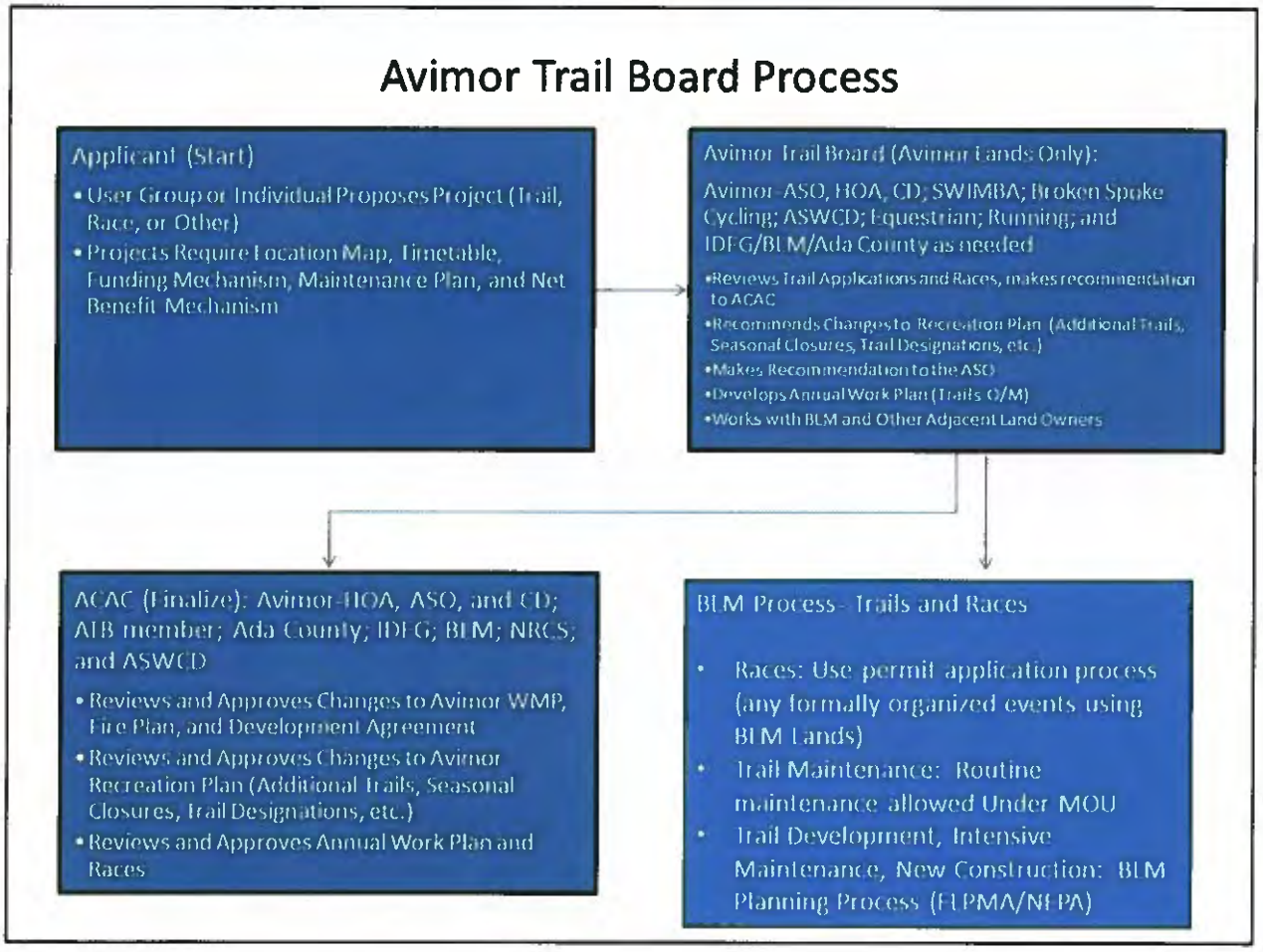


Figure 1: Avimor Trail Process Flow Chart.

Funding

Funding for all trail projects, including trail construction, maintenance, signage, and kiosk will be provided by a combination of funds from the Avimor Conservation Fund, external partners, and by actively pursuing grant money from local, state, and federal agencies. Ada County holds some easements within the Avimor Planned Community. Ada County explicitly retains authority as to whether the County will appropriate funding, including but not limited to trail construction, maintenance, signage, and kiosk for the easements that Ada County holds.

A large portion of work to be done on the trail system has and will continue to be completed through volunteer efforts and community support/building projects by SWIMBA, Broken Spoke, Avimor residents, and the surrounding communities.