

Communities in Motion 2040 Development Review

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

Development Name: Kemper


Agency: Garden City

CIM Vision Category: Mixed Use

New households: 18

New jobs: 0

Exceeds CIM forecast: No

	<p>CIM Corridor: State Street Pedestrian level of stress: R-State Bicycle level of stress: R-State</p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: 4,513 Jobs within 1 mile: 3,203 Jobs/Housing Ratio: 0.7</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: >4 miles Nearest fire station: 1.4 miles</p>	<p>Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>
	<p>Farmland consumed: No Farmland within 1 mile: 0 acres Farmland Value: N/A</p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: 0 miles Nearest public school: 1.1 miles Nearest public park: 1 mile Nearest grocery store: 1.1 miles</p>	<p>Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p>

Recommendations

The proposal would increase vehicular trips onto State Street, which has been identified as the #2 priority in the region in the *Communities in Motion 2040* transportation plan. State Street/Highway 44 is the only major roadway between Ada and Canyon Counties north of the Boise River. However, the proposal is approximately one mile or less from public schools, parks, grocery stores, and public transportation which provides opportunities for multi-modal travel.

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

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

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



The site is adjacent to Valley Regional Transit Route 9, which provides 30-minute peak-day frequencies, with service to downtown Boise along State Street. State Street has been identified as a premium transit service alignment with corridor enhancements such as bus priority lanes, elevated station designs, extended late-night service, and 15-minute headways or better. State Street is a key corridor for higher density, transit-oriented development.

Please coordinate transit facility improvements with Valley Regional Transit (VRT). VRT has developed a *Bus Stop Location and Transit Amenities Development Guidelines* for siting new bus stops and reviewing current and bus stops. More information is available at: <https://www.valleyregionaltransit.org/media/1377/vrtbusstopandtransitamenitiesdevelopmentguidelines.pdf>

The site plan provided did not indicate sidewalk infrastructure; consider internal pedestrian connections to promote non-motorized access to State Street.