



Planning & Development Services

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TO: Board of Ada County Commissioners

FROM: Patricia Nilsson, AICP, Comprehensive Planning Manager

DATE: May 14, 2008

RE: County Referral #Ada County Referrals #200600180 Cartwright Ranch Planned Community and #200600219 Dry Creek Planned Community

The Boise City Mayor and Council reviewed the proposed applications and have the following comments. For Cartwright Ranch, these are comments in addition to those included as Exhibit 123.

1. Since neither proposal is reflected in *Communities in Motion*, the regional long-range transportation plan adopted by the COMPASS Board, Boise City requested COMPASS perform a special transportation model run to estimate the impacts of both proposals on Boise City roadways. COMPASS developed an "area of influence" tool during its evaluation of the effectiveness of traditional traffic impact studies to measure impacts beyond the immediate vicinity of the development.

The model scenarios represent the percentage of traffic attributable to the developments during the p.m. peak hour in year 2030 on the planned roadway network. The 2030 roadway network assumes construction of the Three Cities River Crossing.

The results are attached, and show that the proposed developments would represent more than 20% of the future travel on State Highway 55, Horseshoe Bend Road, Seaman's Gulch Road, and Dry Creek Road into Boise City. Along State Street, 10-19.9% of the trips from State Highway 55 east to Veterans Memorial Parkway can be attributed to traffic from the proposed developments.

2. Ada County should request of COMPASS, ACHD and ITD a more complete analysis of the cumulative effect of both proposals on the planned regional transportation system. If an amendment to the regional plan is necessary, the County should be required to fund the costs of the amendment if the County Comprehensive Plan is amended to create inconsistencies with the adopted regional plan. The commendable efforts of the County to incorporate the goals of the Blueprint for Good Growth Phase 1 Report into the 2007 Comprehensive Plan will be undone if these comprehensive plan amendments are approved. At the request of Boise City, COMPASS performed a special model run

3. The effect of the proposed developments on increasing congestion on State Street is unresolved. Through the cooperative efforts among ACHD and the six cities on the Transportation Land Use Integration Plan (TLIP), Boise City is considering a variable peak hour level of service (LOS) F on State Street due to its status as a planned transit corridor. A LOS of F would minimize mitigation of roadway congestion required of new development but could result in other mitigation measures to enhance transit, pedestrian, and bike modes within the corridor. However, if development inconsistent with the regional transportation

plan is allowed without regard to its extrajurisdictional impacts, how will ACHD and Ada County provide for mitigation to impacts within Boise City? How will the impacts to Harrison Boulevard from the additional traffic from the Cartwright Ranch Planned Community be mitigated?

4. Congestion is accepted on State Street due to its important role as a regional mobility corridor in the Treasure Valley. Boise City has partnered with the County, Eagle, Garden City, ITD and ACHD to develop and adopt the State Street Corridor Study and is actively working on implementing the study through the adoption of transit oriented development policies in the Boise City Comprehensive Plan. ACHD is completing an alignment study to determine where the adopted roadway cross-section will be located. If Ada County desires to add a large volume of additional traffic from the Dry Creek Ranch and Cartwright Ranch planned communities to State Street, Boise City requests a full analysis of any changes needed to the State Street Corridor Study, the State Street Alignment Study, and the Valley Regional Transit Regional Operations and Capital Improvement Plan prior to a decision to amend the Ada County Comprehensive Plan to include these developments.

5. At this time Boise City has not seen any written commitments by the planned community applicants that all new transportation improvements will be funded completely by the applicants. The only mitigation offered by the Dry Creek Ranch applicants is to continue a privately funded transportation plan, improve the intersection of State Highway 55, and to install a temporary traffic signal (p. 32 of Dry Creek Traffic Impact Study December 2007). Since the funding crisis of the state transportation system was left unresolved by the Idaho Legislature, the proposed planned communities only exacerbate an already dire situation of funding the maintenance of the region's existing state highways.

6. *Communities in Motion* was the first regional endeavor to link a desired land use pattern to a future transportation network. An enormous amount of resources and time by both agencies and the public was spent on developing the land use scenario and the corresponding transportation system. Since the planned community proposals would use capacity that was planned for other development within cities, how will future development in cities be affected by the loss of roadway capacity? What will be the added delay to commuters from Star and Eagle due to additional congestion on State Street?

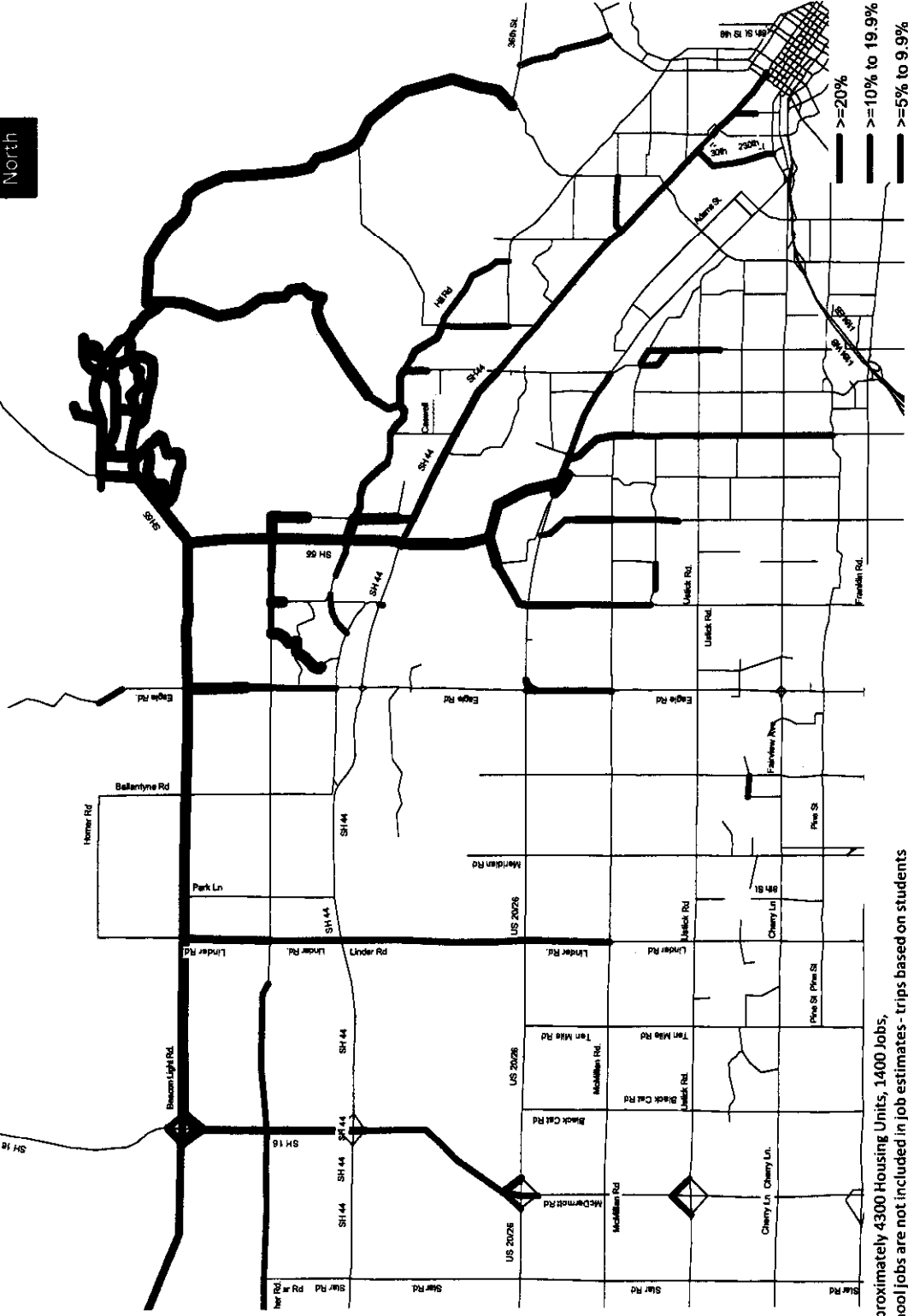
7. Boise City has strong concerns that the planned community will be allowed to develop prior to the full provision of urban services. The donation of a fire station site does not equate to fire service. Urban development in the area prior to the provision of a staffed fire station will add additional burden to Boise City's service responsibilities under our automatic aid agreement with the North Ada County Fire and Rescue District.

PAN:pan

Attachment: Area of Influence Results

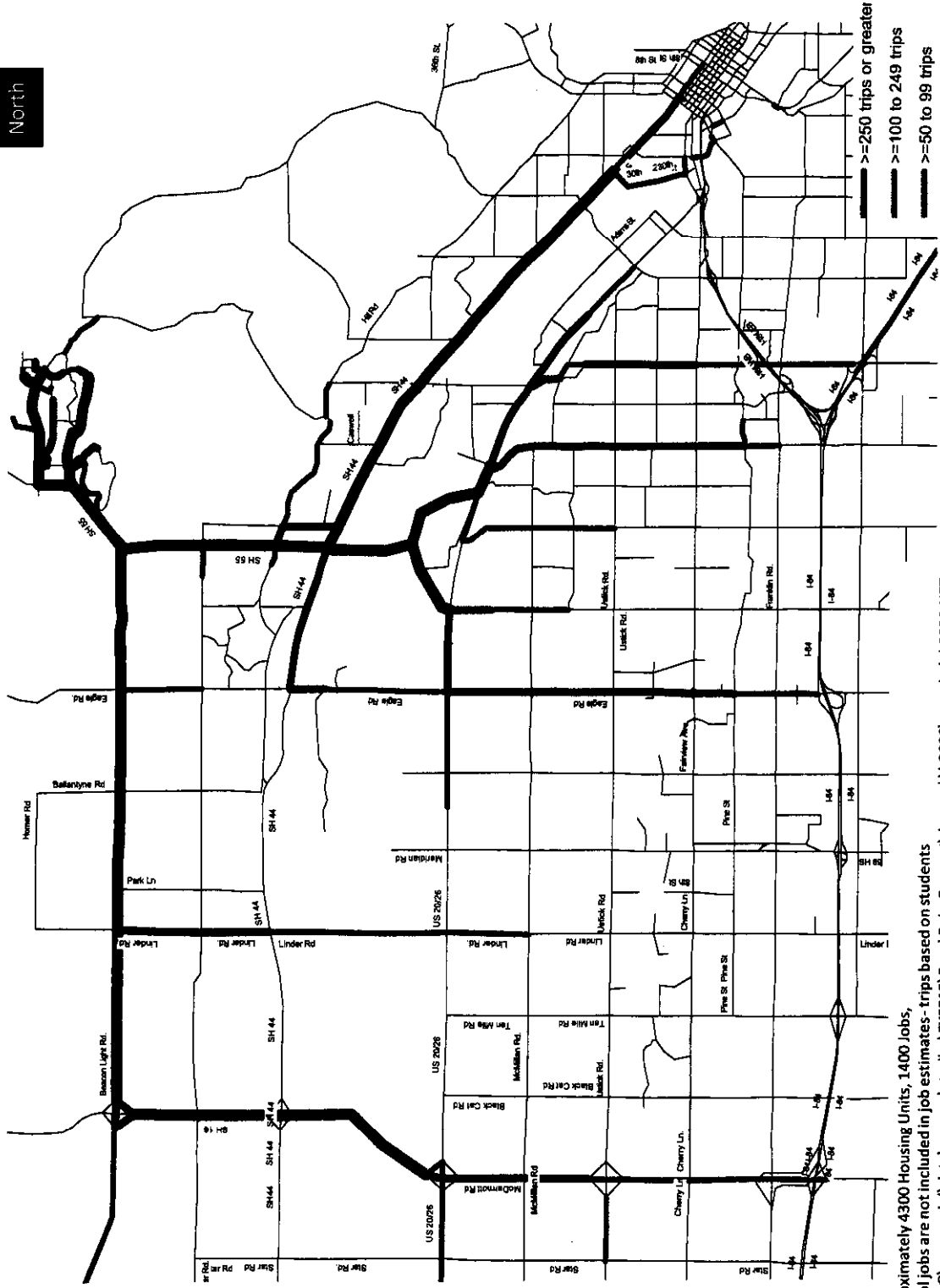
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Estimate of Project Specific Travel Demand Attributable to Total Travel Demand Forecast - Peak Hour,
 2030 Build Out - Dry Creek Ranch, Special Model Run



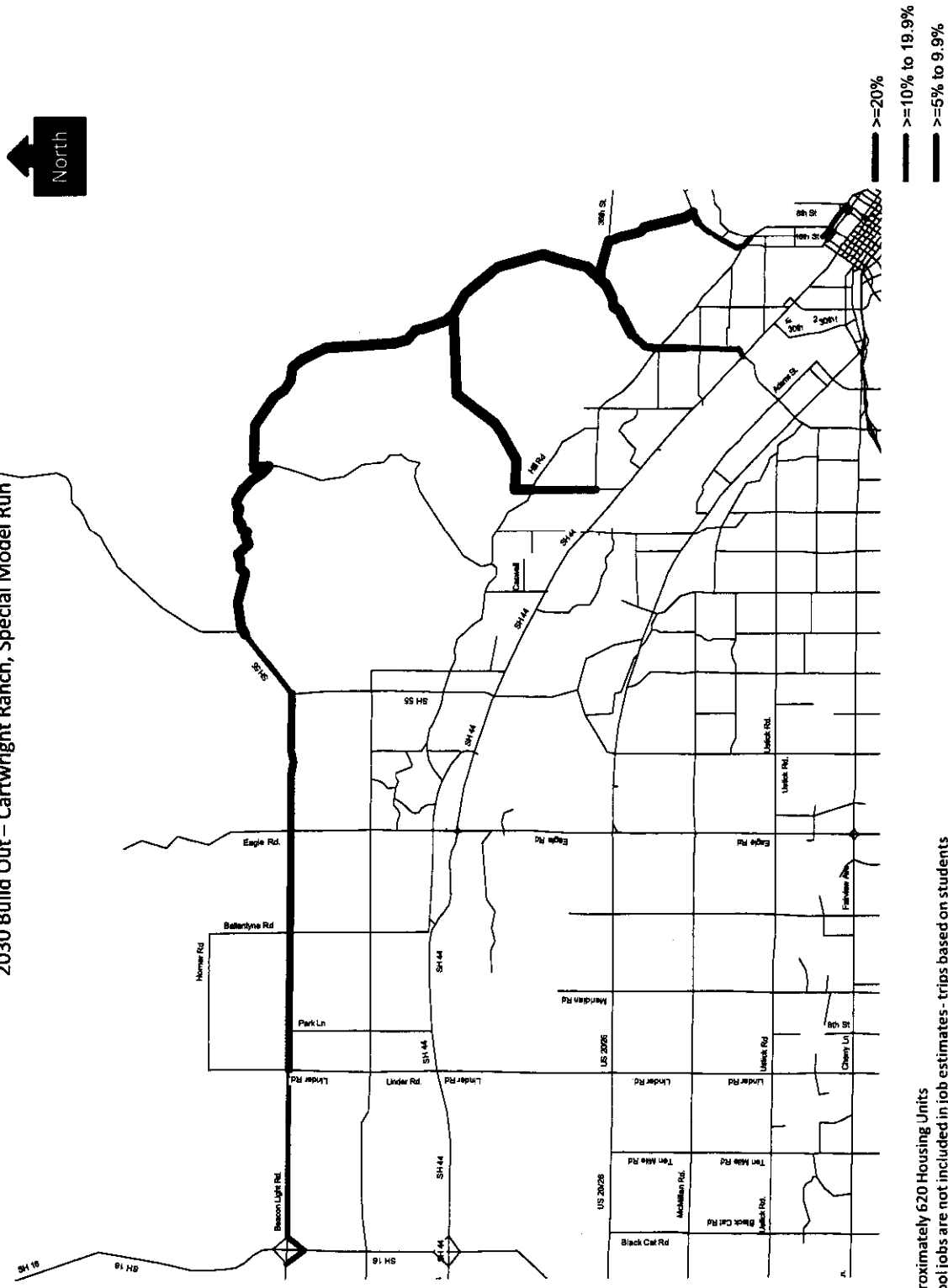
Approximately 4300 Housing Units, 1400 Jobs,
 School jobs are not included in job estimates - trips based on students
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Estimate of Project Specific Travel Demand Attributable to Total Travel Demand Forecast – Peak Hour,
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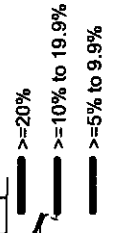
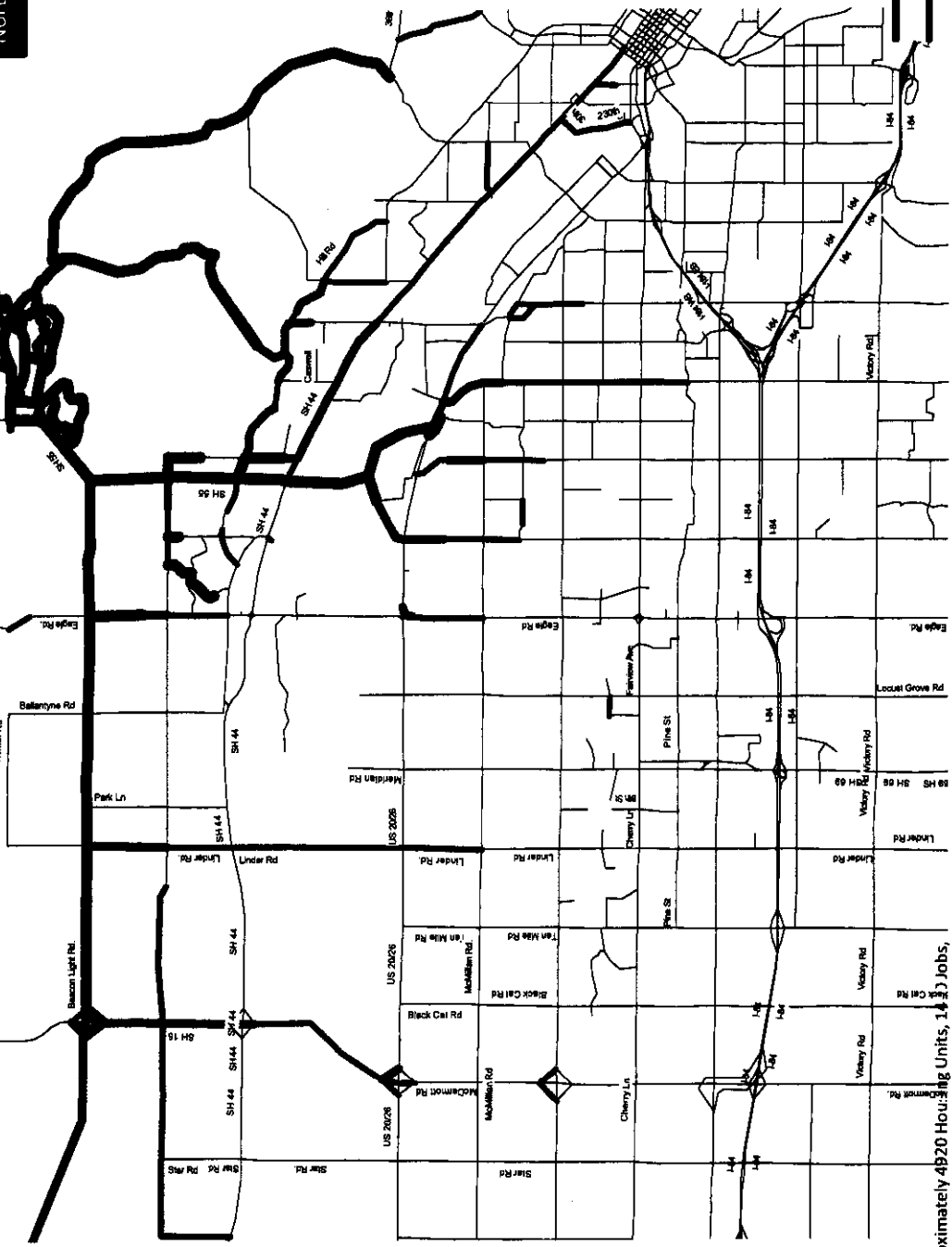
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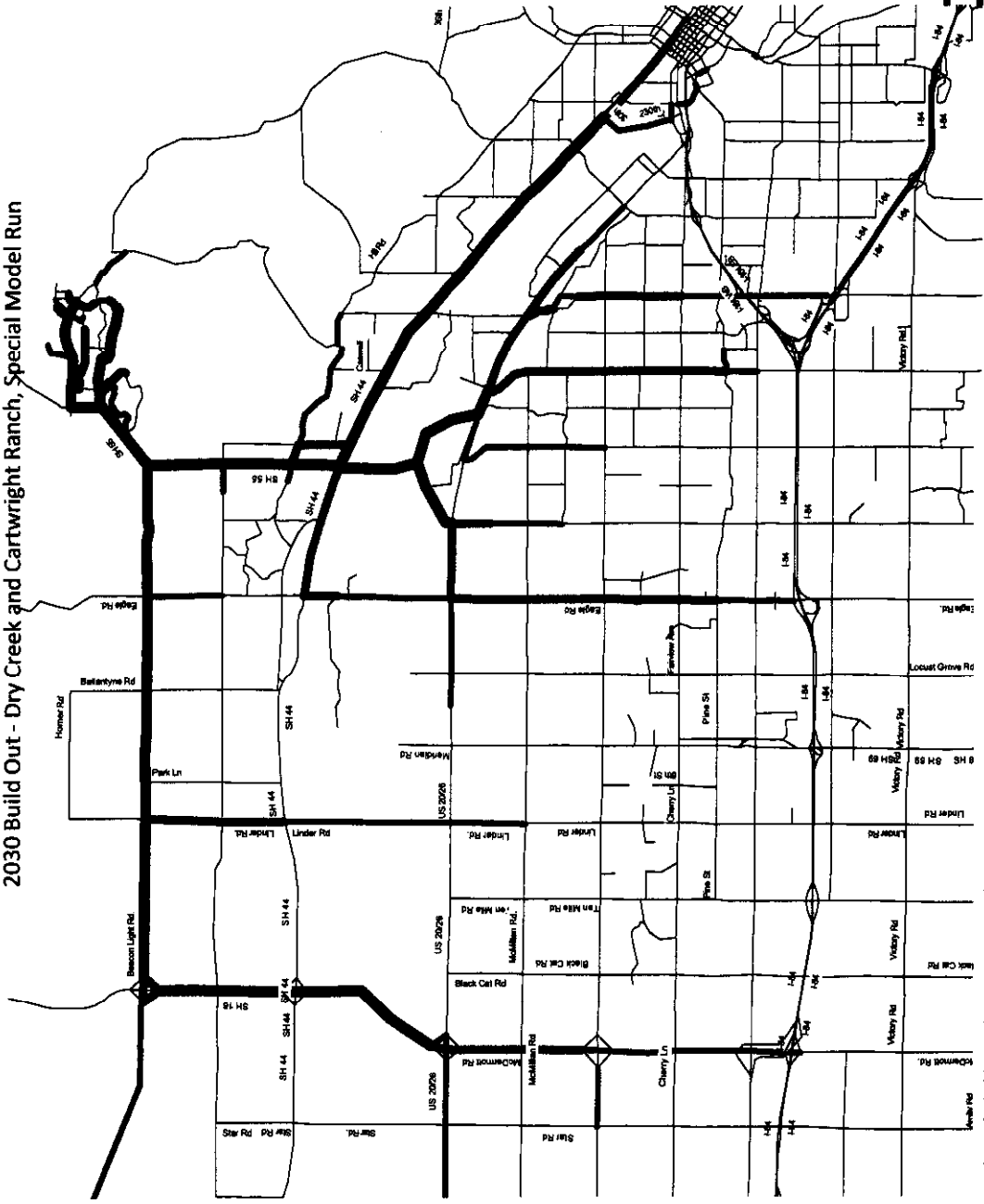
Approximately 620 Housing Units
 School jobs are not included in job estimates - trips based on students
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Estimate of Project Specific Travel Demand Attributable to Total Travel Demand Forecast – Peak Hour,
 2030 Build Out - Dry Creek and Cartwright Ranch, Special Model Run



Approximately 4920 Houring Units, 1,433 Jobs,
 School jobs are not included in job estimates- trips based on students
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Estimate of Project Specific Travel Demand Attributable to Total Travel Demand Forecast – Peak Hour,
 2030 Build Out - Dry Creek and Cartwright Ranch, Special Model Run



Approximately 4920 Housing Units, 1400 Jobs,
 School jobs are not included in job estimates - trips based on students
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Documentation

1. Assigned an unique number to each area based on site map (1-37), see next slide
 2. Assigned TAZ number to each area (353-382), see next slide
 3. Estimated number of housing units per area based on range provided on site map
Single family
 - equestrian: 1 to 4 units
 - low: 3 to 6 units
 - low hillside: 3 to 5 units
 - Medium: 4 to 9 units
 - Medium hillside: 4 to 8 units
 - High: 9 to 20 units
 - High hillside: 9 to 15 unitsMulti-family: 20 units
Village center: 8 to 15 units
Mixed use: 20 units
 4. Used minimum number of units, then adjusted five zones by 75 units and one zone by 150 to reach 4,300 units as stated in TIS
 5. Estimated housing units to population and vehicles (used 2.7 pph and vph is the average based on 2000 Census and 2002 Household travel survey)
 - equestrian and low: 2.7 pph, 2.7 vph
 - medium: 2.5 pph, 2.5 vph
 - high: 2.0 pph, 1.9 vph
 - Multi-family, village center, mixed use: 1.5 pph and 1.5 vph
- Note: population is lower than stated in TIS but TIS did not include enough details. I assume they used an overall average.
6. Estimated jobs based on square feet conversions. TIS stated 1994 employees but did not provide enough details to distribute employees into TAZs by job type. The model uses students for school trips therefore, school employees are not included in jobs.
 - Office 3.5 employees / 1000 sqft = 648 jobs
 - Retail 1.75 employees / 1000 sqft = 814 jobs

