

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: Happy Valley Apartments (ANN-00217-2021)






Agency: Nampa

CIM Vision Category: Transit Oriented Development

New households: 64

New jobs: 0

Exceeds CIM forecast: No

	<p>CIM Corridor: Happy Valley Road Pedestrian level of stress: R Bicycle level of stress: PG-13</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: 1,620 Jobs within 1 mile: 3,620 Jobs/Housing Ratio: 2.2</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: 2.8 miles Nearest fire station: 0.3 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: No Farmland within 1 mile: 165 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: 0.8 miles Nearest public school: 1.6 miles Nearest public park: 2.4 miles Nearest grocery store: 0.7 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

Happy Valley Road is the #5 local priority in the CIM 2040 2.0 plan. This corridor is planned for widening between Greenhurst Road and Stamm Lane, from two to five lanes, including curb, gutter, sidewalks, and bike lanes, but is currently unfunded. CIM 2040 2.0 identifies this location for “Transit Oriented Development” which encourages a mix of land uses and “relatively higher densities, enabling transit services.” The proposal supports that vision with higher-density multi-family units in an employment-centric area, with thousands of jobs within a mile of the site, including health care facilities at Saint Alphonsus Medical Center. Currently, the nearest bus stop is at Garrity Boulevard and Stamm Lane, approximately ¾ mile from this proposal. The proposed site plan did not address non-motorized travel; consider infrastructure improvements to support bike and pedestrian safety. The Stamm Lane intersection is scheduled for widening in 2027 that will safety and mobility in this area as well as improve auto access to I-84 (see Key #22712). 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>

I-84B (Garry Boulevard) and Stamm Lane Intersection Improvements, Nampa

Regionally Significant:
 Key #: 22712

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
 Transportation Safety
 Community Infrastructure
 Freight Movement and Economic Vitality

Federal PM:



Requesting Agency: ITD
 Project Year: 2027
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$2,011
 Total Cost (Prev. + Prog.): \$2,011

Project Description : Widen Interstate 84B (Garry Boulevard) at the Stamm Lane intersection in the City of Nampa to improve safety and mobility.

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	Total	Federal Share	Local Share		
2022	141	0	0	0	0	0	141	0	141		
2027	0	0	0	0	168	1,309	1,477	0	1,477		
Fund Totals:	\$141	\$0	\$0	\$0	\$168	\$1,309	\$1,618	\$0	\$1,618		

Funding Source		Local Participating		Program					Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2023	0	0	393	0	0	0	393	0	393			
Fund Totals:	\$0	\$0	\$393	\$0	\$0	\$0	\$393	\$0	\$393			

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: 1 Year