

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: Summit Ridge (SPP-00037-2018)






Agency: Nampa

CIM Vision Category: Future Neighborhoods

New households: 245

New jobs: ±25

Exceeds CIM forecast: No

	<p>CIM Corridor: N/A Pedestrian level of stress: R-Greenhurst Bicycle level of stress: R-Greenhurst</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: 2,570 Jobs within 1 mile: 520 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: 3.9 miles Nearest fire station: 1.9 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: 503 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: 2.2 miles Nearest public school: 0.8 miles Nearest public park: 1.2 miles Nearest grocery store: 1.4 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

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 two miles away and there are no plans for future service at this location. The proposal is a mix of residential and retail, which can mitigate congestion by encouraging localized walk and bicycle trips. Sidewalks and bicycle lanes along the south side of Greenhurst Road are essential for safe access to South Junior High School. Consider a stub road to the south for future connectivity and encourage non-motorized connections to the commercial uses.

The Lake Lowell Area Bicycle and Pedestrian Access Plan encourages safe connectivity from the cities of Nampa and Caldwell to the Lake Lowell area. Greenhurst Road and Midland Road are identified as shared-use paths. More information is available at: <https://flh.fhwa.dot.gov/programs/flpp/studies/lake-lowell-access-plan.htm>

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

Web: www.compassidaho.org

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More information about the development review process:

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

