Communities in Motion (CIM) Development Review Checklist

Development Name: Modern Craftsman

CIM Vision Category: Existing Neighborhood

Consistent with CIM Vision? YES

New Households: 122 New Jobs: 0

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 Road
- Pedestrian level of stress
- Bicycle level of stress

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

- Economic Activity Center Access
- Impact on Existing Surrounding Farmland
- Net Fiscal Impact

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

- Nearest bus stop
- Nearest public school
- Nearest public park

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

- Active Transportation
- Automobile Transportation
- Public Transportation
- Roadway Projects

Comments:
The location is on the #40 and #42 bus routes and within 0.5 miles of the future Regional Rail line – the "locally-favored" high-capacity transit option in the region. Consider working with Valley Regional Transit on strategies to encourage transit use such as joining the regional pass program and/or improving nearby bus stops (W. Franklin Road and S. Black Cat Road). Also consider including one or more accessible apartments to co-locate accessible housing on transit lines.

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: 3/13/23

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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.

<table>
<thead>
<tr>
<th>Corridor Name:</th>
<th>Franklin Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Use:</td>
<td>None</td>
</tr>
<tr>
<td>Secondary Use:</td>
<td>Public Transportation, Freight</td>
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</tbody>
</table>

**Public Transportation Infrastructure**

- √ Provide shelters, benches, trash receptacles, lighting, and landscaping to enhance the overall comfort and attractiveness of transit; ensure amenities do not block pathways, sidewalks, or bike lanes
- √ Include doors with 32 inches of clear passage space, and at least one zero-step entrance and accessible bathroom on the main floor to support those with limited mobility
- √ Provide annual bus passes to employees or residents through the Valley Regional Transit Regional Pass Program: [https://www.valleyregionaltransit.org/group-pass-programs](https://www.valleyregionaltransit.org/group-pass-programs)
**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.

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**Net Fiscal Impact by Agency**

- City
- Highway District
- School District
- County

Breakeven point across all agencies: 4 years

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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: [www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm)*
Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor: None

Short-Term Funded Capital Projects

Source: The COMPASS Transportation Improvement Program (TIP). The TIP is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant and is available at: https://www.compassidaho.org/documents/prodserv/trans/FY22/FY23_29TIPdoc.pdf