

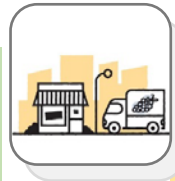
Communities in Motion (CIM) Development Review Checklist

Development Name: Haltom Heritage
 CIM Vision Category: Future Neighborhood
 Consistent with CIM Vision? YES
 New Households: 286 New Jobs: ±35



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 Boulevard

Pedestrian level of stress	<input type="checkbox"/>
Bicycle level of stress	<input type="checkbox"/>



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

Economic Activity Center Access	<input type="checkbox"/>
Impact on Existing Surrounding Farmland	<input type="checkbox"/>
Net Fiscal Impact	<input checked="" type="checkbox"/>






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

Nearest bus stop	<input type="checkbox"/>
Nearest public school	<input type="checkbox"/>
Nearest public park	<input type="checkbox"/>



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



Active Transportation	<input checked="" type="checkbox"/>
Automobile Transportation	<input checked="" type="checkbox"/>
Public Transportation	<input type="checkbox"/>
Roadway Projects	<input checked="" type="checkbox"/>

 Improves performance  Does not improve or reduce performance  Reduces performance

Comments:
 Consider providing an improved pathway along Five Mile Creek as a transportation and recreational option as proposed in the [City of Nampa Bicycle & Pedestrian Master Plan](#). Multiple access points have potential spacing conflicts. Consider realignment. Consider traffic calming measures and reduced street lengths, especially on Linden Road to discourage speeding on local roads.

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.

Sent: 10/20/23

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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 Boulevard

Primary Use: N/A

Secondary Use: Freight

Bicycle and Pedestrian Infrastructure

- ✓ Provide an improved pathway along a canal as a transportation and recreational option
- ✓ Apply traffic calming measures to discourage speeding on local roads
- ✓ Provide sufficient and covered bike parking near destinations
- ✓ Reduce street lengths to discourage speeding on local roads

Access Management

- ✓ Space access points (driveways or cross streets) to increase the distance between potential conflict points

More information is available in the [COMPASS Access Management Toolkit](#) and the [COMPASS Access Management Business Guide](#).

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

Additional Information:

- Widening Franklin Boulevard (Birch Lane to US Highway 20/26) is not included as a capital expense in the fiscal impact analysis.
- Widening US Highway 20/26 (Middleton Road to State Highway 16) is not included as a capital expense in the fiscal impact analysis.
- Widening Ustick Road (Midland Boulevard to Star Road) is not included as a capital expense in the fiscal impact analysis.

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 Boulevard (Birch Lane to US Highway 20/26)

Widening Franklin Boulevard (Birch Lane to US Highway 20/26) to five lanes is a locally funded project in *Communities in Motion 2050*.

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