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COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

Communities in Motion Performance Monitoring Report

Report No. 02-2009

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QUICK FACTS

14 homes added per day[1]

32 more vehicles added per day[2]

7,600 more commuters use the region's roadways each year[2]

41,000 new subdivision lots are in approval process[1]

9,500 more people per year live in the region[1]

Each transportation dollar buys just 53 cents of what it did in 1996[2]

[1]Compiled from COMPASS Statistics, 2008
[2]Compiled from COMPASS Statistics, 2007

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BACKGROUND

COMMUNITIES IN MOTION: REGIONAL LONG-RANGE TRANSPORTATION PLAN 2030

Communities in Motion (CIM) is the regional long-range transportation plan for southwest Idaho and provides regional transportation solutions for the next twenty-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette Counties. The COMPASS Board adopted the plan on August 21, 2006.

CIM evaluated projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment. Over 2,000 residents, stakeholders, and elected officials participated in developing the plan. Seventy-two percent of those who reviewed and commented on the plan in spring 2006 supported it. The planning document is available in print, on a CD-ROM, and on-line at http://www.communitiesinmotion.org/plandocuments.html.

VISIONS AND GOALS OF CIM

The vision and goals for the plan were developed with input from the general public, COMPASS Board of Directors and planning staff from member agencies.

Vision

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multimodal transportation system.[3]

Goals

Connections – Provide options for safe access and mobility in a cost-effective manner in the region.

Coordination – Achieve better inter-jurisdictional coordination of transportation and land use planning.

Environment – Minimize transportation impacts to people, cultural resources, and the environment.

Information – Coordinate data gathering and dispense better information.

[3] COMPASS Board July 2003

COMMUNITY CHOICES

CIM supports a more compact and diverse land use pattern, known as "Community Choices." The CIM planning process looked at how the region might develop. Using input from public workshops, local governments, stakeholders, and elected officials, COMPASS developed the growth scenario "Community Choices," on which the plan is based. The scenario offers a vision for a more cost-effective, multimodal transportation system. To support this vision, funding for public infrastructure must be directed to areas of growth consistent with those outlined in the CIM. If implemented, new growth patterns would mean that the region will consume less land, save more open space, offer more housing choices, foster the use of public transportation, and cut one million daily vehicle miles of travel in comparison to continuing the historic ("trend") patterns of development.

One of the provisions of CIM was the development and implementation of a monitoring report, specifically:

> "**Task 4.4.3** – COMPASS will prepare an annual monitoring report that also summarizes progress toward achieving alternative transportation and desired land use objectives. The report will provide information relevant to determining the need to amend or update the plan."

The following factors (Table 1) were laid out to provide a guide as to what would be measured. Data for cities and counties is reported in the City and County Summaries section, beginning on page 50. The tracking in this section was completed at the Area of Impact level, except as otherwise noted, and should be reviewed with this in mind.

This *Communities in Motion Performance Monitoring Report* (CIMPMR) is the third of a series that will evaluate these factors, and others if needed, to depict progress on meeting goals. The list on page 9 provides an initial set of factors, which will be subject to refinement and expansion.

Much of the information is collected and reported by a variety of agencies, and this can limit its availability, accuracy, and timeliness. For example, information that is available in one county may not be collected the same in another county, or a retail store with several stores may record all jobs in its corporate office. Also, the reported data are typically at least a year old. The data may be flawed as well. One example is employment information that reports jobs actually located at multiple sites, as being at a single place (e.g., a retail

business with several stores recording all jobs at its corporate office). Finally, the data reported by the collecting agencies may be a year or more old.

Even with these limitations it is valuable to monitor the trends in land use, growth, transportation services and demand, and finances. The importance of the data grows as it is tracked across time. How does the information compare with last year and the year before that? As data accumulates, the results will portray how the region is moving forward with CIM.

Table 1: Level of Information Reported for Data as Specified in Task 4.4.3 ITEM	County Level	City Level
a. Residential numbers and densities along key transit routes and within a quarter to a half mile of potential fixed-guide-way stations.	**P**	**P**
b. Total numbers and percentages of housing built at transit-supportive densities (eight plus units per acre) by jurisdiction.	**C**	**P**
c. Transit supply (service miles and hours) normalized by population.	**P**	**P**
d. Vanpool supply (number of routes and service miles).	**P**	**P**
e. Number and percentage of housing units built within walking distance of major attractors (job sites, service/retail centers, recreation sites, etc.)	**P**	**P**
f. Employment numbers and percentages within a quarter to a half mile of potential fixed guide-way stations and transit routes.	**C**	
g. Miles of roadway with sidewalks (0, 1, 2 sides) and bike paths. Inventories of sidewalks and bike paths will be a priority for future funding.	**P**	**C**
h. Expenditures by mode (roadway, transit, bike/walking).	**C**[4]	
i. Status of actions to seek funding.	**C**	
j. Usage factors (vehicle miles of travel, congestion indices, transit ridership, carpool/vanpool rider ship, and park and ride lots) where available.	**P**	**C**
k. Local government amendments to comprehensive plans and land use ordinances in support of the desired land use pattern.	**C**	**C**

C – Complete Information, P – Partial Information, Blank - Not Available in this Document

Additional information is contained in the long-standing *Development Monitoring Report* (DMR). This document is produced in March and August of every year, and reports residential and non-residential building permits, and subdivision activity. The information is reported by jurisdictional levels and by areas of impact. The reports can be found at **http://www.compassidaho.org/prodserv/gtsm-devmonitoring.htm**.

[4] Available in a separate report that can be obtained by contacting COMPASS or at http://www.compassidaho.org/documents/prodserv/trans/transportationfinancial%20report.pdf

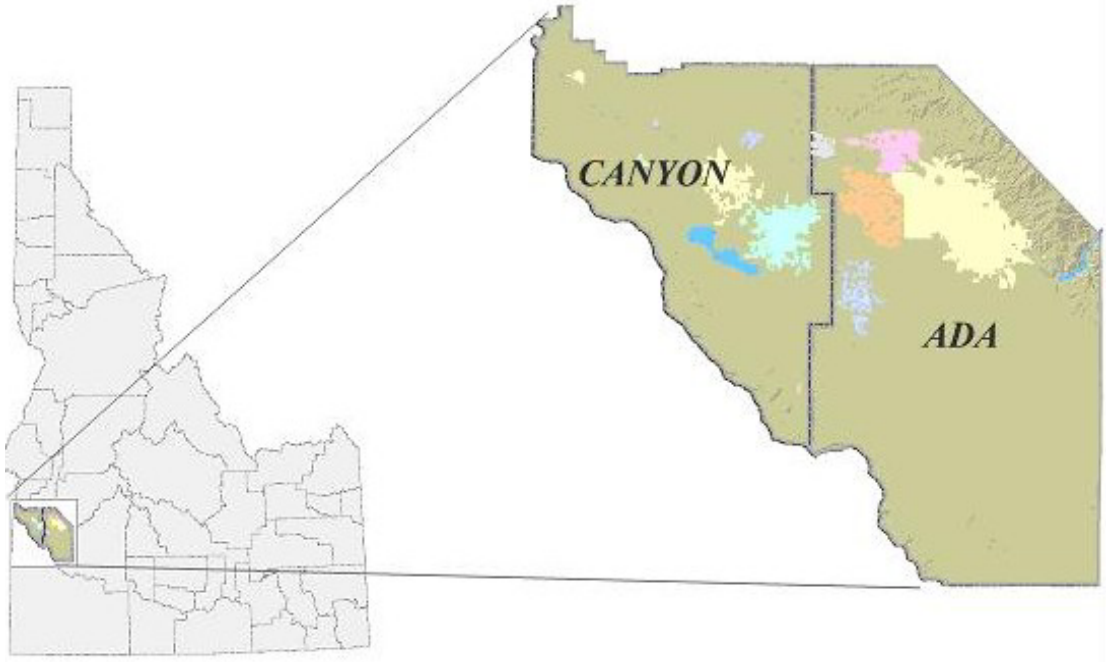
Financial information on roadway investments is contained in the "Transportation Financial Report" which can be found by contacting COMPASS.

Much of the data in the CIMPMR and the DMR are maintained in a geographic information system (GIS) and can be reported at any geographic area such as school and fire districts or traffic analysis zones. Requests for more detailed information may be made to Ross Dodge at rdodge@compassidaho.org**.** Non-COMPASS members may incur a charge for labor.

COMPASS will produce a *Communities in Motion Implementation Guidebook* (Autumn 2008) to illustrate how the Treasure Valley can grow in a way that improves rather than degrades our quality of life by preserving the livability and competitive advantage of the region. The guidebook supports the notion that this can be accomplished through the implementation of the "Community Choices" growth scenario.

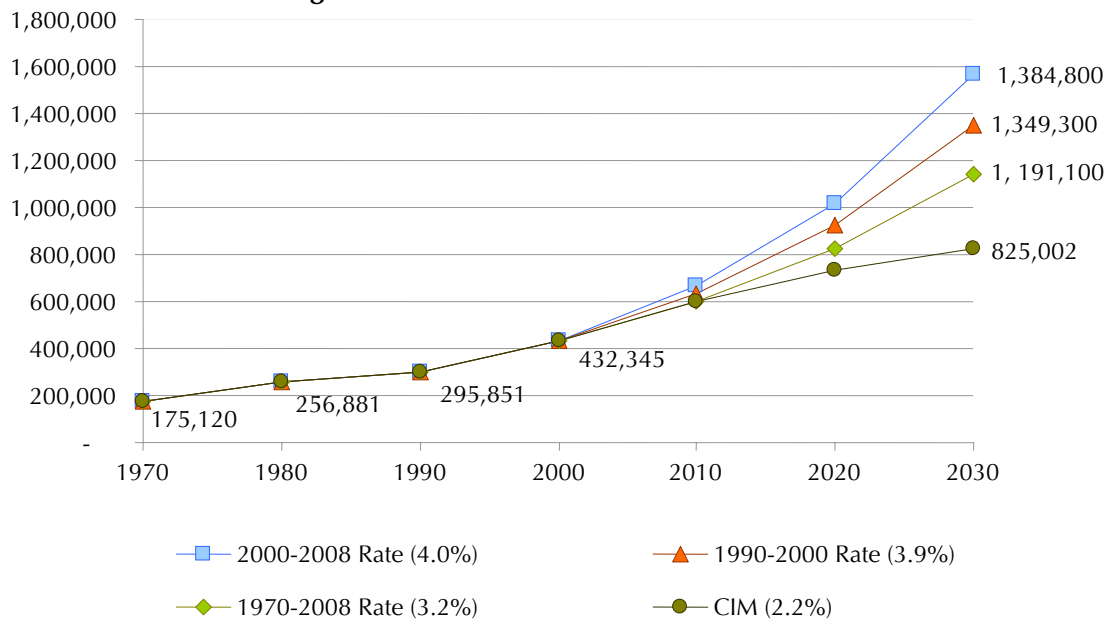
The four reports together – *Communities in Motion Performance Monitoring Report*, *Development Monitoring Report*, *Transportation Financial Report*, and *Communities in Motion Implementation Guidebook* – serve as a compendium that helps implement and assess the effectiveness of the "Community Choices" scenario and the broader CIM vision and goals.

GROWTH IN ADA COUNTY AND CANYON COUNTY, IDAHO



The CIM planning process asked two questions regarding growth: 1) how big will the region be by 2030 in terms of housing, population and jobs, and 2) where will that growth happen? The magnitude and location of jobs, services and housing are the most important factors in effective travel demand forecasting. CIM started with county-level growth forecasts prepared by Idaho Economics (John Church). These were adjusted to accommodate actual growth between 2000 and 2004. The regional forecast for CIM was tied to job growth and resulted in a conservative growth rate of 2.2 percent over twenty-five years. As seen in the graph on page 12, using growth rates for the region based on different periods of time could result in a much larger future population. **Tracking real growth and comparing it with the forecast is an essential monitoring activity.**

Figure 1: Growth Rates and Forecasts



After years of record growth, residential building permits declined significantly in 2007. Residential construction peaked in the Treasure Valley in 2005, with 11,038 units permitted, and has since seen a large drop in activity. In 2007 only 4,890 units were permitted, a 226 percent decrease from the 2005 totals. Ada County residential permits dropped from 4,681 in 2006 to 3,206 in 2007, resulting in the lowest population increase since 1998. Canyon County residential permits dropped from 3,206 in 2006 to 1,687 in 2007, resulting in the lowest population increase since COMPASS started tracking Canyon County permitting activity in 2000.

The COMPASS population estimates are based on residential building permits and are used in making future population projections. The 2008 population estimate for Ada and Canyon Counties was 589,720.[5] The critical issues pertaining to this decline in growth are:

- Have a global, national, and regional economies affected the local market? Are economic recessions and inflation affecting future growth in the area?
- Regional growth in the 1990s was tied to rapid growth in the technology sector. How will globalization of the technology industry affect our employment base?

[5] Population estimates for individual jurisdictions can be found at: http://www.compassidaho.org/documents/prodserv/demo/CityPops1990_2008.pdf

- Since 2000, employment growth has been strongest in the service and construction sectors. Does the downturn in the real estate and construction market demonstrate the weakness in these employment sectors?
- In-migration of retirees and people who are self-employed or whose jobs are "portable" is a factor in growth. How can this trend be monitored, and what could this trend mean for future transportation needs?
- Recent information from the U.S. Bureau of the Census suggests a significant drop in household size in Ada County, while Canyon County household size remains stable. Will this trend continue, and what does it signify in terms of changing housing demand?

The following table compares "expected" growth under the preferred growth scenario "Community Choices" by Demographic Area[9] with actual growth occurring since the base year of 2002. The six-year span represents 21 percent of the time difference between 2002 and 2030, the horizon year for CIM. Assuming an average distribution of growth across twenty-eight years, growth significantly lower or higher than 21 percent could

Table 2: Population Changes by Demographic Area

Demographic Area	2002	2008[6]	Community Choices 2030	Expected[7] Growth 2008	2002-2008 Population Growth	Actual to Expected Growth	Actual Growth Compared to CIM Expected[8]
Boise	226,687	252,598	311,265	18,120	26,159	7,138	+10.5%
Eagle	16,345	21,789	31,043	3,150	5,283	2,133	+24.5%
Garden City	10,668	11,110	16,608	1,270	455	-815	-28.2%
Kuna	10,379	15,826	26,341	3,420	5,291	1,871	+11.7%
Star	2,672	6,151	11,296	1,850	3,251	1,401	+37.3%
Meridian	50,533	79,145	135,466	18,200	28,095	9,895	+11.7%
Rural	11,627	14,908	24,818	2,830	3,072	242	+1.9%
Ada Total	328,911	401,527	556,838	48,840	71,607	22,767	+10.0%
Caldwell	35,396	45,423	67,939	6,970	9,513	2,543	+7.8%
Nampa	75,008	92,617	124,475	10,600	17,272	6,672	+13.5%
Middleton	3,867	5,143	8,768	1,050	1,228	178	+3.6%
Rural*	31,977	40,739	45,595	2,920	8,297	5,377	+49.5%
Canyon Total	152,425	187,170	268,164	24,800	34,745	9,945	+8.6%
Regional Total	481,336	589,720	825,002	73,640	96,522	22,882	+6.7%
Rail Corridor	40,096	45,485	84,891	9,600	5,389	-4,211	-10.4%

[6] April 1, 2008 population estimates are compiled using a housing unit method based on 2007 building permits.
[7] Derived from COMPASS forecasts and US Census Bureau information.
[8] Figures indicate growth rates more or less than CIM Expected growth of 21% for 2002-2008.
[9] Demographic Areas are aggregations of traffic analysis zones. COMPASS develops forecasts by Demographic Area and TAZs since these are held relatively constant. Whenever possible, Demographic Areas are configured to approximate Areas of Impact. Forecasting is not done by city limits since these changes frequently through annexations. A map of the Demographic Areas can be viewed at http://www.compassidaho.org/prodserv/mapgis-maps.htm.

indicate a need to evaluate the reasonability of the forecast. Demographic areas with less growth than expected are highlighted in red.

COMPASS has been evaluating the population forecasts developed in 2006 and with research from Idaho Economics on the econometric future of the area is working to develop revised forecasts. The big question is which year, 2005 or 2007, is more reflective of long-range trends for population growth? Or would both years be considered anomalies?

Monitoring Regional Performance

To assess progress on implementing CIM, COMPASS will issue a CIMPMR in the autumn of every year, which will address the intended results of the "Community Choices" scenario, (i.e., successful implementation, and will track those areas which are not in compliance with the plan). The first report was issued in September 2006, just one month after the COMPASS Board adopted CIM. The second issued in September 2007, monitored one year of activity and provided data that supported CIM goals and strategies. The "Community Choices" key elements support the CIM goals of **connections, coordination, environment, and information.**[10] The CIMPMR is organized to highlight the five monitoring categories:

- Balance between Jobs and Housing
- Choices in Housing
- Choices in Transportation
- Connectivity
- Preservation of Open Space and Farmland

For the purposes of this report, the "balance between housing and jobs" and "housing choices" has been split into two categories; they appeared as one category in CIM. Within each category, COMPASS provides a summary overview of what is happening in the region. A report for each city and the unincorporated areas (where data exists), for each monitoring category, is located at the end of the document, starting on page 53. The report for each entity highlights successes and notes implementation, including a chart of statistical data and a summary of policy-level considerations.

[10] For more information, see pages 14 and 15 in *Communities in Motion*.

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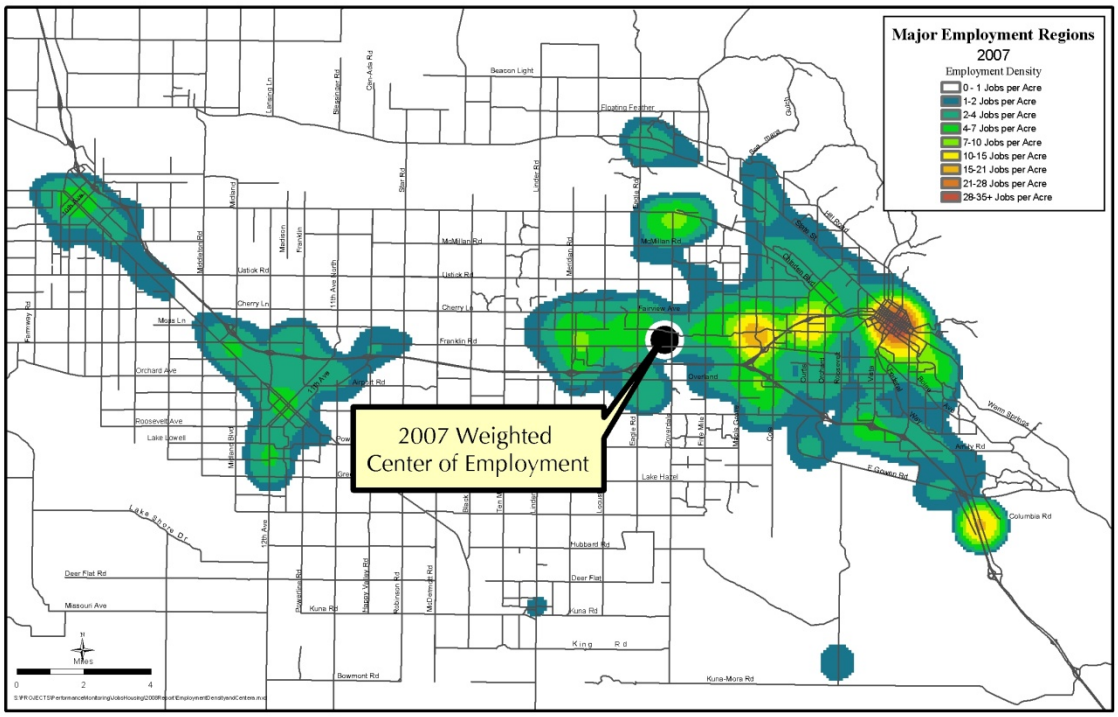
BALANCE BETWEEN JOBS AND HOUSING

What does a "balance between jobs and housing" mean?

The balance between jobs and housing is a measure used to evaluate the potential commuting patterns of the region. A jobs/housing ratio of 1.0 indicates that there is one job for every one household. This ratio may be calculated at a county, city or other level of geography. When the ratio is substantially below 1.3 (the regional jobs/housing ratio), for example, Star, the area is considered to have a jobs deficit and housing surplus (sometimes referred to as being "housing-rich"). This is a general indication of the need for the area's residents to commute to employment sites located elsewhere. This situation is often seen in "bedroom suburbs" where most workers commute to another city, sometimes forty or fifty miles away. Conversely, when the ratio is substantially above 1.3, an area is considered to have a housing deficit and jobs surplus (sometimes referred to as being "jobs-rich"). Boise is an example of this ratio. A typical situation is a core downtown with tens of thousands of jobs and little housing.

Figure 2: Major Employment Regions 2007
Derived from data obtained from the Department of Labor



The jobs-housing ratio is higher in Ada County than in Canyon County (1.43 to 1.04) which indicates a pattern of housing sprawling westward, away from employment centers. Figure 2 shows the locations of employment centers. Employment centers are similar to urbanized areas; however there are several large employment nodes in Ada County are not located in Canyon County. Locations with more than 10 jobs per acre include downtown Boise, Micron, the Boise Towne Square mall area, and near Saint Alphonsus Medical Center on Curtis Road.

Figure 3: Ada County Jurisdictions
Jobs to Housing Ratio 2006 to 2007 Comparison

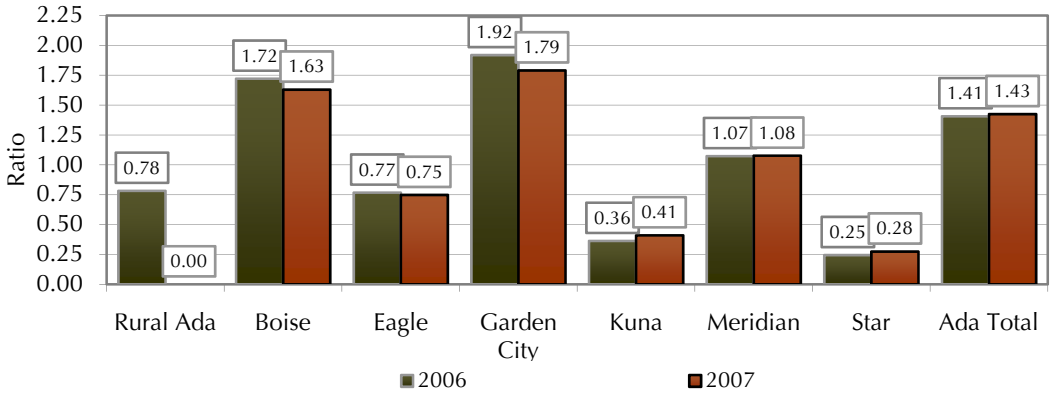
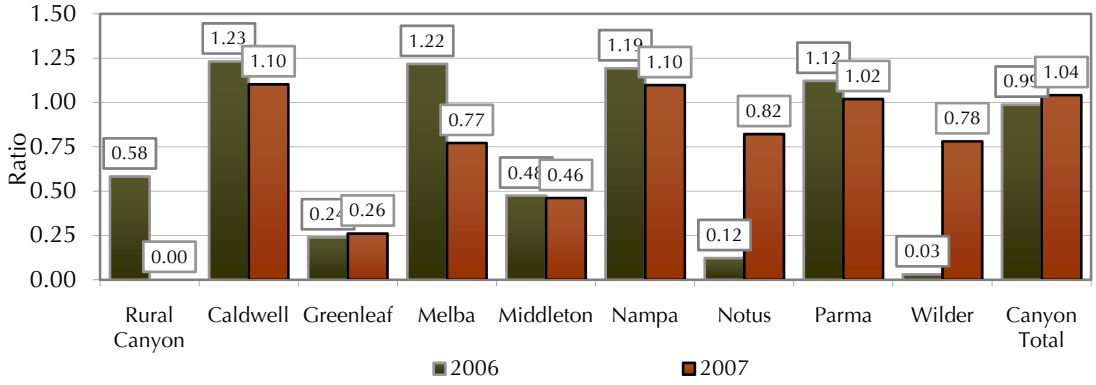


Figure 4: Canyon County Jurisdictions
Jobs to Housing Ratio 2006 to 2007 Comparison



Currently, the population center of the Treasure Valley is located just west of 8th Street on Pine Avenue near downtown Meridian. That location has drifted westward every year since COMPASS started tracking population centers in 2000. In 2000, the center was north of Pine on Main Street, over ½ mile farther east than its current position and approximately 3 miles west of the employment center near the intersection of Cloverdale Road and Franklin Road.

There are a number of reasons for this westward shift. Traditionally, affordable housing has pushed buyers toward inexpensive land away from employment centers. In pursuit of lower cost housing, households often locate far from their place of work, dramatically increasing their transportation costs and commute times. As the cost of gas has increased, however, both housing and

Table 3: 2006 Congested Travel Times (in minutes) [11]

Origin \ Destination	Boise	Caldwell	Eagle	Meridian	Nampa
Boise		38	24	18	30
Caldwell	38		29	24	9
Eagle	24	35		23	36
Meridian	14	19	16		11
Nampa	31	10	32	17	

Table 4: Congested Travel Times Comparison 2006 to 2005 (in minutes)

Origin \ Destination	Boise	Caldwell	Eagle	Meridian	Nampa
Boise		+4	+7	+2	+4
Caldwell	+4		0	+5	0
Eagle	-2	+6		+8	+9
Meridian	0	0	+1		-1
Nampa	+4	+1	+5	+5	

Table 5: 2006 Non-Congested Travel Times (in minutes)[10]

Origin \ Destination	Boise	Caldwell	Eagle	Meridian	Nampa
Boise		29	15	13	22
Caldwell	29		22	16	8
Eagle	16	22		10	19
Meridian	13	16	10		9
Nampa	22	8	18	9	

Table 6: 2006 Non-Congested to 2005 Non-Congested Travel Times Comparison (in minutes)

Origin \ Destination	Boise	Caldwell	Eagle	Meridian	Nampa
Boise		+9	+9	+5	+8
Caldwell	+9		+7	+8	+1
Eagle	+8	+13		+13	+17
Meridian	+1	+3	+6		+2
Nampa	+9	+2	+14	+8	

[11] Table 3 and 4 based on COMPASS Congestion Management Survey travel time collection data. For a full discussion of travel time data see http://www.compassidaho.org/prodserv/cms-intro.htm.

transportation costs need to be considered. Rising housing and transportation costs are making affordable opportunities sparser, but may also provide an opportunity for bringing housing closer to existing employment centers.

The maps on the previous page show how population has evolved over the last seven years. Although real estate is typically slow to react to market changes there may be some long-range demands for more diverse housing opportunities closer to employment centers, especially from the aging of the baby-boomers looking to downsize, commuters looking to save money on transportation costs, and those who prefer a more urban lifestyle.

Why is it important?

A jobs-housing balance could reduce the distance people have to travel for jobs, shopping, education, and services.

This balance should consider the income level of jobs and the cost and size of housing. In large metropolitan areas, the imbalance has lead to commute times of up to two to three hours when affordable housing is no longer available near major job centers. As southwest Idaho increases in population, the commuting times increase. For example, in 2006,[12] the average drive (based on a single-occupancy vehicle) from Caldwell to Boise at 7:30 am took 38 minutes. The median commute for the Treasure Valley was 21.5 minutes. [13]

[12] 2006 travel time numbers were not collected in all parts of the normal commute pattern as some roadways were under construction.
[13] U.S. Census Bureau, 2006 American Community Survey.

Figure 5: 2000 Population Densities.
Derived from Census block data.

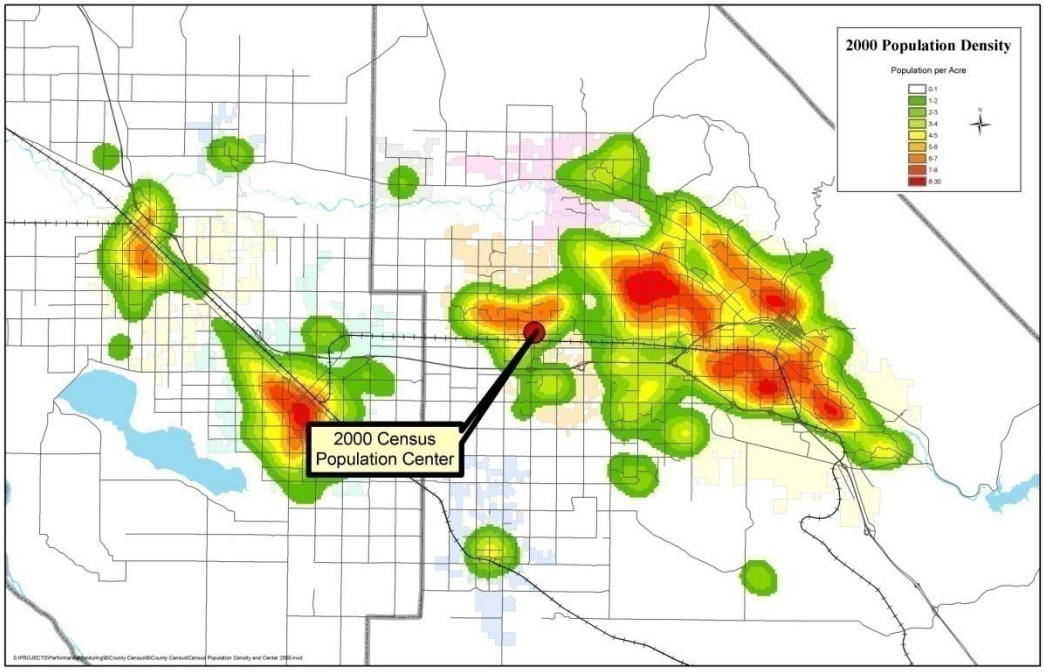
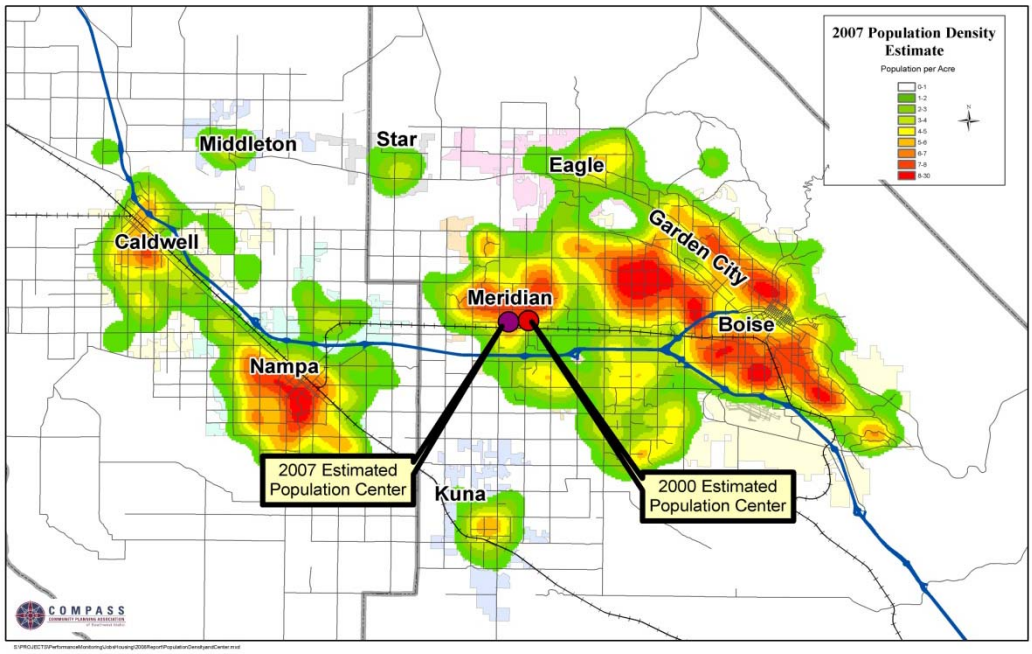


Figure 6: 2007 Population Density.
Derived from Census block data and building permit information.



In extreme cases of a jobs-rich area, the daytime conditions are often congested streets and packed parking garages. But at night, the area may be nearly deserted.

In addition to transportation issues, there is a property tax effect when a "bedroom suburb" must rely to a large degree on residential properties to support its schools, parks and other services. Since residential uses typically generate a higher demand for services, the costs to build new facilities and to provide on-going operations and maintenance may require higher tax levies. This is particularly true for lower cost housing – a paradox when there may be a need for affordable, work-force housing.

By 2030, traffic on I-84 could hit 160,000 to 180,000 vehicles per day, compared with 120,000 today. The trip from Caldwell to Boise mentioned above, may increase to 2 hours and 15 minutes if the population reaches 1.5 million by 2030 and if the majority of living-wage jobs remain in Ada County.

What will the region look like in 20 years if CIM is followed?

CIM evaluated the balance between the location of housing and places of work. In 2002 there were 180,000 households and 242,000 jobs in Ada County and Canyon County. Of the households, 70 percent were located in Ada County and 30 percent in Canyon County. Of the jobs, 79 percent were located in Ada County and 21 percent in Canyon County. If the policies encouraged by CIM are followed, cities and counties will establish a more balanced jobs-housing ratio which will reduce commute times. By providing a jobs-housing balance air quality can be improved and quality of life can be enhanced as households can reduce the amount of time spent in traffic.

How do we get to a jobs-housing balance?

Simply, there are two strategies:

- Move living-wage jobs to existing or planned residential areas.
- Create more housing near existing or planned employment areas.

What does it take to encourage/enforce this change?

Very broadly, jobs come in two categories:

- Those that follow rooftops (households).
- Those that do not follow rooftops.

Jobs that follow rooftops include stores such as supermarkets, drugstores, and big-box retailers; private services such as dry cleaners, medical offices, and bank branch offices; and government services such as fire stations, post offices, and schools. For these jobs,

encouraging change is a matter of designating appropriate areas for the desirable businesses desired and ensuring that the transportation networks allow connectivity between the housing areas and the job/service sites. Networks include streets, transit and pathways.

Jobs that do not follow rooftops are the type of jobs and businesses that seek proximity to other types of businesses or to specific infrastructure. In some cases, these businesses are incompatible with housing uses, such as heavy manufacturing. Again, local comprehensive plans should target appropriate areas for such uses and ensure that these areas are well away from areas targeted for housing—or refrain from approving housing near existing or planned industrial areas. Frequently, these types of businesses need convenient access to major highways, airports or rail lines. Targeting major employment activities near these features and developing infrastructure including local/collector roads, water, sewer and fire protection services can encourage this type of economic growth.

While some major employment sites with high impacts such as industrial sites that may create noise, dust, or odor emissions are not appropriate for nearby housing, many others are appropriate. With proper design features, including landscaping, lighting control and local circulation streets, residential can coexist with employment.

Summary of what was learned

Housing continues to stretch into undeveloped areas in western Ada and Canyon Counties. The "rooftop" jobs are continuing to move into western Ada and eastern Canyon Counties based on the increased amount of permits issued to commercial developments in 2006, however most family-wage jobs remain in several areas in the eastern valley. Major employment centers remain at the eastern end of the Treasure Valley creating longer commutes almost every area in the region. This has lead to increased commute times and worsened traffic congestion and air quality.

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CHOICES IN HOUSING

What does "choices in housing" mean?

The predominant form of housing available in the region is either the low density suburban family home or a rental apartment. Participants in the CIM planning process repeatedly stated the need for a diversity of housing options as family circumstances change. The reasons are many but some people may want a smaller home or condominium with shorter commuting distances that are closer to essential services. Others may be interested in reducing expenses for the upkeep of large houses and lots. The trend toward smaller households and an older population may also increase demand for housing alternatives. More options also are needed for an increasingly mobile society.

Why is it important?

Meeting the diverse housing needs of current and future residents, near urban areas where employment and services cluster, will be critical as the population grows to avoid gridlock on transportation corridors. CIM showed that by 2030, the population may grow by at least 150,000 households.

Figure 7: Trend Development

Promoting multi-family housing options as well as smaller single-family homes is a more efficient use of land near cities and helps retain the historical rural feeling outside of the urban areas. Development patterns since World War II, known as "Trend" development, have resulted in three to four units per acre. This pattern has consumed open space and has not supported effective transit options.

Figure 8: Community Choices Development

Placement of higher density developments in city centers and along key transit routes will use land more efficiently.

Also, the housing now available does not meet the needs of much of the population, as many cannot afford large single-family homes.

In 2007, more multi-family permits were issued than the previous year. This appears to be providing more variety to the housing stock. In 2007, the percentage of multi-family dwelling units permitted as compared to total new residential units permitted was higher than 2006 numbers. Multi-family permits more than doubled in comparison to the overall building construction from 12 percent to 29 percent of share. In fact, multi-family housing permits were the highest since COMPASS started tracking this data.

As income goes up more houses become affordable. But the maps demonstrate that affordable housing is moving farther west and away from the job center of the region. This pattern will continue to stress the major east-west roadways, particularly I-84.

Since 2000, appreciation rates for residential housing have caused housing to become less affordable. In some areas housing has doubled over the last seven years. However, the last year has seen remarkable change in housing prices and sales. Global and national economic market stress has flattened or even reduced the housing values in many areas. Almost half of the Multiple Listing Service (MLS) areas showed a zero or negative appreciation rate over the last year. Sales prices were also drastically altered by the amount of foreclosures and short sales occurring, reversing the trends of the last six years.

Figure 9: New Multi-Family Units as a Percentage of Total New Residential Units, 2005 to 2007

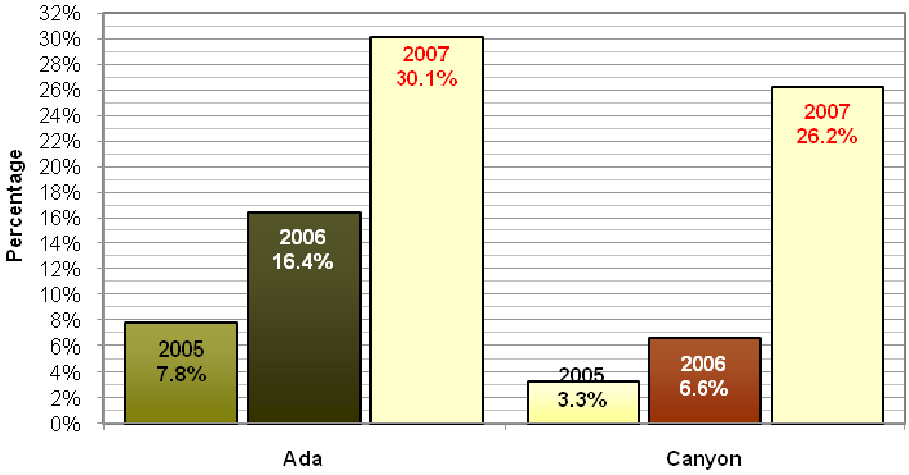
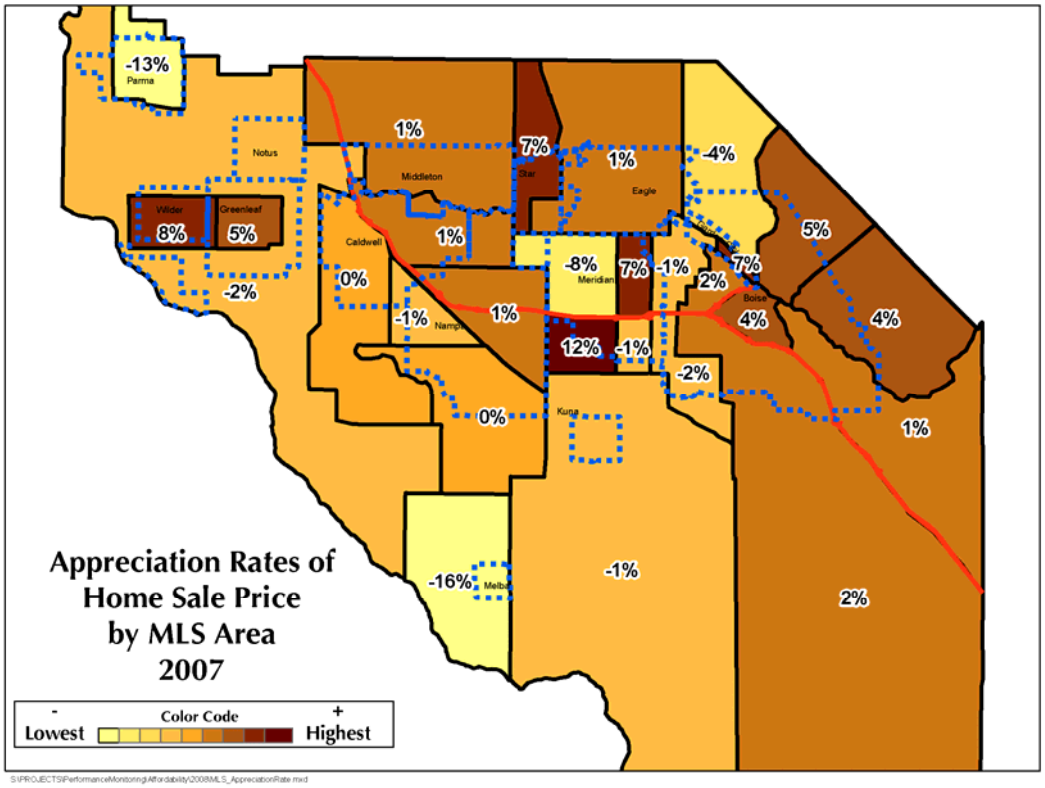


Figure 10: Appreciation Rate of Home Sale Price by Multiple Listing Service Area, 2006 to 2007



MLS areas especially hit by market depreciation were those in rural areas or with poor freeway access, including Parma, Melba, and northwest Meridian. Figure 10 depicts the change in home sale prices between 2006 and 2007 for each MLS area. This is a market analysis of sold properties using median sales prices. Some MLS areas can be skewed by a few sales due to the minimal activity or sales in the area.

Figure 11 identifies areas where residential home prices are low and high. The ability for communities to be sustainable and reduce the amount of vehicle miles traveled depends on their ability to provide a variety of housing for various income levels. The inability to provide sufficient and affordable housing induces suburban sprawl, travel demand along congested corridors, and reduces the opportunity for multimodal transportation options.

Figure 12 also shows affordability to include transportation costs and a reduced transportation cost for houses within a walking buffer from transit routes. Transportation costs were based on the cost-per-mile at the late 2008 IRS rate of 58.5 cents/mile for round-trips to the employment center of the region each workday. Houses with transit availability were based on transit fees.

Figure 11: Housing Affordability

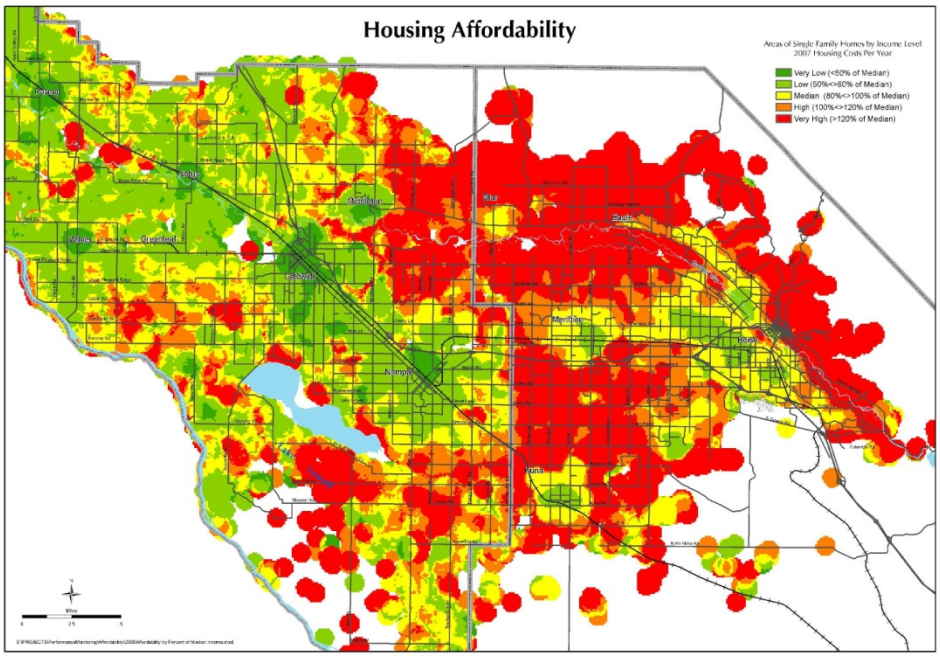
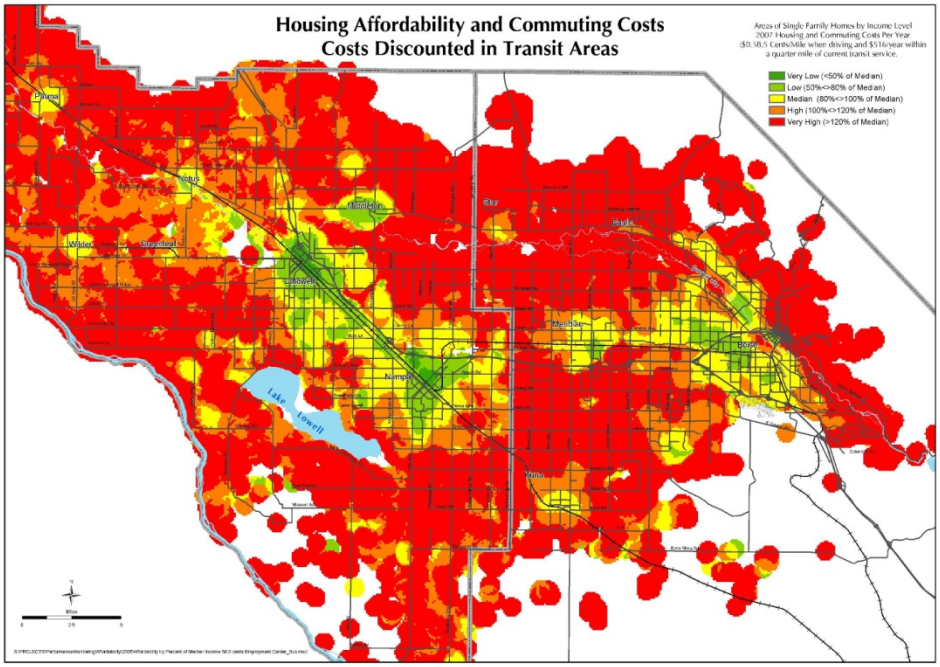


Figure 12: Housing Affordability with Transportation Costs



Another important factor to monitor when looking at choices in housing types is the percentage of homes built at transit supportive densities. Table 7 shows the percent of permits issued for residential units inside transit density subdivisions (more than seven dwelling units per acre) in 2006 and 2007 within the two counties and for the region. The city summary tables give the breakdown for the individual impact areas. As shown, permits issued for residences at transit densities are minimal. If the region is sincere in implementing the adopted policies regarding a cost-effective multimodal transportation system, it is essential that more development is planned and approved at transit supportive densities in areas with existing or future transit services.

Choices in housing, including affordable or work-force housing, serve connectivity by allowing people to live near activity centers and within a comfortable walk distance to public transportation routes. This section indicates a continued pattern of affordable single-family housing availability primarily in Canyon County. Boise, however, continues to lead in construction of apartments, condominiums, and other housing alternatives. Choices in transportation support connectivity most directly by filling in the transportation networks for all modes—driving, transit, walking and biking.

What will the region look like in 20 years if CIM is followed?

If significant changes are made in the creation of new housing stock, the region will have a diverse set of housing types near desirable services and employment centers. A variety of housing types and costs in each city and town of the region will enhance livability and visual interest in the region as a whole. Communities will remain unique rather than merging together, commuting times will be manageable, and open space will be preserved.

Table 7: Building Permits Issued for Residential Units in Subdivisions with Transit Supportive Density 2006 and 2007

Area	2006			2007			Change
	Residential Permits Issued	In Transit Density Subdivision	% at Transit Density	Residential Permits Issued	In Transit Density Subdivision	% at Transit Density	
Ada County	4,681	172	3.7%	3,206	47	1.5%	-2.2%
Canyon County	3,283	22	0.7%	2,088	15	0.7%	0%
Region	7,964	194	2.4%	5,294	62	1.2%	-1.2%

How do we get choices in housing?

Leadership at all levels needs to work cooperatively to implement the CIM vision. More planning and zoning tools are needed to encourage housing choices and affordability for current and future residents. Educational opportunities are essential if elected officials, real estate developers, and the general public are to understand the goals of CIM and what will happen if no changes are made. The forthcoming *Communities in Motion Implementation Guidebook* will demonstrate strategies for promoting a mixture of housing and highlight successful examples of diverse, transit-oriented developments in the region.

What does it take to encourage/enforce this change?

To implement a change in development patterns for more choices in housing, public and private leaders will need to make decisions and take risks for the good of the region's future. Wide community support for change will encourage developers to create developments that meet the goals of CIM.

The following challenges and opportunities have been identified when reviewing the choices in housing:

- Several market trends will lead to a mixture of housing choices. Increased land prices will drive up home prices or lead to smaller lot sizes, many baby boomers will explore housing options for downsizing their house and lot, and others are expected to demand a more urban lifestyle.
- A **location-efficient mortgage**, although not currently available in Ada and Canyon Counties, would consider these savings when qualifying applicants and would promote reductions in the need to drive. This type of mortgage is not feasible without a robust transit system.
- Local jurisdictions must demonstrate a commitment to public transportation and clearly identify transit corridors and nodes by guiding supportive developments near transit corridors. Local jurisdictions' comprehensive plans need to clear identify transit corridors and promote transit oriented development (TOD).
- Create incentives to encourage intensive, mixed-use development. Incentives could take the form of flexible street standards, flexible parking requirements, expedited permitting, public-private partnerships, density bonuses and fee reductions for developing TOD along public transportation corridors. The standards should be addressed in the zoning ordinances and allow for expediting projects through the platting process if the project meets the standard outlined in the code.
- One of the goals of CIM is to coordinate data gathering and to dispense better information. In tools such as the *Communities in Motion Implementation Guidebook*, specific information on how transit, transportation and land use goals

can be met is outlined. This guidebook highlights successful, existing transit oriented developments in the Treasure Valley. It also identifies corridors and nodes where mixed use, compact, transit supportive development would be appropriate.

- Increasing the stock of affordable housing may require several approaches:
  a) Requirements in ordinances that larger residential development proposals incorporate provisions for affordable housing at 80 percent of median income.
  b) Provision for "accessory units" as part of single-family zoning. These often are apartments above garages or attached to the main houses. They provide affordable housing that is less intrusive since it is smaller in scale.
  c) Ensuring quality in affordable housing by establishing design standards.
  d) Provision of density bonuses where qualifying affordable housing is provided. Several local policies have encouraged the development of infill sites. The actual development of these areas will be monitored to review how policies are being implemented.

Summary of what was learned

After years of inflated housing appreciation rates, many MLS areas experienced a decline in housing values. The amount of foreclosures also appeared to bring home prices down either through bank sales, short sales, or the collateral impact of dropping house prices. Contrary to years past, housing affordability may have increased in the area due to declining housing values. However, for most, soaring gas prices have mitigated any savings in the housing market. Changing demographic conditions may encourage the continued development of muti-family, condos, and small lot homesites with urban conveniences. The next few years will provide additional information to whether the region is becoming more affordable or not.

Developer outreach meetings and a survey conducted online outlined four barriers to transit friendly development and increasing development intensity and mixes of use along key transportation corridors. Those barriers include a confusing, slow and redundant approval process; financial and market barriers; lack of political will to implement the plans that have been adopted; and regulatory practices that often work against the standards that are being encouraged. A variety of solutions were identified that could address these barriers. The solutions primarily focus on improving the approval process through education of key neighborhoods and local officials on the benefits of these developments for improving overall quality of life and clearly defining the location of the public transportation corridors so that they can be incorporated more clearly in the

comprehensive plans of each local jurisdiction. Developers also want to see better cooperation among the different jurisdictions and between the land use and transportation agencies so that there is less confusion and conflict in the process. Clear zoning ordinances with explicitly stated standards that can be addressed upfront in the development process will assist all the stakeholders in the process.

CHOICES IN TRANSPORTATION

What does "Choices in Transportation" mean?

Transportation choices are another measure of a healthy community. Places where people have options other than driving, such as walking, biking, or taking public transportation tend to have a higher quality of life. Walking is another indicator of a community. Encouraging pedestrian travel requires a safe, clean, comfortable, and connected walking environment. Shorter commuting distances mean destinations not more than a half mile away or up to one mile for work from residential areas. The 2000 Census found that the average travel time for people walking or biking to work was less than fifteen minutes. At an average walking speed of two and one-half miles per hour, this puts the travel distance at about a half mile.

Why is it important?

People in the Treasure Valley drive, take the bus, carpool, walk, and bicycle to move throughout the region. Auto travel is by far the most dominant mode. According to the 2000 Census, 91 percent of work trips were by car in the region. To help reduce the congestion predicted by the Travel Demand Forecast Model, the vision for CIM provides for an expanded transit system along with growth patterns that would encourage walking and biking.

Government agencies in Ada and Canyon Counties, like many other high growing areas, have been busy keeping up with increased growth and associated automobile use. Consequently, funding for transportation and planning needs have supported the continuing expansion of the roadway system to meet demand.

There has been some effort to plan a more diverse regional transportation network. In 1994, state legislators passed a law giving citizens the opportunity to vote on the formation of public transportation authorities,

Table 8: Commuteride Statistics 1999 to 2007

Year	Vans	Participants	Trip Counts
1999	23	288	99,924
2000	26	298	N/A
2001	30	363	104,860
2002	34	405	N/A
2003	38	441	129,455
2004	50	545	151,338
2005	63	686	179,141
2006	64	703	196,784
2007	65	720	195,518

Table 9: Employment and Housing within ¼ mile of Transit Buffer

	Ada	Canyon	Total	Change from 2006
Total Employment	208,392	54,336	262,728	2,603
Employment w/in Buffer	168,223	33,551	201,774	9,291
% Employment w/in Buffer	80.7%	61.7%	76.8%	2.8%
Total Residential Units	146,486	54,963	201,449	501
Total Residential Units w/in Buffer	71,047	10,748	81,795	-1,574
% Total Residential w/in Buffer	48.5%	19.6%	40.6%	-0.9%
Multi-Family Units w/in Buffer	23,429	432	23,861	-4,053
% Multi-Family Residential w/in Buffer	16.0%	0.8%	11.8%	-2.0%

and voters approved the formation of a regional public transportation authority (RPTA) for the region in 1998. RPTA, now known as Valley Regional Transit (VRT) seeks to expand public transportation services in Ada County and Canyon County.

Within Ada and Canyon Counties public transportation provided 0.6 percent of the commute trips in 2000 according to the Census. That figure dropped to 0.4 percent in the 2006 American Community Survey (ACS) conducted by the United States Census Bureau.

Ada County Highway District (ACHD) operates a carpool and vanpool program called Commuteride with a database of over 1,600 people interested in carpooling. Since 1999, this program has grown at a steady rate each year. The table on the previous page shows this growth.

Several jurisdictions have passed policy to support pedestrian and bicycle facilities. In Ada County, the Greenbelt is an icon of multimodal transportation, over thirty miles of pathway and running along the Boise River through the cities of Boise, Garden City, and Eagle. ACHD has increased the miles of bikeways (bicycle lanes and wide bike-able shoulders) in Ada County from about forty miles in 1998 to more than 128 miles in 2006. Measuring pedestrian and bicycle activity is much more difficult than getting information on transit ridership or the number of motorized vehicle trips. Transit and motor vehicle travel are monitored extensively, but there are no continuous measurements of bicycle or

pedestrian travel. The United States Bureau of the Census tracks means of commuting to work. According to the ACS, 2.0 percent of commuters walked or bicycled to work

Given the relationship between pedestrian and bike facilities and usage, another measure for change in alternative transportation, therefore, is to evaluate the supply of facilities. Table 10 reflects the miles of bicycle and pedestrian facilities in each jurisdiction.

Table 10: Comparison of Motorized and Non-Motorized Facilities 2007

Responsible Agency	Centerline Miles of Facilities				Miles of Roadway		% of Facility to Roadway
	Bike lane	Pathway	Sidewalk	Transit	2006	2007	
Ada County Highway District	128		N/A		2,472	2,479	5.2%
Nampa Highway District	0		N/A		441	462	0%
Canyon Highway District	0		N/A		315	468	0%
Notus-Parma Highway District	0		N/A		232	224	0%
Golden Gate Highway District	0		N/A		251	247	0%
Idaho Transportation Department					332	332	0%
Boise		34	1,218	216	1,212	1,265	116.0%
Caldwell		0	305	38	307	328	104.6%
Eagle		1	219	7	207	214	106.1%
Garden City		8	65	7	64	71	112.7%
Greenleaf		0	9	0	10	10	90.0%
Kuna		1	67	0	64	73	93.2%
Melba		0	17	0	17	17	100.0%
Meridian		2	455	55	437	486	105.3%
Middleton		0	124	0	122	127	97.6%
Nampa		7	543	107	563	577	113.9%
Notus		0	9	0	9	9	100.0%
Parma		0	34	0	33	34	100.0%
Star		0	70	4	64	57	129.8%
Wilder		0	20	0	21	21	95.2%

What will the region look like in 20 years if CIM is followed?

The growth patterns envisioned in the "Community Choices" scenario results in more compact housing development occurring near employment, services, schools, parks and other attractions, and connected by streets with sidewalks and bike lanes. Travelers would have many choices in modes of travel.

How do we get choices in Transportation?

The more compact the communities are designed, the more opportunities there are for transit, walking, and biking to meet the daily travel needs of residents. Compact communities without quality design, however, create a new set of problems. Street designs, for example, can evolve into a "complete streets" approach where the needs of all users, not just drivers, are considered. Well designed streets include sidewalks, bike lanes, landscaping, and crosswalks. Traffic lane widths and speeds are designed appropriate to the type of land uses adjacent to the road -- narrower through residential areas and business cores and wider in more rural or other areas.

Further development of residential and commercial construction around transit routes is needed. The importance of creating transit-ready or transit-oriented developments cannot be overstated. It is critical that cities promote land uses which support increased transit in areas where future transit would most likely be located.

What does it take to encourage/enforce this change?

The COMPASS Board of Directors' Position Statements for the 2008 State Legislative Positions highlights necessary political actions to make the CIM "Community Choices" to become a reality. These positions include:

- Transportation Local Option Tax Authority Legislation. A local option sales tax would provide necessary supplemental transportation revenue for roads, bridges, and transit.
- Third Year Funding Approval of GARVEE Bonding Program. The GARVEE bonding program and funding package expedite critical projects in a cost efficient manner. GARVEE bonds have already helped construct regional roadway networks and are needed to improve transportation corridors.
- Transportation Revenue. Legislation which promotes additional transportation revenue is supported by the COMPASS Board of Directors for the transportation system including transit and alternative transportation modes.

- State Tax Anticipation Revenue (STAR) Financing. The COMPASS Board of Directors opposes any changes limiting STAR financing mechanism to specific geographical region or specific projects.
- Transportation Access Plan Legislation. Legislation is necessary which provides a mechanism for the Idaho Transportation Department, in cooperation with local planning entities, to define the access control standards for a given highway corridor.

Summary of what was learned

CIM encouraged more choice in transportation. However, in 2007 more people lived outside the walk-distance to transit and activity centers than in 2002. This is largely due to increased greenfield development and the lack of funds to add new transit routes to these areas. Passage of a local option tax and approval of a tax that could fund transit services would reverse this trend. This funding source would also help with roadway construction. Costs have increased 69 percent between 1997 and 2006 and have strained the ability of the region's roadway agencies to keep up with demand.

Increasing costs also limit the ability of local agencies to build new bike lanes and sidewalks normally associated with new roads. Additional funding sources proposed by ITD and the push for a local option tax for roadways and transit will improve the ability to construct more "complete streets." The implementation of street design principles laid out in the Transportation Land Use Integration Plan (TLIP)[14] will assist in creating streets that encourage more walking, biking, and transit usage as well as promoting healthy neighborhoods. Additional options for transportation could also reduce the amount of vehicle emissions and promote compliance with federal air standards.

[14] http://www.achd.ada.id.us/Departments/PP/TLIP.aspx,

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CONNECTIVITY

What does "Connectivity" mean?

Connectivity is a very broad term that incorporates much of what has been described above. Previous sections have addressed:

- Balance Between Jobs and Housing
- Choices in Housing
- Choices in Transportation

All of these promote connectivity. In the balance between jobs and housing, shorter distances improve the connectivity between where people live and work, shopping, services and recreation. Changing the balance, however, is a long-term prospect. The majority of development that has occurred in the past twenty years is located in areas remote from such connectivity. Recently, non-residential permitting activity in western Ada County and in Canyon County indicates that more connectivity will exist in the near future.

Why is it important?

One of the goals of connectivity is to place people near employment and major activity centers.[15] In 2000, the percent of people living within a half mile of activity centers was 40.4. This number decreased to 33.7 percent by 2007. This shift clearly reflects the movement of residential development away from the city cores where the majority of the commercial development is located. The efforts in the last few years by some jurisdictions to create mixed use zones should be applauded. In upcoming years the development proposals of these zones can provide activity centers that increase connectivity.

One of the basic tenets of new urban design is actually a return to the connected street system that was typical before World War II. A ratio of the mileage of connected streets to those that connect at just one point can be computed using geographic information system software. Under this measurement, the higher the ratio, the more connected the street network is. Additional performance measures for regional and community connectivity will be developed in future reports.

[15] A major activity center is defined as 1) a city core; 2) greater than or equal to 100,000 square feet of commercial or building space within a half-mile of a major intersection as defined by COMPASS; and/or 3) employment density being less than or equal to the jobs per acre in an area.

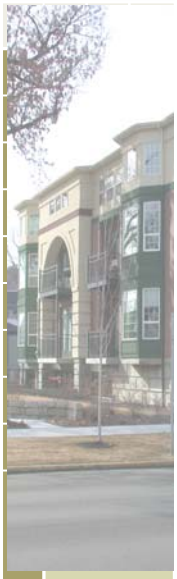
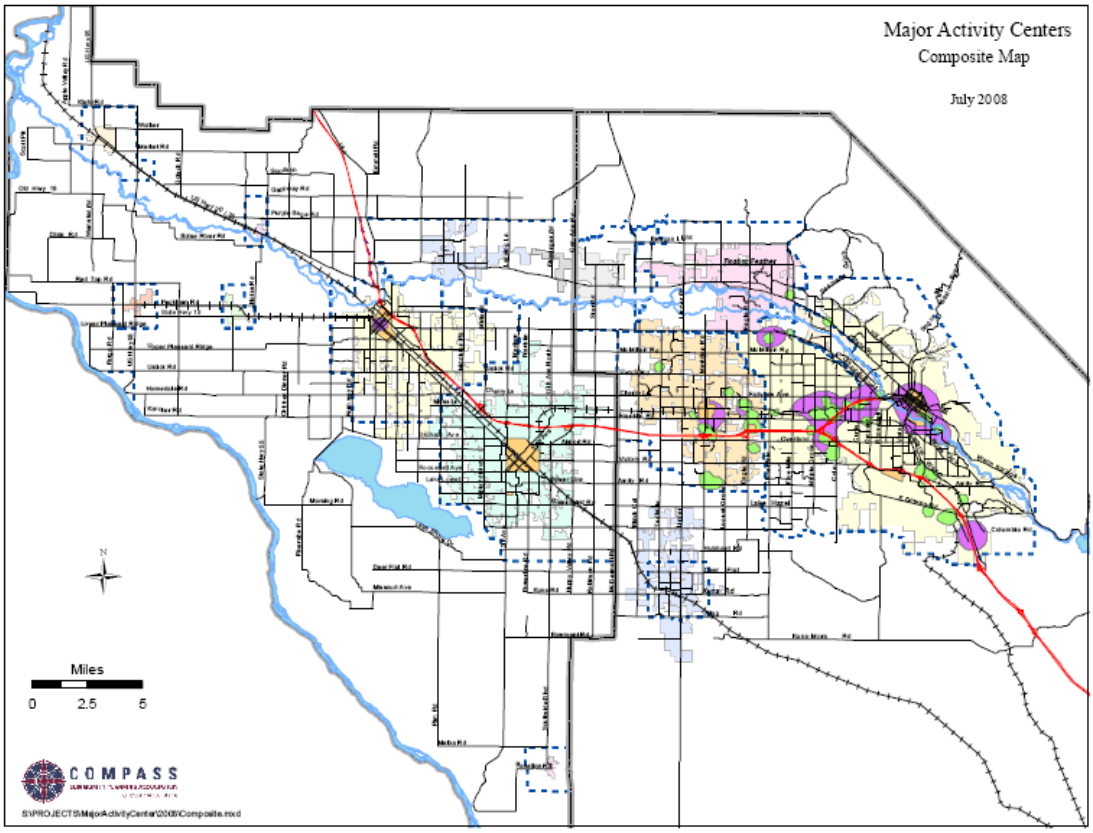


Figure 13: Major Activity Center Map



How do we get Connectivity?

Table 11 shows the population near Major Activity Centers and Table 12 shows the percentage of households having connectivity to public parks, public schools, and grocery stores. The accompanying map depicts the locations of connectivity. Many urban areas and city townsites were established as connected locations that allowed users to walk to daily services. However, much of suburban and exurban growth occurred in areas that requires automobile for mobility. The ability of public agencies to plan and provide important services will have an impact on the amount of multimodal trips which can occur.

Table 11: Population Near Major Activity Centers

City	Percent of Population within ½ mile of Major Activity Centers in 2006	Percent of Population within ½ mile of Major Activity Centers in 2007	Change 2006 to 2007
Boise	47.3%	45.3%	-2.0%
Eagle	6.2%	6.4%	0.2%
Garden City	41.6%	40.6%	-1.0
Kuna	0%	0%	0%
Meridian	43.9%	44.0%	0.1%
Star	0%	0%	0%
Ada County Total	40.6%	38.6%	-2.0%
Caldwell	27.9%	27.9%	0%
Greenleaf	0%	0%	0%
Melba	0%	0%	0%
Middleton	0%	0%	0%
Nampa	30.9%	30.7%	-0.2%
Notus	0%	0%	0%
Parma	0%	0%	0%
Wilder	0%	0%	0%
Canyon County Total	23.9%	23.0%	-0.9%
Regional Total	**35.4%**	**33.7%**	**-1.7%**

What will the region look like in 20 years if CIM is followed?

Increasing connectivity would provide neighborhoods and communities where residences were not isolated from nearby conveniences such as parks, schools, grocery stores, and other necessary services. Complete streets would be designed for neighborhoods to enable safe, attractive and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities could travel safely while easing transportation gridlock and promoting good health. This type of street design would also create a sense of place and improve social interaction, while generally improving property adjacent land values.

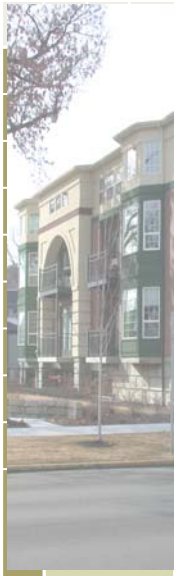
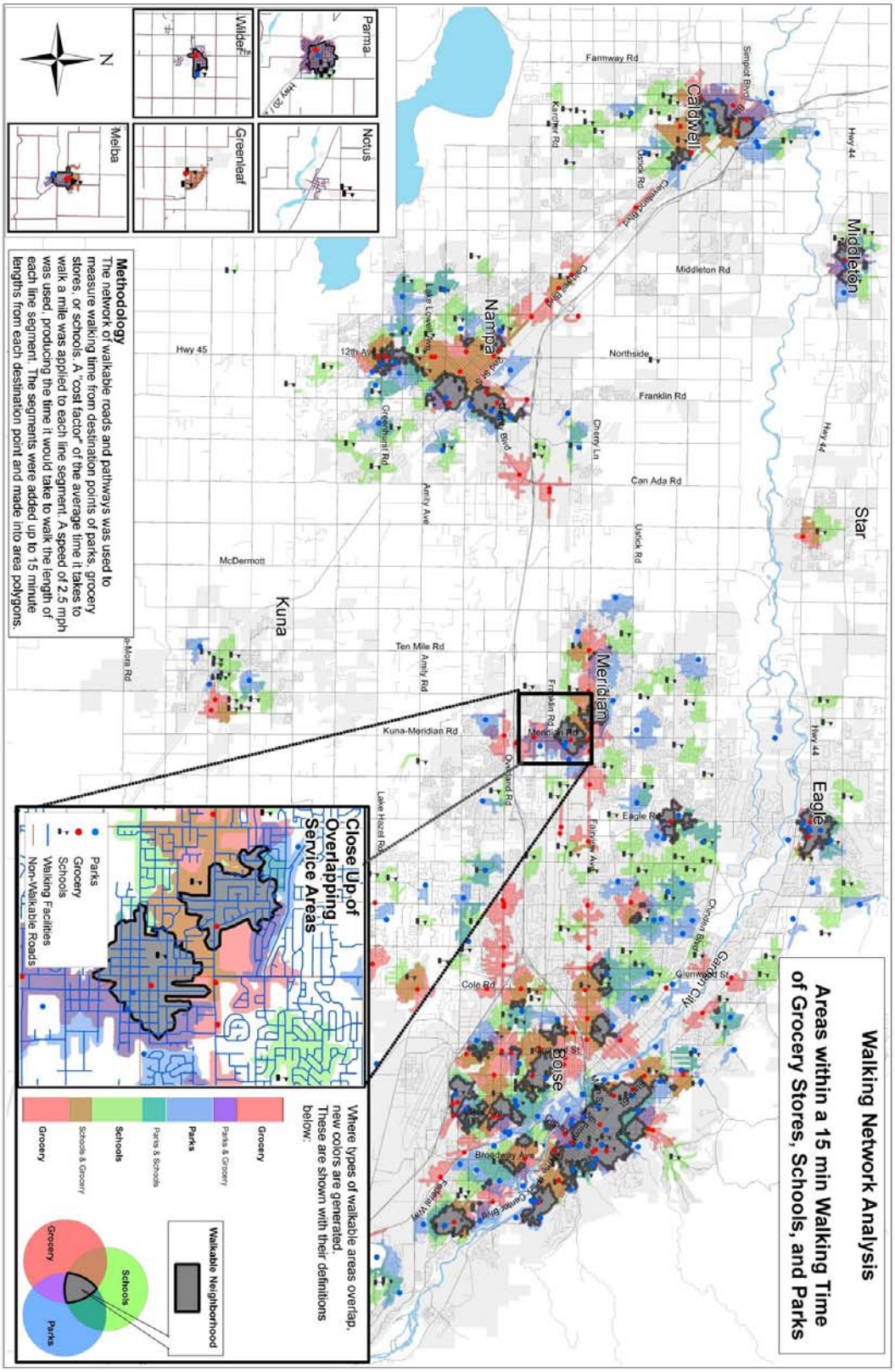


Table 12: Household Connectivity

Area	Percent of Households Walk to Park	Percent of Households Walk to Grocery	Percent of Households Walk to School	Percent of Households Walk to All
Boise	44%	34%	34%	13%
Eagle	26%	20%	14%	8%
Garden City	12%	1%	19%	0%
Kuna	40%	17%	14%	0%
Meridian	22%	22%	21%	4%
Star	26%	0%	16%	0%
Ada Total	36%	28%	29%	10%
Caldwell	40%	21%	20%	5%
Greenleaf	54%	0%	54%	0%
Melba	46%	54%	54%	33%
Middleton	31%	26%	15%	9%
Nampa	38%	26%	20%	6%
Notus	0%	0%	0%	0%
Parma	52%	78%	77%	49%
Wilder	60%	37%	83%	37%
Canyon Total	33%	22%	19%	6%
Regional Total	36%	26%	26%	9%

A new evaluation of walking networks demonstrated that certain areas in the region provided good walking connectivity to parks, schools, and grocery stores. These areas were typically established neighborhoods and city centers. Many other areas have the potential for walkable connectivity but lack a piece of the necessary infrastructure to make multimodal trips possible. The strategic addition of a segment of sidewalk, a new public park, or a zoning change to encourage basic services, can make a dramatic difference in the walkablilty of an area.

Figure 14: Connectivity Map



What does it take to encourage/enforce this change?

The implementation of street design principles laid out in the TLIP[16] will assist in creating streets that encourage more walking, biking, and transit usage as well as promoting healthy neighborhoods. Several trends are making this vision more realistic. Gas prices have been steadily rising, causing people to look for additional options for mobility and policies supporting mixed-use and infill development will help to integrate neighborhoods in a more accessible fashion. Still, more is needed. Improved siting of development will help to increase walking and biking opportunities. Improved developments with short blocks, sidewalks, and attractive buildings will encourage residents to leave their cars.

Summary of what was learned

There were no additional Major Activity Centers developed in 2007. However, the population increased and the size of the urban footprint expanded. This caused the amount of households served by Major Activity Centers to decrease. The infill of sites in existing urban areas can take advantage of existing infrastructure and reduce travel demand by encouraging walking and biking to nearby employment, services, and recreation.

A new evaluation of walking networks demonstrated that certain areas in the region provided connectivity to parks, schools, and grocery stores. Examples of urban areas such as downtowns, suburban areas, and rural areas had good connectivity to promote walking and biking. However, many areas lacked the necessary public and private infrastructure to make multimodal trips possible. The improvement of complete streets and context sensitive street design is critical to reducing travel trips.

[16] http://www.achd.ada.id.us/Departments/PP/TLIP.aspx,

PRESERVATION OF OPEN SPACE AND FARMLAND

What does "Preservation of Open Space and Farmland" mean?

CIM encourages the retention of open space and agricultural lands whenever possible. Local scenic landscapes play a key role in preserving a high quality of life and attracting tourism dollars. This includes prime farm land and "buffer zones" between cities to support the unique boundaries of each city.

This section will address open space and farmland by reviewing building permits, platting activity, changes in areas of impact, open space acreage, and agricultural land consumption.

Why is it important?

Transportation decisions play a role in preserving open space. For example, a decision to build a road in a rural location may result in unanticipated development. This "induced" development could happen in places that are not consistent with the land use vision.

What would our region look like in 20 years if CIM is followed?

Metropolitan areas would be distinct from one another and each city would retain its individual identity. Wildlife habitat would be conserved, along with aquifer recharge areas critical to maintaining adequate ground water. Open vistas and view-sheds would be preserved for future generations. The CIM vision developed out of the public workshops would achieve these goals by clustering growth around urban centers.

The current land use pattern depicted in Figure 15 would be reinforced under this future. But current comprehensive plans show a different story. The cities seem to be growing together in the view of each city's comprehensive plan.

Figure 15: Current Land Use for Ada and Canyon Counties

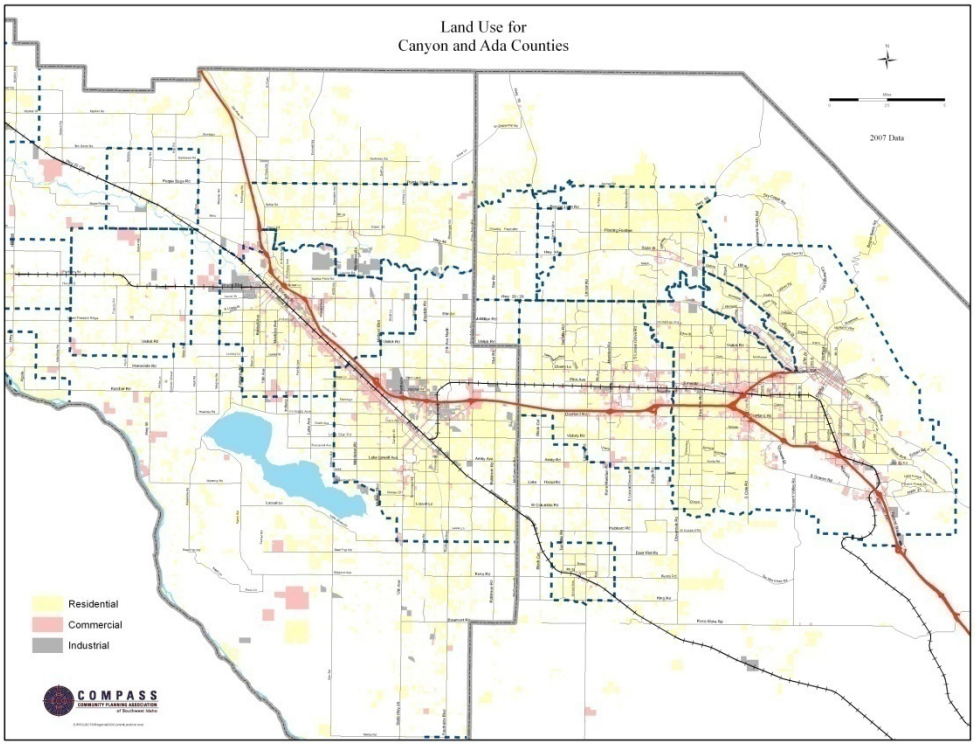


Figure 16: Generalized Comprehensive Plan Map for Ada and Canyon Counties

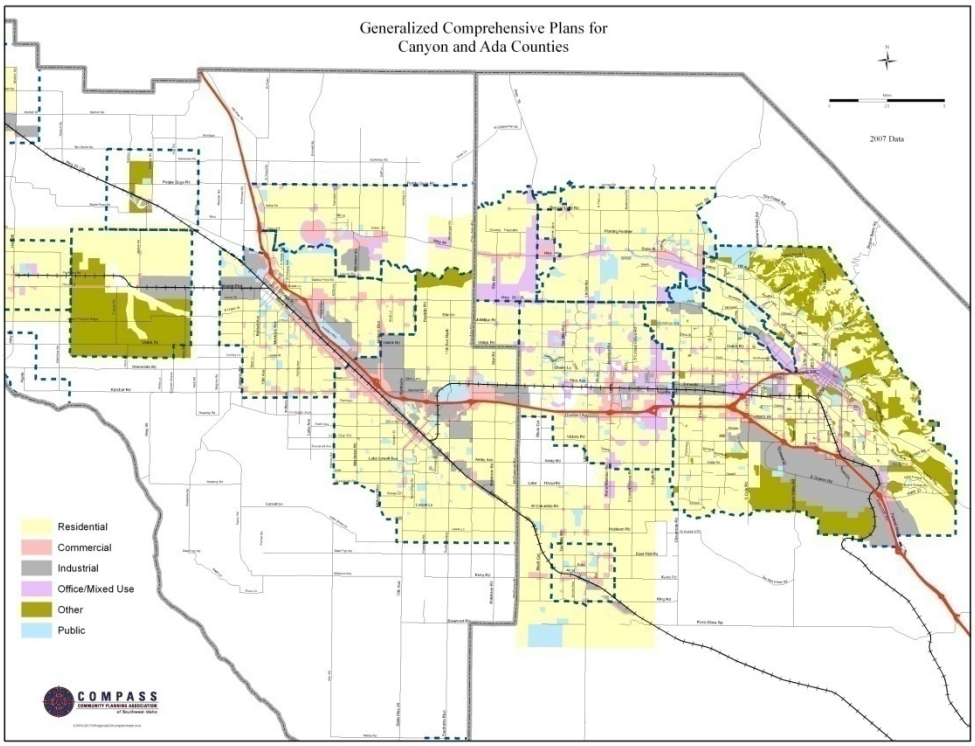


Table 13: 2007 Permit Issuance by City and County Agencies

Area	Residential Permits	% Outside AOI	Non-Residential Permits	% Outside AOI	Total Permits	% Outside AOI
Boise	1,088	0.0%	102	0.0%	1,190	0.0%
Eagle	76	0.0%	27	0.0%	103	0.0%
Garden City	113	0.0%	17	0.0%	130	0.0%
Kuna	359	61.0%	17	41.1%	376	60.6%
Meridian	849	0.0%	101	0.0%	950	0.0%
Star	125	0.0%	4	0.0%	129	0.0%
Ada Unincorporated	596	22.0%	19	57.9%	615	23.1%
Caldwell	919	6.2%	50	4.0%	969	6.7%
Greenleaf	3	0.0%	0	0.0%	3	0.0%
Melba	3	0.0%	0	0.0%	3	0.0%
Middleton	79	0.0%	3	0.0%	82	0.0%
Nampa	362	0.0%	78	0.0%	440	0.0%
Notus	16	0.0%	0	0.0%	16	0.0%
Parma	15	0.0%	1	0.0%	16	0.0%
Wilder	11	0.0%	1	0.0%	12	0.0%
Canyon Unincorporated	279	65.6%	9	11.1%	288	63.9%
City Subtotal	4,018	6.9%	401	2.2%	4,419	6.5%
Unincorporated Subtotal	875	35.9%	28	42.9%	615	53.0%
Regional Total	4,893	12.1%	429	4.9%	5,322	11.5%

Building Activity

Actual construction activity bears out this pattern of development outside the areas of impact. In 2007, 6.5 percent of the city-issued residential permits were outside the areas of impact (up from 2 percent in 2006). Regionally over 11 percent of residential permits were issued outside the areas of impact.

Platting Activity

The creation of lots by plat approval represents the potential next wave of residential construction. While residential permits outside the areas of impact in 2007 amounted to more than 10 percent of the total issued, preliminary plats in process outside the areas of impact at the end of 2007 amounted to 16 percent of the total. Surprisingly, city approved preliminary plats outside the areas of impact amounted to slightly over 15 percent of the lots in process under city jurisdiction. Due to the larger size of the lots outside the areas of impact, the acreage represented by these lots amounted to almost 46 percent of the land being subdivided. Based on the amount of growth in the region in 2007 and the amount of preliminary lots, there is sufficient supply of lots to last for seven years.

Table 14: Outstanding Preliminary Plats as of December 2007
By City and County Agencies

Area	Preliminary Plats	% Outside AOI[17]	Preliminary Lots	% Outside AOI[18]	Preliminary Acres	% Outside AOI[19]	Years of Lot Supply[20]
Boise	176	0.0%	1,943	0.0%	1,250	0.0%	1.8
Eagle	41	0.0%	1,877	0.0%	1,441	0.0%	24.7
Garden City	16	0.0%	160	0.0%	31	0.0%	1.4
Kuna	29	44.8%	2,187	66.7%	1,270	66.7%	6.1
Meridian	130	3.8%	9,978	10.9%	4,281	4.3%	11.8
Star	21	0.0%	1,553	0.0%	1,245	0.0%	12.4
Ada Unincorporated	45	44.3%	6,440	42.2%	7,227	84.3%	4.7
Caldwell	41	4.9%	5,713	12.1%	2,132	10.4%	6.2
Greenleaf	0	0.0%	0	0.0%	0.0	0.0%	NA
Melba	0	0.0%	0	0.0%	0.0	0.0%	NA
Middleton	17	0.0%	1,632	0.0%	979	0.0%	20.7
Nampa	27	3.7%	2,280	20.5%	1,049	28.0%	6.3
Notus	0	0.0%	0	0.0%	0.0	0.0%	NA
Parma	0	0.0%	0	0.0%	0.0	0.0%	NA
Wilder	0	0.0%	0	0.0%	0.0	0.0%	NA
Canyon Unincorporated	48	56.3%	1,900	71.1%	3,300	85.6%	6.8
City Total	498	4.6%	27,324	15.3%	13,680	18.0%	6.8
Unincorporated Total	93	48.0%	8,340	43.7%	10,527	78.9%	9.5
Regional Total	591	2.3%	35,664	16.0%	24,207	45.6%	7.3

Areas of Impact

The areas of impact themselves may be changing. Most of the basic work on the "Community Choices" and other scenarios developed during CIM was completed by summer 2005, and the approval of CIM stipulated that monitoring the growth would be

Table 15: Change in Acres Within Areas of Impact between 2005 and 2007

City[21]	September 2005	August 2006	August 2007	Change 2005 - 2007		Change 2006 - 2007	
Eagle	15,752	22,807	22,807	7,055	44.8%	0	0.0%
Star	2,246	9,316	9,316	7,070	314.8%	0	0.0%
Greenleaf	1,593	1,593	1,593	0	0.0%	0	0.0%
Melba	2,477	2,492	2,492	15	0.6%	0	0.0%
Middleton	9,118	20,553	20,553	11,435	125.4%	0	0.0%
Notus	1,430	1,430	1,430	0	0.0%	0	0.0%
Parma	5,095	5,119	5,119	24	0.5%	0	0.0%
Wilder	1,457	2,578	2,578	1,121	77.0%	0	0.0%

based on areas of impact in effect as of August 2006. In 2007, Parma, Wilder, Greenleaf,

[17] Indicates Preliminary Plat information outside of any Area of Impact.
[18] Indicates Preliminary Plat information outside of any Area of Impact.
[19] Indicates Preliminary Plat information outside of any Area of Impact.
[20] Calculated by comparing number of residential permits in 2007 to preliminary lots.
[21] Cities not referenced did not change Area of Impact boundaries between 2005 to 2007.

and Notus expanded their areas of impact. Note that several cities have annexed outside their official areas of impact during this period, however.

Open Space

Monitoring the amount of open space is challenged by how it is defined. The following table defines open space as golf courses (including privately owned), cemeteries, and public parks, publicly owned land that is not used for buildings (e.g., city hall sites) or open to possible sale or leasing (Idaho Department of Lands). Not included in these tables are lands under private ownership, specifically those considered agricultural and private parks.

The table illustrates something that is fairly obvious when looking at a map of Ada and Canyon Counties. Within Ada County, 46 percent of the land falls under the open space category as defined here. But in Canyon County, slightly less than 7 percent of the land qualifies as open space. The primary difference lies in the amount of federally-owned land in Ada County. Within the cities, Boise leads with 8.1 percent of its area of impact deemed as open space due to the large park system near downtown and along the greenbelt. Eagle follows,

Table 16: 2007 Open Space Inventory[22]

City	Total Open Space Acres[23]	Total Acres	% Open Space
Boise	6,152	75,592	8.1%
Eagle	1,790	22,807	7.8%
Garden City	166	3,407	4.9%
Kuna	23	4,428	0.5%
Meridian	402	26,695	1.5%
Star	220	9,316	2.4%
Outside Areas of Impact	302,540	533,948	56.7%
Total	311,293	676,193	46.0%
Caldwell	435	27,071	1.6%
Greenleaf	10	1,593	0.7%
Melba	31	2,492	1.2%
Middleton	59	20,553	0.3%
Nampa	898	44,994	2.0%
Notus	1	1,430	0.1%
Parma	6	5,119	0.1%
Wilder	23	2,578	0.9%
Outside Areas of Impact	23,747	270,600	8.8%
Total	25,209	376,430	6.7%

[22] Data compiled by COMPASS from various sources.

[23] Types of open space include:
- Cemeteries
- Golf Courses
- Public Parks
- Publicly Owned Land

Does not include private land (excepting golf courses) or farmland

notably due to the existence of Eagle Island State Park, followed by Garden City and the existence of the Ada County fairgrounds.

Agricultural Land/Farmland

The map below reflects an analysis done on assessors' parcels that have farm characteristics. Only a third of Ada County land is still considered agricultural but due to the foothills not all of that is farmable. In Canyon County 70 percent is agricultural with most of that being farmable.

Following this rate of agricultural land consumption the farmland in the valley could become urbanized. Since 2005, Canyon County has consumed over 8,200 acres each year; in Ada County over 5,100 acres are consumed annually. At this rate Canyon County areas of impact would be completely filled with development by 2032; in Ada County by 2048. The entire valley would be consumed by the year 2051.

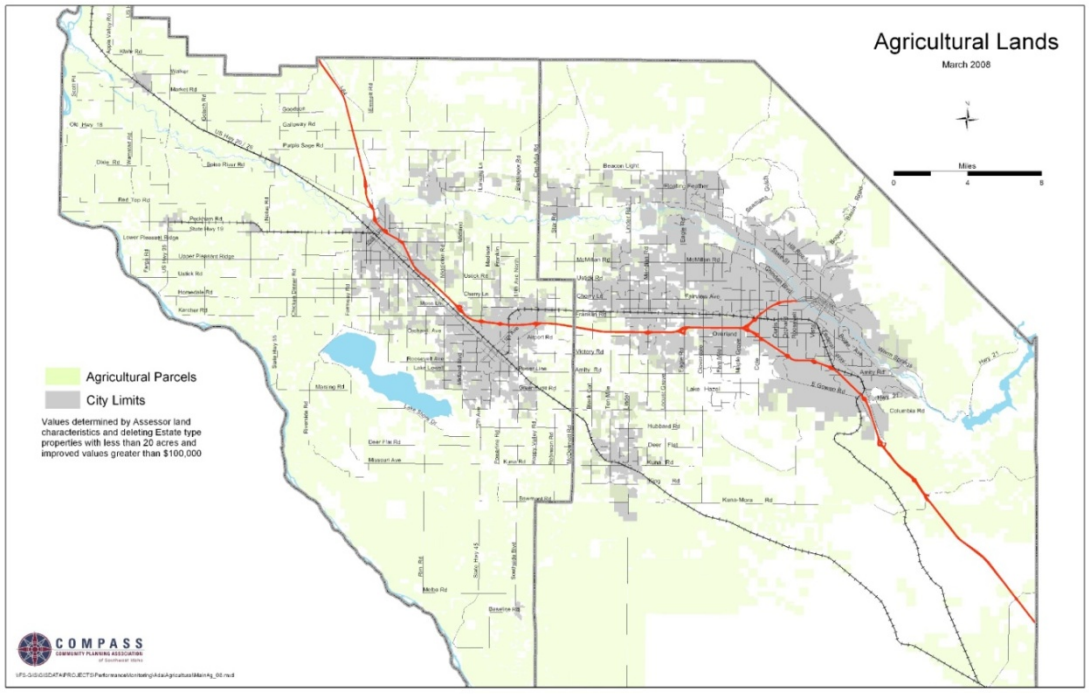
Table 17: Change in Agricultural Acreage[24]

Ada County	2005	2006	2007	% Change 2005 to 2007	% Change 2006 to 2007	Consumption Date[25]
Total County	237,783	233,730	227,447	-4.5%	-2.7%	2051
Outside Impact Areas	212,015	209,447	201,654	-5.1%	-3.9%	2048
Canyon County	**2005**	**2006**	**2007**	**% Change 2005 to 2007**	**% Change 2006 to 2007**	**Consumption Date**
Total County	277,384	273,018	260,915	-6.3%	4.6%	2039
Outside Impact Areas	228,625	225,814	212,151	-7.8%	-6.4%	2032

[24] Information derived from County Assessor data.

[25] Based on amount of acres consumed annually between 2005 and 2007.

Figure 17: Agricultural Lands



How do we preserve open space and farmland?

In order to protect these types of land it will likely be necessary to employ a "push/pull strategy." The redirection of land development and growth to existing areas can be seen as a strategy, "pulling" development into existing developed areas. In order to be successful however, there will need to be some efforts to "push" development away from open space, with some measure of perpetuity. Local governments need to keep growth within impact areas, which will provide for reduced commuting times and less roadway congestion

What does it take to encourage/enforce this change?

Several policy guidelines exist which describe how to enact this change. The State of Idaho has several statutes that provide some measure of farmland protection. They are:

- Idaho Conservation Easement Enabling Statutes (Idaho Code §§ 55-2101 to 55-2109 (2005))
- Idaho Right to Farm Enabling Statutes (Idaho Code §§22-4501 to 22-4504 (2004))
- Idaho Transfer of Development Rights Statute (Idaho Code § 67-6515A (2005))
- One example of local protection of farmland can be found in the Payette County, ID: Local TDR Enabling Ordinance. Payette County, Id., (County Code § 8-5-10 (Jul. 17, 2000)).

- Idaho House Bill 262, codified in 2007, provides an avenue for tax exemptions for land set aside for conservation.

Secondly, clear policy is a necessary first step to guide future development and implementation decisions. The following documents indicate how some local agencies are prompting conservation and planning of open space:

- Ada County Parks, Open Space, and Trails Plan
- *Blueprint for Good Growth* (BGG)
- Boise City Foothills Policy Plan and Eagle City Foothills Plan
- Boise, Eagle, Garden City. Kuna, Meridian, Star Comprehensive Plans
- Forest Service Open Space Conservation Strategy
- BLM Resource Management Plan

Finally, non-profit organizations were formed to consider land conservation issues. In Idaho, the Land Trust of the Treasure Valley (http://www.lttv.org/) is working to preserve important natural, scenic, agricultural, and recreation lands in the valley.

Summary of what was learned

While the overall amount of open space remains significant, the amount of farmland continues to decrease in the region and could completely vanish by the middle of the century. Areas of impact are not effective under current law in defining where urban development would occur. Annexations outside the areas of impact are increasing.

The distribution of open space is highly uneven, with Ada County far exceeding Canyon County in open space land. While farmland is not considered "open space" in terms of this analysis, its value for wildlife, aquifer recharge, and buffering between communities cannot be overstated. An open space plan that includes measures to address privately-owned farmland and means to conserve this land is essential for Ada and Canyon Counties. Policies to help conserve open space and farmland include clustering development for rural subdivisions, transfers of development rights, agricultural protection areas, promotion of agricultural business and tourism, and adoption of agriculture-friendly zoning.

CITY & COUNTY SUMMARIES

CITY OF BOISE

Balance Between Jobs and Housing
- 156,087 Jobs Exist within the City
- 97,234 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is 1.61

Choices in Housing
- Permitted 256 New Single-Family Units
- Permitted 830 New Multi-Family Units
- Multi-Family Units Permitted Increased 83%

Choices in Transportation
- 216 Miles of Transit Routes Existed in 2007
- 34 Miles of Pathway Existed in 2007
- 17% of Commuteride Riders Originated Here in 2007

Connectivity
- 7,143 Housing Units Exist at Transit Density
- 3,612 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space
- Provides 6,152 Acres of Open Space
- 100% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Have Adopted *CIM*?	No

City Summary

The City of Boise has sought to incorporate the ideas and concepts found in CIM by:

- Adopted the Harris Ranch Specific Area Plan and Barber Station Specific Area Plan which each include mixed use zoning, transit ready density and a master planned development on over 1,480 acres.
- Approved a Comprehensive Plan Land Use Map to increase density on Overland Road and Florence Drive.
- Approved a Comprehensive Plan Land Use Map Amendment to increase employment on Eagle Road, north of Ustick.
- Rezoned land from A-1 to R-2D on Franklin Road in the entitlement process of a 168 unit residential condominium development.
- Rezoned 47.5 acres on various zoned parcels on and around the Boise State University campus to the U zone (University District) providing for greater massing of households, population and jobs in the urban core.
- The City of Boise also did not approve any building permits or consider any preliminary plats outside of the Area of Impact.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	N/A	57,882	N/A
% of Roadways with Sidewalks	54.5%	62.4%	7.9%
% of Population within ½ Mile of Activity Centers	49.6%	45.3%	-4.3%
% of Total Houses at Transit Density	N/A	7.3%	N/A
% of New Houses Permitted in Transit Density Subdivisions	2.8%	3.0%	+ 1.2%
# of Acres within the City Limits	46,717	50,294	+ 3,577
% of Population Walkable to Schools, Parks, & Grocery	N/A	13%	N/A
# of Transit Density Lots within ¼ Mile of Rail Corridor	N/A	76	N/A
# of Acres within Area of Impact	75,592	75,592	+ 0
# Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF CALDWELL

Balance Between Jobs and Housing

- 15,384 Jobs Exist within the City
- 13,581 Residential Units Exist within the City
- The 2006 Jobs-Housing Balance is 1.13

Choices in Housing

- Permitted 582 New Single-Family Units
- Permitted 304 New Multi-Family Units
- Multi-Family Units Permitted Increased by 304

Choices in Transportation

- 38 Miles of Transit Routes Existed in 2007
- 16% of Commuteride Riders Originated Here in 2007

Connectivity

- 161 Housing Units Exist at Transit Density
- 51 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Provides 435 Acres of Open Space
- 90% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Have Adopted *CIM*?	No

City Summary

The City of Caldwell has sought to incorporate the ideas and concepts found in CIM by:

- Revising the Comprehensive Plan to provide a density bonus for mixed-use developments.
- Updating off-street parking standards to become more pedestrian friendly.
- Decreased the minimum lot size and lot width for multi-family residential uses.
- Created a Hospital District and College District to promote mixed uses.
- Require new developments to provide pedestrian amenities in the City Center (downtown) District.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	N/A	3,228	N/A
% of Roadways with Sidewalks	N/A	32.6%	N/A
% of Population within ½ Mile of Activity Centers	40.0%	27.9%	-12.1%
% of Total Houses at Transit Density	N/A	1.2%	N/A
% of New Houses Permitted in Transit Density Subdivisions	0.1%	0.0%	- 0.1%
# of Acres within the City Limits	10,920	13,641	+2,721
# of Transit Density Lots within ¼ Mile of Rail Corridor	N/A	129	N/A
# of Acres within Area of Impact	27,071	27,071	+ 0
#of Acres Annexed Outside Area of Impact	0	N/A	N/A

CITY OF EAGLE

Balance Between Jobs and Housing

- 6,556 Jobs Exist within the City
- 8,681 Residential Units Exist within the City
- The 2006 Jobs-Housing Balance is .76

Choices in Housing

- Permitted 75 New Single-Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted Fell by 100%

Choices in Transportation

- 7 Miles of Transit Provided in 2007
- 1 Mile of Pathway Existed in 2007
- 3% of Commuteride Riders Originated in Eagle or Star in 2007

Connectivity

- 220 Housing Units Exist at Transit Density
- 103 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Provides 1,790 Acres of Open Space
- 100% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Have Adopted *CIM*?	No

City Summary

The City of Eagle has sought to incorporate the ideas and concepts found in CIM by:

- Adopting CIM and the Long-Range Transportation Map and Street Standards and Classification.
- Developed a new Planned Unit Development ordinance to allow for more compact development patterns.
- Established a new Subdivision Ordinance to require additional open space.
- Developed an ordinance to establish an Urban Renewal Plan for the rehabilitation and redevelopment of deteriorated areas.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	1,004	+ 0
% of Roadways with Sidewalks	38.4%	45.3%	6.9%
% of Population within ½ Mile of Activity Centers	6.4%	6.4%	0%
% of Total Houses at Transit Density	N/A	2.5%	N/A
% of New Houses Permitted in Transit Density Subdivisions	1.4%	0%	-1.4%
# of Acres within the City Limits	8,632	9,400	+ 768
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Acres within Area of Impact	15,752	22,807	+ 7,055
# of Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF GARDEN CITY

Balance Between Jobs and Housing
- 9,242 Jobs Exist within the City
- 4,803 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is 1.92

Choices in Housing
- Permitted 63 New Single-Family Units
- Permitted 50 New Multi-Family Units
- Multi-Family Units Permitted Increased 333%

Choices in Transportation
- 7 Miles of Transit Route Existed in 2007
- 8 Miles of Pathway Existed in 2007
- 0% Commuteride Rider Originated Here in 2007

Connectivity
- 657 Housing Units Exist at Transit Density
- 272 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space
- Provides 166 Acres of Open Space
- 100% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Have Adopted *CIM*?	Yes

City Summary

Garden City has sought to incorporate the ideas and concepts found in CIM by:

- Updated Planning and Development ordinances to emphasize increasing densities while providing for open space, provide provisions and prescribe zoning districts that allow and encourage a mix of uses and job/ housing match, require connectivity and establish criteria for transit ready development nodes.
- Completing about 2.2 miles of bike path and a mile of greenbelt on the south side of the river and working on a Master Plan for the Original Town Site that includes pathways and roadways.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	N/A	2,901	N/A
% of Roadways with Sidewalks	42.1%	45.1%	3.0%
% of Population within ½ Mile of Activity Centers	43.5%	40.6%	-2.9%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	20.4%	13.7%	- 6.7%
# of Acres within the City Limits	2,692	2,716	+ 24
# of Acres within Area of Impact	3,407	3,407	+ 0
# of Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF GREENLEAF

Balance Between Jobs and Housing
- 74 Jobs Exist within the City
- 344 Residential Units Exist within the City
- The 2006 Jobs-Housing Balance is .21

Choices in Housing
- Permitted 3 New Single-Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Permits Issued Did Not Change

Choices in Transportation
- No Transit Routes Provided in 2007
- 0% of Commuteride Riders Originated Here in 2007

Connectivity
- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space
- Provides 11 Acres of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2007

Have Adopted *CIM*?	No

City Summary

NO INFORMATION PROVIDED

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	0	+ 0
% of Roadways with Sidewalks	N/A	10.0%	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	403	420	+ 17
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Acres within Area of Impact	1,593	1,593	+ 0
# of Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF KUNA

Balance Between Jobs and Housing

- 1,537 Jobs Exist within the City
- 4,012 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is .38

Choices in Housing

- Permitted 359 New Single-Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted—no change

Choices in Transportation

- No Transit Routes Provided in 2007
- 1 Mile of Pathway Existed in 2007
- 11% of Commuteride Riders Originated in Kuna or Melba in 2007

Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Provides 23 Acres of Open Space
- 33% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Have Adopted *CIM*?	No

City Summary

The City of Kuna has sought to incorporate the ideas and concepts found in CIM by:

- Encouraging mixed-use zones. They modified the Planned Unit Development requirements to increase mixed use in development and to lessen the percent requirements needed to continue development.
- The City has amended the Comprehensive Plan text to support R4 and R6 zones. They are supporting greater densities and more compact growth.
- The City has a Master Pedestrian Bike Plan in place.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	0	+ 0
% of Roadways with Sidewalks	N/A	57.5%	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	0.0%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	2,642	7,021	+4,379
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	0
# of Acres within Area of Impact	4,428	4,428	0
# o f Acres Annexed Outside Area of Impact	415	4,280	+ 3,865

CITY OF MELBA

Balance Between Jobs and Housing

- 242 Jobs Exist within the City
- 235 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is 1.03

Choices in Housing

- Permitted 3 New Single-Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Permits Did Not Change

Choices in Transportation

- No Transit Routes Provided in 2007
- 10% of Commuteride Riders Originated in Melba or Kuna in 2007

Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Maintains 31 Acres of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2007

Have Adopted *CIM*?	No

City Summary

NO INFORMATION PROVIDED

City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	0	+ 0
% of Roadways with Sidewalks	N/A	11.8%	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	181	181	+ 0
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Acres within Area of Impact	2,492	2,492	+ 0
# of Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF MERIDIAN

Balance Between Jobs and Housing

- 28,152 Jobs Exist within the City
- 26,465 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is 1.06

Choices in Housing

- Permitted 801 New Single-Family Units
- Permitted 40 New Multi-Family Units
- Multi-Family Units Permitted Fell 280%

Choices in Transportation

- 55 Miles of Transit Routes Existed in 2007
- 2 Miles of Pathway Existed in 2007
- 9 % of Commuteride Riders Originated Here in 2007

Connectivity

- 200 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Maintains 402 Acres of Open Space
- 79% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Have Adopted *CIM*?	Yes

City Summary

The City of Meridian has sought to incorporate the ideas and concepts found in CIM by:

- Revising Mixed-Use Designations to mandate a better mix of uses and encourage residential component and public amenities.
- Adopted new future land use designations for the South Meridian Area that promote transit-ready residential densities along major transportation corridors and will facilitate the provision of services where currently unavailable.
- Developing city-wide design guidelines.
- Approved several mixed-use, higher density projects that met the land use concepts found in CIM.
- Construction of the new City Hall will be complete in Fall and will consolidate city services, create more activity downtown and promotes downtown events.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	N/A	1,556	N/A
% of Roadways with Sidewalks	N/A	70.0%	N/A
% of Population within ½ Mile of Activity Centers	55.7%	44.0%	- 11.7%
% of Total Houses at Transit Density	N/A	.8%	N/A
% of New Houses Permitted in Transit Density Subdivisions	2.0%	0.1%	- 1.9%
# of Acres within the City Limits	13,516	15,917	+ 2,401
# of Transit Density Lots within ¼ Mile of Rail Corridor	N/A	47	N/A
# of Acres within Area of Impact	26,695	26,695	+ 0
# of Acres Annexed Outside Area of Impact	0	417	+ 417

CITY OF MIDDLETON

Balance Between Jobs and Housing

- 1,617 Jobs Exist within the City
- 3.693 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is .44

Choices in Housing

- Permitted 46 New Single-Family Units
- Permitted 30 New Multi-Family Units
- Multi-Family Permits Increased by 30

Choices in Transportation

- 3 Miles of Transit Routes Provided in 2007
- 0% of Commuteride Riders Originated Here in 2007

Connectivity

- 0 Housing Units Exist at Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Maintains 59 Acres of Open Space
- 100% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Have Adopted *CIM*?	No

City Summary

The City of Middleton has sought to incorporate the ideas and concepts found in CIM by:

- The City has updated the Comprehensive Plan Maps to include the total impact area. Estimated completion, fall 2008.
- Added additional zoning codes for R-1 (1 dwelling per gross acre) and R-2 (2 dwellings per gross acre).
- The city adopted its Transportation Master Plan (TMP). The TMP is a cooperative effort between Middleton, Canyon Highway District #4, COMPASS, and Idaho Transportation Department.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	N/A	1,110	N/A
% of Roadways with Sidewalks	12.6%	13.4%	0.8%
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	1,191	3,284	+ 2,093
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Acres within Area of Impact	9,118	20,553	+11,435
# of Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF NAMPA

Balance Between Jobs and Housing
- 30,239 Jobs Exist within the City
- 28,821 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is 1.05

Choices in Housing
- Permitted 236 New Single-Family Units
- Permitted 101 New Multi-Family Units
- Multi-Family Units Permits Decreased 214%

Choices in Transportation
- 107 Miles of Transit Routes Existed in 2007
- 7 Miles of Pathway Existed in 2007
- 22% of Commuteride Riders Originated Here in 2007

Connectivity
- 281 Housing Units Exist at Transit Density
- 172 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space
- Maintains 898 Acres of Open Space
- 72% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Have Adopted *CIM*?	No

City Summary

The City of Nampa has sought to incorporate the ideas and concepts found in CIM by:

- Rezoning downtown to include design standards; projects are now required to be reviewed by Building and Site Design Standards Committee.
- Adopting the BC (Community Business District) zone.
- Revising the Comprehensive Plan to provide a density.bonus for mixed use developments.
- Updating off-street parking standards to become more pedestrian friendly.
- Decreased the minimum lot size and lot width for multi-family residential uses.
- Created a Hospital District (West Valley Medical Center) and College District (College of Idaho) which promote mixed uses.
- Require new developments to provide pedestrian amenities in the City Center (downtown) District.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	N/A	5,039	N/A
% of Roadways with Sidewalks	44.9%	49.6%	+4.7%
% of Population within ½ Mile of Activity Centers	41.1%	30.7%	-10.4%
% of Total Houses at Transit Density	N/A	0.9%	N/A
% of New Houses Permitted in Transit Density Subdivisions	3.1%	0.9%	- 2.2%
# of Acres within the City Limits	17,390	19,404	+ 2,014
# of Transit Density Lots within ¼ Mile of Rail Corridor	N/A	70	N/A
# of Acres within Area of Impact	44,994	44,994	+ 0
# of Acres Annexed Outside Area of Impact	0	267	+ 267

CITY OF NOTUS

Balance Between Jobs and Housing

- 120 Jobs Exist within the City
- 209 Residential Units Exist Within the City
- The 2007 Jobs-Housing Balance is .57

Choices in Housing

- Permitted 13 New Single-Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units—no change

Choices in Transportation

- No Transit Routes Provided in 2007
- 0% of Commuteride Riders Originated Here in 2007

Connectivity

- 0 Housing Units Exist at Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Maintains 1 Acre of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2007

Have Adopted *CIM*?	No

City Summary

NO INFORMATION PROVIDED

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
% of Roadways with Sidewalks	N/A	0.0%	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	236	247	+ 11
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Acres within Area of Impact	1,430	1,430	+ 0
# of Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF PARMA

Balance Between Jobs and Housing

- 676 Jobs Exist within the City
- 637 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is 1.06

Choices in Housing

- Permitted 8 New Single-Family Units
- Permitted 2 New Multi-Family Units
- Multi-Family Units Permits Increased by 2

Choices in Transportation

- No Transit Routes Provided in 2007
- 0% of Commuteride Riders Originated Here in 2007

Connectivity

- 0 Housing Units Exist at Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Maintains 13 Acres of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2007

Have Adopted *CIM*?	No

City Summary

NO INFORMATION PROVIDED

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	0	+ 0
% of Roadways with Sidewalks	N/A	8.8%	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	706	706	+ 0
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Acres within Area of Impact	5,119	5,119	+ 0
# of Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF STAR

Balance Between Jobs and Housing

- 610 Jobs Exist within the City
- 2,097 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is .29

Choices in Housing

- Permitted 122 New Single-Family Units
- Permitted 2 New Multi-Family Units
- Multi-Family Permits Decreased 1,600%

Choices in Transportation

- 4 Miles of Transit Routes Existed in 2007
- 3% of Commuteride Riders Originated in Star or Eagle in 2007

Connectivity

- 0 Housing Units Exist at Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Maintains 220 Acres of Open Space
- 36% of Acres Preliminarily Platted at Close of 2007 Fall within the City Area of Impact

Photo: http://www.staridaho.org/Default.aspx?tabid=110

Have Adopted *CIM*?	Yes

City Summary

NO INFORMATION PROVIDED

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	357	+357
% of Roadways with Sidewalks	N/A	50.9%	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	1,971	2,460	+ 489
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Acres within Area of Impact	2,246	9,316	+ 7,070
# of Acres Annexed Outside Area of Impact	0	0	+ 0

CITY OF WILDER

Balance Between Jobs and Housing

- 31 Jobs Exist within the City
- 364 Residential Units Exist within the City
- The 2007 Jobs-Housing Balance is .09

Choices in Housing

- Permitted 11 New Single-Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permits—no change

Choices in Transportation

- No Transit Routes Provided in 2007
- O% of Commuteride Riders Originated Here in 2007

Connectivity

- 0 Housing Units Exist at Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Open Space

- Maintains 23 Acres of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2007

Have Adopted *CIM*?	No

City Summary

The City of Wilder has sought to incorporate the ideas and concepts found in CIM by:

- In process of updating Comprehensive Plan and reviewing zoning.
- Subdivision Ordinance Amendments.
- Adoption of Landscape and Community Forestry regulations.

City Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	0	+ 0
% of Roadways with Sidewalks	N/A	9.5%	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	285	449	+ 164
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Acres within Area of Impact	1,457	2,578	+ 1,121
# of Acres Annexed Outside Area of Impact	0	0	+ 0

UNINCORPORATED ADA COUNTY

Balance Between Jobs and Housing

- The 2006 Jobs-Housing Balance is 1.06

Choices in Housing

- Permitted 340 New Single-Family Units
- Permitted 6 New Multi-Family Units
- Multi-Family Units Permitted Decreased 2,133%

Choices in Transportation

- No Transit Routes Provided in 2007
- 0% of Commuteride Riders Originated in the County in 2007

Connectivity

- 0 Housing Units Exist at Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Farmland

- 46.2% of Acres Preliminarily Platted at Close of 2007 Fall within City Areas of Impact

Have Adopted *CIM*?	Yes

County Summary

NO INFORMATION PROVIDED

County Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	0	+ 0
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	0
# of Unincorporated Acres	602,076	590,000	-12,076
# of Acres of Agricultural Land	212,015	201,654	- 10,361

UNINCORPORATED CANYON COUNTY

Balance Between Jobs and Housing

- The 2007 Jobs-Housing Balance is .61

Choices in Housing

- Permitted 482 New Single-Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Permits Issued Did Not Change

Choices in Transportation

- No Transit Routes Provided in 2007
- 0% of Commuteride Riders Originated in the County in 2006

Connectivity

- 0 Housing Units Exist at Transit Density
- 0 Transit Density Lots Exist within ¼ Mile of 2007 Transit

Preservation of Farmland

- 54.8% of Acres Preliminarily Platted at Close of 2007 Fall within City Areas of Impact

Have Adopted *CIM*?	No

County Summary

The agencies in Canyon County have sought to encourage the ideas found within CIM by:

- Amending their subdivision and zoning ordinances to support CIM by writing new design standards.

County Data

	CIM Baseline	Dec. 2007	Change
# of Dwelling Units within ¼ Mile of Transit Routes	0	0	+ 0
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	1.9%	0.9%	- 1.0%
#of Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# of Unincorporated Acres	357,836	350,138	- 7,698
# of Acres of Agricultural Land	228,625	212,151	- 16,474