

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: Prominence






Agency: Boise

CIM Vision Category: Future Neighborhoods

New households: 307

New jobs: 0

Exceeds CIM forecast: No

	<p>CIM Corridor: N/A Pedestrian level of stress: PG—Hill Bicycle level of stress: R—Hill</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: 1,886 Jobs within 1 mile: 827 Jobs/Housing Ratio: 0.4</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: 2.7 miles Nearest fire station: 2.2 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: 64 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: 1.4 miles Nearest public school: 0.4 miles Nearest public park: 0.2 miles Nearest grocery store: 1 mile</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 provides an opportunity for infill and a mix of housing types in an already developed area in Boise. Infill sites with nearby services and multimodal infrastructure can mitigate the impact of increased traffic. Public schools, parks, and grocery stores are within a walkable distance and may help increase non-motorized travel.

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

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

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



The site is more than one mile from existing bus stops for Valley Regional Transit (VRT) routes 9, 9x, and 10. These routes provide service along State Street and Hill Road to downtown Boise. VRT is developing plans to bring service out to this section of Hill Road as demand and resources become available. Also, there is premium service currently being planned for State Street, roughly half a mile to the south from this location. It is anticipated that there will be a stop near State Street and Bogart Lane. Please ensure there are adequate pedestrian connections to the south to facilitate access to this service and coordinate bus stop facility improvements with VRT along Hill Road for future bus service. VRT has developed a *Bus Stop Location and Transit Amenities Development Guidelines* for siting new bus stops and reviewing current and bus stops. More information is available at: <https://www.valleyregionaltransit.org/media/1377/vrtbusstopandtransitamenitiesdevelopmentguidelines.pdf>

It is unclear from the site plan if parking on bicycle lanes are proposed on Hill Road. Consider bicycle lanes that enable this section to prevent gaps in the network. This location is key for providing connectivity to foothills trails to the north and future transit on State Street to the south. Consider an improved pathway in Block 1 (between Lot 2, 3, or 4) stubbing to the north for a planned pathway along the Farmers Union Canal.