

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: Mossy Creek






Agency: Nampa

CIM Vision Category: Future Neighborhoods

New households: 54

New jobs: 0

Exceeds CIM forecast: No

	<p>CIM Corridor: None Pedestrian level of stress: PG-13 -Southside Bicycle level of stress: PG-13-Southside</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: 2,870 Jobs within 1 mile: 580 Jobs/Housing Ratio: 0.2</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: 3.8 miles Nearest fire station: 2.1 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: Yes Farmland within 1 mile: 374 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: 2.9 miles Nearest public school: 0.9 miles Nearest public park: 0.3 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

Osborne Park is approximately ¼ mile east of the site, however, access is disconnected and unsafe. Consider a roadway stub or pedestrian pathway stub to the south of the proposal to encourage future connectivity. Without closer connections, pedestrians would travel almost one mile along Southside Boulevard, Oklahoma Avenue, and Avondale Avenue to reach the park. Consider internal open space for the subdivision if access to Osborne Park can't be secured. Also, consider providing an improved pathway along the Elijah Drain to the east of the site to improve connectivity to the park. This trail is needed to comply with the 2011 Nampa Bike/Ped Plan.

Public transportation is more than 2 miles from this location and there are not any plans a bus route within 2 mile identified in the ValleyConnect 2.0 plan.

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>

