



# *COMMUNITIES IN MOTION*



## ANNUAL PERFORMANCE MONITORING REPORT

2010

# EXECUTIVE SUMMARY

## *Communities in Motion*

*Communities in Motion* (CIM) is the regional long-range transportation plan for southwest Idaho providing regional transportation solutions for the next twenty-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette Counties. The COMPASS Board adopted the plan in August 2006. One of the provisions of CIM was the development and implementation of a Monitoring Report that “summarizes progress toward achieving alternative transportation and desired land use objectives” (CIM Task 4.4.3).

The 2010 *Communities in Motion Performance Monitoring Report* (CIMPMPR) is the fifth annual report that evaluates factors to depict progress on meeting goals of the plan. The importance of the data grows as information is tracked across time. As data accumulates, the results will portray how the region is moving forward with CIM.

*Communities in Motion* highlights five key “issues” to be addressed:

- Balance between Jobs and Housing
- Choices in Housing
- Choices in Transportation
- Connectivity
- Preservation of open space and farmland

Information and policies indicating progress towards these objectives are on each Agency Summary page and corresponding regional maps are found in the Appendix. A Glossary is also found in the Appendix.

Highlights of this CIMPMPR include:

### **Balance between Jobs and Housing**

The biggest news item in 2009 was the loss of employment and a continued rough economy. Between June 2008 and June 2009, over 22,000 jobs had been lost in Ada and Canyon counties. The center for employment continued to slightly shift northwest. Currently the employment center is near the intersection of Franklin Road and Cloverdale Road, leaving Boise for the first time and entering Meridian.

Another indication of shifting land use patterns is the density of population, households, and employment. The tables on the agency summary pages indicate the change in densities for the region and individual cities. Changes in population growth show a shift southwest from central Meridian to southwest Meridian (page 70). Household densities similarly decreased. Net employment decreased throughout the valley and no community was unchanged. Most cities had a decrease in employment density except for Kuna, Notus, and Parma.

Several local government policies were initiated in 2009 to curb the momentum of sprawl.

- Ada County revised their zoning ordinances to encourage home businesses and planned communities were modified to require mix of uses and urban public services.
- City of Eagle amended their comprehensive plan to keep employment and capture vehicle trips

along State Highway 44 and approved development to promote local employment.

- City of Kuna adopted a comprehensive plan to promote jobs, the downtown, and cooperation between economic development partners.
- City of Meridian is emphasizing marketing and employment in the city to balance jobs to residences.
- City of Middleton is working with Southwest Idaho Cooperative Housing Authority to promote work opportunities.
- City of Parma adopted amendments to the comprehensive plan to encourage orderly growth and balanced land uses; and encourage attraction, retention, and expansion of sufficient businesses and industries.
- City of Wilder is partnering with neighboring communities to develop an employment center along State Highway 19 and Peckham Road.



### Choices in Housing

Housing woes continued in the Treasure Valley over the last year. In 2009 less than 2,000 new residential units were built; in 2008 there were over 2,600 units, and at the peak, over 11,000 units were built in 2005. The number of new multi-family units fell both in number and as a percentage of overall construction. In 2009, the percent of multi-family units as a share of all permits issued decreased from 15% to 14% compared to the previous year.

Affordability is another factor of housing choice. To echo the previous PMR, “Another result of the housing crunch was the falling home values across the region. While existing homeowners saw a decrease in equity in their homes, new buyers found new affordability in the region, which had not been seen for years.” Housing affordability should be considered in context of transportation costs. While housing that is far from employment is typically more affordable, the resulting transportation costs consume a substantial amount of the housing savings. In 2008, 61% of all residential units were considered affordable when viewed in context of housing values and transportation costs. Affordability rose to 73% in 2009, mostly due to the drop in housing values across the region. See the maps in the Appendix for specific area information (pages 58-59).

The variety of housing constructed in 2009 was also down. The Housing Diversity Index (see Appendix) demonstrates the variety of new housing stock in each city and county by evaluating type of housing and housing values built in the last year. A higher score (up to 100) indicates a balance of multi-family dwellings, manufactured homes, and a variety of single-family home prices. In 2008, the Treasure Valley scored an 89 in housing diversity. In 2009, with less multi-family units being built, the score was 87.

Several cities have adopted policies and/or approved subdivisions to promote choices in housing.

- Ada County streamlined the process for secondary dwellings to provide additional, affordable housing.
- City of Boise added housing diversity and is promoting mixed use developments.
- City of Eagle is working to integrate sustainability, design, and Transit Oriented Development (TODs) into its comprehensive plan.
- City of Kuna adopted a comprehensive plan to increase housing diversity and mix of uses.
- City of Meridian is funding affordable housing with Community Development Block Grants (CDBG).
- City of Middleton approved a comprehensive land use map to increase density in the city limits.
- City of Parma adopted amendments to the comprehensive plan to encourage preservation of residential areas and a wide range of housing types.
- City of Wilder updated the comprehensive plan to provide for affordable housing needs.



# EXECUTIVE SUMMARY

## Choices in Transportation

The availability of multiple modes of transportation, including automobile, transit, pedestrian, and bicycle were evaluated in several ways. Locally, the arterial Level of Service (LOS) was virtually unchanged as only two cities received a better score (Caldwell and Kuna) and only one city received a worse score (Eagle). As the economy improves and construction begins again, this will be a key indicator to track the overall traffic congestion levels.

The number of occupied Commuteride Park and Ride spaces decreased from 380 in 2008 to 375 from 2009. The number of vanpools decreased (137 to 134). Transit routes remained largely unchanged, however, this report is reflecting Valley Regional Transit's ADA "flag stop" policy change (from a flag-down system to a fixed-stop system). While this will increase efficiency of the services and safety for transit passengers it reduces the amount of service area and the amount of housing and employment near transit (see Connectivity section). Over the next several years, this data will be reviewed to compare the progress of the region and individual cities in providing more transit services.

The following policy changes also improve the choices in transportation for the region:

- Ada County Highway District adopted a complete streets policy and livable street design guide, adopted a bicycle master plan and a master street map, expanded the vanpool service, and is working to improve safe routes to school.
- Nampa Highway District adopted a policy that any development within the impact area of a city or within one mile of an adjacent city's limits requires the development to meet the sidewalk and bikepath requirement of the city.
- Valley Regional Transit (VRT) planned service changes to increase service in high demand areas, and completed many programs to increase transit in the future.
- Ada County established requirements for Planned Communities to support transit, be consistent with Ada County Highway District's (ACHD) Transportation and Land Use Integration Plan (TLIP), and other multimodal requirements.
- City of Boise is funding transit operations, the Vista Interchange redesign, and is improving pedestrian facilities.
- City of Eagle is partnering in the State Street corridor study which extends to State Highway 16.
- City of Kuna adopted a comprehensive plan to encourage all modes of travel.
- City of Meridian is working to use the rail corridor for a pathway and is coordinating efforts through the Blueprint for Good Growth.
- City of Middleton is working to increase roadways and bike paths and amending the transportation element of Middleton's comprehensive plan.
- City of Parma adopted amendments to the comprehensive plan to encourage commercial and industrial development along existing roadways, (i.e., US Highway 95).
- City of Wilder is working on a sidewalk master plan and is developing an access management plan along US Highway 95 and State Highway 19.

## Connectivity

The ability for residents to access jobs, shopping, public parks, and schools, transit and other services increases quality of life. Both proximity and access of households to these destinations and services are components of connectivity.

The measure of household connectivity showed an increase in connectivity to parks, schools, and grocery stores. Almost all cities increased household connectivity and the regional rate increased





from 11% to 12%. Another critical component in enabling choices in transportation, is the proximity of employment and housing to existing transit services. As previously mentioned these connectivity indicators fell slightly in 2009. The regional household to transit connectivity remained unchanged at 39%, however, seven cities had a net decrease while only Caldwell increased their proportion of housing near transit. Employment fared even worse. The regional employment connectivity decreased from 65% in 2008 to 62% in 2009, and only Boise increased the percentage of employment located within a ¼ mile distance to existing transit.

Public policies that will improve connectivity in the future are also highlighted in this report:

- Ada County Highway District continued to require stub streets, completed access management requirements, adopted a collector network through TLIP, and completed or adopted several subarea plans.
- VRT began a study for county transit centers and Park-and-Ride lots, improved bus services to handle bicycles, began bus bench program, and prioritized bus stops for ADA enhancements.
- City of Boise added pathways, pedestrian bridges, and required sidewalks with new residential construction.
- City of Eagle is promoting a walkable and a distinctive downtown with greater mix of uses and TOD opportunities.
- City of Kuna adopted a comprehensive plan to encourage partnerships with transportation and transit agencies.
- City of Meridian joined the Master Pathways Plan with the comprehensive plan and designed pathways to connect neighborhoods to schools, parks, and services.
- City of Middleton is planning a connection between State Highway 44 and Middleton Road.
- City of Wilder adopted a comprehensive plan to encourage compact housing.



## Open Space and Farmland

Open space is a subjective term. The type of land considered as open space include: cemeteries, golf courses, public parks, and publicly owned land outside the areas of impact. Using these categories, there was an increase of open space of 289 acres in 2009. After several years of intense Area of Impact expansions, 2009 showed only minimal increases, with only Meridian and Nampa increasing impact areas. Overall the amount of unincorporated land inside of a city's area of impact grew by 8,837 acres in 2009 compared to 2008.

The amount of agricultural acreage decreased over the last year. In 2009, 8,700 acres less were considered agricultural than in 2008. This is a result of the downturn in building permits and more landowners filing land as an agricultural tax code. This indicator was originally meant to demonstrate agricultural preservation, but is actually a better leading indicator of development.

Some public policy changes that occurred in 2009 may also preserve open space and farmland.

- Ada County encourages urban-type densities within urban public facilities and planned communities within areas of impact.
- City of Boise protected almost 1,500 acres as permanent open space in the foothills.
- City of Eagle completed annexation of a regional park plan and has applied for 3,000 acres of open space with the Bureau of Land Management.
- City of Kuna adopted a comprehensive plan that encourage trails, bike lanes, natural parks, agricultural land, recreation programs, and parkland acquisition. Kuna also designated four square miles to cluster development and preserve open space.



# EXECUTIVE SUMMARY



- City of Meridian designated an area for rural character preservation and acquired land for a future city park.
- City of Middleton amended the parks component of the comprehensive plan, established standards for city parks, and signed the Boise River Trail Plan to create a trail system near the Boise River.
- City of Parma adopted amendments to the comprehensive plan to recognize agriculture as an important environmental, economic component of the community and protect legal agricultural operations, discourage development of agricultural areas, and discourage access to the prime farmland areas.
- City of Wilder adopted a comprehensive plan that designated agricultural areas within the area of impact.

# EXECUTIVE SUMMARY

*Communities in Motion Adoption*  
(Adopted by the COMPASS Board on August 21, 2006)

Agency	Adopted CIM
Ada County	Yes
Ada County Highway District	Yes
Boise	Yes
Boise School District	Yes
Caldwell	Yes
Canyon County	Yes
Canyon Highway District No. 4	No
Eagle	Yes
Garden City	Yes
Golden Gate Highway District	No
Greenleaf	No
Idaho Transportation Department	No
Kuna	No
Melba	No
Meridian	Yes
Middleton	No
Nampa	Yes
Nampa Highway District	Yes
Notus	No
Notus Parma Highway District	Yes
Parma	No
Star	Yes
Wilder	No

Notes: COMPASS member agencies such as Boise State University (BSU), Idaho Department of Environmental Quality (DEQ), and Capital City Development Corporation (CCDC) are not included in the 2010 Performance Monitoring Report.

## *Communities in Motion* Five Key Elements

### **Balance between Jobs and Housing**

There are three Balance between Jobs and Housing metrics that can be compared from the adoption of *Communities in Motion* until 2008. These are jobs/housing balance, population density, and employment density. The recession continued to cut employment resulting in an continued imbalance between jobs and housing and reduced employment densities. The population densities within the region also declined as most cities will have a lower 2010 population and increased city sizes. Household densities were down in three cities due to annexations without increased populations. All four metrics did not show progress, therefore a down arrow shows that this indicator declined since last year.

### **Choices in Housing**

The percent of multi-family dwelling units as a share of overall new residential construction continued to decline. Household affordability has increased as home values continue to tumble. Diversity of housing dropped slightly in 2009. Two of three indicators show weakening. The arrow on the right demonstrates this decline.

### **Choices in Transportation**

As traffic continues to remain low and transit routes remained virtually unchanged since last year, most indicators for Choices in Transportation show no real change. However, the amount transportation options as expressed by Park-and-Ride spaces and vanpools have decreased. Bike and pedestrian options have increased as 82 miles of sidewalks and 21 miles of bikepaths were new in 2009. With three indicators unchanged, two improvements, and two declines, the arrow on the right shows no change in this area.

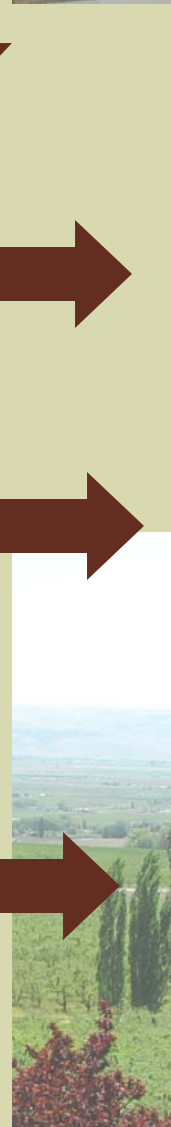
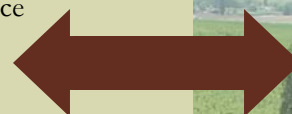
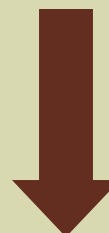
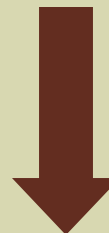
### **Connectivity**

Three indicators are used to track connectivity: 1) household connectivity to grocery stores, parks, and schools, 2) housing near transit, and 3) employment near transit. Household connectivity increased due to increased accessibility and sidewalks. Based on VRT's ADA flag stop policy the other indicators show decreases. Employment near transit dropped from 65% to 62%. Housing near transit also decreased but not at a level to be reflected in the regional rate of 39%. With one increase, one neutral and one decrease the arrow shows no change for 2009.

### **Preservation of Open Space and Farmland**

The amount of land included in city areas of impact decreased significantly this year from over 100,000 acres to just under 13,000. However, the amount of city acres occurring beyond city impact areas increased from over 1,000 to almost 10,000. Agricultural acreage decreased by 8,700 acres in 2009. Open space preservation increased by almost 300 acres. Of the four ways used in this report to measure preservation of open space and farmland, two indicators show improvement and two indicators show declines. The arrow on the right shows minimal improvement in this area.

Overall, two of five categories showed declines this year, with three categories left unchanged towards improvement of the goals of CIM.





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# BACKGROUND

## **COMMUNITIES IN MOTION: REGIONAL LONG-RANGE TRANSPORTATION PLAN 2030**

*Communities in Motion* (CIM) is the regional long-range transportation plan for southwest Idaho and provides regional transportation solutions for the next twenty-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette Counties. The COMPASS Board adopted the plan on August 21, 2006. CIM evaluated projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment. More than 2,000 residents, stakeholders, and elected officials participated in developing the plan. Seventy-two percent of those who reviewed and commented on the plan in spring 2006 supported it. The planning document is available in print, on a CD-ROM, and on-line at <http://www.communitiesinmotion.org/plandocuments.html>.

### **VISIONS AND GOALS OF CIM**

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

#### **Vision**

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

#### **Goals**

- Connections – Provide options for safe access and mobility in a cost-effective manner in the region.
- Coordination – Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment – Minimize transportation impacts to people, cultural resources, and the environment.
- Information – Coordinate data gathering and dispense better information.

### **Communities in Motion Monitoring Issues**

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

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

To assess progress on implementing CIM, COMPASS will issue a CIMPMR every year, which will address the intended results of the “Community Choices” scenario, (i.e., successful implementation, and will track those areas which are not in compliance with the plan). The first report was issued in September 2006, just one month after the COMPASS Board adopted CIM. The “Community Choices” key elements support the CIM goals of **connections, coordination, environment, and information.**





The CIMPMPR is organized to highlight five monitoring categories:

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

For the purposes of this report, the “balance between housing and jobs” and “housing choices” has been split into two categories; they appeared as one category in CIM.



**BALANCE  
BETWEEN JOBS  
AND HOUSING**



**CHOICES IN  
HOUSING**



**CHOICES IN  
TRANSPORTA-  
TION**



**CONNECTIVITY**



**PRESERVATION  
OF OPEN SPACE  
AND FARMLAND**

# TRANSPORTATION AGENCY SUMMARIES



# Community Planning Association



## Balance between Jobs and Housing

Approved a Development Review Protocol and Cumulative Impact Review process to determine effects of land use changes on the transportation network.

Adopted a Complete Streets policy to design a safe, efficient, and viable transportation network for all users including, motorists, bicyclists, transit, and pedestrians.



## Choices in Housing

Approved the *Communities in Motion Implementation Guidebook*, which provides specific strategies for land use and transportation necessary to implement the CIM plan.

Completed the *2009 Development Monitoring Report* with data on growth and development.



## Choices in Transportation

- Completed the Treasure Valley High Capacity Transit Study for the I-84 priority corridor.
- Adopted a Project Prioritization Process to enforce concepts of CIM and the Complete Streets policy.
- Conducted CIM focus group workshops to determine priorities in transportation financing.
- Established priorities for American Recovery and Reinvestment Act.
- Identified transportation system for CIM update.



## Preservation of Open Space & Agricultural Land

None identified.



## Connectivity

Mobility management projects and reports were completed to improve mobility options and coordination amongst stakeholders included:

- Mobility Management Development Guidebook
- Accessibility Report
- Technology in Mobility Management Report
- Website template/maps
- Inventory of existing services
- 3C Local Mobility Network Plan.

## Opportunities

Upcoming projects include:

- Preparing update of CIM., evaluating transportation, land use, environmental, and financial conditions to prioritize transportation improvements.
- Working with member agencies and other partners through the HUD Sustainable Communities Planning Grant.
- Continuing mobility management strategies to enhance transportation services.
- 2010 Census data releases will provide additional information for analysis, legislative and planning boundaries, and funding.

Adopted CIM?

Yes

# Ada County Highway District



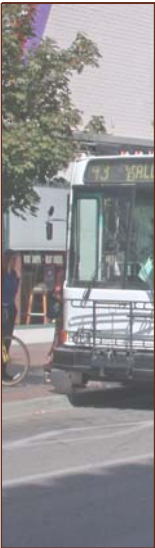
## Balance between Jobs and Housing

None provided by the Ada County Highway District.



## Choices in Housing

None provided by the Ada County Highway District.



## Choices in Transportation

- ACHD Complete Streets Policy and Livable Street Design Guide adopted.
- Expansion of ACHD Commuteride Vanpool Services.
- ACHD Bicycle Master Plan adopted.
- Community Programs and Pedestrian Improvements.
- Safe Routes to School projects underway.
- Adopted Master Street Map with existing and ultimate Right-of-way and defined typologies adopted.



## Preservation of Open Space & Agricultural Land

None provided by the Ada County Highway District.



## Connectivity

- Continued to provide cross access between development and stub streets to undeveloped land.
- Access Management Policy Updates approved.
- TIS Policy Updates completed
- Adoption of a collector network map through TLIP.
- Adoption of Bicycle Master Plan.
- Southwest Boise, South Meridian, and Northwest Foothills subarea plans adopted.

## Opportunities

- Transportation Land Use Integration.
- Continued ADA accessibility improvements.
- Continued Community Programs and Safe Routes to School investments.
- Pedestrian Facility mapping and update.
- Subarea Bicycle and Pedestrian Plans.

Adopted CIM?

Yes



# Canyon Highway District



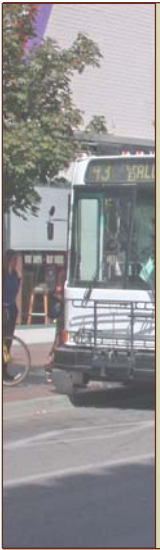
## Balance between Jobs and Housing

None provided by Canyon Highway District.



## Choices in Housing

None provided by Canyon Highway District.



## Choices in Transportation

Adopted arterial roadway functional classification planning map identifying future arterial connections for preservation.



## Preservation of Open Space & Agricultural Land

None provided by Canyon Highway District.



## Connectivity

Adopted Access Management Plan and Report US 20/26 Corridor Preservation Study Project No. STP-3230 (106), Key No. 07826 to implement measures preserving this roadway as a regional arterial corridor.

Adopted standards that allow the District to require access management strategies (i.e. frontage/backage roads, stub roads) along regional arterials.

## Opportunities

None Provided by Canyon Highway District.

Have Adopted CIM?

No

# Idaho Transportation Department



## Balance between Jobs and Housing

None provided by Idaho Transportation Department.



## Choices in Housing

None provided by Idaho Transportation Department.



## Choices in Transportation

None provided by Idaho Transportation Department.



## Preservation of Open Space & Agricultural Land

None provided by Idaho Transportation Department.



## Connectivity

Adopted a Transportation Access Plan for US 95 and SH 19 in the City of Wilder impact area.

## Opportunities

None provided by Idaho Transportation Department.

Have Adopted CIM?

No

# Nampa Highway District



## Balance between Jobs and Housing

Nampa Highway District has no land use authority and therefore does not have the ability to implement policies regarding this item.



## Choices in Housing

Nampa Highway District has no land use authority and therefore does not have the ability to implement policies regarding this item.



## Choices in Transportation

Nampa Highway District has adopted a policy that any development within the impact area of a city or within one mile of an adjacent city's limits, requires the development to meet the sidewalk and bikepath requirement of the city, both within the development and for any frontage improvements.



## Preservation of Open Space & Agricultural Land

Nampa Highway District has no land use authority and therefore does not have the ability to implement policies regarding this item.



## Connectivity

Nampa Highway District has no land use authority and therefore does not have the ability to implement policies regarding this item.

## Opportunities

Nampa Highway District has, or is currently, developing corridor studies for a western arterial route, Bowmont Road and Airport/Overland Roads to improve the east/west mobility between Ada and Canyon Counties.

Have Adopted CIM?

Yes

# Valley Regional Transit



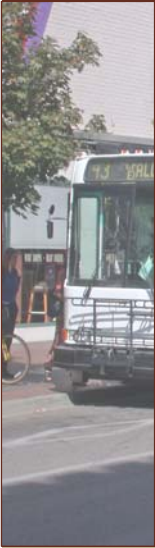
## Balance between Jobs and Housing

Does not apply to Valley Regional Transit.



## Choices in Housing

Does not apply to Valley Regional Transit.



## Choices in Transportation

- Planned a 2010 service change which will increase service in highest demand areas.
- Completed High Capacity Transit Study to identify possible corridor alignments.
- Completed program implementation plans for an accessible taxi cab program.
- Completed program implementation plans for a vehicle sharing program.
- Participated in State Street Corridor Study.



## Preservation of Open Space & Agricultural Land

Does not apply to Valley Regional Transit.



## Connectivity

- Replaced 2 bike racks with 3 bike racks on all 40 passenger vehicles.
- Began location study for Western Ada and Canyon counties transit centers and park-and-ride lots.
- Completed prioritization of bus stops for ADA enhancements including sidewalk and curb ramp installation and repair.
- Began bus bench program.

## Opportunities

- Implement service change which will increase service in highest demand areas.
- Implement a new flex route in southwest Boise.
- Improve ADA accessibility at bus stops by adding items including landing pads, sidewalks, curb ramps, shelters, benches and lighting.
- Start accessible taxi cab program.
- Implement vehicle sharing demonstration project.
- Implement a Canyon County vanpool demonstration project.
- Continue bus bench program.
- Develop transit service plans for cities of Eagle and Meridian.
- Provide transit information via Google Transit and the Idaho 511 website.

Have Adopted CIM?

Yes

# CITY & COUNTY SUMMARIES





# Treasure Valley



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 1.2      2009: 1.1

Population Density:  
2008: 0.6      2009: 0.5

Household Density:  
2008: 0.2      2009: 0.2

Employment Density:  
2008: 0.2      2009: 0.2



## Choices in Housing

New Multi-Family: % of Units  
2008: 15%      2009: 14%

Affordable Housing:  
2008: 61%      2009: 73%

Diversity of Housing Stock:  
2008: 89      2009: 87



## Choices in Transportation

Arterial LOS  
2008: A      2009: A

Transit LOS:  
2008: NA      2009: NA

Service Area:  
2008: 6%      2009: 6%

# of Park-and-Ride Spaces:  
2008: 385      2009: 370

Vanpool origins/destinations:  
2008: 137      2009: 134

Roadways with sidewalks:  
2008: 1,827      2009: 1,940

Miles of Bikepaths:  
2008: 141      2009: 138



## Connectivity

Household Connectivity:  
2008: 11%      2009: 12%

Housing in TODs:  
2008: NA      2009: 25,796

Housing near Transit:  
2008: 39%      2009: 39%

Employment near Transit:  
2008: 65%      2009: 62%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 109,491      2009: 12,948

Change in Unincorporated Acres in Area of Impact:  
2008: NA      2009: 8,837

Agricultural Acreage:  
2008: 457,573      2009: 448,873

Acres of Open Space:  
2008: 332,848      2009: 333,137

# Ada County



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.8      2009: 0.4

Population Density:  
2008: 0.1      2009: 0.1

Household Density:  
2008: 0.0      2009: 0.0

Employment Density:  
2008: 0.0      2009: 0.0



## Choices in Housing

New Multi-Family: % of Units  
2008: 3%      2009: 0%

Affordable Housing:  
2008: NA      2009: 28%

Diversity of Housing Stock:  
2008: 63      2009: 77



## Choices in Transportation

Arterial LOS:  
2008: A      2009: A

Transit LOS:  
2008: F      2009: F

Service Area:  
2008: 1%      2009: 1%

# of Park-and-Ride Spaces:  
2008: 0      2009: 0

Vanpools:  
2008: 0      2009: 5

Roadways with sidewalks:  
2008: NA      2009: 26

Miles of Bikepaths:  
2008: 0      2009: 4



## Connectivity

Household Connectivity:  
2008: 0%      2009: 0%

Housing in TODs:  
2008: 0      2008: 0

Housing near Transit:  
2008: 0%      2009: 0%

Employment near Transit:  
2008: 0%      2009: 0%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 12,932

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: 9,254

Change in Agricultural Acreage:  
2008: +5,215      2009: +2,864

Acres of Open Space:  
2008: 307,709      2009: 307,978



### Balance between Jobs and Housing

Amended the zoning ordinances to expand home businesses by:

- Extending hours of operation,
- Allowing the home occupations in approved accessory structures,
- Allowing home occupations served by private roads,
- Allowing Contractor's Yards through conditional use permits.

The planned community entitlement process was modified to require a mixed uses and standards for urban public services and trip capture.



### Choices in Housing

The application process for a secondary dwelling was streamlined and changed from a hearing level application to an administrative application. Secondary dwellings are allowed for immediate family members or an employee of the property owner.

The new Planned Community Ordinance (#738) includes options for minimum standards for multi-family, workforce and rental housing.



### Choices in Transportation

Planned communities are required to have: street widths that support transit service; street connectivity consistent with ACHD's Transportation Land Use Integration Plan; land to accommodate bus shelters; ADA sidewalks and pathways; carpool and vanpool designations at commercial centers; park-and-ride facilities; biking facilities, and 90% of the dwelling units to be located within 1/2 mile walking distance to neighborhood services and open space.



### Preservation of Open Space & Agricultural Land

Ada County encourages urban-type densities and commercial projects within the areas of city impact by requiring new development in the Residential Base Districts to be served by urban public facilities.

Planned communities with urban densities are now allowed within impact areas.



### Connectivity

None provided by Ada County.

### Opportunities

Ada County is working to incorporate the findings from the Ada County Open Space Advisory Task Force into the Ada County Comprehensive Plan.

# Canyon County



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.8      2009: 0.6

Population Density: DU/acre  
2008: 0.1      2009: 0.1

Household Density: HH/acre  
2008: 0.0      2009: 0.0

Employment Density: Jobs/acre  
2008: 0.0      2009: 0.0



## Choices in Housing

New Multi-Family: % of Units  
2008: 0%      2009: 0%

Affordable Housing:  
2008: NA      2009: 28%

Diversity of Housing Stock:  
2008: 86      2009: 83



## Choices in Transportation

Arterial LOS:  
2008: A+      2009: A+

Transit LOS:  
2008: F      2009: F

Service Area:  
2008: 0      2009: 0

# of Park-and-Ride Spaces:  
2008: 0      2009: 0

Vanpool Vehicles:  
2008: 0      2009: 0

Roadways with sidewalks:  
2008: NA      2009: 10

Miles of Bikepaths:  
2008: 0      2009: 4



## Connectivity

Household Connectivity:  
2008: 0%      2009: 0%

Housing in TODs:  
2008: 0      2009: 0

Housing near Transit:  
2008: 0%      2009: 0%

Employment near Transit:  
2008: 0%      2009: 0%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 109,491      2009: 16

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -417

Change in Agricultural Acreage:  
2008: +28,929      2009: +3,435

Acres of Open Space:  
2008: 23,380      2009: 14,203



Adopted CIM?

Yes



### Balance between Jobs and Housing

None provided by Canyon County.



### Choices in Housing

None provided by Canyon County.



### Choices in Transportation

None provided by Canyon County.



### Preservation of Open Space & Agricultural Land

None provided by Canyon County.



### Connectivity

None provided by Canyon County.

### Opportunities

None provided by Canyon County.



# City of Boise



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 1.8      2009: 1.7

Population Density: Persons/acre  
2008: 4.2      2009: 3.9

Household Density: HH/acre  
2008: 1.7      2009: 1.7

Employment Density: Jobs/acre  
2008: 3.0      2009: 2.7



## Choices in Housing

New Multi-Family: % of Units  
2008: 40%      2009: 62%

Affordable Housing:  
2008: 61%      2009: 74%

Diversity of Housing Stock:  
2008: 76      2009: 85



## Choices in Transportation

Arterial LOS:  
2006: A-      2009: A-

Transit LOS:  
2008: A+      2009: A+

Service Area:  
2008: 26%      2009: 26%

# of Park-and-Ride Spaces:  
2008: 57      2009: 52

Vanpool origins/destinations:  
2008: 78      2009: 76

Roadways with sidewalks  
2008: 798      2009: 825

Miles of Bikepaths:  
2008: 97      2009: 97



## Connectivity

Household Connectivity:  
2008: 16%      2009: 15%

Housing in TODs:  
2008: NA      2009: 21,930

Housing near Transit:  
2008: 69%      2009: 61%

Employment near Transit:  
2008: 75%      2009: 76%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -283

Change in Agricultural Acreage:  
2008: +1,177      2009: -311

Acres of Open Space:  
2008: 6,152      2009: 6,279

Adopted CIM?

Yes

### Balance between Jobs and Housing

Approved new four-story mixed-use building in downtown Boise.



### Choices in Housing

Approved comprehensive plan map amendment from Public to Mixed-Use for the former West Junior High school site at the southwest corner of Curtis Road and Emerald Street.

Added 145 single-family units and 237 multi-family units adding to the housing diversity of the city.



### Choices in Transportation

- Provided \$5,400,000 in funding to VRT for transit operations.
- Conducted public meetings on comprehensive plan that implements mixed use activity center locations and other transit-supportive policies.
- Worked with the ACHD to include enhanced pedestrian facilities in designs for Cloverdale Rd., N. 36<sup>th</sup> St., State St. and Ustick Rd.
- Entered into \$75,000 cost-share agreement with ITD for enhanced design of Vista Interchange.



### Preservation of Open Space & Agricultural Land

Protected 1480 acres as permanent open space in the Boise Foothills.



### Connectivity

- A new 450-foot concrete pathway in DeMeyer Park was constructed from the playground playground to Lena Ave.
- Designed new pedestrian bridge over the Boise River connecting Garden City with Boise.
- Denied request to remove requirement for sidewalks from the construction of nine single-family homes.



### Opportunities

Annexed 115 acres into the Southwest Planning Area.

Annexed 170 acres into the Southeast Planning Area.

# City of Caldwell



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.9      2009: 0.8

Population Density: DU/acre  
2008: 3.1      2009: 3.1

Household Density: HH/acre  
2008: 1.1      2009: 1.1

Employment Density: Jobs/acre  
2008: 1.0      2009: 0.9



## Choices in Housing

New Multi-Family: % of Units  
2008: 13%      2008: 1%

Affordable Housing:  
2008: 86%      2009: 98%

Diversity of Housing Stock:  
2008: 20      2009: 82



## Choices in Transportation

Arterial LOS:  
2008: A      2009: A+

Transit LOS:  
2008: D+      2009: D+

Service Area:  
2008: 11%      2009: 11%

# of Park-and-Ride Spaces:  
2008: 49      2009: 49

Vanpool ridership:  
2008: 13      2009: 12

Miles of sidewalks:  
2008: 142      2009: 174

Miles of Bikepaths:  
2008: 0      2009: 6



## Connectivity

Household Connectivity:  
2008: 5%      2009: 7%

Housing in TODs:  
2008: NA      2009: 141

Housing near Transit:  
2008: 26%      2009: 30%

Employment near Transit:  
2008: 69%      2009: 59%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -90

Change in Agricultural Acreage:  
2008: +2,784      2009: +2,635

Acres of Open Space:  
2008: 453      2009: 923

Adopted CIM?

Yes



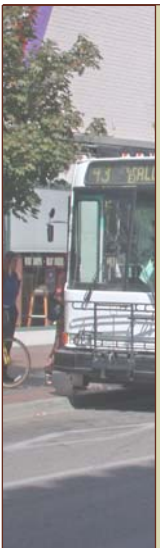
### Balance between Jobs and Housing

None provided by the City of Caldwell.



### Choices in Housing

None provided by the City of Caldwell.



### Choices in Transportation

Adopted a Pathways and Bike Routes Master Plan.



### Preservation of Open Space & Agricultural Land

Revised the Parks and Recreation Master Plan.



### Connectivity

Developed corridor management plans with ITD for Highway 20/26 and Highway 55 which promote the usage of backage roads for primary access to commercial development.

### Opportunities

Created a downtown framework master plan which spells out specific redevelopment details for the core of our city center district.





## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.8      2009: 0.7

Population Density: DU/acre  
2008: 2.0      2009: 1.1

Household Density: HH/acre  
2008: 0.6      2009: 0.4

Employment Density: Jobs/acre  
2008: 0.5      2009: 0.3



## Choices in Housing

New Multi-Family: % of Units  
2008: 2%      2009: 0%

Affordable Housing:  
2008: 20%      2009: 12%

Diversity of Housing Stock:  
2008: 28      2009: 7



## Choices in Transportation

Arterial LOS:  
2008: A      2009: A-

Transit LOS:  
2008: D      2009: D

Service Area:  
2008: 1%      2009: 1%

# of Park-and-Ride Spaces:  
2008: 9      2009: 9

Vanpool origins/destinations:  
2008: 2      2009: 1

Miles of sidewalk:  
2008: 106      2009: 107

Miles of Bikepaths:  
2008: 12      2009: 12



## Connectivity

Household Connectivity:  
2008: 8%      2009: 11%

Housing in TODs:  
2008: NA      2009: 570

Housing near Transit:  
2008: 14%      2009: 1%

Employment near Transit:  
2008: 46%      2009: 13%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -1,577

Change in Agricultural Acreage:  
2008: +644      2009: -67

Acres of Open Space:  
2008: 1,828      2009: 1,336





### Balance between Jobs and Housing

Amended comprehensive plan to create a Business Park/Tech Center to create and keep employment and capture trips along State Highway 44.

Stillwater Business Park was approved in Business Park/Tech Center and will be a transportation node.



### Choices in Housing

Continuing work to integrate Eagle City Code to address sustainability, design and form, and to better apply the intent of the Comprehensive Plan.

Council direction to incorporate TOD policies/practices and State Street Study policies into City's Comprehensive Plan.

Continuing to work to create a TOD node in Downtown Eagle and to provide multiple housing options.



### Choices in Transportation

Continuing efforts with regard to the State Street Corridor Study which was expanded to State Highway 16.



### Preservation of Open Space & Agricultural Land

Completed annexation of Eagle/BLM Regional Park Plan to provide greater opportunities for open space.

Recreation for Public Purposes application to Bureau of Land Management to acquire 3,000 acres of permanent open space.



### Connectivity

Formed a workgroup to finalize a hearing draft of the Downtown Plan in an effort to create a walkable and distinctive downtown that incorporates greater mix of residential and commercial, and promotes TOD and alternative modes of travel.

### Opportunities

Implement form based code for TOD and Downtown.

Efforts to streamline development process.

# City of Garden City



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 1.7      2009: 1.4

Population Density:  
2008: 4.7      2009: 4.4

Household Density:  
2008: 1.9      2009: 1.9

Employment Density:  
2008: 3.2      2009: 2.6



## Choices in Housing

New Multi-Family: % of Units  
2008: 58%      2009: 0%

Affordable Housing:  
2008: 57%      2009: 54%

Diversity of Housing Stock:  
2008: 60      2009: 45



## Choices in Transportation

Arterial LOS:  
2008: A-      2009: A-

Transit LOS:  
2008: D+      2009: D+

Service Area:  
2008: 36%      2009: 36%

# of Park-and-Ride Spaces:  
2008: 0      2009: 0

Vanpools:  
2008: 0      2009: 0

Roadways with sidewalks:  
2008: 32      2009: 33

Miles of Bikepaths:  
2008: 5      2009: 8



## Connectivity

Household Connectivity:  
2008: 0%      2009: 4%

Housing in TODs:  
2008: NA      2009: 1,362

Housing near Transit:  
2008: 59%      2009: 49%

Employment near Transit:  
2008: 85%      2009: 84%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: 0

Change in Agricultural Acreage:  
2008: +34      2009: +5

Acres of Open Space:  
2008: 166      2009: 235

Adopted CIM?

Yes



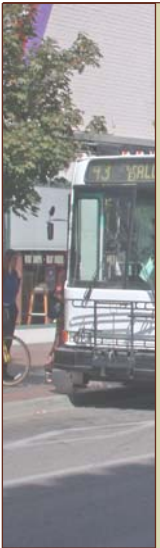
### Balance between Jobs and Housing

None provided by Garden City.



### Choices in Housing

None provided by Garden City.



### Choices in Transportation

None provided by Garden City.



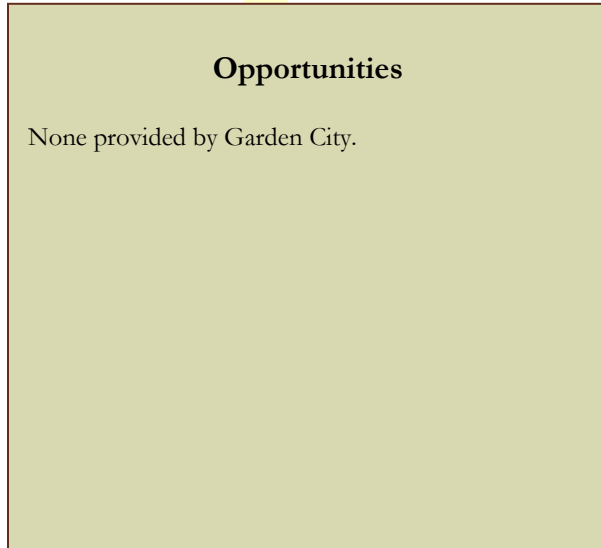
### Preservation of Open Space & Agricultural Land

None provided by Garden City.



### Connectivity

None provided by Garden City.



### Opportunities

None provided by Garden City.

# City of Greenleaf



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.2      2009: 0.2

Population Density:  
2008: 2.2      2009: 2.0

Household Density:  
2008: 0.7      2009: 0.7

Employment Density:  
2008: 0.2      2009: 0.1



## Choices in Housing

New Multi-Family: % of Units  
2008: 0%      2009: 0%

Affordable Housing:  
2008: 63%      2009: 94%

Diversity of Housing Stock:  
2008: 0      2009: 0



## Choices in Transportation

Arterial LOS:  
2008: NA      2009: NA

Transit LOS:  
2008: F      2009: F

Service Area:  
2008: 0%      2009: 0%

# of Park-and-Ride Spaces:  
2008: 0      2009: 0

Vanpools:  
2008: 0      2009: 0

Roadways with sidewalks:  
2008: 1      2009: 1

Miles of Bikepaths:  
2008: 0      2009: 0



## Connectivity

Household Connectivity:  
2008: 0%      2009: 0%

Housing in TODs:  
2006: 0      2009: 0

Housing near Transit:  
2008: 0%      2009: 0%

Employment near Transit:  
2008: 0%      2009: 0%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 16,806      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: 0

Change in Agricultural Acreage:  
2008: -749      2009: TBD

Acres of Open Space:  
2008: 11      2009: 8

Adopted CIM?

No



### Balance between Jobs and Housing

None provided by the City of Greenleaf.



### Choices in Housing

None provided by the City of Greenleaf.



### Choices in Transportation

None provided by the City of Greenleaf.



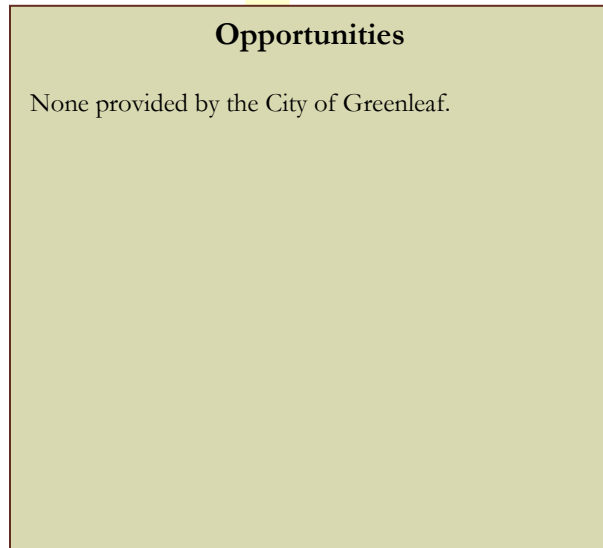
### Preservation of Open Space & Agricultural Land

None provided by the City of Greenleaf.



### Connectivity

None provided by the City of Greenleaf.



### Opportunities

None provided by the City of Greenleaf.



# City of Kuna



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.4      2009: 0.4

Population Density:  
2008: 1.4      2009: 1.4

Household Density:  
2008: 0.4      2009: 0.4

Employment Density:  
2008: 0.2      2009: 0.2



## Choices in Housing

New Multi-Family: % of Units  
2008: 0%      2009: 0%

Affordable Housing:  
2008: 79%      2009: 99%

Diversity of Housing Stock:  
2008: 59      2009: 66



## Choices in Transportation

Arterial LOS:  
2008: A      2009: A+

Transit LOS:  
2008: F      2009: F

Service Area:  
2008: 0%      2009: 0%

# of Park-and-Ride Spaces:  
2008: 80      2009: 80

Vanpools:  
2008: 8      2009: 9

Roadways with sidewalks:  
2008: 45      2009: 47

Miles of Bikepaths:  
2008: 5      2009: 9



## Connectivity

Household Connectivity:  
2008: 0%      2009: 9%

Housing in TODs:  
2008: NA      2009: 103

Housing near Transit:  
2008: 0%      2009: 0%

Employment near Transit:  
2008: 0%      2009: 0%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -22

Change in Agricultural Acreage:  
2008: +131      2009: +96

Acres of Open Space:  
2008: 23      2009: 77

Adopted CIM?

No



### Balance between Jobs and Housing

Adopted comprehensive plan which encourages:

- Promoting and supporting a diverse and sustainable economy that will allow more Kuna residents to work in their community.
- Strengthening and expanding the City Center area.
- Cooperation between businesses, City, Special Purpose Districts, County, State and Federal Government to strengthen Kuna's economy.



### Choices in Housing

Adopted comprehensive plan which encourages:

- A diversity of housing
- Mixed-use development that includes town centers, single-family, multi-family, accessory units, and other types of residential development.



### Choices in Transportation

Adopted comprehensive plan which encourages:

- Bicycling and walking as transportation modes.
- Pursuing transportation financial options to implement needed road improvements.
- Developing strategies to enhance traffic movement through Kuna.
- Developing local and regional land use and transportation compatibilities.
- Strategies to reduce travel demand.



### Preservation of Open Space & Agricultural Land

Adopted comprehensive plan which encourages:

- Trails, bike lanes, and green systems.
- Nature parks and agricultural lands.
- Parkland acquisition and expansion.
- Recreation programs.

Kuna has designated four square miles to rural cluster efforts to buffer the west side of Kuna and preserve of open space. Kuna has 168 acres of developed or dedicated lands for open space use within the City.



### Connectivity

Adopted comprehensive plan which encourages:

- Working with ACHD to enhance pedestrian movement in the downtown core.
- Working with ACHD, ITD, and surrounding highway districts to implement a Citywide pathway system.
- Working with the transit providers to develop transit options.

Kuna has 66 miles of streets with sidewalk.

### Opportunities

None provided by the City of Kuna.

# City of Melba



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 1.3      2009: 1.0

Population Density:  
2008: 3.3      2009: 2.1

Household Density:  
2008: 1.1      2009: 0.7

Employment Density:  
2008: 1.4      2009: 0.7



## Choices in Housing

New Multi-Family: % of Units  
2008: 0%      2009: 0%

Affordable Housing:  
2008: 75%      2009: 97%

Diversity of Housing Stock:  
2008: 0      2009: 0



## Choices in Transportation

Arterial LOS:  
2008: NA      2009: NA

Transit LOS:  
2008: F      2009: F

Service Area:  
2008: 0%      2009: 0%

# of Park-and-Ride Spaces:  
2008: 0      2009: 0

Vanpools:  
2008: 1      2009: 1

Roadways with sidewalks  
2008: 3      2009: 3

Miles of Bikepaths:  
2008: 0      2009: 0



## Connectivity

Household Connectivity:  
2008: 39%      2009: 41%

Housing in TODs:  
2008: 0      2009: 0

Housing near Transit:  
2008: 0%      2009: 0%

Employment near Transit:  
2008: 0%      2009: 0%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -93

Change in Agricultural Acreage:  
2008: -8      2009: -13

Acres of Open Space:  
2008: 31      2009: 68

Adopted CIM?

No



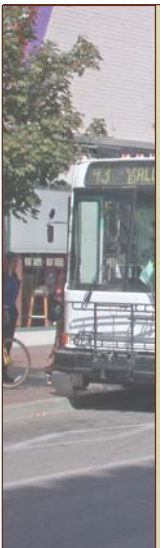
### **Balance between Jobs and Housing**

None provided by the City of Melba.



### **Choices in Housing**

None provided by the City of Melba.



### **Choices in Transportation**

None provided by the City of Melba.



### **Preservation of Open Space & Agricultural Land**

None provided by the City of Melba.



### **Connectivity**

None provided by the City of Melba.

### **Opportunities**

None provided by the City of Melba.



# City of Middleton



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.8      2009: 0.4

Population Density:  
2008: 1.8      2009: 1.7

Household Density:  
2008: 0.6      2009: 0.6

Employment Density:  
2008: 0.5      2009: 0.2



## Choices in Housing

New Multi-Family: % of Units  
2008: 0%      2009: 0%

Affordable Housing:  
2008: 61%      2009: 66%

Diversity of Housing Stock:  
2008: 62      2009: 55



## Choices in Transportation

Arterial LOS:  
2008: A+      2009: A+

Transit LOS:  
2008: D-      2009: D-

Service Area:  
2008: 2%      2009: 2%

# of Park-and-Ride Spaces:  
2008: 0      2009: 0

Vanpools:  
2008: 1      2009: 1

Roadways with sidewalks:  
2008: 25      2009: 30

Miles of Bikepaths:  
2008: 0      2009: 21



## Connectivity

Household Connectivity:  
2008: 9%      2009: 16%

Housing in TODs:  
2008: 0      2009: 0

Housing near Transit:  
2008: 36%      2009: 15%

Employment near Transit:  
2008: 51%      2009: 26%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -86

Change in Agricultural Acreage:  
2008: +10,680      2009: -93

Acres of Open Space:  
2008: 383      2009: 209



Adopted CIM?

No



### Balance between Jobs and Housing

Southwest Idaho Cooperative Housing Authority has started an addition onto an existing structure and plans on making their home office in Middleton, potentially providing added work opportunities.



### Choices in Housing

Approved a Comprehensive Plan Land Use Map that increases the density within the existing city limits.



### Choices in Transportation

A public-private partnership is collectively working on extending Cemetery Road to the south which will connect into Sawtooth Drive.

Amended and approved the Transportation component of the Comprehensive Plan.

A bike path has been approved with better connectivity at State Highway 44 and Davis Park. A bike path is being approved along Kings Avenue.



### Preservation of Open Space & Agricultural Land

Amended and approved the Parks, Recreation and Open Space component of the Comprehensive Plan.

New standards have been adopted for city parks.

Mayor Thurber signed the Boise River Trail Plan document that assists in creating a continuous land and water trail system on and near Boise River from Lucky Peak Dam to the Snake River.



### Connectivity

A connection between State Highway 44, west of the City and Middleton Road and Sawtooth Drive is in the planning stages.

### Opportunities

Middleton is working with ITD, Canyon Highway District 4, and COMPASS on a cooperative agreement for an access plan along State Highway 44. The draft access plan has preliminary approvals from the agencies.

# City of Meridian



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 1.1      2009: 1.1

Population Density:  
2008: 4.6      2009: 4.3

Household Density:  
2008: 1.5      2009: 1.5

Employment Density:  
2008: 1.8      2009: 1.7



## Choices in Housing

New Multi-Family: % of Units  
2008: 27%      2009: 5%

Affordable Housing:  
2008: 53%      2009: 66%

Diversity of Housing Stock:  
2008: 77      2009: 61



## Choices in Transportation

Arterial LOS:  
2008: A      2009: A

Transit LOS:  
2008: D-      2009: D-

Service Area:  
2008: 1%      2009: 1%

# of Park-and-Ride Spaces:  
2008: 106      2009: 106

Vanpools:  
2008: 8      2009: 8

Roadways with sidewalks:  
2008: 347      2009: 349

Miles of Bikepaths:  
2008: 21      2009: 36



## Connectivity

Household Connectivity:  
2008: 4%      2009: 6%

Housing in TODs:  
2008: NA      2009: 1,543

Housing near Transit:  
2008: 7%      2009: 2%

Employment near Transit:  
2008: 34%      2009: 17%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 12,932

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: 11,763

Change in Agricultural Acreage:  
2008: +382      2009: +173

Acres of Open Space:  
2008: 366      2009: 397



### Balance between Jobs and Housing

City priority emphasis on marketing, recruiting industries and employment business to the City of Meridian.

Implemented city-wide design guidelines which among other things encourage similar building form for both residential and commercial buildings constructed in the urban environment.



### Choices in Housing

Through CDBG program, funds have been set aside to subsidize the cost for low to moderate income families to buy homes in Meridian.



### Choices in Transportation

Working on a design to use the rail corridor for a pathway that would link Nampa, through Meridian, to Boise.

Coordinated closely with other Ada County agencies and the development community on *Blueprint for Good Growth*



### Preservation of Open Space & Agricultural Land

Preserved “Future Planning and Referral Area” to protect the rural character of South Meridian and allow continuance of agricultural operations.

Acquired 77 acres on the south side of Lake Hazel Road for a future City Park.



### Connectivity

“Married” the Master Pathways Plan with the City’s Comprehensive Plan to promote several inter-connected multiuse pathways throughout the City and link multiple subdivisions with services and parks.

Designed pathways along the Five Mile Creek and along 8<sup>th</sup> Street to connect neighborhoods to schools, parks and services.

### Opportunities

Continuing to plan with VRT, for a fixed-line transit service.

Making the Destination-Downtown plan a reality.

Implementing the Ten Mile Interchange Specific Area Plan.

# City of Nampa



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 1.1      2009: 0.9

Population Density: DU/acre  
2008: 4.2      2009: 4.2

Household Density: HH/acre  
2008: 1.5      2009: 1.5

Employment Density: Jobs/acre  
2008: 1.7      2009: 1.4



## Choices in Housing

New Multi-Family: % of Units  
2008: 12%      2009: 2%

Affordable Housing:  
2008: 76%      2009: 95%

Diversity of Housing Stock:  
2008: 82      2009: 83



## Choices in Transportation

Arterial LOS:  
2008: A      2009: A

Transit LOS:  
2008: C-      2009: C-

Service Area:  
2008: 10%      2009: 10%

# of Park-and-Ride Spaces:  
2008: 80      2009: 80

Vanpools:  
2008: 18      2009: 19

Roadways with sidewalks:  
2008: 297      2009: 342

Miles of Bikepaths:  
2008: 0      2009: 14



## Connectivity

Household Connectivity:  
2008: 6%      2009: 9%

Housing in TODs:  
2008: 789      2009: 297

Housing near Transit:  
2008: 20%      2009: 18%

Employment near Transit:  
2008: 63%      2009: 54%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 16

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -94

Change in Agricultural Acreage:  
2008: +406      2009: +539

Acres of Open Space:  
2008: 966      2009: 1,158



Adopted CIM?

Yes



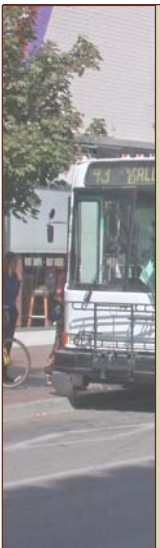
### Balance between Jobs and Housing

None provided by the City of Nampa.



### Choices in Housing

None provided by the City of Nampa.



### Choices in Transportation

None provided by the City of Nampa.



### Preservation of Open Space & Agricultural Land

None provided by the City of Nampa.



### Connectivity

None provided by the City of Nampa.

### Opportunities

None provided by the City of Nampa.



# City of Notus



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.3      2009: 0.3

Population Density:  
2008: 2.6      2009: 2.5

Household Density:  
2008: 0.9      2009: 0.9

Employment Density:  
2008: 0.2      2009: 0.2



## Choices in Housing

New Multi-Family: % of Units  
2008: 0%      2009: 0%

Affordable Housing:  
2008: 74%      2009: 99%

Diversity of Housing Stock:  
2008: 0      2009: 0



## Choices in Transportation

Arterial LOS:  
2008: NA      2009: NA

Transit LOS:  
2008: F      2009: F

Service Area:  
2008: 0%      2009: 0%

# of Park-and-Ride Spaces:  
2008: 0      2009: 0

Vanpools:  
2008: 0      2009: 0

Roadways with sidewalks:  
2008: 0      2009: 0

Miles of Bikepaths:  
2008: 0      2009: 0



## Connectivity

Household Connectivity:  
2008: 0%      2009: 0%

Housing in TODs:  
2008: 0      2009: 0

Housing near Transit:  
2008: 0%      2009: 0%

Employment near Transit:  
2008: 0%      2009: 0%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 7,481      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: 0

Change in Agricultural Acreage:  
2008: +291      2009: +710

Acres of Open Space:  
2008: 1      2009: 1

Adopted *CIM*?

No



### **Balance between Jobs and Housing**

None provided by the City of Notus.



### **Choices in Housing**

None provided by the City of Notus.



### **Choices in Transportation**

None provided by the City of Notus.



### **Preservation of Open Space & Agricultural Land**

None provided by the City of Notus.



### **Connectivity**

None provided by the City of Notus.

### **Opportunities**

None provided by the City of Notus.

# City of Parma



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.8    2009: 0.8

Population Density:  
2008: 2.9    2009: 2.7

Household Density:  
2008: 1.0    2009: 1.0

Employment Density:  
2008: 0.8    2009: 0.8



## Choices in Housing

New Multi-Family: % of Units  
2008: 0%    2009: 0%

Affordable Housing:  
2008: 70%    2009: 98%

Diversity of Housing Stock:  
2008: 73    2009: 78



## Choices in Transportation

Arterial LOS:  
2008: NA    2009: NA

Transit LOS:  
2008: F    2009: F

Service Area:  
2008: 0%    2009: 0%

# of Park-and-Ride Spaces:  
2008: 0    2009: 0

Vanpools:  
2008: 1    2009: 1

Roadways with sidewalks:  
2008: 3    2009: 4

Miles of Bikepaths:  
2008: 0    2009: 0



## Connectivity

Household Connectivity:  
2008: 65%    2009: 70%

Housing in TODs:  
2008: 0    2009: 0

Housing near Transit:  
2008: 0%    2009: 0%

Employment near Transit:  
2008: 0%    2009: 0%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 7,167    2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA    2009: -39

Change in Agricultural Acreage:  
2008: +275    2009: TBD

Acres of Open Space:  
2008: 29    2009: 17

Adopted CIM?

No



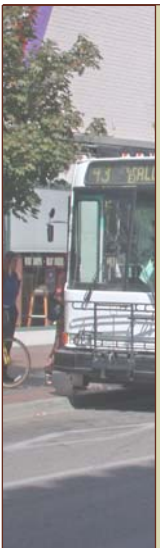
### Balance between Jobs and Housing

Adopted amendments to the comprehensive plan to encourage orderly growth and balanced land uses; and encourage attraction, retention, and expansion of sufficient businesses and industries.



### Choices in Housing

Adopted amendments to the comprehensive plan to encourage preservation of residential areas and a wide range of housing types.



### Choices in Transportation

Adopted amendments to the comprehensive plan to encourage commercial and industrial development along existing roadways, (i.e., US Highway 95).



### Preservation of Open Space & Agricultural Land

Adopted amendments to the comprehensive plan to recognize agriculture as an important environmental, economic component of the community and protect legal agricultural operations, discourage development of agricultural areas, and discourage access to the prime farmland areas.



### Connectivity

None provided by the City of Parma.

### Opportunities

None provided by the City of Parma.



# City of Star



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.3      2009: 0.2

Population Density: DU/acre  
2008: 2.1      2009: 1.6

Household Density: HH/acre  
2008: 0.7      2009: 0.6

Employment Density: Jobs/acre  
2008: 0.2      2009: 0.1



## Choices in Housing

New Multi-Family: % of Units  
2008: 8%      2009: 0%

Affordable Housing:  
2008: 56%      2009: 77%

Diversity of Housing Stock:  
2008: 57      2009: 58



## Choices in Transportation

Arterial LOS:  
2008: A+      2009: A+

Transit LOS:  
2008: D-      2009: D-

Service Area:  
2008: 2%      2009: 2%

# of Park-and-Ride Spaces:  
2008: 4      2009: 4

Vanpools:  
2008: 2      2009: 1

Roadways with sidewalks:  
2008: 26      2009: 28

Miles of Bikepaths:  
2008: 1      2009: 1



## Connectivity

Household Connectivity:  
2008: 0%      2009: 0%

Housing in TODs:  
2008: NA      2009: 48

Housing near Transit:  
2008: 36%      2009: 17%

Employment near Transit:  
2008: 66%      2009: 28%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 0      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -627

Change in Agricultural Acreage:  
2008: +744      2009: -132

Acres of Open Space:  
2008: 220      2009: 232



**Adopted CIM?**

**Yes**



### **Balance between Jobs and Housing**

None provided by the City of Star.



### **Choices in Housing**

None provided by the City of Star.



### **Choices in Transportation**

None provided by the City of Star.



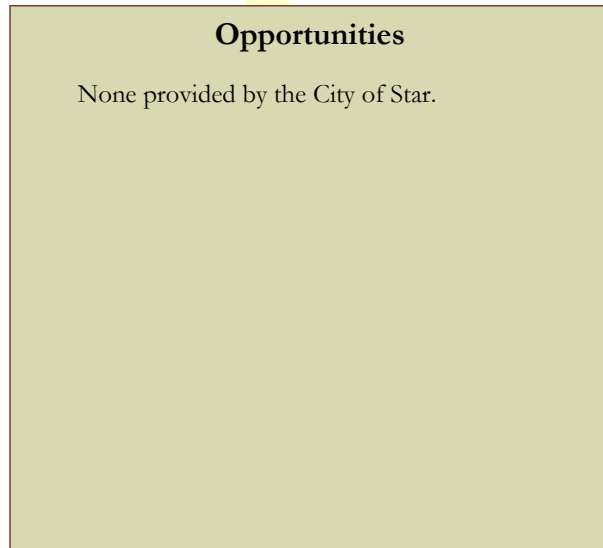
### **Preservation of Open Space & Agricultural Land**

None provided by the City of Star.



### **Connectivity**

None provided by the City of Star.



### **Opportunities**

None provided by the City of Star.

# City of Wilder



## Balance between Jobs and Housing

Jobs to Housing Ratios:  
2008: 0.5      2009: 0.4

Population Density: DU/acre  
2008: 3.9      2009: 3.5

Household Density: HH/acre  
2008: 1.0      2009: 1.0

Employment Density: Jobs/acre  
2008: 0.6      2009: 0.4



## Choices in Housing

New Multi-Family: % of Units  
2008: 10%      2009: 0%

Affordable Housing:  
2008: 89%      2009: 92%

Diversity of Housing Stock:  
2008: 60      2009: 0



## Choices in Transportation

Arterial LOS:  
2008: NA      2009: NA

Transit LOS:  
2008: F      2009: F

Service Area:  
2008: 0%      2009: 0%

# of Park-and-Ride Spaces:  
2008: 0      2009: 0

Vanpools:  
2008: 0      2009: 0

Roadways with sidewalks:  
2008: 2      2009: 3

Miles of Bikepaths:  
2008: 0      2009: 0



## Connectivity

Household Connectivity:  
2008: 33%      2009: 38%

Housing in TODs:  
2008: 0      2009: 0

Housing near Transit:  
2008: 0%      2009: 0%

Employment near Transit:  
2008: 0%      2009: 0%



## Preservation of Open Space & Agricultural Land

Change in Area of Impact:  
2008: 74,594      2009: 0

Change in Unincorporated Acres  
in Area of Impact:  
2008: NA      2009: -15

Change in Agricultural Acreage:  
2008: -23      2009: TBD

Acres of Open Space:  
2008: 23      2009: 1

Adopted CIM?	No
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### Balance between Jobs and Housing

Wilder is partnering with neighboring communities to develop a commercial-industrial corridor between Wilder and Greenleaf along Highway 19 and Peckham Road to help attract jobs to the area so residents of the city will have more job opportunities close to where they live.



### Choices in Housing

An important objective of the update to Wilder's comprehensive plan is to encourage a variety of housing types to meet the housing needs of all new and potential residents at prices and rents within their means.



### Choices in Transportation

Wilder is working on developing a sidewalk master plan within the city to facilitate safe pedestrian traffic.

As part of its comprehensive plan update, Wilder is developing a controlled access ordinance along US Highways 95 and 19 to improve safety and reduce congestion.



### Preservation of Open Space & Agricultural Land

As part of the comprehensive plan update, the City designated areas in its area of impact as agricultural zones based on soil suitability to help maintain working agricultural lands within the community.



### Connectivity

The update to our comprehensive plan encourages a balance of compact, sustainable commercial and residential development.

### Opportunities

None provided by the City of Wilder.

# APPENDIX



# Agency Page Definitions

## Agency Page Data Definitions

**Balance between Jobs and Housing:** Measures of employment, population, and housing which indicate levels of concentrated urban growth patterns. A low jobs/housing ratio indicates a housing-rich “bedroom community,” while a high jobs/housing ratio indicates an employment center. In a “balanced” community most residents could work relatively close to home, at least in theory. Even though many residents would still commute out of the area by choice or necessity, research indicates that in areas where jobs and housing are in balance, people on average do in fact commute shorter distances and spend less time in their cars, reducing in transportation-related environmental impacts and an improved quality of life.

**Jobs to Housing Ratios:** The ratio of employment to housing units within a city or county.

Area	2008	2009	Indicator
Region	1.2	1.1	↓
Boise	1.8	1.7	↓
Caldwell	0.9	0.8	↓
Eagle	0.8	0.7	↓
Garden City	1.7	1.4	↓
Greenleaf	0.2	0.2	↔
Kuna	0.4	0.4	↔
Melba	1.3	1.0	↓
Meridian	1.1	1.1	↔
Middleton	0.8	0.4	↓
Nampa	1.1	0.9	↓
Notus	0.3	0.3	↔
Parma	0.8	0.8	↔
Star	0.3	0.2	↓
Wilder	0.5	0.4	↓





**Population Density:** The ratio of population to acres within a city or county.

Area	2008	2009	Indicator
Region	0.6	0.6	↔
Boise	4.2	3.9	↓
Caldwell	3.1	3.1	↔
Eagle	2.0	1.1	↓
Garden City	4.7	4.4	↓
Greenleaf	2.2	2.0	↓
Kuna	1.4	1.4	↔
Melba	3.3	2.1	↓
Meridian	4.6	4.3	↓
Middleton	1.8	1.7	↓
Nampa	4.2	4.2	↔
Notus	2.6	2.5	↓
Parma	2.9	2.7	↓
Star	2.1	1.6	↓
Wilder	3.9	3.5	↓



**Household Density:** The ratio of housing units to acres within a city or county.

**Employment Density:** The ratio of employment to acres within a city or county.

Area	2008	2009	Indicator
Region	0.2	0.2	↔
Boise	3.0	2.7	↓
Caldwell	1.0	0.9	↓
Eagle	0.5	0.3	↓
Garden City	3.2	2.6	↓
Greenleaf	0.2	0.1	↓
Kuna	0.2	0.2	↔
Melba	1.4	0.7	↓
Meridian	1.8	1.7	↓
Middleton	0.5	0.2	↓
Nampa	1.7	1.4	↓
Notus	0.2	0.2	↔
Parma	0.8	0.8	↔
Star	0.2	0.1	↓
Wilder	0.6	0.4	↓



# Agency Page Definitions



**Choices in Housing:** Measures of diversity of housing stock enabling populations to live where they desire. By creating a wider range of housing choices, communities can reduce the amount of auto-dependent development, use infrastructure resources efficiently, and support transit services. Meeting the diverse housing needs of current and future residents, near urban areas where employment and services cluster, will be critical as the population grows to avoid gridlock on transportation corridors. Promoting multi-family housing options as well as smaller single-family homes is a more efficient use of land near cities and helps retain the historical rural feeling outside of the urban areas.

**New Multi-family:** Multi-family units as percentage of total new built.

Area	2008	2009	Indicator
Region	15%	14%	↓
Boise	40%	62%	↑
Caldwell	13%	1%	↓
Eagle	2%	0%	↓
Garden City	58%	0%	↓
Greenleaf	0%	0%	↔
Kuna	0%	0%	↔
Melba	0%	0%	↔
Meridian	27%	5%	↓
Middleton	0%	0%	↔
Nampa	12%	2%	↓
Notus	0%	0%	↔
Parma	0%	0%	↔
Star	8%	0%	↓
Wilder	0%	0%	↔

**Housing Affordability:** The percent of single-family homes within an area of impact which were affordable. To qualify as affordable, housing plus transportation must be less than 50% or less of the regional median income. The Housing Affordability Map (page 73) shows areas of single-family homes by income level. The Housing Affordability and Commuting Distance Costs Discounted in Transit Areas (page 74), shows areas which become less affordable once transportation costs are added to housing costs.

Area	2008	2009	Indicator
Region	61%	73%	↑
Boise	61%	74%	↑
Caldwell	86%	98%	↑
Eagle	20%	12%	↓
Garden City	57%	54%	↓
Greenleaf	63%	94%	↑
Kuna	79%	99%	↑
Melba	75%	97%	↑
Meridian	53%	66%	↑
Middleton	61%	66%	↑
Nampa	76%	95%	↑
Notus	74%	99%	↑
Parma	70%	98%	↑
Star	56%	77%	↑
Wilder	TBD	92%	NA

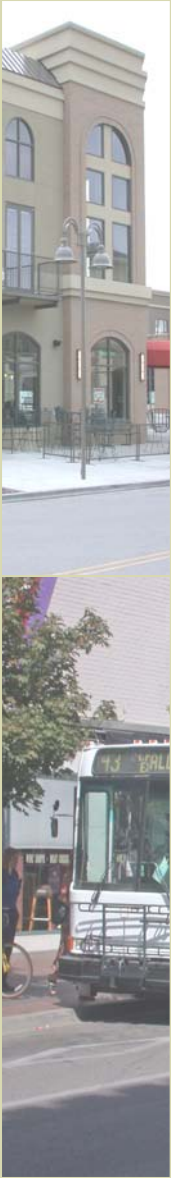


**Diversity of Housing Stock:** Diversity of housing stock is a measure based on the Simpson's Evenness Index, which is a measure used in ecology that takes into account the different types of species present, and the relative proportion of each species, in a given area. An index score of 100 demonstrates a diverse and evenly distributed housing stock and a score of zero demonstrates a homogeneous housing stock. Housing was grouped as multi-family, manufactured, and single-family. Single-family units were further split by value as less than \$120,000, \$120,000-\$180,000, and over \$180,000.

Area	2008	2009	Indicator
Region	89	87	↓
Boise	76	85	↑
Caldwell	20	82	↑
Eagle	28	7	↓
Garden City	60	45	↓
Greenleaf	0	0	↔
Kuna	59	66	↑
Melba	0	0	↔
Meridian	77	61	↓
Middleton	62	55	↓
Nampa	82	83	↑
Notus	0	0	↔
Parma	73	78	↑
Star	57	58	↑
Wilder	60	0	↓



# Agency Page Definitions



**Choices in Transportation:** The availability of multiple modes of transportation, including automobile, transit, pedestrian, bicycle, and others. Areas with several options of travel are less dependent on the single-occupant vehicle.

**Arterial LOS:** Arterial Level of Service scores were generated from Congestion Management System data and calculated by the Sanderson Index (Treasure Valley Annual Congestion Management System Report, 2007), which is derived by dividing the congested time by the ideal (free flow) time, and converted to a letter grade. A city's score is the average of all roadway segments in the within the city's Area of Impact.

Area	2008	2009	Indicator
Region	A	A	↔
Boise	A-	A-	↔
Caldwell	A	A+	↑
Eagle	A	A-	↓
Garden City	A-	A-	↔
Greenleaf	NA	NA	NA
Kuna	A	A+	↑
Melba	NA	NA	NA
Meridian	A	A	↔
Middleton	A+	A+	↔
Nampa	A	A	↔
Notus	NA	NA	NA
Parma	NA	NA	NA
Star	A+	A+	↔
Wilder	NA	NA	NA

**Transit LOS:** The transit level of service (LOS) was loosely based of the highway capacity level of service originally developed in the 1965 *Highway Capacity Manual*. However, the Transit LOS identifies the amount of fixed-route transit provided to a city (and subareas) based on frequency of routes and service hours. The potential values for a particular performance measure are divided into 12 ranges, with each range assigned a letter grade ranging from "A+" (highest quality/service at 15 minute frequency or better) to "F" (lowest quality/no fixed-route service).





**Transit Service Area:** Transit Service Areas refers to the percentage of city limits served by transit service. The regional total is an average of each municipality's total as the service area would be diluted by the large acreage of unincorporated and unpopulated area.

Area	2008	2009	Indicator
Region	6%	6%	↔
Boise	26%	26%	↔
Caldwell	11%	11%	↔
Eagle	1%	1%	↔
Garden City	36%	36%	↔
Greenleaf	0%	0%	↔
Kuna	0%	0%	↔
Melba	0%	0%	↔
Meridian	1%	1%	↔
Middleton	2%	2%	↔
Nampa	10%	10%	↔
Notus	0%	0%	↔
Parma	0%	0%	↔
Star	2%	2%	↔
Wilder	0%	0%	↔



**Vanpool Origins/Designations:** Commuteride vanpools by origin and destination (i.e. trip that originated and terminated in the same city would be counted twice for that city), and is not a measure of the number of riders.

**Transit Coverage:** The portion of the transit service are (within 1/4 mile of a bus service where pedestrian connections are available) to the area that has an urban form supporting transit (household density of at least three units per gross acre or an employment density of at least four jobs per gross acre).

**# of Park & Ride Spaces:** Number of park-and-ride spaces provided in the Ada County Highway District Commuteride program by Area of City Impact.

**Roadways with sidewalks:** Miles of roadways with a sidewalk. Roadways with sidewalks on both sides are expressed as double.



# Agency Page Definitions

**Miles of Bikepaths:** Miles of bicycle paths.

Area	Sidewalks		Bikepaths		Indicator
	2008	2009	2008	2009	
<b>Region</b>	1,827	1,909	141	162	↑
<b>Boise</b>	798	825	97	97	↑
<b>Caldwell</b>	142	147	0	6	↑
<b>Eagle</b>	106	107	12	20	↑
<b>Garden City</b>	32	33	5	8	↑
<b>Greenleaf</b>	1	1	0	0	↔
<b>Kuna</b>	45	47	5	9	↑
<b>Melba</b>	3	3	0	0	↔
<b>Meridian</b>	347	349	21	36	↑
<b>Middleton</b>	25	30	0	21	↑
<b>Nampa</b>	297	342	0	14	↑
<b>Notus</b>	0	0	0	0	↔
<b>Parma</b>	3	4	0	0	↑
<b>Star</b>	26	28	1	1	↑
<b>Wilder</b>	2	3	0	0	↑



**Connectivity:** The ability for household sand neighborhoods to access jobs, shopping, public parks and schools, transit and other service increase the quality of life of its residents. Both proximity and access of households to these other locations are components of connectivity.

**Household connectivity:** Measure of households which are in a 15 minute walkable areas (at 2.5 mph) with sidewalks to public schools, public parks, and grocery stores.

Area	2008	2009	Indicator
Region	11%	12%	↑
Boise	16%	15%	↓
Caldwell	5%	7%	↑
Eagle	8%	11%	↑
Garden City	0%	4%	↑
Greenleaf	0%	0%	↔
Kuna	0%	9%	↑
Melba	39%	41%	↑
Meridian	4%	6%	↑
Middleton	9%	16%	↑
Nampa	6%	9%	↑
Notus	0%	0%	↔
Parma	65%	70%	↑
Star	0%	0%	↔
Wilder	33%	38%	↑



**Housing in TODs:** # of housing units that have a density of more than 7 DU/acre.

**Housing near Transit:** housing units within a 1/4 mile walkable area of a transit route.

Area	2008	2009	Indicator
Region	39%	39%	↔
Boise	69%	61%	↓
Caldwell	26%	30%	↑
Eagle	14%	1%	↓
Garden City	59%	49%	↓
Greenleaf	0%	0%	↔
Kuna	0%	0%	↔
Melba	0%	0%	↔
Meridian	7%	2%	↓
Middleton	36%	15%	↓
Nampa	20%	18%	↓
Notus	0%	0%	↔
Parma	0%	0%	↔
Star	36%	17%	↓
Wilder	0%	0%	↔



# Agency Page Definitions

**Employment near Transit:** Employment within a within a 1/4 mile pedestrian shed of a transit route.

Area	2008	2009	Indicator
Region	65%	62%	↓
Boise	75%	76%	↑
Caldwell	69%	59%	↓
Eagle	46%	13%	↓
Garden City	85%	84%	↓
Greenleaf	0%	0%	↔
Kuna	0%	0%	↔
Melba	0%	0%	↔
Meridian	34%	17%	↓
Middleton	51%	26%	↓
Nampa	63%	54%	↓
Notus	0%	0%	↔
Parma	0%	0%	↔
Star	66%	28%	↓
Wilder	0%	0%	↔



**Preservation of Open Space & Agricultural Land:** *Communities in Motion* encourages the retention of open space and agricultural lands whenever possible. Local scenic landscapes play a key role in preserving a high quality of life and attracting tourism dollars. This includes prime farm land and “buffer zones” between cities to support the unique boundaries of each city. Transportation decisions play a role in preserving open space. For example, a decision to build a road in a rural location may result in unanticipated development. This “induced” development could happen in places that are not consistent with the land use vision.

**Change in Unincorporated Acres in Area of Impact:** The amount of change, in acres, of unincorporated land within a city’s area of impact. This is one measure of how effectively a city is developing enclaved and adjacent land prior to expanding the city’s area of impact.

**Acres outside Area of Impact:** Amount of annexed acres outside of the City Area of Impact.

**Change in Agricultural Acreage:** Amount of acres used in agriculture, compared from previous years.

**Acres of Open Space:** Amount of acres used as open space, which is defined in this report as golf courses (including privately owned), cemeteries, and public parks, publicly owned land that is not used for buildings (e.g., city hall sites) or open to possible sale or leasing (Idaho Department of Lands). Not included in these tables are lands under private ownership, specifically those considered agricultural and private parks.



Area	2008	2009	Indicator
Region	10,652	10,941	↑
Boise	6,152	6,279	↑
Caldwell	453	923	↑
Eagle	1,828	1,336	↓
Garden City	166	235	↑
Greenleaf	11	8	↓
Kuna	23	77	↑
Melba	31	68	↑
Meridian	366	397	↑
Middleton	383	209	↓
Nampa	966	1,158	↑
Notus	1	1	↔
Parma	29	17	↓
Star	220	232	↑
Wilder	23	1	↓

**Notes:**

**NA**—Not Available. Data not available to COMPASS at time of publication.

**TBD**—To Be Determined. Data not issued for this draft report; to be issued for the final report.





# GLOSSARY



**Area of City Impact:** A requirement of state law requiring a land use plan that not only plans for the area within the city's legal boundaries, but also plans for areas outside of the city's legal boundaries that are still in the unincorporated area of the county and have not yet been annexed into the city. Officially negotiated areas of city impact are necessary prerequisites for cities to annex adjacent properties.

**Arterial Street:** A class of street serving major traffic not designated as a highway.

**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.

**Blueprint for Good Growth:** The Ada County Consortium is a partnership of stakeholders in charge of local land use and transportation planning: Ada County, Ada County Highway District, Boise, Eagle, Garden City, Meridian, Kuna, Star, and the Idaho Transportation Department. The partners want to better coordinate land use and transportation planning in Ada County to ensure that growth is orderly and beneficial for the community's continued prosperity and quality of life.

**Jobs/Housing Balance:** The growth strategy to provide sufficient jobs for the amount of housing in an area to reduce the amount of vehicle miles traveled to commute to employment.

**Long Range Transportation Plan (LRTP):** Or Regional Transportation Plan (RTP) (the Plan) – a document resulting from regional or statewide collaboration and consensus on a region's or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all the transportation improvements scheduled for funding over the next 20 years.

**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.

**Open Space:** Amount of public green space, including include public parks, cemeteries, and golf courses.

**Preservation:** To save from change or loss and reserve for a special purpose. It is the most restrictive among management principles and should not be confused with conservation.

**Sprawl:** Urban form that connotatively depicts the movement of people from the central city to the suburbs. 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.

**Transit:** Transportation mode that moves larger numbers of people than does a single automobile.



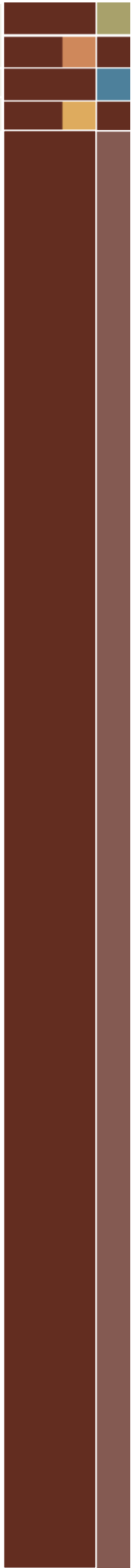
**Transit Oriented Density:** The amount of housing density needed to support a transit system. Seven units per gross acre is the minimum density that is considered transit supportive. Transit supportive density can be derived a variety of ways including a wide mix of densities that averages seven units per acre or more. This type of density is only expected within one-quarter mile of transit stops. For the purpose of this report, TODs are defined as neighborhoods with more than seven dwelling units per acre.

**Transportation and Land Use Integration (TLIP):** Part of the Blueprint for Good Growth Implementation, TLIP is a project to better link land-use and transportation planning. The goal is a roadway network that balances the needs of all users - motorists, pedestrians, cyclists, transit and people with disabilities - with streets that complement the built environment. Components of TLIP are the Master Street Map, Livable Street Design Guide, and Complete Streets Policy.

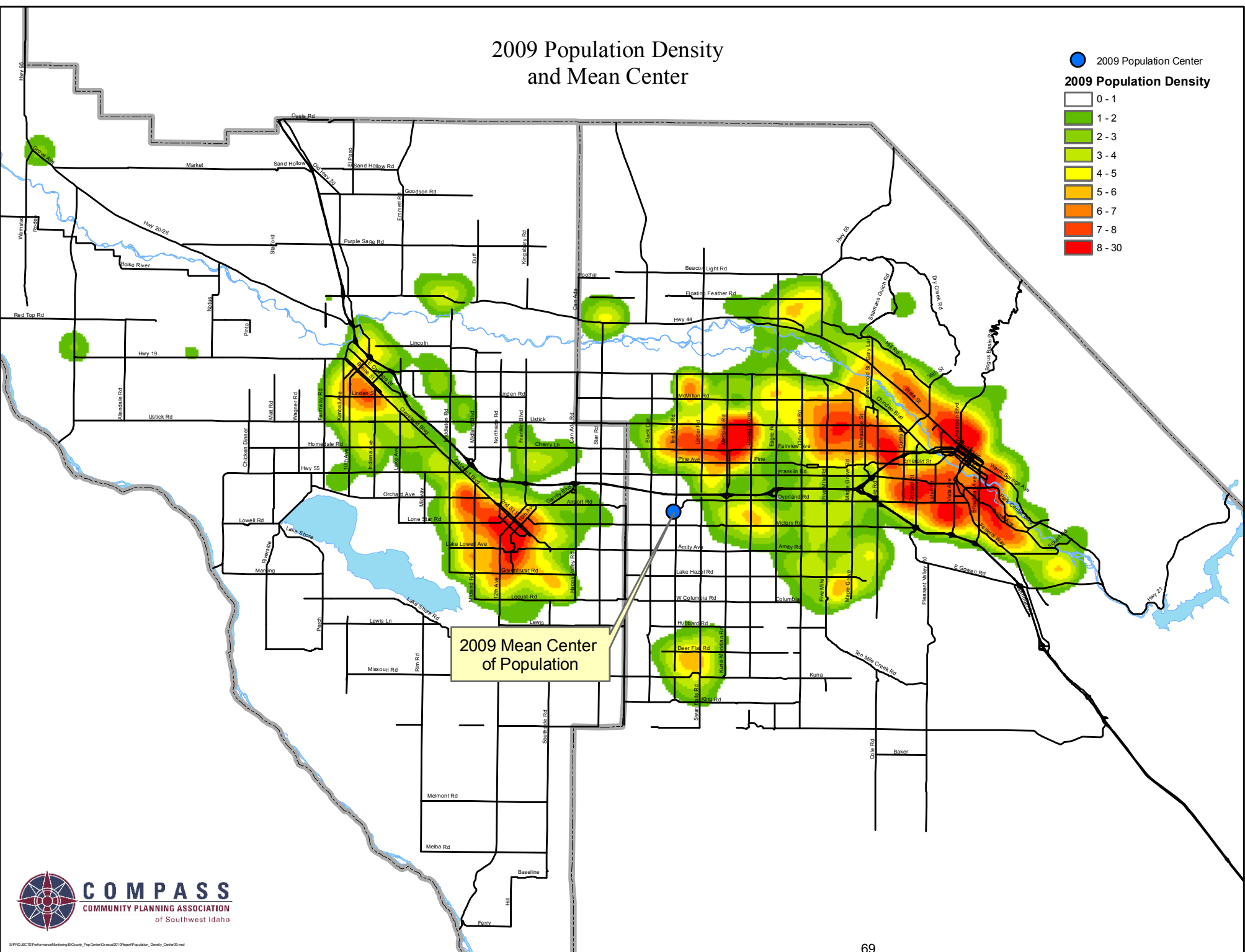
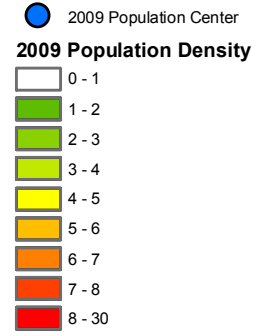




# MAPS

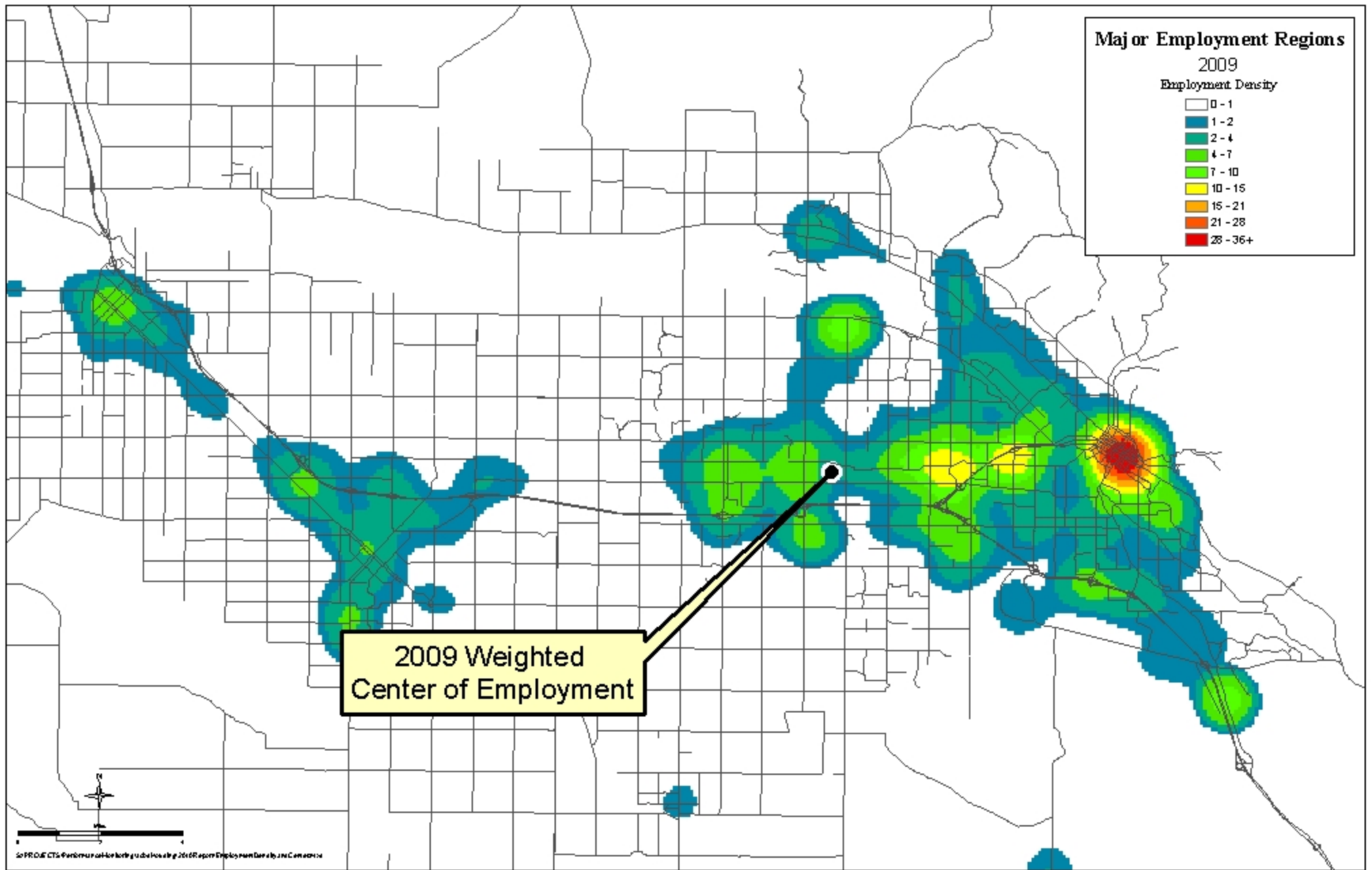


# 2009 Population Density and Mean Center



2009 Mean Center of Population

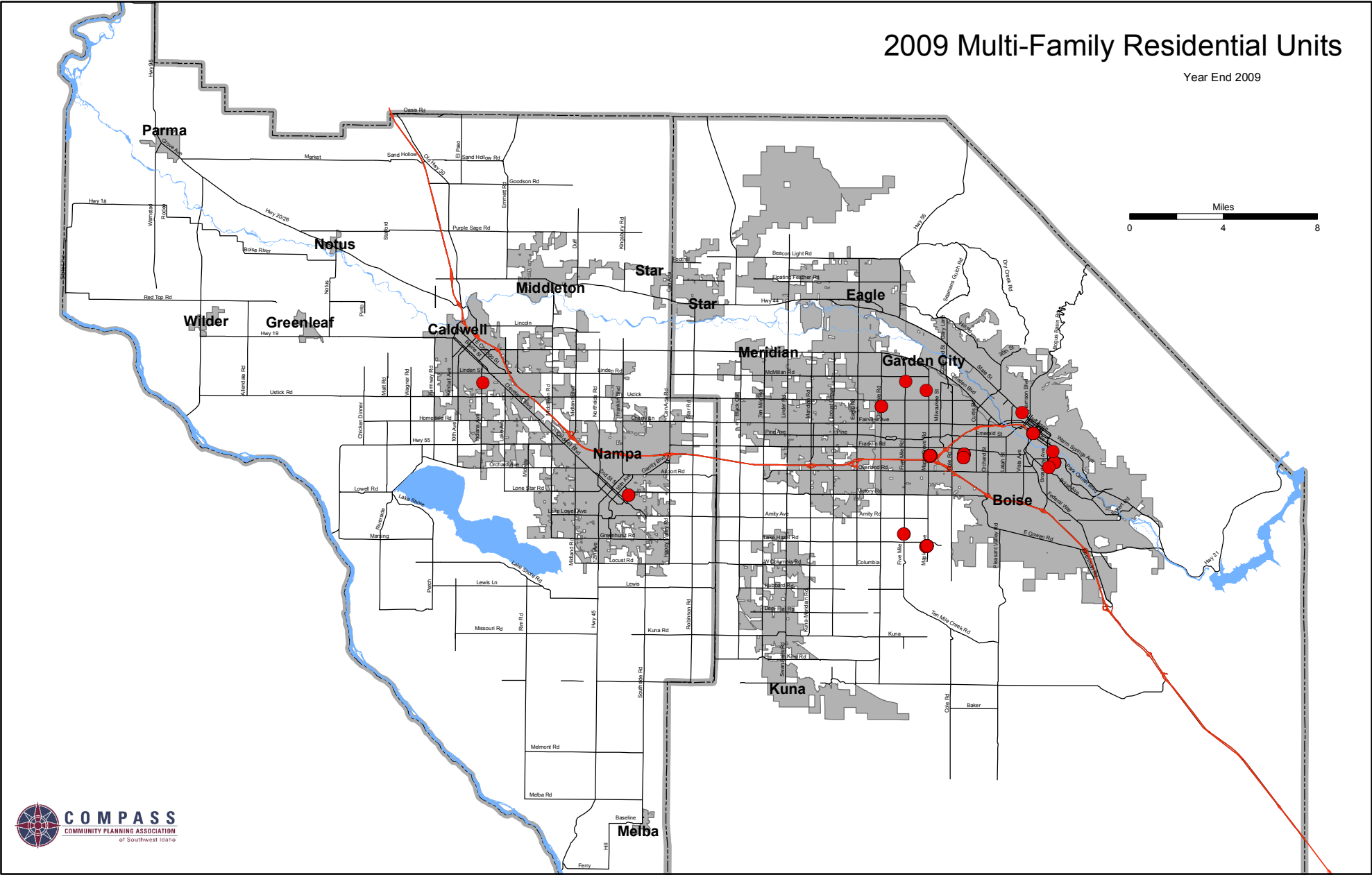






# 2009 Multi-Family Residential Units

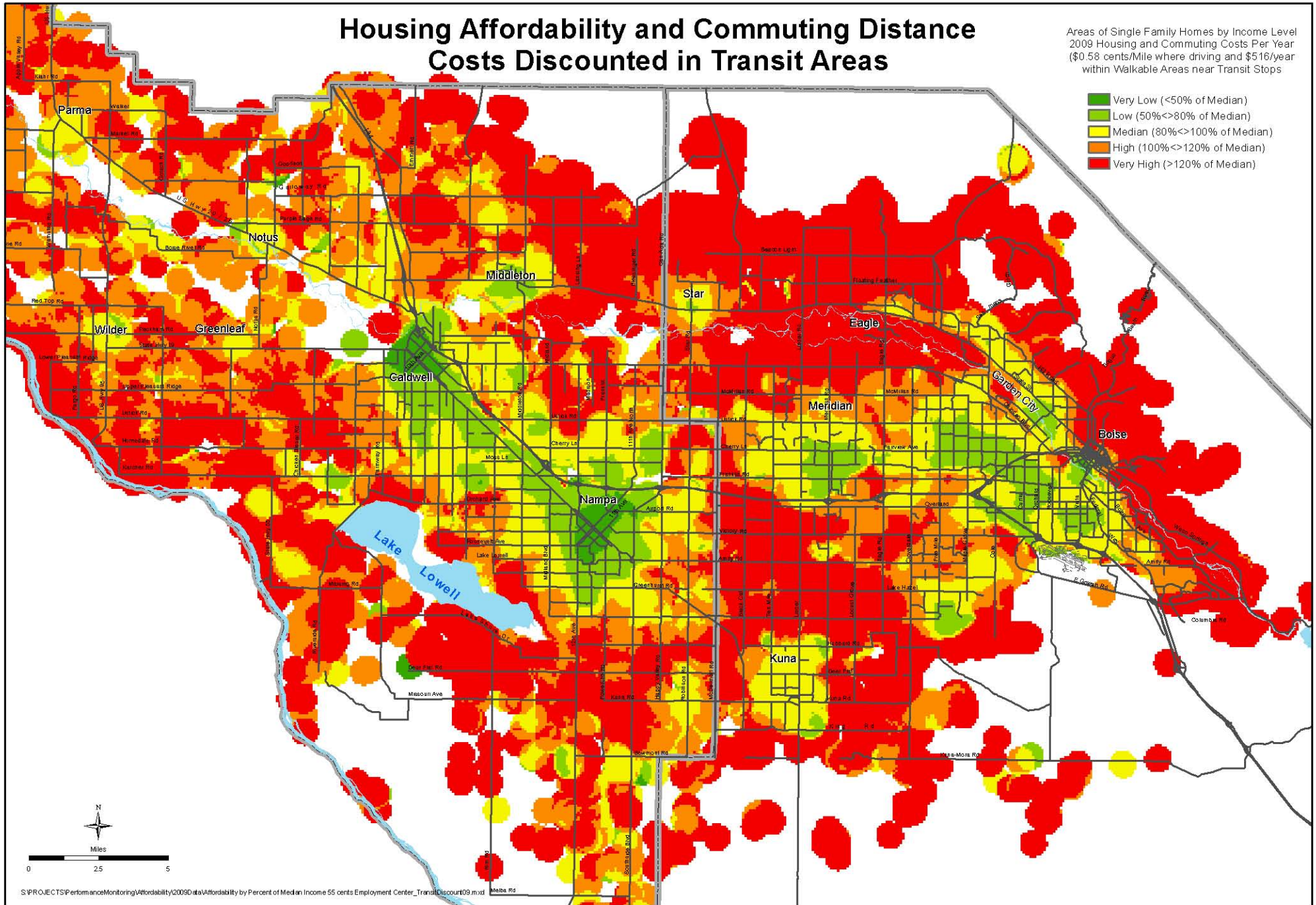
Year End 2009



# Housing Affordability and Commuting Distance Costs Discounted in Transit Areas

Areas of Single Family Homes by Income Level  
 2009 Housing and Commuting Costs Per Year  
 (\$0.58 cents/Mile where driving and \$516/year  
 within Walkable Areas near Transit Stops

- Very Low (<50% of Median)
- Low (50%<=80% of Median)
- Median (80%<=100% of Median)
- High (100%<=120% of Median)
- Very High (>120% of Median)



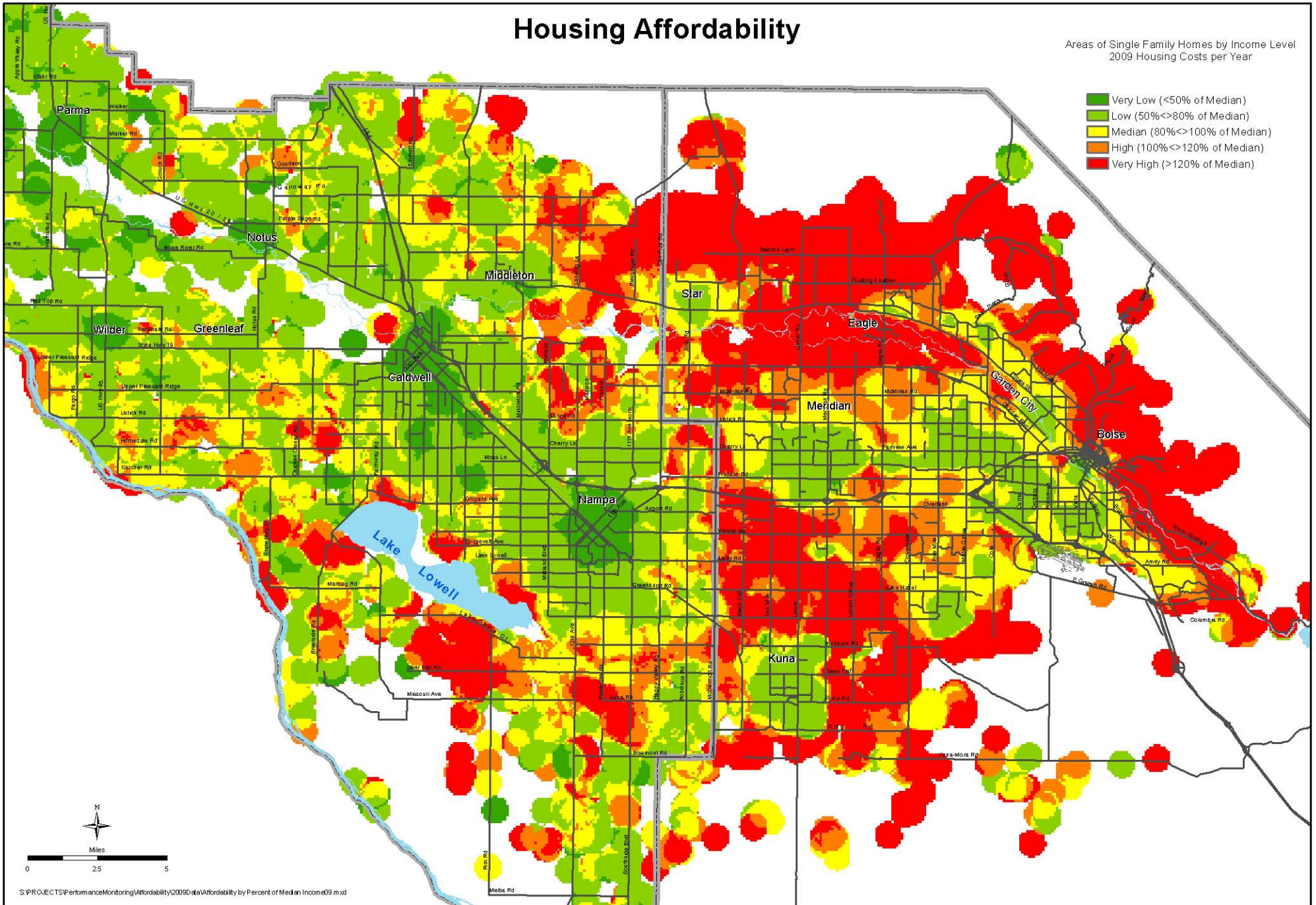
S:\PROJECTS\PerformanceMonitoring\Affordability\2009\data\Affordability by Percent of Median Income 55 cents Employment Center\_TransitDiscount09.mxd



# Housing Affordability

Areas of Single Family Homes by Income Level  
2009 Housing Costs per Year

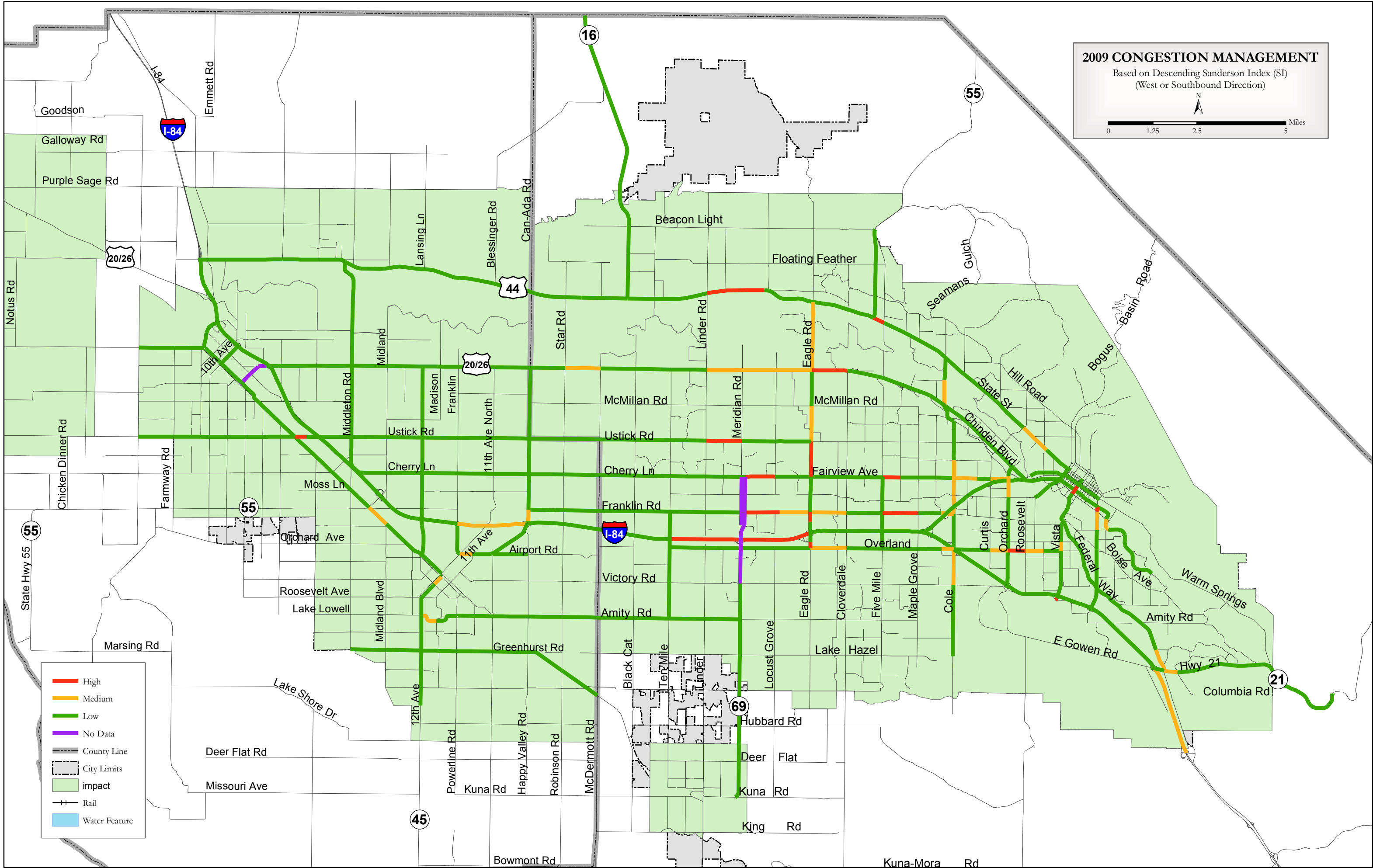
- Very Low (<50% of Median)
- Low (50% <= 80% of Median)
- Median (80% <= 100% of Median)
- High (100% <= 120% of Median)
- Very High (>120% of Median)



S:\PROJECTS\PerformanceMonitoring\Affordability\2009\data\Affordability by Percent of Median Income.mxd

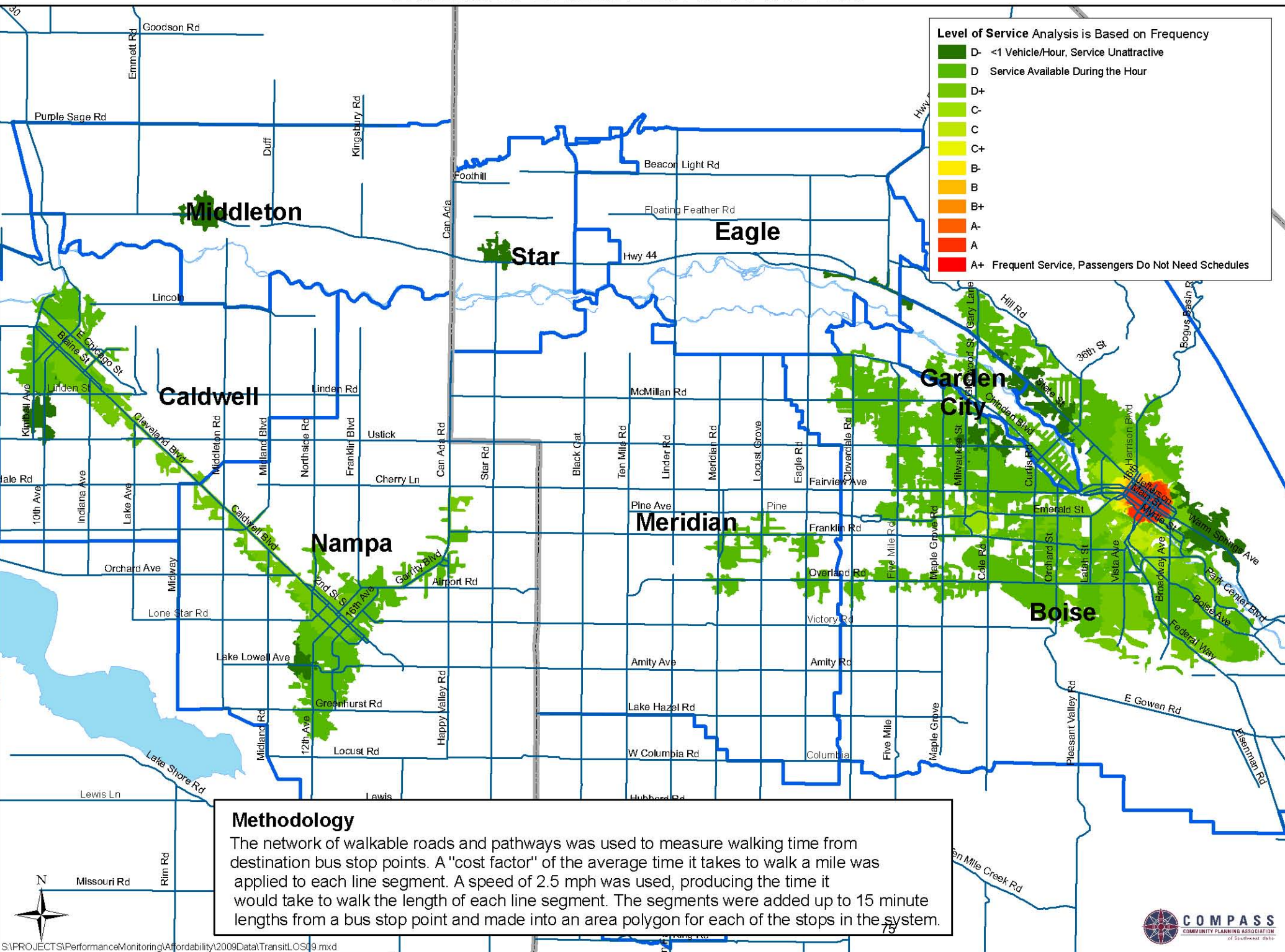
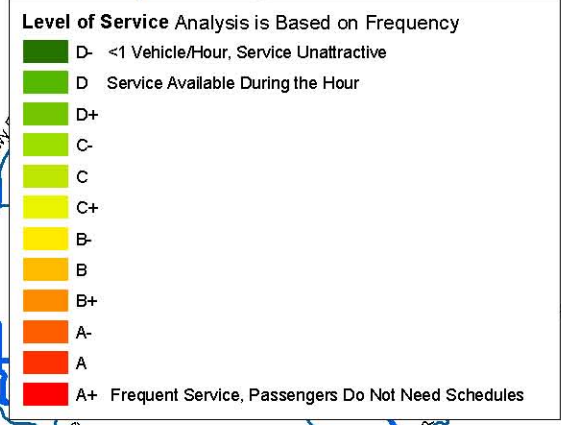
**2009 CONGESTION MANAGEMENT**  
 Based on Descending Sanderson Index (SI)  
 (West or Southbound Direction)

- High
- Medium
- Low
- No Data
- County Line
- City Limits
- impact
- Rail
- Water Feature





# Walkable Transit Level of Service



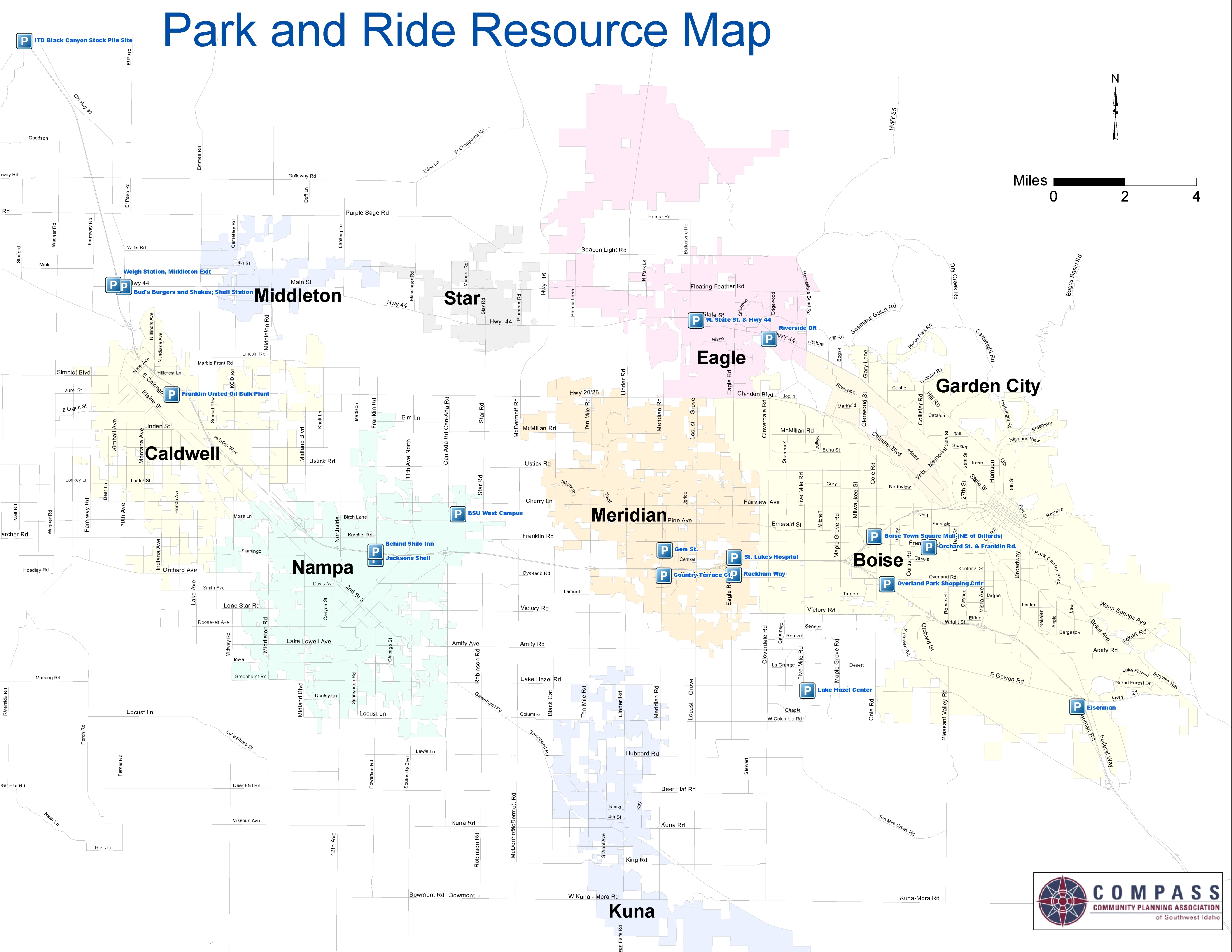
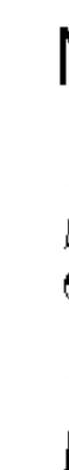
**Methodology**  
 The network of walkable roads and pathways was used to measure walking time from destination bus stop points. A "cost factor" of the average time it takes to walk a mile was applied to each line segment. A speed of 2.5 mph was used, producing the time it would take to walk the length of each line segment. The segments were added up to 15 minute lengths from a bus stop point and made into an area polygon for each of the stops in the system.



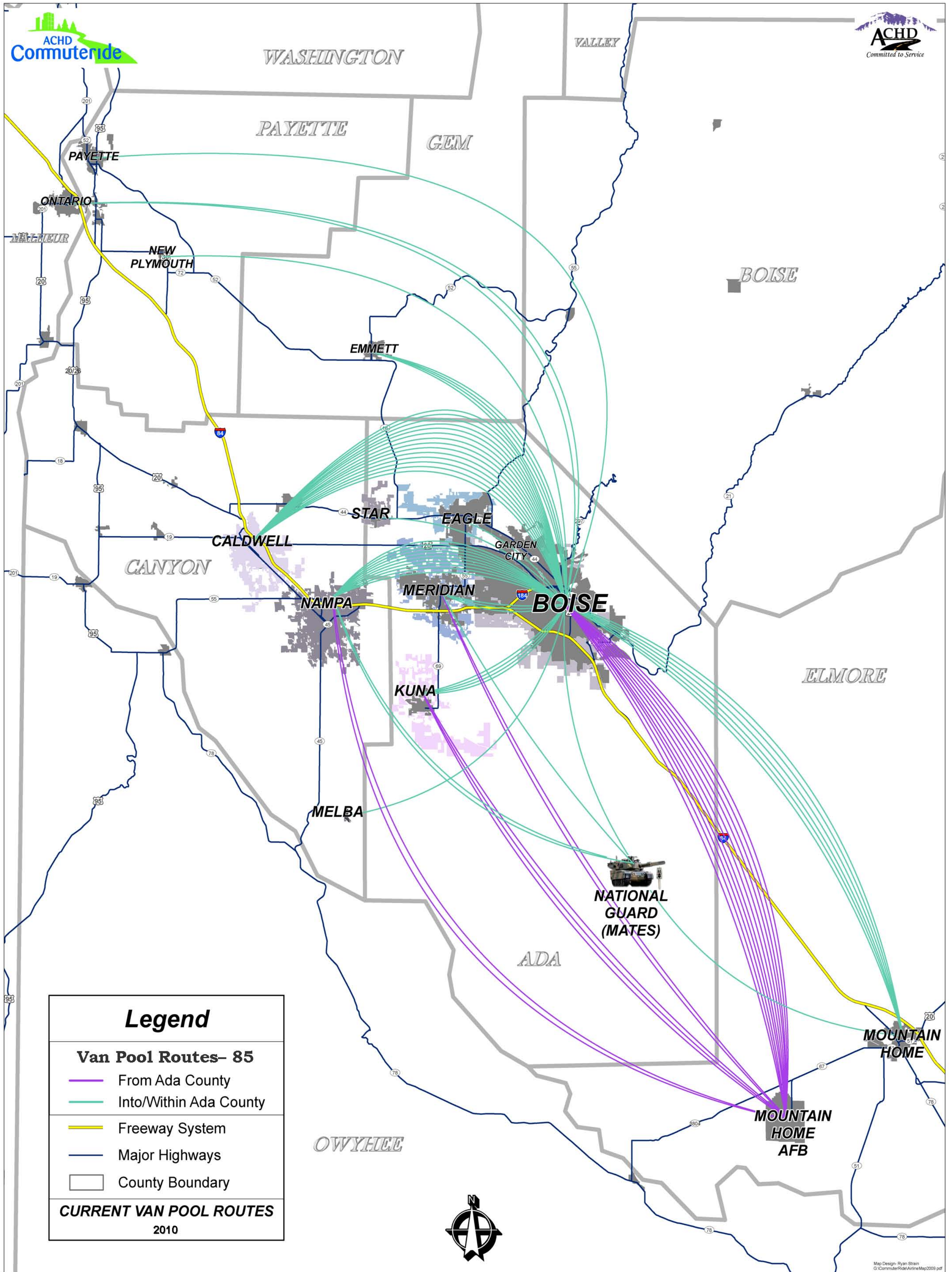


# Park and Ride Resource Map

**P** ITD Black Canyon Stock Pile Site







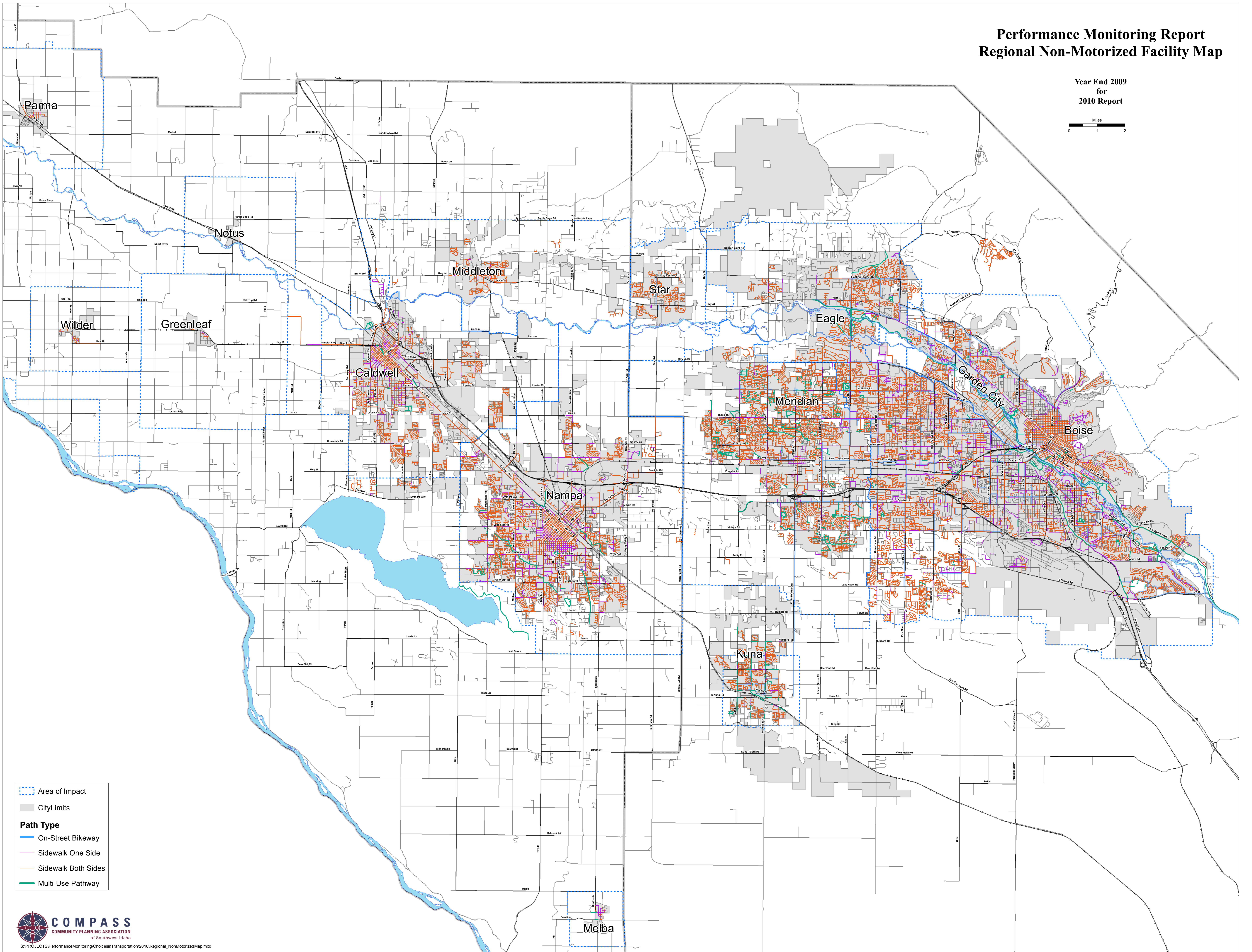
<b>Legend</b>	
<b>Van Pool Routes- 85</b>	
	From Ada County
	Into/Within Ada County
	Freeway System
	Major Highways
	County Boundary
<b>CURRENT VAN POOL ROUTES</b>	
2010	





# Performance Monitoring Report Regional Non-Motorized Facility Map

Year End 2009  
for  
2010 Report

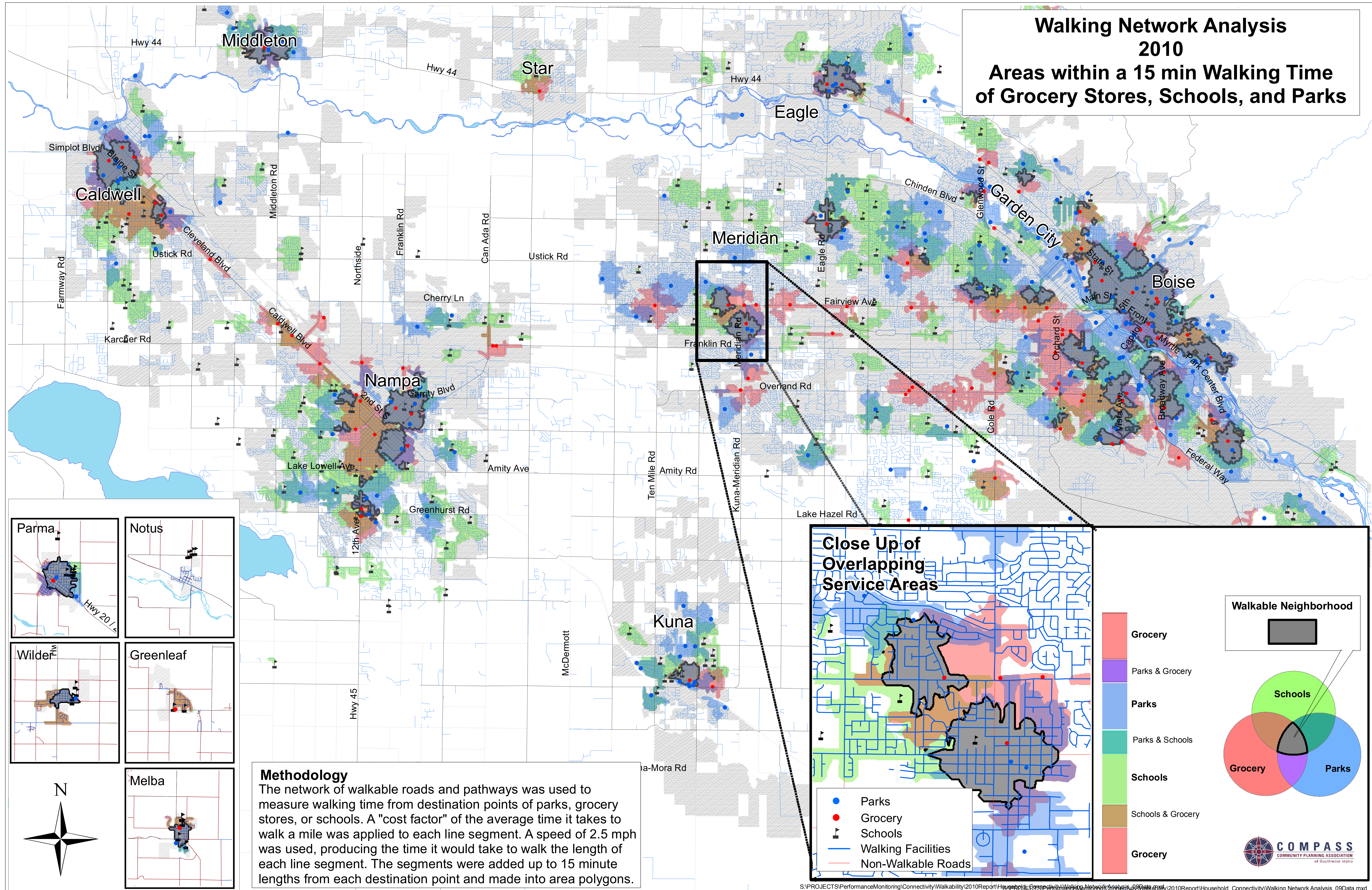


- Area of Impact
- City Limits
- Path Type**
- On-Street Bikeway
- Sidewalk One Side
- Sidewalk Both Sides
- Multi-Use Pathway

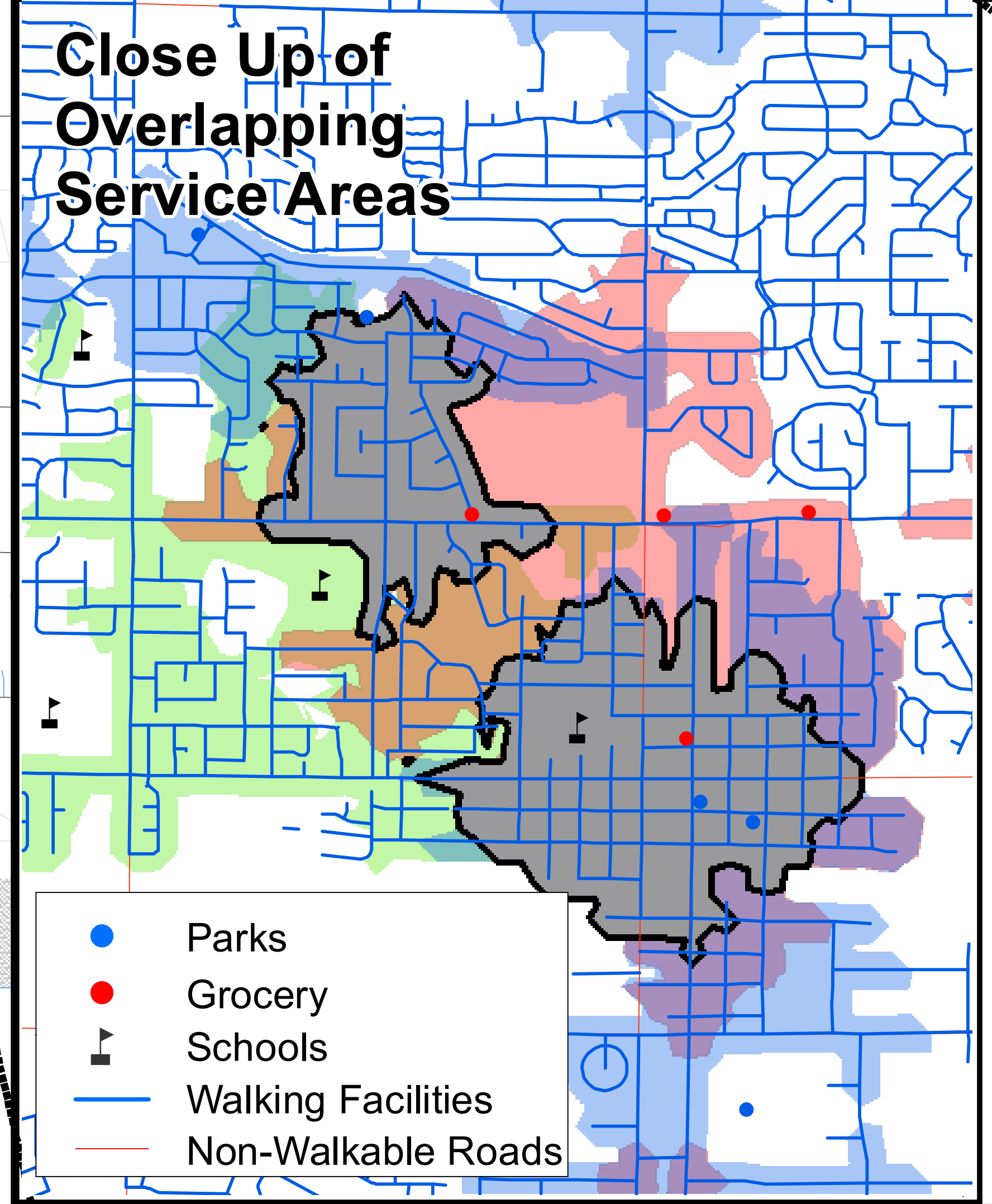


# Walking Network Analysis 2010

## Areas within a 15 min Walking Time of Grocery Stores, Schools, and Parks



**Methodology**  
The network of walkable roads and pathways was used to measure walking time from destination points of parks, grocery stores, or schools. A "cost factor" of the average time it takes to walk a mile was applied to each line segment. A speed of 2.5 mph was used, producing the time it would take to walk the length of each line segment. The segments were added up to 15 minute lengths from each destination point and made into area polygons.



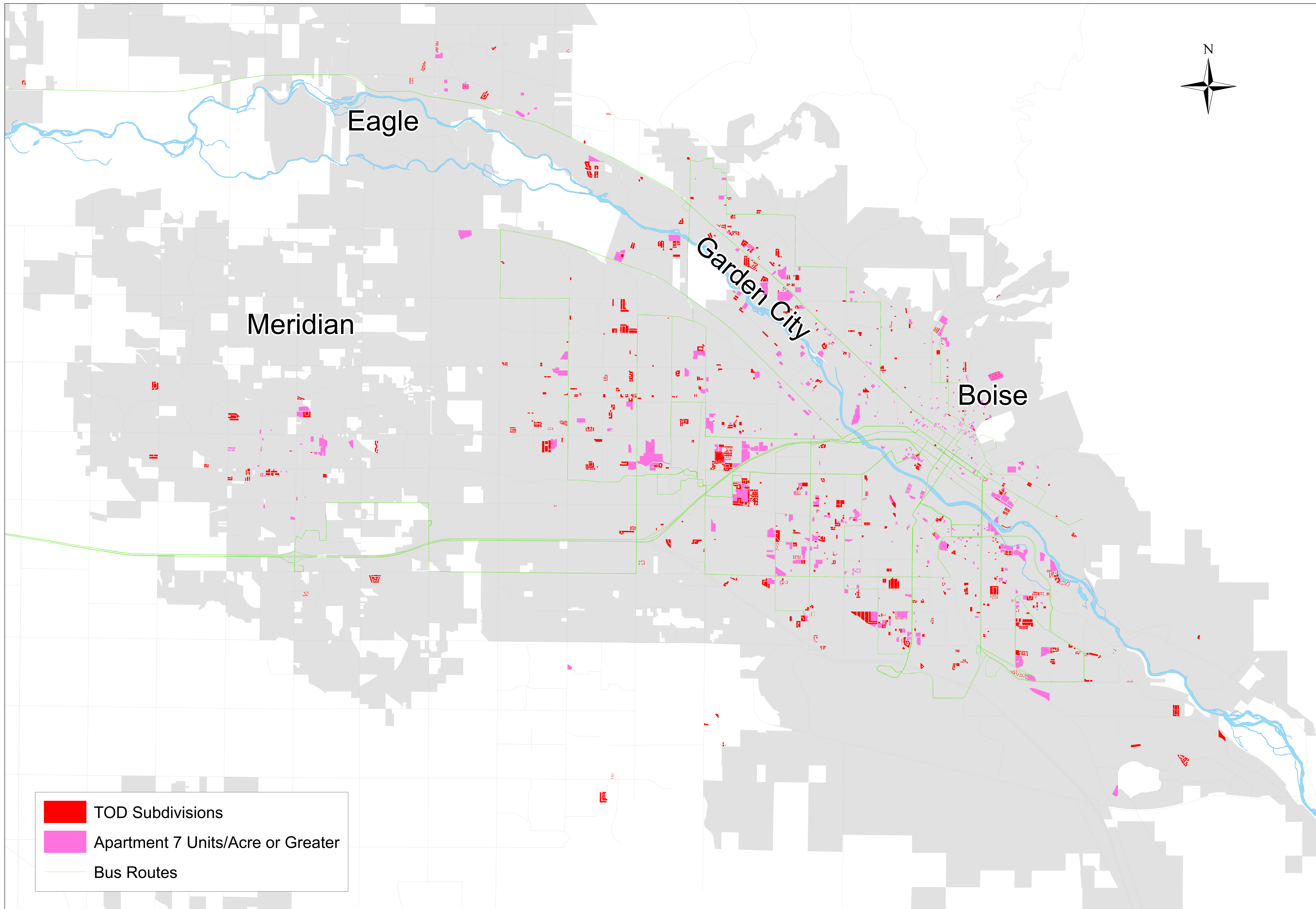
**Walkable Neighborhood**




- Grocery
- Parks & Grocery
- Parks
- Parks & Schools
- Schools
- Schools & Grocery
- Grocery

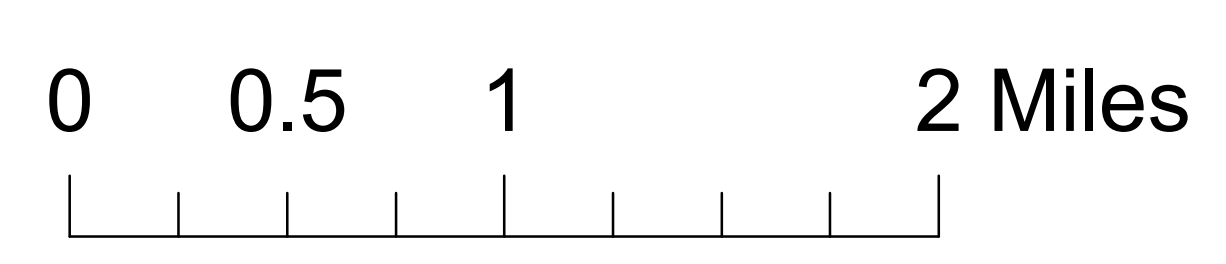
**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho



# 2009 Housing in Transit-Density Subdivisions and Apartments



 TOD Subdivisions  
 Apartment 7 Units/Acre or Greater  
 Bus Routes



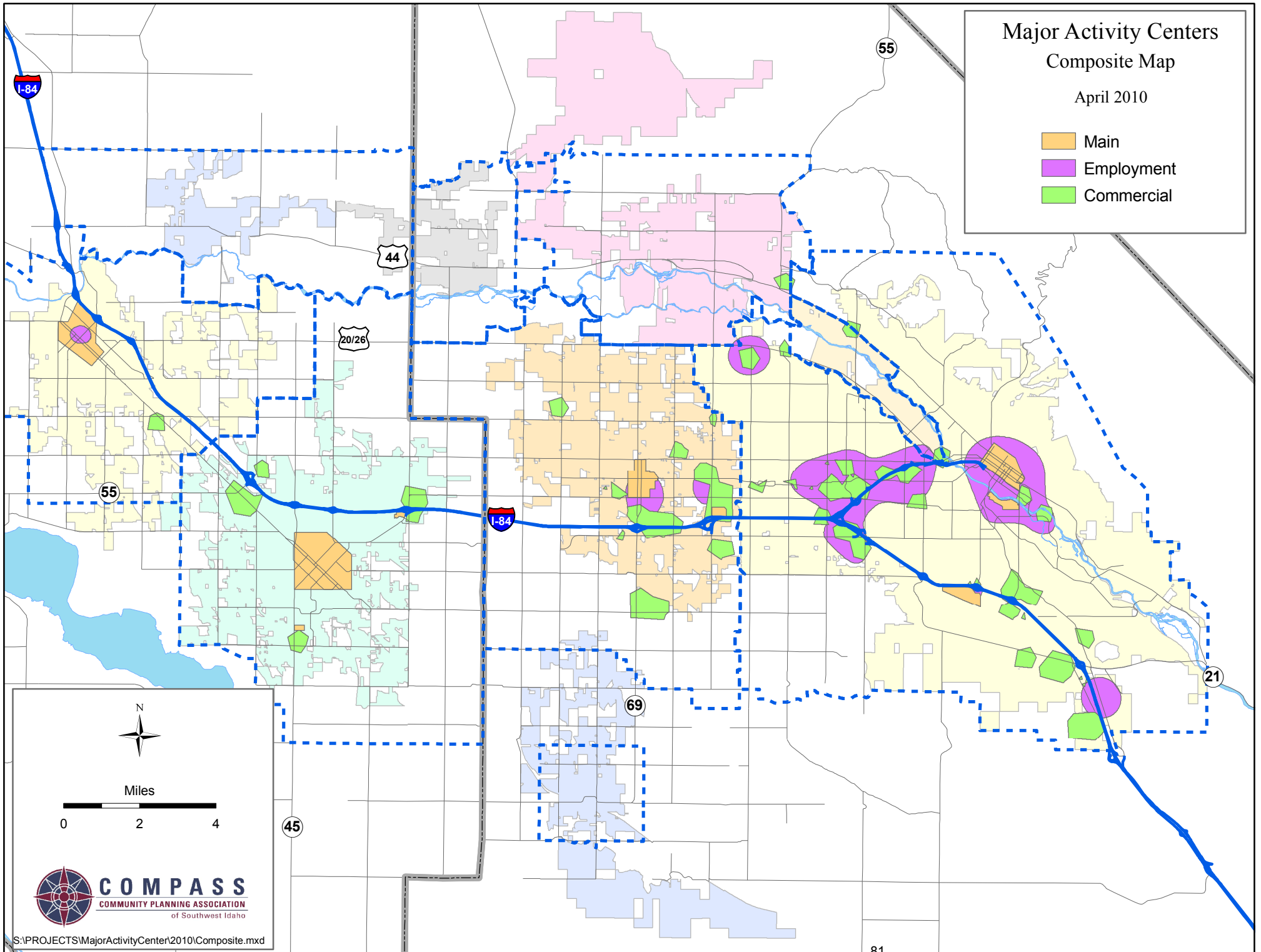


# Major Activity Centers

## Composite Map

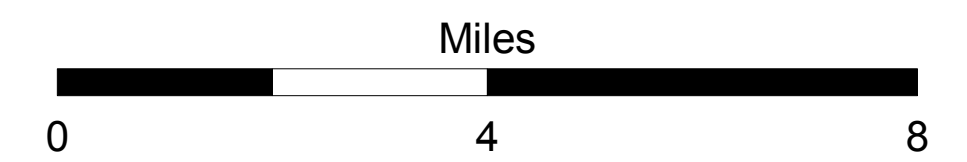
April 2010

-  Main
-  Employment
-  Commercial






# Agricultural Lands

Year End 2009



## Legend

-  Agricultural Land
-  City Limits
-  Agricultural Land in City Limits

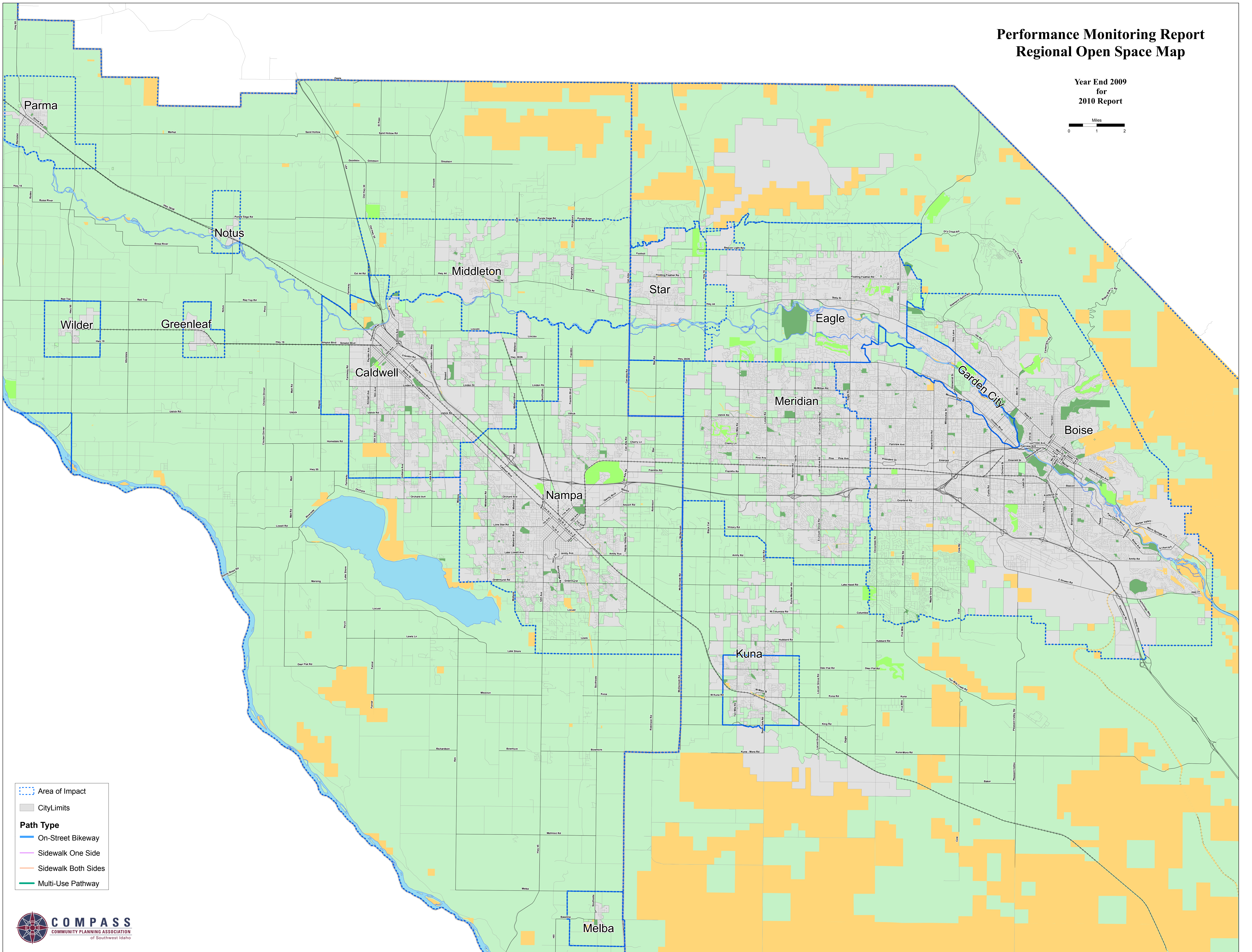
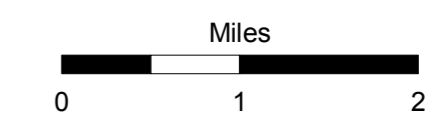
Agriculture use determined by Assessor land characteristics and deleting estate type properties with less than 20 acres and improved values greater than \$100,000





# Performance Monitoring Report Regional Open Space Map

Year End 2009  
for  
2010 Report



- Area of Impact
- City Limits
- Path Type**
- On-Street Bikeway
- Sidewalk One Side
- Sidewalk Both Sides
- Multi-Use Pathway

