

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: Chestnut Heights South (SUB21-000027)






Agency: Caldwell

CIM Vision Category: Existing Neighborhoods

New households: 58

New jobs: 0

Exceeds CIM forecast: No

	<p>CIM Corridor: Homedale Road Pedestrian level of stress: PG-13 Bicycle level of stress: R</p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: 2550 Jobs within 1 mile: 320 Jobs/Housing Ratio: 0.1</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: >4 miles Nearest fire station: 2.8 miles</p>	<p>Developments within 1.5 miles 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: Yes Farmland within 1 mile: 829 acres</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: 2.3 miles Nearest public school: 0.1 miles Nearest public park: 2.1 miles Nearest grocery store: 2.9 miles</p>	<p>Residents who live or work less than ½ mile 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 project proposal is on the southeastern edge of Caldwell. Nearby services, such as schools, parks, grocery, and other services are likely accessed only by vehicle and there are no plans for public transportation to this location. The site plan shows stub roads to the north and south of the project. For future connectivity, consider a stub road to the east. One half mile to the south of the project the *FY2022-2028 COMPASS Transportation Improvement Plan* shows State Highway 55 is planned to be expanded to 4-lanes from S. 10th Avenue to Middleton Road with construction scheduled for 2027 (see figure 1). The *2040 Caldwell Bicycle and Pedestrian Master Plan* shows future bike lanes on South Florida Avenue. Consider a safe crossing for pedestrians of South Florida Avenue to enable access to Central Canyon Elementary School. The nearest protected crossing is approximately ½ mile away at Karcher Road. Also consider a stub road to the east to promote future connectivity,

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

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

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

SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon

Regionally Significant:

Inflated

TIP Achievement:

Key #: ORN23184

System Performance

Requesting Agency: ITD

Safety

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$39,270

Total Cost (Prev. + Prog.): \$39,270

Project Description

Widen State Highway 55 (Karcher Road) from 10th Avenue to Middleton Road in Canyon County to improve safety and mobility. Project includes intelligent transportation system improvements (ITS). Design and right-of-way for Farmway Road to Middleton Road is shown under Key Number 22715.



Funding Source		State		Program				State Hwy - Safety & Capacity (Capacity)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	3,570	35,700		39,270	0	39,270	
Fund Totals:	\$0	\$0	\$0	\$0	\$3,570	\$35,700		\$39,270	\$0	\$39,270	

Figure 1: Programmed Project from the COMPASS Transportation Improvement Program

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.


Overall Net Fiscal Impact

Net Fiscal Impact, by Agency

City 

County 

Highway District 

School District 

Break Even: 3 Years