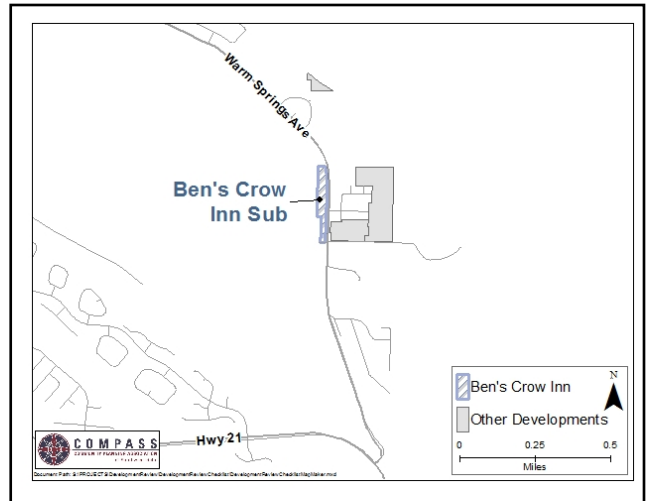


Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014**.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).



[Click here for detailed map.](#)

Name of Development: _____

Summary: _____

Land Use

In which of the [CIM 2040 Vision Areas](#) is the proposed development? (**Goal 2.1**)?

- ☐ Downtown ☐ Employment Center ☐ Existing Neighborhood ☐ Foothills
☐ Future Neighborhood ☐ Mixed Use ☐ Prime Farmland ☐ Rural
☐ Small Town ☐ Transit Oriented Development

☐ **Yes** ☐ **No** ☐ **N/A** The proposal is within a CIM 2040 Major Activity Center. (**Goal 2.3**)

Neighborhood (Transportation Analysis Zone) Demographics

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

☐ **Yes** ☐ **No** ☐ **N/A** The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (**Goal 2.1**)

Area (Adjacent Transportation Analysis Zone) Demographics

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

☐ **Yes** ☐ **No** ☐ **N/A** The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (**Goal 2.1**)



More information on COMPASS and *Communities in Motion 2040* can be found at:

www.compassidaho.org

Email: info@compassidaho.org

Telephone: (208) 475-2239



COMPASS
 COMMUNITY PLANNING ASSOCIATION
 of Southwest Idaho

Communities in Motion 2040 Development Checklist

Transportation

- ☐ Attached ☐ N/A An Area of Influence Travel Demand Model Run is attached.
- ☐ Yes ☐ No ☐ N/A There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments:

- ☐ Yes ☐ No ☐ N/A The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments:

- ☐ Yes ☐ No ☐ N/A This proposal supports Valley Regional Transit's [valleyconnect](#) plan. See [Valley Regional Transit Amenities Development Guidelines](#) for additional detail.

Comments:

The **Complete Streets Level of Service (LOS) scoring** based on the proposed development will be provided on an separate worksheet (**Goals [1.1](#), [1.2](#), [1.3](#), [1.4](#), [2.4](#)**):

- ☐ Attached ☐ N/A Complete Streets LOS scorecard is attached.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current automobile LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current bicycle LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current pedestrian LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current transit LOS.
- ☐ Yes ☐ No ☐ N/A The proposal is in an area with a [Walkscore](#) over 50.

Housing

- ☐ Yes ☐ No ☐ N/A The proposal adds [compact housing](#) over seven residential units per acre. (**Goal [2.3](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is a mixed-use development or in a mixed-use area. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (**Goal [3.1](#)**)

Community Infrastructure

- ☐ Yes ☐ No ☐ N/A The proposal is infill development. (**Goals [4.1](#), [4.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within or adjacent to city limits. (**Goals [4.1](#), [4.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within a city area of impact. (**Goals [4.1](#), [4.2](#)**)

Health

- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a transit stop. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a public school. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a grocery store. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1 mile of a park and ride location. (**Goal [5.1](#)**)

Economic Development

- ☐ Yes ☐ No ☐ N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (**Goal [6.1](#)**)

Open Space

- ☐ Yes ☐ No ☐ N/A The proposal is within a 1/4 mile of a public park. (**Goal [7.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal provides at least 1 acre of parks for every 35 housing units. (**Goal [7.1](#)**)

Farmland

- ☐ Yes ☐ No ☐ N/A The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (**Goals [4.1](#), [8.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is outside prime farmland. (**Goal [8.2](#)**)

Communities in Motion 2040 Complete Streets Scorecard

The purpose of this checklist is to provide a tool for local governments to evaluate whether land developments are in accordance with the goals of *Communities in Motion 2040* (CIM 2040). Complete Streets Level of Service (LOS) refers to the multimodal (automobile, bicycle, pedestrian, and transit) experience and grades a roadway (A-F) for each mode. COMPASS conducts Complete Streets Level of Service (CSLOS) analysis for developments on arterial roads.



	Mode	Existing	With bicycle lane and detached sidewalk
		Link LOS	Link LOS
East Warm Springs Avenue Glacier Drive to Highland Valley Road	Transit	F	F
	Bike	D	B
	Ped	E	C
Highway Capacity Manual 2010 Methodologies			

Walkscore: 7 Car-Dependent. Walkscore is a walkability index that assigns a numerical walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. Scores of 50 or higher are considered at least “Somewhat Walkable” while scores less than 50 are “Car-Dependent.”

Additional Comments:

The *Ada County Highway District Livable Street Design Guide* indicates that this section of East Warm Springs Boulevard is classified as a “Residential Arterial” with recommended street design for a bicycle lane and detached sidewalk. A bicycle lane would improve bicycle LOS D to LOS B. A detached sidewalk would improve pedestrian LOS E to LOS C. See above.

The applicant is proposing connectivity from the development to the Boise Greenbelt pathway which may provide bicycle and pedestrian infrastructure parallel to East Warm Springs Avenue. The greenbelt at this location may need maintenance and rehabilitation.

More information on
COMPASS and
Communities in Motion
2040 can be found at:



www.compassidaho.org



Communities in Motion 2040 Checklist User Guide

Community Planning Association of Southwest Idaho (COMPASS) is a forum for regional collaboration that helps maintain a healthy and economically vibrant region, offering people choices in how and where they live, work, play, and travel. COMPASS serves as the metropolitan planning organization (MPO) for Ada and Canyon Counties, Idaho. More information about COMPASS can be found [here](#).

CIM 2040 describes the current transportation system, outlines what is needed to accommodate future growth, explores how to fund future transportation needs, discusses how to maintain a safe and secure transportation system, and examines the environmental issues that have the potential to impact, or be impacted by, transportation investments. More information about the CIM 2040 can be found [here](#).

Highlighted text indicates that there is a hyperlink to a document on the internet that further explains the background, topic, or methodology used to develop the information.

Yes and no answers to each of the 8 CIM 2040 elements have been developed to indicate how well a development aligns with the goals and vision of CIM. More information about the eight CIM 2040 goals, objectives, and tasks can be found [here](#) and are:

- Transportation
- Land Use
- Housing
- Community Infrastructure
- Health
- Economic Development
- Open Space
- Farmland

QR Codes (or Quick Response Codes) can be scanned with personal electronic device, such as a cell phone or tablet, to open a web page. The QR code on the CIM 2040 land development checklist will take the user to the COMPASS home page (www.compassidaho.org).

Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on July 21, 2014.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).

MAP

Name of Development: _____

Summary: _____

Land Use
In which of the [CIM 2040 Vision Areas](#) is the proposed development? (Goal 2.1)?

☐ Downtown	☐ Employment Center	☐ Existing Neighborhood	☐ Foothills
☐ Future Neighborhood	☐ Mixed Use	☐ Prime Farmland	☐ Rural
☐ Small Town	☐ Transit Oriented Development		

☐ Yes ☐ No ☐ N/A The proposal is within a CIM 2040 Major Activity Center. (Goal 2.3)

Neighborhood (Transportation Analysis Zone) Demographics

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

☐ Yes ☐ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (Goal 2.1)

Area (Adjacent Transportation Analysis Zone) Demographics

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

☐ Yes ☐ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (Goal 2.1)

More information on COMPASS and *Communities in Motion 2040* can be found at: www.compassidaho.org
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(Page 1 of 2)

Location map highlights the location of the proposed development and the nearby 2040 functionally classified roadways. Functional street classification groups roads into classes according to the character of service they are intended to provide. More information on functional classification can be found [here](#).

CIM 2040 Vision Areas highlight the general vision for how the region will grow. Each typology describes different uses and densities as well as approaches to promoting housing, economic development, open space, farmland, health, and community infrastructure. More information about the CIM 2040 Vision is found [here](#).

Major Activity Centers (MACs) are important trip generators and are logical destinations for public transit service. MACs tend to increase productivity and support economic development, reduce land consumption and sprawl, and provide options for those that are carless. More information about Major Activity Centers can be found [here](#).

Traffic Analysis Zones (or TAZs) are designated areas used for travel demand modeling. CIM 2040 was developed using TAZs at the core unit of geography. "Neighborhood demographics" refer to the exact TAZs where the development will occur, while "area demographics" refer to the neighborhood TAZs plus TAZs adjacent to the development area to provide an overview of the impact on the broader area. More information about the regional travel demand model can be found [here](#).

COMPASS staff welcome the opportunity to discuss *Communities in Motion*, the checklist, or specific development proposals with stakeholders. Please feel free to contact us at to schedule an appointment using the phone number/email address to the left. More information on the COMPASS member service can be found [here](#).

Communities in Motion 2040 Checklist User Guide

Area of Influence travel demand model runs summarize the impact of the proposed development on the transportation network. More information on the travel demand model can be found [here](#).

Complete Streets Level of Service (CSLOS) refers to the multimodal (automobile, bicycle, pedestrian, and transit) experience and grades a roadway (A-F) according to those modes. COMPASS conducts CSLOS analysis for developments on arterial roads when a traffic impact study is provided. A separate CSLOS worksheet will be provided as applicable. More information on the Complete Streets can be found [here](#).

A “location affordability portal” has been developed to determine housing and transportation costs. On average, in Ada and Canyon Counties, 26% of household income is spent on transportation. Developing in areas with existing employment and services will enable households to save on transportation costs.” Developing in areas with employment and services will enable households to save. More information on the location affordability portal is available [here](#).

Infill development is using land within already developed areas and meets the following criteria:

- At least 1 job/per acre within 1 mile of the development
- Within city limits (or enclave)
- Within ¼ mile of at least one of the following: public school, public park, transit stop, or retail center.

More information on infill can be found [here](#).

Prime Farmland areas were designated in the CIM 2040 Vision as areas to preserve to enable agricultural production. While not all farmland will be able to be preserved over the next three decades, areas with prime soils and without urban infrastructure are key candidates for preservation. More information about the CIM 2040

Communities in Motion 2040 Development Checklist

Transportation

☐

Attached

☐

N/A

☐

Yes

☐

No

☐

N/A

An Area of Influence Travel Demand Model Run is attached.

There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments:

☐

Yes

☐

No☐

The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments:

☐

Yes

☐

No☐

This proposal supports Valley Regional Transit's [Bus Stop Location and Transit Amenities Development Guidelines](#).

The Complete Streets Level of Service (LOS) scoring based on the proposed development will be provided on an separate worksheet (Goals [1.1](#), [1.2](#), [1.3](#), [1.4](#), [2.4](#)):

☐

Attached

☐

N/A

☐

Yes

☐

No

☐

N/A

Complete Streets LOS scorecard is attached.

The proposal maintains or improves current automobile LOS.

The proposal maintains or improves current bicycle LOS.

The proposal maintains or improves current pedestrian LOS.

The proposal maintains or improves current transit LOS.

☐

Yes

☐

No

☐

N/A

The proposal is in an area with a [Walkscore](#) over 50.

Housing

☐

Yes

☐

No

☐

N/A

☐

Yes

☐

No☐

The proposal adds [compact housing](#) over seven residential units per acre. (Goal [2.3](#))

The proposal is a mixed-use development or in a mixed-use area. (Goal [3.1](#))

The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (Goal [3.1](#))

The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (Goal [3.1](#))

Community Infrastructure

☐

Yes

☐

No

☐

N/A

☐

Yes

☐

No☐

The proposal is infill development. (Goals [4.1](#), [4.2](#))

The proposal is within or adjacent to city limits. (Goals [4.1](#), [4.2](#))

The proposal is within a city area of impact. (Goals [4.1](#), [4.2](#))

Health

☐

Yes

☐

No

☐

N/A

☐

Yes

☐

No☐

The proposal is within 1/4 mile of a transit stop. (Goal [5.1](#))

The proposal is within 1/4 mile of a public school. (Goal [5.1](#))

The proposal is within 1/4 mile of a grocery store. (Goal [5.1](#))

The proposal is within 1 mile of a park and ride location. (Goal [5.1](#))

Economic Development

☐

Yes

☐

No

☐

N/A

☐

Yes

☐

No☐

The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (Goal [3.1](#))

The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (Goal [6.1](#))

Open Space

☐

Yes

☐

No

☐

N/A

☐

Yes

☐

No☐

The proposal is within a 1/4 mile of a public park. (Goal [7.1](#))

The proposal provides at least 1 acre of parks for every 35 housing units. (Goal [7.1](#))

Farmland

☐

Yes

☐

No

☐

N/A

☐

Yes

☐

No☐

The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (Goals [4.1](#), [8.2](#))

The proposal is outside prime farmland. (Goal [8.2](#))

The Regional Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law. Relevant projects include those that improve capacity or function of road; studies are not included. More information on the TIP can be found [here](#).

Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines help in designing and placing transit facilities/amenities. These guidelines are to be considered in within the context of the overall location and project. More information about the guidelines can be found [here](#).

Walkscore is a walkability index that assigns a numerical walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. Scores of 50 or higher are considered at least “Somewhat Walkable” while scores less than 50 are “Car-Dependent.” More information on the Walkscore can be found [here](#).

Compact housing, in certain locations, can be an effective way to reduce housing burdens; promote walking, biking, and transit use; reduce infrastructure costs; and preserve valuable prime farmland. Examples of successful compact housing projects in the region can be found [here](#).

While individuals differ, most studies indicate that people are willing to walk up to 1/4 mile for transit, parks, schools, and grocery stores. After that walk distance, most travel is made by motorized vehicles. A map highlighting walkability to key landmarks is found [here](#).

Prime farmland is defined as having irrigable soils and water rights. More information on the farmland preservation can be found [here](#).

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.

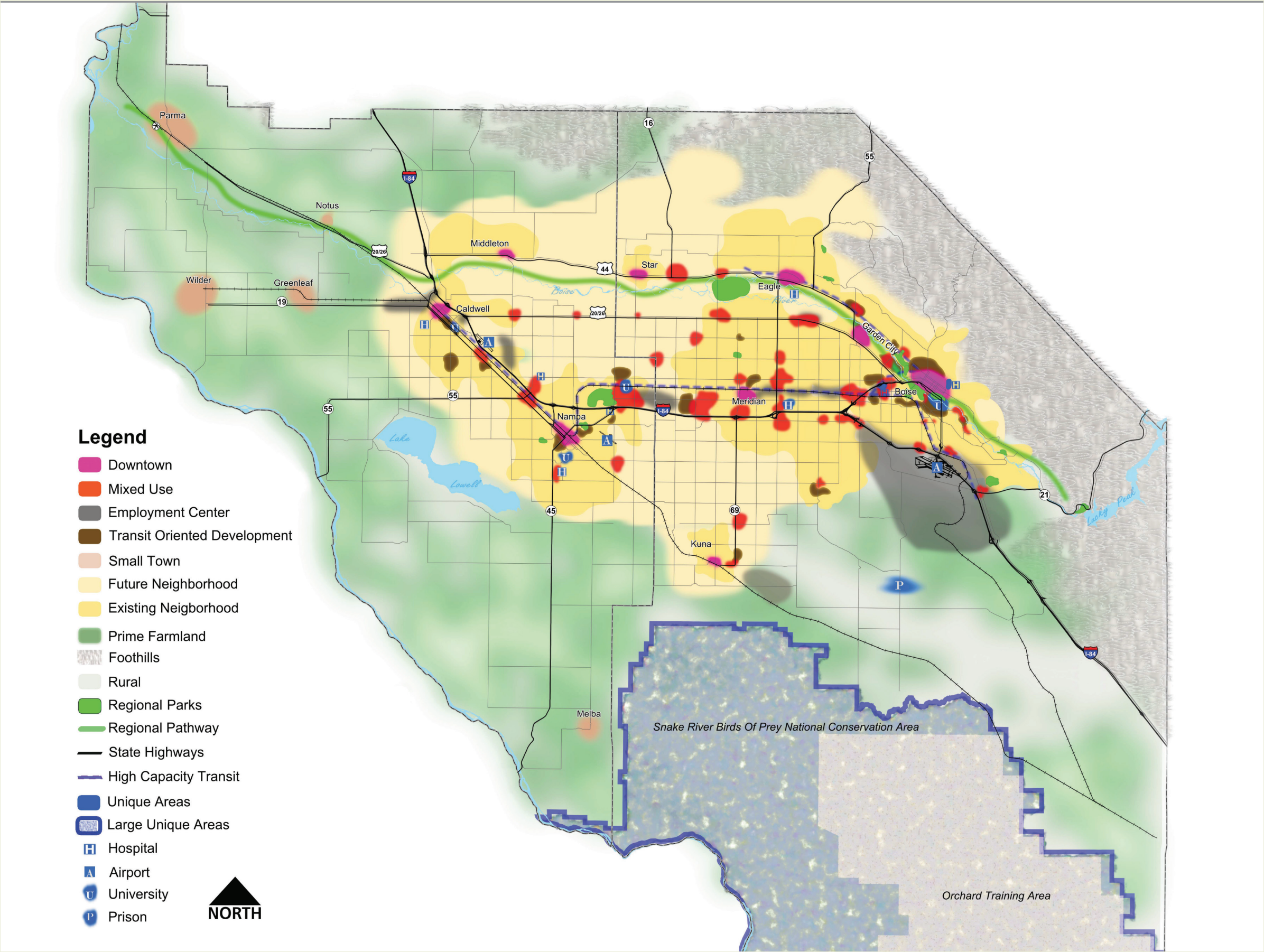
Vision Statement

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.

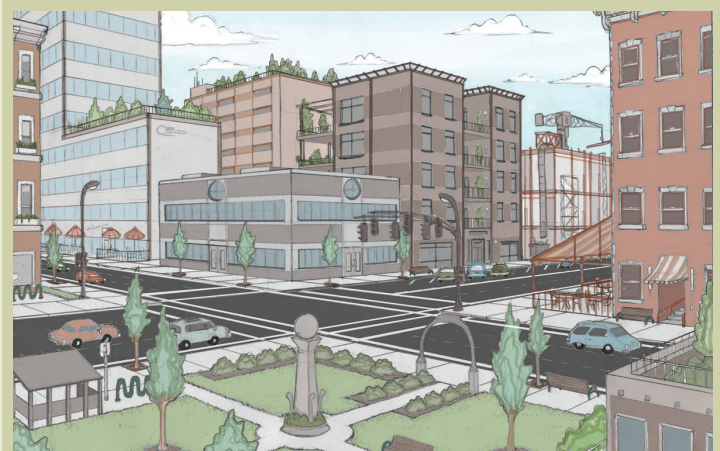
Vision Map



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.

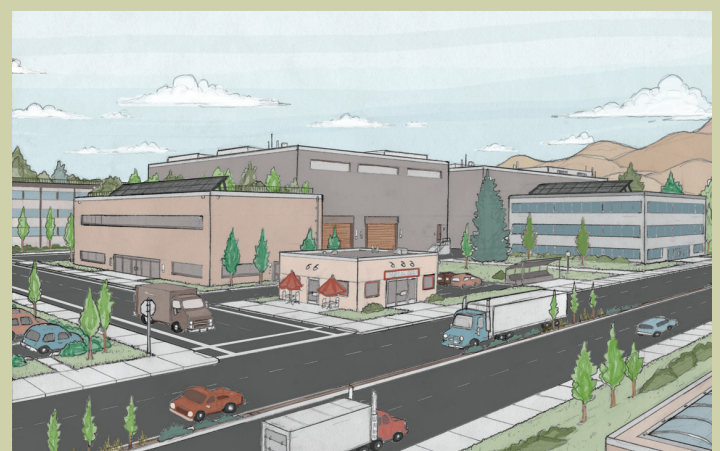


Downtown

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.

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.

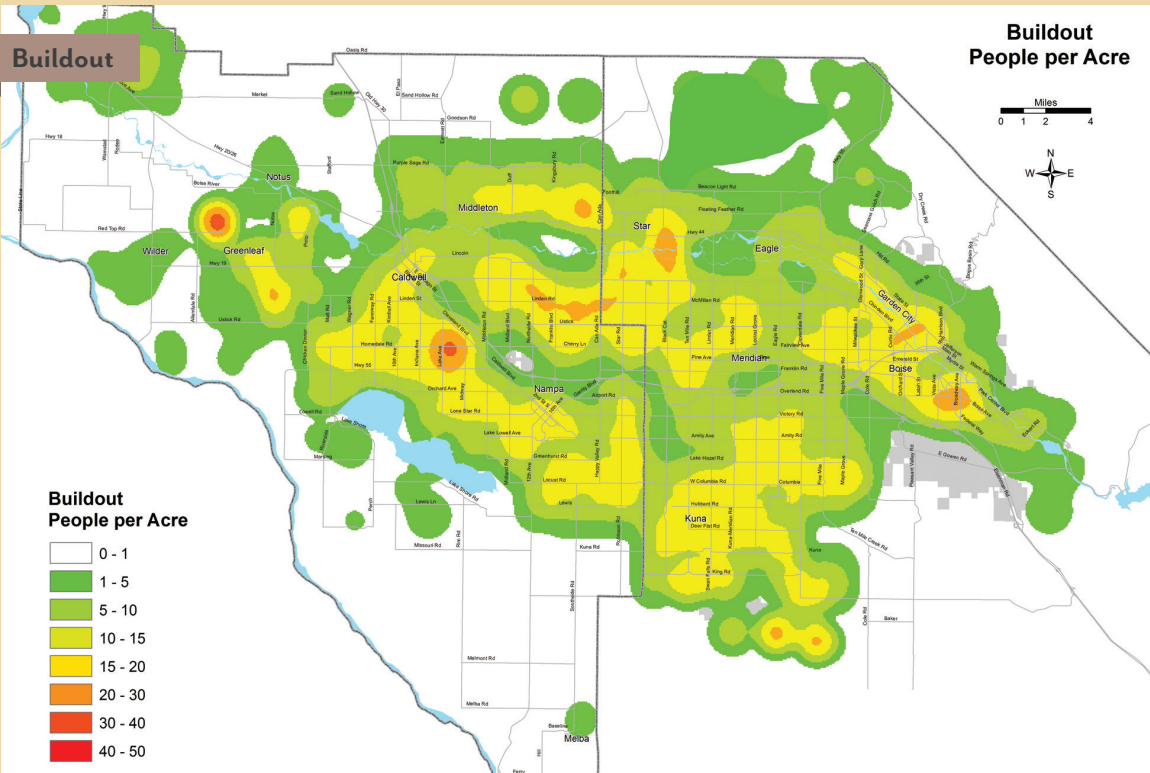
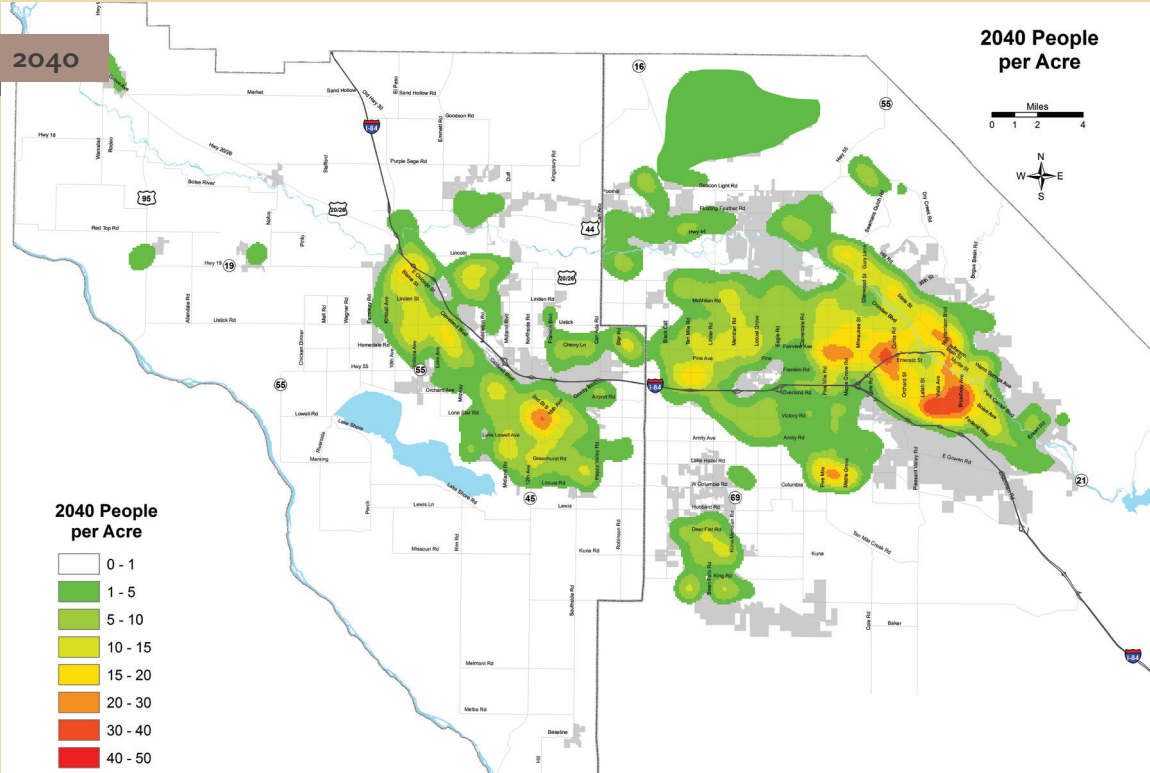
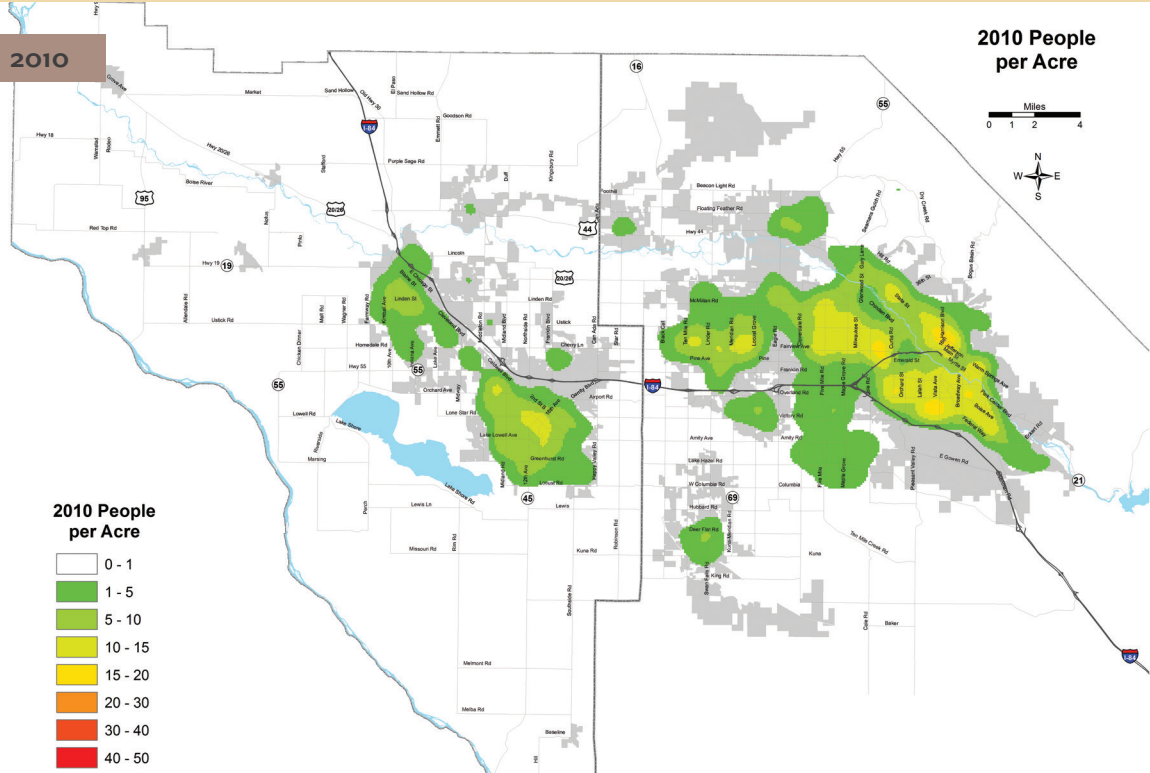
Community Infrastructure: Development in or nearby areas served by infrastructure reduces infrastructure costs and can save municipalities millions of maintenance and operations costs.

Vision Demographics

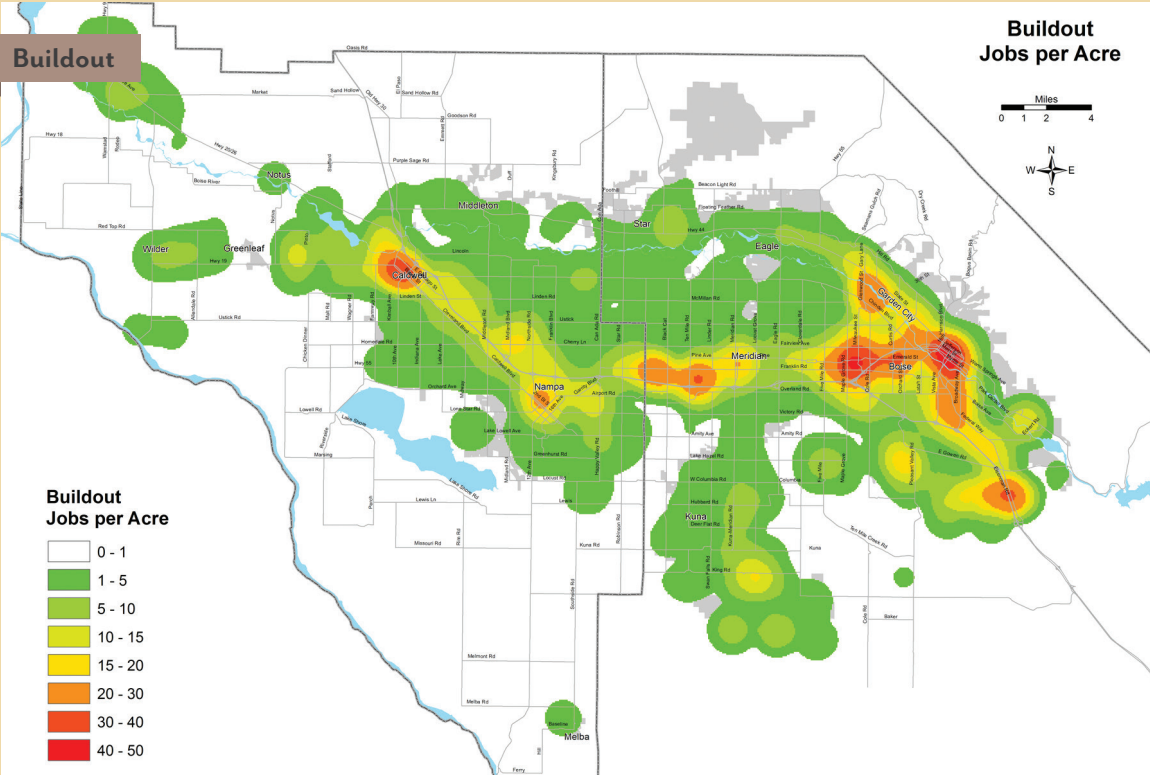
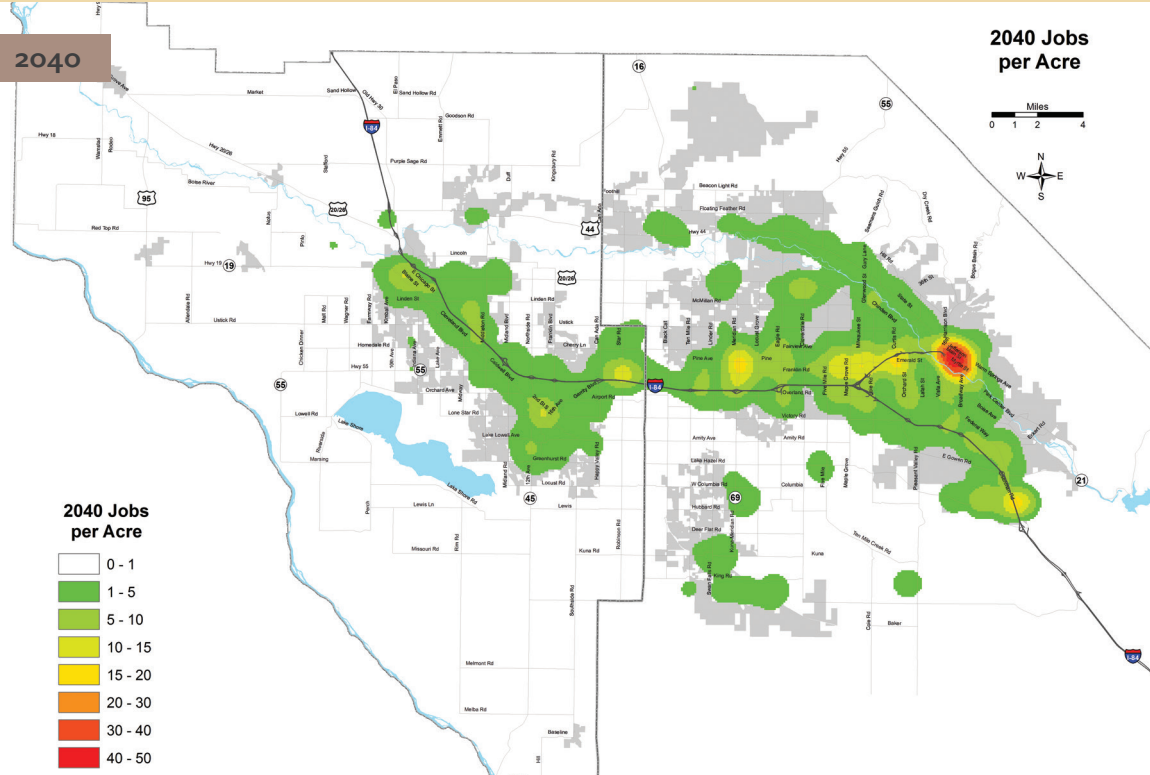
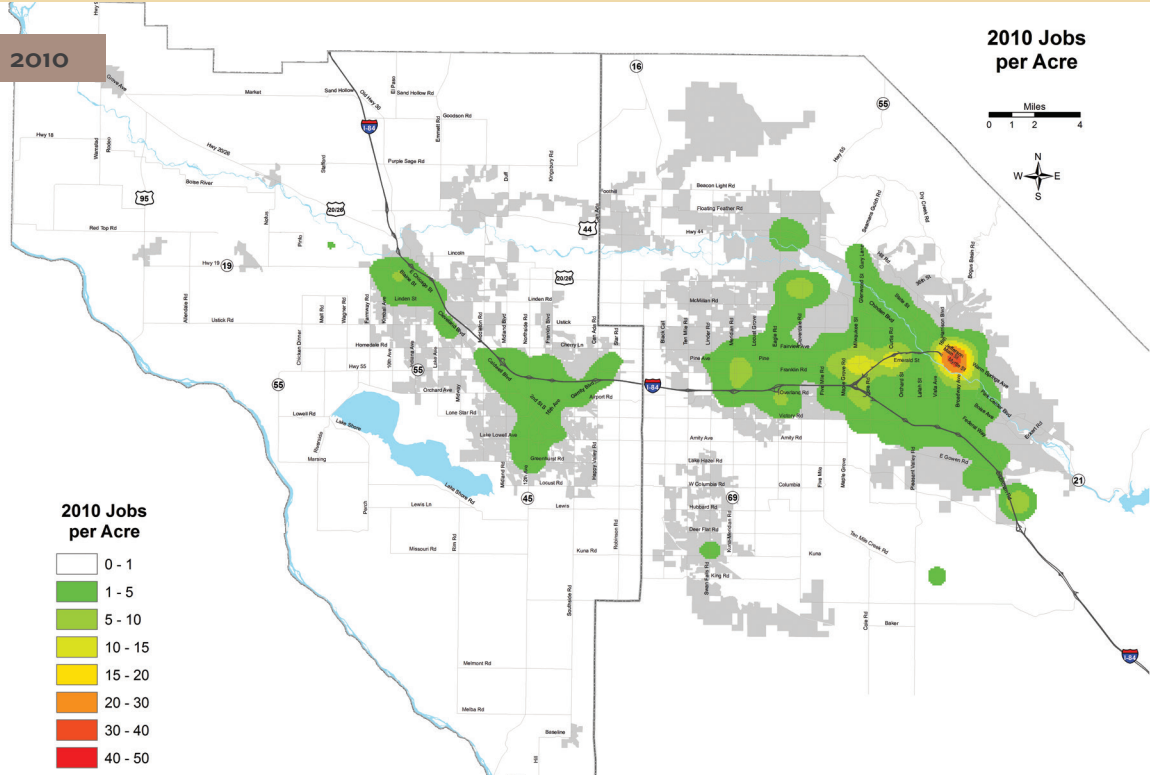
City Area of Impact	2010			2040			Buildout		
	Population	Households	Jobs	Population	Households	Jobs	Population	Households	Jobs
Boise	237,241	96,654	141,628	317,192	140,848	234,520	439,462	174,365	696,293
Eagle	23,122	8,197	5,507	52,246	18,823	15,498	106,603	37,876	47,085
Garden City	11,101	4,949	7,049	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.