

# 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: Ledgestone**






**Agency: Kuna**

**CIM Vision Category: Rural**

**New households: 631**

**New jobs: 0**

**Exceeds CIM forecast: Yes**

	<p>CIM Corridor: <b>Locust Grove Road</b>                  Pedestrian level of stress: <b>R</b>                  Bicycle level of stress: <b>R</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>220</b>                  Jobs within 1 mile: <b>30</b>                  Jobs/Housing Ratio: <b>0.1</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>3.9 miles</b>                  Nearest fire station: <b>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>Yes</b>                  Farmland within 1 mile: <b>1,054 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>&gt;4 miles</b>                  Nearest public school: <b>2.3 miles</b>                  Nearest public park: <b>2.5 miles</b>                  Nearest grocery store: <b>1.7 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

This proposal exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands. The *COMPASS FY2018-2022 Transportation Improvement Program* does not identify any major road improvement projects in this area.

The site is not currently served by public transportation. *ValleyConnect 2.0* proposes a bus route from downtown Kuna to Chinden Boulevard via Linder Road with 20-minute frequencies. The closest bus stop would be about 2 miles away when that route is operational. Consider improving bike/ped facilities to support non-motorized transport westward to downtown Kuna. A site plan was not provided with the application. Consider an internal multi-use pathway to comply with the Kuna Regional Pathway Map.

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>



# ***Fiscal Impact Analysis Supplemental for the Development Review Checklist***

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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: