

# Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

**Development Name: 5121 Gowen Road (CAR21-00037)**






**Agency: Boise**

**CIM Vision Category: Rural**

**New households: 0**

**New jobs: ±1,200**

**Exceeds CIM forecast: No**

	<p>CIM Corridor: <b>Gowen Road</b>                  Pedestrian level of stress: <b>PG</b>                  Bicycle level of stress: <b>PG-13</b></p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with <b>G or PG</b> ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: <b>740</b>                  Jobs within 1 mile: <b>2,750</b>                  Jobs/Housing Ratio: <b>3.7</b></p>	<p>A good jobs/housing balance – a ratio between <b>1 and 1.5</b> – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: <b>&gt;4 miles</b>                  Nearest fire station: <b>1.3 miles</b></p>	<p>Developments within <b>1.5 miles</b> of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>
	<p>Farmland consumed: <b>No</b>                  Farmland within 1 mile: <b>288 acres</b></p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: <b>3.2 miles</b>                  Nearest public school: <b>1.4 miles</b>                  Nearest public park: <b>1.2 miles</b>                  Nearest grocery store: <b>3.1 miles</b></p>	<p>Residents who live or work less than <b>½ mile</b> from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p>

## Recommendations

The *FY2022-FY2028 COMPASS Regional Transportation Improvement Plan* shows that by 2025, Orchard Street from Gowen Road to Victory Road will be widened to five lanes. Level-3 bicycle facilities are included (figure 1).

The nearest transit stop is 3.2 miles away at the Boise Airport. Currently, routes 2, 3, and 4 provide bus service to this stop. *Valley Connect 2.0* plans routes with 15-minute frequencies to the Boise Airport, but no new transit services from the existing stop to the project location. To improve system efficiency and reduce peak-hour congestion work with Valley Regional Transit to identify options to improve commuter service to this location.

More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: [www.compassidaho.org](http://www.compassidaho.org)

Email [info@compassidaho.org](mailto:info@compassidaho.org)

More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>

## Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant:

Inflated

**TIP Achievement:**

System Performance

Active Transportation

Safety

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$177

Total Programmed Budget: \$19,016

Total Cost (Prev. + Prog.): \$19,193

**Project Description**

Realign and widen Orchard Street from Gowen Road to Victory Road in the City of Boise to five lanes with curb, gutter, sidewalk, and a level three bicycle facility.



Cost Year*	Funding Source						Total	Local Match 100.00%	
	Local (Regionally Significant)	Program	Hwy - Local Partnerships	Local Match	100.00%	Federal Share		Local Share	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			
2022	0	34	663	0	0	0	697	0	697
2023	0	0	742	0	0	11,003	11,745	0	11,745
2024	0	0	0	0	0	6,574	6,574	0	6,574
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$34</b>	<b>\$1,405</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,577</b>	<b>\$19,016</b>	<b>\$0</b>	<b>\$19,016</b>

Figure 1: COMPASS FY 2022 – 2028 Transportation Improvement Program, Key # RD207-01

## Fiscal Impact Analysis Supplemental for the Development Review Checklist

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine 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.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all. More information about the COMPASS Fiscal Impact Tool is available at: [www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm).

### Overall Net Fiscal Impact

#### Net Fiscal Impact, by Agency

City

County

Highway District

School District

Break Even: 1 Year