



# ***Communities in Motion 2040***

## The Treasure Valley in 2040 Growth Scenarios Indicator and Scenario Descriptions

The potential growth scenarios shown on the next few pages demonstrate four ways growth could be allocated in the Treasure Valley by 2040. All include a total population of 1,022,000 and 466,000 jobs. The differences lie in where those jobs and people are located, based on different goals and values.

Please use the accompanying comment form to provide your comments to COMPASS on these scenarios and on the indicators (issues/values) used to compare the scenarios. Your input will help develop a preferred growth scenario that will be the basis for *Communities in Motion 2040*, the regional long-range transportation plan for Ada and Canyon Counties.

The following pages contain descriptions of the scenarios, as well as maps showing land use (e.g., the location of housing, jobs, parks, etc.) and the location and density of employment and population for each scenario as it would appear in 2040. Maps are also included for 2010 for comparison. In the employment and population density maps, red indicates the most employment/population per acre; white indicates the least.

**No comment form? Want additional information?** Print a comment form, comment online, and find additional information at [www.compassidaho.org](http://www.compassidaho.org) (click on "Link to submit comments on *Communities in Motion 2040* growth scenarios").

### **Indicators**

The indicators described below are provided to help you when comparing across the different scenarios. Think of them as features you may compare when buying a car, such as gas mileage, price, and safety. Being able to compare those features across different cars can help you in making your decision.

Similarly, when you look at the growth scenarios, you'll see information on how they fare on select indicators. The indicators used to compare the scenarios are explained below and are shown with each scenario. The table on the last page summarizes this information and shows indicators and scenarios side-by-side.

These are just a few of the many different indicators that could be used to compare the scenarios, and may or may not be the ones you care about most. You can find more indicator comparisons online (see above).

#### **Indicator Definitions:**

- Jobs-Housing Balance: The ratio of jobs and housing in a community, which helps reduce commuting.
- Housing Variety: The mix of different housing types (single family vs. multifamily options, such as condos and apartments), which provides more choices in affordability and location.
- Housing + Transportation Affordability: The combined costs of housing and transportation based on type of housing and distance to jobs.
- Traffic Congestion: The amount of automobile traffic in a community, measured by the number of roads that are over capacity.
- Population near Transit: The percentage of population within a 10-minute walk to current or future transit stops.
- Population near Parks and Schools: The percentage of population within a 10-minute walk to current or future parks and/or schools.
- Preserved Agricultural Land: Acres of agricultural land undeveloped and used for farming.
- Walkability: A measure of how convenient it is to walk between home, work, and services within a neighborhood.

# 2040 Potential Growth Scenarios

## Active Corridors









This scenario locates new housing and jobs along **transit corridors**. **High capacity transit** would serve State Street (Highway 44) and a route parallel to Interstate-84. Much of the new growth would be **higher density and mixed use**. Key goals include **minimizing congestion** and **improving housing + transportation affordability**.

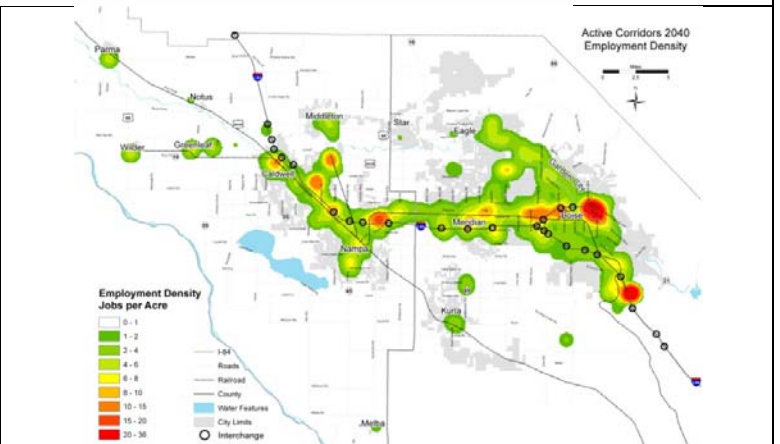
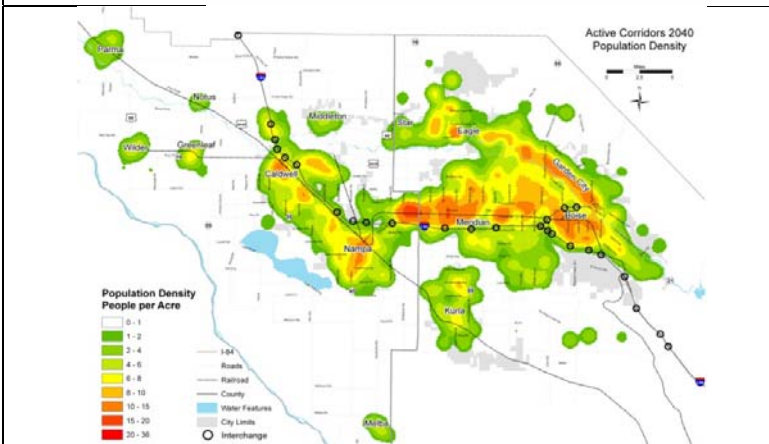
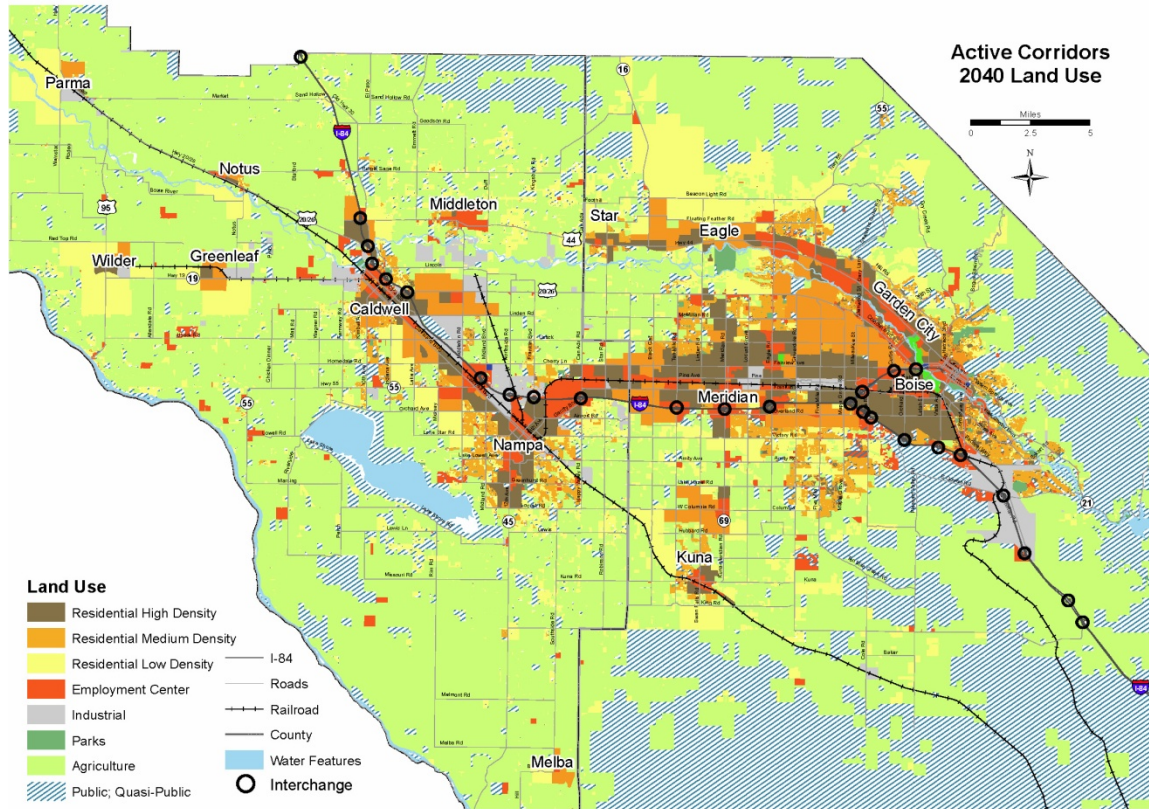
### Explanation of residential densities on land use maps

**High density** – Mainly housing with more than one unit in a building, such as apartments or condos. Eight or more dwelling units (homes)/acre.

**Medium density** – Mainly single family homes on individual lots. Most current housing in the Treasure Valley fits into this category. Two to seven dwelling units per acre.









**Low density** – Mainly single family homes on large lots, such as in rural areas. Fewer than two dwelling units per acre.

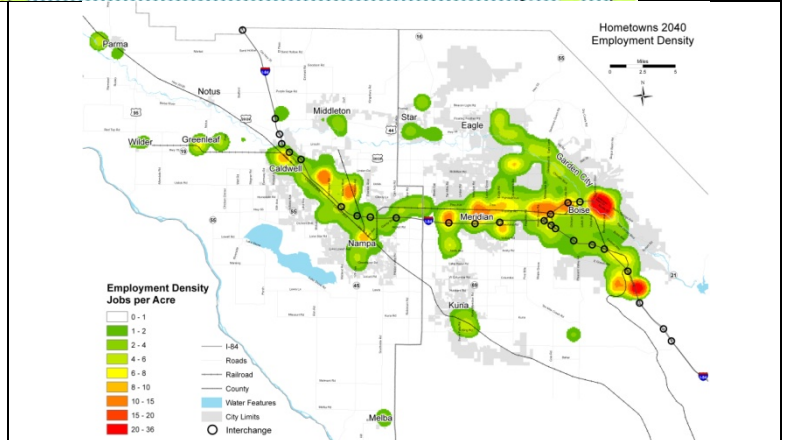
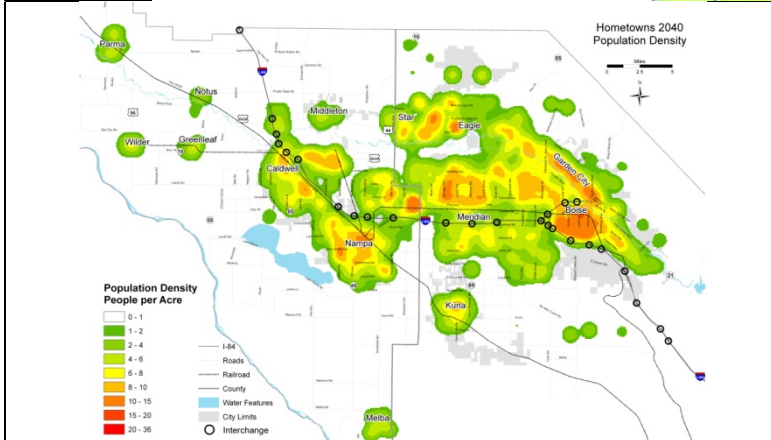
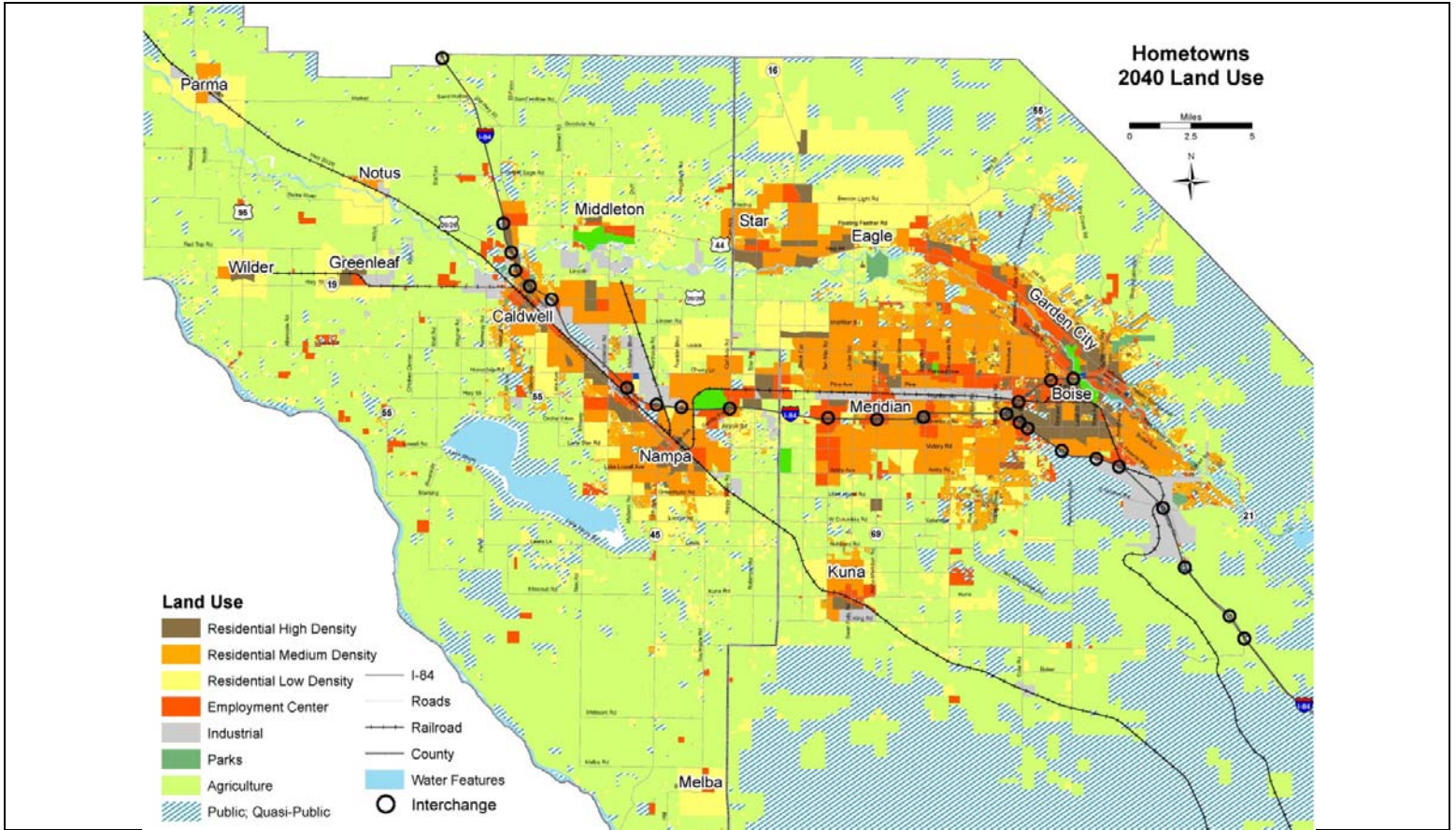
	Good ★	Better ★★	Best ★★★
 Jobs-housing balance		★★	
 Housing variety			★★★
 Housing + transportation affordability			★★★
 Traffic congestion		★★	
 Population near transit			★★★
 Population near parks and schools	★		
 Preserved agricultural land		★★	
 Walkability			★★★



## Hometowns









This scenario builds existing cities into **“complete communities”** with local jobs, housing, parks, and schools within **Areas of City Impact**. Most single family homes would be built as “infill” within **existing neighborhoods** and would be located **near existing parks and schools**. New jobs, including industrial, commercial, and office space, would be concentrated near the rail line. This scenario could **potentially support new highway development** given the new development in rural areas. Key goals include **shorter commutes** and **lower infrastructure costs** with more consistent **jobs-to-housing balance**.

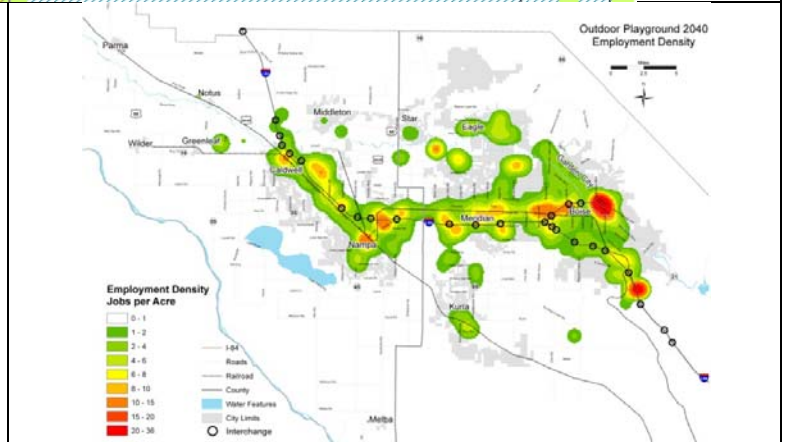
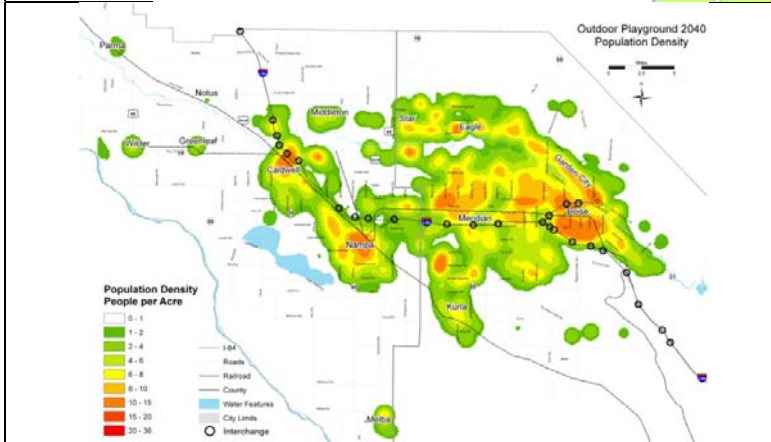
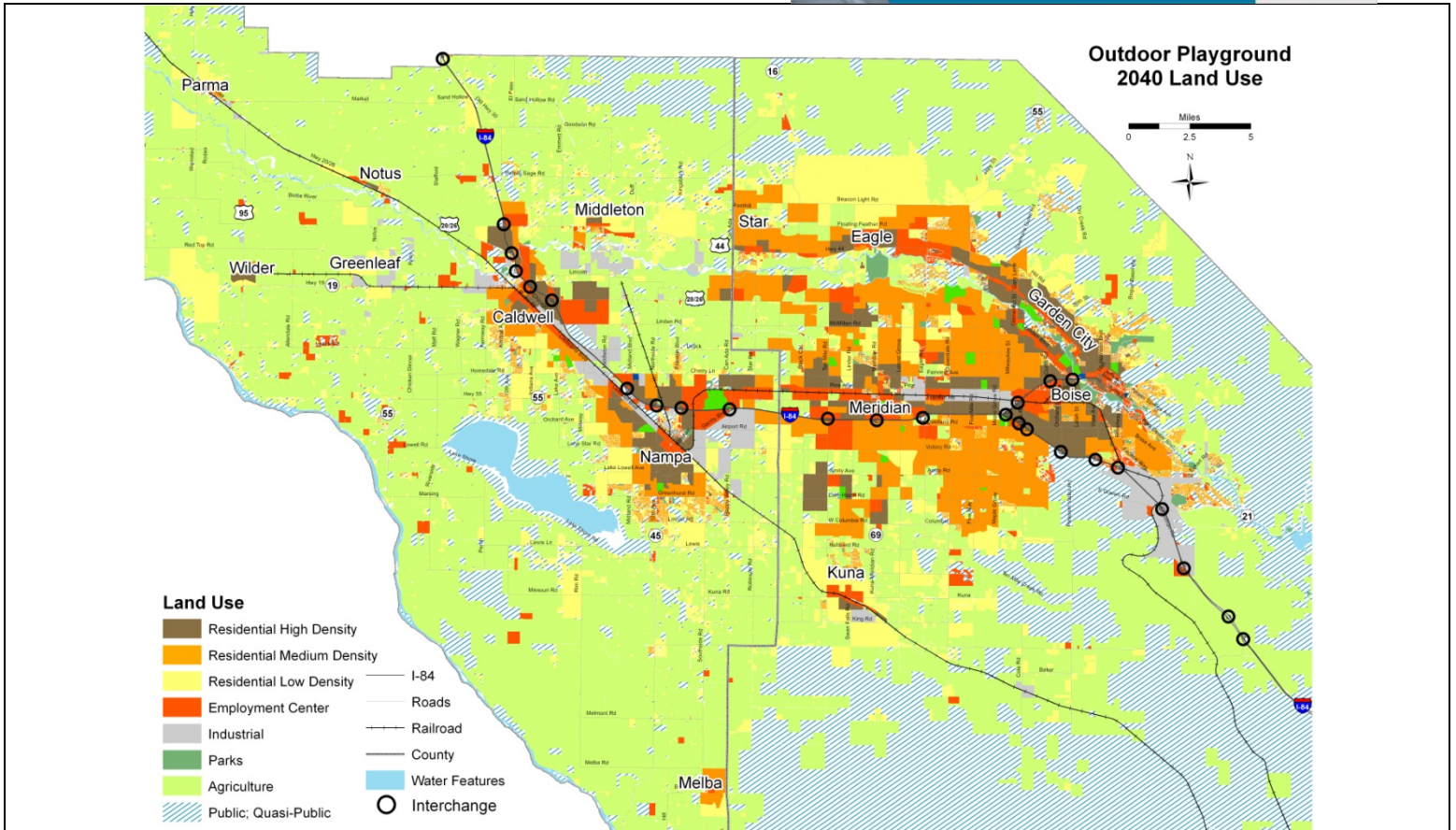
	Good ★	Better ★★	Best ★★★
 Jobs-housing balance	★★★		
 Housing variety	★★★		
 Housing + transportation affordability	★		
 Traffic congestion	★★★		
 Population near transit	★		
 Population near parks and schools	★★★		
 Preserved agricultural land	★★★		
 Walkability	★★★		



## Outdoor Playground









This scenario maintains region's agriculture and recreation opportunities with **farmland preservation, regional open space, and a robust trails and parks network**. This scenario provides for **density in major centers** and lower density in areas **outside of environmental constraints** and may call for development of new highways and more transit. Key goals include **better access to parks and maintaining agricultural and environmental resources**.

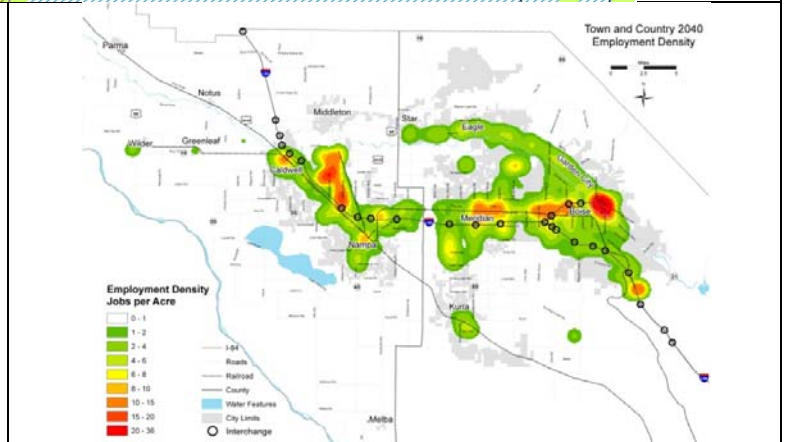
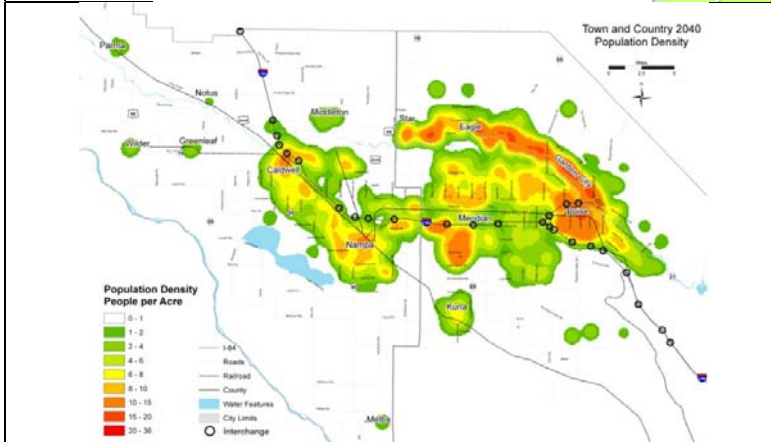
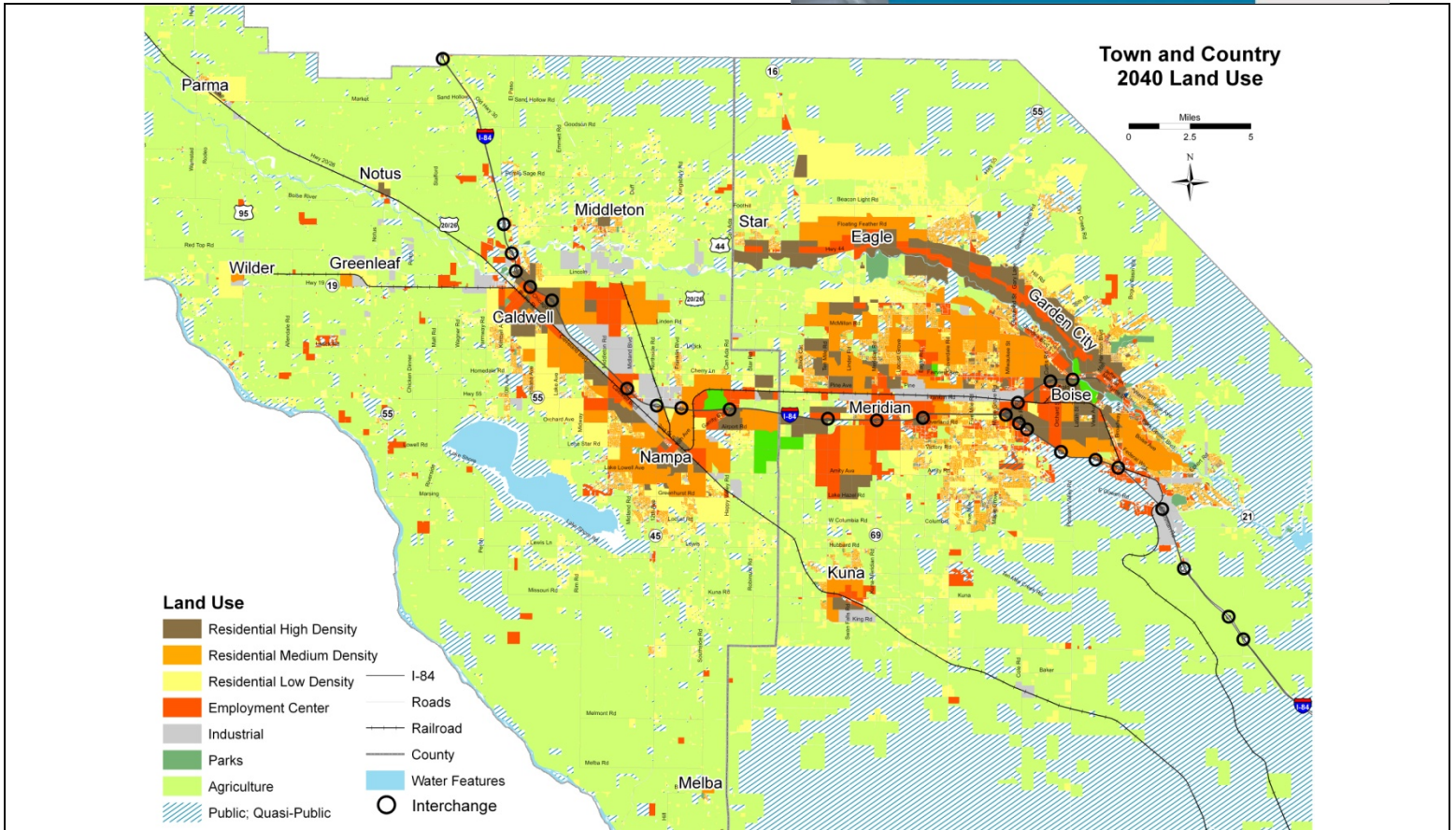
	Good ★	Better ★★	Best ★★★
 Jobs-housing balance	★★★		
 Housing variety		★★	
 Housing + transportation affordability		★★	
 Traffic congestion		★★	
 Population near transit		★★	
 Population near parks and schools		★★	
 Preserved agricultural land	★★★		
 Walkability		★★	



## Town and Country

This scenario enables **cities to become denser and more walkable** while smaller, rural towns would see minimal growth. This scenario includes a **variety of housing choices with the highest density options**, and the most **new multifamily development**. **Robust transit** would support the higher density, **walkable communities**. Key goals include **agriculture protection, walkability**, and **access to a mix of uses in central areas**.

	Good ★	Better ★★	Best ★★★
 Jobs-housing balance	★		
 Housing variety			★★★
 Housing + transportation affordability		★★	
 Traffic congestion	★		
 Population near transit			★★★
 Population near parks and schools			★★★
 Preserved agricultural land			★★★
 Walkability	★		

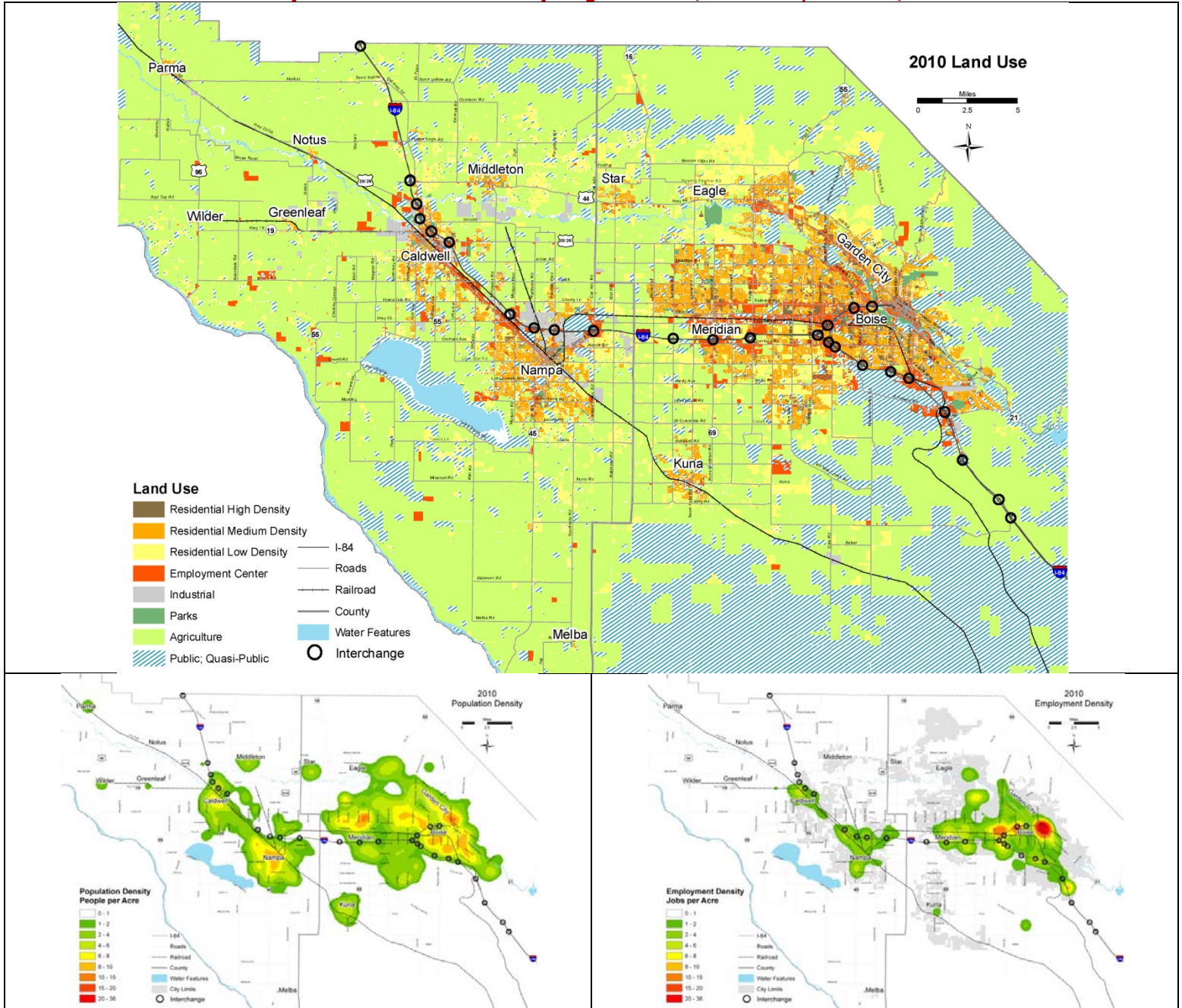


## Comparing to Current Trends









If current growth patterns continue, much of the new growth would occur on what currently is agricultural or other undeveloped land. We would also see very little change in the variety of housing options, and homes would continue to be built further from jobs. All of this would feed more traffic onto our roads and would make it more difficult to serve the region with adequate transit, such as buses.

The scenarios we are considering look at patterns of development that differ from this and try to improve on it in various ways. Each one has small or large benefits compared to current growth patterns, as the indicator charts show.

## 2010 Land Use, Population, and Employment (for comparison)



# Indicator Comparisons

Good ★ Better ★★ Best ★★★		Active Corridors	Hometowns	Outdoor Playground	Town and Country
	<b>Jobs-housing balance</b>	★★	★★	★★★	★
The ratio of jobs and housing in a community, which helps reduce commuting.					
	<b>Housing variety</b>	★★★	★★	★★	★★★
The mix of different housing types (single-family vs. multifamily options such as condos and apartments), which provides more choices in affordability and location.					
	<b>Housing + transportation affordability</b>	★★★	★	★★	★★
The combined costs of housing and transportation based on type of housing and distance to jobs.					
	<b>Traffic congestion</b>	★★	★★★	★★	★
The amount of automobile traffic in a community, measured by the number of roads that are over capacity.					
	<b>Population near transit</b>	★★★	★	★★	★★★
The percentage of population within a 10-minute walk to current or future transit stops.					
	<b>Population near parks and schools</b>	★	★★	★★	★★★
The percentage of population within a 10-minute walk to current or future parks and/or schools.					
	<b>Preserved agricultural land</b>	★★	★★	★★★	★★★
Acres of agricultural land undeveloped and used for farming.					
	<b>Walkability</b>	★★★	★★	★★	★
A measure of how convenient it is to walk between home, work and services within a neighborhood.					