

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: Linrock Subdivision






Agency: Kuna

CIM Vision Category: Future Neighborhoods

New households: 174

New jobs: ±60

Exceeds CIM forecast: Yes

	<p>CIM Corridor: Linder Road 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: 190 Jobs within 1 mile: 50 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: >4 miles Nearest fire station: 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: 1,007 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: 3.4 miles Nearest public school: 0.9 miles Nearest public park: 2.6 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

This proposal exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands. The proposal is on the fringe of urban development in an area removed from employment centers and existing public transportation. The closest transit services are located more than three miles away. ValleyConnect 2.0 proposes bus service along Linder Road from downtown Kuna to northwest Boise with 20-minute frequencies. The closest bus stop would be less than ½ mile in distance when that route is operational. 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. The proposal is a mix of residential and retail, which can mitigate the increased traffic congestion by encouraging non-motorized travel. The mix of housing stock which may enable many types of households to live in the neighborhood.

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

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More information about the development review process:

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

