

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: Highgarden Estates






Agency: Caldwell

CIM Vision Category: Existing Neighborhoods

New households: 66

New jobs: 0

Exceeds CIM forecast: No

	<p>CIM Corridor: N/A Pedestrian level of stress: N/A Bicycle level of stress: N/A</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: 2,160 Jobs within 1 mile: 2,240 Jobs/Housing Ratio: 1.0</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: 3.5 miles Nearest fire station: 2.6 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: No Farmland within 1 mile: 262 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: 0.2 miles Nearest public school: 2.4 miles Nearest public park: 2.2 miles Nearest grocery store: 0.2 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

The location is an infill site in an employment-centric area, with thousands of jobs within a mile of the site. The site is also less than ¼ mile to bus service on Cleveland Boulevard. This location may reduce trip length and encourage bicycle and pedestrian use and mitigate the impact of increased traffic. However, there does not appear to be a pedestrian connection between this proposal and the large employment center and grocery store to the north. While the bus stop is less than ¼ mile distance with a pedestrian connection, it is more than ¾ mile distance via Laster Lane. Consider a pathway stub to enable transit access to Cleveland Boulevard in a more direct route.

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>

