Communities *in Motion*

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

implementation guidebook

INTRODUCTION
DEVELOPMENTS
TRANSIT
GLOSSARY
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Communities *in* Motion:

Regional Long-Range Transportation Plan 2030

Implementation GUIDEBOOK

"We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transporation system."

COMPASS
COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

Credits:

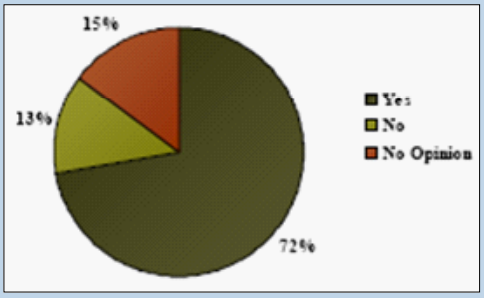
Local Government Commission/EPA. "Creating Great Neighborhoods: Density in Your Community," 2003.

Urban Land Institute. "Higher-Density Development: Myth and Fact," 2005.

Cover, graphics and overall design by Hongmey Zhen

Introduction

Communities in Motion (CIM) is the regional long-range transportation plan for Southwest Idaho for Ada, Boise, Canyon, Elmore, Gem, and Payette counties. The Communities in Motion planning process looked at how our region might develop by evaluating projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment. Using input from public workshops, local governments, stakeholders, and elected officials, COMPASS developed the growth scenario - "Community Choices" - on which the plan is based. Over 2000 residents, stakeholders, and elected officials participated in developing the plan. Of those who reviewed and commented, 72 percent supported *Communities in Motion*.



The plan provides local governments a common vision of growth in the region and was adopted by the COMPASS Board on August 21, 2006. The CIM planning process identified a broad vision and community goals.

To Sprawl or Not to Sprawl?

"The fact is that continuing the sprawling, low-density haphazard development pattern of the past 40 years is unsustainable, financially and otherwise. It will exacerbate many of the problems sprawl has already created—dwindling natural areas and working farms, increasingly longer commutes, debilitating traffic congestion, and harmful smog and water pollution. Local officials now realize that paying for basic infrastructure—roadways and schools, libraries, fire, police, and sewer services—spread over large and sprawling distances is inefficient and expensive."

Urban Land Institute. "Higher-Density Development: Myth and Fact," 2005.

QUICK FACTS

19 homes are added per day.

32 more vehicles get on the road per day.

7,600 more commuters use the region's roadways each year.

35,000 new subdivision lots are in the approval process.

21,000 more people per year live in the region.

Each transportation dollar buys just 53 cents of what it did in 1996.

Communities in Motion Goals

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

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

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

Information *Coordinate data gathering and dispense better information.*

The "Community Choices" scenario of Communities in Motion offers a vision for a more cost-effective, multi-modal transportation system. To support this vision, funding for public infrastructure must be directed to areas of growth consistent with those outlined in CIM. If done, new growth patterns will mean that our region will:

- Consume less land
- Save more open space
- Offer more housing choices
- Foster the use of public transportation
- Cut one million daily vehicle miles of travel
- Ease traffic congestion
- Reduce fuel consumption

"[H]uman activities contribute to creation of greenhouse gases... and have been linked by the US National Academy of Sciences to drought, reduced snow pack, altered precipitation patterns, more severe forest and rangeland fires, and forest diseases...rising levels of greenhouse gases in the atmosphere could have economic and environmental impacts on the West in coming decades..."

-Governor C.L. "Butch" Otter's Executive Order establishing a state policy regarding reduction of greenhouse gasses. May 16, 2007

Why does *Communities in Motion* matter?

Long-term Vision: *Communities in Motion* is the regional long-range transportation plan for southwest Idaho. It was a result of collaboration and consensus on a region's transportation system. That document serves as the defining vision for the region's transportation systems and services. The plan indicates all of the regional transportation improvements needed over the next 20 or more years. Putting a transportation plan together requires careful consideration of many factors, including population growth, economic trends, financial resources, community goals, preservation of both human and natural environments, and maintaining good quality of life.

Regional Scope: Transportation planning today clearly requires a regional rather than a solely local view. Most people do not spend their entire day in one town. Driving to work, school, shops and recreation may require driving through several towns and rural areas. Communities acting individually cannot solve regional transportation demands. Also, funding resources are limited. It makes sense for communities to collaborate to make sure that transportation systems work smoothly together and that individual projects make the system as a whole stronger.

"The problem facing our cities today is not the problems themselves. It is rather the inability to decide what to do about them."

-John W. Gardner

Communities in Motion addresses:

- How land use affects transportation
- How investments in transportation influence growth
- What the transportation system supposed to achieve
- How transportation projects are selected
- How transportation projects serve regional needs

Collaborative Effort: To prepare *Communities in Motion*, COMPASS and member agencies engaged the public to ensure meaningful input into transportation decision-making. Goals for public participation include representing community needs, reaching underserved populations, offering educational opportunities, and providing public input to planners and decision-makers in a timely manner. From public workshops COMPASS found:

- 88 percent supported an expanded public transportation system and more opportunities for walking and cycling, even though it would require new revenue sources of $1.1 billion.

- 83 percent supported changes that will result in more high-density housing in existing communities.

- 77 percent supported seeking new revenue sources for roadways. Often repeated suggestions and comments were to increase gas tax, that those who use roads should pay for expansion and improvement, and/or increased registration fees.

Stakeholder Benefits: This regional, long-term, collaborative approach provides advantages for all stakeholders. Some of these stakeholder advantages include:

ELECTED OFFICIALS

Higher, more stable property values
Greatly reduced pollution and environmental destruction
Enhanced ability to maintain economic competitiveness
Greatly reduced dependence on foreign oil
Less taxation needed for roadways
Revitalize neighborhoods
Reduce crime and increase safety
Increase social capital and public involvement

DEVELOPERS

Increased foot traffic and customers for area businesses
Reduced incentive to sprawl, increased incentive for compact development
Less expensive than funding road building and sprawl
Increased land values, rents and real estate performance
Larger market as it increases affordable housing opportunities
Available transit reduces parking requirements and costs
Increase access to labor pools

PUBLIC

Higher quality of life
Better places to live, work, and play
Less cookie-cutter and strip development
Increased opportunities for quality urban lifestyle
More walkable lifestyles away from traffic
Reduced household spending on transportation, resulting in more affordable housing
Healthier lifestyle with more walking, and less stress
Shorter commutes and more free time
Increased transit ridership
Reduced traffic congestion and driving
Reduced car accidents and injuries
Preservation of open space

THE COMPASS BOARD APPROVED COMMUNITIES IN MOTION ON AUGUST 21, 2006. BOARD MEMBERS ON THAT DATE WERE:

A.J. Balukoff, School District of Boise City
Matt Beebe, Canyon County
Dave Bieter, City of Boise
Keith Bird, City of Meridian
Vernon Bisterfeldt, City of Boise
Dave Bivens, Ada County Highway District
Alan Brock, Golden Gate/Notus-Parma Highway District
Elaine Clegg, City of Boise
Tom Dale, City of Nampa,
Tammy de Weerd, City of Meridian,
Russell Duke, Central District Health
Marje Ellmaker, City of Notus
Matt Ellsworth, Governor's Office
John Evans, City of Garden City
Kelli Fairless, Valley Regional Transit
David Ferdinand, Canyon County
John Franden, Ada County Highway District
Phil Kushlan, City of Caldwell
Mike McGown, Idaho Department of Environmental Quality
Carol McKee, Ada County Highway District
Frank McKeever, City of Middleton
Nancy Merrill, City of Eagle
Bryce Millar, Nampa Highway District #1
Nathan Mitchell, City of Star
Garret Nancolas, City of Caldwell,
Dean Obray, City of Kuna
Judy Peavey-Derr, Ada County
Patrick Rice, Greater Boise Auditorium District
Charles Rountree, Idaho Transportation Department
Darin Taylor, Canyon Highway District #4
Martin Thorne, City of Nampa
Fred Tilman, Ada County
Robert Vasquez, Canyon County
Mike Vuittonet, Joint School District #2
Margaret Watson, City of Parma
Rick Yzaguirre, Ada County

Strategies for Implementing *Communities in Motion*

Blueprint for Good Growth

The project involves a public process and the drafting of a county-wide land use guide plan to manage growth in Ada County. This study will be coordinated with, and complementary to Communities in Motion.

Communities in Motion Implementation Guidebook

The Guidebook provides specific strategies for land use and transportation necessary to move this vision into action. The guidebook provides a tool to stimulate discussion with developers, public agencies and the community at large on how Communities in Motion can be implemented.

Downtown Boise Mobility Study

The purpose of this study is to develop a comprehensive approach to mobility within downtown Boise and for people traveling from, to, and through the downtown area.

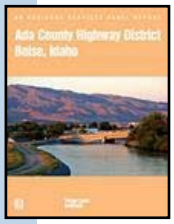
Pedestrian and Bicycle Transition Plan

This project will survey sidewalk and bike facilities within Ada County and meet the obligation to ensure mobility options for all community residents, including the general need to provide non-motorized facilities, to have safe routes to school, and to meet the requirements of the Americans with Disabilities Act (ADA). A plan will address ADA compliance needs in Ada County and identifies top priorities for funding.

Treasure Valley High Capacity Transit Study

The Treasure Valley High Capacity Transit Study consists of three related planning projects: Downtown Boise Circulator, Downtown Boise Multi-Modal Center, and Priority Corridor (I-84/184) Alternatives Analysis.

A number of studies have been completed or are ongoing to serve the purposes of implementing ***Communities in Motion***. Although each study is independent and focuses on a unique aspect of regional transportation and land use planning they were developed to integrate and complement each other. The following is projects that will help the vision of ***Communities in Motion*** become a reality.



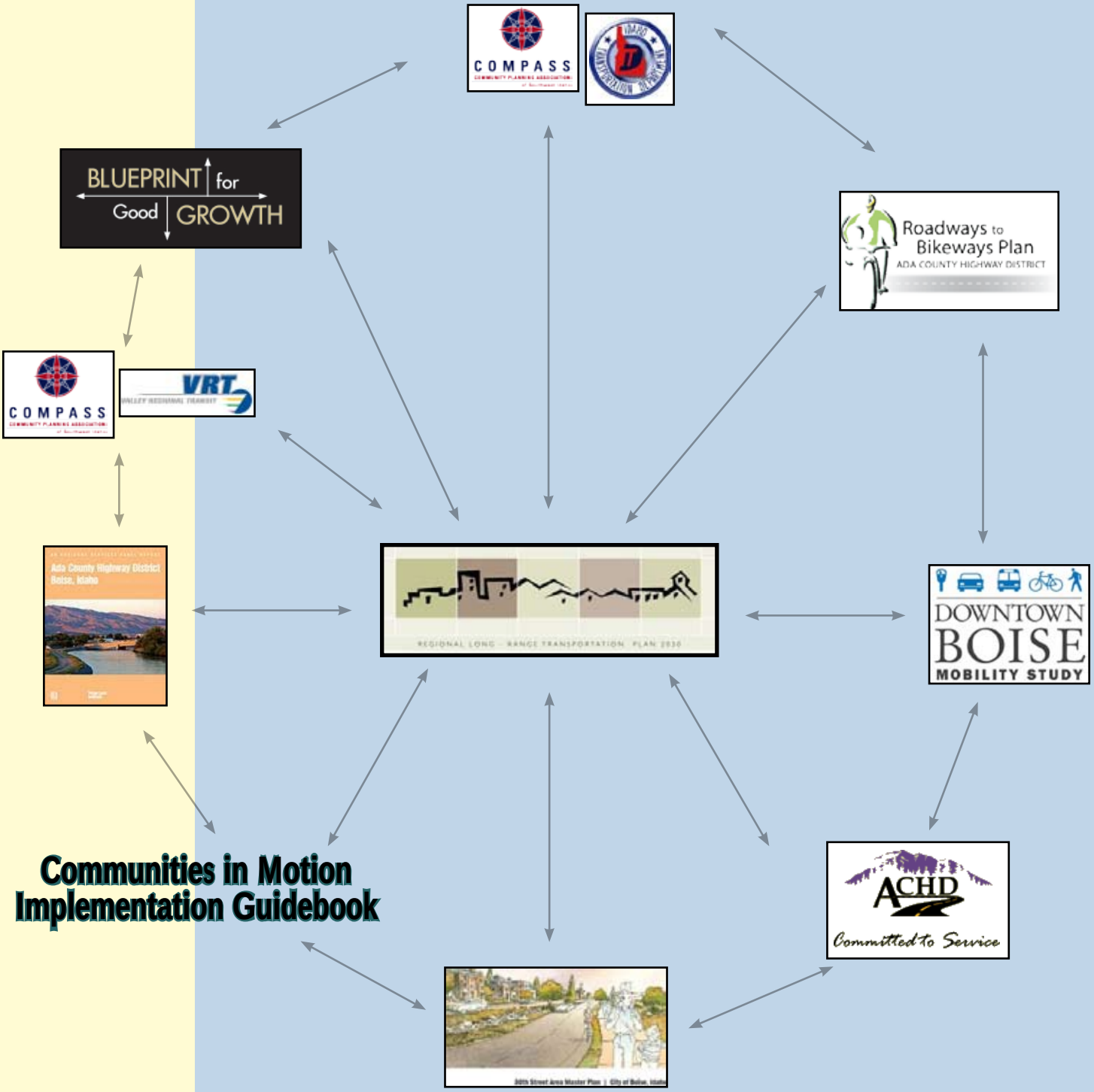
Urban Land Institute Report
A panel of Urban Land Institute (ULI) members from across the nation visited Ada County to examine area-wide growth issues, including the impact that planned communities could have on the area. The resulting report details key recommendations for future growth planning in the region.

US 20/26 Corridor Preservation Study
The US 20/26 Corridor Preservation Study will identify future transportation improvements and determine the need for future right-of-way between Boise and Caldwell. It includes areas within the cities of Boise, Eagle, Meridian, and Caldwell, as well as unincorporated Ada and Canyon Counties.

30th Street Area Plan
The purpose of this study was to find an alignment for the corridor between State/Rose and Main/30th Streets in Boise . The analysis included surveying, property identification and some environmental issues.

Transportation and Land Use Integration Study
This study is the first stage of implementation of the Blueprint for Good Growth in Ada County. This study will establish a regional functional classification policy, a long-range corridor preservation plan, a countywide collector analysis, and associated roadway typologies. The project will include an ACHD revision to current roadway design policies and an effort by the land use agencies to adopt urban design standards that support context-sensitive transportation solutions.

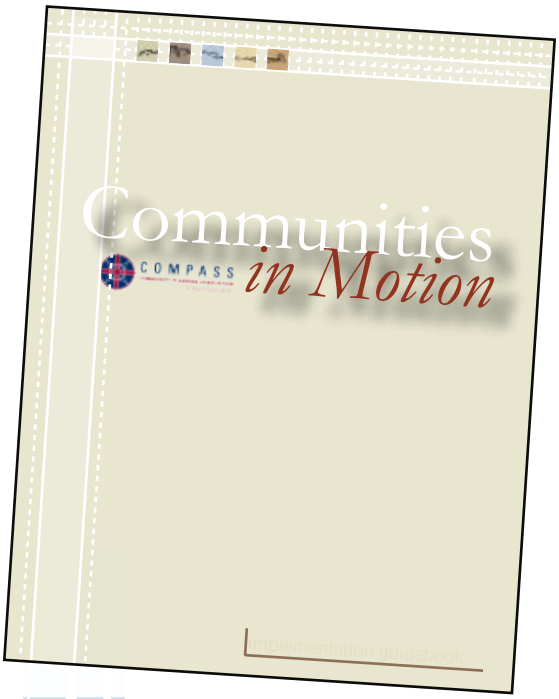
Treasure Valley Use and Transit Plans/Studies



PURPOSE *of the Guidebook*

Few regions in the country have experienced growth as rapid as the Treasure Valley in recent decades. This growth has resulted in more communities, residents, businesses, and opportunities. Growth, however, is not without its challenges. The potential downside of rapid growth includes the loss of agricultural land, worsening traffic congestion, and the degradation of natural resources.

The Treasure Valley can grow in a way that improves the quality of life and competitive advantage for the region. By the adoption of the Communities in Motion in August 2006 the region has agreed on a common vision. However, stated in Communities in Motion, "a plan is not a solution." Leadership in the region must act to put the regional plan into action, securing the legacy of growing to improve. This will be achieved through the cumulative effect of many small actions rather than a single grand action.



The Communities in Motion Implementation Guidebook provides more specific strategies for land use and transportation necessary to move this vision into action. The Guidebook illustrates strategies of how to direct mixed uses such as jobs, shopping, services, and housing. The concepts in this implementation Guidebook are not meant to be applied region wide, but to be used at specific nodes and along appropriate corridors. Of course this does not preclude growth outside these areas. However, substantial development outside these areas will likely comprise the cost-effectiveness of the transit system, increase vehicle miles traveled and degrade air quality and may ultimately limit our ability to effectively compete for federal transit funds. Not through any severe or drastic measures but through this simple change in our approach to land development we can:

The application of these concepts will be based on Communities in Motion, Valley Regional Transit Treasure Valley in Transit Plan and in cooperation with local jurisdictions that choose to modify their land use plans to support transit. Every land development application, subarea plan and every comprehensive plan amendments should be considered in a regional context.

The Communities in Motion Implementation Guidebook shows a variety of land use principles, examples of compact developments, and descriptions of transit types. As these the area grows in population, development patterns, and transit operations this Guidebook will need to be a "living document" which will be edited and updated.

ORGANIZATION *of the Guidebook*

SECTION 1

CHAPTER 1: So far, the Guidebook has given a review of Communities in Motion. This has included a background of the purposes and goals of CIM and strategies for implementation. Various projects which support CIM have been enumerated.

CHAPTER 2: Chapter 2 highlighted the need for a Guidebook to provide more specific strategies for land use and transportation necessary to move this vision into action. The guidebook provides a tool to stimulate discussion with developers, public agencies and the community at large on how Communities in Motion can be implemented.

CHAPTER 3: Principles of design are critical to successful developments. This chapter will review design concepts which make the difference between congestion and vibrancy. Important concepts in this chapter are:

ACCESS THROUGH MOBILITY AND PROXIMITY: Approaches to improving access including increasing mobility and proximity.

DENSITY: High density creates additional choices by providing the ridership needed to make transit and multi-modal transportation a viable and competitive transportation option.

DESIGN: Guidelines elements of design to feature the transit and land use interface include mixing land uses, considering the pedestrian environment, and building siting.

LAYOUT: The network of roadways and pathways connecting land uses is a critical aspect of creating a useable transit service. Layout of system connections is highlighted on these pages.

INFILL: The natural reuse of a site or neighborhood can convert a disconnected area into a vibrant community with multi-modal opportunities. The graphics on these pages show a before and after depiction of the use of infill.

IDEAL TRANSIT ORIENTED DEVELOPMENT CONCEPT: A photograph and graphic explanation highlight the theoretical and practical components of an ideal TOD.

CONTINUUM GUIDE: The continuum guide is a pictorial depiction of intensity of land uses and their complementary transit service.

REGIONAL TRANSIT/LAND USE CONCEPT MAP: A map identifying potential locations appropriate for higher intensity development and transit services.

Section 2 and 3 of the Guidebook will be an illustration of Community Choices developments and transportation options. These examples illustrate the spectrum of high quality choices at higher densities, and show the type of transit systems supported by the different developments.

SECTION 2

This section of the Guidebook provides a catalog of different development types which follow guidelines for compact, "community choices" growth. The examples in the Guidebook include a variety of geographic locations, development densities and sizes, and time periods of development. Each development is visually depicted by a variety of photographs showing architecture, siting, and an aerial photograph showing neighborhood context.

SECTION 3

The transit section features various transit technologies with visual descriptions and pertinent information. Each transit type is defined by its potential users, projected costs, functionality, and physical attributes. Local, regional and international examples are shown for reference.

SECTION 4

Making the ideals of Communities in Motion a reality requires small steps by a variety of stakeholders. This section identifies real steps that public officials, planners and developers, and the public can do to implement the plan. The Guidebook concludes with a glossary of terms, an appendix of useful data, and additional information.

{*On Density...*

The Different Meanings of Density

Defining *Density*

Side-by-Side *Comparison*

DENSITY is generally defined as the amount of development that exists on a given parcel of land, be it a subdivision, a neighborhood, or a city's incorporated area. It is typically measured in dwelling units per acre - the larger the number of units per acre, the higher the density; the fewer units permitted, the lower the density.

[Example] *Gross Density*

Total Acreage: 13.98
Housing Units: 35
Gross Residential Density: 2.50 units/acre

[Example] *Net Density*

Residential Use Acreage: 6.83
Housing Units: 35
Net Residential Density: 5.12 units/acre

Gross density: Total residential units per total land area (this includes roads, parks, commercial and industrial areas that are not for residential use). Gross density is typically expressed in units per square mile, such as total units within a city divided by the city's area in acres.

Net density: Total residential units per total residential land area (excluding all area occupied by roads and other uses). Net density is typically expressed in units/acre; zoning codes generally express net density allowances in terms of minimum or maximum allowable units per acre.

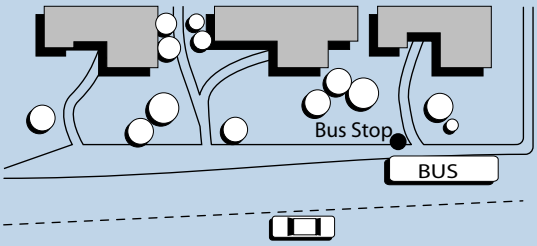
Definitions by Local Government Commission and EPA. "Creating Great Neighborhoods: Density in Your Community," 2003. http://www.epa.gov/smartgrowth/pdf/density.pdf

Provide Mixed Land Uses

A mix of land uses increases access to retail, recreation, and other amenities by virtue of improved proximity. It also promotes walking and reduces the requirement for large and costly parking facilities.

- Target retail and service businesses to cater to local and nearby residents (convenience stores, dry cleaning, restaurants, shopping, etc.).
- Co-locate or site residential and commercial uses in close proximity to each other.
- Place higher-density residential uses closest to non-residential uses.

Organize Density, Land Use & Buildings to Benefit from Transit



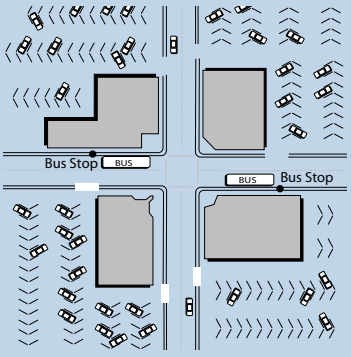
Locating commercial and residential uses close to transit nodes increases the availability and convenience of public transportation for residents, customers, and employees, and expands the potential customer base for business.

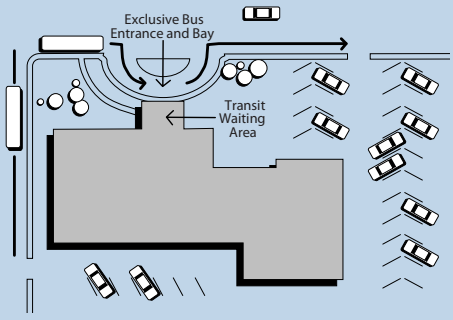
Orient buildings toward potential transit corridors, with parking on the back side rather than the street side.

Design buildings with visually interesting frontages at the ground level. Windows, entrances, and retail facilities, rather than blank facades, should dominate the streetscape.

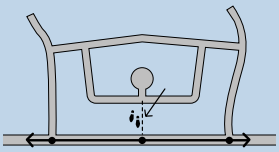
Site locations for potential transit facilities, such as turnouts and plazas, to encourage convenient transit routing and rider access.

Where appropriate, cluster buildings at intersections to consolidate transit stops and street crossings.



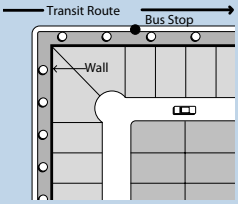


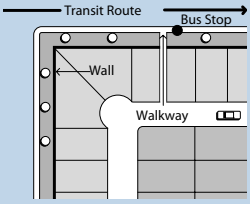
Minimize Walking Distances & Create Pedestrian/Bicycle Friendly Environments

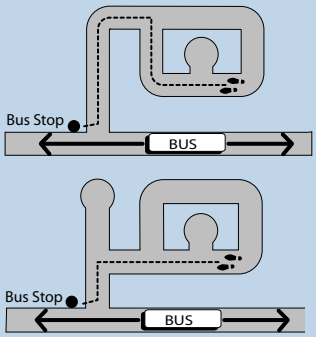


Facilities must accommodate non-motorized modes of travel by providing a comfortable, convenient and safe atmosphere.[1]

- Limit block lengths to 500 feet, or provide adequate pedestrian pass throughs.
- Sidewalks along roadways should be continuous and a minimum of 5 to 6 feet wide.
- Sidewalks in areas of moderate-to-heavy foot traffic should be wide enough to allow free flow in periods of peak usage.
- Site pathways and sidewalks as directly as conditions permit.
- Reduce barriers to pedestrian traffic as much as conditions permit.
- Use traffic calming features such as flares, refuge islands, and raised crossings to both signal the presence of and enhance the safety of pedestrian crossings.
- Where appropriate, use trees, low walls, street furniture and other elements to create buffers along heavily trafficked roadways.
- Locate connected street networks with short blocks, rather than streets which do not have breaks for pathways.
- Place buildings as close as possible to existing nearby amenities, such as parks or other public facilities.







Appropriate Densities

Densities are essential to improving the viability and effectiveness of transit as well as reducing dependence on the automobile. Residents in denser neighborhoods will often find social, recreational, retail and employment opportunities closer and more accessible.

Residential densities should be a minimum of 7 units per acre within ¼ to ½ mile of corridors and/or potential nodes, 10 or more units per acre is preferable. Residential densities should be 12 units per acre or more within ¼ mile of planned high capacity transit service.

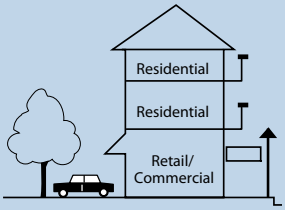
Commercial densities should be at least 25 employees per acre or floor-area-ratios of 0.5 or greater.

Where appropriate, residential units should be placed above ground-level commercial activities to achieve density goals.

Site low-density land uses away from potential transit corridors.

Planning and zoning authorities should adopt minimum rather than maximum density standards near potential transit corridors to ensure the viability of those nodes and corridors for public transportation.

Planning and zoning authorities should lower parking provision requirements near potential transit corridors



[1] For more information visit www.completestreets.org

{On Layout...

Street Patterns at Similar Densities

Some people think of high density development as harsh street grids and bland design that strip the surrounding physical environment of uniqueness and individuality. The following illustrations are street patterns of neighborhoods that share a common density, demonstrating that density truly can have different visual forms. The aerial photographs give a more complete picture of the street pattern within its context.

1 DU/Acre

Sycamore - Boise

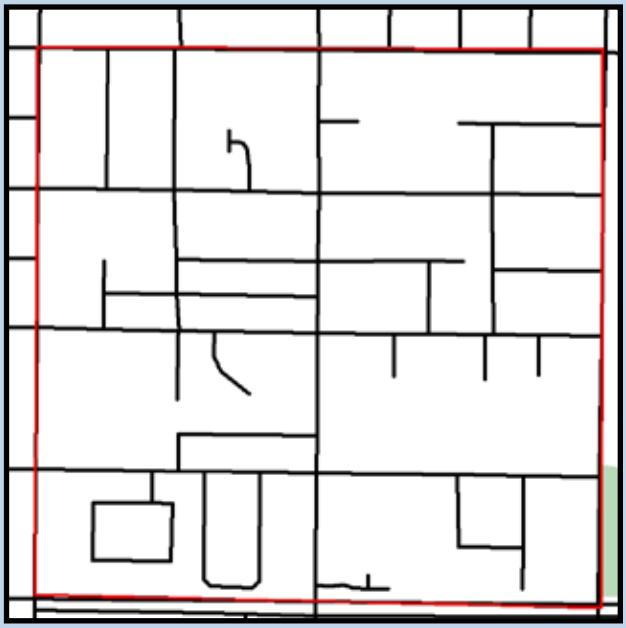
Two Rivers - Eagle

These complimentary images highlight that good design and utility are possible when a road network considers present or future high density developments. Together with building arrangement, use of open space and quality of architecture, street layout is an important factor that impacts the overall aesthetic of a development and its integration into the surrounding context.

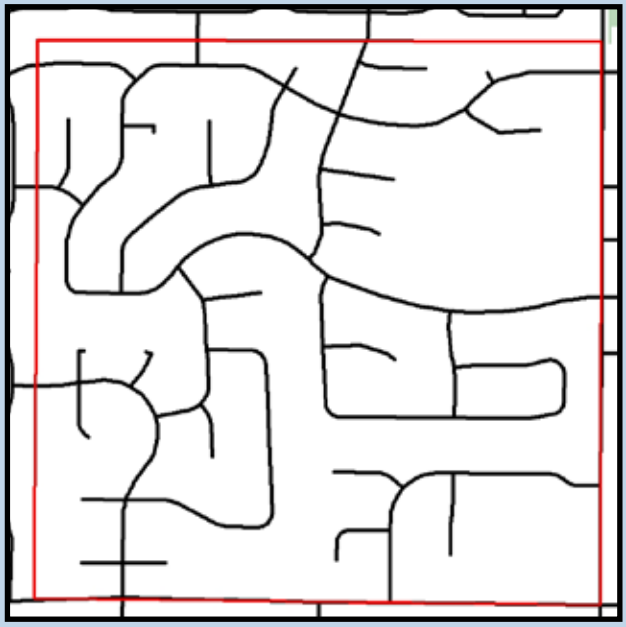
-Adapted from *Visualizing Density*, by Julie Campoli and Alex S. MacLean (2007)

3 DU/Acre

Central Bench - Boise



Meridian



Stewardship of Open Space

Communities in Motion includes policies supporting the protection of open space and farm land .

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, the central message of this document, 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.

It should be noted that in order to be competitive for certain types of federal transportation funding the region will need to demonstrate that there is a strategy for land conservation and management. From Federal Transit Administration's "Guidelines and Standards for Assessing Transit-Supportive Land Use":

> Actions that reflect an area's goals to manage growth may include: specific growth management policies, delineated growth management boundaries, incentives or mandates for land conservation and management, actual land conservation purchases or designations, transfer of development rights programs, actual transfers of development easements, and multi-jurisdictional coordination of policies.

For a more substantial discussion on this matter please see the "A Cost Effective Transit System and New Starts Funding" on page 104.

Similar to other issues the region; success will only be possible through a coordinated effort. There are several organizations/events in the Treasure Valley that address open space stewardship issues:

THE LAND TRUST OF THE TREASURE VALLEY (LTTV)

The LTTV deals with both open space and farmland preservation. The Trust is a nonprofit organization that works to conserve natural, scenic, recreation and farm lands through collaboration with landowners, citizens and agencies in the Treasure Valley. For more information contact:

Tim Breuer
Executive Director
Land Trust of the Treasure Valley
tbreuer@lttv.org
208. 345.1452
208.385.7927

ADA COUNTY OPEN SPACE TASK FORCE

The mission of the Task Force is to provide viable and appropriate recommendations for funding options and prioritizing the preservation of open space, creating a system of inter-connected public open spaces and identifying potential inter-governmental agency land swaps. For more information on activities in Ada County contact:

Jay A. Gibbons
Deputdy Planning & Zoning Administrator
Ada County Development Services
jgibbons@adaweb.net
(208) 287¬5719

IDAHO LAND USE SUMMIT

The Summit was held in Nampa in September 2006 and was a forum where preservation efforts, among other issues, were discussed. A number of promising strategies came out of the Summit that support preservation activities. More information can be found at the link below:

http://www.ictws.org/summit.html

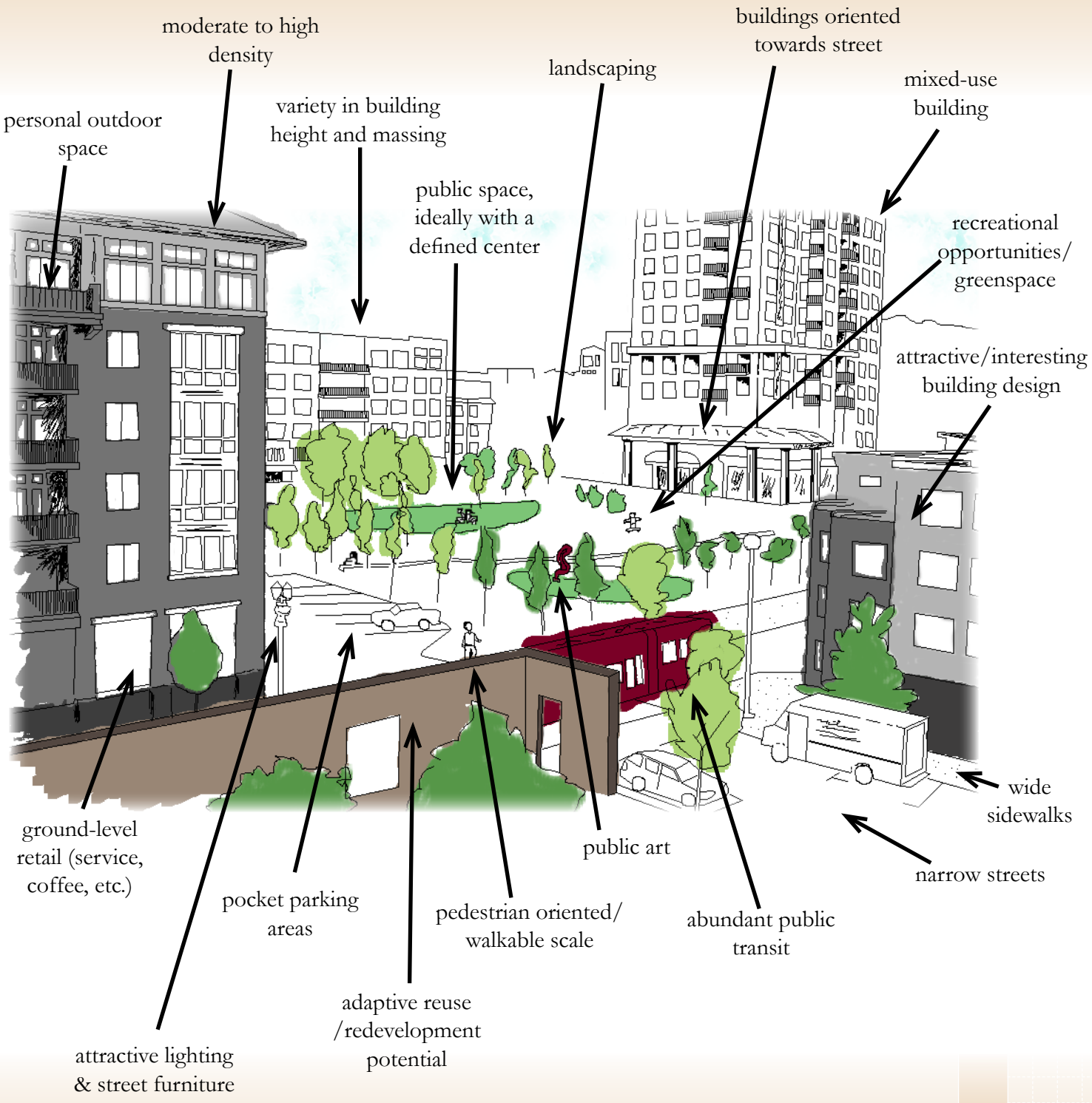
Dissection of an Ideal Transit Oriented Development

Combining Elements of Design

A **Transit Oriented Development** is a compact, mixed-use development or area designed to maximize access to public transportation by providing higher density residential and/or commercial buildings.

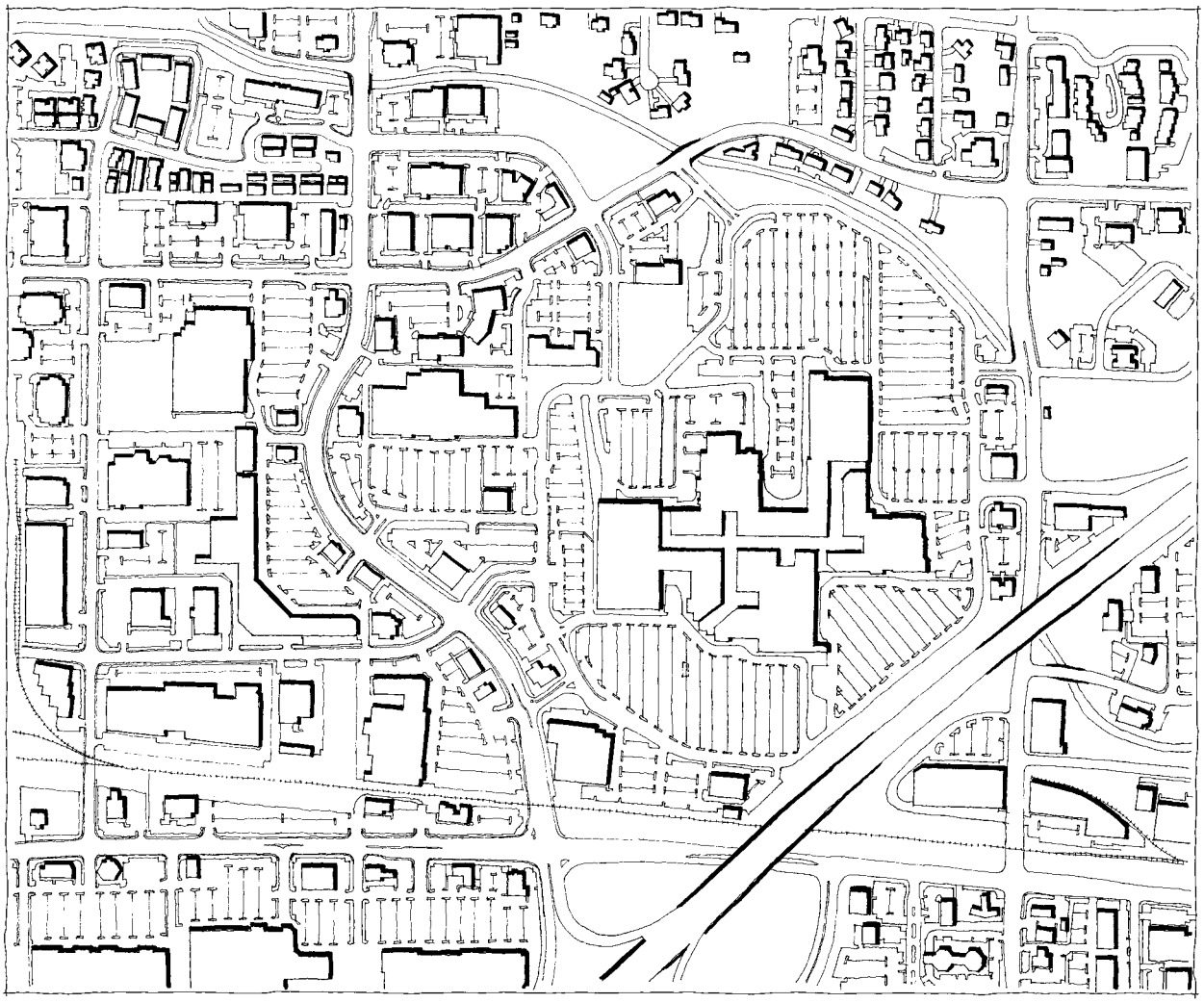
Photo by Reconnecting America

The ideal Transit-Oriented Development (TOD) creates a unique and attractive sense of place to a community. A vibrant transit node can create a neighborhood that has a safe and friendly atmosphere, a strong pedestrian orientation, and higher market values. The resulting environment is a lively mix of uses and provides the opportunity to live, work and play in the same general area. We need to consider that the 'ideal' may be different for different locations, both in a regional and local scale. What would be best along State Street in Ada County may not be appropriate for Nampa-Caldwell Boulevard in Canyon County. Transit-Oriented Development is flexible enough to accommodate the market, culture and existing built environment in different settings. Still, there are some key elements that create productive transit nodes. The photo above and the illustration on the right provide general guidelines as to elements that could comprise the "ideal TOD."


moderate to high density
buildings oriented towards street
landscaping
mixed-use building
personal outdoor space
variety in building height and massing
public space, ideally with a defined center
recreational opportunities/ greenspace
attractive/interesting building design
wide sidewalks
narrow streets
public art
ground-level retail (service, coffee, etc.)
pocket parking areas
pedestrian oriented/ walkable scale
abundant public transit
adaptive reuse /redevelopment potential
attractive lighting & street furniture

Infill at Existing Sites

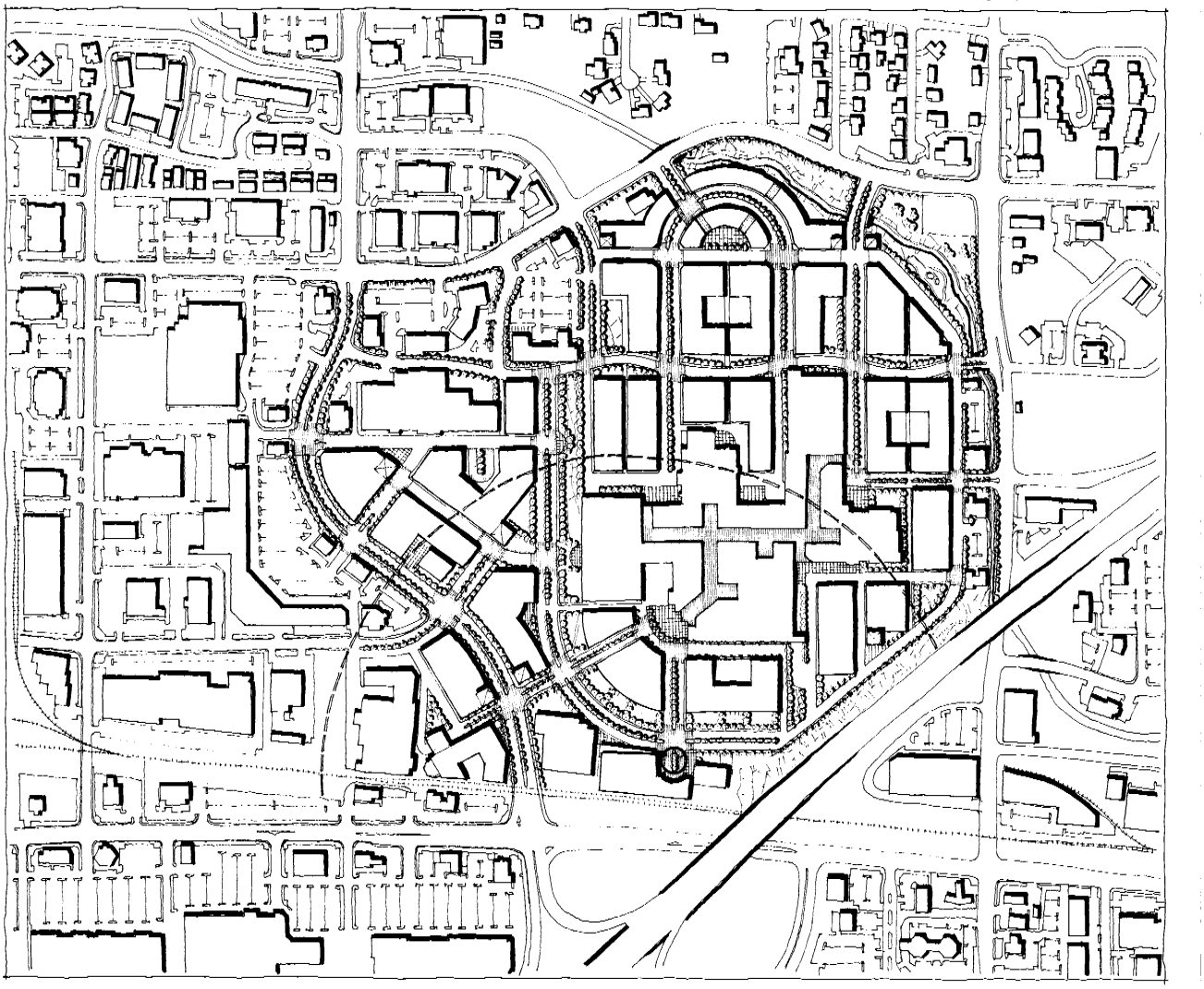
Discovering Possibilities



Before

Different types of sites could be converted to function as a Transit-Oriented Development. Numerous sites in the Treasure Valley could become prime locations for transit oriented developments. While many sites do not provide the needed intense land uses necessary to support transit, the infill of these sites could make them more attractive. The illustration above shows an example of a development pattern that has infill potential (see right).

Renderings by Dean Gunderson

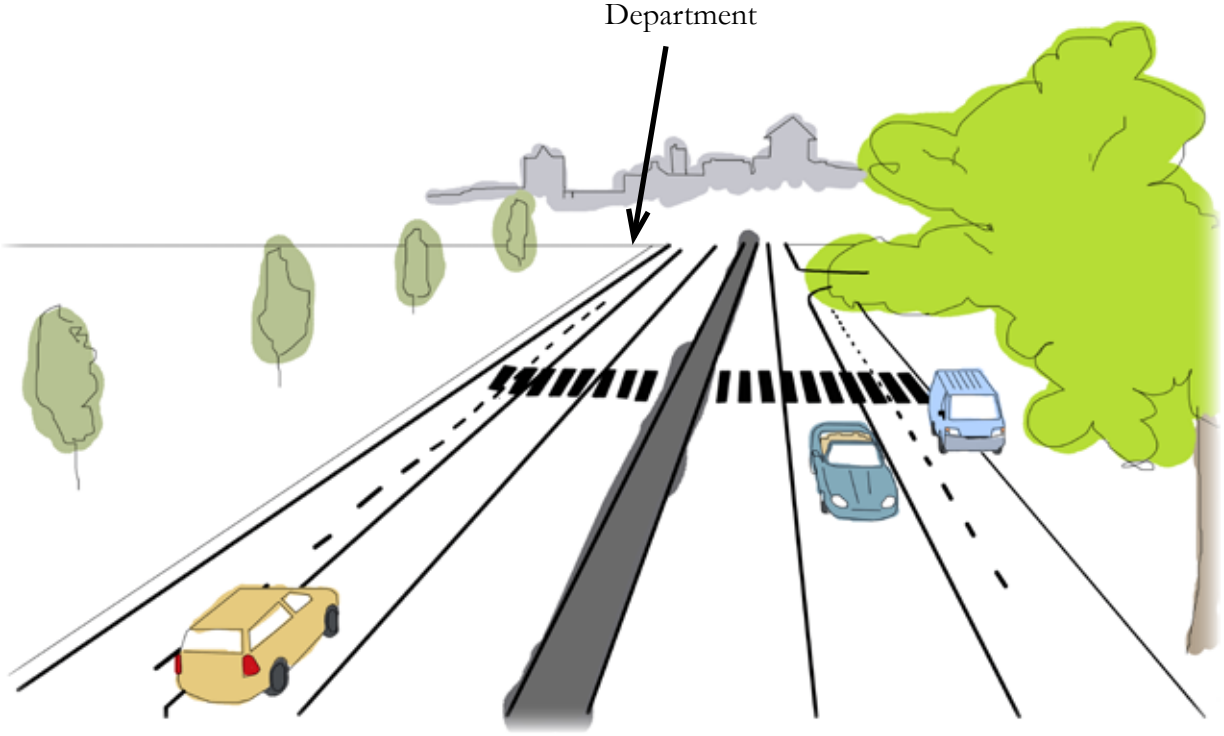


After

In the map above, surplus parking has been replaced by buildings to promote additional housing, employment, and shopping opportunities. The infill of the site makes the pedestrian atmosphere improve as buildings are clustered together and reduces the amount of pedestrian-traffic interface. Also, the reduction in parking spaces is mitigated by more transit riders. The dashed circle indicates a walkable radius distance.

ACCESS THROUGH MOBILITY

Roadways:
Ada County Highway District
Canyon Highway District
Golden Gate Highway District
Nampa Highway District
Notus-Parma Highway District
Idaho Transportation Department

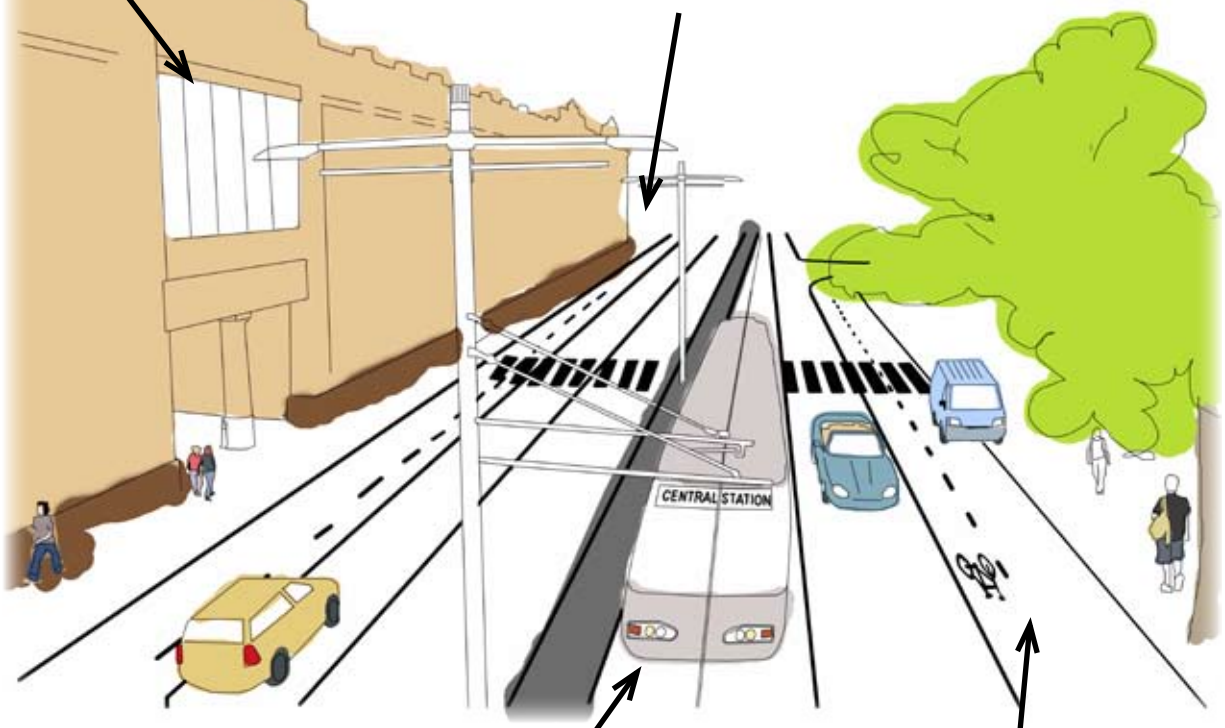


The graphics depict how access is accomplished through mobility (above) and proximity (right). While certain features such as sidewalks and bicycle lanes are constructed in a mobility-based system, their capacity as access providers is not realized until a necessary proximity between locations exists to make these viable as transportation options.

ACCESS THROUGH PROXIMITY

Land Use:
Ada County
Canyon County
Boise
Caldwell
Eagle
Garden City
Greenleaf
Kuna
Meridian
Middleton
Melba
Nampa
Notus
Parma
Star
Wilder

Roadways:
Ada County Highway District
Canyon Highway District
Golden Gate Highway District
Nampa Highway District
Notus-Parma Highway District
Idaho Transportation Department



Public Transportation:
Commuterride (ACHD)
Valleyride (Valley Regional Transit)

Sidewalks and Bicycle Lanes:
Ada County Highway District
Canyon Highway District
Golden Gate Highway District
Nampa Highway District
Notus-Parma Highway District
Idaho Transportation Department

ACCESS THROUGH MOBILITY *and* PROXIMITY

Transportation is a means to an end. In the context of regional planning, the end is access. While COMPASS is charged with the development of the "long range transportation plan" ultimately we plan for access. People, for the most part, do not have an inherent need to travel. What they need is access to jobs, schools, goods and services. Access is provided in two ways, through mobility and/or proximity.

In the Treasure Valley, access has historically been provided through automobile-based mobility. This mobility is provided by government agencies with responsibility for road construction and maintenance. As an area grows, reliance on auto-based mobility supplied by a limited number of agencies grows tenuous and diversification of access strategies becomes prudent.

Driving Decreases as Density Increases

Higher-density development expands transportation choices by making it easier to use non-automobile transportation - walking, bicycling, bus and rail transit - by locating both activities and transit nodes closer together. Studies indicate that the average resident in a compact neighborhood will drive 20-to-30 percent less than residents of a neighborhood half as dense.

John Holtzclaw. "Creating Great Neighborhoods: Density in Your Community." www.sierraclub.org/sprawl/articles/designing.asp

Poor accessibility for pedestrians

Good proximity to alternative Modes

Communities in Motion proposes to diversify the provision of access through both proximity and mobility. Proximity as a tool to provide access is implemented through several means and has several benefits:

- **Proximity to Goods & Services**: Residences are located to, or integrated directly with, retail and commercial development allowing people to walk or bike (or at a minimum drive less) to gain access to goods and services.

- **Proximity to Alternate Modes**: Residences, local retail and job centers are clustered around transit stations to create "built-in" ridership for the transit system.

- **Access becomes a shared responsibility.** Rather than relying exclusively on roadway agencies to ensure quality access, the responsibility is shared with agencies with land use jurisdiction as well as the transit provider.

"...in pre-industrial country towns and city neighborhoods, the people who needed each other lived close to each other. This proximity was free, and it provided many benefits that were either free or comparatively cheap. This simple proximity has been destroyed and replaced by communications and transportation industries that are, again, enormously expensive and destructive, as well as extremely vulnerable to disruption."

Wendell Berry. "Search for Common Ground." *Home Economics*, 1987.

The Regional Transit/Land Use Concept Map on the following pages depicts the areas in which improvements in proximity based access improvements could take place.

CONTINUUM GUIDE

This graphic is a pictorial depiction of *Communities in Motion* goals and objectives. In summary, growth and development in the Treasure Valley should be directed to specific areas whenever possible. The concepts in this guidebook are regional and thus are at a very low resolution. Specific detail on where what type of development is appropriate will be developed by local jurisdictions. The corresponding level of transit service will then be determined by Valley Regional Transit and COMPASS. The continuum guide is an estimation tool showing level of transit service and is not a rigid requirement of a specific transit type.

25-45 units/acre

locomotive

light rail

modern streetcar

BRT

express bus

Local Bus

Rideshare

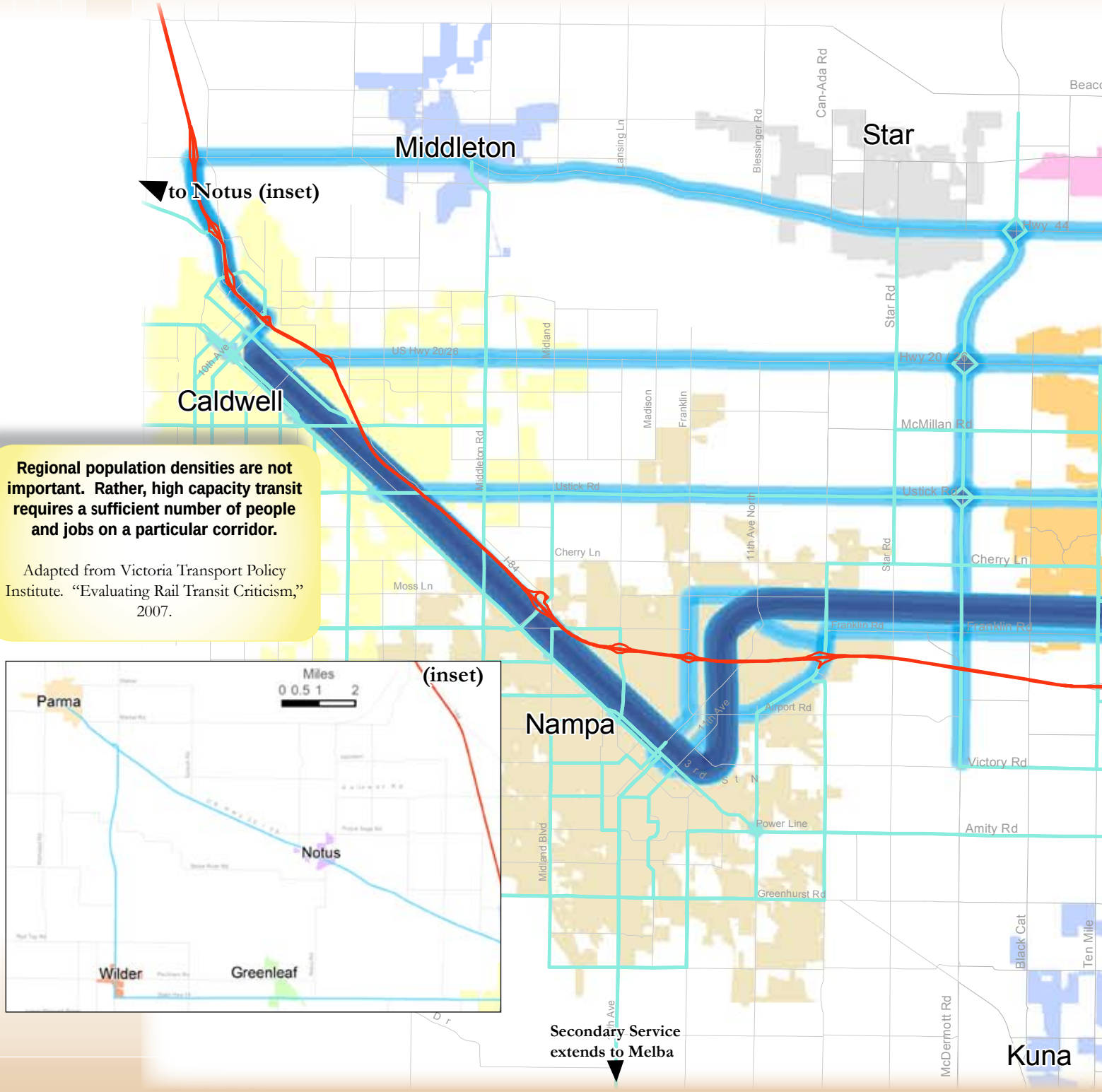
8 units/acre
Minimal Bus Service

SECONDARY PRIMARY PREMIUM

High Capacity Transit

Regional Transit / Land Use Concept Map

This map was developed using the planned concept for transit service in the Treasure Valley.[2] What is depicted is the approximate land area which should have development supportive of the planned transit service. Land development policies will not be developed directly from this map. Each corridor and node could be subject to more focused planning efforts.



Regional population densities are not important. Rather, high capacity transit requires a sufficient number of people and jobs on a particular corridor.

Adapted from Victoria Transport Policy Institute. "Evaluating Rail Transit Criticism," 2007.

Notes:

[1] Planned service ranges from premium (the most intensive) to secondary (the least). For details, see pages 18-19.

[2] Concept based on *Communities in Motion*, Valley Regional Transit's *Treasure Valley in Transit* plan & other planning documents

"I think everyone now generally recognizes that building near transit is a big positive. It's like waterfront property - it's physically limited and can't be duplicated just anywhere."

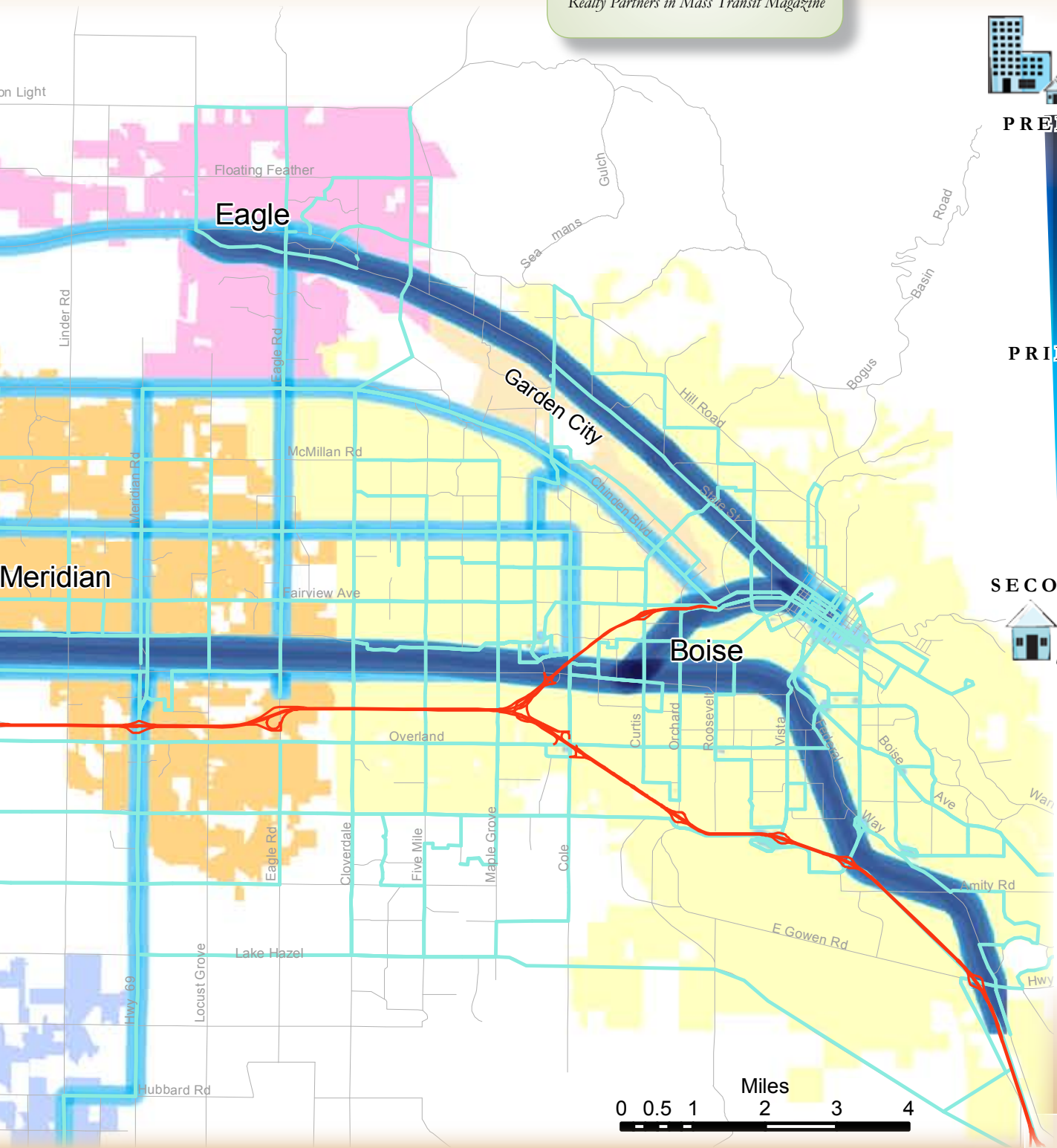
-Robert Shaw, *Columbus Realty Partners in Mass Transit Magazine*

TRANSIT INTENSITY[1]

PREMIUM

PRIMARY

SECONDARY



- Additional details on this information, which is necessary to have a complete understanding of this map, can be found on pages 18-19.
- The transit service depicted on this map is generalized and with some exceptions is the ultimate or most intense service planned. In most cases lower, interim levels of service will be put into operation before the ultimate service is feasible.
- Only the three major transit service classifications are depicted here. Additional services not depicted on this map include, rural, express and special service. Generalization of these service types would be inappropriate on this map.

REGIONAL MAP ADDITIONAL INFORMATION

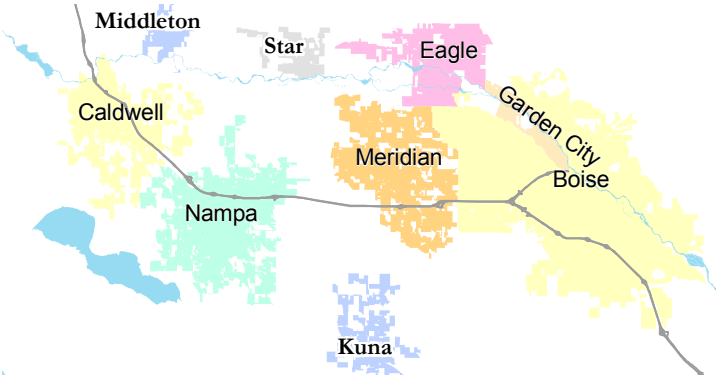
Projected Transit Intensities and Potential Land Use Implications:

▪The information provided here is the beginning of what will be an evolution of transit corridor and clustered development planning. The evolution of these concepts will include some of the following steps: adoption of *Communities in Motion* plan into individual Comprehensive Plans, development of regional and local transit oriented development guidelines, and the eventual development of transit-oriented development ordinances.

▪The three major transit service classifications are depicted here. Other services not depicted on this map include, rural, express and special service. Planning and implementation of these services will require detailed study in coordination with the jurisdictions and populations they are intended to serve. Generalization of these service types would be inappropriate on this map.

▪This information is conceptual and is subject to change based on available funding, changes in travel patterns, and the extent to which land development patterns support the planned service. The transit service depicted on the map is generalized and depicts the ultimate or most intense service planned. In most cases lower, interim levels of service will be put into operation before the ultimate service is feasible.

▪Passenger transit service along the rail corridor is contingent on many factors which will be studied in the coming years: type of service, timing of service implementation, availability of federal and local funding, land development patterns, levels of congestion on roadways, etc. The study of the corridor is intended to identify the most cost-effective alternative. Transit service in the rail corridor should be considered a possibility, not a forgone conclusion.



	Premium Corridor	Primary Routes	Secondary Routes
Activity Centers Served	Links region together by serving most significant activity centers	2+ major activity centers	1+ activity center
Transit Hubs Served	Links transit stations together, acting as hubs for other modes	2+ hubs	1+ hub
Service Frequency	*Most frequent *Timed connections not necessary	*Very frequent *Timed connections sometimes necessary	*Less frequent *Timed connections necessary
Span of Service Hours	Very expansive hours	Most expansive hours	Less expansive hours
Spans of Service Days	Most expansive days	Most expansive days	Less expansive days
Route Alignment	-Most direct possible to link to most significant activity centers	-Most direct possible to link to activity centers or hubs	-Less direct, linking major activity center or hub with communities
Number of Stops	Very limited to assure fast, reliable service	Every 1,000 ft. (on average)	Every 700 ft. (on average)
Development Cluster Area			
Corridor	1/4 mile	1/8 mile	N/A
Node	See Next Page		

Transit Node Considerations

There are two types of nodes, defined and secondary. Defined nodes are established in regional and local planning documents (See Defined Node section below).

Secondary nodes could be established where two major transit lines intersect. Depending on the existing surrounding land use and the type of intersecting transit, the size of the node and intensity of the corresponding development cluster would vary. The proposed secondary node sizes are defined below.

	Premium	Primary	Secondary
Premium	0.75	0.40	0.25
Primary	0.40	0.30	0.15
Secondary	0.25	0.15	0.0

The following are the range densities being recommended for the different identified corridors and nodes.

Premium: TBD
Primary: TBD
Secondary: 8 –

The Urban Land Institute (ULI) found that infrastructure costs per housing unit drop dramatically as density increases. The combined cost of utilities, schools, and streets fall from $90,000 for one dwelling sited on four acres to just over $10,000 per unit for developments of 30 units per acre.

-Office of Technology Assessment - ETI-643; Urban Land Institute, Wieman, 1996.

Defined Nodes

2003 Rail Corridor Evaluation (Valley Regional Transit)
•Nampa @ 11th Ave.
•Idaho Center
•Meridian
•Eagle Road
•Boise Towne Square Mall
•Boise Train Depot
•East Terminal

Treasure Valley in Transit (Regional Operations and Capital Improvement Plan) (Valley Regional Transit)
•Downtown Boise: Between Front & Jefferson, 5th & 12th
•Towne Square Mall: Mall Vicinity
•Meridian: Near Meridian or Main between I-84 and the rail line
•Nampa: Downtown or Civic Center
•Caldwell: Downtown near 10th & Blaine/Cleveland

State Street Corridor Strategic Plan Study: Final Report (Fig 14: Preferred Scenario) (Ada County Highway District)
•Highway 55
•N. Bogart Ln.
•Gary Lane/Glenwood St.
•Pierce Park Ln.
•W. Ellens Ferry Dr.
•W. Bloom St/N. Plantation River Dr.
•N. Collister Dr.
•N. Willow Ln.
•Veterans Memorial Parkway/36th St.
•32nd St.
•Between 28th St. & 29th St.
•23rd Street

Meridian Comprehensive Plan
•Rail Corridor @ 10 Mile Road

30th Street Masterplan (Boise City):
•Intersection of 30th Street/Main Street/Fairview Ave.

How to Use the Guidebook

Connectivity Index:
Ratio of street connectivity; walkability score.

Density Graphic:
Measurement of dwelling units per acre within the subdivision boundary.

Development Name

Pictures of the development

Location of Development

Region Map

Section Number

Captions:
Descriptions of the development

Housing Type Icons

Planned Transit Service Map*:
The planned transit system shown is preliminary and does not reflect current routes. Based in part on the *Communities in Motion* long-range plan. 3 levels of service are shown.

Represents minimal transit service

Represents high capacity transit service

Transit Support Continuum:
Graphically depicts the intensity of transit service that may be appropriate based on residential density by way of the placement of the pedestrian along the continuum. (See Continuum guide on page 15).

Land Use Map*:
Shaded land uses are from the Community Choices[1] land use scenario for future development and the current land use calculated by COMPASS from assessor data.

Airphoto:
Aerial view of the development using the most current photo, taken in 2005. The highlighted subdivision is outlined in red.

Side Bar Color:
Color-coded sections allow for easy reference and create separation between sections.

**Land Use Map and Planned Transit Service Map are at the same scale*

[1] Community Choices was selected as the preferred land use scenario in Communities in Motion. It emphasized growth inside city "areas of impact," and higher densities and mixed uses with jobs, shopping and services closer to housing.

KEY TERMS

Development Information

Year: Year construction began, not when it was remodeled, added to, or converted (unless otherwise noted).

Units: Number of housing units. A structure is a separate building that either has open spaces on all sides or is separated from other structures by dividing walls. In determining the number of units in a structure, all housing units (both occupied and vacant) are counted.

Connectivity Index: An index to quantify how well a roadway network connects destinations.

Land Use: Refers to the manner in which portions of land or the structures on them are used (i.e., commercial, residential, retail, industrial, etc). The Community Choices scenario promotes a growth patterns that brings homes, jobs, and services closer together, reducing the need to travel and encouraging the use of alternative travel modes, such as walking and biking.

Planned Transit Service: Roads with sidewalks are shown in an attempt to display how pedestrian friendly and area is. Bike routes are also shown.

Walkability: The measure of the overall walking conditions in an area. Factors which are commonly part of walkability indices include land use mix, street connectivity, medium to high residential density, ground-level retail, access to mass transit, presence and quality sidewalks and pedestrian crossings, aesthetics, nearby local destinations, air quality, street furniture, and traffic flow. Walkability indices have been found to correlate with Body mass index and physical activity and have also been found to have economic benefits for an area. (Adapted from http://en.wikipedia.org/wiki/Walkable)

Development Types

Single Family Detached: A residential housing type which indicates that the building is physically separated from others and contains one dwelling unit designed for occupancy by not more than one family.

Multifamily: A building which features two or more family dwellings within the same structure and on the same lot or parcel.

Townhouse: A single family dwelling unit constructed in a row of attached units separated by property lines. Each unit is built on an individual lot. Single-family housing built on narrow lots and without side yards.

Carriage: A residential dwelling unit (either attached or detached) which is designed with alley loaded garages. This is done to encourage walkability by separating the automobile traffic and pedestrian traffic.

Mixed-Use: A development or building that includes a combination of residential and commercial or office uses. Typically, office or retail uses would be found on the street-level engaging the pedestrian, while residential uses would take advantage of views of the upper floors. A mixed-use development can reduce the dependency on the single-occupant automobile as basic goods and services are locating within walking distance or even within the same building.

Under Construction: TODs with the "Under Construction" icon have received some level of entitlement and either need completion of construction approvals or are currently under construction.

Guidebook Icons

 Townhomes

 Detached Single Family Development

 Multifamilys

 Carriage

 Mixed-Use Development

 Coming Soon/ Under Construction

 Streetcar Family

 Rideshare Family

 Commuter Rail Family

 Light Rail Family

 Bus Family

#	DEVELOPMENT NAME	DENSITY
36	Pender Village	7.0
38	Ellie's Path	7.0
40	The Gables	7.1
42	Manchester Park	7.5
44	Paddy Row	8.0
46	Urban Renaissance	8.4
48	Roth Townhomes	8.6
50	Cherry Lane	8.7
52	Woodbine at Lakewood	9.1
54	Davis Avenue	9.3
56	Denise Place	9.3
58	Washington Square	10.2
60	Kimberly One	10.2
62	Brampton Square	10.9
64	Sooner	11.2
66	Warm Springs	11.4
68	Shiloh Townhouses	11.6
70	Somerset Hills (Sonoma)	13.6
72	Veltex	14.3

#	DEVELOPMENT NAME	DENSITY
74	Heron Cove	14.4
76	Serendipity	14.8
78	Bown Crossing (River Walk)	15.0
80	The Overlook	17.4
82	Rim Crest	23.0
84	Hyde Park Place (Whittier)	46.4
86	Grove Condominiums	58.1
88	Tower Plaza Condos	121.8

COMING SOON

90	Crescent Rim	18.7
92	Royal Plaza	71.3
94	Aspen Lofts	72.9
96	CitySide Lofts	88.0
98	The Jefferson	136.3

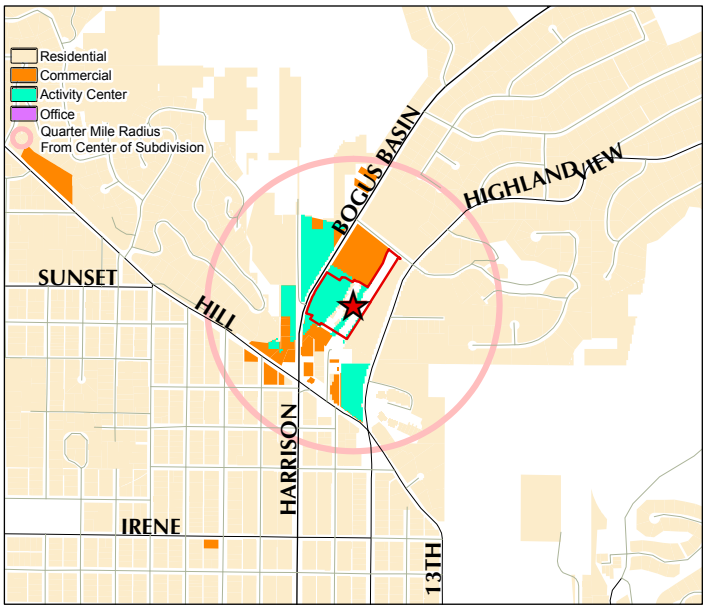
PENDER Village

Pender Village is comprised of 3-story townhomes. The modulation in setback; variety in building material and rear parking make for an attractive face to Hill Road. The siting along an existing transit route makes for convenient ridership.

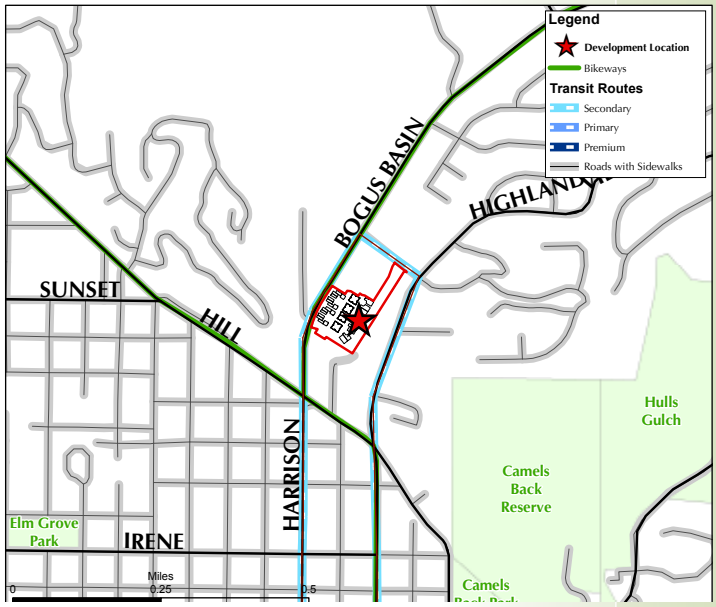
Parking is tucked in garages and open air parking behind the buildings. Subtle balconies provide outdoor living space, some with views of the Boise Foothills.

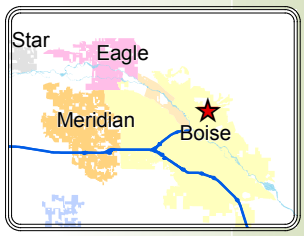
LOCATION • Boise, ID

PENDER VILLAGE: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	2006
Units	41

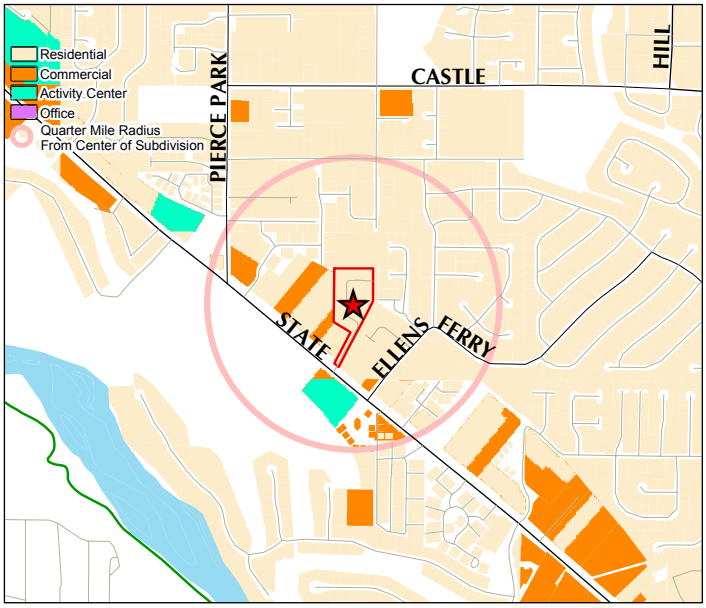
ELLIE'S Path

Ellie's Path has been designed with primarily two-story buildings to fully utilize existing land. An attractive front façade with recessed garages provide an interesting look.

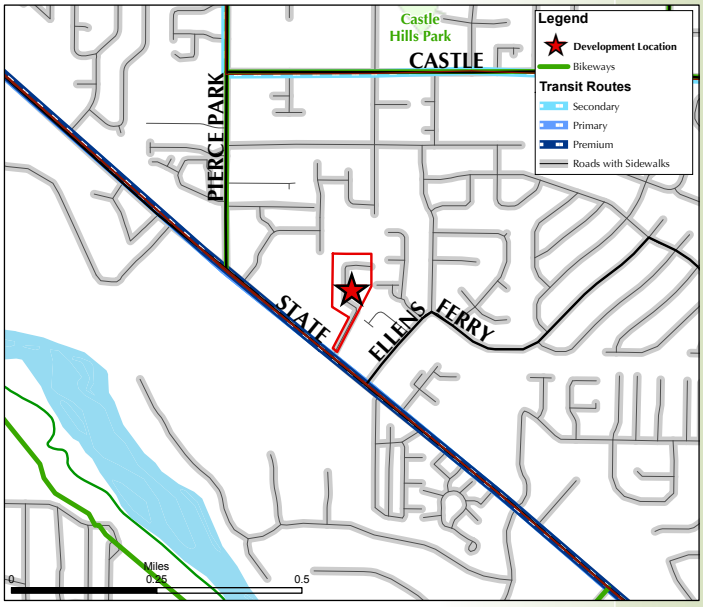
The small backyards provide functional and relaxing outdoor space. A riparian area divides the subdivision creating additional privacy and attractiveness to the development.

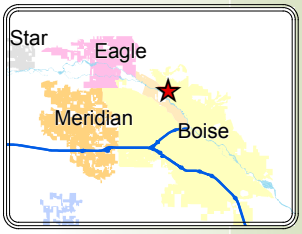
LOCATION • Boise, ID

ELLIE'S PATH: LAND USE MAP



PLANNED TRANSIT SERVICE





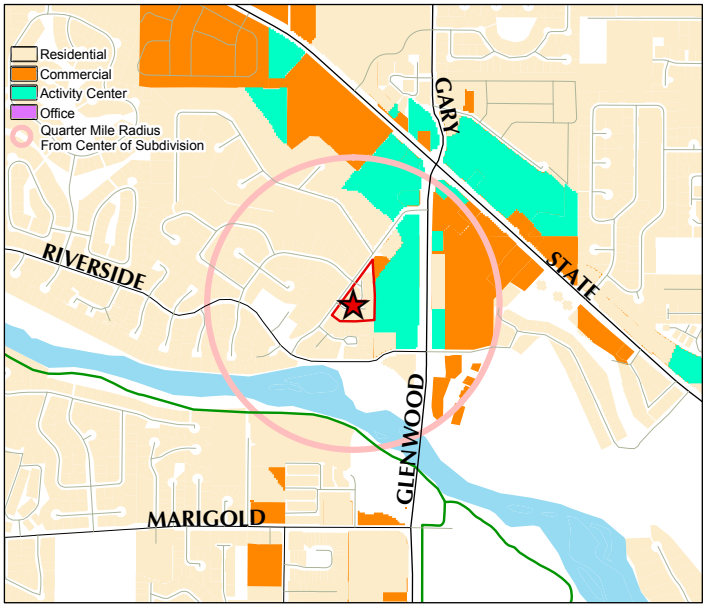
Development	
Year	2004
Units	28

THE GABLES

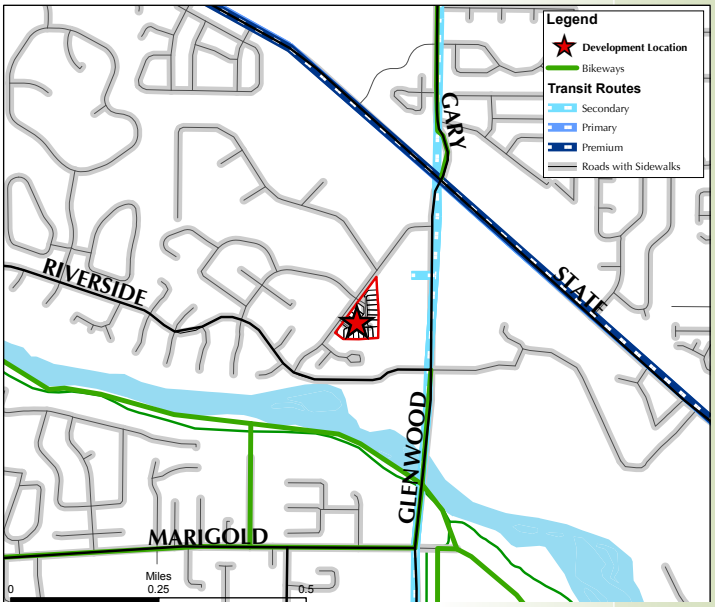
Houses in **the Gables** have been well-designed, even side facades have been given aesthetic consideration with pop-out windows and dense landscaping. Though located in a quiet neighborhood, residents of the Gables are minutes from transit service on State Street and the greenbelt.

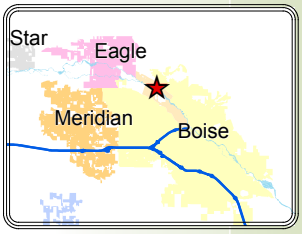
LOCATION • Garden City, ID

THE GABLES: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	2004
Units	19

MANCHESTER Park

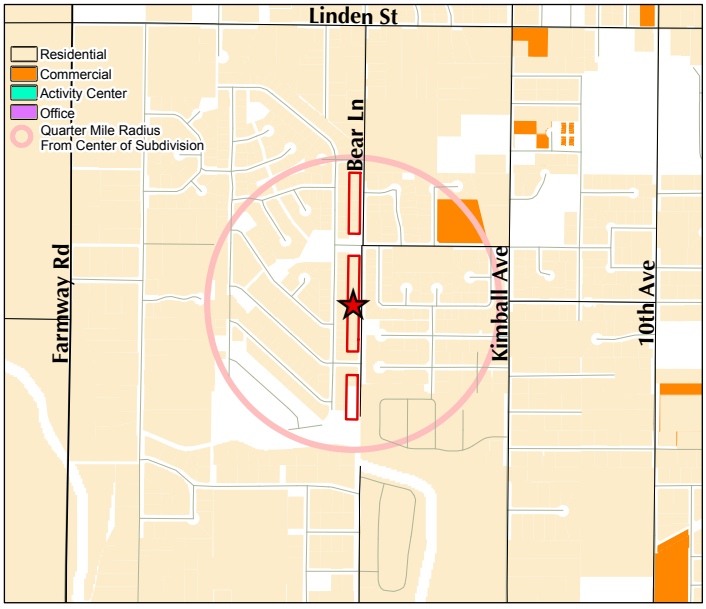
The variety of colors and exterior façade treatments in **Manchester Park** help each townhouse look distinct from the next. The townhomes complement the subdivision which also includes traditional detached houses.

A walking path connects to nearby developments, providing additional transportation options. This pathway decreases the distances to schools and parks while enabling children to reduce dependence on parents for transportation.

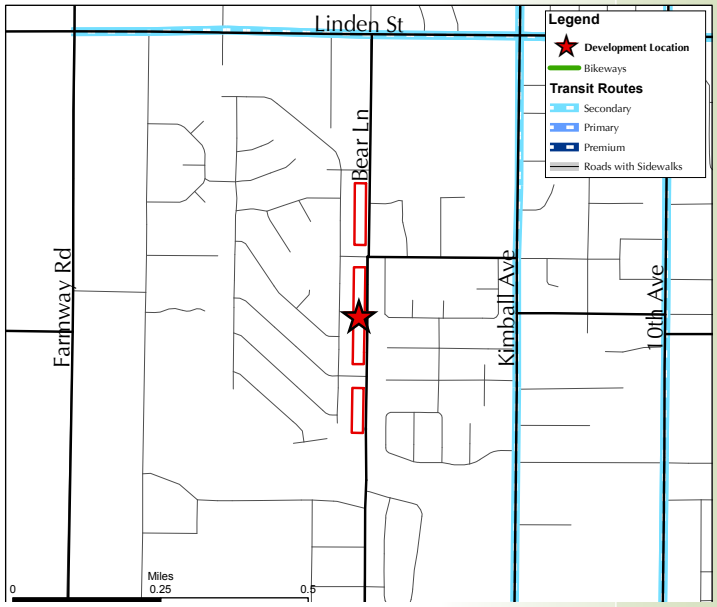
Front patios provide a personalized area and create more "eyes on the street."

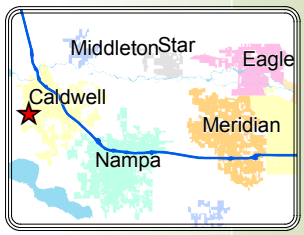
LOCATION • Caldwell, ID

MANCHESTER PARK: LAND USE MAP



PLANNED TRANSIT SERVICE[1]



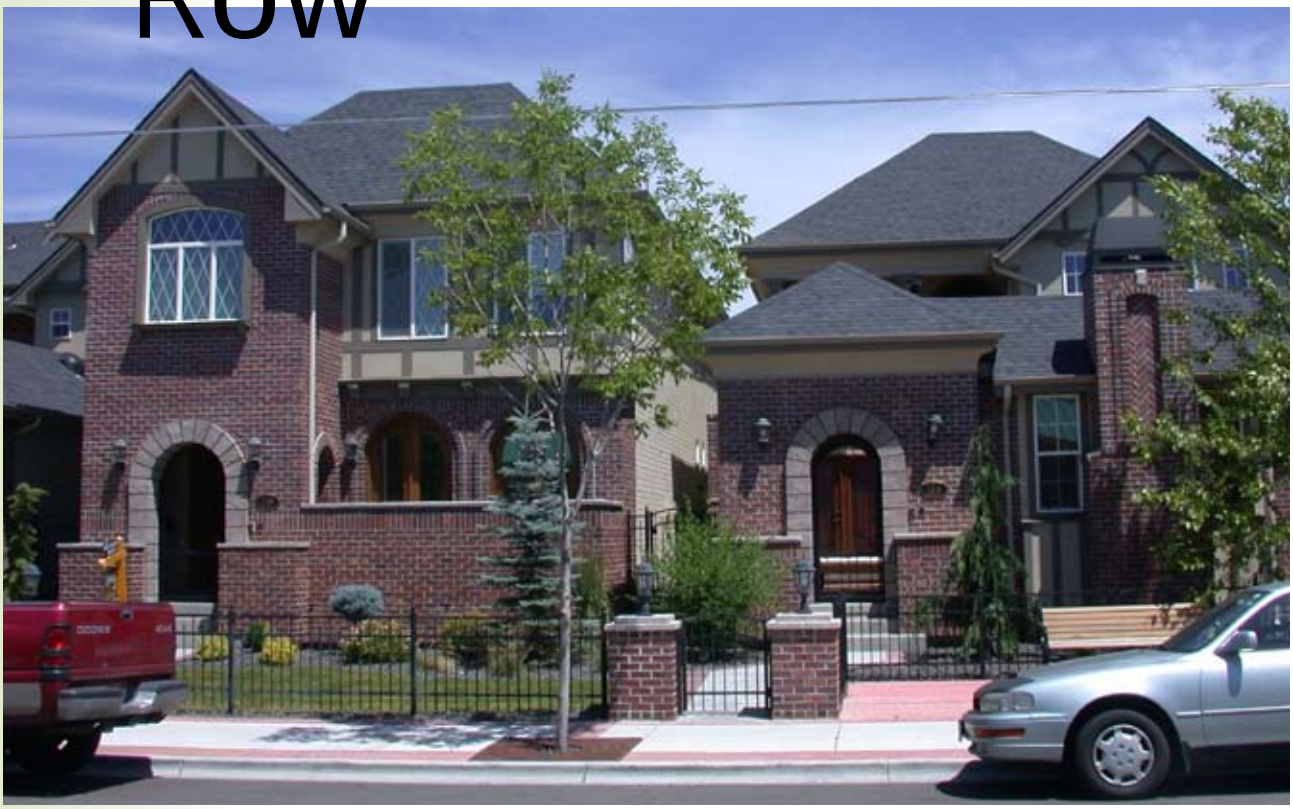


Development	
Year	1996
Units	40

[1]Sidewalk data for Canyon County is not available

PADDY ROW

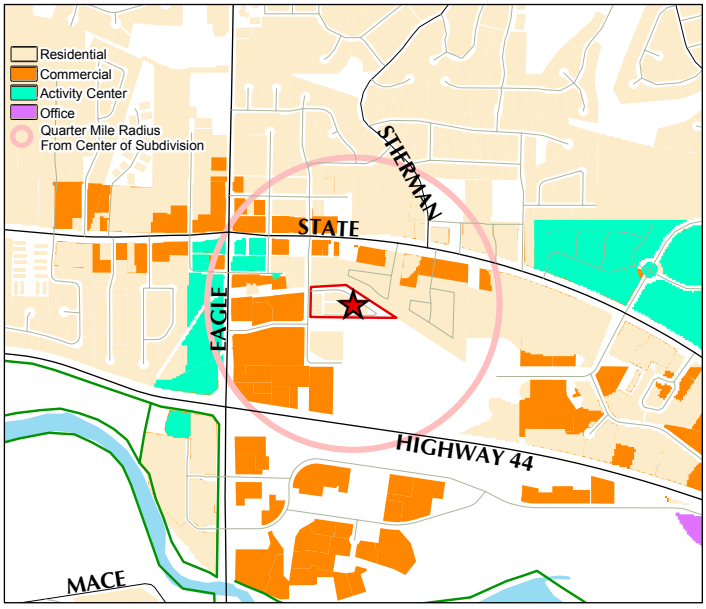
A mixture of attached and detached units in **Paddy Row** provide an attractive street scene. Units are coupled with sidewalk amenities such as benches, dense landscaping, and wrought-iron fencing.



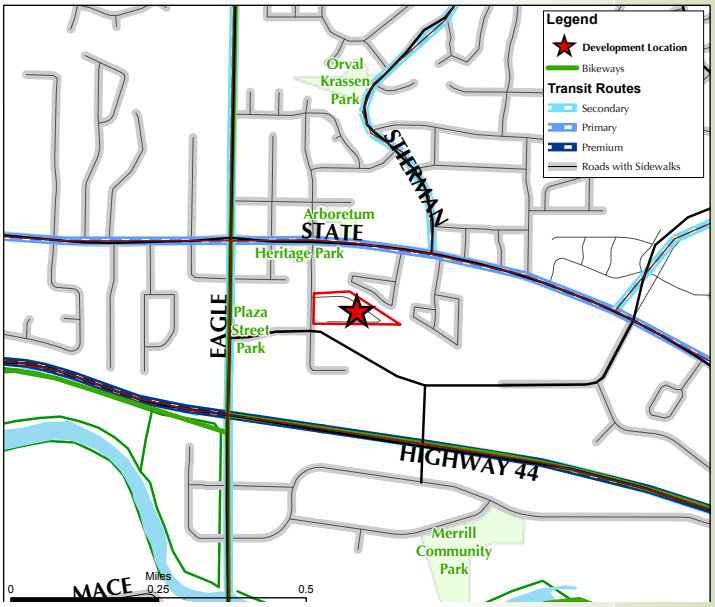
The buildings generously use brick and stucco with a variety of housing styles and designs. Most of the parking is tucked behind the building to create a walkable environment near downtown Eagle.

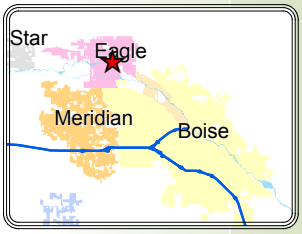
LOCATION • Eagle, ID

PADDY ROW: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	2004
Units	24

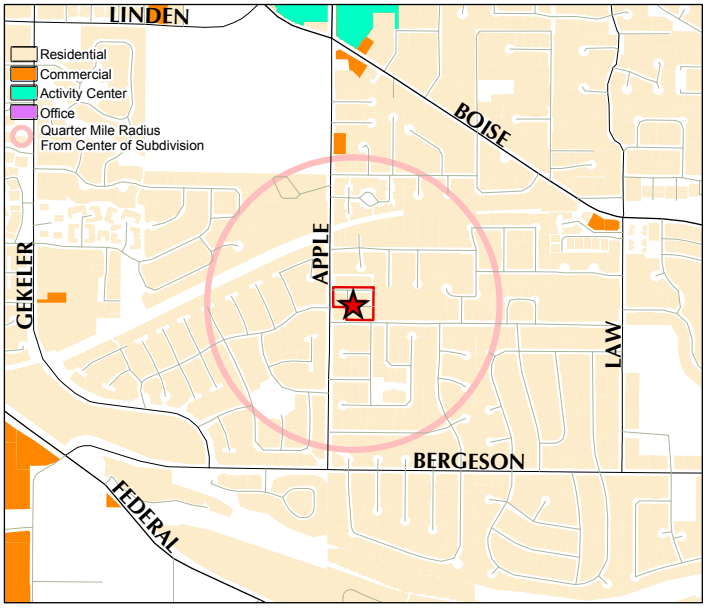
URBAN. Renaissance

The variety of architecture in **Urban Renaissance** provides for an interesting street scene. Modulated front setbacks (with rear alley garages) make for an interesting pedestrian environment and greater walkability. The small front yards create additional density without losing recreation space.

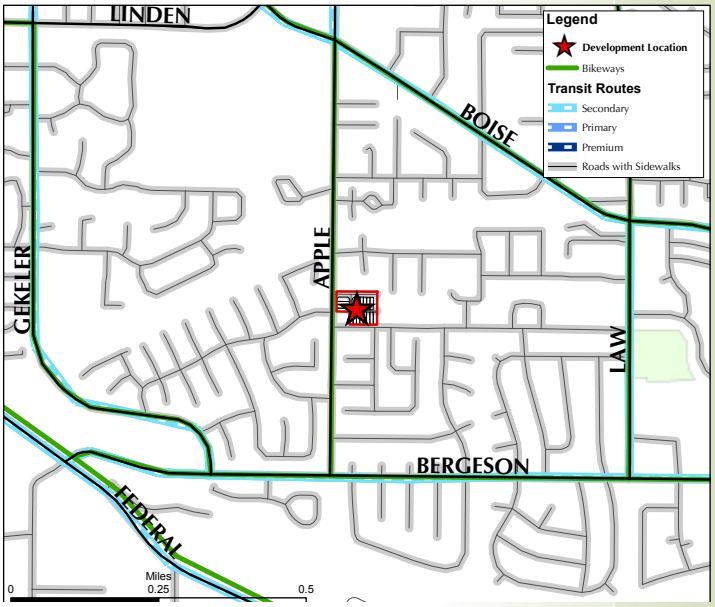
Garages are located off of the rear alley. This hides the least attractive part of the house and creates more "eyes on the street" for increased community safety.

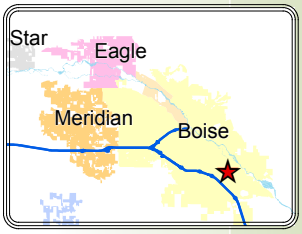
LOCATION • Boise, ID

URBAN RENAISSANCE: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	1999
Units	18

ROTH TOWNHOMES at River Point

The **Roth Townhomes** in Garden City have an inviting look from the street. Small front setbacks, wide sidewalks, and interesting front building facades create a walkable environment with attractive views.

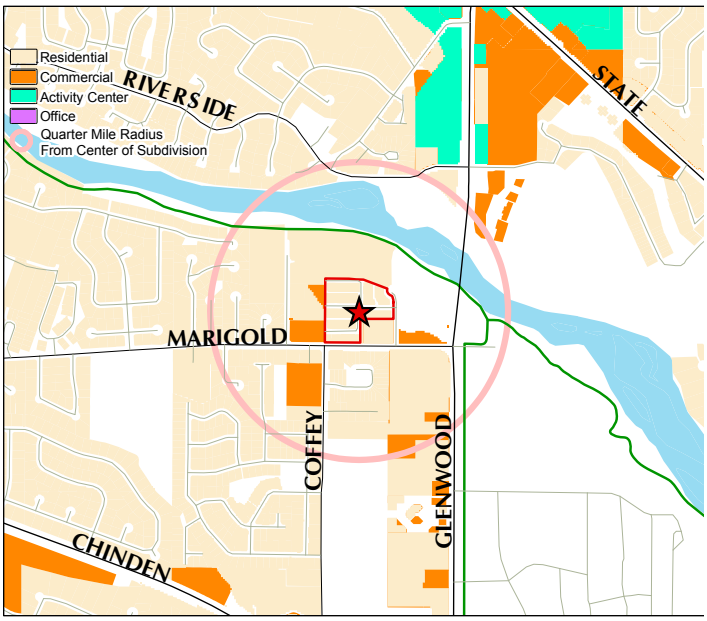
Minimal separation between buildings enables a higher density without removing any usable, private outdoor space. The varying rooflines create individual buildings with distinct character and reduce the perceived massing and density of buildings.

CONNECTIVITY INDEX

8.6 units per acre

LOCATION • Garden City, ID

ROTH TOWNHOMES: LAND USE MAP



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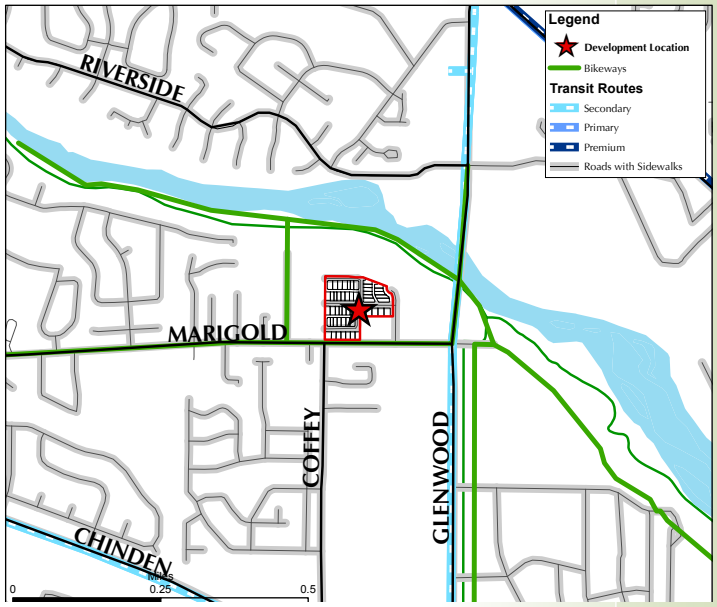
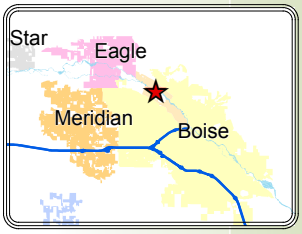




Development	
Year	1999
Units	52

CHERRY Lane

Attached townhome units provide additional density within **Cherry Lane** with a scale that makes them integrate with the existing neighborhood. This TOD achieves a higher density of about 9 DU/acre while maintaining a traditional single family character.

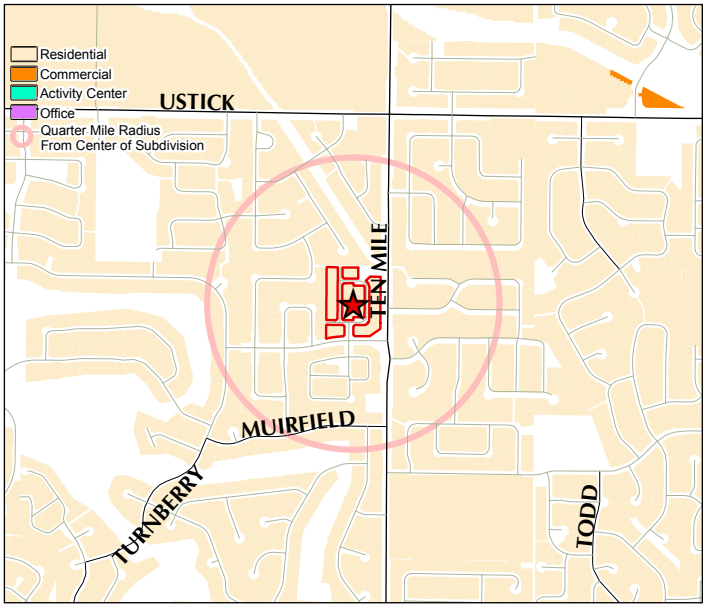
A common lot, equipped with gazebo, picnic table, and manicured landscaping provides a "3rd place" where people can congregate. The open space also offsets density and smaller yards by providing a place for children to play.

CONNECTIVITY INDEX

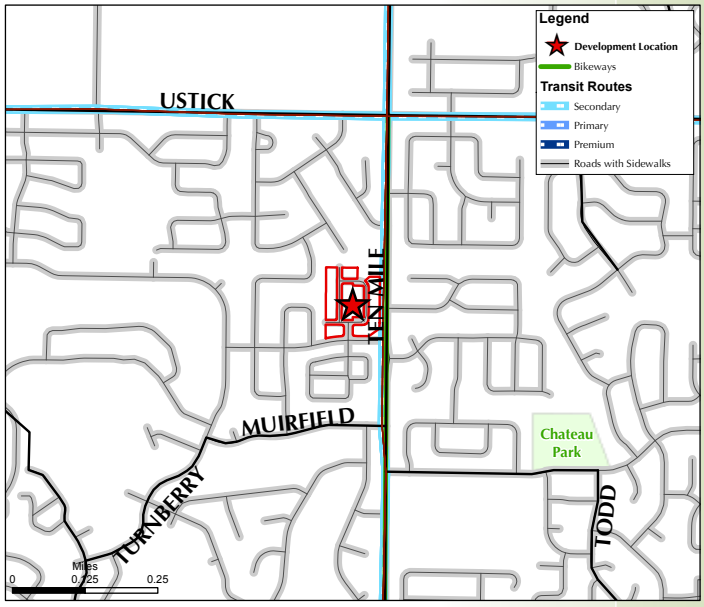
8.7 units per acre

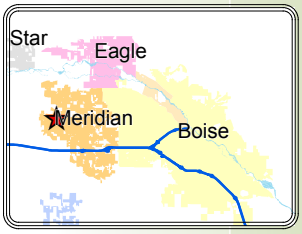
LOCATION • Meridian, ID

CHERRY LANE: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	1998
Units	56

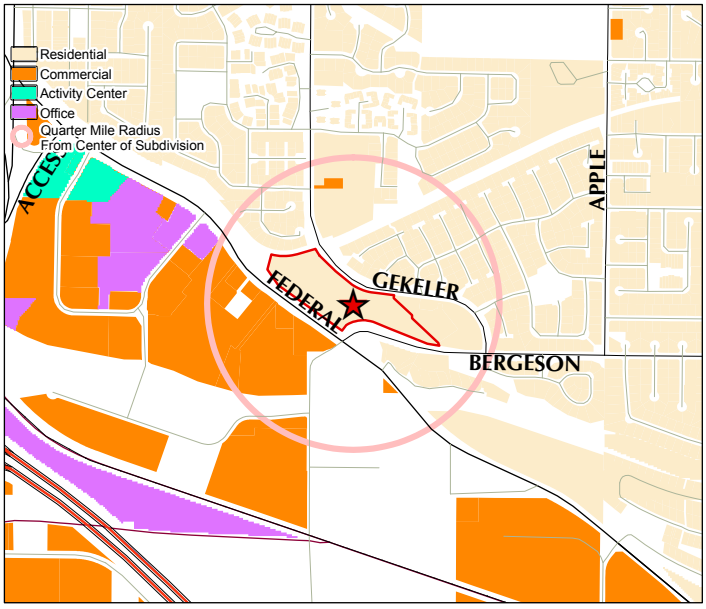
WOODBINE at Lakewood

Woodbine at Lakewood condos are comprised of attached units. Several bus routes serve the development on both Gekeler Lane, Bergeson Street, and Federal Way.

Plenty of open space is provided in the development, with tennis courts, natural and man-made water features, and picnic areas.

LOCATION • Boise, ID

WOODBINE AT LAKEWOOD: LAND USE MAP



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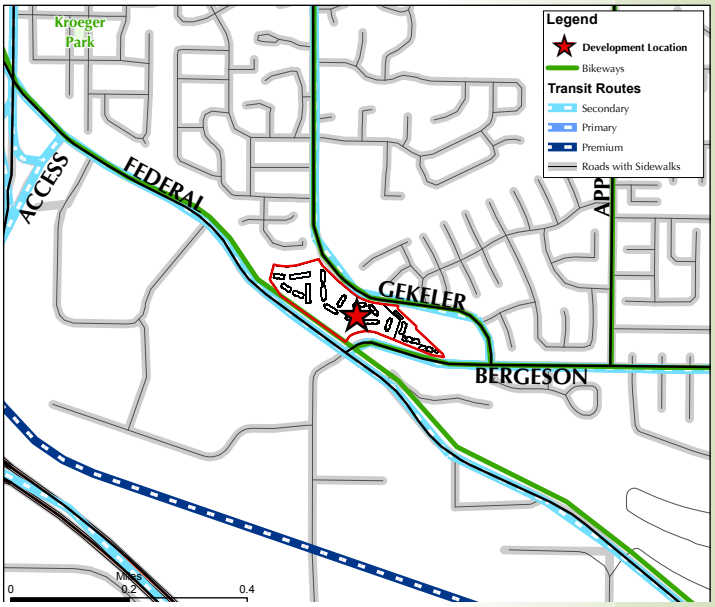
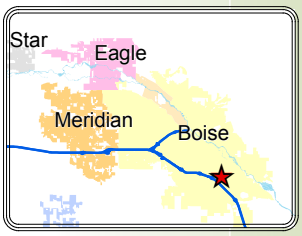




Development	
Year	1997-1999
Units	66

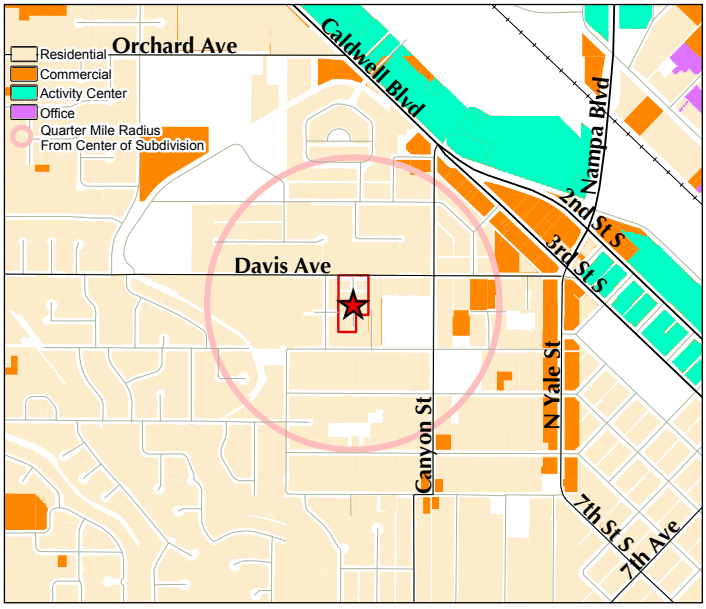
DAVIS Avenue

Several architectural features make **Davis Avenue** an attractive development. The wooden shutters, covered porch, use of brick and wood exterior facades, multiple rooflines, and modulated second-floors make for a visually interesting residence and pedestrian environment.

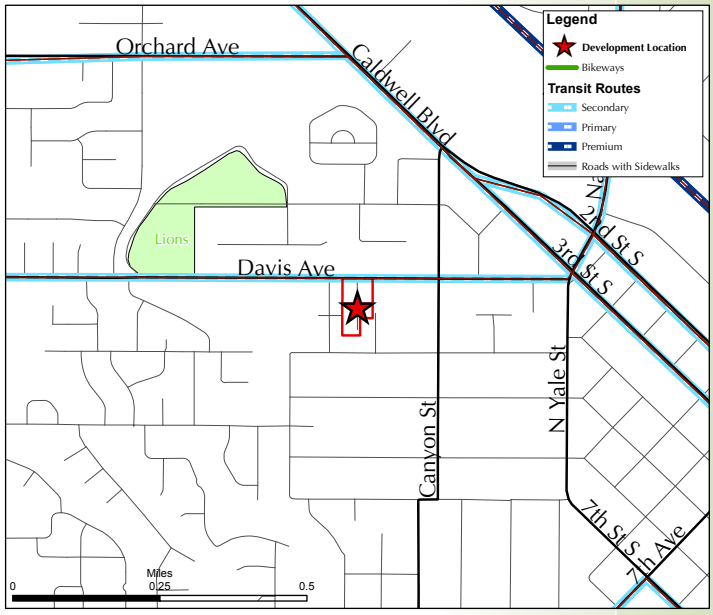
Davis Townhomes front the street (Davis Avenue) creating pedestrian friendly environment. Parking is to the rear of the building, reducing the amount of traffic directly accessing the road network.

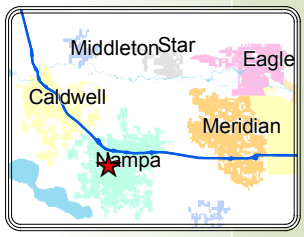
LOCATION • Nampa, ID

DAVIS AVENUE: LAND USE MAP



PLANNED TRANSIT ROUTES[1]





Development	
Year	1996-2003
Units	25

[1]Sidewalk data for Canyon County is not available

DENISE Place

A great deal of variety characterizes the townhomes at **Denise Place**. A white picket fence and small front yards create an interesting pedestrian environment. Located a few blocks from Parkcenter Boulevard, the development is convenient for public transit, nearby shopping, and easy access to the Boise Greenbelt.

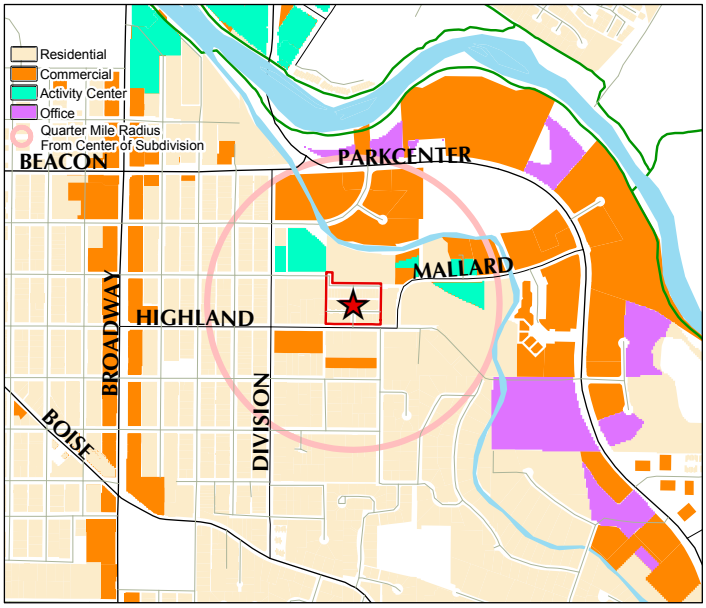
Garages access rear alleys reducing pedestrian-to-automobile interference. The blending of living area over the garage (lower left) and garages without living space (lower right) increase the privacy of the area, variation in rooflines, and sunlight.

.80 CONNECTIVITY INDEX

9.3 units per acre

LOCATION • Boise, ID

DENISE PLACE: LAND USE MAP



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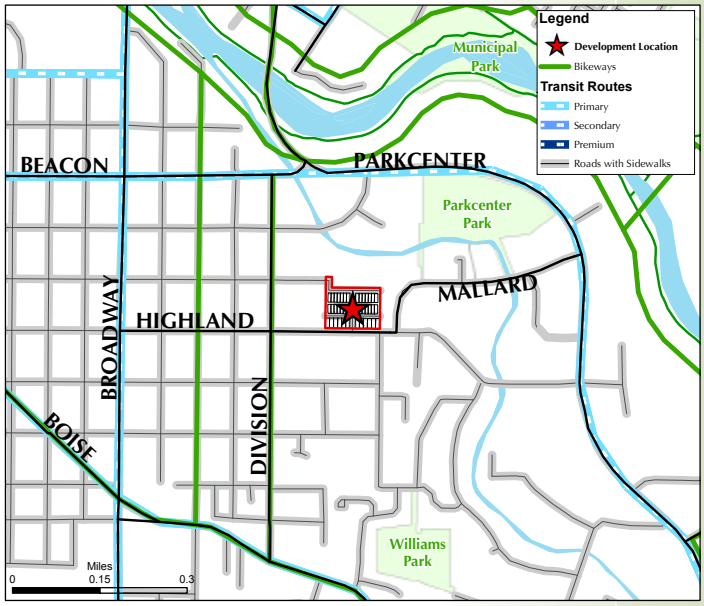
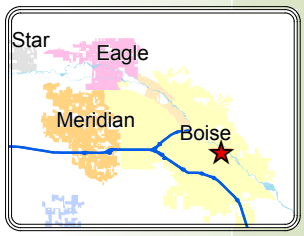
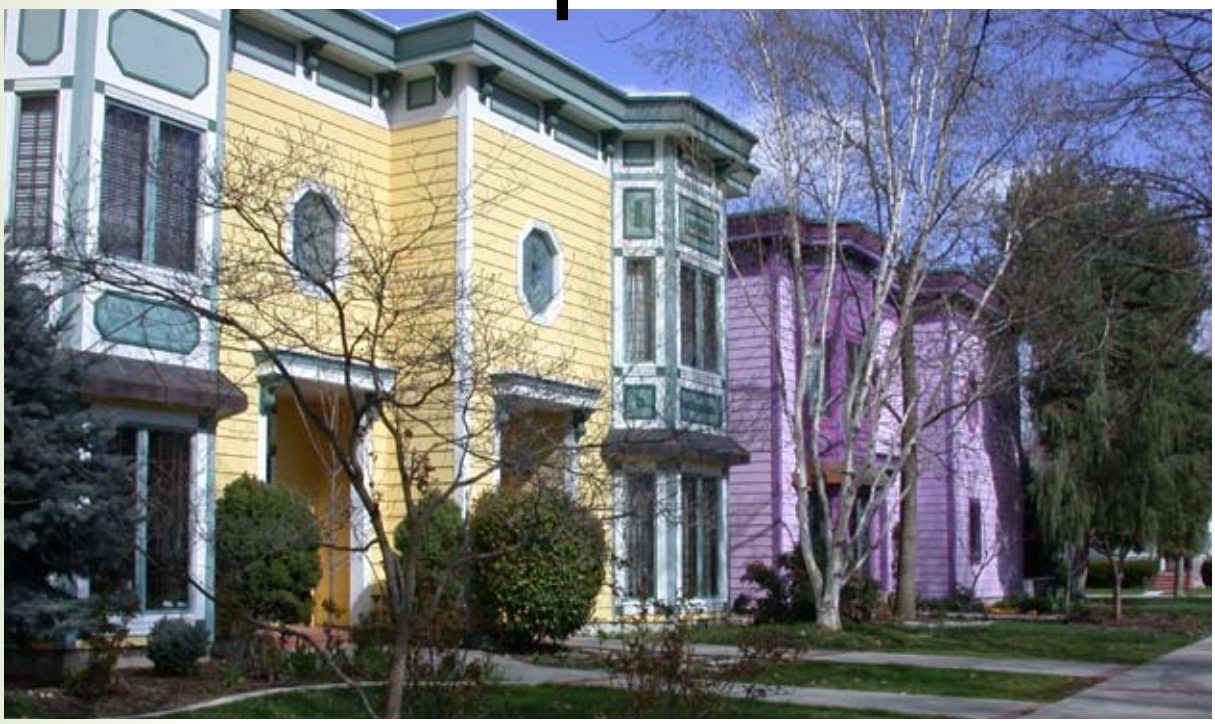




Development	
Year	2000
Units	40

WASHINGTON Square

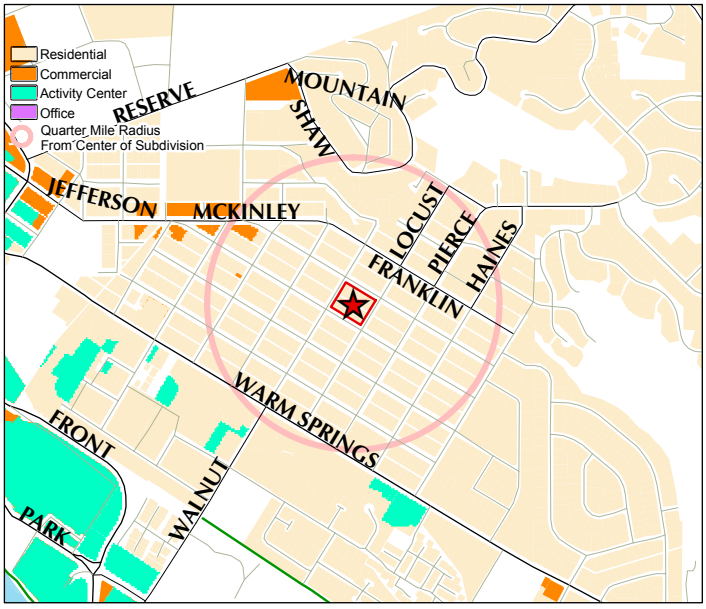


Attached units share complementary styles and design features; however, each building is unique in its appearance. **Washington Square** is located in Boise's historic east end, close to downtown.

Some of the most mature landscaping in the area exists in this Boise neighborhood. The heights of the trees provide scale to the buildings, and the detached sidewalks make walking and biking safe.

LOCATION • Boise, ID

WASHINGTON SQUARE: LAND USE MAP



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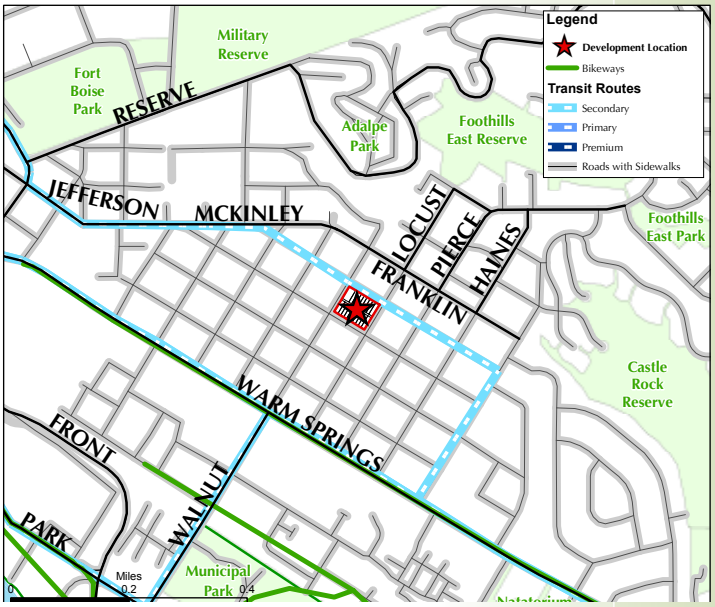
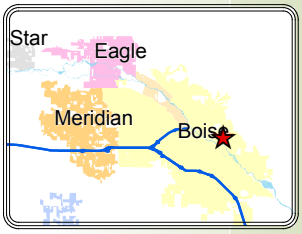




Development	
Year	1982
Units	19

KIMBERLY One

Kimberly One accentuates the view to the Boise River with large back patios and multi-story windows. The varying rooflines and use of materials create an interesting façade while providing a variety of floorplans and housing styles.

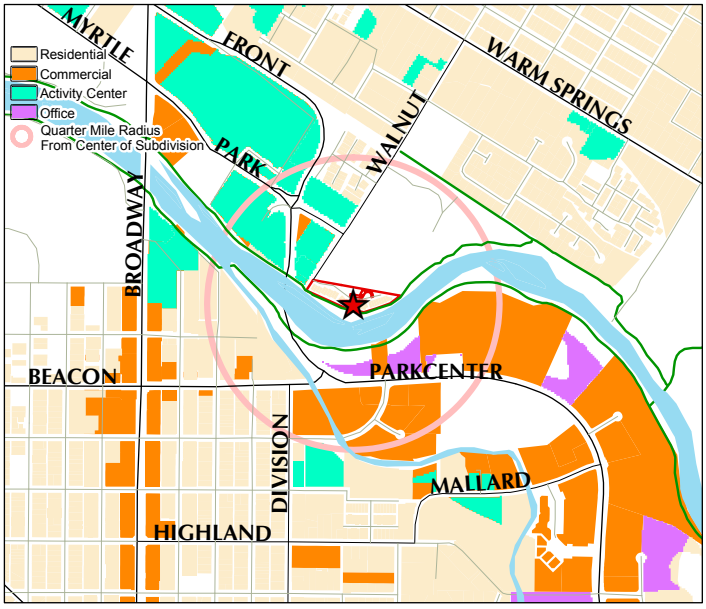
The location on the Boise Greenbelt provides a convenient opportunity for multi-modal transportation. The pathway provides walkers, joggers, and bikers access to downtown employment, recreation, and Boise State University.

CONNECTIVITY INDEX

10.2 units per acre

LOCATION • Boise, ID

KIMBERLY ONE: LAND USE MAP



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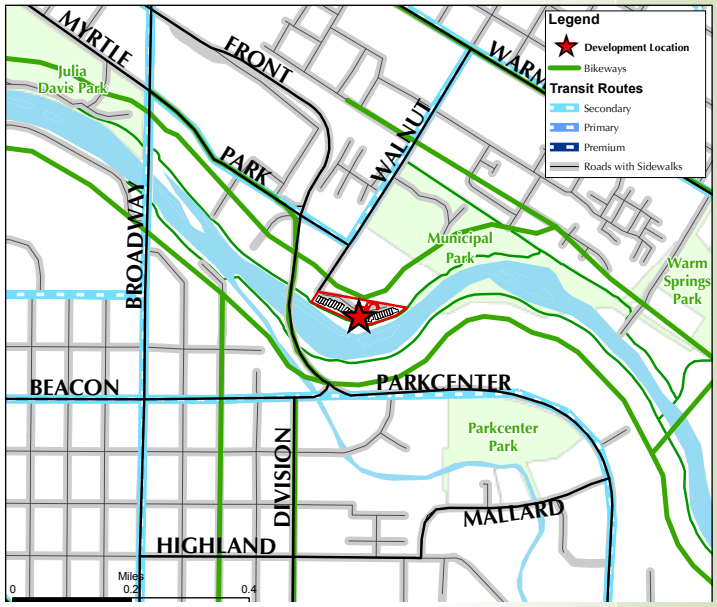
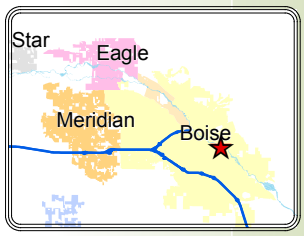




Development	
Year	1980
Units	28

BRAMPTON Square

Brampton Square is comprised of two-story attached multifamily units and apartments, providing a mixture of housing styles within the development. The condos front Cherry Lane and Shoshone Street, and are a block from public transit on Vista Avenue. Detached garages are provided for each condo unit to the rear of the building.

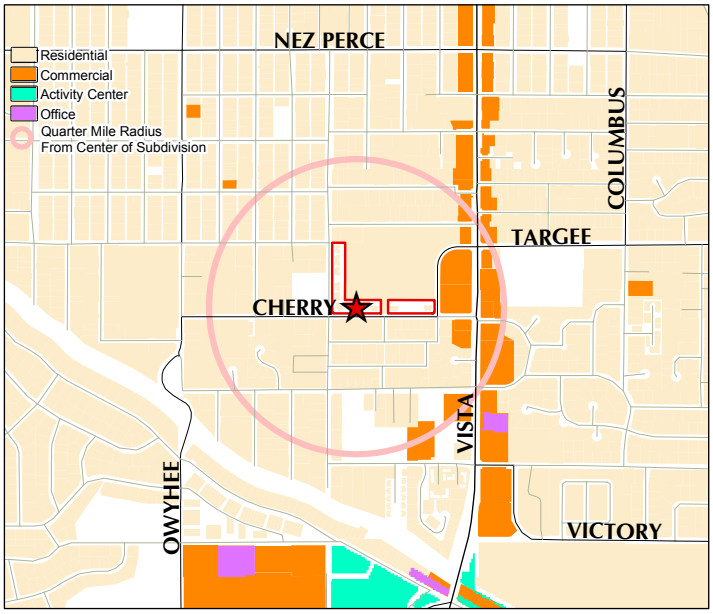
Brampton Square apartments provide another housing choice. The tennis courts and pool (not shown) provide amenities and open space to complement this higher density development.

CONNECTIVITY INDEX

10.9 units per acre

LOCATION • Boise, ID

BRAMPTON SQUARE: LAND USE MAP



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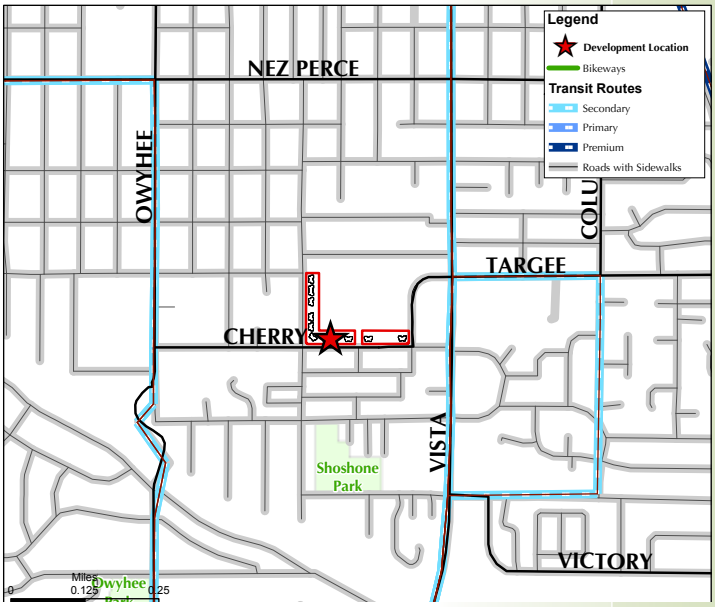
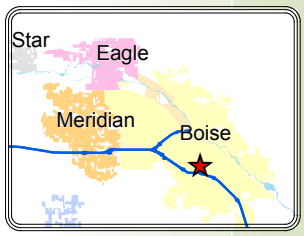




Development	
Year	1996
Units	39

SOONER

Located on State Street in the City of Eagle, **Sooner Condos** are a new high density development. The condos are located near employment in Eagle, shopping downtown, schools, and parks.

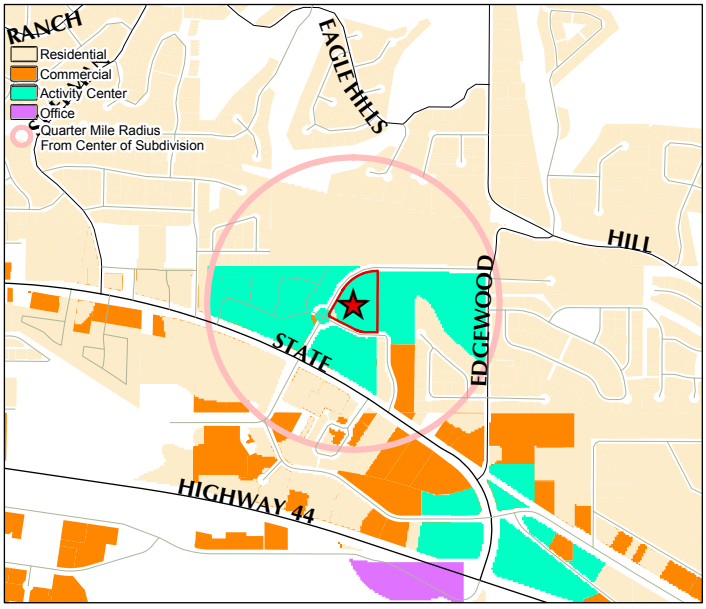
Garages serving the condos are placed behind the units on low volume roads. This reduces the amount of traffic interference on higher capacity roadways, increases efficiencies, and creates a more pedestrian-friendly environment.

CONNECTIVITY INDEX

11.2 units per acre

LOCATION • Eagle, ID

SOONER: LAND USE MAP



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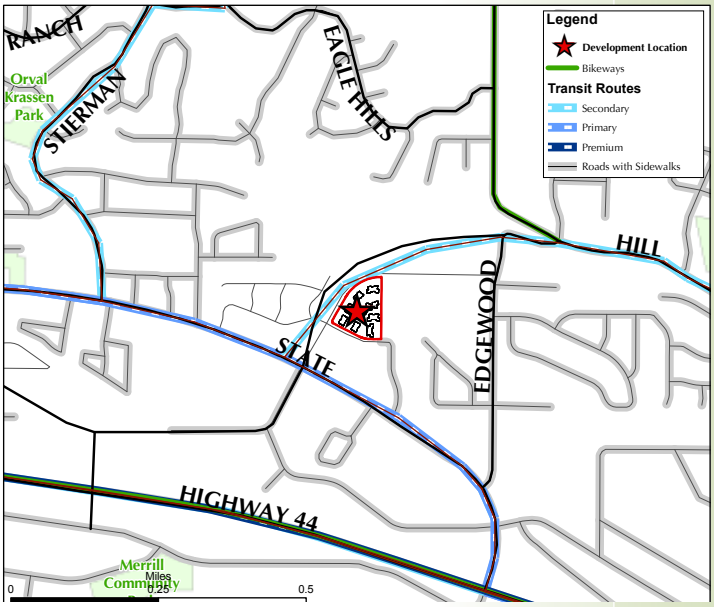
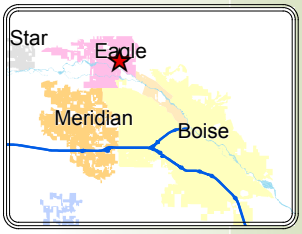




Development	
Year	2006-Ongoing
Units	44

WARM SPRINGS Place

Three-story Victorian-style rowhouses at **Warm Springs Place** provide an upscale housing choice near the Boise downtown. The bay windows, straight mansard roof lines, rounded dormers, stoop entryways, and continuous brick facade make for an attractive front façade in one of the valley's most historic areas.

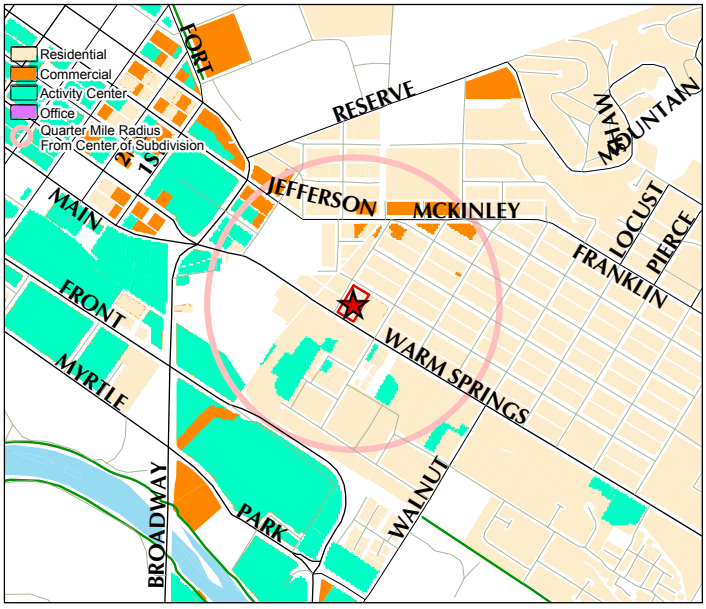
Matching architectural style is extended to the garages which are located behind the units in an alley. A transit route runs along Warm Springs Avenue.

CONNECTIVITY INDEX

11.4 units per acre

LOCATION • Boise, ID

WARM SPRINGS PLACE: LAND USE MAP



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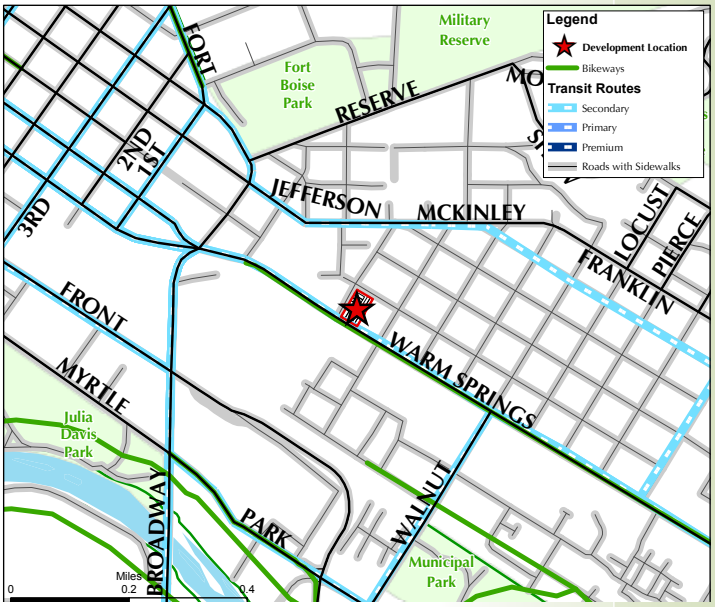
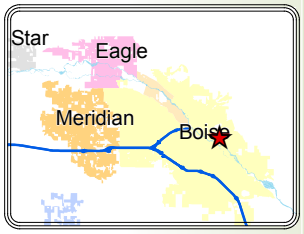




Development	
Year	1981
Units	12

SHILOH Townhomes

Shiloh Townhomes are two-story with a variety of colors and styles. Parking to the rear and attractive landscaping in the deep front yards buffer these homes to the traffic on Boise Avenue, yet still make them accessible to nearby amenities.

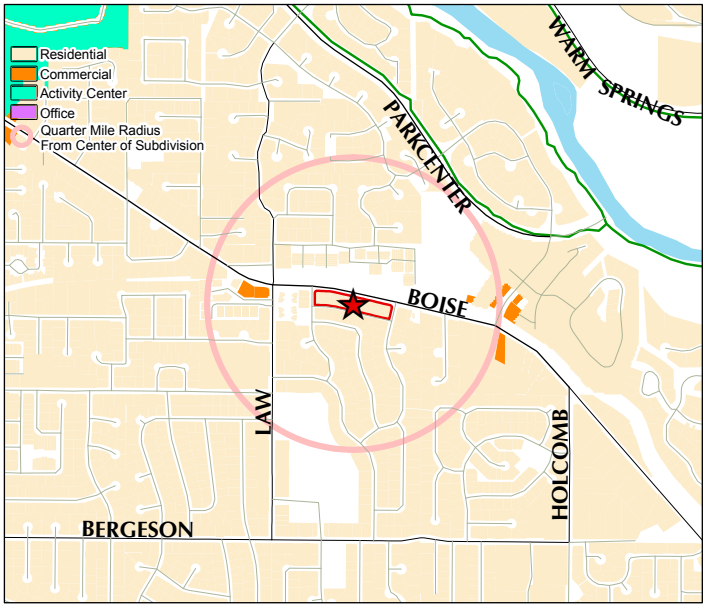
Fronting Boise Avenue, these townhomes in east Boise are only a short walk to public transit and close to public parks, shopping, employment, and the downtown nightlife. A bicycle lane and sidewalk provide the opportunity for multi-modal transportation.

CONNECTIVITY INDEX

11.6 units per acre

LOCATION • Boise, ID

SHILOH TOWNHOMES: LAND USE MAP



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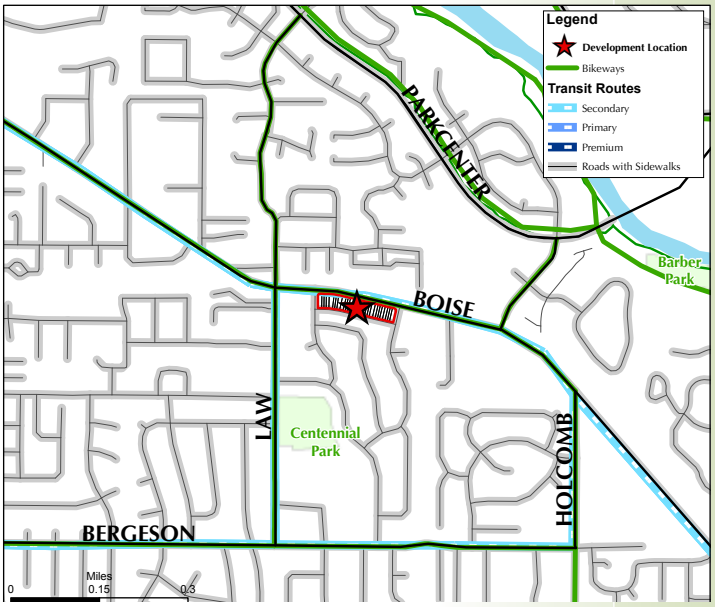
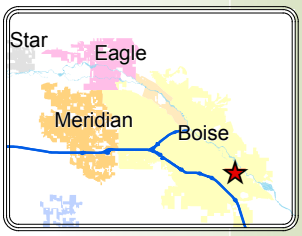
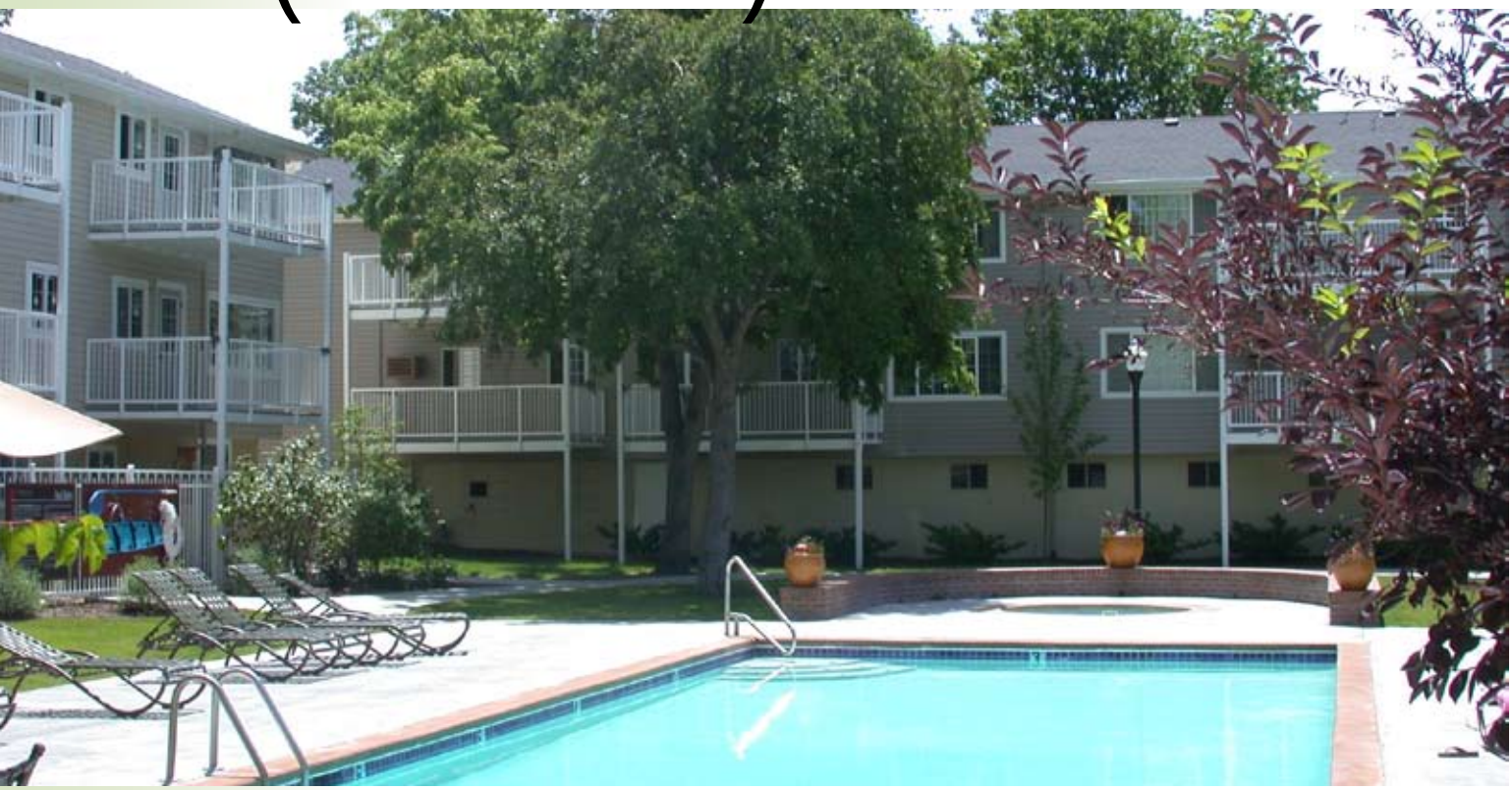




Development	
Year	1980
Units	28

SOMERSET HILLS (Sonoma)



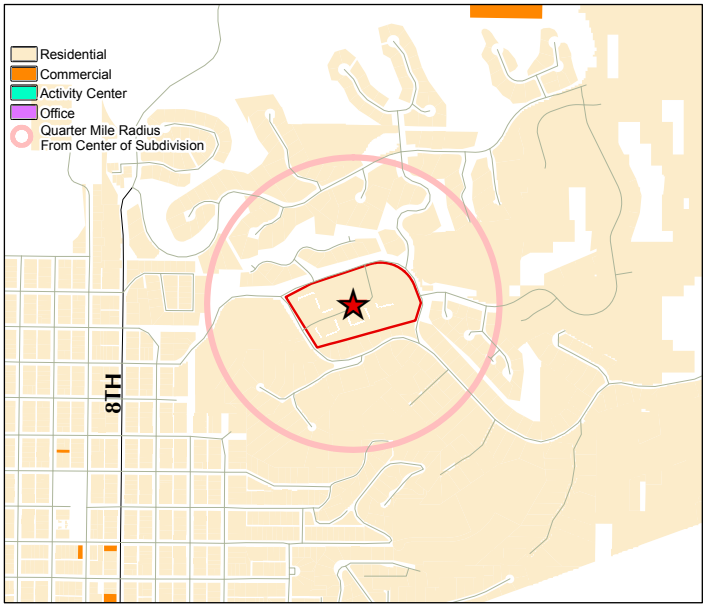
Recently converted from apartment units, the **Somerset Hills** condos are located in the foothills, close to hiking and biking trails and a short drive to downtown Boise. Individual balconies provide personal outdoor space, while the centrally located pool is surrounded by mature landscaping.

CONNECTIVITY INDEX

13.6 units per acre

LOCATION • Boise, ID

SOMERSET HILLS: LAND USE MAP



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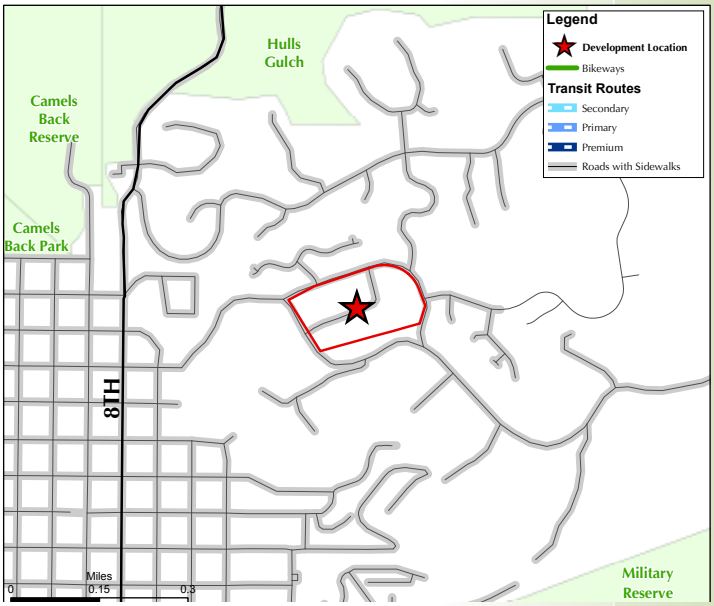
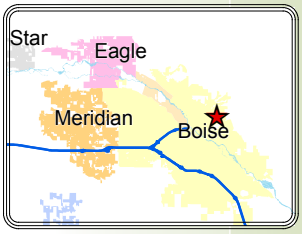




Development	
Year	2007 (remodeled)
Units	188

VELTEX

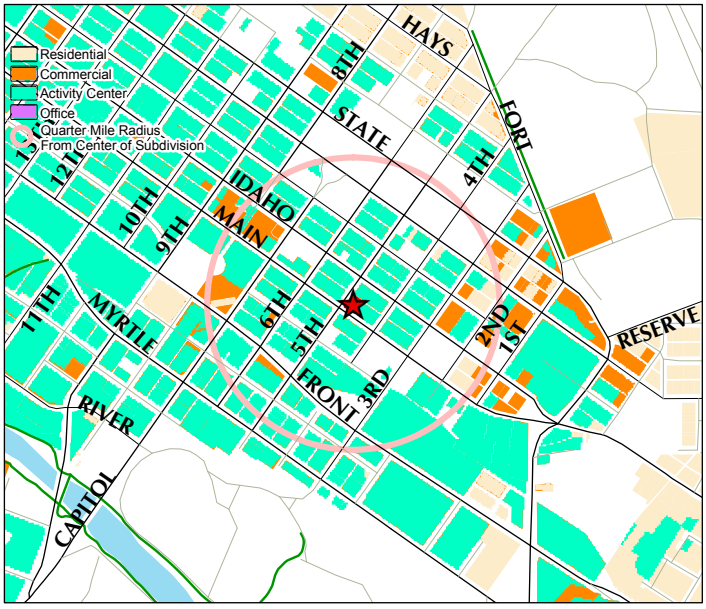
Built on the site of the old **Veltex** gas station, this 4-story building offers downtown living and commercial space complementing modern and historic architectural styles. Alley-loaded underground parking separates vehicular and pedestrian traffic, optimizing land area.

CONNECTIVITY INDEX

14.3 units per acre

LOCATION • Boise, ID

VELTEX: LAND USE MAP



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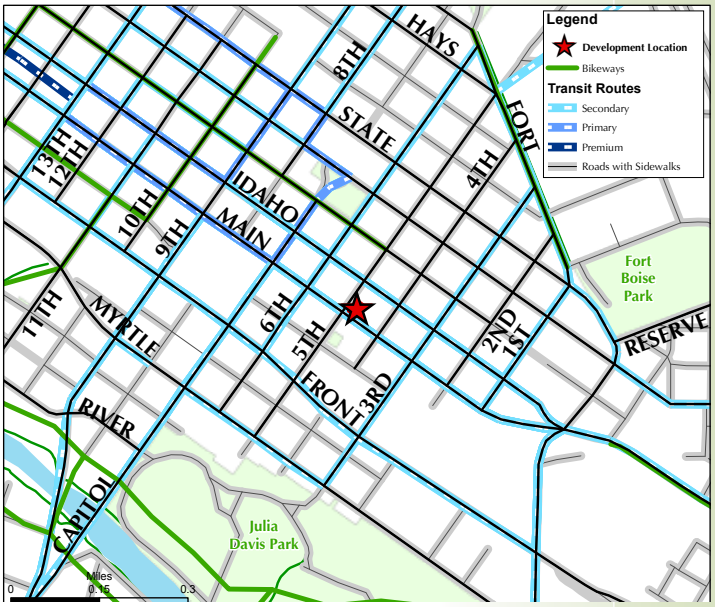
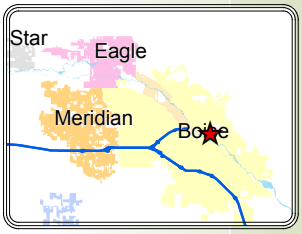




Development	
Year	2004
Units	4

HERON Cove

Heron Cove achieves a high density while maintaining individual areas for its residents. Here outdoor patios and balconies provide a view of the Boise River. In this development, parking is centralized to create better interface to the natural habitats along the river.

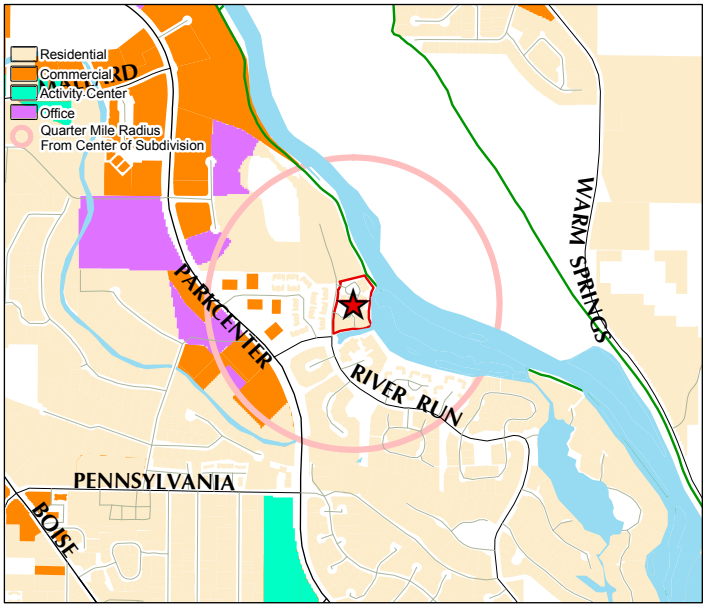
The Boise River Greenbelt is a great facility for non-motorized travel. The bridge shown right connects east Boise to downtown jobs, shopping, and recreation. Just hints of buildings can be observed from the greenbelt, making it a solitude retreat for outdoor enthusiasts.

CONNECTIVITY INDEX

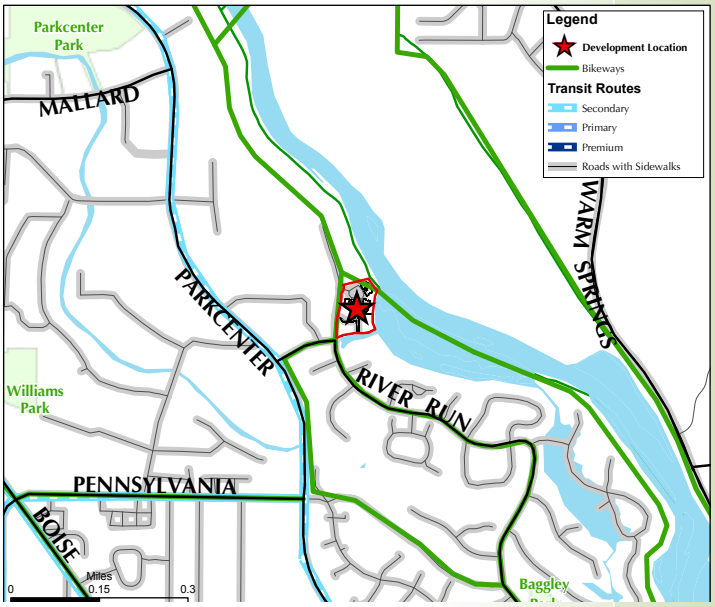
14.4 units per acre

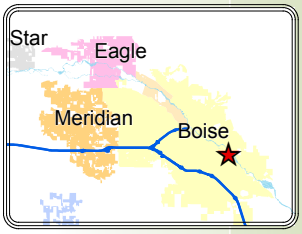
LOCATION • Boise, ID

HERON COVE: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	1988
Units	29

SERENDIPITY

A smaller subdivision, **Serendipity** consists of two attached buildings. Each unit has a small front yard, covered porch, and brick veneers. On the fringe of downtown Meridian, these units have a short commute to employment, schools, parks, and other recreational opportunities.

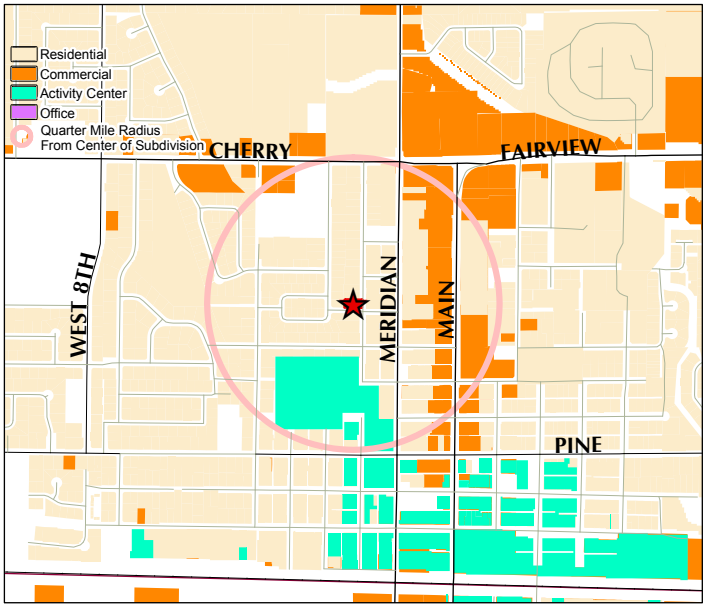
Parking is located to the rear of the buildings. The twin buildings make good use of space by sharing a driveway to the back, decreasing paved area and access points to roadways. When landscaping matures, the buildings will appear more in-scale with the existing built environment.

CONNECTIVITY INDEX

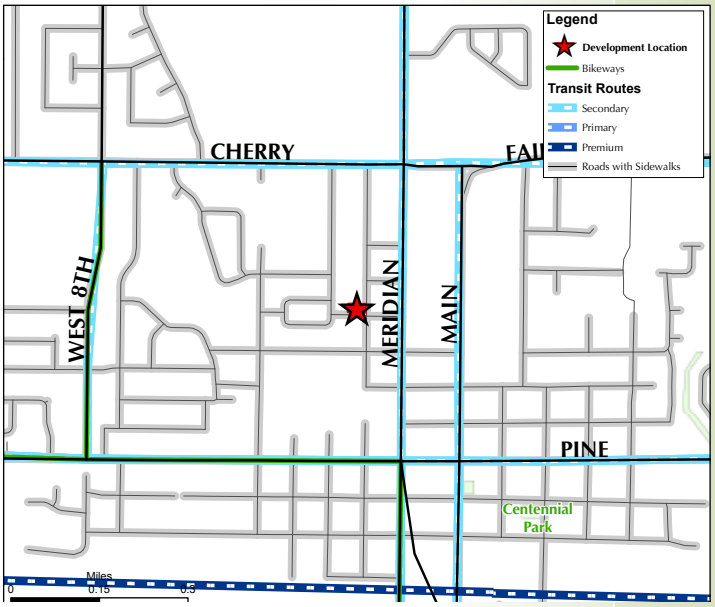
14.8 units per acre

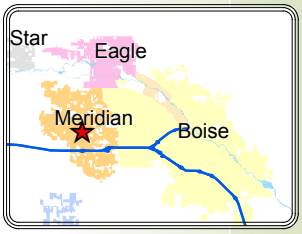
LOCATION • Meridian, ID

SERENDIPITY: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	2006
Units	4

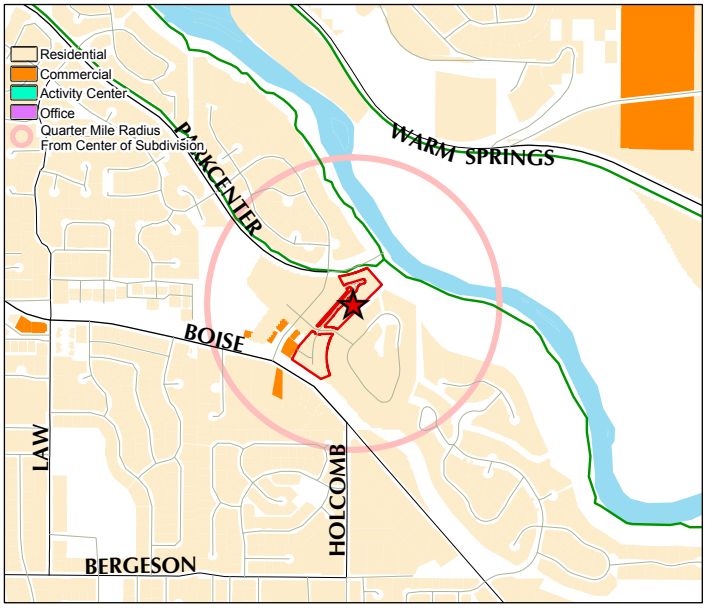
BOWN CROSSING (River Walk)

Riverwalk has both indoor and outdoor space with 3-story units and balcony areas. The use of brick, stucco, siding, and wood on the façade creates interesting front, side, and rear elevations.

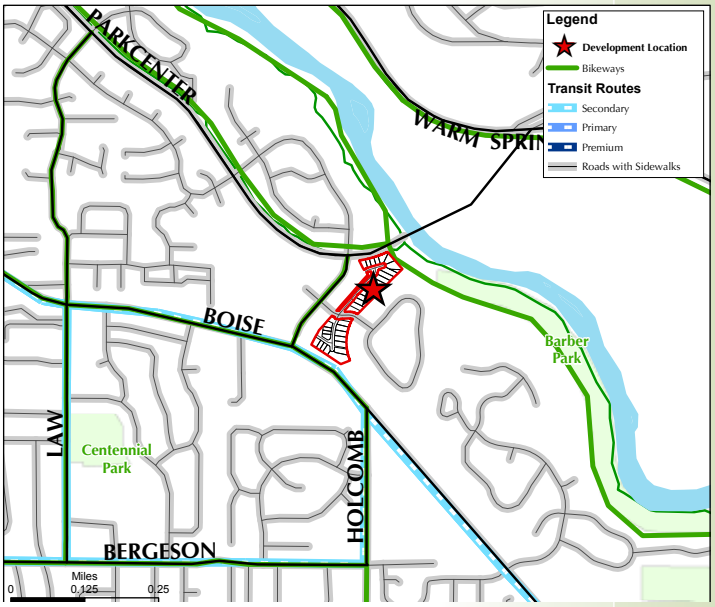
The restaurants and shops at Bown Crossing border this development to the west. The variety of homes in the development can attract a more diverse demographic than single-use subdivisions.

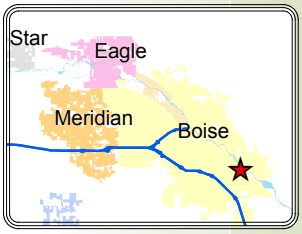
LOCATION • Boise, ID

BOWN CROSSING: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	2004-Ongoing
Units	16

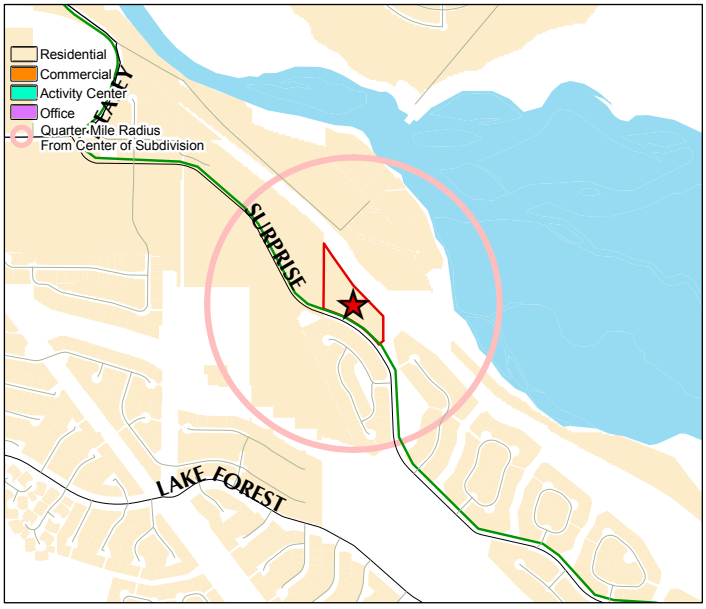
THE OVERLOOK at Surprise Valley

The two-story townhomes enjoy north and east facing views of the Boise River and Boise foothills. The location of **the Overlook** townhomes in east Boise is conveniently located to jobs and recreation near downtown.

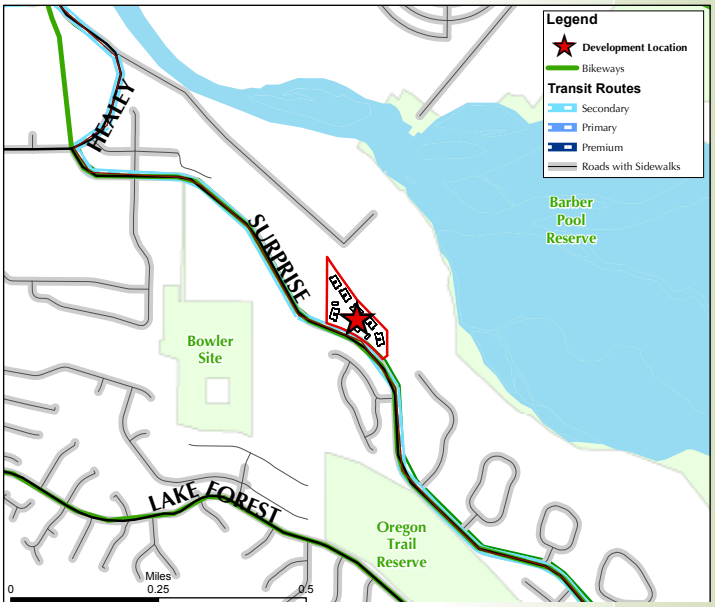
A detached sidewalk provides safe options for walkers or bikers. Landscaping on both sides of the pathway creates a scenic environment.

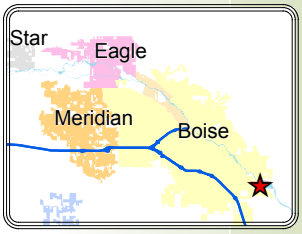
LOCATION • Boise, ID

THE OVERLOOK: LAND USE MAP



PLANNED TRANSIT SERVICE

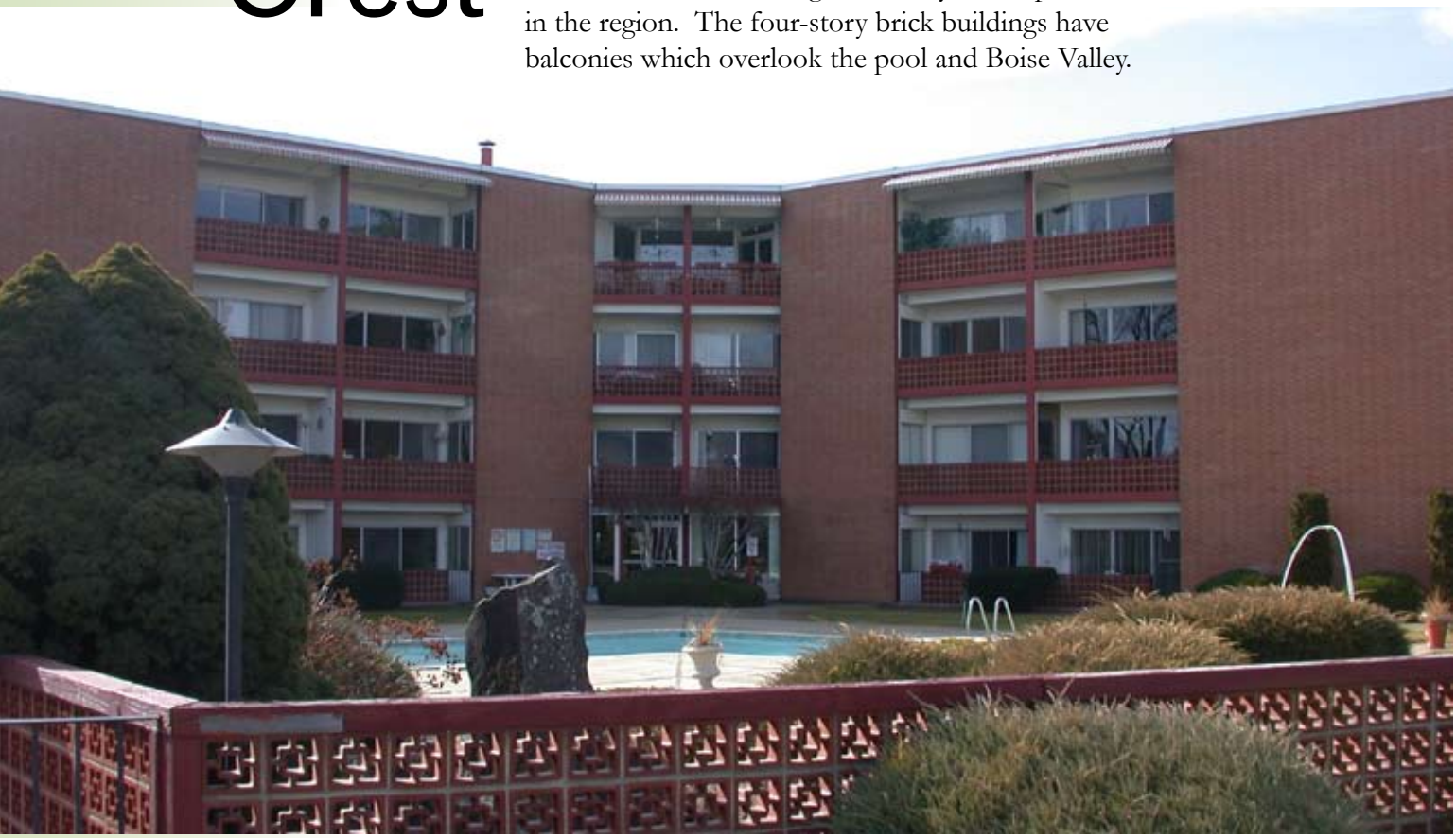




Development	
Year	1996
Units	80

RIM Crest

The **Rim Crest** condominiums, developed in 1964 is one of the earlier and higher density developments in the region. The four-story brick buildings have balconies which overlook the pool and Boise Valley.



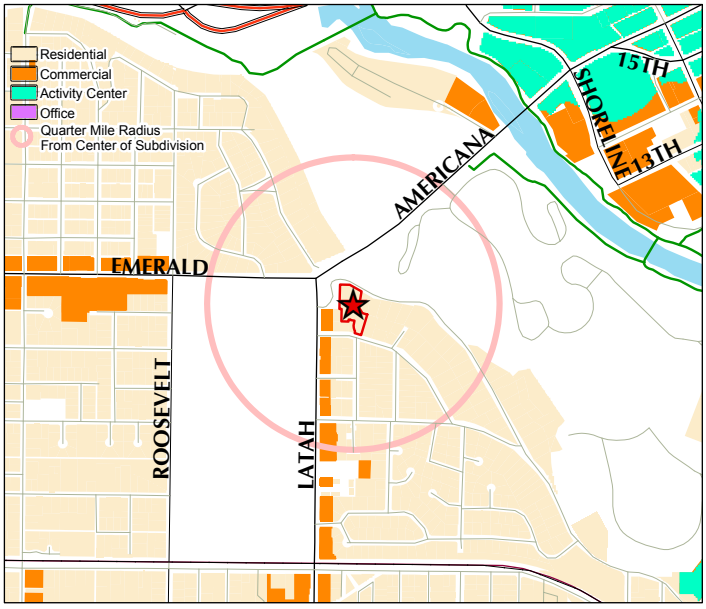
Residents of Rim Crest enjoy a view of Ann Morrison Park, the Boise foothills, and enjoy a close commute to downtown Boise.

CONNECTIVITY INDEX

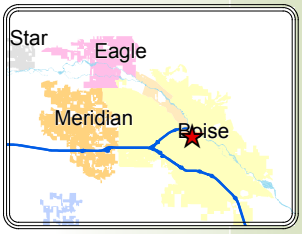
23.0 units per acre

LOCATION • Boise, ID

RIM CREST: LAND USE MAP



PLANNED TRANSIT SERVICE



Development	
Year	1964
Units	37

HYDE PARK Place

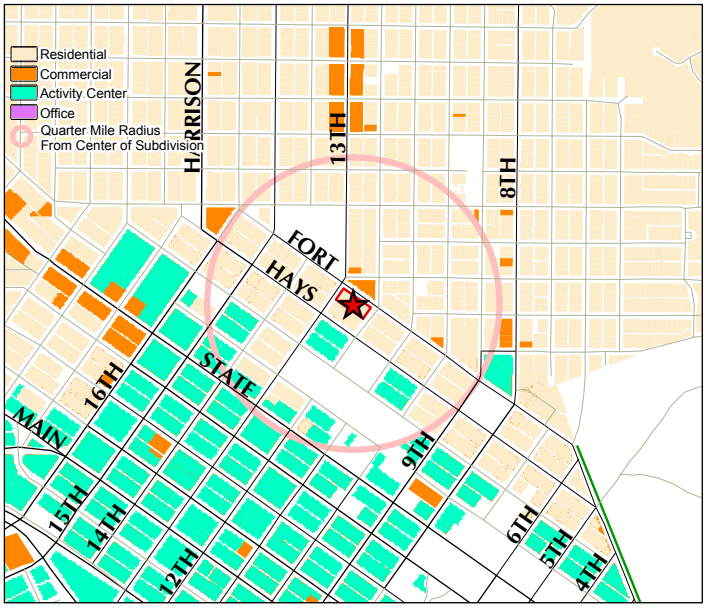
Hyde Park Place is located in the Hays Street Historic District, conveniently located near several major employers and other amenities of downtown Boise. Public transit runs in front of the building. The bay windows and balconies create a visually interesting environment. Underground parking provides effective use of space and creates a more walkable environment. Junior and senior high schools are two blocks away.

CONNECTIVITY INDEX

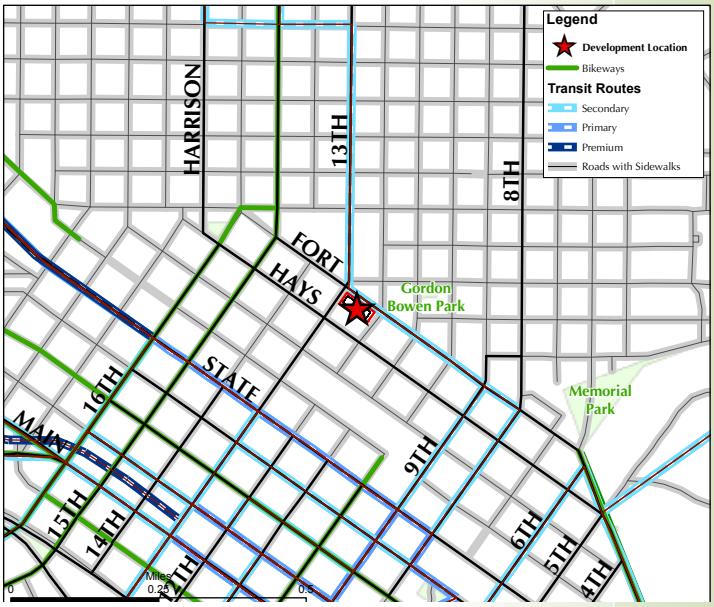
46.4 units per acre

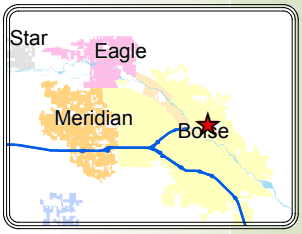
LOCATION • Boise, ID

HYDE PARK PLACE: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	2005
Units	39

GROVE Condos

The **Grove Condos** are located on top of the Grove Hotel and the 5,000-seat Bank of America Centre sports arena.

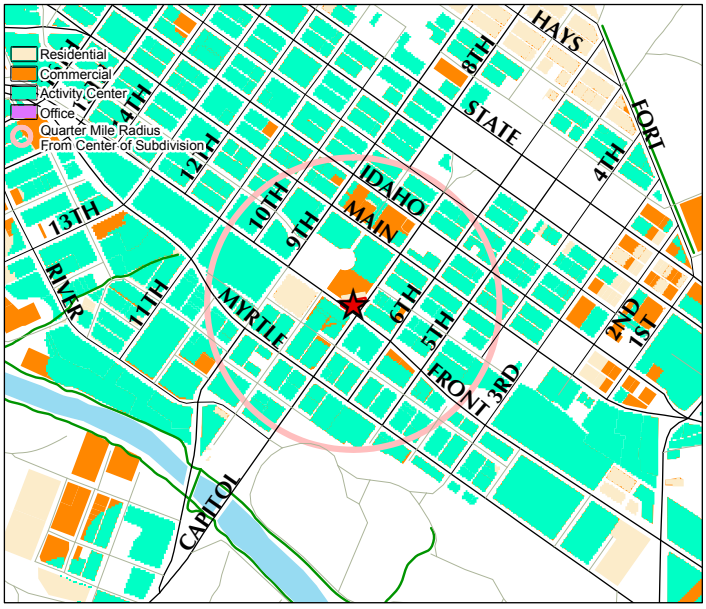
There are nineteen one- and two-bedroom residential luxury multifamilies with views of the foothills, downtown Boise, and nearby greenbelts and parks.

CONNECTIVITY INDEX

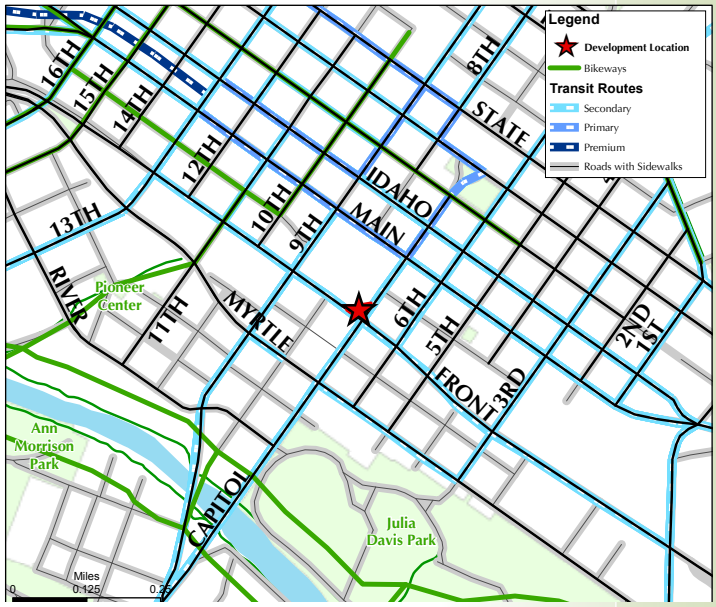
58.1 units per acre

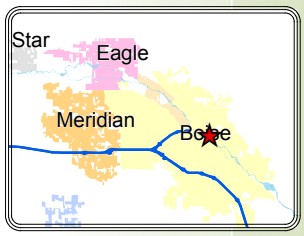
LOCATION • Boise, ID

GROVE CONDOS: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	1998
Units	18

TOWER PLAZA Condos

Tower Plaza is a mixed-use high rise in downtown Boise. Located on the southwest corner of Idaho Street and Capitol Boulevard, it is in the middle of the Boise Downtown Transit Center with access to all Boise transit routes.

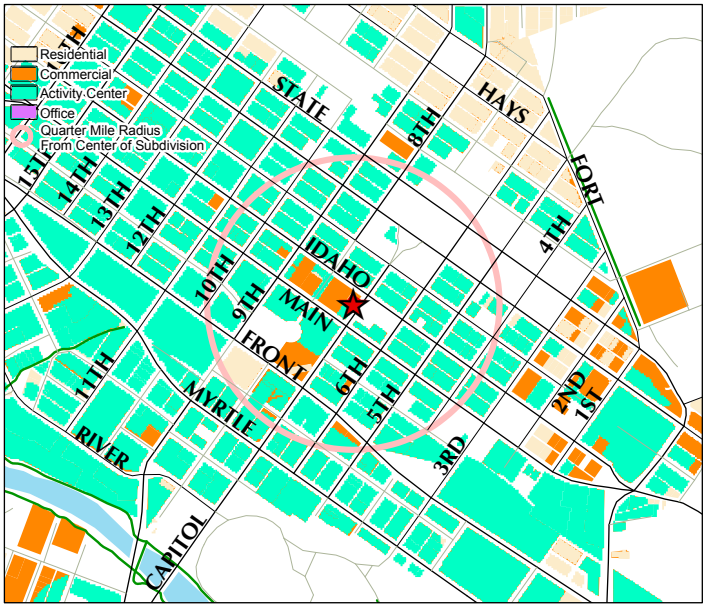
Multifamily units on floors 7-11 offer great views in downtown Boise. The angled windows offer shadow-relief and visual interest to side elevations.

CONNECTIVITY INDEX

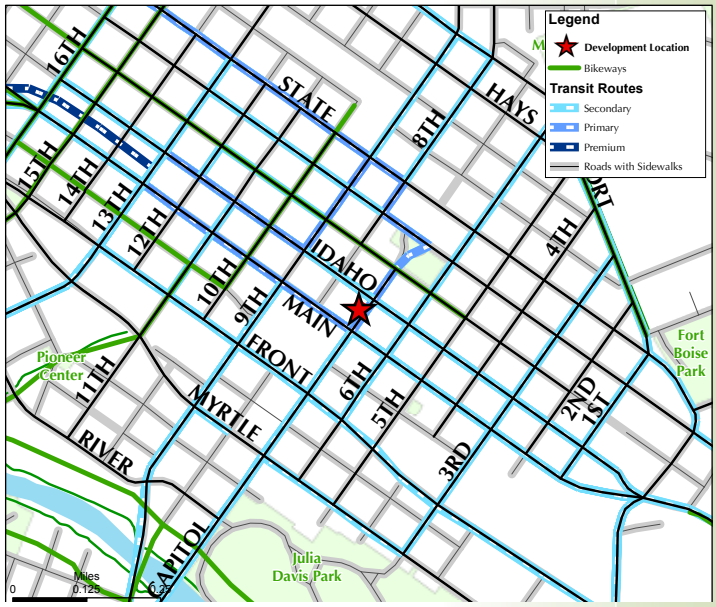
121.8 units per acre

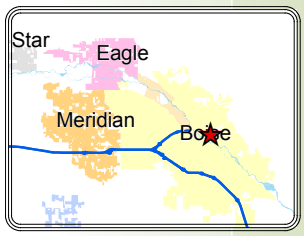
LOCATION • Boise, ID

TOWER PLAZA: LAND USE MAP



PLANNED TRANSIT SERVICE





Development	
Year	1997
Units	28

CRESCENT Rim

Crescent Rim is within minutes of downtown Boise and is in the close vicinity of several planned high capacity transit services.

Photo Rendering ©2007 Clark Development
http://www.clarkdevelopment.com/crim.htm

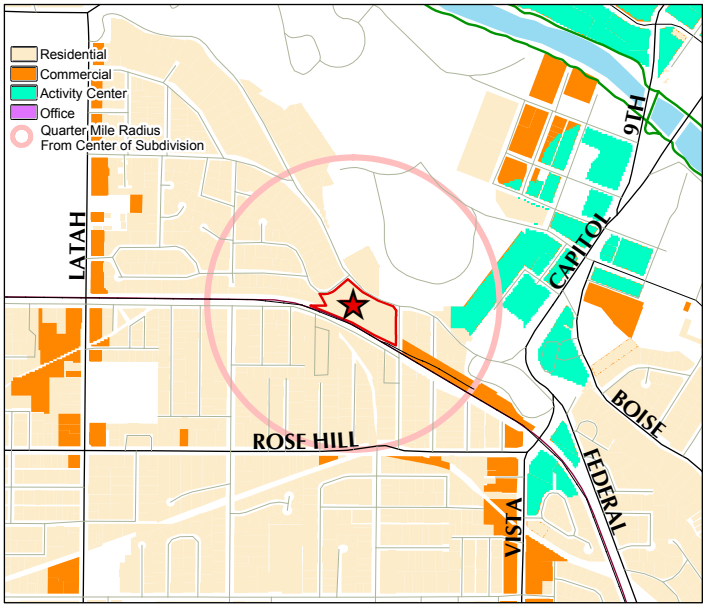
Photo Rendering ©2007 Clark Development
http://www.clarkdevelopment.com/crim.htm

Photo Rendering ©2007 Clark Development
http://www.clarkdevelopment.com/crim.htm

The vertical and horizontal modulation of the building facades along with the variation in building materials creates an attractive appearance on the Boise bench.

LOCATION • Boise, ID

CRESCENT RIM: LAND USE MAP



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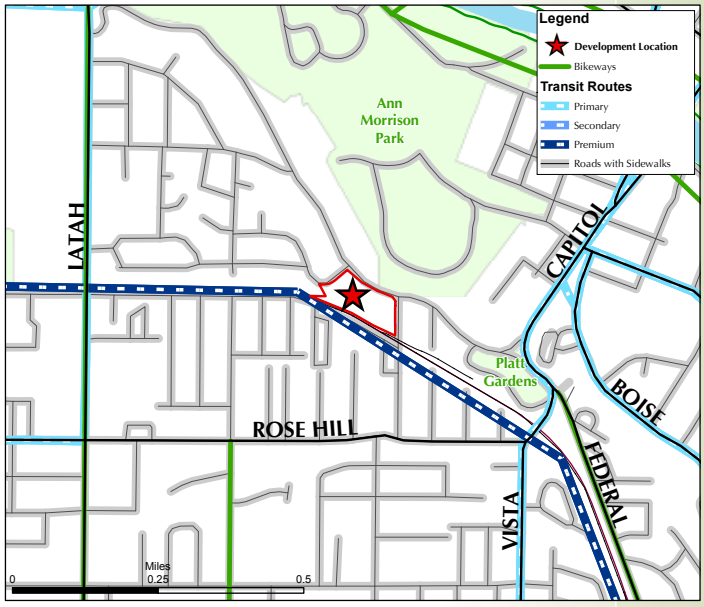
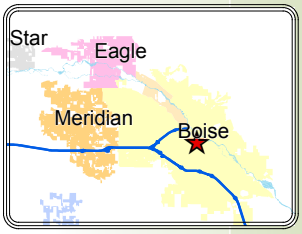




Development	
Year	Under Construction
Units	86

ROYAL Plaza

Located in the downtown Boise Westside urban renewal district, the **Royal Plaza** will have ground floor retail, parking on the second floor, and approximately 26 condo units on floors 3-6.

Photo rendering © 2007 McAlvain Construction, Inc.
http://www.mcalvain.com/Projects/RoyalPlaza.html

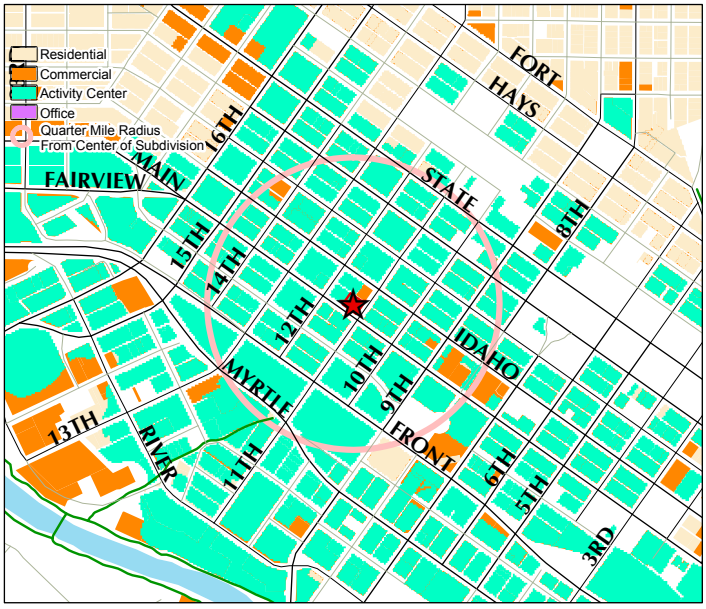
Amenities will include a rooftop garden, an exercise facility, and large balconies with views of downtown and the foothills.

CONNECTIVITY INDEX

71.3 units per acre

LOCATION • Boise, ID

ROYAL PLAZA: LAND USE MAP



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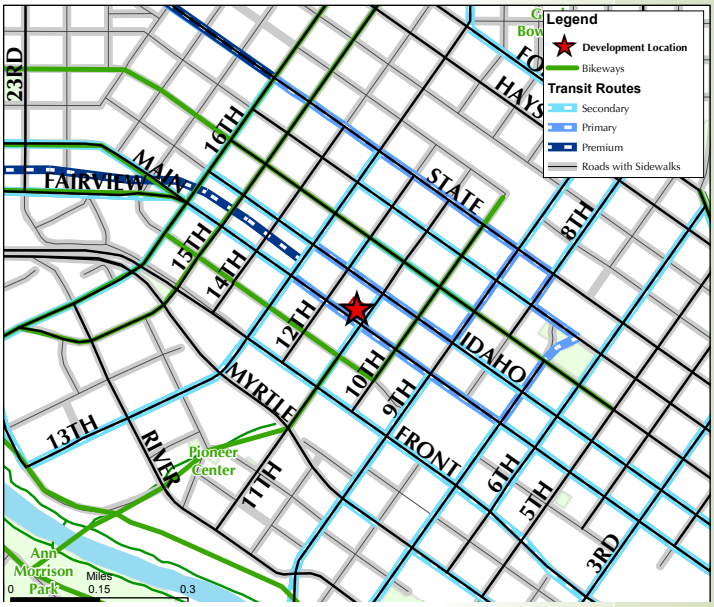
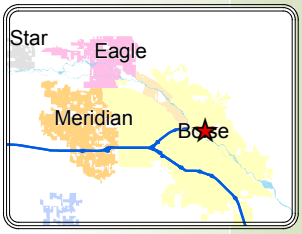




Development	
Year	Under Construction
Units	30

ASPEN Lofts

The **Aspen Lofts** will use a narrow lot in downtown Boise for the construction of a 17-story mixed-use building. The 70 residential units will have a contemporary architectural design with floor-to-celing glass, offering views of downtown and the foothills.

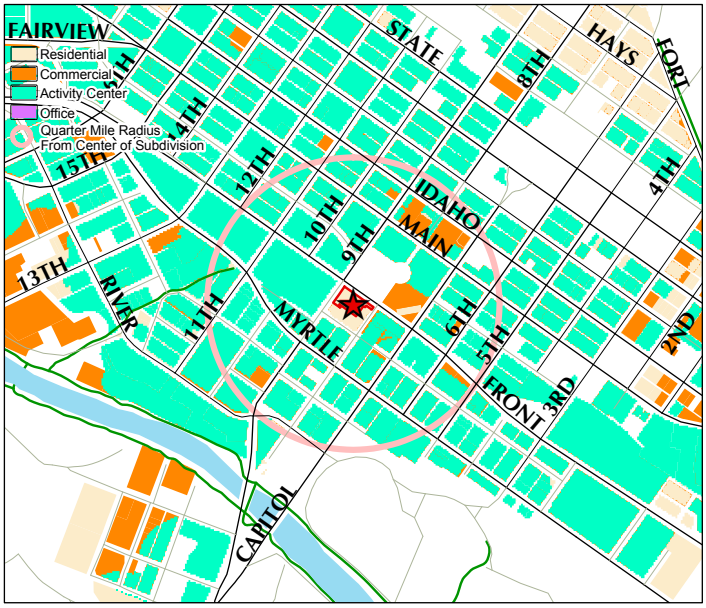
Photo Renderings ©2007 The Aspen Lofts
http://theaspen.net/exterior-renderings.html

.94
CONNECTIVITY INDEX

72.9 units per acre

LOCATION • Boise, ID

ASPEN LOFTS: LAND USE MAP



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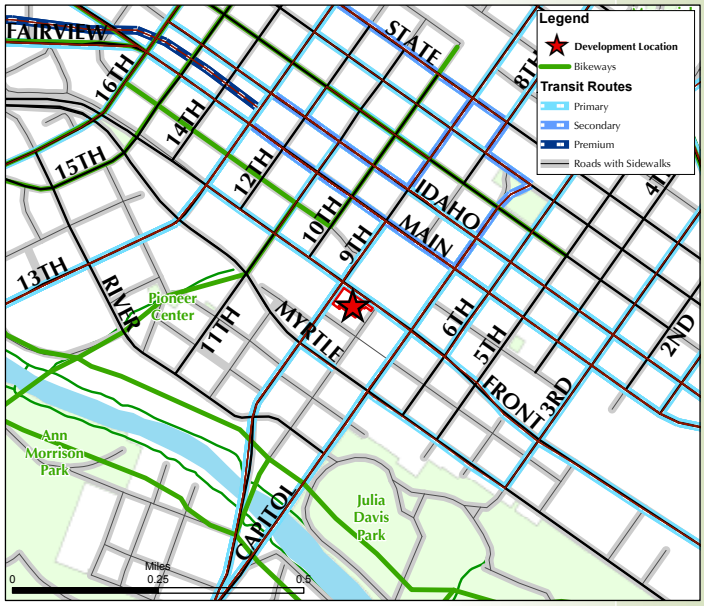
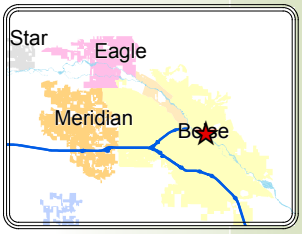




Development	
Year	Under Construction
Units	70

CITYSIDE Lofts

Located close to downtown Boise in the River-Myrtle Old Boise Renewal District, the **CitySide Lofts** are also located near the Boise greenbelt. Individual patios align the detached sidewalk, creating a pedestrian-friendly environment. A mixture of condo sizes broadens the target market.

Photo Rendering © 2005 Holland Realty
http://www.citysidelofts-boise.com/docs/csl_rendering.pdf

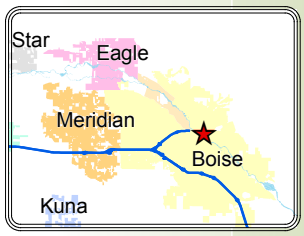
CONNECTIVITY INDEX

88.0 units per acre

LOCATION • Boise, ID

CitySide Lofts: Land Use Map

Planned Transit Service



Development	
Year	Under Construction
Units	77

THE Jefferson

Photo Rendering ©2007 Clark Development
http://www.clarkdevelopment.com/jeff.htm

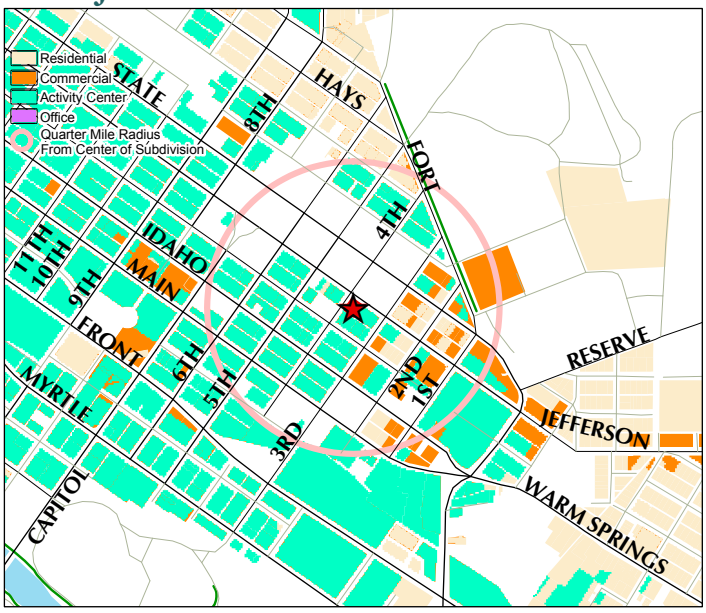
The Jefferson, a mixed use project, with retail on the main level and 5 floors of residential condos is located between the Statehouse and Saint Luke's hospital in downtown Boise. Underground parking enables a higher density without increased building massing. Anticipated completion is summer of 2008.

CONNECTIVITY INDEX

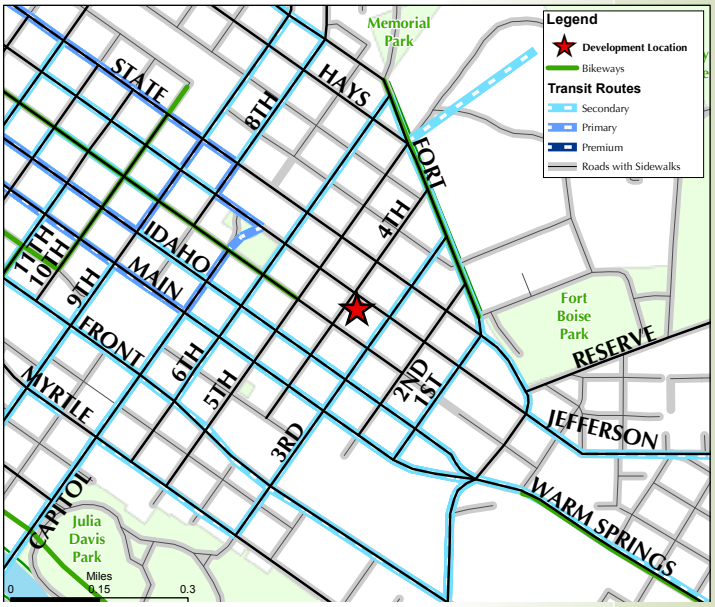
136.3 units per acre

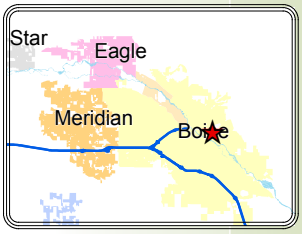
LOCATION • Boise, ID

The Jefferson: Land Use Map



Planned Transit Service





Development	
Year	Under Construction
Units	42

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"ValleyRide Transit"
COMPASS
"North American Bus Industries Demonstration Bus"
http://www.flickr.com/photos/acnatta/
"Tacoma Streetcar"
http://www.flickr.com/photos/neitech/
"Albuquerque RailRunner"
http://www.flickr.com/photos/mister_goleta/

Data Sources:
1. APTA, http://www.heritagetrolley.com
2. TCRP 90 - Bus Rapid Transit, http://www.lightrail.com
3. Brian Richards. DART Technology Review Report, "Future Transport in Cities."
4. Vukan R. Vuchic. "Urban Public Transportation - Systems and Technology."

TRANSIT TECHNOLOGIES
Grouped by Families

increasing capacity

Rideshare


vanpool


carpool

Bus


BRT


express bus

Streetcar


modern streetcar


heritage trolley

Light Rail


light rail

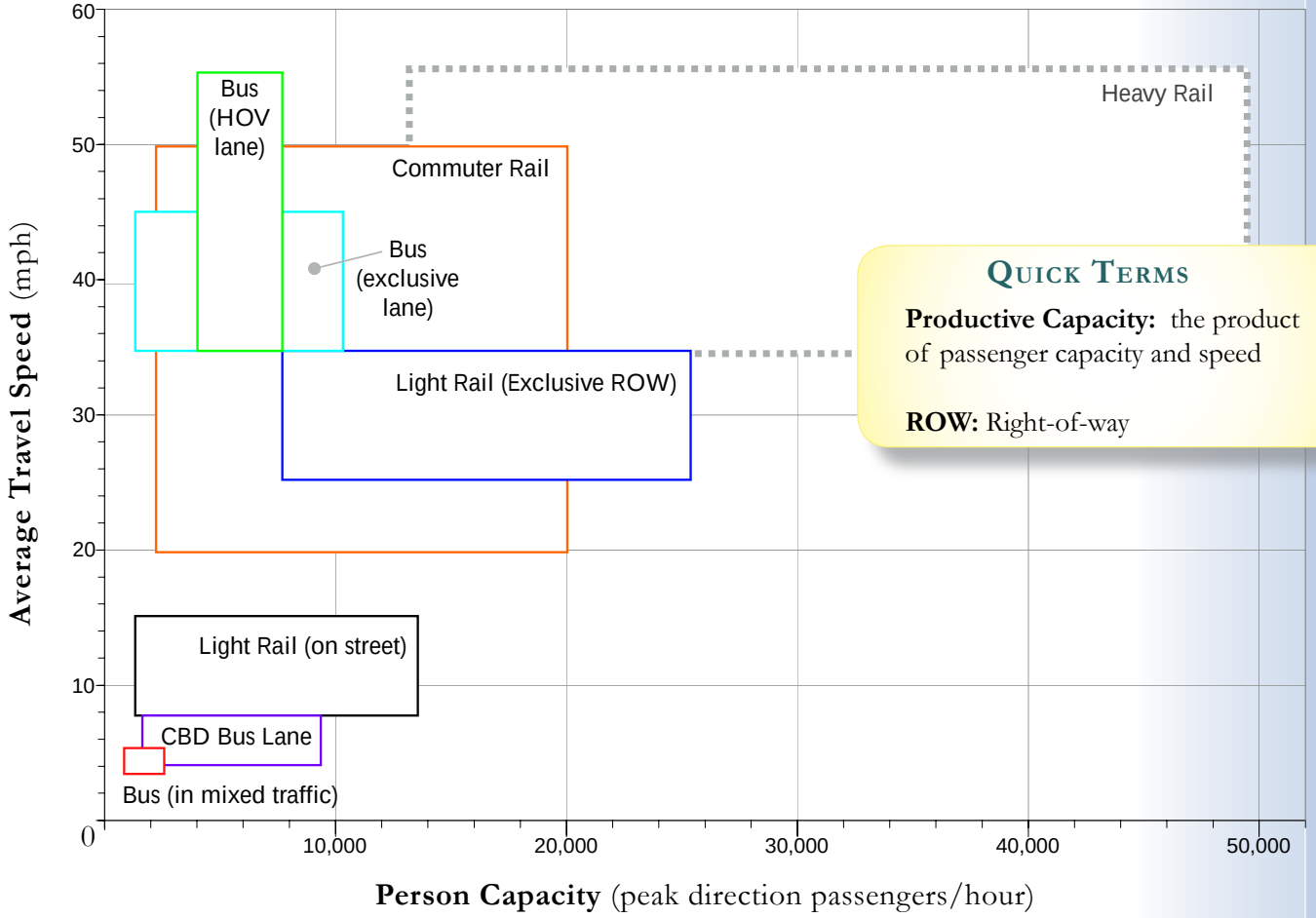
Commuter Rail


locomotive


Diesel Multiple Unit

PRODUCTIVE CAPACITY
of US and Canadian Transit Modes

This graph compares typical travel speed and capacity ranges for various transit modes on different types of facilities. The travel speeds include stops; the speed ranges reflect differences in average stop spacing, dwell times, route geometry characteristics, traffic congestion, and other factors.



QUICK TERMS

Productive Capacity: the product of passenger capacity and speed

ROW: Right-of-way

Note: Speed ranges primarily reflect differing assumptions on stop spacing and dwell time. Capacity ranges primarily reflect differing assumptions for dwell time and number of cars per train. Peak hour factor and passenger loading assumptions reflect TCQSM recommendations.

‡ As adapted from:
-Transit Capacity and Quality of Service Manual - 2nd Ed.
-"TCQSM speed and capacity estimation procedures"
-TCRP Report 13 (R5)
-Transportation Planning Handbook (R2)
-Characteristics of Urban Transportation Systems (R1)

A COST-EFFECTIVE TRANSIT SYSTEM and the "New Starts" Funding Program

"Traffic congestion has increased so much in virtually every metropolitan area that two-hour commutes now are routine. Attempts to alleviate the problem by constructing more highways almost always have led to more sprawl and, eventually, more congestion."

Jim Miara, *transitorienteddevelopment.org*

New Starts is a grant program managed by the Federal Transit Administration (FTA). It funds transit projects, specifically "fixed guideway" transit. This program funds projects that typically serve the highest volume, most congested corridors or areas in a region.

Unlike some grant programs which distribute funding equitably based on population, New Starts is competitive. This means that projects compete against each other for funding without regard to region or population. A project in Idaho would compete with projects in much more populous states, California, New York, Texas, etc., The process to qualify for funds is long, rigorous and subject to substantial scrutiny.

FTA scores New Starts projects using numerous criteria shown in the table below. The purpose of the scoring criteria is to encourage submission of projects that are efficient and to ensure that those projects that have the most favorable cost-benefit ratio receive funding. The development of an efficient transportation and public transit system is our goal. This is the case for all service and the entire region, regardless of whether or not New Starts funding is relevant for a particular project or corridor.

A fixed guideway project is defined as a mass transportation facility which utilizes and occupies a separate right-of-way, or rail line, for the exclusive use of mass transportation and other high occupancy vehicles, or uses a fixed catenary system and a right-of-way usable by other forms of transportation. Fixed guideway systems include, but are not limited to heavy rail, light rail, commuter rail, automated guideway transit, streetcar, ferry boat service and fixed guideway facilities for buses (such as bus rapid transit) and other high occupancy vehicles. (See "Transit Technologies on page 102 for more detail).

Land Use Rating Category and Associated Factors	Supporting Factors
I. Existing Land Use	
Existing Land Use	• Existing corridor and station area development • Existing corridor and station area development character • Existing station area pedestrian facilities, including access for persons with disabilities • Existing corridor and station area parking supply
II. Transit-Supportive Plans and Policies	
Growth Management	• Concentration of development around established activity centers and regional transit • Land conservation and management
Transit-Supportive Corridor Policies	• Plans and policies to increase corridor and station area development • Plans and policies to enhance transit-friendly character of corridor and station area development • Plans to improve pedestrian facilities, including facilities for persons with disabilities • Parking policies
Supportive Zoning Regulations Near Transit Stations	• Zoning ordinances that support increased development density in transit station areas • Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access • Zoning allowances for reduced parking and traffic mitigation
Tools to Implement Land Use Policies	• Outreach to government agencies and the community in support of land use planning • Regulatory and financial incentives to promote transit-supportive development • Efforts to engage the development community in station area planning and transit-supportive development
III. Performance and Impacts of Policies	
Performance of Land Use Policies	• Demonstrated cases of development affected by transit-supportive policies • Station area development proposals and status
Potential Impact of Transit Investment on Regional Land Use	• Adaptability of station area land for development • Corridor economic environment
IV. Other Land Use Considerations	
Exceptional Examples	• Historic, environmental, community preservation, etc.

Table from: Federal Transit Administration, Office of Planning,
Guidelines and Standards for Assessing Transit-Supportive Land Use

RIDESHARE
Carpool & Vanpool

Rideshare Carpool & Vanpool

Definition: Vanpools & carpools are an element of the transit system that allow groups of people to share a vehicle to achieve savings in fuel and vehicle operating costs. The key concept is that people share the ride from home or one or more common meeting locations & travel together to a common destination or work center. Pool vehicles may be provided by individuals, individuals in cooperation with various public & private support programs, through a program operated by or on behalf of an element of government, or a program operated by or on behalf of an employer.

NOTABLE CHARACTERISTICS

- Typically, the most unused capacity available in a congested roadway is in the empty seats of vehicles. That capacity is already "in service" but otherwise unoccupied.
- Work trips in the Treasure Valley = average of 1.1 persons/vehicle*
- ACHD Commuterride Facts:
  - -Oldest multi-employer vanpool program in the nation
  - -Runs longest running single vanpool route in the US (South west Boise to Downtown)
  - -More info: http://www.commuteride.com

Status in the US
Abundant examples in cities and regions across the United States

Projected Costs per Mile
Costs of operating similar to the cost of operating a private vehicle (as some of them are) with costs divided by the number of pool members

Service Type/Land Use Setting
Falls between private vehicles and public transit

Average Operating Speed
Varies

Station Type
Common meeting areas (i.e. park and ride lots) used for pool members to congregate**

Distance Between Stations
NA

Service Frequency
NA

Alignment
In the same right of way as any auto-mobile

Right of Way Width
NA

Turning Radius
NA

Vehicle Length
Private autos or 15 passenger vans

Typical Power Source
NA

Can Operate Concurrently with Freight Service?
NA

*From "2002 Treasure Valley Household Characteristics Study"
**The end of the trip is typically one or two common workplaces which could have preferential parking for rideshare vehicles.

‡ As adapted from http://en.wikipedia.org/wiki/Vanpool

TROLLEY Bus

San Francisco, California
http://www.flickr.com/photos/skew-t/173526131

Seattle, Washington
http://www.flickr.com/photos/kevin_r_boyd/

Trolley Bus

Definition: A rubber-tired electrically powered passenger vehicle operating on city streets and drawing power from overhead lines with trolleys (APTA‡).

NOTABLE CHARACTERISTICS

- Good for hilly terrain
- Low noise level
- No emissions

Status in the US: Currently in Use
San Francisco, CA
Seattle, WA
Boston, MA
Dayton, OH
Vancouver, BC

Projected Costs per Mile
$1.3 million for overhead alone on top of similar costs for buses[1]

Service Type
Best for, and often used in, hilly terrain

Average Operating Speed
Same as bus

Station Type
Sidewalk Sign

Distance Between Stations
Same as bus

Service Frequency
Same as bus

Alignment
In street with traffic

Right of Way Width
Street width

Turning Radius
****

Vehicle Length
Approximately 30-60 feet[1]

Typical Power Source
Electric from overhead wires

Can Operate Concurrently with Freight Service?
Yes

‡ As adapted from http://www.apta.com/research/stats/bus/definitions.cfm

[1] (http://www.apta.com/research/stats/bus/busmktlength.cfm)

[1]However, heaper operating costs than regular buses (25 cents/mile compared to 75 cents/mile).

SHUTTLE Bus

Los Angeles DASH bus
http://upload.wikimedia.org/wikipedia/commons/f/f9/Ladot-dash2.jpg

Los Angeles DASH bus
http://www.flickr.com/photos/beancounter/99917133/

Shuttle Bus

Definition: A small bus that provides localized service.

NOTABLE CHARACTERISTICS

- Provides neighborhood service that feeds into the larger system.
- Good for dense urban environments where a tight turning radius is required

Status in the US: Currently in Use
Currently operating in Los Angeles as the "DASH" system.[1]

Projected Costs per Mile
Varies

Service Type
Local service

Average Operating Speed
Same as bus

Station Type
Same as bus

Distance Between Stations
Varies, but typically shorter distances between stations than a typical bus

Service Frequency
Same as bus

Alignment
In street with traffic, no grade separation

Right of Way Width
Street width

Turning Radius
Shorter than a typical bus due to the shorter length of the vehicle

Vehicle Length
Approximately 30 feet

Typical Power Source
Propane

Can Operate Concurrently with Freight Service?
NA

[1]DASH originally stood for Downtown Area Short Hop.

EXPRESS Bus

ValleyRide Bus Service
(Note: Some ValleyRide intercounty routes are running near or at capacity)

Las Vegas Express
http://www.flickr.com/photo_zoom.gne?id=105678016&size=o

Metro Express Bus
http://www.flickr.com/photo_zoom.gne?id=504126030&size=l

Express Bus

Definition: An Express Bus system is a bus service that is intended to run faster than normal bus lines, typically with very limited stops. These buses usually run between the downtown sections of cities and the more residential suburbs.

NOTABLE CHARACTERISTICS

- Some mechanisms can be implemented with express service to improve performance such as signal preemption and preferential treatment at intersections (queue jump lanes).
- Can be considered a bridge between conventional bus service and Bus Rapid Transit, particularly when combined with the aforementioned techniques.
- Typically used during peak periods, such as commute hours.

Status in the US
Any city with a bus system

Projected Costs per Mile
$1 - 2 Million

Service Type/Land Use Setting
Regional
Urban

Average Operating Speed
15-19 MPH

Station Type
Sidewalk Sign
Platform

Distance Between Stations
Limited stops along normal bus routes

Service Frequency
10 - 20 Minutes

Alignment
In street with traffic

Right of Way Width
Street Width

Turning Radius
33 - 50 feet

Vehicle Length
30 - 50 feet

Typical Power Source
Diesel

Can Operate Concurrently with Freight Service?
NA

‡ As adapted from "Transit Technologies Worksheet" by Reconnecting America http://www.reconnectingamerica.org/public/download/bestpractice175

BUS RAPID TRANSIT (BRT)

Phoenix BRT
http://www.flickr.com/photo_zoom.gne?id=427731511&size=o

Eugene EmX
http://www.flickr.com/photos/8594149@N06/1152802867/

Las Vegas Max
http://www.flickr.com/photos/neitech/

Bus Rapid Transit (BRT)

Definition: Bus Rapid Transit (BRT) is a relatively new umbrella term for urban mass transportation services utilizing buses to perform premium services on existing roadways or dedicated rights-of-way. Operations of BRT systems can mimic rail operations with off board fare collection, level boarding and increased vehicle capacity.

NOTABLE CHARACTERISTICS

- Meant to emulate light rail:
  - -Operation in dedicated right of way (but flexible enough to mix with auto traffic)
  - -Off-board fare collection
  - -Sleek vehicles
- Does not require specialized construction capabilities
- Typically serves commute corridors
- Potential to be substantially less expensive than light rail
- Ability to be a catalyst for development is not yet well established

Status in the US: Rising Interest
Las Vegas, NV (in service)
Salt Lake City, UT (planning stages)
Phoenix, AZ (in service)
Eugene, OR (in service)

Projected Costs per Mile
$4 - 40 Million

Service Type/Land Use Setting
Regional
Urban

Average Operating Speed
8 - 12 MPH

Station Type
Sidewalk Sign
Station
Platform

Distance Between Stations
0.25 - 2 Miles

Service Frequency
3 - 30 Minutes

Alignment
HOV lanes or separated right of way in median or on curb

Right of Way Width
12 Feet (Pittsburgh single lane)
28 Feet (Pittsburgh double lane)

Turning Radius
40 - 70 Feet

Vehicle Length
30 - 50 Feet

Typical Power Source
Diesel
Electric

Can Operate Concurrently with Freight Service?
NA

‡ As adapted from "Transit Technologies Worksheet" by Reconnecting America http://www.reconnectingamerica.org/public/download/bestpractice175

*BRT is an extremely flexible vehicle that is applicable in a variety of environments: dedicated right of way, mixed with traffic (with and without preemption mechanisms), and a variety of station spacing. This flexibility is reflected in its operating characteristics

HERITAGE Trolley

Photo by APTA, San Francisco F Line
http://heritagetrolley.org

Galveston Trolley
https://www.utmb.edu/psychology/images/GalvestonTrolley.JPG

Photo by Jeremy Atherton, Memphis Main Street Trolley Line
http://www.commons.wikimedia.org

Heritage Trolley

Definition: The terms "Heritage Trolley" and "Vintage Trolley" are used to describe modern use of trolleys of a design dating from roughly 1900 to 1950. The terms can be used to refer either to a replica car that more or less accurately reproduces a trolley from the first half of the 20th century, or to an original preserved car restored to accurate or nearly accurate standards (APTA).

NOTABLE CHARACTERISTICS

- "Achieving Americans with Disabilities Act" compliance with this type of vehicle typically requires modification.

Status in the US: Currently Operating in a Variety of Cities
New Orleans (operating)
Memphis (operating)
Little Rock (operating)
Kenosha (operating)
Galveston (operating)

Projected Costs per Mile
$2 - 12 Million

Service Type/Land Use Setting
Urban Circulator (as opposed to corridor service)

Average Operating Speed
8-12 MPH

Station Type
Sidewalk Sign
Station
Platform

Distance Between Stations
Approximately 0.25 Miles

Service Frequency
8 - 15 Minutes

Alignment
In the street with traffic with no grade separation

Right of Way Width
19 - 24 (double track)
11 - 13 (single track)

Turning Radius
40 - 50 feet

Vehicle Length
35 - 50 feet

Typical Power Source
Electric

Can Operate Concurrently with Freight Service?
No

‡ As adapted from "Transit Technologies Worksheet" by Reconnecting America http://www.reconnectingamerica.org/public/download/bestpractice175

Section 2

MODERN Streetcar

Tacoma Streetcar
http://www.flickr.com

PDX Streetcar
http://www.flickr.com/photos/the_impression_that_i_get/539261839/

Tucson (planning stages)
http://www.tucsontransitstudy.com

Modern Streetcar

Definition: The US term "streetcar" is generic to most forms of common forms of common carrier rail transit that runs or has run on streets, providing a local service and picking up and discharging passengers at any street corner, unless otherwise marked.

NOTABLE CHARACTERISTICS

- Can be viewed as a pedestrian-scaled subset of light rail
- Operates in lanes with autos (limited to speed of adjacent traffic)
- Stops can be every block and of simple design
- Ability to be a catalyst for development in a downtown area
- Used to reduce secondary trips within a downtown area
- Intended to be inexpensive and quick to implement (retrofit rather than reconstruction of street, no grade separation, very light vehicles requiring only a shallow track slab)

Status in the US: Gaining Popularity
Portland (in use)
Seattle (design phase)
Washington DC (under construction)
Tacoma, WA (planning stages)

Projected Costs per Mile**
$10 - 25 Million

Service Type/Land Use Setting
Urban Circulator (as opposed to corridor service)

Average Operating Speed
8-12 MPH

Station Type
Sidewalk Sign
Station
Platform

Distance Between Stations
Approximately 0.25 Miles

Service Frequency
8-15 Minutes

Alignment
In street with traffic with no grade separation

Right of Way Width
19-24 Feet (double track)
11-13 Feet (single track)

Turning Radius
50-100 Feet

Vehicle Length
40 - 80 feet per car

Typical Power Source
Electric

Can Operate Concurrently with Freight Service?
NA

‡ As adapted from "Transit Technologies Worksheet" by Reconnecting America http://www.reconnectingamerica.org/public/download/bestpractice175

** Modern Streetcar and Light Rail systems are often lumped in with road and utility reconstruction, increasing the costs.

LIGHT Rail

TRAX light rail
http://www.daylightimages.com/Images/imagesl/UTA%20TRAX%20Temple%20Square.jpg

Phoenix Metro
http://www.flickr.com/photos/crunchypickle/473150501/

Houston light rail
http://www.flickr.com/photos/zephrene/

Light Rail Transit

Definition: The term light rail refers more to this mode's relative simplicity and operational flexibility than to actual vehicle weight or cost. With an overhead power supply, light rail systems can operate either in dedicated right-of-way or mixed traffic and widely ranging aligment cofigurations (FTA).

NOTABLE CHARACTERISTICS

- A dominant mode pre-WWII (think "interurban")
- Approximately 14 new lines since 1980
- Most flexible steel wheel technology: can operate in mixed traffic, pedestrian mall, tunnels, elevated, exclusive ROW, etc.
- Grade separations are required at roadway crossings
- Typically serves commute corridors
- Higher capacity service that can act as a network spine
- Ability to be a catalyst for development within nodes along a corridor

Status in the US: Accepted Mode
Salt Lake City, UT (in service)
Denver, CO (in service)
Minneapolis, MN (in service)
Dallas, TX (in service)
Houston, TX (in service)

Projected Costs per Mile
$20 - 60 Million ($56m)[2]

Service Type/Land Use Setting
Regional
Intra-urban

Average Operating Speed
20-60 MPH

Station Type
Sidewalk Sign
Station
Platform

Distance Between Stations
>1 Mile

Service Frequency
5-30 Minutes

Alignment
Aligned center or side of street corridor on separate right of way

Right of Way Width
19-33 Feet (double track)
11-13 Feet (single track)

Turning Radius
50-100 Feet

Vehicle Length
50 - 80 feet per car
(Up to 4 car trains)

Typical Power Source
Electric

Can Operate Concurrently with Freight Service?
No

‡ As adapted from "Transit Technologies Worksheet" by Reconnecting America http://www.reconnectingamerica.org/public/download/bestpractice175

[2]This includes estimates and figures for complete systems in final design, under construction, or completed after 2003 that do not include tunneling. (http://www.lightrail.com/LRTSystems.htm)

LIGHT RAIL (Without Wires)

Bordeaux, France
http://mtbu.kcg.gov.tw/html/lightrail/worlde.html#

(a) (b)

(a) Urban landscape with OCS wires; and (b) without OCS wires

Swanson, J.D. "Light Rail Without Wires: A Dream Come True?"
http://onlinepubs.trb.org/onlinepubs/circulars/ec058/15_02_Swanson.pdf

Light Rail (Without Wires)

Definition: These light rail vehicles have ground level switched contact systems.

NOTABLE CHARACTERISTICS

- Offers practical alternative solution to using unsightly overhead wires
- System maximizes pedestrian safety

Status in the US: Not in Use
Only used in Bordeaux, France

Projected Costs per Mile
Estimated as 3 times as costly as light rail with overhead wires[1]

Service Type
Regional
Urban

Average Operating Speed
20 - 60 MPH

Station Type
Sidewalk sign
Station
Platform

Distance Between Stations
Less than 1 mile

Service Frequency
4 to 8 minutes

Alignment
Separate right-of-way

Right of Way Width
19-33 Feet (double track)
11-13 Feet (single track)

Turning Radius
59 feet

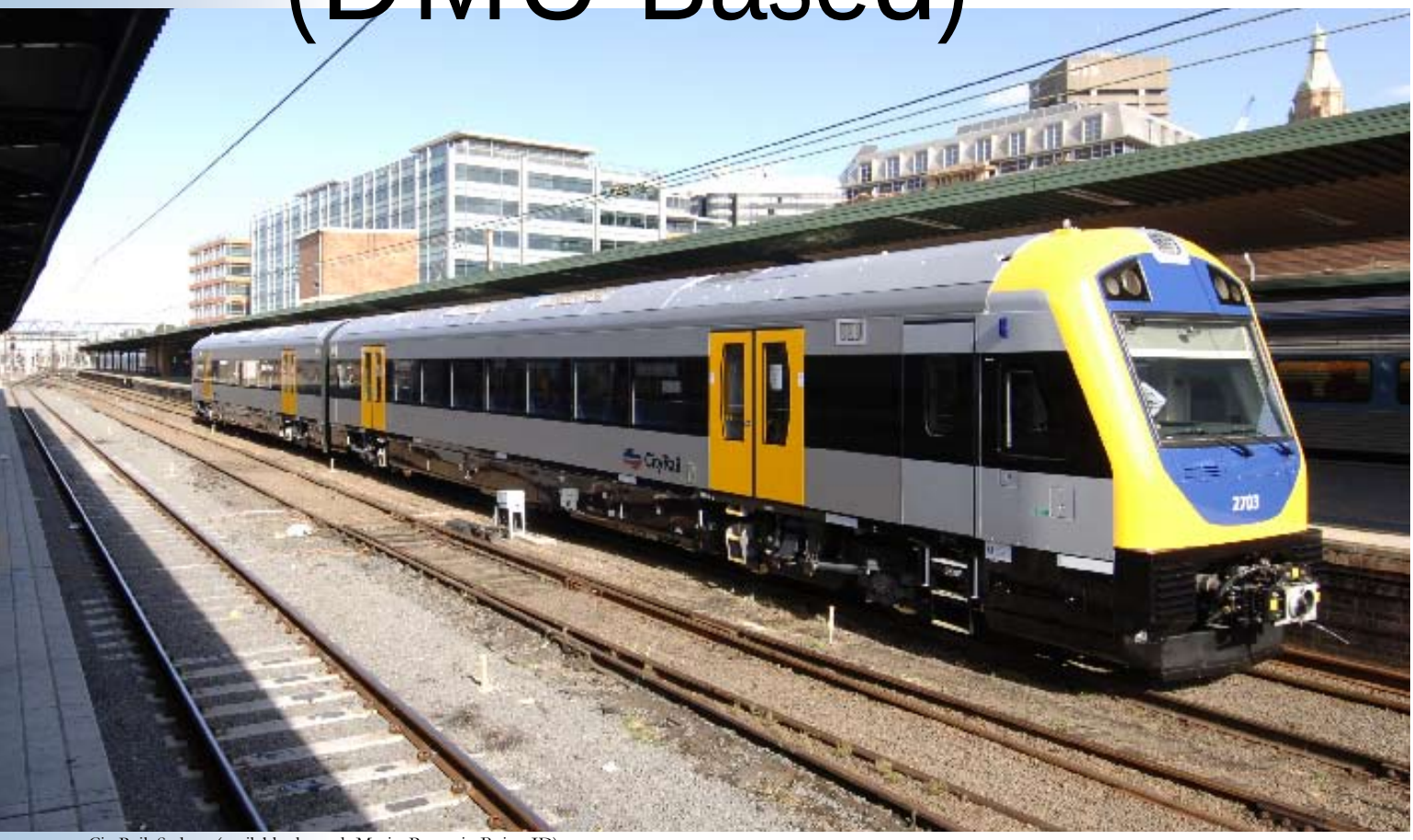
Vehicle Length
144 feet[2]

Typical Power Source
Third rail configuration where power is only switched on beneath the moving cars (thus making it safe for pedestrians)

Can Operate Concurrently with Freight Service?
No

[1] http://en.wikipedia.org/wiki/Light_rail#Power_sources
[2] http://findarticles.com/p/articles/mi_m0BQQ/is_7_43/ai_105642898

COMMUTER RAIL
(DMU Based)



CityRail, Sydney (available through MotivePower in Boise, ID)
Photo courtesy of MotivePower, Inc.

Colorado Railcar at Los Angeles Union Station
http://www.flickr.com/photo_zoom.gne?id=199653245&size=l

Colorado Railcar Double Deck DMU, Florida
http://www.flickr.com/photo_zoom.gne?id=522982542&size=o&context=photostream

Diesel Multiple Unit (DMU)

Definition: A self-propelled rail vehicle wherein the passenger cars contain internal diesel (or diesel-electric) engines. DMUs are capable of operating in either commuter rail or light rail modes of service. In contrast, other commuter rail systems have an independent locomotive pulling "dead" passenger cars and light rail systems are generally powered by overhead electrical lines.

NOTABLE CHARACTERISTICS

- Power plants onboard each car allows for trains to be split and joined en-route, and for power to be scaled along with passenger capacity
- Distribution of the propulsion among cars also results in a system less vulnerable to single-point-of-failure outages
- Because each car has a self-contained power plant, there is no need for overhead electric lines or electrified tracks, which can result in lower system construction costs relative to a system which requires electrification

Status in the US
Camden-Trenton, NJ
San Diego, CA (to begin 2007)
Orlando, FL (to begin 2009)
Southern Florida

Projected Costs per Mile
$3 - 32 Million

Service Type
Regional
Intra-urban

Average Operating Speed
30 - 90 MPH

Station Type
Station
Platform

Distance Between Stations
2 - 5 Miles

Service Frequency
20 - 30 Minutes

Alignment
Generally built on existing tracks at grade street crossings

Right of Way Width
33 - 37 Feet

Turning Radius
140 - 250 Feet

Vehicle Length
50 - 90 Feet/car

Typical Power Source
Hybrid on-board diesel engines

Can Operate Concurrently with Freight Service?
Depends on vehicle

‡ As adapted from:
http://www.eastsiderailnow.org/dmu.html
http://en.wikipedia.org/wiki/River_Line_%28New_Jersey_Transit%29
http://en.wikipedia.org/wiki/Diesel_multiple_unit
http://www.gonctd.com/oerail/oerail.html
http://www.njtransit.com/an_cp_project006.shtml
http://www.coloradorailcar.com/dmuhome.htm
http://www.fta.dot.gov/documents/NJT_-_Diesel_Multiple_Unit.ppt#257,2,Concept
http://www.sfeccstudy.com/other_transportation.html

COMMUTER RAIL (Locomotive Based)

Albuquerque, New Mexico, Rail Runner (Manufactured in Boise, ID)
http://www.flickr.com/photos/mister_goleta/

Photo by Utah Transit Authority, FrontRunner (Manufactured in Boise, ID)
http://www.rideuta.com

Commuter Rail Transit

Definition: Commuter Rail is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs.

NOTABLE CHARACTERISTICS

- Typically implemented using existing infrastructure
- Not grade separated
- Locomotive pulls trailer coaches (see DMU)
- Typically operates in peak period
- Potentially inexpensive to implement
- Regulated by Federal Railway Administration (FRA)

History:

[Past] Served long journey to work, enabled suburban growth

[Currently] Focus on reducing auto congestion/dependence

Status in the US: Well Documented Acceptance
Dallas - Fort Worth, TX (in service)
Albuquerque, NM (in service)
Salt Lake City, UT (planned opening late 2008)
Boston, MA (in service)

Projected Costs per Mile
$3 - 25 Million**

Service Type
Regional
Interurban

Average Operating Speed
30-60 MPH

Station Type
Station
Platform

Distance Between Stations
2-5 Miles

Service Frequency
20-30 Minutes

Alignment
Generally built on existing tracks at grade street crossings

Right of Way Width
37+ feet

Turning Radius
140 - 460 feet

Vehicle Length
150 - 500 feet
(Engine and Coaches)

Typical Power Source
Diesel

Can Operate Concurrently with Freight Service?
Yes

‡ As adapted from "Transit Technologies Worksheet" by Reconnecting America http://www.reconnectingamerica.org/public/download/bestpractice175

** Modern Streetcar and Light Rail systems are often lumped in with road and utility reconstruction, increasing the costs.

RECOMMENDATIONS

Recommendations will be developed as a part of, and subsequent to the CIM Implementation Forums and workshops being held in Winter 07/08

The Public

People choose to live, work, and shop in an environment that may or may not have good transit, pedestrian or bicycle access. The market for such development is diverse and needs to learn how transit and transit developments can benefit their communities.

What Can You Do?

Get familiar. Become acquainted with the plans affecting your neighborhood, city, and region. This includes the regional long range plan, *Communities in Motion* and land use plans.

Get involved. Encourage your city council and county commissions to support *Communities in Motion*. Support well-designed, appropriately located higher density developments which are designed appropriately. Contact your elected officials and let them know your opinions on land use and transit funding

Get Going! Learn the routes, schedules, and services and then ride transit whenever possible. Walk or bicycle short distances and find a carpool group.

Public Officials

Elected officials and appointed commissioners of local government set the framework for land use decisions. They develop and update comprehensive plans, make decisions on development proposals and set rules and requirements that can encourage innovation in land use design and development.

[What Can They Do?]

Adopt Communities in Motion into the Comprehensive Plan. The regional transportation plan provides guidance on future transportation plans and policies for implementation.

Adhere to the Comprehensive Plan. Require development to follow planning policies which reduce sprawl and promote transit-ready developments at appropriate locations.

Amend land use plans.

- Identify potential transit corridors/nodes and zone accordingly.
- Update zoning regulations to encourage transit-sensitive land use design.
- Adjust parking requirements in transit nodes to reflect availability of transit services.
- Plan for a high quality pedestrian/bicycle pathway system.

Allow public/private opportunities. Both developers and municipalities can benefit from joint partnerships of transit oriented development. Developers can receive increased patronage to commercial buildings; municipalities can lower capital costs.

Planners and Developers

Developers and those who finance development are a the key group in that they must be willing to take risks to adopt innovative transit oriented land development models. Planners play a critical role in site plan review and analysis, and the instruction of public and leaders.

What Can They Do?

Review Development for Transit Principles. Refer to pages 6-7 for guidelines & information related to density, improving pedestrian/bicycle friendly environments, mixing uses, and orienting buildings to benefit from transit.

Require transit-sensitive review of site plans.

- Transit-related concerns should be given serious consideration for developments in appropriate locations along current and future transit corridors.
- Provide a checklist to potential developers and adopt it as an official part of the review process.

Regulate transit corridors for primary pedestrian, bicycle and transit movement. Sufficient rights-of-way should be reserved for all modes of traffic and logical pathway routes should be provided.

Glossary

Definitions

Area of City Impact: Also known as the city's planning area. It is the land area surrounding the limits of each city, negotiated between each individual city and the county in which it lies. Each city has comprehensive planning authority for its area of impact, but until annexation occurs, zoning and development entitlement is handled by the county.

Bikeway: A facility intended to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Bus Rapid Transit (BRT): A transit system that looks and feels like a rail system, but operates like a bus system with rubber tires and no rail. BRT may or may not operate on a dedicated lane.

Census Block: A subdivision of a census tract (or, prior to 2000, a block numbering area). A block is the smallest geographic unit for which the Census Bureau tabulates from both the short form and the long form for every inhabitant and housing unit in the United States. Many blocks correspond to individual city blocks bounded by streets, but blocks - especially in rural areas - may include many square miles and may have some boundaries that are not streets.

Census Block Group (BG): A subdivision of a census tract (or, prior to 2000, a block numbering area). A block group is the smallest geographic unit for which the Census Bureau tabulates sample data. A block group consists of all the blocks within a census tract with the same beginning number.

Community Choices: Community Choices was selected as the preferred land use scenario in Communities in Motion. It emphasized growth inside city "areas of impact," and higher densities and mixed uses with jobs, shopping and services closer to housing.

Context Sensitive Design: A concept in transportation design that considers the adjoining land use, site access, community character, pedestrians, multi-modal needs, environmental, and other community interests and considerations when developing transportation system improvements.

Fixed Route (Bus Service): A specific route that does not vary from day to day. Also referred to as "Fixed Line."

Floor Area Ratio: Arithmetic relationship of the total square feet of a building to the square footage of the land area (building area/land area).

FRA: Federal Railroad Administration. The mission of the FRA is to promote safe and environmentally sound rail transportation.

FTA: Federal Transit Administration. The FTA is an agency within the United States Department of Transportation (DOT) that provides financial and technical assistance to local public transit systems.

Geographic Information System (GIS): Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

Intermodal: The ability to connect, and the connections between modes of transportation. The ability to connect and the connections between types of transportation, such as automobile, bus, rail, carpooling, van-pooling, bicycling and walking.

HOV Lane: High occupancy vehicle lane is a lane reserved for vehicles with a driver and one or more passengers. They are also known as carpool lanes, commuter lanes, diamond lanes and transit lanes.

Major Destinations: Destinations or places that attract many traffic trips such as shopping centers, major employment centers, large educational facilities, regional parks, large entertainment areas, or downtown centers.

Mixed-Use: A development or building that includes a combination of residential and commercial or office uses. Typically, office or retail uses would be found on the street-level engaging the pedestrian, with residential uses on the upper floors.A mixed-use development can reduce the dependency on the single-occupant automobile as basic goods and services are locating within walking distance or even within the same building.

Multimodal: Multimodal generally refers to a system involving more than one mode of transport, which may include automobile, bus, rail, carpooling, van-pooling, bicicyling, and walking.

Node: Locations in close proximity to existing for future transit stations. Developing higher density development near nodes increases ridership, walkability of an area, and increases the foot traffic for nearby retail and service businesses.

Productive Capacity: The product of passenger capacity and speed

ROW: Right-of-way is a strip of land which allows public use. Examples could be a street, road, sidewalk or path.

Sprawl: Urban form with haphazard growth on the outskirts of a city in locations without public infrastructure, nearby employment, and basic services. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation, as well as other concerns associated with transportation.

Third Place: A Third Place refers to social surroundings separate from home and the workplace. Third places are important for civil society, democracy, civic engagement, and establishing feelings of a sense of place.

The term was coined by sociologist Ray Oldenburg and first appeared in his 1990 book *The Great Good Place,* a celebration of the places where people can regularly go to take it easy and commune with friends, neighbors, and just whoever shows up. The subtitle says it all: "Cafes, Coffee Shops, Community Centers, Beauty Parlors, General Stores, Bars, Hangouts and How They Get You Through the Day."

Transit: Transportation mode that moves larger numbers of people than does a single automobile. Generally renders to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

Transit Supportive Housing Density: The amount of Transit Oriented Development needed to support a transit system. Seven units per gross acre is the minimum density that is considered transit supportive. Transit supportive density can be derived a variety of ways including a wide mix of densities that averages seven units per acre or more. This type of density is only expected within one-quarter mile of transit stops.

Walkability: The measure of the overall walking conditions in an area. Factors which are commonly part of walkability indices include land use mix, street connectivity, medium to high residential density, ground-level retail, access to mass transit, presence and quality sidewalks and pedestrian crossings, aesthetics, nearby local destinations, air quality, street furniture, and traffic flow. Walkability indices have been found to correlate with Body Mass Index and physical activity and have also been found to have economic benefits for an area.

Appendix

Developments: Additional Information

Additional information on the developments in "Section 1" is organized in the appendix by development name, and listed in alphabetical order. Corresponding page numbers are located to the left of the development names.

The tabular data includes specific information about the developments at a uniform point in time which allows quick comparisons between them.

These numbers are constantly changing and should, therefore, be seen as a snapshot in time and not thought of in terms of absolutes. Applying some critical thinking reveals that the numbers, though dated, are not irrelevant.

Turning the page reveals a list defining the categories highlighted within the table, as well as an explanation on the importance of each category to the story of the specific TOD. Taken as a part of an even greater picture, this information can also tell the story of TOD trends in the Valley as a whole.

PAGE #	DEVELOPMENT NAME	MARKET CONDITIONS				DEMOGRAPHIC INFORMATION[1]		
		Assessed Value	% Owned	Commercial Space (sq. ft.)[2]	# Jobs[2]	Median Age	Median HH Income (1999)	Median HH Size
94	Aspen Lofts	NA	NA	4,452,133	8,580	NA	$24,615	NA
78	Bown Crossing (River Walk)	$150,000 - 1,240,200	54.2%	69,083	57	NA	$68,889	2.82
62	Brampton Square	$153,200 - $171,300	74.3%	157,316	195	24.5	$26,951	2.67
50	Cherry Lane	$168,800 - $186,000	85.7%	0	48	31.2	$61,747	3.09
96	CitySide Lofts	NA	NA	1,015,437	1,171	22.8	$17,859	2.42
90	Crescent Rim	NA	NA	104,130	30	NA	NA	NA
54	Davis Avenue	$133,150 - $189,800	16%	▲	120	28.8	$30,670	2.96
56	Denise Place	$231,200 - $326,100	65.0%	312,510	NA	25.1	$33,086	1.72
38	Ellie's Path	$219,000 - $341,700	68.8%	101,709	161	25.5	$55,190	2.24
86	Grove Condominiums	$528,200 - $1,949,200	5.5%	5,122,880	9,379	36.5	$24,615	1.5
74	Heron Cove	$212,100 - 312,700	64.2%	248,113	1,357	47.4	$68,889	1.52
60	Kimberly One	$324,900 - $411,600	89.3%	688,457	1,002	31.1	$31,750	2.12
42	Manchester Park	$80,900 - $140,700	52.5%	▲	76	29.2	$46,189	3.08
44	Paddy Row	$323,400 - $407,600	94.4%	307,675	925	32.6	$56,176	2.04
36	Pender Village	$348,200 - $479,800	52.9%	216,476	400	41.1	NA	2.48
82	Rim Crest	$97,400 - $321,900	54.0%	17,902	49	50.5	$22,677	1.76
48	Roth Townhomes	$171,200 - $222,600	78.9%	135,908	368	26.9	$38,448	1.72
92	Royal Plaza	NA	NA	3,580,761	6,366	NA	$24,615	NA
76	Serendipity	$141,600 - $151,600	50%	266,411	1,201	37.5	$39,712	2.9
68	Shiloh Townhouses	$120,700 - $132,300	78.6%	29,191	136	33.9	$33,086	2.49
64	Sooner	$186,400 - $239,200	68.8%	274,057	231	34.5	$72,743	2.60
70	Somerset Hills (Sonoma)	NA	NA	0	41	23.6	$52,969	2.15
40	The Gables	$280,400 - $342,300	84.2%	456,818	345	53.5	$46,821	1.75
98	The Jefferson	NA	NA	1,467,374	4,533	NA	NA	NA
80	The Overlook	$164,600 - $253,200	80.0%	0	43	36.4	$60,265	2.58
52	Tomlinson (Woodbine at Lakewood)	$125,400 - $170,300	57.6%	396,405	502	30.5	$46,821	1.65
88	Tower Plaza Condos	$192,600 - $1,520,800	10.7%	4,783,688	11,104	50.5	$24,615	1.6
46	Urban Renaissance	$224,700 - $261,600	83.3%	0	26	31.8	$50,313	2.46
72	Veltex	$870,000 - $1,265,800	75%	3,292,542	8,443	NA	$24,615	NA
66	Warm Springs	$278,600 - $625,500	91.7%	133,524	212	53.8	$31,750	1.5
58	Washington Square	$258,000 - $435,900	78.9%	2,409	403	57.5	$33,320	1.61
84	Whittier (Hyde Park Place)	$175,100 - $426,700	71.8%	216,131	482	29.7	$20,129	1.73

[1] By 2000 Census Block
HH = Household

[2]Within 1/4 mile radius

▲Information for Canyon County is not available

Note: Highs and lows of each category are in bold

Development Info

Year: Year refers to the initial construction of the development, not when it was remodeled, added to, or converted (unless otherwise noted).

The year of the development provides hints to the trends of the time period in which it was developed. Interestingly, Transit-Oriented Developments are not limited to a specific era, as TODs in the guidebook range from the early 20th century, such as the Gem/Noble building, to several currently under construction. Although architecture and design techniques change, the principle of developing residences nearby transit stops has dated back many years.

Additional Information: Defined

Units: Number of housing units. A structure is a separate building that either has open spaces on all sides or is separated from other structures by dividing walls. In determining the number of units in a structure, all housing units, both occupied and vacant, are counted.

TODs are not limited by a development's size. In the Guidebook, TODs range from small lots supporting only a handful of units to large developments which comprise many neighborhoods and a range of building types.

Assessed value: Idaho law requires that all nonexempt property be assessed at market value each year. By comparing current sales of similar properties, the assessor estimates how much a buyer might reasonably pay for your home if it was for sale. Assessed value is established by the county assessor's department.

Similar to household income, assessed value is one indication of the affluence of the neighborhood. However, a disproportion of household income to assessed values may indicate that housing values are burdening an household's income. Additional housing choices and locations may be one solution to overcoming a disproportionate value to income ratio.

Percentage Ownership: Measure of housing units which are owner-occupied. Idaho has a homeowner's exemption for owner-occupied homes and manufactured homes, which are primary dwellings that includes the value of your home and up to one acre of land. To qualify, applicants must own, occupy and use the dwelling as of January 1 but before April 15. Homeowner's exceptions are tracked by the county assessor's department.

Home ownership is often a factor of perceived neighborhood stability, childhood educational success, reduce crime, and overall quality of life. The ability to own property is fundamental to many of this nation's core tenets and provides opportunity for upward mobility in economic and social status.

Demographic Info (by 2000 Census Block)

Median age: This measure divides the age distribution in a stated area into two equal parts: one-half of the population falling below the median value and one-half above the median value. (Census code P13)

The market for TODs has broadened and nearly every demographic has found desire for purchase. Certain aspects of TODs appeal to different populations. For example, the generally smaller yard sizes may appeal to either the elderly or households without children as priorities and willingness to maintain a yard are not priorities.

Median HH Income: The median income divides the income distribution into two equal groups, one having incomes above the median, and other having incomes below the median. Aggregated to block group level (Census code SF3-P53).

Household income is one measure of the affluence of a neighborhood. TODs attract from a wide variety of income levels, paralleling the greater housing market. Some housing units will be high-end, often correlated with land values near employment or civic centers; others will be entry-level, promoting housing ownership with lower lot sizes and lower land values.

Median HH size: ("Household size") The total number of people living in a housing unit. (Census code P17)

Traditionally, TODs have been considered housing of choice for urban singles or households without children. However, with the wide variety of TODs available, many household types fit the market for TODs. The median household size demonstrates what household type is generally attracted to the development

Commercial space (sq. feet.): Commercial space within a quarter mile radius of the development, in square feet.

The ability for a neighborhood to be served by public transit is generally a factor of density. In the residential pages, density is defined by dwelling units per acre. However, equally as important is the amount of commercial and office space which generates employee and client vehicle trips. Commercial space is measured by sq. ft. within ¼ mile radius of the TOD and as recorded by the county assessor.

Number of Jobs: Number of jobs within a quarter mile radius of the development. Similar to commercial space, the amount of employment is a factor of density. Employees generally travel via single-occupancy vehicles during peak travel times when employment is not in close proximity to transit routes. This additional congestion can be mitigated through public transit serving both residential and employee travels.