

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: Willowbrook





Agency: Star

CIM Vision Category: Future Neighborhood

New jobs: ±100

New households: ±3,000

Exceeds CIM forecast: Yes

	<p>CIM Corridor: Highway 16. Beacon Light/Purple Sage Pedestrian level of stress: N/A Bicycle level of stress: N/A</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: 882 Jobs within 1 mile: 282 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: 3 miles Nearest fire station: 3 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 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: >3 miles Nearest public school: >4 miles Nearest public park: >3 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 is in a largely farmland and hillside area. Necessary services, such as public transportation, public parks and schools, and employment, are several miles from this location.

This proposal would create additional traffic on State Highway 16, currently the #14 corridor priority in the *Communities in Motion 2040* regional transportation plan. State Highway 16 is the main commuter route from Gem County to the Treasure Valley. An increase in traffic and accidents on this highway have been a concern for several years, and the Idaho Transportation Department (ITD) designated it as Idaho's first "safety corridor"—that is, a priority for funding for improvements. More information on State Highway 16 is available at:

http://www.compassidaho.org/documents/prodserv/CIM2040/14_SH16_AdaGem-KunaMora.pdf

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

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

www.compassidaho.org/dashboard/newpage



A potential Beacon Light to Purple Sage connection is identified in Communities in Motion 2040 regional transportation plan. As State Highway 44 is the only continuous east-west route between Ada and Canyon Counties north of the Boise River. Growth in Middleton, Star, and Eagle has resulted in greater demand on the streets and highways in this area. Terrain in the foothills acts as a barrier to road connectivity. If a connection between Beacon Light Road and Purple Sage Roads can be created north of Star, the two roads can serve as an alternate east-west route for northern Ada and Canyon Counties. The location of this development may be in the route needed to make this connection. More information on Beacon Light/Purple Sage is available at:

http://www.compassidaho.org/documents/prodserv/CIM2040/33_BeaconLight-PurpleSage.pdf

No site plan has been provided. COMPASS encourages the city and developer to use best practices in reducing transportation impacts of this proposal, including access management strategies that limits vehicular access on to arterial roadways, stubbing public roads to adjacent undeveloped land, and developing a bicycle and pedestrian network that reduces that need for vehicular travel. More information on best practices in access management is in the COMPASS Access Management Toolkit at:

http://www.compassidaho.org/documents/planning/studies/AcMgtTIkt_08Cover_Electronic.pdf