



# *COMMUNITIES IN MOTION*



## **ANNUAL PERFORMANCE MONITORING REPORT**

Fall 2007

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## EXECUTIVE SUMMARY

*Communities in Motion (CIM)* is the regional long-range transportation plan for Southwest Idaho and provides regional transportation solutions for the next twenty-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette counties. The COMPASS Board adopted the plan in August 2006. One of the provisions of *Communities in Motion* was the development and implementation of a Monitoring Report to address growth and related issues in Ada and Canyon counties.

This *Communities in Motion Performance Monitoring Report (CIMPMR)* is the first of a series that will evaluate these factors, and others if needed, to depict progress on meeting goals of the plan. The importance of the data grows as information is tracked across time. How does the information compare with last year and the year before that? As data accumulate, the results will portray how the region is moving forward with *Communities in Motion*. The report is arranged into several chapters, each addressing a key element of *CIM's* “Community Choices” scenario:

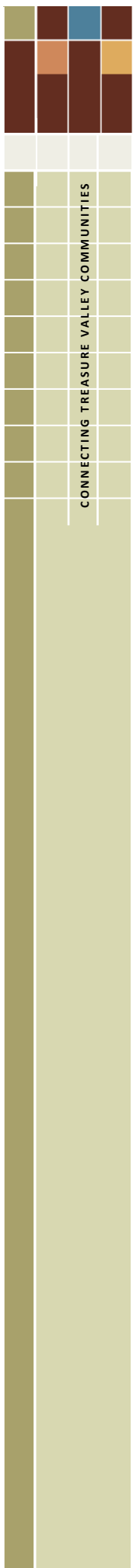
- Balance Between Jobs and Housing. (p. 15)
- Choices in Housing. (p. 21)
- Choices in Transportation. (p. 31)
- Connectivity. (p. 37)
- Preservation of open space and farmland. (p. 39)

Special pages also describe each city at the area of impact level and county outside the areas of impact. (pp. 49-65) Highlights of the report include:

### Choices in Housing

In 2006, the percent of multi-family units as a share of all permits issued increased compared to 2005 for both Ada and Canyon Counties. In Ada County, the jump was from 7.8% to 16.4%. The number of multi-family permits increased in real terms from 608 to 767, but some of the percentage increase is due to the sharp decline in single family permits from 7,165 to 3,848. (p. 25) But the Boise area of impact accounted for 580 of the 767 multi-family units—77% of the total. The Meridian area accounted for 112 units, with every area but Kuna constructing some multi-family. In Canyon County, multi-family units increased from 105 to 210 between 2005 and 2006. But the Nampa area of impact accounted for all multi-family units in 2006. (See the City and County Summaries starting on p. 49 for details)





Affordability is a part of housing choice. A map on p. 28 shows where single-family housing values would be affordable at different percentages of median income for the region. The map illustrates that very limited single-family housing choices exist in Ada County for households at or below 80% of median income. Median income is the point at which 50% of households earn more than and 50% less than that income level. In 2006, the median income for the Boise/Nampa MSA was \$56,100.<sup>1</sup> Most of the affordable housing at these income levels exists in Canyon County. This provides some of the cause for the shift westward in population (See map on p. 22) and the increase in traffic on roadways between Canyon and Ada Counties.

The percent of owner-occupied single family housing is dropping in both counties: down by 6.5% for Ada County and by 2.2% for Canyon. Meridian and Star experienced the most significant declines, with 10.7% and 18.3% reductions, respectively. Two potential reasons for the declines are the amount of speculative home buying and the increase in unsold inventory belonging to home construction firms. (pp. 29-30.)

- Should the evaluation of affordability be expanded to include other housing options such as rental units, condominiums and manufactured housing?
- To what extent is the single-family market changing, and what effect will this have on vacancy rates?
- When considering housing choices, what is the importance of housing affordability when considering diversity of housing?
- Why are there not more multi-family and other housing types provided outside a handful of cities?
- Is your community concerned about “workforce housing?” What about subsidized housing needs?
- Why and how do transportation costs factor into housing costs?

### Connectivity

Connectivity, in the sense of linkages between activities that can be evaluated at regional, community, and neighborhood levels, proved to one of the more elusive concepts in the report. One approach was to evaluate the supply of alternatives to driving. Miles of roadway, miles of pathway, miles of sidewalk, and percentage of homes within ¼ of existing transit services are all depicted on pp. 35-37. Only the Ada County Highway District has a significant amount of bike lanes at 108 miles. (p. 35)

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<sup>1</sup> Source: US Department of Housing and Urban Development.  
<http://www.hud.gov/local/shared/working/r10/emas/medianinc.cfm?state=wa#idaho>

Adding up the non-motorized miles of service and comparing these to the street centerline miles yielded a rough score of connectivity ranging from 10.0 for Notus to 122.4 for Boise. A higher score indicates more connectivity exists, relative to the roadway system, for alternate modes of travel. (p. 35)

When looking at transit access or connectivity by each city area of impact, Boise had 77% of its homes within ¼ miles of transit services, Garden City was at 48%, Nampa at 31%, Caldwell at 28%, and Meridian at 15%. The other cities had no homes within ¼ of transit services in 2006, but one issue was simply the lack of transit service in these communities. (See City and County Summaries starting on p. 51.)

Measuring connectivity at regional, community and neighborhood levels may require different tools. Review of the document by the Regional Transportation Advisory Committee indicated a support for creating a street connectivity index. This is calculated as the ratio of the number of street links (road sections between intersections) in the street layout divided by the number of street nodes (intersections and cul-de-sac heads). A perfect grid has a Connectivity Index of 2.5. The figure for a conventional cul-de-sac subdivision is often 1.0 or less.

At a neighborhood level, the issue of connectivity also includes factors such as landscaping, street lighting, and building placement. The graphic on p. 40 was meant to stimulate consideration of these factors.

- What does connectivity mean to you?
- What is the difference between regional, community and neighborhood connectivity?
- How should these relate to transportation and land use decisions?
- If transit services were provided to your community, would it make it more likely that appropriately designed residential and non-residential projects would be approved in your community?

### Open space and farmland

Open space is a subjective term. When measuring open space for this report, private land was considered open space only if it were used for golf courses. The types of land considered open space included: cemeteries, golf courses, public parks, and publicly owned land outside the areas of impact. Using these categories, the inventory for 2006 showed that 46% of Ada County was open space land compared to just 6.7% for Canyon County. The major difference was in the amount of publicly owned land outside the areas of



impact, with Ada County having nearly 304,000 acres and Canyon County having 24,000 acres. (p. 46)

The consumption of agricultural land between 2005 and 2006 was inventoried based on the amount of land receiving an agricultural use exemption in the county assessor files. Both counties saw a decrease in agricultural lands outside the areas of impact, with Ada County losing 2,600 acres (-1.2%) and Canyon County losing 2,800 acres (-1.23%). Agricultural land was also lost inside the areas of impact—1,400 acres in Ada County and 1,600 acres in Canyon County. This was not highlighted, given that areas of impact were targeted in *Communities in Motion* for development. (p. 47)

- Should loss of agricultural land inside areas of impact be a concern?
- What is the role of cities and counties in preserving farmland?
- What is the intent/purpose of areas of impact in the process?
- What is the importance of privately owned open space, and how can that be measured?

#### Growth

From 2000 to 2007, the population of the region grew by an estimated 96,500 people. The forecast in *Communities in Motion* assumed the region would grow by 61,400 people during this period. Nearly every demographic area exceeded the forecast. But growth around the rail corridor was below projections. The rail corridor is an area where development is essential to foster effective use of a future fixed-guideway transit system. (p. 13)

The overall pattern of growth continues to show a westward drift of the population center, which is now approximately three miles west of the employment center for the two counties. An increasing spread between the population center and the employment center could indicate a rise in commuting travel along the already challenged east-west corridors.

- While the pace of development dropped between 2005 and 2007, what is the potential of a higher pace resuming?
- What implications does this have for long-term growth?
- Would a higher growth rate be more likely to encourage more compact development?
- Would a higher growth rate increase the need to invest in more roadway capacity, more transit capacity, or both?

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# QUICK FACTS<sup>1</sup>



19 homes added per day.



32 more vehicles added per day.



7,600 more commuters use the region's roadways each year.



35,000 new subdivision lots are in approval process.



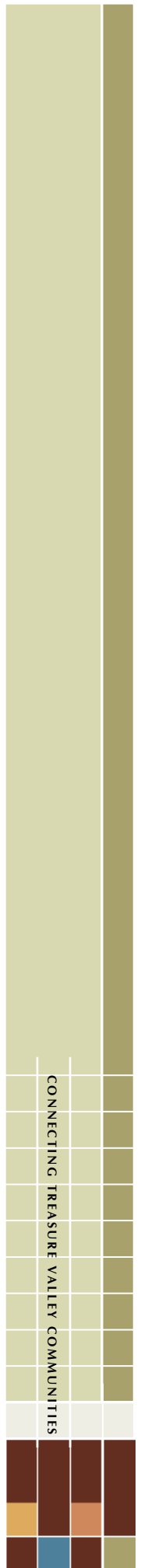
21,000 more people per year live in the region.



Each transportation dollar buys just 53 cents of what it did in 1996.

<sup>1</sup> Compiled from COMPASS statistics, 2007.

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multimodal transportation system.



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# BACKGROUND

## COMMUNITIES IN MOTION: REGIONAL LONG RANGE TRANSPORTATION PLAN 2030



*Communities in Motion (CIM)* is the regional long-range transportation plan for Southwest Idaho and provides regional transportation solutions for the next twenty-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette counties. The COMPASS Board adopted the plan on August 21, 2006.

*Communities in Motion* evaluated projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment. Over 2000 residents, stakeholders, and elected officials participated in developing the plan. Seventy-two percent of those who reviewed and commented on the plan in spring 2006 supported it. The planning document is available in print, on a CD-Rom, and on-line at <http://www.communitiesinmotion.org/plandocuments.html>

## VISIONS AND GOALS OF CIM

The general public, COMPASS Board of Directors, and planning staff from member agencies developed the vision and goals for the plan. These are:

### Vision

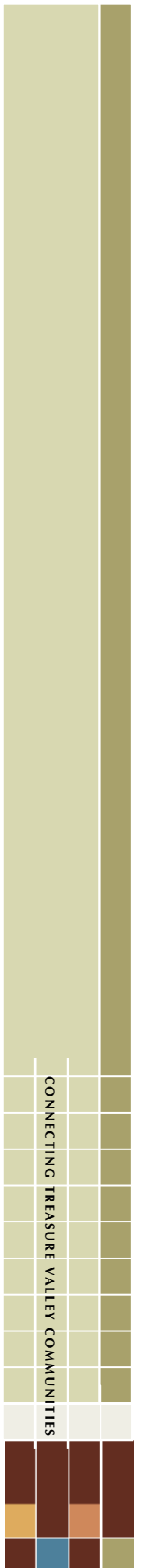
*We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multimodal transportation system.<sup>2</sup>*

### Goals

- Connections – Provide options for safe access and mobility in a cost-effective manner in the region.
- Coordination – Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment – Minimize transportation impacts to people, cultural resources, and the environment.
- Information – Coordinate data gathering and dispense better information.

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<sup>2</sup> COMPASS Board July 2003





## COMMUNITY CHOICES

*Communities in Motion* supports a more compact and diverse land use pattern, known as “Community Choices.” The *CIM* planning process looked at how the region might develop. Using input from public workshops, local governments, stakeholders, and elected officials, COMPASS developed the growth scenario, “Community Choices,” on which the plan is based. The scenario offers a vision for a more cost-effective, multimodal transportation system. To support this vision, funding for public infrastructure must be directed to areas of growth consistent with those outlined in *CIM*. If implemented, new growth patterns would mean that the region will consume less land, save more open space, offer more housing choices, foster the use of public transportation, and cut one million daily vehicle miles of travel in comparison to continuing the historic patterns of development. To determine how jurisdictions are implementing the plan, COMPASS will monitor key elements of the “Community Choices” scenario:

- Balance Between Jobs and Housing
- Choices in Housing
- Choices in Transportation
- Connectivity
- Preservation of Open Space and Farmland

Community Choices key elements support the *CIM* goals of **connections, coordination, environment, and information.**<sup>3</sup> For the purposes of this report, the “balance between housing and jobs,” and “housing choices,” has been split into two categories; it appeared as one category in *CIM*.

One of the provisions of *Communities in Motion* was the development and implementation of a Monitoring Report, specifically,

“**Task 4.4.3** – COMPASS will prepare an annual monitoring report that also summarizes progress toward achieving alternative transportation and desired land use objectives. The report will provide information relevant to determining the need to amend or update the plan.”

The following factors were laid out to provide a guide as to what would be measured. This data, where it exists, is reported in the City and County Summaries section, beginning on

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<sup>3</sup> For more information, see pages 14 and 15 in *Communities in Motion*.

**Table 1: Level of Information Reported for Data as Specified in Task 4.4.3**

ITEM	County Level	City Level
a. Residential numbers and densities along key transit routes and within a quarter to a half mile of potential fixed-guide-way stations.	P	P
b. Total numbers and percentages of housing built at transit-supportive densities (eight plus units per acre) by jurisdiction.	C	P
c. Transit supply (service miles and hours) normalized by population.		P
d. Vanpool supply (number of routes and service miles).	P	P
e. Number and percentage of housing units built within walking distance of major attractors (job sites, service/retail centers, recreation sites, etc.)	P	P
f. Employment numbers and percentages within a quarter to a half mile of potential fixed guide-way stations and transit routes.	C	
g. Miles of roadway with sidewalks (0, 1, 2 sides) and bike paths. Inventories of sidewalks and bike paths will be a priority for future funding.	P	C
h. Expenditures by mode (roadway, transit, bike/walking).	C <sup>4</sup>	
i. Status of actions to seek funding.	C	
j. Usage factors (vehicle miles of travel, congestion indices, transit rider ship, carpool/vanpool rider ship, and park and ride lots) where available.	P	C
k. Local government amendments to comprehensive plans and land use ordinances in support of the desired land use pattern.		C

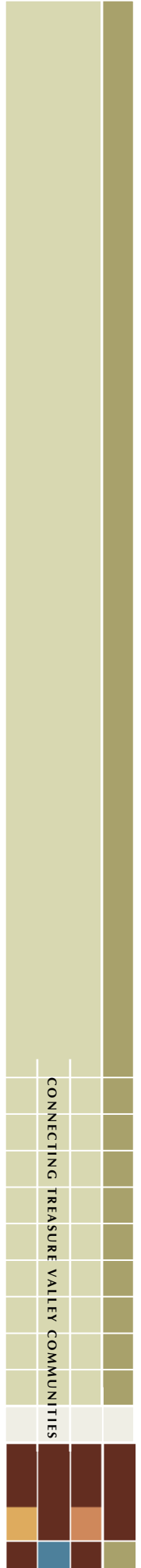
**C – Complete Information, P – Partial Information, Blank - Not Available In This Document**

page 51. The tracking in this section was done at the **Area of Impact level** and should be reviewed with this in mind.

This *Communities in Motion Performance Monitoring Report* (CIMPMPR) is the first of a series that will evaluate these factors, and others if needed, to depict progress on meeting goals. The list on page 7 provided an initial set of factors, which will be subject to refinement and expansion.

The data is limited by availability, accuracy and timeliness. Since much of the information depends on its collection by a variety of agencies, information that may be available for one county may not be collected in the same way in another county. The data may be flawed as well. One example is employment information that reports jobs actually located at a number of sites as being at a single place, e.g., a retail business with several stores recording all jobs at its corporate office. Finally, the data reported by the collecting agencies may be a year or more old.

<sup>4</sup> Available in a separate report that can be obtained by contacting COMPASS.



Even with these limitations there is value in monitoring the trends related to land use, growth, transportation services and demand, and finances. The importance of the data grows as it is tracked across time. How does the information compare with last year and the year before that? As data accumulates, the results will portray how the region is moving forward with *Communities in Motion*.

Additional information is contained in the long-standing *Development Monitoring Report* (DMR). This document is produced in March and August of every year, and reports residential and non-residential building permits, subdivision activity and preliminary subdivision activity. The information is reported by jurisdictional levels and by areas of impact. The reports can be found at <http://www.compassidaho.org/prodserv/gtssm-devmonitoring.htm>.

Financial information on roadway investments is contained in the “Transportation Financial Report” which can be found by contacting COMPASS.

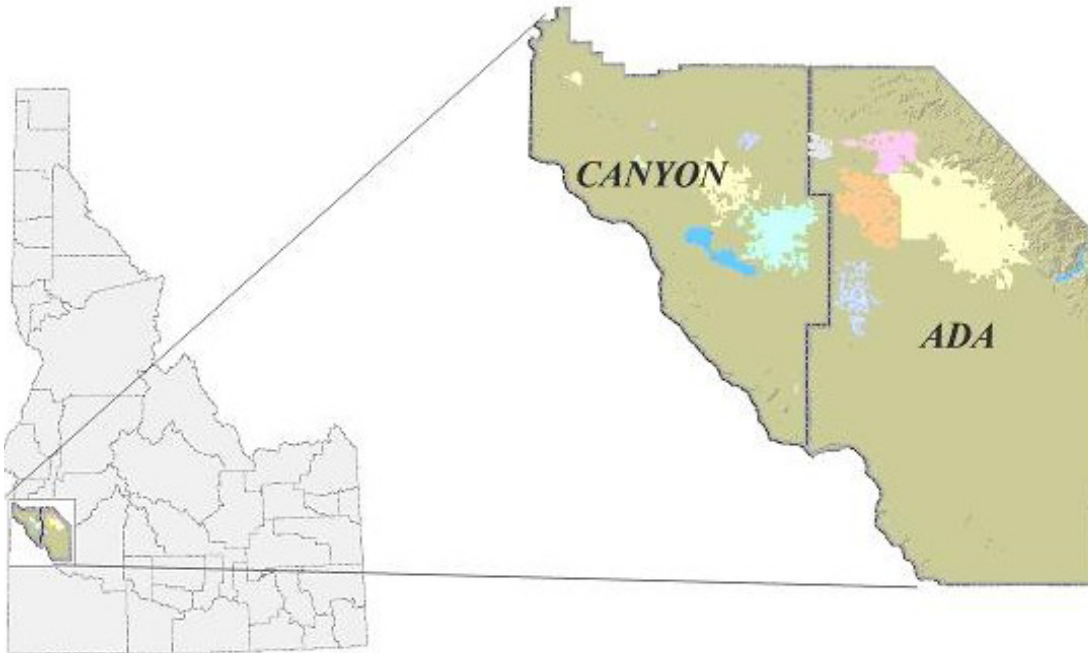
Much of the data in the CIMPMR and the DMR are maintained in a geographic information system (GIS) and can be reported at any geographic area such as school and fire districts or traffic analysis zones. Requests for more detailed information may be made to Ross Dodge at [rdodge@compassidaho.org](mailto:rdodge@compassidaho.org). Non-COMPASS members may incur a charge for labor.

In addition to the *Development Monitoring Report*, COMPASS produced the *Communities in Motion Implementation Guidebook* (Autumn 2007) to illustrate how the Treasure Valley can grow in a way that improves rather than degrades our quality of life by preserving the livability and competitive advantage of the region. The guidebook supports the notion that this can be accomplished through the implementation of the “Community Choices” growth scenario.

The three reports together – The *Communities in Motion Performance Monitoring Report*, the *Development Monitoring Report*, and the *Communities in Motion Implementation Guidebook* – serve as a compendium that helps implement and assess the effectiveness of the “Community Choices” scenario and the broader CIM vision and goals.

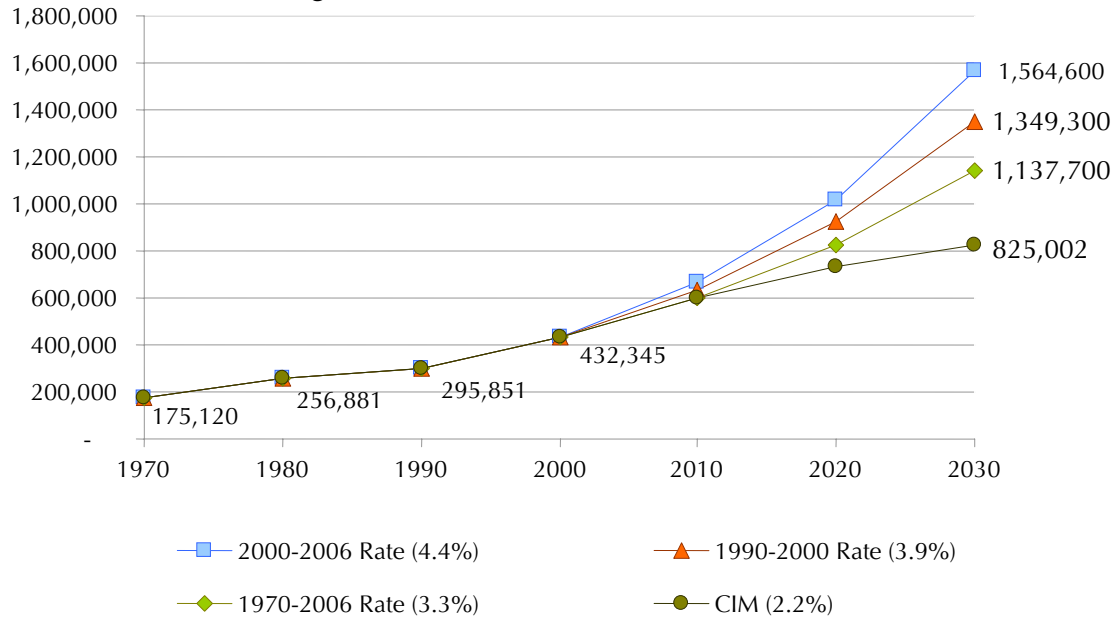


# GROWTH IN ADA COUNTY & CANYON COUNTY, IDAHO



The *Communities in Motion* planning process asked two questions: 1) How big will the region be by 2030 in terms of housing, population and jobs, and, 2) where will that growth happen? The magnitude and location of jobs, services and housing are the most important factors in effective travel demand forecasting. *Communities in Motion* started with county-level growth forecasts prepared by Idaho Economics (John Church). These were adjusted to accommodate actual growth between 2000 and 2004. The regional forecast for *Communities in Motion* was tied to job growth and resulted in a conservative growth rate of 2.2 percent over twenty-five years. As seen in the graph on page 10, using growth rates for the region based on different periods of time could result in a much larger future population. **Tracking real growth and comparing it with the forecast is an essential monitoring activity.**

**Figure 1: Growth Rates and Forecasts**



What would affect the amount of future growth? There are several factors:

- Regional growth in the 1990s was tied to rapid growth in the technology sector. How will globalization of the technology industry affect our employment base?
- Since 2000, employment growth has been strongest in the service and construction sectors. How will this affect the sustainability of the region’s economy?
- In-migration of retirees and people who are self-employed or whose jobs are “portable” is a factor in growth. How can this trend be monitored, and what could this trend mean for future transportation needs?
- Recent information from the U.S. Bureau of the Census suggests a significant drop in household size in Ada County, while Canyon County household size remains stable. Will this trend continue, and what does it signify in terms of changing housing demand?

The following table compares “expected” growth under the preferred growth scenario, “Community Choices,” by Demographic Area<sup>5</sup> with actual growth occurring since the base year of 2002. The five year span represents 18 percent of the time difference between 2002 and 2030, the horizon year for *CIM*. Assuming an average distribution of growth across twenty-eight years, a percentage of growth significantly lower or higher than 18

<sup>5</sup> Demographic Areas are aggregations of traffic analysis zones. COMPASS develops forecasts by Demographic Area and TAZs since these are held relatively constant. Whenever possible, Demographic Areas are configured to approximate Areas of Impact. Forecasting is not done by city limits since these change frequently through annexations. A map of the Demographic Areas can be viewed at <http://www.compassidaho.org/prodserv/mapgis-maps.htm>.

percent could indicate a need to evaluate the reasonability of the forecast. Given the boom in residential construction since 2002, especially the peak in 2005, it is not surprising that most areas have experienced growth higher than expected. This raises two questions:

- Is the boom likely to continue? Note that residential permitting has dropped significantly since 2005.
- If the boom continues, should the overall regional growth total be revised upward, since the regional growth is 10% higher than otherwise would be expected?

**Table 2: Population Changes by Demographic Area<sup>6</sup>**

Demographic Area	2002	2007	Community Choices 2030	Expected <sup>7</sup> Growth 2007	Actual Growth 2007	Difference
Boise	226,687	248,928	311,265	15,103	22,241	7,138
Eagle	16,345	21,385	31,043	2,625	5,040	2,415
Garden City	10,668	10,914	16,608	1,061	246	-814
Kuna	10,379	14,496	26,341	2,850	4,117	1,266
Star	2,672	5,576	11,296	1,540	2,904	1,364
Meridian Total	50,533	76,377	135,466	15,167	25,844	10,678
Rural Total	11,627	14,307	24,818	2,356	2,680	325
Ada Total	328,911	391,984	556,838	40,701	63,073	22,372
Caldwell Total	35,396	43,262	67,939	5,811	7,866	2,055
Nampa Total	75,008	91,584	124,475	8,833	16,576	7,743
Middleton	3,867	4,940	8,768	875	1,073	198
Rural Total*	31,977	39,257	45,595	2,432	7,280	4,848
Canyon Total	152,425	185,874	268,164	20,668	33,449	12,782
Regional Total	481,336	577,858	825,002	61,369	96,522	35,153
Rail Corridor	40,096	45,037	84,891	7,999	4,941	-3,058

<sup>6</sup> Derived from COMPASS forecasts and US Census Bureau information.

<sup>7</sup> The “Expected Growth 2006” was found by multiplying the total growth from 2002 to 2030 by the percent of time which has elapsed from 2002 to 2030 (17.9%)



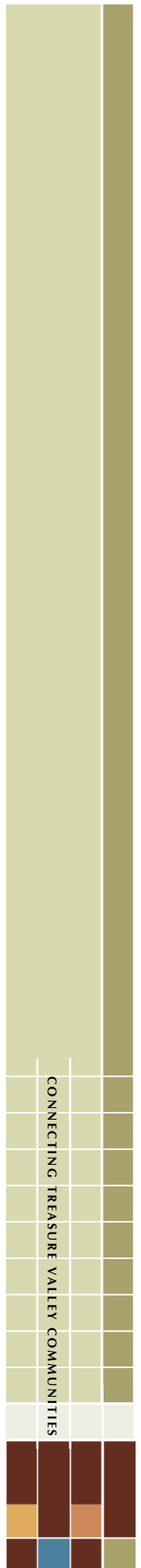
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# Monitoring Regional Performance

To assess progress on implementing *CIM*, COMPASS will issue a *Communities in Motion Performance Monitoring Report* (CIMPMPR) in the autumn of every year, which will address the intended results of the “Community Choices” scenario, i.e., successful implementation, and will track those areas not following the plan or those who struggle to meet the goals for some reason. The first report was issued in September 2006, just one month after the COMPASS Board adopted *CIM*. That report provided data that supported *CIM* goals and strategies. COMPASS reorganized the CIMPMPR for 2007 to highlight the five monitoring categories:

- Balance Between Jobs and Housing
- Choices in Housing
- Choices in Transportation
- Connectivity
- Preservation of Open Space and Farmland

Within each category, COMPASS provides a summary overview of what is happening in the region. A report for each city and the unincorporated areas (where data exists), for each monitoring category, is located at the end of the document. The report for each entity highlights successes and notes problems of implementation, including a chart of statistical data and a summary of policy-level considerations.



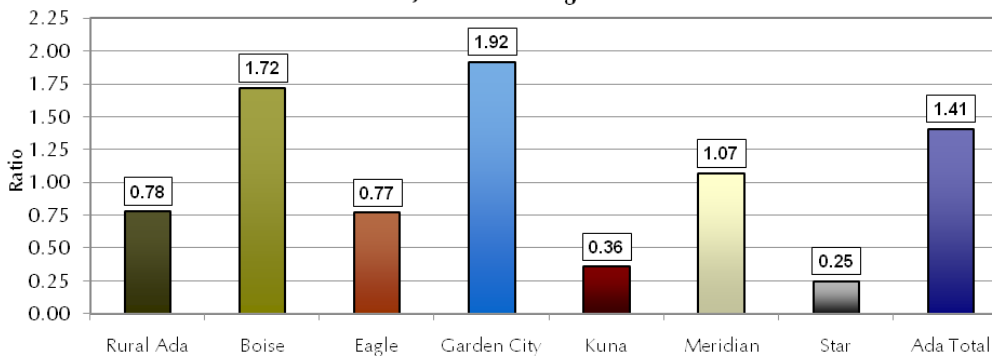
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# BALANCE BETWEEN JOBS AND HOUSING

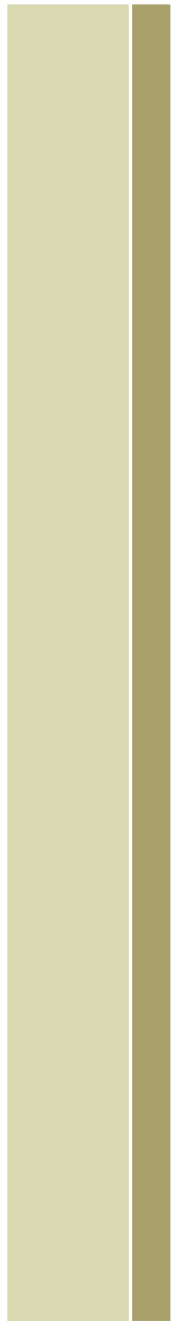
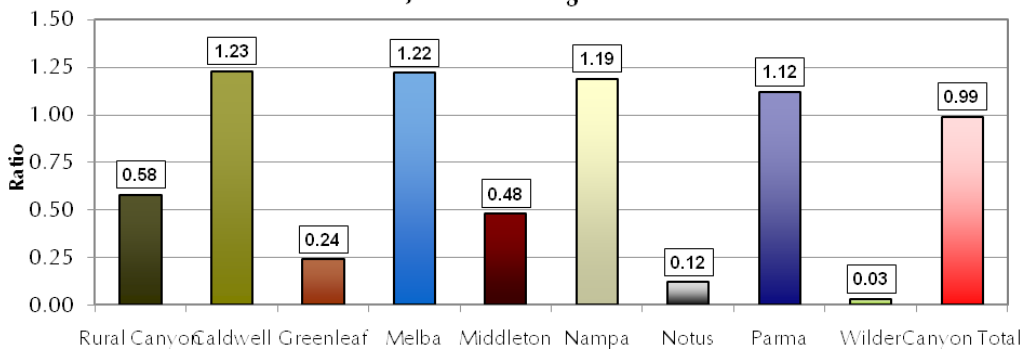
What does a “balance between jobs and housing” mean?

The balance between jobs and housing is a measure used to evaluate the potential commuting patterns of the region. A jobs/housing ratio of 1.0 indicates that there is one job for every one household. This ratio may be calculated at a county, city or other level of geography. When the ratio is substantially below 1.0, for example, Kuna, the area is considered to have a jobs deficit and housing surplus (sometimes referred to as being “housing-rich”). This is a general indication of the need for the area’s residents to commute to employment sites located elsewhere. This situation is often seen in “bedroom suburbs” where most workers commute to another city, sometimes forty or fifty miles away. Conversely, when the ratio is substantially above 1.0, an area is considered to have a housing deficit and jobs surplus (sometimes referred to as being “jobs-rich”). Boise is an example of this ratio. A typical situation is a core downtown with tens of thousands of jobs and little housing.

**Figure 2: Ada County Jurisdictions  
Jobs to Housing Ratio**



**Figure 3: Canyon County Jurisdictions  
Jobs to Housing Ratio**



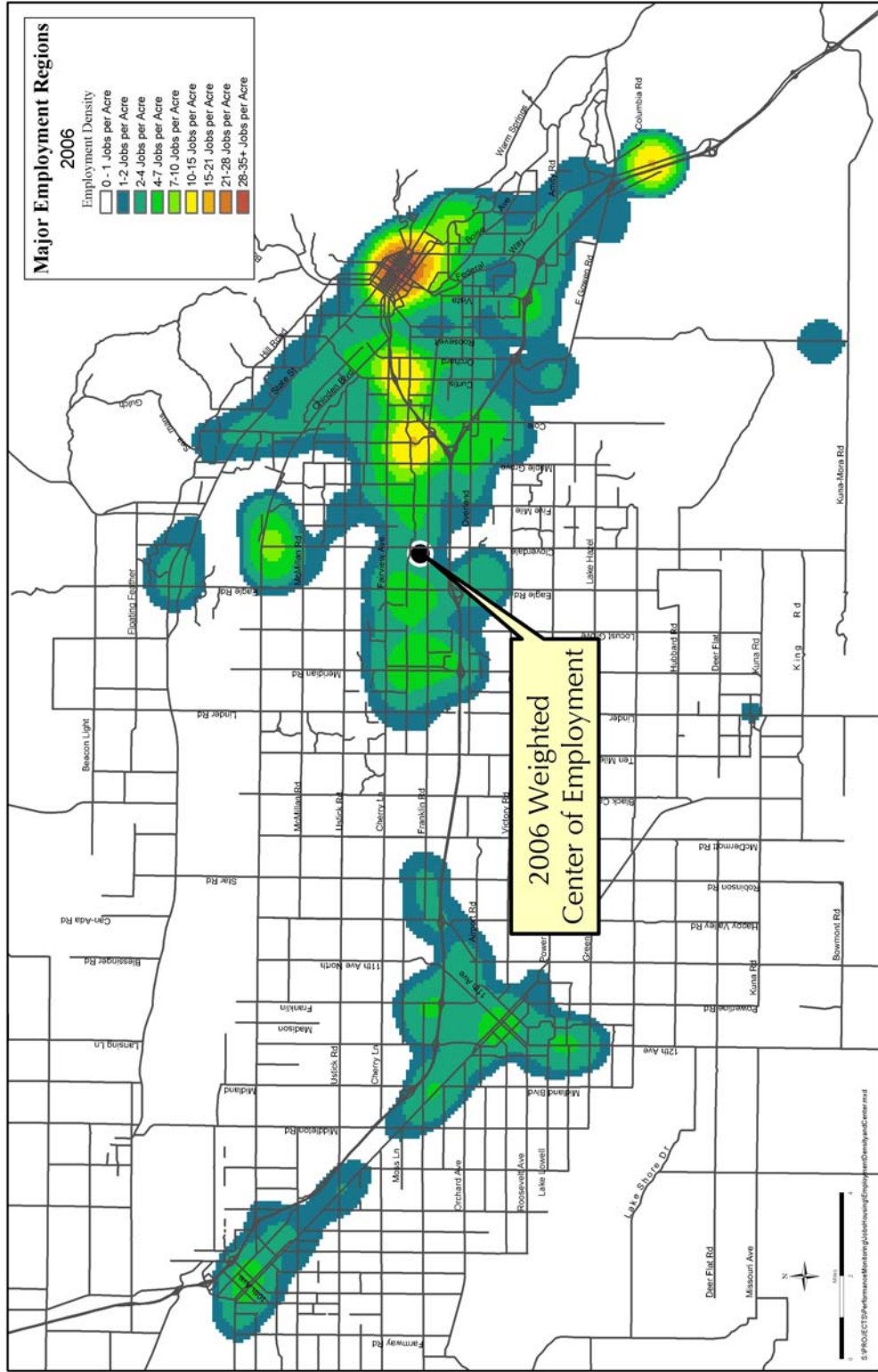
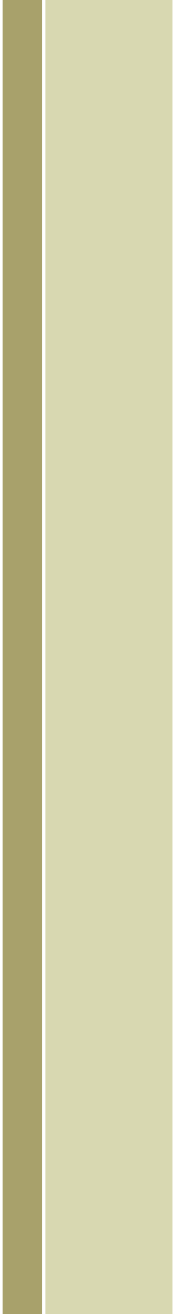


Figure 4: Major Employment Regions 2006. Derived from data obtained from the Department of Labor.

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multimodal transportation system.



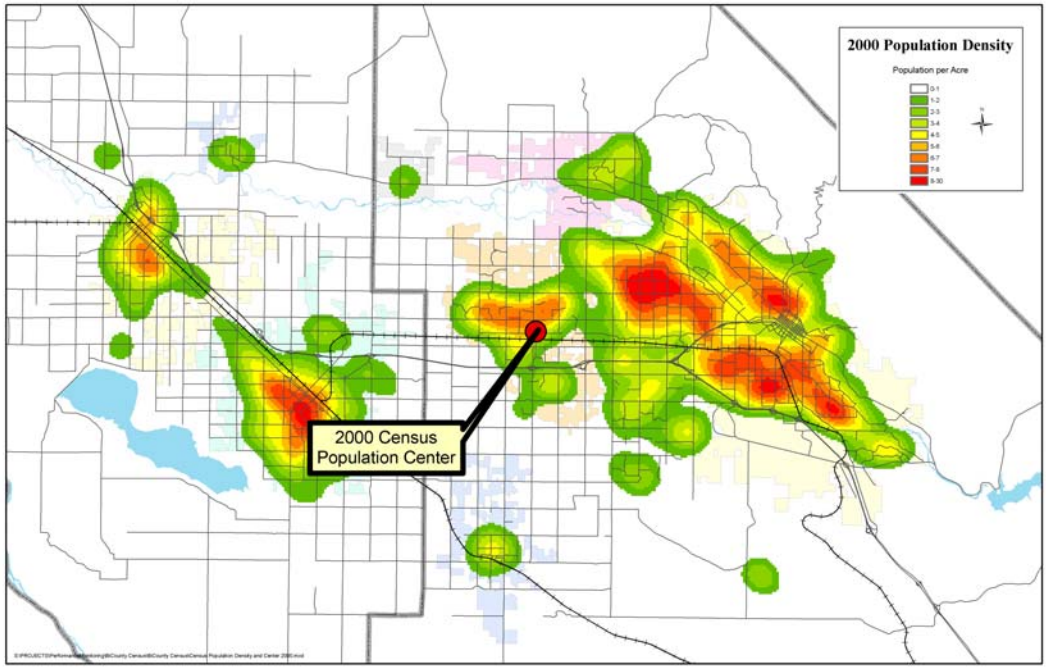


Figure 5: 2000 Population Density. Derived from Census block data.

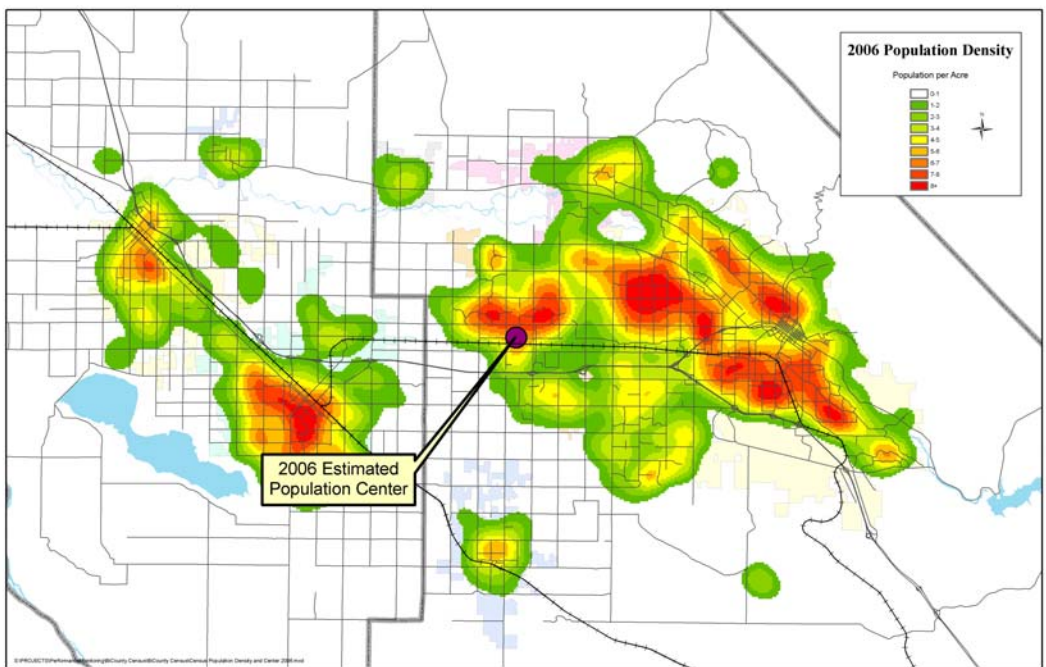
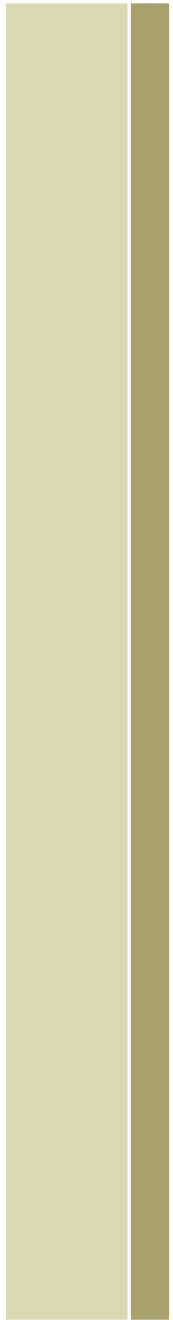
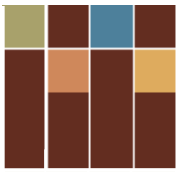


Figure 6: 2006 Population Density. Derived from Census block data and building permit information.

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multimodal transportation system.





Why is it important?

A jobs-housing balance could reduce the distance people have to travel for jobs, shopping, education and services.

This balance should consider the income level of jobs and the cost and size of housing.

In large metropolitan areas, the imbalance

has lead to commute times of up to two to three hours when affordable housing is no longer available near major job centers. As Southwest Idaho increases in population, the commuting times increase. For example, in 2005<sup>9</sup>, the average drive (based on a single-occupancy vehicle) from Caldwell to Boise at 7:30 am took 34 minutes. The median commute time (in minutes) for Ada County was 18.2.<sup>10</sup>

In extreme cases of a jobs-rich area, the daytime conditions are often congested streets and packed parking garages. But at night, the area may be nearly deserted.

In addition to transportation issues, there is a property tax effect when a “bedroom suburb” must rely to a large degree on residential properties to support its schools, parks and other services. Since residential uses typically generate a higher demand for services, the costs to build new facilities and to provide on-going operations and maintenance may require higher tax levies. This is particularly true for lower cost housing – a paradox when there may be a need for affordable, work-force housing.

**Table 3: 2005 Congested Travel Times<sup>8</sup>**

		Destination				
		Boise	Caldwell	Eagle	Meridian	Nampa
Origin	Boise		34	27	16	26
	Caldwell	34		29	19	9
	Eagle	26	29		15	27
	Meridian	14	19	15		12
	Nampa	27	9	27	12	

**Table 4: 2005 Non-Congested Travel Times**

		Destination				
		Boise	Caldwell	Eagle	Meridian	Nampa
Origin	Boise		29	15	13	22
	Caldwell	29		22	16	8
	Eagle	15	22		10	19
	Meridian	13	16	10		9
	Nampa	22	8	19	9	

<sup>8</sup> Table 3 and 4 based on COMPASS Congestion Management Survey travel time collection data. For a full discussion of travel time data see <http://www.compassidaho.org/prodserv/cms-intro.htm>.

<sup>9</sup> 2006 travel time numbers were not collected in all parts of the normal commute pattern as some roadways were under construction.

<sup>10</sup> U.S. Census Bureau, 2003 American Community Survey.

What will the region look like in 20 years if CIM is followed?

*Communities in Motion* evaluated the balance between the location of housing and places of work. In 2002 there were 180,000 households and 242,000 jobs in Ada County and Canyon County. Of the households, 70 percent were located in Ada County and 30 percent in Canyon County. Of the jobs, 79 percent were located in Ada County and 21 percent in Canyon County. Commuting from Canyon County into Ada County increased from 7,200 in 1990 to 18,000 in 2000 (150 percent), and commuting from Ada County into Canyon County went from 3,200 to 7,100 during this same period (120 percent). By 2030, traffic on I-84 could hit 160,000 to 180,000 vehicles per day, compared with 120,000 today. The trip from Caldwell to Boise mentioned above may increase to two hours and fifteen minutes if the population reaches 1.5 million by 2030 and if the majority of living-wage jobs remain in Ada County.

How do we get to a jobs-housing balance?

Simply, there are two strategies:

- Move living-wage jobs to existing or planned residential areas.
- Create more housing near existing or planned employment areas.

What does it take to encourage/enforce this change?

Very broadly, jobs come in two categories:

- Those that follow rooftops (households).
- Those that do not follow rooftops.

Jobs that follow rooftops include stores such as supermarkets, drugstores, and big-box retailers; private services such as dry cleaners, medical offices, and bank branch offices; and government services such as fire stations, post offices, and schools. These jobs usually follow households. For these jobs, encouraging change is a matter of designating appropriate areas for the type of businesses desired and ensuring that the transportation networks allow connectivity between the housing areas and the job/service sites. Networks would include streets, transit and pathways.

Jobs that do not follow rooftops are the type of jobs and businesses that seek proximity to other types of businesses or to specific infrastructure. In some cases, these businesses are incompatible with housing uses, such as heavy manufacturing. Again, local





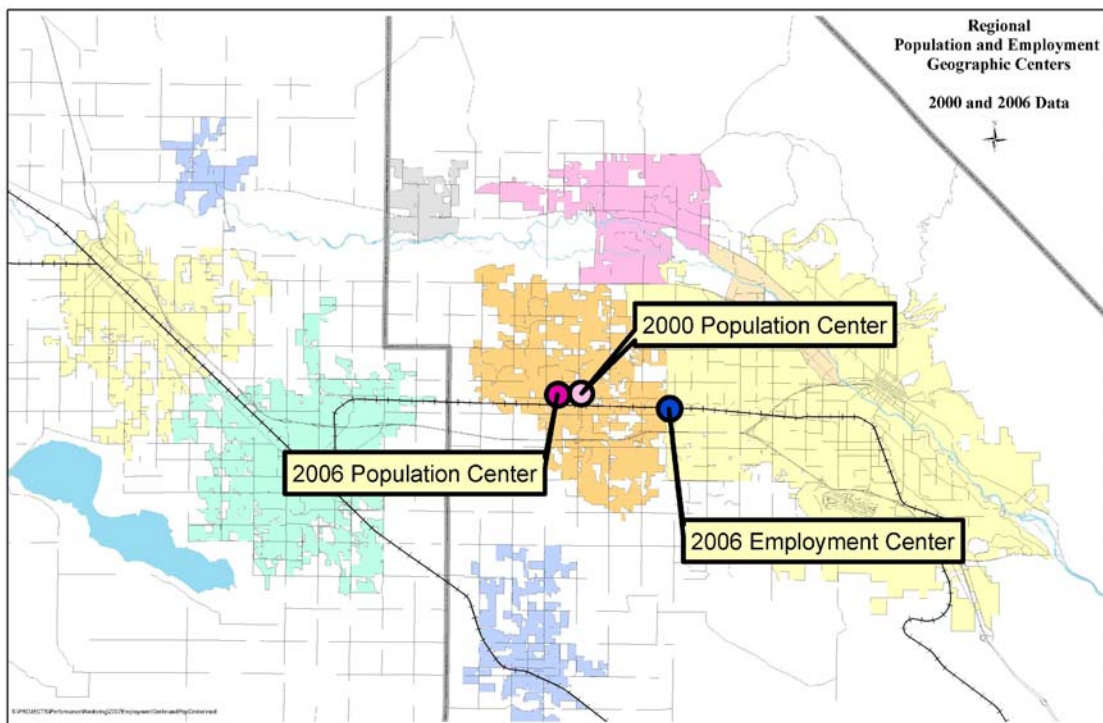
comprehensive plans should target appropriate areas for such uses and ensure that these areas are well away from areas targeted for housing—or refrain from approving housing near existing or planned industrial areas. Frequently, these types of businesses need convenient access to major highways, airports or rail lines. Targeting major employment activities near these features and developing infrastructure including local/collector roads, water, sewer and fire protection services can encourage this type of economic growth.

While some major employment sites with high impacts such as industrial sites that may create noise, dust, or odor emissions are not appropriate for nearby housing, many others are. With proper design features, including landscaping, lighting control and local circulation streets, residential can coexist with employment.

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#### Summary of what was learned

The “rooftop” jobs appear to be moving into western Ada and Canyon counties based on the increased amount of permits issued to commercial developments in 2006. The volume of residential activity continues to move the population center further west. Major employment centers remain at the eastern end of the Treasure Valley. Data is not available for the employment center in 2000.

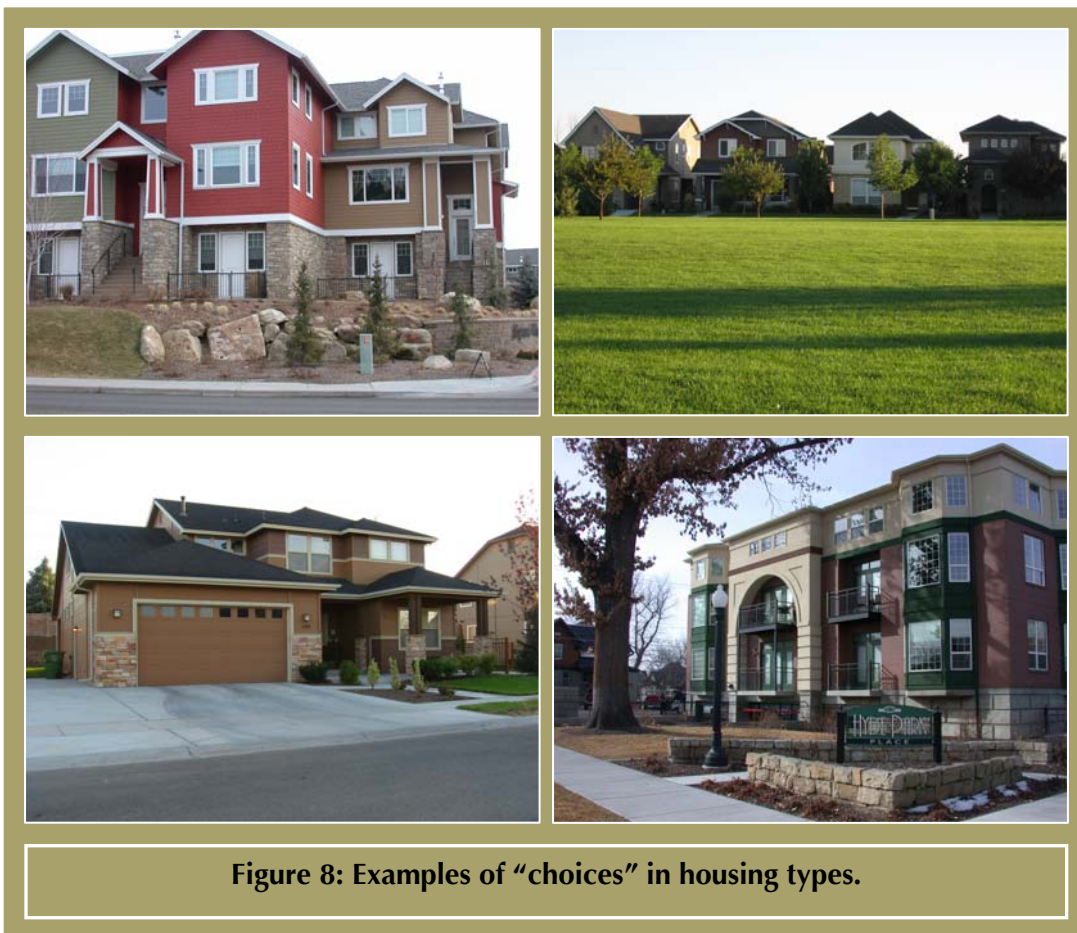


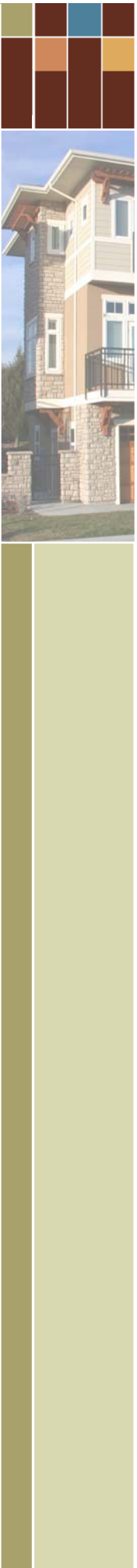
**Figure 7: Regional Population and Employment Geographic Center Comparison**

# CHOICES IN HOUSING

What does “choices in housing” mean?

The predominant form of housing available in the region is either the low density suburban family home or a rental apartment. Participants in the *Communities in Motion* planning process repeatedly stated the need for a diversity of housing options as family circumstances change. The reasons are many but some people may want a smaller home or condominium with shorter commuting distances that are closer to essential services. Others may be interested in reducing expenses for the upkeep of large houses and lots. The trend toward smaller households and an older population may also increase demand for housing alternatives. More options in leases and rentals also are needed for an increasingly mobile society.





Why is it important?

Meeting the diverse housing needs of current and future residents, near urban areas where employment and services cluster, will be critical as the population grows to avoid gridlock on transportation corridors. By 2030, the population is forecasted to grow by at least 150,000 households. Promoting multi-family housing options as well as smaller single family homes and condos is a more efficient use of land near cities and helps retain the historical rural feeling outside of the urban areas. Development patterns since World War II, known as “Trend” development, have resulted in three to four units per acre. This pattern has consumed open space and has not supported effective transit options. Placement of higher density developments in city centers and along key transit and identified major corridors will use land more efficiently.

Also, the housing now available does not meet the needs of much of the population as many cannot afford large single-family homes.

What will the region look like in 20 years if CIM is followed?

If significant changes are made in the creation of new housing stock, the region will have a diverse set of housing types near desirable services and employment centers. A variety of housing types and costs in each city and town of the region will enhance livability and visual interest in the region as a whole. Communities will remain unique rather than merging together. Commuting times will be manageable. Open space will be preserved.



Figure 9: Trend Development.



Figure 10: Community Choices Development

How do we get choices in housing?

Leadership at all levels needs to work cooperatively to implement the *Communities in Motion* vision. More planning and zoning tools are needed to encourage housing choices and affordability for current and future residents. Educational opportunities are essential if elected officials, real estate developers, and the general public are to understand the goals of *Communities in Motion* and what will happen if no changes are made.

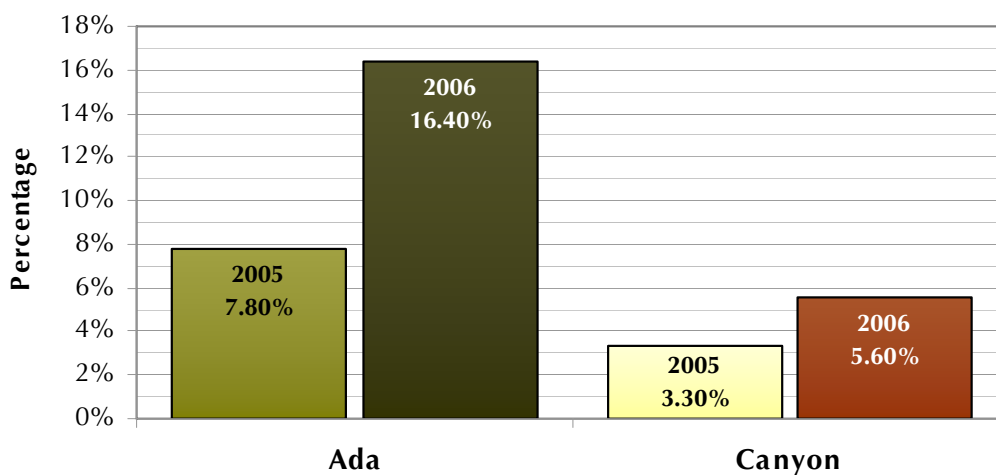
What does it take to encourage/enforce this change?

To implement a change in development patterns for more choice in housing, public and private leaders will need to make decisions and take risks for the good of the region's future. Wide community support for change will encourage developers to create developments that meet the goals of *Communities in Motion*.

Summary of what was learned

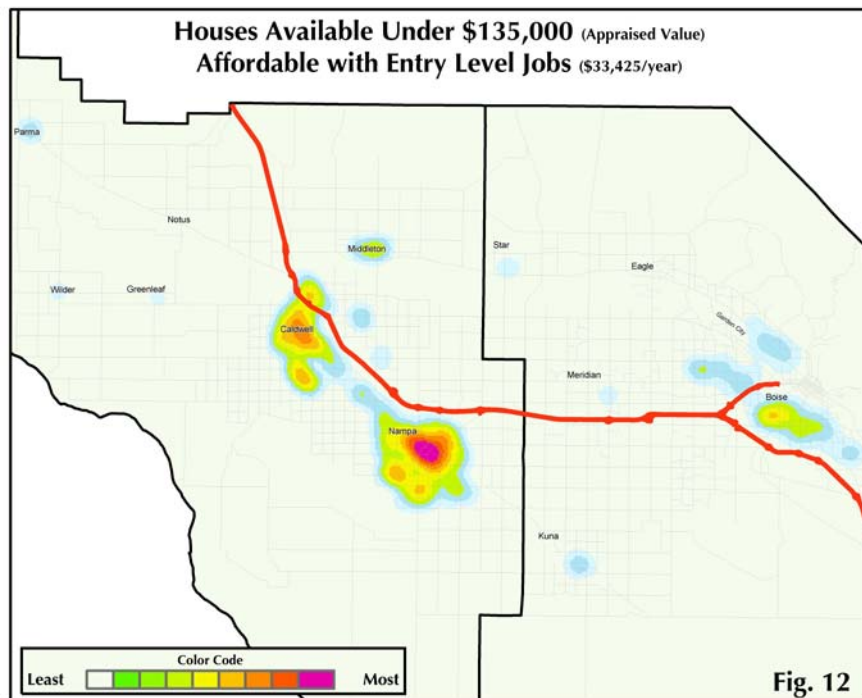
In 2006, the percentage of multi-family dwelling units permitted as compared to total new residential units permitted was higher than 2005 numbers. The housing market appears to be providing choices for home buyers; however, there are several possible reasons to explain this increase:

**Figure 11: New Multi-Family Units as a Percentage of All New Residential Units 2005 to 2006**



- The 2005 permit issuance is considered an anomaly as it was drastically higher than any previous year. From 2005 to 2006 there was a drop from 7,165 single family unit permits issued to 3,848. Combining this information with the 26.2 percent increase (from 608 in 2005 to 767 in 2006) in multi-family units permitted, the increase in the percentage becomes less indicative of a clear shift towards providing more housing choices.
- An increase in home prices for single family homes might cause an increased demand for multi-family housing, including rental apartments, condos, and townhouses. The increase in multi-family units compared to the total new residential units may be developers responding to increased demand for affordable housing.
- While multi-family housing, when including apartments, tends to be lower in price than single family housing, this is not always the case. For example, in 2006, there was a interest in more condominiums in downtown Boise. Some are selling in excess of one million dollars. While these units are far from affordable to those making the median income, the availability of such units is a result of increased demand for this style of living.

With the price of land and housing increasing (some areas have experienced a 30 percent increase in value every six months since 2004), home-buyers must go farther and farther away from city centers to buy an affordable home. Figure 12 shows the affordability using the assessed value of residential parcels in Ada County and Canyon County correlated with the area’s professional entry-level household income. The assessed





value of residential properties was used to create Figure 12 and demonstrates concentration of properties that are affordable to entry level police officers. Heavier concentrations of affordable houses are shown in darker colors.

As expected, as income goes up more houses become affordable. But the maps demonstrate that affordable housing for people making 80 percent or less of the regional median income is moving farther west and away from the job center of the region. This pattern will continue to stress the major east-west roadways, particularly I-84.

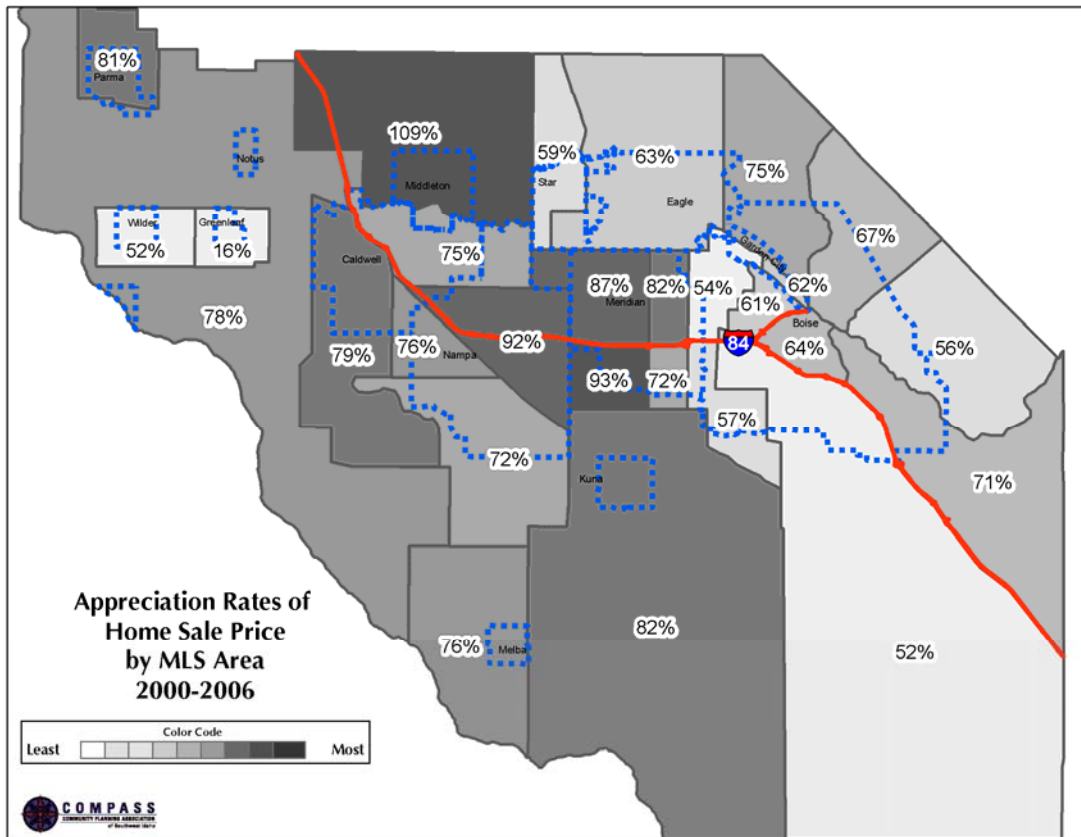


Figure 13: Appreciation Rate of Home Sale Price by Multiple Listing Service Area, 2000 to 2006



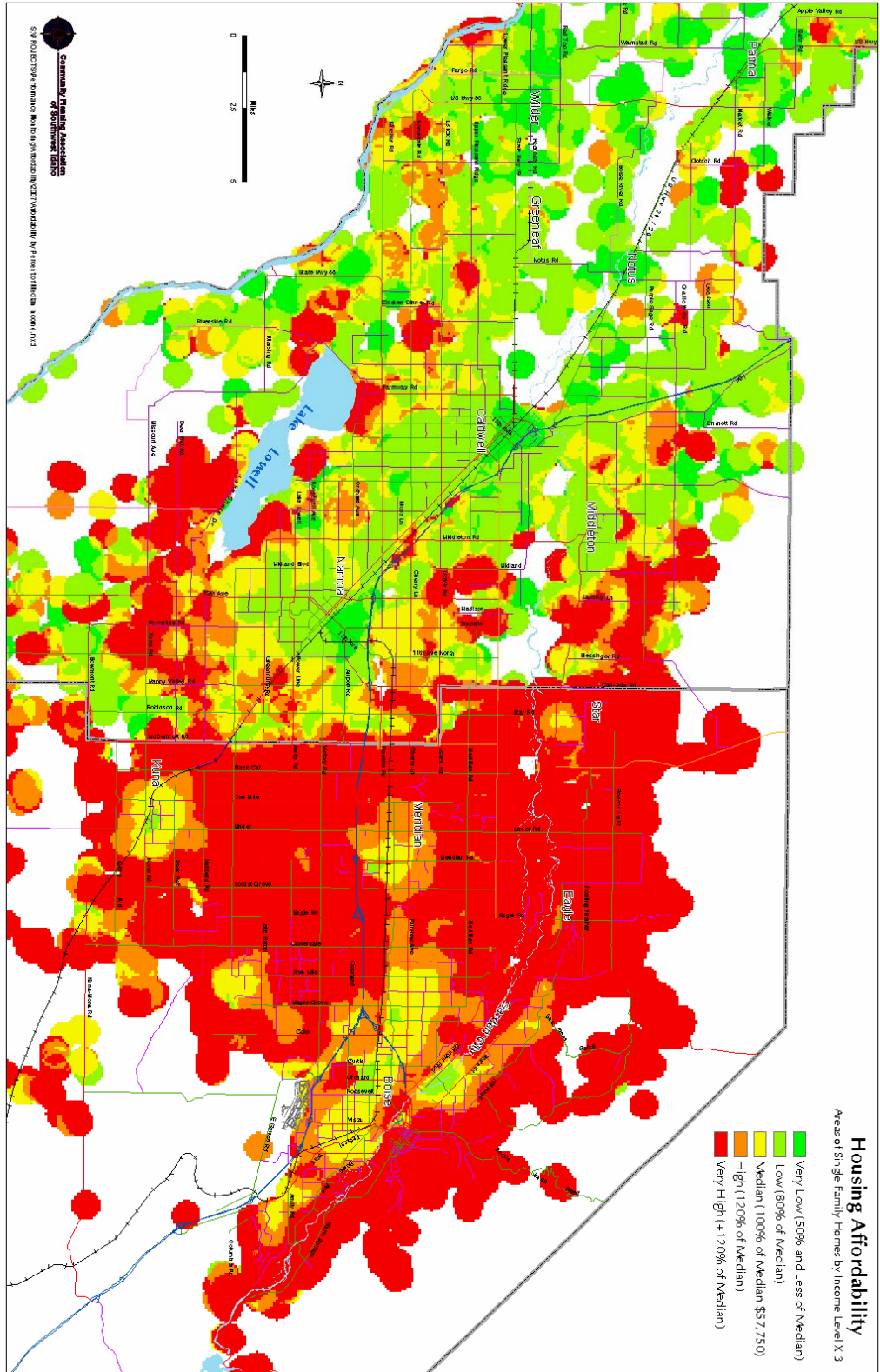


Figure 24: Housing Affordability

Figure 13 depicts the increase in home sale price between 2000 and 2006 for each Multiple Listing Service Area. This is a market analysis of sold properties using median sales prices. It appears that homes in rural areas are increasing in value more rapidly as home-buyers travel from urban to more rural areas find affordable housing options. As more homes are built further away from jobs and services, the need to drive increases.

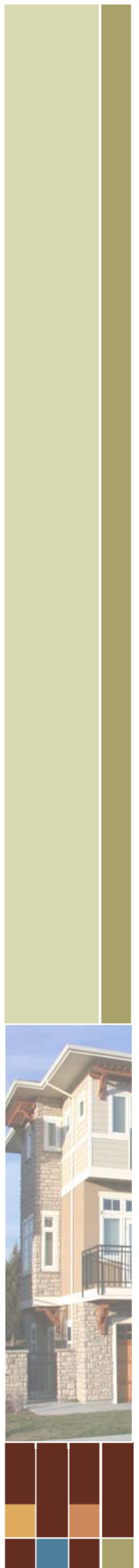
Figure 14 identifies areas where residential home prices are low and high. The ability for communities to be sustainable and reduce the amount of vehicle miles traveled depends on their ability to provide a variety of housing for various income levels. The inability to provide sufficient and affordable housing induces suburban sprawl, travel demand along congested corridors, and reduces the opportunity for multimodal transportation options.

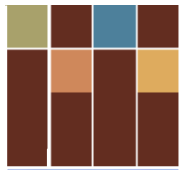
Tables 5 and 6 identify home ownership for each county, by city. This also includes new residential parcels that as yet have no occupants. The Ada County home exemption Table 5 is based on residential parcels within city limits. The Canyon County home exemption Table 6 is based on residential parcels within the impact areas.

Changes in owner occupancy reflect the housing market. One particular issue is whether the increase in home construction, particularly in 2005, reflected an increase in the demand for homes by people who intended them to be their primary residence. Or was part of the market being driven by investors. Data from county assessor offices can be used to determine which homes are owner occupied. People living in the homes and claiming them as their primary residence can claim a homeowner exemption up to \$75,000.

The information below shows a general increase in non-owner occupied single family houses. Due to data limitations, COMPASS could track only to 2002 for Ada County and 2004 for Canyon County. This period brackets the record housing construction year of 2005. The pattern of increase is more consistent and pronounced in Ada County, with Star and Meridian showing the highest increases in non-owner occupied single family housing. The overall percentage increase for Ada County is consistent with an analysis by the Ada County Assessor published in 2006.

Canyon County shows a mix; with some communities increasing in non-owner occupied housing percentages while other communities decreased. The biggest percentage change was for Middleton. But Parma showed a nearly equal change in the opposite direction, with owner-occupied single family housing increasing.





**Table 5: Ada County Owner Occupied Single-Family Housing**

	2002	2006	Change
Total Ada	84.1%	77.7%	-6.5%
Boise	82.6%	77.5%	-5.1%
Eagle	88.8%	81.1%	-7.7%
Garden City	82.6%	79.8%	-2.8%
Kuna	88.9%	80.1%	-8.8%
Meridian	87.9%	77.2%	-10.7%
Star	81.8%	63.5%	-18.3%
Unincorporated	90.6%	82.0%	-8.6%

**Table 6: Canyon County Owner Occupied Single-Family Housing**

	2004	2006	Change
Total Canyon	81.1%	78.9%	-2.2%
Caldwell	79.5%	76.1%	-3.4%
Greenleaf	85.0%	86.4%	1.4%
Melba	77.3%	80.9%	3.7%
Middleton	86.0%	81.4%	-4.6%
Nampa	79.8%	78.2%	-1.6%
Notus	72.5%	72.4%	-0.1%
Parma	69.2%	73.4%	4.2%
Wilder	71.6%	74.9%	3.3%
Unincorporated	95.1%	93.5%	-1.6%

**Table 7: Building Permits Issued for Residential Units  
in Subdivisions with Transit Supportive Density  
2002 and 2006**

Area	2002			2006			Change
	Residential Permits Issued	In Transit Density Subdivision	% at Transit Density	Residential Permits Issued	In Transit Density Subdivision	% at Transit Density	
Ada County	3,953	116	2.9%	4,681	172	3.7%	+ 0.8%
Canyon County	2,656	50	1.9%	3,283	22	0.7%	- 1.2%
Region	6,609	166	2.5%	7,964	194	2.4%	- 0.1%

Another important factor to monitor when looking at choices in housing types is the percentage of homes built at transit supportive densities. The table above shows the percent of permits issued for residential units inside transit density subdivisions in 2002 and 2006 within the two counties and for the region. The city summary tables give the breakdown for the individual impact areas. This information was found using the parcel information to determine subdivisions at transit density (>7 dwelling units per acres) and then overlaying the issued building permits issued in a given year to determine if their location was within one of the found transit density subdivisions. As shown, permits issued for residences at transit densities are minimal. If the region is sincere in implementing the adopted policies regarding a cost-effective multimodal transportation system, it is essential that more development is planned and approved at transit supportive densities in the appropriate areas.

### Challenge and Opportunities

The following challenges and opportunities have been identified when reviewing the choices in housing:

- Speculative investments in residential properties in the past few years have run up housing prices as well as raw land prices. According to the Ada County Assessor, between 2004 and 2006, non-owner occupied single family homes increased from 22 percent of the total single family stock to 28 percent. This meant an increase of 10,000 non-owner occupied single family units during the same period in which 13,000 new single family units were constructed. The percent of housing bought for investment should be tracked to determine the “real” demand for housing.
- Increased land prices will drive up home prices or lead to smaller lot sizes. The latter would be consistent with Community Choices, but smaller lot sizes would increase the need for parks (publicly owned or privately managed by homeowner associations). Monitoring the relationship of land prices with lot size and tracking





run-ups in raw land prices around the region would help increase the understanding of future patterns. Communities could increase requirements for parks and usable open space.

- Many firms considering locating in the region will consider housing prices and the opportunity for employees to live reasonably close.
- Travel costs need to be considered in the home price/income calculation. A worker traveling sixty miles roundtrip each day incurs a cost of \$180 per month in gasoline alone. (Assumes vehicle with twenty mpg and fuel cost of \$3.00 per gallon.) If this worker lived ten miles away, he or she would save \$120 per month in fuel alone. Add to that the savings in vehicle depreciation and reduced commute. A commuter who could walk, bike or take transit to work would save \$2,000 or more per year. A **location-efficient mortgage**, although not currently available in Ada and Canyon counties, would consider these savings when qualifying applicants and would promote reductions in the need to drive. This type of mortgage is not feasible without a robust transit system.
- Affordable or “work force” housing measurement is limited at this time to single-family units. Of course, a full evaluation of affordable housing would include costs for condominium units and rents for apartments and duplexes. The evaluation also excludes older manufactured housing not on foundations, particularly in mobile home parks. A full evaluation of housing stock will be considered in the future.
- Increasing the stock of affordable housing may require several approaches:
  - a) Requirements in ordinances that larger residential development proposals incorporate provisions for affordable housing at 80 percent of median income.
  - b) Provision for “accessory units” as part of single-family zoning. These often are apartments above garages or attached to the main houses. They provide affordable housing that is less intrusive since it is smaller in scale.
  - c) Ensuring quality in affordable housing by establishing design standards. (For information on this please visit <http://www.designadvisor.org/>)
  - d) Provision of density bonuses where qualifying affordable housing is provided.
- Assembling land to provide for quality in-fill development with affordable housing as a significant component. This measure is often associated with urban development agencies.

# CHOICES IN TRANSPORTATION

What does “Choices in Transportation” mean?

Transportation choices are another measure of a healthy community. Places where people have options to driving, such as walking, biking, or taking public transportation tend to have a higher quality of life. Walking is another indicator of a community. Encouraging pedestrian travel requires a safe, clean, comfortable, and connected walking environment. Shorter commuting distances mean destinations not more than half mile away or up to one mile for work from residential areas. The 2000 Census found that the average travel time for people walking or biking to work was less than fifteen minutes. At an average walking speed of two and one half miles per hour, this puts the mean travel distance at about half mile.

Why is it important?

People in the Treasure Valley drive, take the bus, carpool, walk, and bicycle to move throughout the region. Auto travel is by far the most dominant mode. According to the 2000 Census, 91 percent of work trips were by car in the region. To help reduce the congestion predicted by the Travel Demand Forecast Model, the vision for *Communities in Motion* provides for an expanded transit system along with growth patterns that would encourage walking and biking.

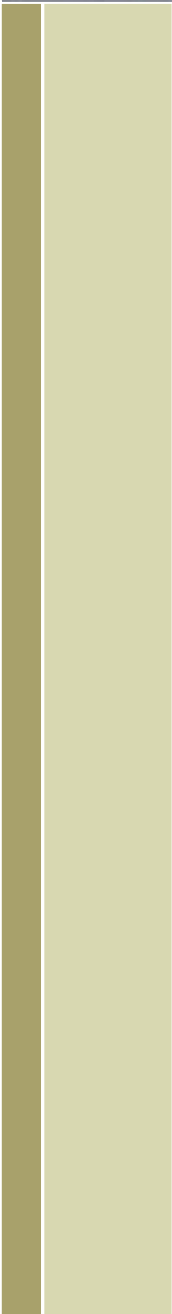
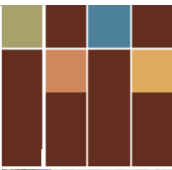
Government agencies in Ada and Canyon counties, like many other high growing areas, have been busy keeping up with increased growth and associated automobile use. Consequently, funding for transportation and planning needs have supported the continuing expansion of the roadway system to meet demand.

There has been some effort to plan a more diverse regional transportation network. In 1994, state legislators passed a law giving citizens the opportunity to vote on the formation of public transportation authorities, and voters approved the formation of a regional public transportation authority (RPTA) for the region in 1998. RPTA, now known as Valley Regional Transit (VRT)

**Table 8: Commuteride Statistics  
1999 to 2006**

Year	Vans	Participants	Trip Counts
1999	23	288	99,924
2000	26	298	N/A
2001	30	363	104,860
2002	34	405	N/A
2003	38	441	129,455
2004	50	545	151,338
2005	63	686	179,141
2006	64	703	196,784





seeks to expand public transportation services in Ada County and Canyon County.

Within Ada and Canyon Counties public transportation provided 0.6 percent of the commute trips in 2000 according to the Census. No update to this number is yet available for this report.

Ada County Highway District operates a carpool and vanpool program called Commuteride with a database of 1,600 people interested in carpooling. Since 1999, this program has grown at a steady rate each year. The table on the previous page shows this growth.

Ada County jurisdictions support pedestrian and bicycle facilities. The Greenbelt is over thirty miles long and runs along the Boise River through the cities of Boise, Garden City, and Eagle. The Ada County Highway District has increased the miles of bikeways (bicycle lanes and wide, bike-able shoulders) in Ada County from about forty in 1998 to more than one-hundred miles in 2005. Measuring pedestrian and bicycle activity is much more difficult than getting information on transit ridership or the number of motorized vehicle trips. Transit and motor vehicle travel are monitored extensively, but there are no continuous measurements of bicycle or pedestrian travel. The U.S. Bureau of the Census does track means of commuting to work. The following table depicts changes in walking and

**Table 9: Non-Motorized Commuting by Jurisdiction – 2000 to 2006**

Area	2006 American Community Survey					2000 Census					
	Total	Walked	Bicycle or other means	Walked %	Bicycle or other means %	Total	Walked	Bicycle or other means	Walked %	Bicycle or other means %	Bicycle %
Ada County	176,764	3,032	4,414	1.7%	2.5%	155,666	2,938	3,006	1.9%	1.9%	1.2%
Boise City	103,988	2,140	3,561	2.1%	3.4%	99,005	2,281	2,383	2.3%	2.4%	1.7%
Eagle	N/A	N/A	N/A	N/A	N/A	5,470	89	42	1.6%	0.8%	0.1%
Garden City	N/A	N/A	N/A	N/A	N/A	5,354	109	157	2.0%	2.9%	1.5%
Kuna	N/A	N/A	N/A	N/A	N/A	2,624	50	22	1.9%	0.8%	0.0%
Meridian	N/A	N/A	N/A	N/A	N/A	17,458	70	134	0.4%	0.8%	0.3%
Star	N/A	N/A	N/A	N/A	N/A	850	10	7	1.2%	0.8%	0.0%
Canyon County	75,804	1,469	1,236	1.9%	1.6%	58,983	1,756	891	3.0%	1.5%	0.4%
Caldwell	N/A	N/A	N/A	N/A	N/A	11,333	481	202	4.2%	1.8%	0.4%
Greenleaf	N/A	N/A	N/A	N/A	N/A	374	19	1	5.1%	0.3%	0.0%
Melba	N/A	N/A	N/A	N/A	N/A	183	9	1	4.9%	0.5%	0.0%
Middleton	N/A	N/A	N/A	N/A	N/A	1,400	7	18	0.5%	1.3%	0.0%
Nampa	30,135	646	688	2.1%	2.3%	23,154	588	438	2.5%	1.9%	0.8%
Notus	N/A	N/A	N/A	N/A	N/A	185	5	-	2.7%	0.0%	0.0%
Parma	N/A	N/A	N/A	N/A	N/A	746	57	9	7.6%	1.2%	0.3%
Wilder	N/A	N/A	N/A	N/A	N/A	482	17	24	3.5%	5.0%	0.0%



biking to work between 2000 and 2006. Note that the limited sampling in 2006 permitted information only where the population exceeded 65,000: so only Boise and Nampa statistics are shown for 2006. The 2006 survey also merged bicycle use as part of a group of modes, making it harder to compare.

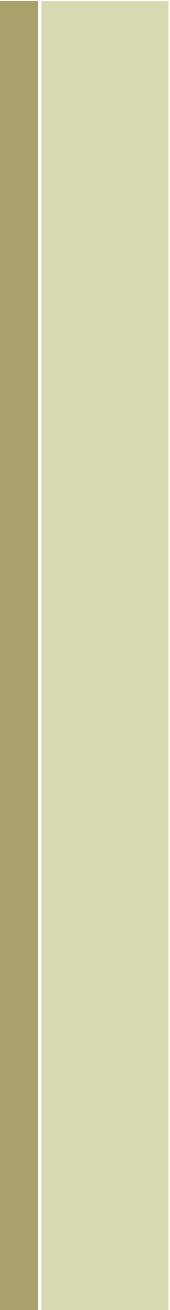
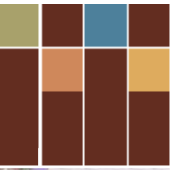
Table 9 shows that biking as a share of work trips in 2000 was highest in Ada County, particularly in Boise City, which also has a more extensive system of bike facilities, often serving work sites. Walking to work was higher in Canyon County however. Some of the highest walk shares were found in smaller cities, where distance to work is short and traffic volumes are lower. Nationally, studies have indicated that provision of sidewalks and a quality walking environment is key to increasing pedestrian travel.

Given the relationship between pedestrian and bike facilities and usage, another measure for change in alternative transportation therefore is to evaluate the supply of facilities. The following table reflects the miles of bicycle and pedestrian facilities in each jurisdiction.

**Table 10: Comparison of Motorized and Non-Motorized Facilities 2006**

Responsible Agency	Centerline Miles of Facilities				Miles of Roadway		% of Facility to Roadway
	Bike lane	Pathway	Sidewalk	Transit	2005	2006	
Ada County Highway District	108		N/A		2494	2574	4.20%
Nampa Highway District	0		N/A		446	446	0.00%
Canyon Highway District	0		N/A		435	450	0.00%
Notus-Parma Highway District	0		N/A		260	261	0.00%
Golden Gate Highway District	0		N/A		256	261	0.00%
Idaho Transportation Department					286	286	0.00%
Boise		22	1,085	122	988	1004	122.41%
Caldwell		0	162	20	200	216	84.26%
Eagle		4	138	0	128	135	105.19%
Garden City		4	47	6	57	58	98.28%
Greenleaf		0	3.6	0	7	8	45.00%
Kuna		2	63	0	53	73	89.04%
Melba		0	3.1	0	3	3	103.33%
Meridian		2	418	18	318	352	124.43%
Middleton		0	23	0	23	27	85.19%
Nampa		7	256	34	383	404	73.51%
Notus		0	.5	0	5	5	10.00%
Parma		0	5	0	17	17	29.41%
Star		0	19	0	26	34	55.88%
Wilder		0	3.6	0	7	8	45.00%





**Figure 15: Transformation to a complete street. Source: <http://www.achd.ada.id.us/Departments/PP/TLIP.aspx>**

What will the region look like in 20 years if CIM is followed?

The growth patterns envisioned in the “Community Choices” scenario means that more compact housing development would occur near employment, services, schools, parks and other attractions, and would be connected by streets with sidewalks and bike lanes. Travelers would have many choices in modes of travel.

**Table 11: Employment and Housing Within 1/4 Mile of Transit**

	Ada	Canyon	Total
Total Employment	206,703	53,422	260,125
Employment w/in Buffer	160,360	32,123	192,483
% Employment w/in Buffer	77.6%	60.1%	74.0%
Total Residential Units	145,985	54,050	200,035
Total Residential Units w/in Buffer	72,621	10,644	83,265
% Total Residential w/in Buffer	49.7%	19.7%	41.6%
Multi-Family Units w/in Buffer	27,482	702	28,184
% Multi-Family Residential w/in Buffer	18.8%	1.3%	14.1%

How do we get choices in transportation?

The more compact the communities are designed, the more opportunities there are for transit, walking and biking to meet the daily travel needs of residents.

Compact communities without quality design, however, will create a new set of problems. Street designs, for example, can evolve into a “complete streets” approach where the needs of all users, not just drivers, are considered. Well

designed streets include sidewalks, bike lanes, landscaping and crosswalks. Traffic lane widths and speeds would be appropriate to the type of land uses adjacent to the road -- narrower through residential areas and business cores and wider in more rural or other areas.

Residential and commercial construction also needs to be further developed around transit routes.

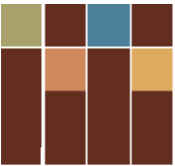
The importance of creating transit-ready or transit-oriented developments cannot be overstated. While bus routes existed in only four cities in the region in 2006, it is important for the cities that may have transit in the future begin to encourage this type of development in areas where future transit would most likely be located.

What does it take to encourage/enforce this change?

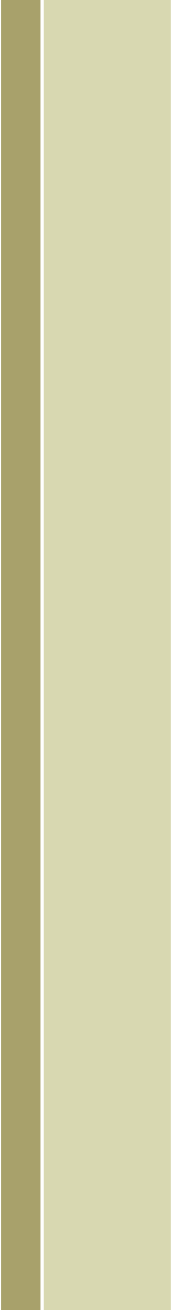
- The implementation of street design principles laid out in the *Transportation Land Use Integration Plan*<sup>11</sup> will assist in creating streets that encourage more walking, biking and transit usage as well as promoting healthy neighborhoods.
- More households live outside the walk-distance to transit and activity centers than in 2002. In large part the increased percentage of homes outside the walk distance to existing transit services reflects the lack of funds to add new routes. Passage of a local option tax and approval of a tax that could fund services would reverse this trend.

<sup>11</sup> <http://www.achd.ada.id.us/Departments/PP/TLIP.aspx>,





- Increased number of bike lanes in Ada County has not been matched with similar increases in Canyon County.
- Roadway construction costs have increased 65 percent since 2000 have strained the ability of the region’s roadway agencies to keep up with demand. This also translates into limits on their ability to build new bike lanes and sidewalks normally associated with new roads. Increasing roadway funding as is contemplated by the Idaho Transportation Department along with a potential local option tax for roadways and transit will improve the ability to construct more “complete streets.”



## CONNECTIVITY

Connectivity is a very broad term that incorporates much of what has been described above. Previous sections have addressed:

- Balance Between Jobs and Housing
- Choices in Housing
- Choices in Transportation

All of these promote connectivity. In the balance between jobs and housing, shorter distances improve the connectivity between where people live and work, shopping, services and recreation. Changing the balance, however, is a long-term prospect. The majority of development that has occurred in the past twenty years is located in areas remote from such connectivity. Recently, non-residential permitting activity in western Ada County and in Canyon County indicates that more connectivity will exist in the near future.

Choices in housing, including affordable or work-force housing, serve connectivity by allowing people to live near activity centers and within a comfortable walk distance to public transportation routes. The report indicates a continued pattern of affordable single-family housing availability primarily in Canyon County. Boise, however, continues to lead in construction of apartments, condominiums and other housing alternatives.

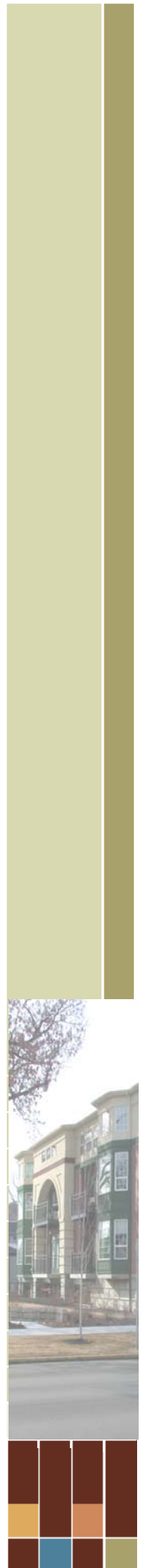
Choices in transportation support connectivity most directly by filling in the transportation networks for all modes—driving, transit, walking and biking.

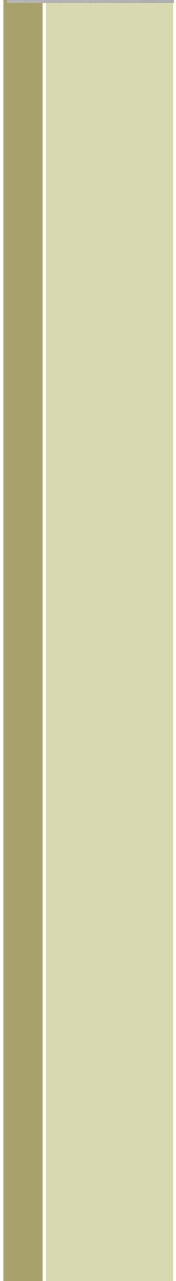
One of the goals of connectivity is to place the people near the employment and major activity centers<sup>12</sup>. In 2000, the percent of people living within a half mile of activity centers was 40.42. This number decreased to 34.19 percent by 2006. This shift clearly reflects the movement of residential development away from the city cores where the majority of the commercial development is located. The efforts in 2006 by some jurisdictions to create mixed use zones should be applauded. The local jurisdiction will need to enforce these zones and work with the development community to support the idea of connectivity.

Connectivity in the sense of physical links between human activities can be evaluated at the regional, community, and neighborhood levels.

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<sup>12</sup> A major activity center is defined as 1) a city core; 2) greater than or equal to 100,000 square feet of commercial or building space within a half-mile of a major intersection as defined by COMPASS; and/or 3) employment density being less than or equal to the jobs per acre in an area.





Regional connectivity consists of two measures:

- What are the east-west and north-south vehicular travel? Rivers, railroad tracks, benches, the interstate and other natural and human-made are obstacles to a direct path of travel. To determine connectivity, how far can a person drive without detouring to another road?
- For transit travel, measure transit connections between a pair of cities. The measurement would indicate the percent of each weekday a connection exists, ranging from 0 to 100%. A 0 would indicate no transit connection at all, while a 100% would indicate that such a connection exists throughout the 24-hour day. (Consider that a vehicle trip can operate any time day or night, and that many jobs require travel outside the 7 AM to 6 PM window.)

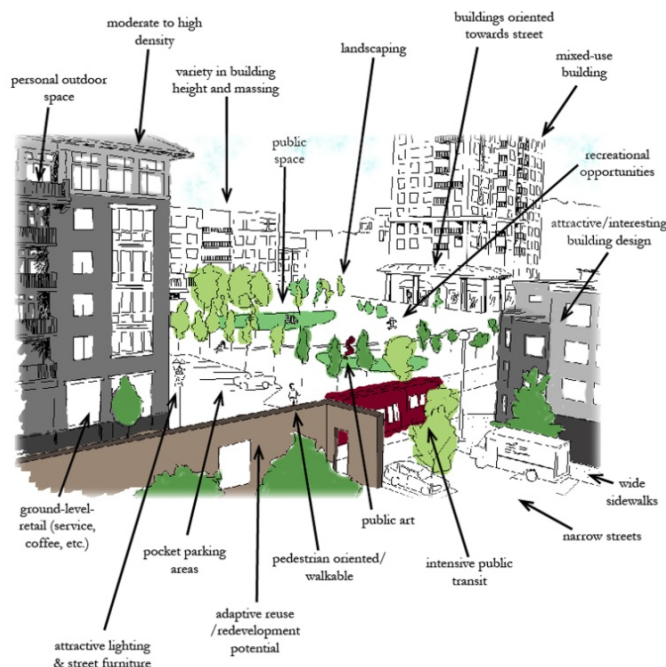
Community connectivity focuses within each city’s area of impact:

- One of the basic tenets of new urban design is actually a return to the connected street system that was typical before WW II. A ratio of the mileage of connected streets to those that connect at just one point can be computed using geographic information system software. Under this measurement, the higher the ratio, the more connected the street network is.
- For transit, connectivity would rely on the number of homes that lie within a walk distance of existing transit services. When no transit services exist within a city area of impact, this needs to be specified.

The most detailed level is at a neighborhood level and is expressed in the graphic below. It depicts features that improve connections between various uses. Streets that are well designed with wide sidewalks, street lights, and landscaping promote walking. Well designed buildings placed near the sidewalk are important as well.

Work is needed to develop these elements into a format that can be used to rate developments for connectivity.

Developing the measurements for connectivity will be a task for the next *CIMPMR*.



**Figure 16: Example of local area connectivity.**

## PRESERVATION OF OPEN SPACE and FARMLAND

What does “Preservation of Open Space and Farmland” mean?

*Communities in Motion* encourages the retention of open space and agricultural lands whenever possible. Local scenic landscapes play a key role in preserving a high quality of life and attracting tourism dollars. This includes prime farm land and “buffer zones” between cities to support the unique boundaries of each city.

Why is it important?

Between 1992 and 1997, 28,800 acres of prime rural land in Idaho was developed at an average annual rate of 14,580 acres.<sup>15</sup> Transportation decisions play a role in preserving open space. For example, a decision to build a road in a rural location may result in unanticipated development. This “induced” development could happen in places that are not consistent with the land use vision.

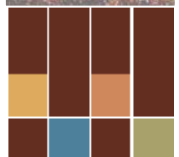
What would our region look like in 20 years if CIM is followed?

Metropolitan areas would be distinct from one another and each city would retain its individual identity. Wildlife habitat would be conserved, along with aquifer recharge areas critical to maintaining adequate ground water. Open vistas and view-sheds would be preserved for future generations. The *Communities in Motion* vision developed out of the public workshops would achieve these goals by clustering growth around urban centers.

The current land use pattern depicted in Figure 17 would be reinforced under this future. But current comprehensive plans show a different story. The cities seem to be growing together in the view of each cities comprehensive plan.

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<sup>15</sup> National Resources Inventory, a statistical survey of land use and national resource conditions and trends by the NRCS.



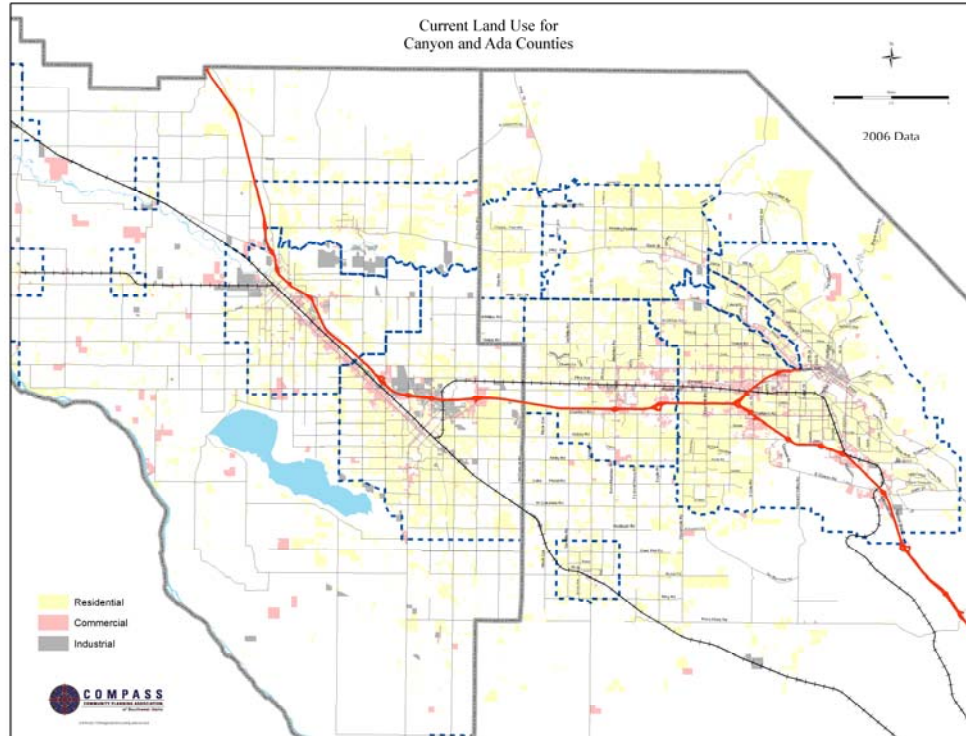
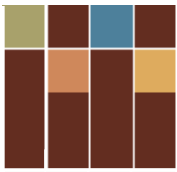


Figure 17: Current Land Use for Canyon and Ada Counties

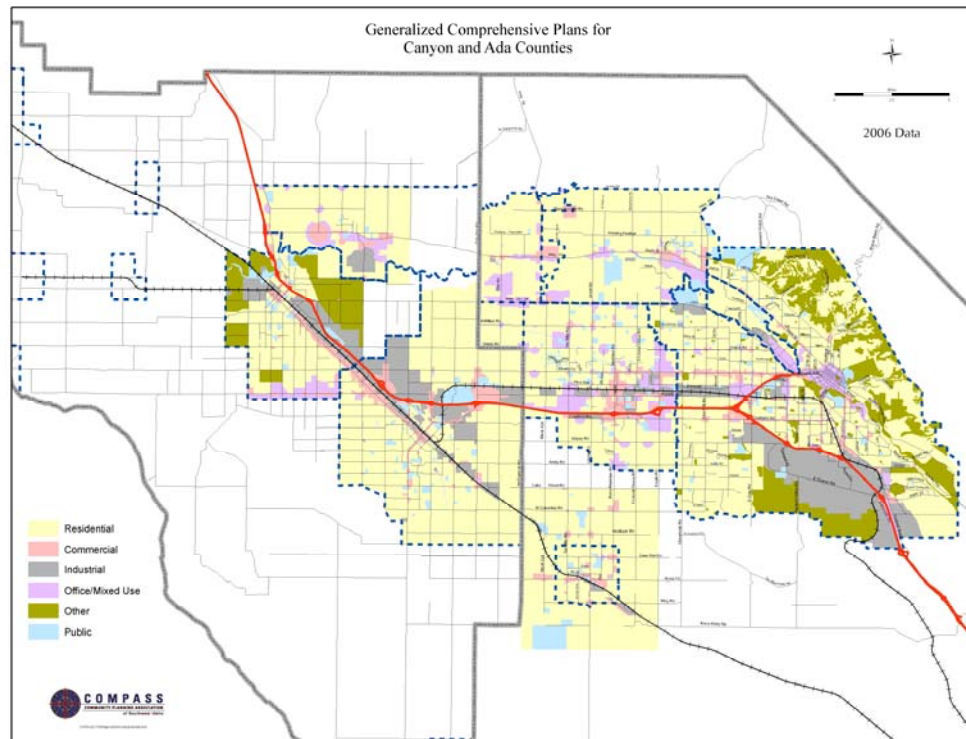


Figure 18: Generalized Comprehensive Plan Map for Canyon and Ada Counties

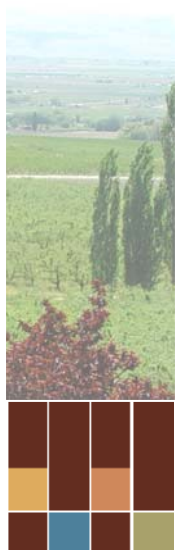


## Building Activity

Actual construction activity bears out this pattern of development outside the areas of impact. In 2006, while less than 2 percent of the city-issued residential permits were outside the areas of impact, the total percentage of residential permits issued outside the areas of impact, including those issued by the counties amounted to almost ten percent of the total number of units. Of Ada County residential permits, 18.4 percent were outside the areas of impact, while Canyon County issued 78.4 percent of its residential permits outside the areas of impact.

**Table 12: 2006 Permit Issuance by City and County Agencies**

Area	Residential Permits	% Outside AOI	Non-Residential Permits	% Outside AOI	Total Permits	% Outside AOI
Boise	906	0.0%	479	0.0%	1,385	0.0%
Eagle	248	0.0%	107	0.0%	355	0.0%
Garden City	58	0.0%	33	0.0%	91	0.0%
Kuna	296	36.1%	22	4.5%	318	34.0%
Meridian	1,606	0.0%	272	0.0%	1,878	0.0%
Star	286	0.0%	21	0.0%	307	0.0%
Ada Unincorporated	1,125	18.4%	24	11.1%	942	18.2%
Caldwell	1,195	0.0%	87	0.0%	1,282	0.0%
Greenleaf	0	0.0%	1	0.0%	1	0.0%
Melba	1	0.0%	0	0.0%	1	0.0%
Middleton	159	0.0%	6	0.0%	165	0.0%
Nampa	1,266	0.0%	189	0.0%	1,455	0.0%
Notus	17	0.0%	0	0.0%	17	0.0%
Parma	13	0.0%	3	0.0%	16	0.0%
Wilder	29	0.0%	1	0.0%	30	0.0%
Canyon Unincorporated	564	78.4%	4	75.0%	126	78.3%
City Subtotal	5,973	1.8%	1,220	0.1%	7,193	1.5%
Unincorporated Subtotal	1,040	38.4%	28	34.9%	1,068	38.3%
Regional Total	7,013	9.7%	1,248	1.3%	8,261	8.5%





## Platting Activity

The creation of lots by plat approval represents the potential next wave of residential construction. While residential permits outside the areas of impact in 2006 amounted to almost 10 percent of the total issued, preliminary plats in process outside the areas of impact at the end of 2006 amounted to 16 percent of the total. Surprisingly, city approved preliminary plats outside the areas of impact amounted to slightly over 15 percent of the lots in process under city jurisdiction. Due to the larger size of the lots outside the areas of impact, the acreage represented by these lots amounted to almost 46 percent of the land in the process of subdivision.

**Table 13: Outstanding Preliminary Plats as of December 2006  
By City and County Agencies**

Area	Preliminary Plats	% Outside AOI	Preliminary Lots	% Outside AOI	Preliminary Acres	% Outside AOI
Boise	176	0.0%	1,943	0.0%	1,250.2	0.0%
Eagle	41	0.0%	1,877	0.0%	1,441.3	0.0%
Garden City	16	0.0%	160	0.0%	31.0	0.0%
Meridian	130	3.8%	9,978	10.9%	4,281.8	21.0%
Kuna	29	44.8%	2,187	66.7%	1,270.4	66.7%
Star	21	9.5%	1,553	27.9%	1,245.3	16.3%
Ada Unincorporated	996	44.3%	2,818	42.2%	7,510.8	84.3%
Caldwell	41	4.9%	5,713	12.1%	2,132.3	10.4%
Greenleaf	0	0.0%	0	0.0%	0.0	0.0%
Melba	0	0.0%	0	0.0%	0.0	0.0%
Middleton	17	0.0%	1,632	0.0%	979.6	0.0%
Nampa	27	3.7%	2,280	20.5%	1,049.3	28.0%
Notus	0	0.0%	0	0.0%	0.0	0.0%
Parma	0	0.0%	0	0.0%	0.0	0.0%
Wilder	0	0.0%	0	0.0%	0.0	0.0%
Canyon Unincorporated	1,816	50.6%	3,505	45.3%	3,819.1	68.3%
<b>City Total</b>	<b>498</b>	<b>4.6%</b>	<b>27,323</b>	<b>15.3%</b>	<b>13,679.9</b>	<b>18.0%</b>
<b>Unincorporated Total</b>	<b>3,591</b>	<b>48.0%</b>	<b>7,101</b>	<b>43.7%</b>	<b>11,329.5</b>	<b>78.9%</b>
<b>Regional Total</b>	<b>4,089</b>	<b>2.3%</b>	<b>34,425</b>	<b>16.0%</b>	<b>25,009</b>	<b>45.6%</b>

## Areas of Impact

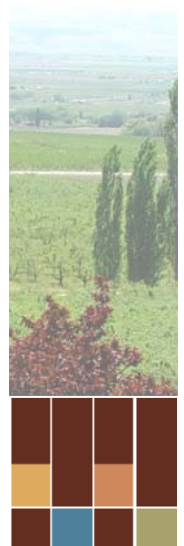
There is also the issue of how the areas of impact themselves may be changing. Most of the basic work on the “Community Choices” and other scenarios developed during *Communities in Motion* was completed by summer 2005, and the approval of *Communities in Motion* stipulated that monitoring of the growth would be based on areas of impact in effect as of August 2006.

Two cities in Ada County expanded their areas of impact after September 2005—Star and Eagle. In Canyon County, four cities expanded their areas of impact—Melba, Middleton, Parma and Wilder. No areas of impact were officially expanded during 2006. Note that several cities have annexed outside their official areas of impact during this period, however.

**Table 14: Change in Acres Within Areas of Impact between 2005 and 2007**

City	September 2005	August 2006	August 2007	Change 2005 - 2007		Change 2006 - 2007	
Boise	75,592	75,592	75,592	0	0.0%	0	0.0%
Eagle	15,752	22,807	22,807	7,055	44.8%	0	0.0%
Garden City	3,407	3,407	3,407	0	0.0%	0	0.0%
Kuna	4,428	4,428	4,428	0	0.0%	0	0.0%
Meridian	26,695	26,695	26,695	0	0.0%	0	0.0%
Star	2,246	9,316	9,316	7,070	314.8%	0	0.0%
Caldwell	27,103	27,071	27,071	-32	-0.1%	0	0.0%
Greenleaf	1,593	1,593	1,593	0	0.0%	0	0.0%
Melba	2,477	2,492	2,492	15	0.6%	0	0.0%
Middleton	9,118	20,553	20,553	11,435	125.4%	0	0.0%
Nampa	44,993	44,994	44,994	1	0.0%	0	0.0%
Notus	1,430	1,430	1,430	0	0.0%	0	0.0%
Parma	5,095	5,119	5,119	24	0.5%	0	0.0%
Wilder	1,457	2,578	2,578	1,121	77.0%	0	0.0%

\*Note: Anomalies between 2005 and 2006 are a result of data boundary corrections.





## Open Space

Monitoring the amount of open space is challenged by how to define it. The following table is based on a conservative view, defining open space as golf courses (including privately owned), cemeteries, and public parks, publicly owned land that is not used for buildings (e.g., city hall sites) or open to possible sale or leasing (Idaho Department of Lands). Not included in these tables are lands under private ownership, specifically those considered agricultural.

The table illustrates something that is fairly obvious when looking at map of Ada and Canyon counties. Within Ada County, 46 percent of the land falls under the open space category as defined here. But in Canyon County, slightly less than 7 percent of the land qualifies as open space. The primary difference lies in the amount of federally-owned land in Ada County. Within the cities, Boise leads with 8.1 percent of its area of impact deemed as open space. Eagle follows, notably due to the existence of Eagle Island State Park, followed by Garden City and the existence of the Ada County fairgrounds.

**Table 15: 2006 Open Space Inventory<sup>14</sup>**

City	Total Open Space Acres	Total Acres	% Open Space
Boise	6,152	75,592	8.1%
Eagle	1,790	22,807	7.8%
Garden City	166	3,407	4.9%
Kuna	23	4,428	0.5%
Meridian	402	26,695	1.5%
Star	220	9,316	2.4%
Outside Areas of Impact	303,867	533,948	56.9%
<b>Total</b>	<b>312,621</b>	<b>676,193</b>	<b>46.2%</b>
Caldwell	435	27,071	1.6%
Greenleaf	10	1,593	0.7%
Melba	31	2,492	1.2%
Middleton	59	20,553	0.3%
Nampa	898	44,994	2.0%
Notus	1	1,430	0.1%
Parma	13	5,119	0.3%
Wilder	23	2,578	0.9%
Outside Areas of Impact	23,869	270,600	8.8%
<b>Total</b>	<b>25,341</b>	<b>376,430</b>	<b>6.7%</b>

Types of open space include:

- Cemeteries
- Golf Courses
- Public Parks
- Publicly Owned Land

Does not include private land (excepting golf courses) or farmland

<sup>14</sup> Data compiled by COMPASS from various sources.

## Agricultural Land/Farmland

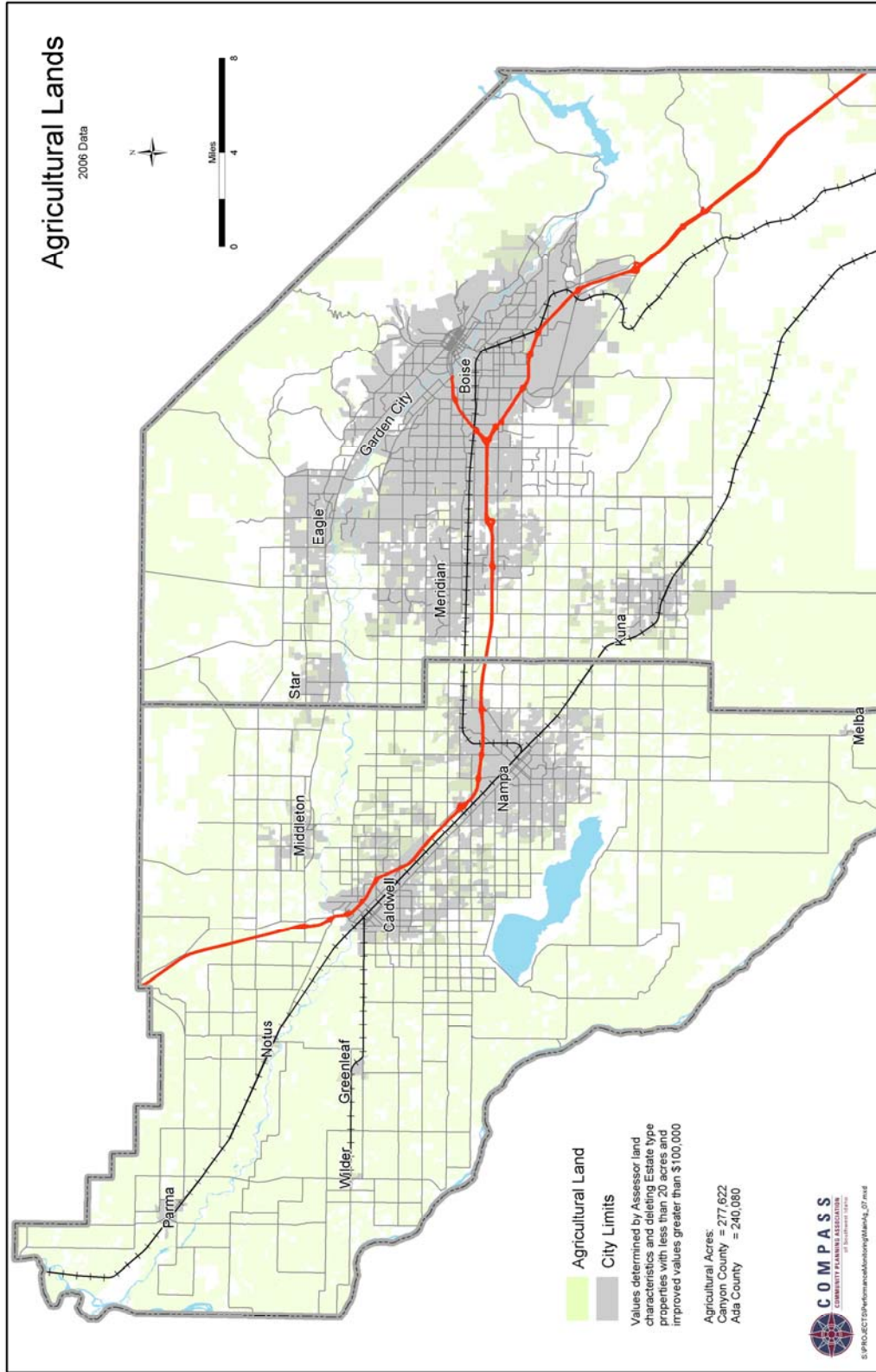
The map below reflects an analysis done on assessors parcels that have farm characteristics. Only a third of Ada County land is still considered agricultural but due to the foothills not all of that is farmable. In Canyon County 70 percent of Canyon County is agricultural with most of that being farmable.

**Table 16: Change in Agricultural Acreage<sup>15</sup>**

<b>Ada County</b>	<b>2005</b>	<b>2006</b>	<b>% Change</b>
Total County	237,783	233,730	-1.70%
Outside Impact Areas	212,015	209,447	-1.21%
<b>Canyon County</b>	<b>2005</b>	<b>2006</b>	<b>% Change</b>
Total County	277,384	273,018	-1.57%
Outside Impact Areas	228,625	225,814	-1.23%

<sup>15</sup> Information derived from County Assessor data.





**Figure 19: Agricultural Lands**

48 We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multimodal transportation system.

How do preserve open space and farmland?

Local governments need to keep growth within impact areas, which will provide for reduced commuting times and less roadway congestion.

What does it take to encourage/enforce this change?

Currently, the State of Idaho has several statutes that provide some measure of farmland protection. They are:

- Idaho Conservation Easement Enabling Statutes (Idaho Code §§ 55-2101 to 55-2109 (2005))
- Idaho Right to Farm Enabling Statutes (Idaho Code §§22-4501 to 22-4504 (2004))
- Idaho Transfer of Development Rights Statute (Idaho Code § 67-6515A (2005))
- One example of local protection of farmland can be found in the Payette County, ID: Local TDR Enabling Ordinance. Payette County, Id., County Code § 8-5-10 (Jul. 17, 2000).
- Current Idaho House Bill 262 would provide an avenue for tax exemptions for land set aside for conservation.

Also, non-profit organizations have formed to consider land conservation issues. In Idaho, the Land Trust of the Treasure Valley (<http://www.lttv.org/>) is working to preserve important natural, scenic, agricultural and recreation lands in the valley. According to the Land Trust, a new tax cut for people who donate easements will:

- Raise the deduction a donor can take for donating a conservation easement from 30% of their adjusted gross income in any year to 50 percent.
- Allow qualifying farmers and ranchers to deduct up to 100 percent of their income, provided the land remains available for agriculture production.
- Increase the number of years over which a donor can take deductions from 5 years to 15 years.
- Only applies to easements donated in 2006-2007, including bargain sales.

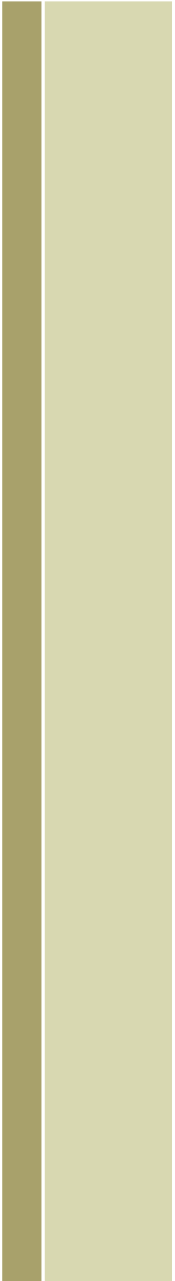
These tax benefits, the most sweeping changes to conservation tax law conserve the lands we cherish and preserve Idaho's traditional land uses. For additional information about this legislation, please visit the [Land Trust Alliance \(www.lta.org\)](http://www.lta.org) website.





## Summary of what was learned

- Monitoring development patterns is essential to evaluate the preservation of open space and farmland.
- Farmland continues to decrease in the region.
- Areas of impact are not effective under current law in defining where urban development would occur. Annexations outside the areas of impact are increasing.
- Overall, the amount of open space remains significant but the distribution of open space is highly uneven, with Ada County far exceeding Canyon County in open space land. While farmland is not considered “open space” in terms of this analysis, its value for wildlife, aquifer recharge, and buffering between communities cannot be overstated.
- An open space plan that includes measures to address privately-owned farmland and means to conserve this land is essential for Ada and Canyon counties.
- Clustering development outside the areas of impact may offer the strongest tool to preserve open space and wildlife habitat.







# CITY & COUNTY SUMMARIES

# CITY OF BOISE



## Balance Between Jobs and Housing

- 149,406 Jobs Exist Within the City
- 86,747 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is 1.72



## Choices in Housing

- Permitted 415 New Single Family Units
- Permitted 452 New Multi-Family Units
- Multi-Family Units Permitted Increased 20%



## Choices in Transportation

- 122 Miles of Transit Routes Existed in 2006
- 22 Miles of Pathway Existed in 2006
- 22% of Commuteride Riders Originated Here in 2006



## Connectivity

- 7,143 Housing Units Lots Exist At Transit Density
- 3,557 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Provides 6,152 Acres of Open Space
- 100% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

The City of Boise implemented CIM by amending their Comprehensive Plan to provide for:

- Mixed use development at north end of West ParkCenter Bridge with a transit-supportive density of 51 units/acre.
- Mixed-use, transit-ready development along the Union Pacific rail line at Five Mile Road and Franklin Road.
- New planned community along the Lake Hazel Road extension. The designation had been Airport Conservation pending completion of the third runway south of Gowen Road.
- Increased density from 3 units/acre to 6 units/acre on 9.8 acres in Southwest Boise next to the proposed Murgoitio Park site.
- Added commercial designation to 7 acres on Eagle Road next to Lowe's (in Meridian city limits), but did not approve any additional access locations.
- Increased density for a property within ¼-mile south of Fairview resulting in transit-supportive density of 9.6 units/acre.
- Increased density for a property on Overland Road resulting in transit-supportive density of 7 units/acre.

The City also did not approve any building permits or consider any preliminary plats outside their Area of Impact.

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	N/A	66,714	N/A
# Miles of Bike Lanes	N/A	67.7	N/A
% of Roadways with Sidewalks	54.5%	N/A	N/A
% of Population within ½ Mile of Activity Centers	49.6%	47.3%	- 2.3%
% of Total Houses at Transit Density	N/A	7.4%	N/A
% of New Houses Permitted in Transit Density Subdivisions	2.8%	7.0%	+ 4.2%
# of Acres within the City Limits	46,717	49,235	+ 2,518
# Transit Density Lots within ¼ Mile of Rail Corridor	N/A	257	N/A
# Acres within Area of Impact	75,592	75,592	+ 0
# Acres Annexed Outside Area of Impact	0	0	+ 0

# CITY OF CALDWELL



## Balance Between Jobs and Housing

- 14,441 Jobs Exist Within the City
- 11,727 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is 1.23



## Choices in Housing

- Permitted 1,152 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted Fell 100%



## Choices in Transportation

- 20 Miles of Transit Routes Existed in 2006
- 15% of Commuteride Riders Originated Here in 2006



## Connectivity

- 161 Housing Units Exist At Transit Density
- 50 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Provides 435 Acres of Open Space
- 90% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

The City of Caldwell has sought to incorporate the ideas and concepts found in CIM by reducing the length of a block from 1,200 feet to 660 feet. The idea behind this was to create more walkable neighborhoods and to provide for better connectivity.

The City also adopted a new Planned Unit Development ordinance to provide for and promote mixed use and higher density housing. This would then provide support for developments which would be transit-oriented.

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	N/A	3,336	N/A
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	30.2%	N/A	N/A
% of Population within ½ Mile of Activity Centers	40.0%	27.9%	-12.1%
% of Total Houses at Transit Density	N/A	1.2%	N/A
% of New Houses Permitted in Transit Density Subdivisions	0.1%	0.5%	+ 0.4%
# of Acres within the City Limits	10,920	11,103	+ 183
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	27,071	27,071	+ 0
# Acres Annexed Outside Area of Impact	0	358	+ 358

# CITY OF EAGLE



## Balance Between Jobs and Housing

- 5,642 Jobs Exist Within the City
- 7,342 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is .77



## Choices in Housing

- Permitted 228 New Single Family Units
- Permitted 28 New Multi-Family Units
- Multi-Family Units Permitted Increased 17%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 4 Miles of Pathway Existed in 2006
- 3% of Commuteride Riders Originated in Eagle or Star in 2006



## Connectivity

- 220 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Provides 1,790 Acres of Open Space
- 100% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

**NO INFORMATION PROVIDED**

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	N/A	4.0	N/A
% of Roadways with Sidewalks	38.4%	N/A	N/A
% of Population within ½ Mile of Activity Centers	6.4%	6.2%	-2%
% of Total Houses at Transit Density	N/A	2.5%	N/A
% of New Houses Permitted in Transit Density Subdivisions	1.4%	13.1%	+ 11.7%
# of Acres within the City Limits	8,632	9,059	+ 428
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	15,752	22,807	+ 7,055
# Acres Annexed Outside Area of Impact	0	0	+ 0

# CITY OF GARDEN CITY



## Balance Between Jobs and Housing

- 9,116 Jobs Exist Within the City
- 4,749 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is 1.92



## Choices in Housing

- Permitted 32 New Single Family Units
- Permitted 15 New Multi-Family Units
- Multi-Family Units Permitted Increased 25%



## Choices in Transportation

- 6 Miles of Transit Routes Existed in 2006
- 4 Miles of Pathway Existed in 2006
- 0 Commuteride Rider Originated Here in 2006



## Connectivity

- 657 Housing Units Exist At Transit Density
- 340 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Provides 166 Acres of Open Space
- 100% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

Garden City's efforts began to implement CIM through the adoption of their revised Comprehensive Plan during 2006. The City then began to make changes to their ordinances so that they reflected the Comprehensive Plan. Two ordinances that have been adopted are:

- Live Work Create Overlay District which allows for a. live/work options, b. increases in housing choices and c. increased densities.
- Neighborhood Commercial Node Overlay District which allows for increased density and requires transportation choices.

Furthermore, last year the City created a Parks and Waterways Committee that has been effective in increasing the Greenbelt connectivity.

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	N/A	2,269	N/A
# Miles of Bike Lanes	N/A	2.2	N/A
% of Roadways with Sidewalks	42.1%	N/A	N/A
% of Population within ½ Mile of Activity Centers	43.5%	41.6%	-1.9%
% of Total Houses at Transit Density	N/A	13.7%	N/A
% of New Houses Permitted in Transit Density Subdivisions	20.4%	7.7%	- 12.7%
# of Acres within the City Limits	3,407	3,407	+ 0
# Transit Density Lots within ¼ Mile of Rail Corridor	N/A	47	N/A
# Acres within Area of Impact	3,407	3,407	+ 0
# Acres Annexed Outside Area of Impact	0	0	+ 0

# CITY OF GREENLEAF



## Balance Between Jobs and Housing

- 66 Jobs Exist Within the City
- 275 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is .24



## Choices in Housing

- Permitted 0 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Permits Issued Did Not Change



## Choices in Transportation

- No Transit Routes Provided in 2006
- 0% of Commuteride Riders Originated Here in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Provides 11 Acres of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2006



## City Summary

**NO INFORMATION PROVIDED**

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	8.2%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	403	403	+ 0
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	1,593	1,593	+ 0
# Acres Annexed Outside Area of Impact	0	0	+ 0

# CITY OF KUNA



## Balance Between Jobs and Housing

- 1,515 Jobs Exist Within the City
- 4,160 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is .36



## Choices in Housing

- Permitted 295 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted Fell 100%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 2 Miles of Pathway Existed in 2006
- 10% of Commuteride Riders Originated in Kuna or Melba in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Provides 23 Acres of Open Space
- 33% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

The City of Kuna sought to implement CIM by encouraging mixed use zones. They modified the Planned Unit Development requirements to increase mixed use in development and to lessen the percent requirements needed to continue development.

The City has amended the Comprehensive Plan text to support R4 and R6 zones. They are supporting greater densities and more compact growth.

The City has a Master Pedestrian Bike Plan in place.

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	N/A	0.8	N/A
% of Roadways with Sidewalks	57.7%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	0.0%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	2,642	6,663	+ 4,022
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	0
# Acres within Area of Impact	4,428	4,428	0
# Acres Annexed Outside Area of Impact	415	4,280	+ 3,865

# CITY OF MELBA



## Balance Between Jobs and Housing

- 190 Jobs Exist Within the City
- 156 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is 1.22



## Choices in Housing

- Permitted 1 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted Increased 0%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 10% of Commuteride Riders Originated in Melba or Kuna in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Maintains 31 Acres of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2006



## City Summary

**NO INFORMATION PROVIDED**

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	14.6%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	181	181	+ 0
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	2,492	2,492	+ 0
# Acres Annexed Outside Area of Impact	0	0	+ 0



# CITY OF MERIDIAN



## Balance Between Jobs and Housing

- 26,397 Jobs Exist Within the City
- 24,574 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is 1.07



## Choices in Housing

- Permitted 1,556 New Single Family Units
- Permitted 112 New Multi-Family Units
- Multi-Family Units Permitted Fell 24%



## Choices in Transportation

- 18 Miles of Transit Routes Existed in 2006
- 2 Miles of Pathway Existed in 2006
- 9 % of Commuteride Riders Originated Here in 2006



## Connectivity

- 200 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within 1/4 Mile of 2006 Transit



## Preservation of Open Space

- Maintains 402 Acres of Open Space
- 79% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

The City of Meridian took a big step towards compliance with CIM with the adoption of the Ten Mile Interchange Specific Area Plan with its focus on mixed use development, including a wide range of planned housing choices and densities, transit ready development and plans for a future rail station.

Meridian is beginning to receive and approve developments that contain a mix of uses as well as housing options as evidenced by Southridge and Tree Farm. The Tree Farm also contains an internal trail system that provides extensive pedestrian access throughout the project.

The City continues to strive for connectivity between developments, activity centers and public facilities through the recent adoption of the Pathways Plan.

Meridian also moves toward compliance with the adoption of streetscape guidelines for the urban renewal district by MDC and active pursuit of redevelopment of Old Town.

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within 1/4 Mile of Transit Routes	N/A	3,638	N/A
# Miles of Bike Lanes	N/A	9.1	N/A
% of Roadways with Sidewalks	61.1%	N/A	N/A
% of Population within 1/2 Mile of Activity Centers	55.7%	43.9%	- 11.8%
% of Total Houses at Transit Density	N/A	.76%	N/A
% of New Houses Permitted in Transit Density Subdivisions	2.0%	0.1%	- 1.9%
# of Acres within the City Limits	13,516	15,221	+ 1,705
# Transit Density Lots within 1/4 Mile of Rail Corridor	N/A	47	N/A
# Acres within Area of Impact	26,695	26,695	+ 0
# Acres Annexed Outside Area of Impact	0	417	+ 417

# CITY OF MIDDLETON



## Balance Between Jobs and Housing

- 775 Jobs Exist Within the City
- 1,631 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is .48



## Choices in Housing

- Permitted 159 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted Fell 100%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 0% of Commuteride Riders Originated Here in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Maintains 59 Acres of Open Space
- 100% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

Middleton added a new Mixed Use Zone to the Zoning Ordinance. This designation is a combination of high-density residential (12 u/a) and low impact commercial uses. They rezoned approximately 85 acres to this new designation, with the majority of the acreage along Highway 44 – a likely path for mass transit through Middleton.

Middleton recently amended their street section choices to allow for a separated sidewalk or meandering sidewalk with a narrower street. The idea behind this is that these street sections are more attractive as well as they encourage slower vehicle speeds and safer pedestrian use.

In addition, Middleton formed a Downtown Revitalization Committee along with an Urban Renewal District to add infrastructure and enhance facilities to Middleton's downtown.

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	12.6%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	1191	2030	+ 839
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	9,118	20,553	+11,435
# Acres Annexed Outside Area of Impact	0	0	+ 0

# CITY OF NAMPA



## Balance Between Jobs and Housing

- 28,209 Jobs Exist Within the City
- 23,638 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is 1.19



## Choices in Housing

- Permitted 1,106 New Single Family Units
- Permitted 216 New Multi-Family Units
- Multi-Family Units Permitted Rose 170%



## Choices in Transportation

- 34 Miles of Transit Routes Existed in 2006
- 7 Miles of Pathway Existed in 2006
- 22% of Commuteride Riders Originated Here in 2006



## Connectivity

- 281 Housing Units Exist At Transit Density
- 172 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Maintains 898 Acres of Open Space
- 72% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

- Eased traffic congestion by constructing a roundabout at a very congested intersection, Amity and Happy Valley.
- Constructed two railroad overpasses at the intersection of four roads and the railroad, Kings Corner, in a joint effort with UPRR.
- Widened Garrity Boulevard from 3 lanes to 5 lanes and installed sidewalks.
- Approved at least 5 new developments that are at transit density of 7 homes per acre and/or mixed use developments.
- Approved a new development that includes 32+ acres of open space.
- Approved a new development that includes an 18-hole golf course along with multi-family units.

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	N/A	7,308	N/A
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	44.9%	N/A	N/A
% of Population within ½ Mile of Activity Centers	41.1%	30.9%	-10.2%
% of Total Houses at Transit Density	N/A	0.9%	N/A
% of New Houses Permitted in Transit Density Subdivisions	3.1%	0.9%	- 2.2%
# of Acres within the City Limits	17,390	18,610	+ 1,220
# Transit Density Lots within ¼ Mile of Rail Corridor	N/A	76	N/A
# Acres within Area of Impact	44,994	44,994	+ 0
# Acres Annexed Outside Area of Impact	0	267	+ 267

# CITY OF NOTUS



## Balance Between Jobs and Housing

- 22 Jobs Exist Within the City
- 179 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is .12



## Choices in Housing

- Permitted 9 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted Increased 0%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 0% of Commuteride Riders Originated Here in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Maintains 1 Acre of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2006



## City Summary

**NO INFORMATION PROVIDED**

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	2.9%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	236	236	+ 0
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	1,430	1,430	+ 0
# Acres Annexed Outside Area of Impact	0	0	+ 0

# CITY OF PARMA



## Balance Between Jobs and Housing

- 612 Jobs Exist Within the City
- 545 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is 1.12



## Choices in Housing

- Permitted 7 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted Increased 0%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 0% of Commuteride Riders Originated Here in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Maintains 13 Acres of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2006



## City Summary

**NO INFORMATION PROVIDED**

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	8.2%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	706	706	+ 0
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	5,119	5,119	+ 0
# Acres Annexed Outside Area of Impact	0	0	+ 0

# CITY OF STAR



## Balance Between Jobs and Housing

- 454 Jobs Exist Within the City
- 1,849 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is .25



## Choices in Housing

- Permitted 268 New Single Family Units
- Permitted 32 New Multi-Family Units
- Multi-Family Units Permitted Rose 100%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 3% of Commuteride Riders Originated in Star or Eagle in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Maintains 220 Acres of Open Space
- 84% of Acres Preliminarily Platted at Close of 2006 Fall Within the City Area of Impact



## City Summary

**NO INFORMATION PROVIDED**

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	N/A	1.2	N/A
% of Roadways with Sidewalks	19.9%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	1,971	2,190	+ 219
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	2,246	9,316	+ 7,070
# Acres Annexed Outside Area of Impact	0	0	+ 0

# CITY OF WILDER



## Balance Between Jobs and Housing

- 9 Jobs Exist Within the City
- 289 Residential Units Exist Within the City
- The 2006 Jobs-Housing Balance is .03



## Choices in Housing

- Permitted 27 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Units Permitted Increased 0%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 0% of Commuteride Riders Originated Here in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Open Space

- Maintains 23 Acres of Open Space
- 0 Acres Were Preliminarily Platted at Close of 2006



## City Summary

**NO INFORMATION PROVIDED**

## City Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	9.7%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	0.0%	0.0%	+ 0.0%
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# of Acres within the City Limits	285	285	+ 0
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Acres within Area of Impact	1,457	2,578	+ 1,121
# Acres Annexed Outside Area of Impact	0	0	+ 0

# UNINCORPORATED ADA COUNTY



## Balance Between Jobs and Housing

- 12,978 Jobs Exist in the Unincorporated Area
- 16,564 Dwelling Units Exist in the Unincorporated Area
- The 2006 Jobs-Housing Balance is .78



## Choices in Housing

- Permitted 1,054 New Single Family Units
- Permitted 128 New Multi-Family Units
- Multi-Family Units Permitted Rose 653%



## Choices in Transportation

- No Transit Routes Provided in 2006
- 0% of Commuteride Riders Originated in the County in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Farmland

- 16% of Acres Preliminarily Platted at Close of 2006 Fall Within City Areas of Impact



## County Summary

**NO INFORMATION  
PROVIDED**

## County Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	1.4%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	0.0%	0.0%	+ 0.0%
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	0
# Unincorporated Acres	602,076	593,432	-8,644
# Acres of Agricultural Land	212,015	209,446	- 2,569



# UNINCORPORATED CANYON COUNTY



## Balance Between Jobs and Housing

- 9,098 Jobs Exist in the Unincorporated Area
- 15,608 Dwelling Units Exist in the Unincorporated Area
- The 2006 Jobs-Housing Balance is .58



## Choices in Housing

- Permitted 482 New Single Family Units
- Permitted 0 New Multi-Family Units
- Multi-Family Permits Issued Did Not Change



## Choices in Transportation

- No Transit Routes Provided in 2006
- 0% of Commuteride Riders Originated in the County in 2006



## Connectivity

- 0 Housing Units Exist At Transit Density
- 0 Transit Density Lots Exist Within ¼ Mile of 2006 Transit



## Preservation of Farmland

- 32% of Acres Preliminarily Platted at Close of 2006 Fall Within City Areas of Impact



## County Summary

The agencies in Canyon County have sought to encourage the ideas found within CIM by participating in a number of corridor and right-of-way preservation projects which were selected out in the plan. These corridor projects include Highway 20-26, Highway 44, Ustick Road, Purple Sage Road, and Bowmont Road. The County has sought to provide for future plans on these roadways wherever possible.

The county is seeking to promote multi-modal transportation as it continues to promote Valley Regional Transit. They support ValleyRide by sitting on the Board.

## County Data

	CIM Baseline	Dec. 2006	Change
# of Dwelling Units Within ¼ Mile of Transit Routes	0	0	+ 0
# Miles of Bike Lanes	0	0	+ 0
% of Roadways with Sidewalks	0.2%	N/A	N/A
% of Population within ½ Mile of Activity Centers	0.0%	0.0%	+ 0.0%
% of Total Houses at Transit Density	N/A	0.0%	N/A
% of New Houses Permitted in Transit Density Subdivisions	1.9%	0.9%	- 1.0%
# Transit Density Lots within ¼ Mile of Rail Corridor	0	0	+ 0
# Unincorporated Acres	357,836	355,395	- 2,241
# Acres of Agricultural Land	228,625	225,814	- 2,811