

# Communities in Motion 2040 Vision

The *Communities in Motion 2040* Vision illustrates a preferred growth scenario for the Treasure Valley, specifically Ada and Canyon Counties. Defined by local stakeholders, including the public, the Vision will help guide development of the *Communities in Motion 2040* regional long-range transportation plan.

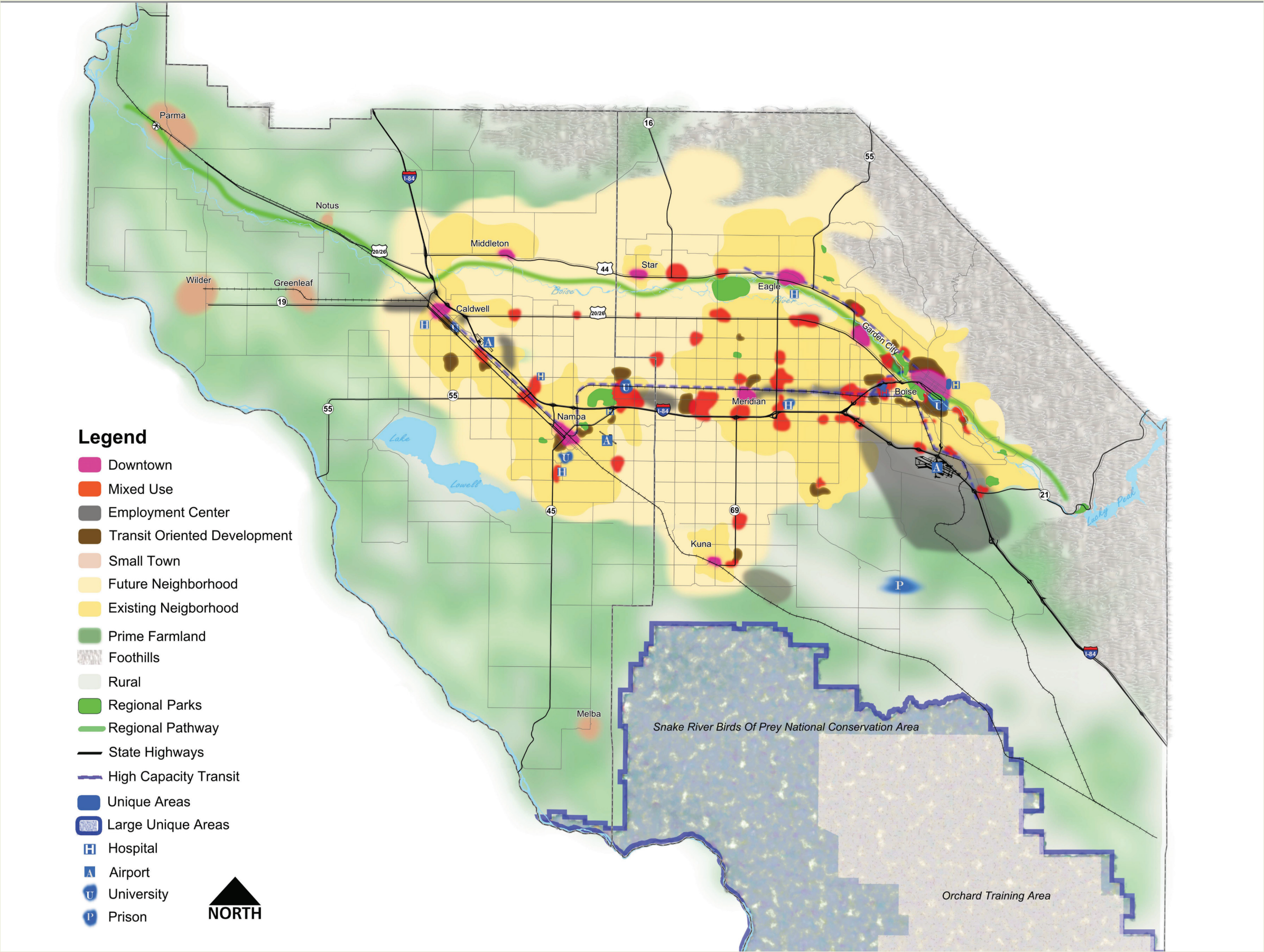
## Vision Statement

The *Communities in Motion 2040* Vision provides new housing and jobs along transit corridors and in major activity centers with a strong focus on maintaining the region's recreation and open space areas. New growth would be comprised of a variety of housing types, served by infrastructure, nearby services, and outside of prime farmland or environmental constraints.

This scenario supports local comprehensive plan goals and densities, and includes entitled developments as of July 2012. This scenario would support high-capacity transit for State Street (Highway 44) and a route parallel to Interstate 84, as well as multimodal infrastructure and services throughout the region.

Key goals include walkability, preserving farmland, minimizing congestion, increasing transportation options, improving jobs-housing balance, better access to parks, and maintaining environmental resources.

## Vision Map



Please note: The Vision Map reflects the preferred growth scenario approved by the COMPASS Board. It is not a plan and has no regulatory authority.

## Vision Areas

Below are possible interpretations of how the land use types included in *Communities in Motion 2040* could look.




**Downtown**

This area supports the highest densities and land-use mix, including housing, office, and retail jobs. Downtowns typically are centers for culture and activity. Complete streets for all users would be a priority.

**Features:** Mixed-use buildings, typically with ground-floor retail; restaurants and eateries with patio seating; pocket parks and plazas; variety in building height and massing; multiple transportation options; right-sized parking areas; mix of high-density housing, including affordable, workforce, market rate, and luxury; and redevelopment potential.

Housing: 20-40%    Jobs: 60-80%    Other: 5-15%




**Employment Center**

A center for mostly employment-related business. Freight and mobility would typically be prioritized in these areas.

**Features:** Light industrial/manufacturing aligned along freight routes; energy-efficient buildings; perimeter office buildings serve as noise buffers to nearby neighborhoods; transit connections; eateries within walking distance; pocket parks.

Housing: 0-20%    Jobs: 80-100%    Other: 5-15%




**Mixed Use**

Horizontal mix of land uses, including housing and employment, spread out in relatively low density. Complete streets for all users would be a priority.

**Features:** Mix of residential and employment areas reduce peak traffic and parking demands; work, services, and retail walkable within minutes; variety in housing stock with critical mass to promote transit services; multiple transportation options; bike- and pedestrian-friendly design; road design and traffic signals managed to reduce congestion; frontage or service road when appropriate.

**Housing:** 20-50%    Jobs: 50-70%    Other: 10-20%




**Transit Oriented Development**

Vertical mix of land uses, including housing and employment spread out in relatively higher densities, enabling transit services.

**Features:** Variety of building heights; moderate to high densities; mixed-use buildings with ground-floor retail; adaptive reuse/redevelopment potential; pocket parks and plazas; right-sized parking areas; appropriately sized roads; bike lanes; transit stops; sidewalks.

Housing: 20-80%    Jobs: 20-80%    Other: 10-25%




**Small Town**

Smaller and rural towns with opportunities for sustainable growth while maintaining a small-town feel. Primarily residential but with local services and mostly reliant on the urban area for employment and regional amenities.

**Features:** Main street businesses serve local needs; opportunities for agri-tourism; park and ride lots; larger back yards with gardens provide local produce; "third places" for community gatherings; proximity to highway.

Housing: 75-95%    Jobs: 5-15%    Other: 10-25%




**Existing Neighborhood**

Neighborhoods with existing development, with different opportunities for reuse and infill than in future developments. Primarily housing but with a few services, including parks, schools, and small-scale shopping to support the neighborhood.

**Features:** Mix of housing styles, ages, and costs; infill potential; retail and services within walking distance; community gardens; transit options; sidewalks and bike lanes.

Housing: 75-95%    Jobs: 5-15%    Other: 10-25%



**Future Neighborhood**

Neighborhoods projected to be built, with different opportunities for planned development than in existing developments. Primarily housing but with a few services, including parks, schools, and small-scale shopping to support the neighborhood.

**Features:** Range of housing types; services within walking distance; pedestrian pathways; parks and recreation; neighborhood gardens; road network with narrow streets, boulevards, and alleys; close to existing infrastructure and preserved farmland.

Housing: 75-95%    Jobs: 5-15%    Other: 10-25%

**Unique Areas**

Areas for special consideration, including regional higher education centers and regional medical centers, that have regional impact but that don't fit other center typologies. These areas will differ in types of use, densities, and layout. They include airports (A), hospitals (H), prisons (P), and universities (U). In the Treasure Valley, you'll see:

- Boise State University
- College of Idaho
- Northwest Nazarene University
- College of Western Idaho
- St. Alphonsus Medical Center (Boise, Eagle, and Nampa)
- St. Luke's Medical Center (Boise and Meridian)
- Boise International Airport, Nampa Airport, Caldwell Airport



Communities in Motion is the regional long-range transportation plan for Ada and Canyon Counties.

It offers a vision that addresses:

- How land use affects transportation
- How investments in transportation influence growth
- What the transportation system is supposed to achieve
- How transportation projects are selected
- How transportation projects serve regional needs

It is based on:

**Connections:** Providing options for safe access and expanded mobility choices in a cost-effective manner in the region.

**Coordination:** Achieving better inter-jurisdictional coordination of transportation and land use planning.

**Environment:** Minimizing transportation impacts to people, cultural resources, and the environment.

**Information:** Coordinating data gathering and dispensing better information.

The complete *Communities in Motion 2040* plan is available online at [www.compassidaho.org](http://www.compassidaho.org).

Vision Benefits

**Economic Development:** A 61% increase in composite population near downtowns and other activity centers. Growth in these areas is typically more sustainable than other locations due to the proximity of features.

**Housing:** Growth in areas with transportation and other infrastructure improve overall affordability by locating housing near transit routes, employment centers, and basic services.

**Land Use:** Better jobs-housing balance reduces traffic, improves air quality, and increases discretionary time.

**Transportation:** Strong transportation infrastructure and services promote economic development and quality of life.

**Open Space:** Access to parks and open space enables citizens to enjoy the natural beauty of the region.

**Health:** More transportation options and development near services enables physical activity and improves air quality.

**Farmland:** Almost 80% of farmland can be preserved by developing infill sites and other non-farm areas. This will increase agricultural economic value in the area and preserve food security.

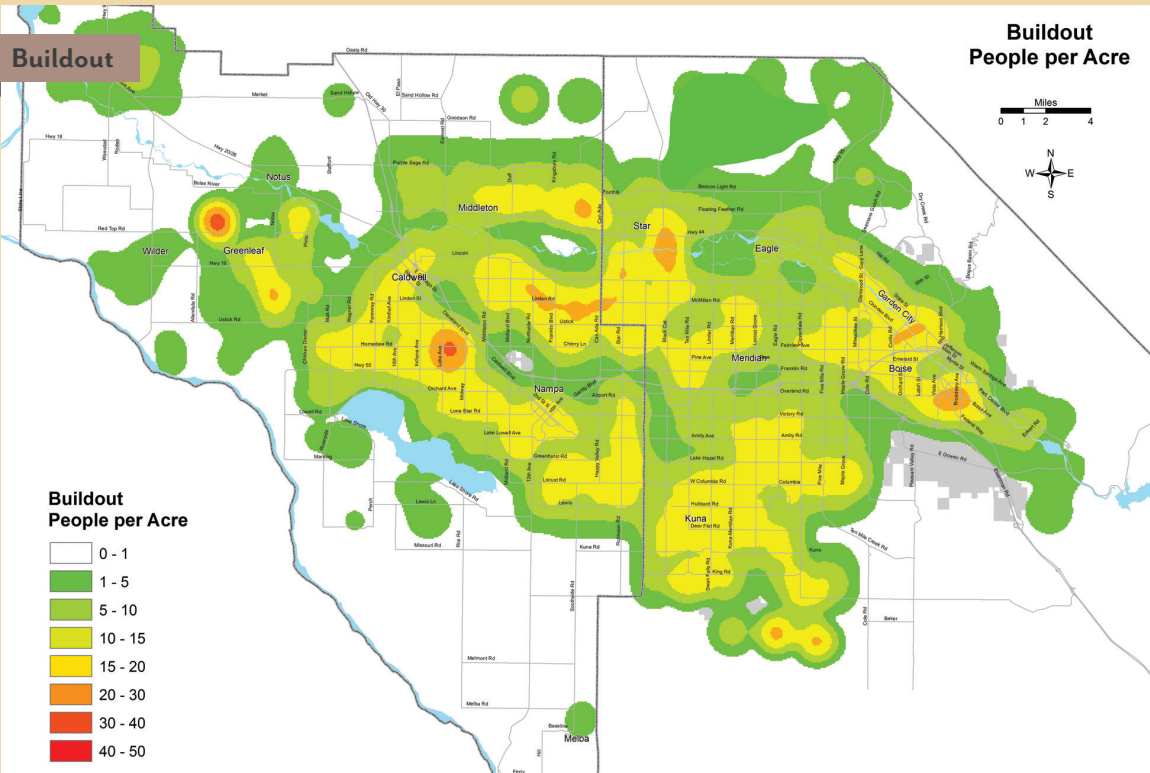
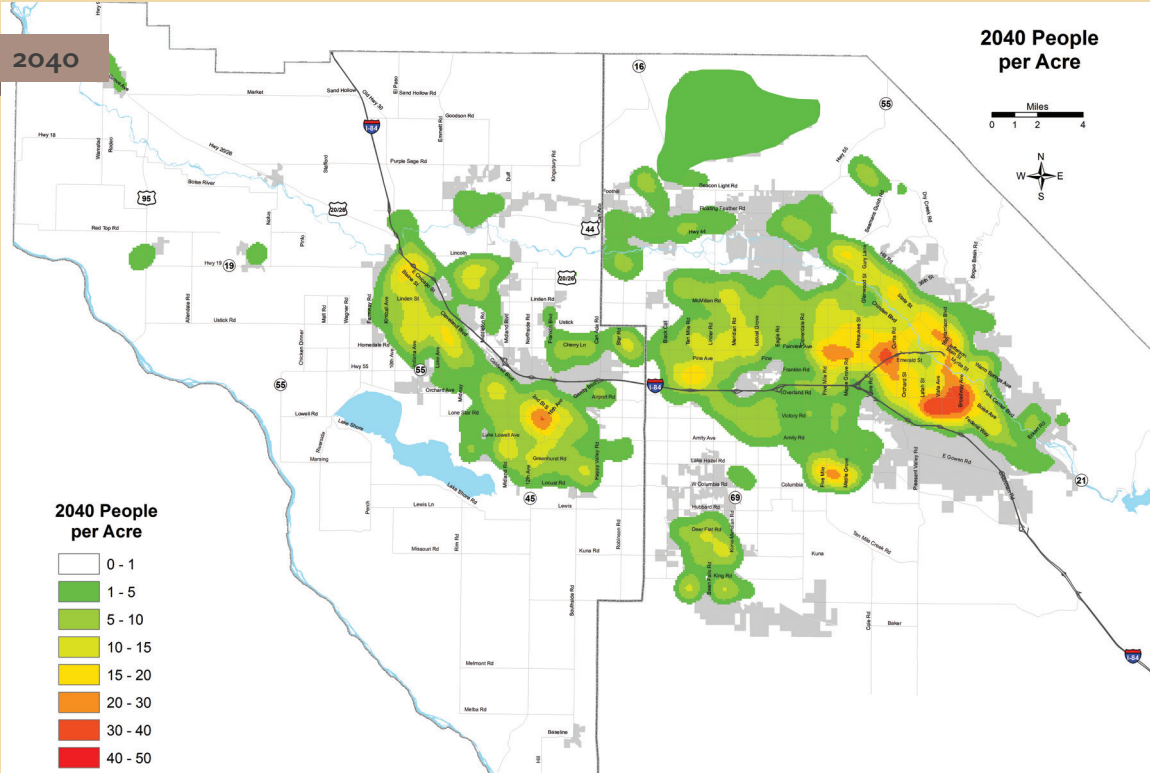
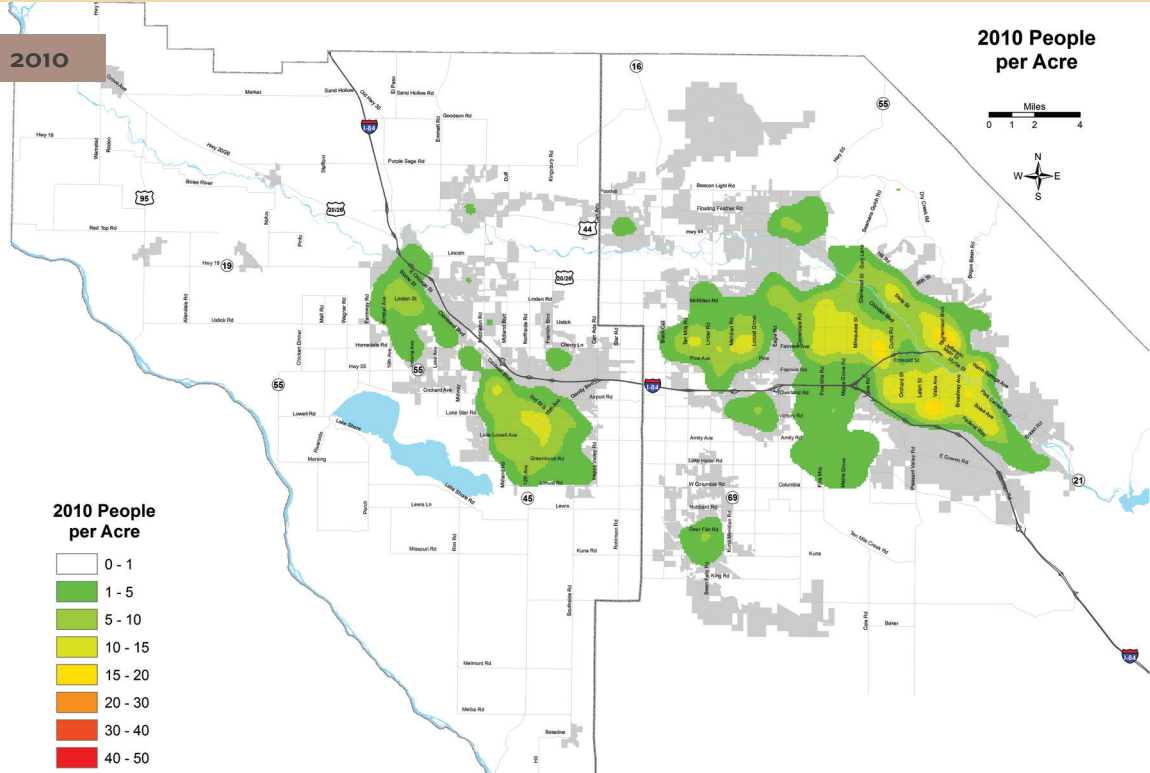
**Community Infrastructure:** Development in or nearby areas served by infrastructure reduces infrastructure costs and can save municipalities millions of maintenance and operations costs.

Vision Demographics

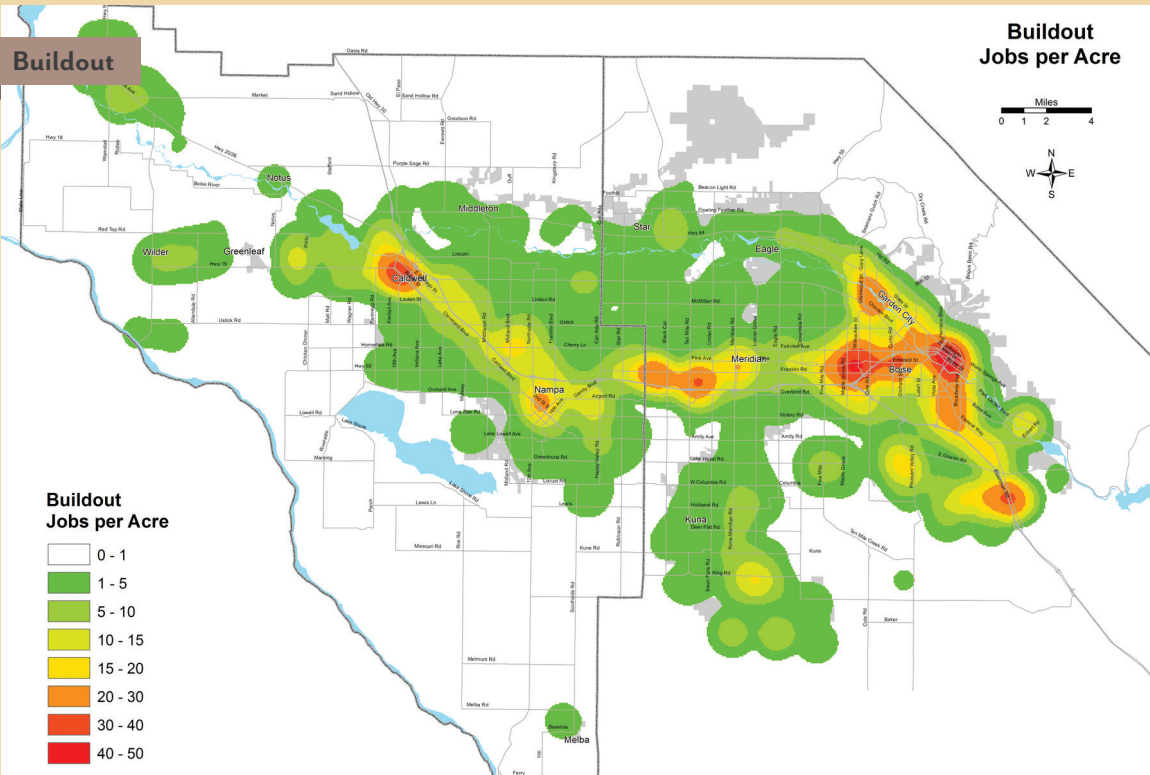
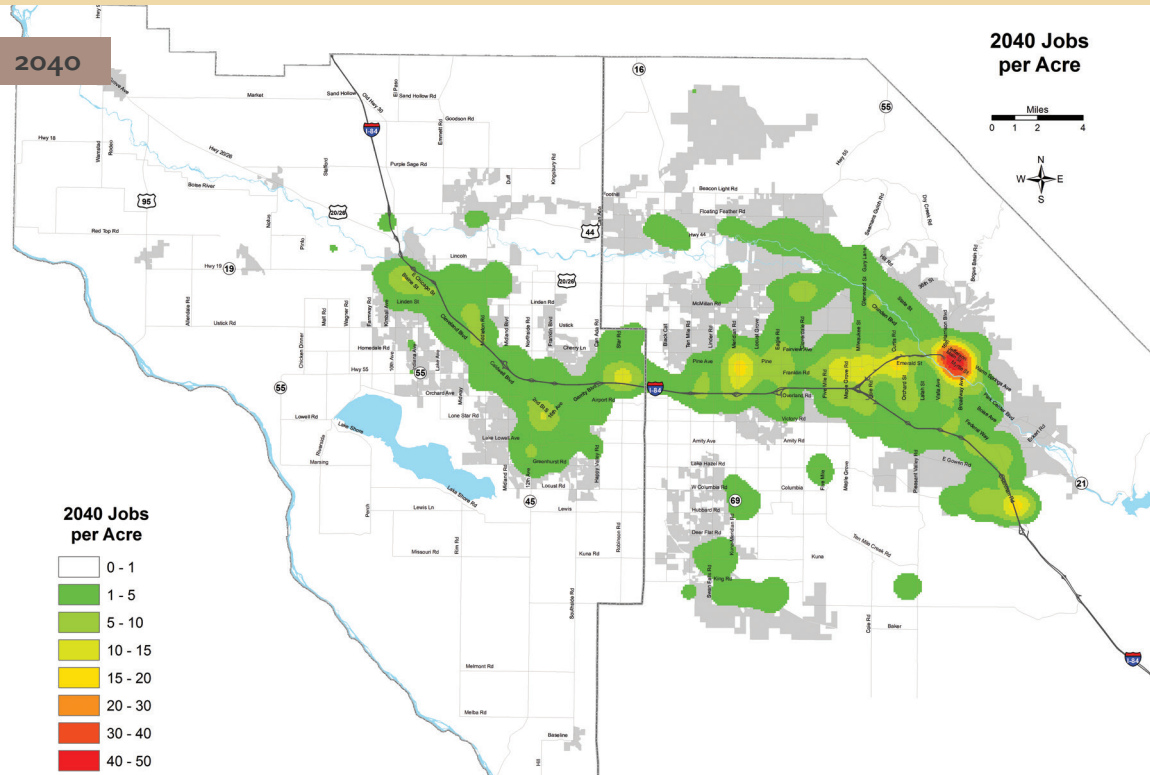
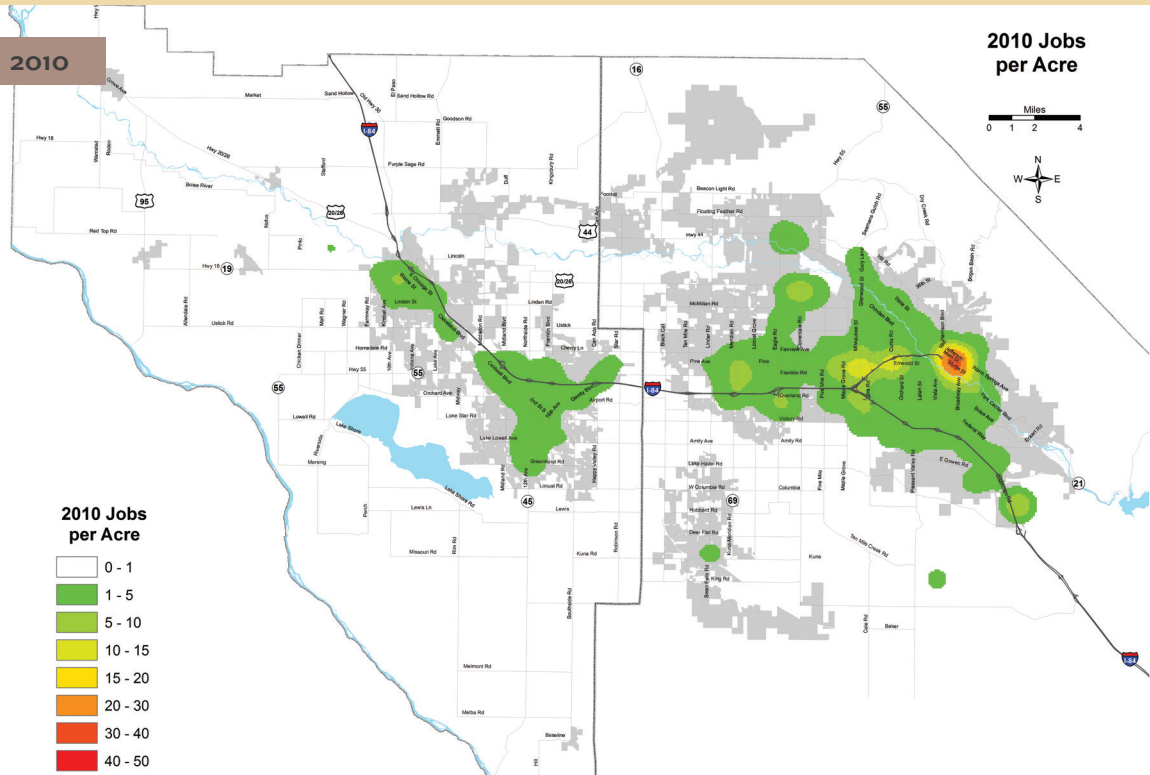
City Area of Impact	2010			2040			Buildout		
	Population	Households	Jobs	Population	Households	Jobs	Population	Households	Jobs
Boise	237,241	96,654	141,628	317,192	140,848	234,520	439,462	174,365	696,293
Eagle	23,122	8,197	5,507	52,246	18,823	15,498	106,603	37,876	47,085
Garden City	11,101	4,949	7,049	18,311	8,911	13,794	41,516	18,747	57,839
Kuna	13,319	4,283	1,806	25,991	10,270	4,950	344,705	124,426	119,170
Meridian	83,786	28,296	30,772	154,780	57,501	65,642	355,201	125,516	199,477
Star	6,472	2,177	564	35,644	12,035	3,114	79,234	28,615	10,079
Ada County (outside areas of impact)	17,426	3,925	7,648	70,153	23,656	13,161	82,941	26,669	21,385
Ada County Total	392,365	148,445	190,324	674,317	272,044	350,679	1,449,662	536,214	1,151,328
Caldwell	50,672	16,540	13,144	109,111	40,098	37,550	271,204	105,252	185,349
Greenleaf	2,748	959	440	5,947	2,145	977	137,984	44,981	31,246
Melba	845	279	205	2,358	801	539	3,009	968	2,956
Middleton	10,348	3,514	1,282	18,475	6,626	1,937	157,666	52,766	25,625
Nampa	96,173	32,829	29,278	160,886	59,886	61,973	412,953	152,131	233,839
Notus	984	332	134	2,452	822	462	12,855	4,340	3,883
Parma	2,568	905	687	6,861	2,456	1,118	50,471	16,971	35,918
Wilder	1,951	612	283	6,760	2,317	729	11,479	3,720	16,160
Canyon County (outside areas of impact)	22,634	7,634	4,729	34,833	12,224	5,693	216,485	71,724	50,777
Canyon County Total	188,923	63,604	50,182	347,683	127,375	110,978	1,274,106	452,853	585,753
Total Region	581,288	212,049	240,506	1,022,000	399,419	461,657	2,723,768	989,067	1,737,081

Note: Totals may not sum due to overlapping areas of impact.

Population Density Maps



Employment Density Maps



The 2010 maps above were the baseline conditions used in developing the *Communities in Motion 2040* Vision. These maps are based on the 2010 census counts and 2010 Idaho Department of Labor employment data.

The above maps show the generalized densities when the *Communities in Motion 2040* Vision is implemented.

Buildout is the quantification of local land use (comprehensive) plans. It enables COMPASS to consider long-range corridor preservation and is not constrained by the 2040 population forecast adopted by the COMPASS Board. It is not an official forecast for air quality conformity.