

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

Development Name: Limelight Village






Agency: Boise

CIM Vision Category: Existing Neighborhoods

New households: 85

New jobs: 0

Exceeds CIM forecast: No

	<p>CIM Corridor: State St (SH 44) Pedestrian level of stress: R Bicycle level of stress: R</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: 4,340 Jobs within 1 mile: 2,330 Jobs/Housing Ratio: 0.5</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: 3 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: Yes Farmland within 1 mile: 106 acres</p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: 0.6 miles Nearest public school: 1 mile Nearest public park: 0.7 miles Nearest grocery store: 0.7 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

This proposal for higher-density development along State Street supports the *Communities in Motion 2040 2.0* Vision for land use along future transit routes. Typically, at least 7 dwelling units per acre (DU/acre) are needed to support public transportation; this proposal exceeds 35 DU/acre. Routes 9 and 12 can be accessed approximately ½ mile to the southeast, near the intersection of State Street and Gary Lane, and a proposed stop under ½ mile to the northwest at Bogart (Route 9). These routes provide service to downtown Boise and the Boise Towne Square Mall, respectively. COMPASS is working with a multi-jurisdiction working group to evaluate future plans for the State Street/Highway 44 corridor, including Bus Rapid Transit (BRT) with a dedicate lane east of Eagle Road to downtown Boise. More information about State Street plans are at: <https://www.buildabetterstatestreet.org/documents>. Please coordinate with Valley Regional Transit on design and amenities that would accommodate future service.

More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: www.compassidaho.org

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More information about the development review process:

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

