

Communities in Motion (CIM) Development Review Checklist

Development Name: 16-84 Commerce Center
CIM Vision Category: Future Neighborhood
Consistent with CIM Vision? YES
New Households: 0 **New Jobs:** ±185

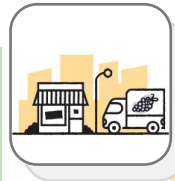


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Franklin Road

Pedestrian level of stress

Bicycle level of stress



Economic Vitality
 To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access

Impact on Existing Surrounding Farmland

Net Fiscal Impact



Convenience
 What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop

Nearest public school

Nearest public park



Quality of Life
 Checked boxes indicate that additional information is attached.

Active Transportation

Automobile Transportation

Public Transportation

Roadway Projects



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

This site is located on *Valley Regional Transit* (VRT) bus routes 40 – Nampa Meridian Express, 42 – Happy to Day to Town Square Mall, and 45 – Boise State CWI via Fairview. Work with VRT to design infrastructure to support public transportation.

Who we are: *The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with Communities in Motion, the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available online. See the Development Review User Guide for more information on the red, yellow, and green checklist thresholds.*

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Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:	Franklin Road
Primary Use:	N/A
Secondary Use:	Public Transportation

Land Uses to Support Bicycle and Pedestrian Transportation

- ✓ Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.

Land Use to Support Public Transportation

- ✓ Orient buildings toward potential transit corridors, with parking on the back side rather than the street side

Public Transportation Infrastructure

- ✓ Site a park and ride facility or set aside several stalls for park and ride via a memorandum of understanding (MOU)

Access Management

- ✓ Space access points (driveways or cross streets) to increase the distance between potential conflict points
- ✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency



City



County



Highway District



School District

Breakeven point across all agencies: 1 year

Disclaimer: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:

<https://compassidaho.org/fiscal-impact-tool/>

Long-Term Funded and Unfunded Capital Projects

**CIM Priority
Corridor:**

Franklin Road (Star Road to Black Cat Road)

Widening Franklin Road from Star Road to Black Cat Road to 5 lanes is a long-term funded project in *Communities in Motion 2050*. Sections will be widened as part of the State Highway 16 Phase construction.

More information on transportation needs and projects based on forecasted future growth is available at: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>