

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: Larson Rezone






Agency: Star

CIM Vision Category: Mixed Use

New households: ±140

New jobs: ±150

Exceeds CIM forecast: YES

	<p>CIM Corridor: Highway 44/Highway 16 Pedestrian level of stress: R-Hwy 44/16 Bicycle level of stress: R-Hwy 44/16</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: 449 Jobs within 1 mile: 149 Jobs/Housing Ratio: 0.3</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: 1.1 miles Nearest fire station: 1.1 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: 1,167 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: >4 miles Nearest public school: 1.8 miles Nearest public park: 2 miles Nearest grocery store: >4 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 is at the southwest intersection of two critical state highways—Highway 44 and Highway 16. These highways are vital to the transportation and economic development in the region. This proposal exceeds growth forecasted for this area; transportation infrastructure may not be able to support the new transportation demands.

The proposal would increase vehicular trips onto both highways. *Communities in Motion 2040* identifies State Street/Highway 44 as the second highest priority for the region. Traffic between State Highway 16 and Glenwood Street will likely increase from 34,000 vehicles per day in 2013 to 55,000 per day by the year 2040.

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

Web: www.compassidaho.org

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More information about the development review process:

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



The 2011 [State Street Transit and Traffic Operation Plan \(TTOP\)](#) calls for Bus Rapid Transit (BRT), coupled with Transit Oriented Development, along the State Street corridor ending at Highway 16. Bus Rapid Transit services would mix with traffic past Eagle Road to Highway 16 without a dedicated bus lane.

Land use decisions along the State Street corridor are critical to the success of future BRT and the vision for transit service along the Hwy 44 corridor. Developers and city staff should coordinate development plans with Valley Regional Transit to ensure successful implementation including bus pull-outs if necessary.

Ultimately, Highway 16 will provide connection from the rapidly growing areas in the City of Star, City of Eagle, and the City of Meridian to the Interstate. The zoning map does not show proposed access locations to Highway 44 or Highway 16. Access management that reduces and restricts vehicular access points onto is essential to improve transportation safety and efficiency. Consolidating driveways and encouraging cross-access easements will help with the traffic operations.

In addition to the proposed pathway, please coordinate extending the Heron River subdivision pathway along the Lawrence Kennedy Canal. Provide pathway stubs to the south for connectivity as the Boise River greenbelt extends to this location.