

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: Moon Valley (RZ-18-07)






Agency: Star

CIM Vision Category: Future Neighborhoods

New households: 268

New jobs: 0

Exceeds CIM forecast: No

	CIM Corridor: N/A Pedestrian level of stress: N/A Bicycle level of stress: N/A	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.
	Housing within 1 mile: 240 Jobs within 1 mile: 20 Jobs/Housing Ratio: 0.1	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.
	Nearest police station: 2.2 miles Nearest fire station: 2.3 miles	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.
	Farmland consumed: Yes Farmland within 1 mile: 1,357 acres	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.
	Nearest bus stop: >4 miles Nearest public school: 2.6 miles Nearest public park: 2.4 miles Nearest grocery store: 2.3 miles	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.

Recommendations

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. 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. BRT services would mix with traffic past Eagle Road to Highway 16 without a dedicated bus lane.

The COMPASS FY2019-2023 Regional Transportation Improvement Program identifies the additional lanes to improve congestion and reduce crashes along Highway 44 (State Street) from Highway 16 to Linder Road (Key #20266) and from Highway 16 to Star Road (Key #20574), both with construction in 2023. More information is at: http://www.compassidaho.org/documents/prodserv/trans/FY19/FY2019TIPrpt_1221.pdf

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

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More information about the development review process:

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



Ensure necessary easements have been provided along the southern boundary of the development for the future extension of the Boise River Greenbelt per the Ada County 2007 Parks and Open Space Master Plan.