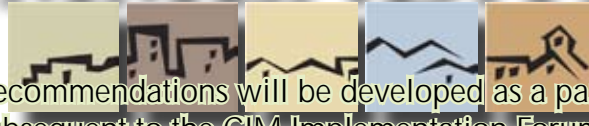


RECOMMENDATIONS



Recommendations will be developed as a part of, and subsequent to the CIM Implementation Forums and workshops being held in Winter 07/08

The Public

People choose to live, work, and shop in an environment that may or may not have good transit, pedestrian or bicycle access. The market for such development is diverse and needs to learn how transit and transit developments can benefit their communities.

What Can You Do?

Get familiar. Become acquainted with the plans affecting your neighborhood, city, and region. This includes the regional long range plan, *Communities in Motion* and land use plans.

Get involved. Encourage your city council and county commissions to support *Communities in Motion*. Support well-designed, appropriately located higher density developments which are designed appropriately. Contact your elected officials and let them know your opinions on land use and transit funding

Get Going! Learn the routes, schedules, and services and then ride transit whenever possible. Walk or bicycle short distances and find a carpool group.



Public Officials

Elected officials and appointed commissioners of local government set the framework for land use decisions. They develop and update comprehensive plans, make decisions on development proposals and set rules and requirements that can encourage innovation in land use design and development.

[What Can They Do?]

Adopt Communities in Motion into the Comprehensive Plan. The regional transportation plan provides guidance on future transportation plans and policies for implementation.

Adhere to the Comprehensive Plan. Require development to follow planning policies which reduce sprawl and promote transit-ready developments at appropriate locations.

Amend land use plans.

- Identify potential transit corridors/nodes and zone accordingly.
- Update zoning regulations to encourage transit-sensitive land use design.
- Adjust parking requirements in transit nodes to reflect availability of transit services.
- Plan for a high quality pedestrian/bicycle pathway system.

Allow public/private opportunities. Both developers and municipalities can benefit from joint partnerships of transit oriented development. Developers can receive increased patronage to commercial buildings; municipalities can lower capital costs.

Planners and Developers

Developers and those who finance development are a the key group in that they must be willing to take risks to adopt innovative transit oriented land development models. Planners play a critical role in site plan review and analysis, and the instruction of public and leaders.

What Can They Do?

Review Development for Transit Principles. Refer to pages 6-7 for guidelines & information related to density, improving pedestrian/bicycle friendly environments, mixing uses, and orienting buildings to benefit from transit.

Require transit-sensitive review of site plans.

- Transit-related concerns should be given serious consideration for developments in appropriate locations along current and future transit corridors.
- Provide a checklist to potential developers and adopt it as an official part of the review process.

Regulate transit corridors for primary pedestrian, bicycle and transit movement. Sufficient rights-of-way should be reserved for all modes of traffic and logical pathway routes should be provided.



Glossary



Definitions

Area of City Impact: Also known as the city's planning area. It is the land area surrounding the limits of each city, negotiated between each individual city and the county in which it lies. Each city has comprehensive planning authority for its area of impact, but until annexation occurs, zoning and development entitlement is handled by the county.

Bikeway: A facility intended to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Bus Rapid Transit (BRT): A transit system that looks and feels like a rail system, but operates like a bus system with rubber tires and no rail. BRT may or may not operate on a dedicated lane.

Census Block: A subdivision of a census tract (or, prior to 2000, a block numbering area). A block is the smallest geographic unit for which the Census Bureau tabulates from both the short form and the long form for every inhabitant and housing unit in the United States. Many blocks correspond to individual city blocks bounded by streets, but blocks - especially in rural areas - may include many square miles and may have some boundaries that are not streets.

Census Block Group (BG): A subdivision of a census tract (or, prior to 2000, a block numbering area). A block group is the smallest geographic unit for which the Census Bureau tabulates sample data. A block group consists of all the blocks within a census tract with the same beginning number.

Community Choices: Community Choices was selected as the preferred land use scenario in Communities in Motion. It emphasized growth inside city “areas of impact,” and higher densities and mixed uses with jobs, shopping and services closer to housing.



Context Sensitive Design: A concept in transportation design that considers the adjoining land use, site access, community character, pedestrians, multi-modal needs, environmental, and other community interests and considerations when developing transportation system improvements.



Fixed Route (Bus Service): A specific route that does not vary from day to day. Also referred to as “Fixed Line.”

Floor Area Ratio: Arithmetic relationship of the total square feet of a building to the square footage of the land area (building area/land area).

FRA: Federal Railroad Administration. The mission of the FRA is to promote safe and environmentally sound rail transportation.

FTA: Federal Transit Administration. The FTA is an agency within the United States Department of Transportation (DOT) that provides financial and technical assistance to local public transit systems.

Geographic Information System (GIS): Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

Intermodal: The ability to connect, and the connections between modes of transportation. The ability to connect and the connections between types of transportation, such as automobile, bus, rail, carpooling, van-pooling, bicycling and walking.

HOV Lane: High occupancy vehicle lane is a lane reserved for vehicles with a driver and one or more passengers. They are also known as carpool lanes, commuter lanes, diamond lanes and transit lanes.

Major Destinations: Destinations or places that attract many traffic trips such as shopping centers, major employment centers, large educational facilities, regional parks, large entertainment areas, or downtown centers.

Mixed-Use: A development or building that includes a combination of residential and commercial or office uses. Typically, office or retail uses would be found on the street-level engaging the pedestrian, with residential uses on the upper floors. A mixed-use development can reduce the dependency on the single-occupant automobile as basic goods and services are located within walking distance or even within the same building.

Multimodal: Multimodal generally refers to a system involving more than one mode of transport, which may include automobile, bus, rail, carpooling, van-pooling, bicycling, and walking.

Node: Locations in close proximity to existing or future transit stations. Developing higher density development near nodes increases ridership, walkability of an area, and increases the foot traffic for nearby retail and service businesses.

Productive Capacity: The product of passenger capacity and speed

ROW: Right-of-way is a strip of land which allows public use. Examples could be a street, road, sidewalk or path.

Sprawl: Urban form with haphazard growth on the outskirts of a city in locations without public infrastructure, nearby employment, and basic services. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation, as well as other concerns associated with transportation.

Third Place: A Third Place refers to social surroundings separate from home and the workplace. Third places are important for civil society, democracy, civic engagement, and establishing feelings of a sense of place.

The term was coined by sociologist Ray Oldenburg and first appeared in his 1990 book *The Great Good Place*, a celebration of the places where people can regularly go to take it easy and commune with friends, neighbors, and just whoever shows up. The subtitle says it all: “Cafes, Coffee Shops, Community Centers, Beauty Parlors, General Stores, Bars, Hangouts and How They Get You Through the Day.”

Transit: Transportation mode that moves larger numbers of people than does a single automobile. Generally renders to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

Transit Supportive Housing Density: The amount of Transit Oriented Development needed to support a transit system. Seven units per gross acre is the minimum density that is considered transit supportive. Transit supportive density can be derived a variety of ways including a wide mix of densities that averages seven units per acre or more. This type of density is only expected within one-quarter mile of transit stops.

Walkability: The measure of the overall walking conditions in an area. Factors which are commonly part of walkability indices include land use mix, street connectivity, medium to high residential density, ground-level retail, access to mass transit, presence and quality sidewalks and pedestrian crossings, aesthetics, nearby local destinations, air quality, street furniture, and traffic flow. Walkability indices have been found to correlate with Body Mass Index and physical activity and have also been found to have economic benefits for an area.



Appendix



Developments: Additional Information

Additional information on the developments in “Section 1” is organized in the appendix by development name, and listed in alphabetical order. Corresponding page numbers are located to the left of the development names.

The tabular data includes specific information about the developments at a uniform point in time which allows quick comparisons between them.

These numbers are constantly changing and should, therefore, be seen as a snapshot in time and not thought of in terms of absolutes. Applying some critical thinking reveals that the numbers, though dated, are not irrelevant.

Turning the page reveals a list defining the categories highlighted within the table, as well as an explanation on the importance of each category to the story of the specific TOD. Taken as a part of an even greater picture, this information can also tell the story of TOD trends in the Valley as a whole.

PAGE #	DEVELOPMENT NAME	MARKET CONDITIONS				DEMOGRAPHIC INFORMATION ¹		
		ASSESSED VALUE	% OWNED	COMMERCIAL SPACE (SQ. FT.) ²	# JOBS ²	MEDIAN AGE	MEDIAN HH INCOME (1999)	MEDIAN HH SIZE
94	Aspen Lofts	NA	NA	4,452,133	8,580	NA	\$24,615	NA
78	Bown Crossing (River Walk)	\$150,000 - 1,240,200	54.2%	69,083	57	NA	\$68,889	2.82
62	Brampton Square	\$153,200 - \$171,300	74.3%	157,316	195	24.5	\$26,951	2.67
50	Cherry Lane	\$168,800 - \$186,000	85.7%	0	48	31.2	\$61,747	3.09
96	CitySide Lofts	NA	NA	1,015,437	1,171	22.8	\$17,859	2.42
90	Crescent Rim	NA	NA	104,130	30	NA	NA	NA
54	Davis Avenue	\$133,150 - \$189,800	16%	▲	120	28.8	\$30,670	2.96
56	Denise Place	\$231,200 - \$326,100	65.0%	312,510	NA	25.1	\$33,086	1.72
38	Ellie's Path	\$219,000 - \$341,700	68.8%	101,709	161	25.5	\$55,190	2.24
86	Grove Condominiums	\$528,200 - \$1,949,200	5.5%	5,122,880	9,379	36.5	\$24,615	1.5
74	Heron Cove	\$212,100 - 312,700	64.2%	248,113	1,357	47.4	\$68,889	1.52
60	Kimberly One	\$324,900 - \$411,600	89.3%	688,457	1,002	31.1	\$31,750	2.12
42	Manchester Park	\$80,900 - \$140,700	52.5%	▲	76	29.2	\$46,189	3.08
44	Paddy Row	\$323,400 - \$407,600	94.4%	307,675	925	32.6	\$56,176	2.04
36	Pender Village	\$348,200 - \$479,800	52.9%	216,476	400	41.1	NA	2.48
82	Rim Crest	\$97,400 - \$321,900	54.0%	17,902	49	50.5	\$22,677	1.76
48	Roth Townhomes	\$171,200 - \$222,600	78.9%	135,908	368	26.9	\$38,448	1.72
92	Royal Plaza	NA	NA	3,580,761	6,366	NA	\$24,615	NA
76	Serendipity	\$141,600 - \$151,600	50%	266,411	1,201	37.5	\$39,712	2.9
68	Shiloh Townhouses	\$120,700 - \$132,300	78.6%	29,191	136	33.9	\$33,086	2.49
64	Sooner	\$186,400 - \$239,200	68.8%	274,057	231	34.5	\$72,743	2.60
70	Somerset Hills (Sonoma)	NA	NA	0	41	23.6	\$52,969	2.15
40	The Gables	\$280,400 - \$342,300	84.2%	456,818	345	53.5	\$46,821	1.75
98	The Jefferson	NA	NA	1,467,374	4,533	NA	NA	NA
80	The Overlook	\$164,600 - \$253,200	80.0%	0	43	36.4	\$60,265	2.58
52	Tomlinson (Woodbine at Lakewood)	\$125,400 - \$170,300	57.6%	396,405	502	30.5	\$46,821	1.65
88	Tower Plaza Condos	\$192,600 - \$1,520,800	10.7%	4,783,688	11,104	50.5	\$24,615	1.6
46	Urban Renaissance	\$224,700 - \$261,600	83.3%	0	26	31.8	\$50,313	2.46
72	Veltex	\$870,000 - \$1,265,800	75%	3,292,542	8,443	NA	\$24,615	NA
66	Warm Springs	\$278,600 - \$625,500	91.7%	133,524	212	53.8	\$31,750	1.5
58	Washington Square	\$258,000 - \$435,900	78.9%	2,409	403	57.5	\$33,320	1.61
84	Whittier (Hyde Park Place)	\$175,100 - \$426,700	71.8%	216,131	482	29.7	\$20,129	1.73

¹ By 2000 Census Block
HH = Household

² Within 1/4 mile radius

▲ Information for Canyon County is not available

Note: Highs and lows of each category are in bold

Development Info

Year: Year refers to the initial construction of the development, not when it was remodeled, added to, or converted (unless otherwise noted).

The year of the development provides hints to the trends of the time period in which it was developed. Interestingly, Transit-Oriented Developments are not limited to a specific era, as TODs in the guidebook range from the early 20th century, such as the Gem/Noble building, to several currently under construction. Although architecture and design techniques change, the principle of developing residences nearby transit stops has dated back many years.



Additional Information: Defined

Units: Number of housing units. A structure is a separate building that either has open spaces on all sides or is separated from other structures by dividing walls. In determining the number of units in a structure, all housing units, both occupied and vacant, are counted.

TODs are not limited by a development's size. In the Guidebook, TODs range from small lots supporting only a handful of units to large developments which comprise many neighborhoods and a range of building types.

Assessed value: Idaho law requires that all nonexempt property be assessed at market value each year. By comparing current sales of similar properties, the assessor estimates how much a buyer might reasonably pay for your home if it was for sale. Assessed value is established by the county assessor's department.

Similar to household income, assessed value is one indication of the affluence of the neighborhood. However, a disproportion of household income to assessed values may indicate that housing values are burdening an household's income. Additional housing choices and locations may be one solution to overcoming a disproportionate value to income ratio.

Percentage Ownership: Measure of housing units which are owner-occupied. Idaho has a homeowner's exemption for owner-occupied homes and manufactured homes, which are primary dwellings that includes the value of your home and up to one acre of land. To qualify, applicants must own, occupy and use the dwelling as of January 1 but before April 15. Homeowner's exceptions are tracked by the county assessor's department.

Home ownership is often a factor of perceived neighborhood stability, childhood educational success, reduce crime, and overall quality of life. The ability to own property is fundamental to many of this nation's core tenets and provides opportunity for upward mobility in economic and social status.



Demographic Info (by 2000 Census Block)

Median age: This measure divides the age distribution in a stated area into two equal parts: one-half of the population falling below the median value and one-half above the median value. (Census code P13)

The market for TODs has broadened and nearly every demographic has found desire for purchase. Certain aspects of TODs appeal to different populations. For example, the generally smaller yard sizes may appeal to either the elderly or households without children as priorities and willingness to maintain a yard are not priorities.

Median HH Income: The median income divides the income distribution into two equal groups, one having incomes above the median, and other having incomes below the median. Aggregated to block group level (Census code SF3-P53).

Household income is one measure of the affluence of a neighborhood. TODs attract from a wide variety of income levels, paralleling the greater housing market. Some housing units will be high-end, often correlated with land values near employment or civic centers; others will be entry-level, promoting housing ownership with lower lot sizes and lower land values.

Median HH size: (“Household size”) The total number of people living in a housing unit. (Census code P17)

Traditionally, TODs have been considered housing of choice for urban singles or households without children. However, with the wide variety of TODs available, many household types fit the market for TODs. The median household size demonstrates what household type is generally attracted to the development

Commercial space (sq. feet.): Commercial space within a quarter mile radius of the development, in square feet.

The ability for a neighborhood to be served by public transit is generally a factor of density. In the residential pages, density is defined by dwelling units per acre. However, equally as important is the amount of commercial and office space which generates employee and client vehicle trips. Commercial space is measured by sq. ft. within ¼ mile radius of the TOD and as recorded by the county assessor.

Number of Jobs: Number of jobs within a quarter mile radius of the development. Similar to commercial space, the amount of employment is a factor of density. Employees generally travel via single-occupancy vehicles during peak travel times when employment is not in close proximity to transit routes. This additional congestion can be mitigated through public transit serving both residential and employee travels.

