

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

Development Name: HFC Rezone





Agency: Canyon County

CIM Vision Category: Future Neighborhoods

New households: 80

New jobs: 0

Exceeds CIM forecast: Yes

	<p>CIM Corridor: None Pedestrian level of stress: R: Lone Star Rd Bicycle level of stress: R: Lone Star Rd</p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: <50 Jobs within 1 mile: <10 Jobs/Housing Ratio: 0.2</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: >4 miles Nearest fire station: >4 miles</p>	<p>Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>
	<p>Farmland consumed: Yes Farmland within 1 mile: 623 acres</p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: >4 miles Nearest public school: 3.4 miles Nearest public park: 1.3 miles Nearest grocery store: 3.2 miles</p>	<p>Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p>

Recommendations

This proposal exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands. The proposal is on the fringe of urban development in an area removed from employment centers and existing public transportation. The closest transit services are located more than five miles away. Nearby services, such as schools, parks, emergency services, grocery, and other stores are likely accessed only by vehicle and there are no plans for public transportation within 5 miles of this location.

The Lake Lowell Area Bicycle and Pedestrian Access Plan encourages safe connectivity from the cities of Nampa and Caldwell to the Lake Lowell area. According to the plan, Indiana Avenue is proposed as a shared roadway. More information is available at: <https://flh.fhwa.dot.gov/programs/flpp/studies/lake-lowell-access-plan.htm>

More information about COMPASS and *Communities in Motion 2040 2.0*:

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More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>

