

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: Outer Banks (H-2021-0063)






Agency: Meridian

CIM Vision Category: Future Neighborhoods

New households: 549

New jobs: ±280

Exceeds CIM forecast: No

	<p>CIM Corridor: Franklin Road Pedestrian level of stress: R 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: 2,220 Jobs within 1 mile: 1,960 Jobs/Housing Ratio: 0.9</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: 3.2 miles Nearest fire station: 1.9 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: 498 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: 0.3 miles Nearest public school: 1.1 miles Nearest public park: 1.3 miles Nearest grocery store: 1 mile</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 proposal provides multi-family housing near a bus route, public school, public park, and grocery store. The site plan shows internal circulation for pedestrians and bicyclists. The mix of uses and location may provide opportunities for shorter vehicular trips and more non-motorized trips.

The area is currently served by bus route 42 (Happy Day to Boise Town Square). Route 42 has 80-minute frequencies in the peak hours and 100-minute frequencies in the off-peak. *ValleyConnect 2.0* plans for an express bus route with 20-minute frequencies running from Downtown Caldwell to Downtown Boise along Ten Mile Road. Work with Valley Regional Transit to accommodate future services and to improve the existing stops at Franklin & Umbria Hills (see figure 1).

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>



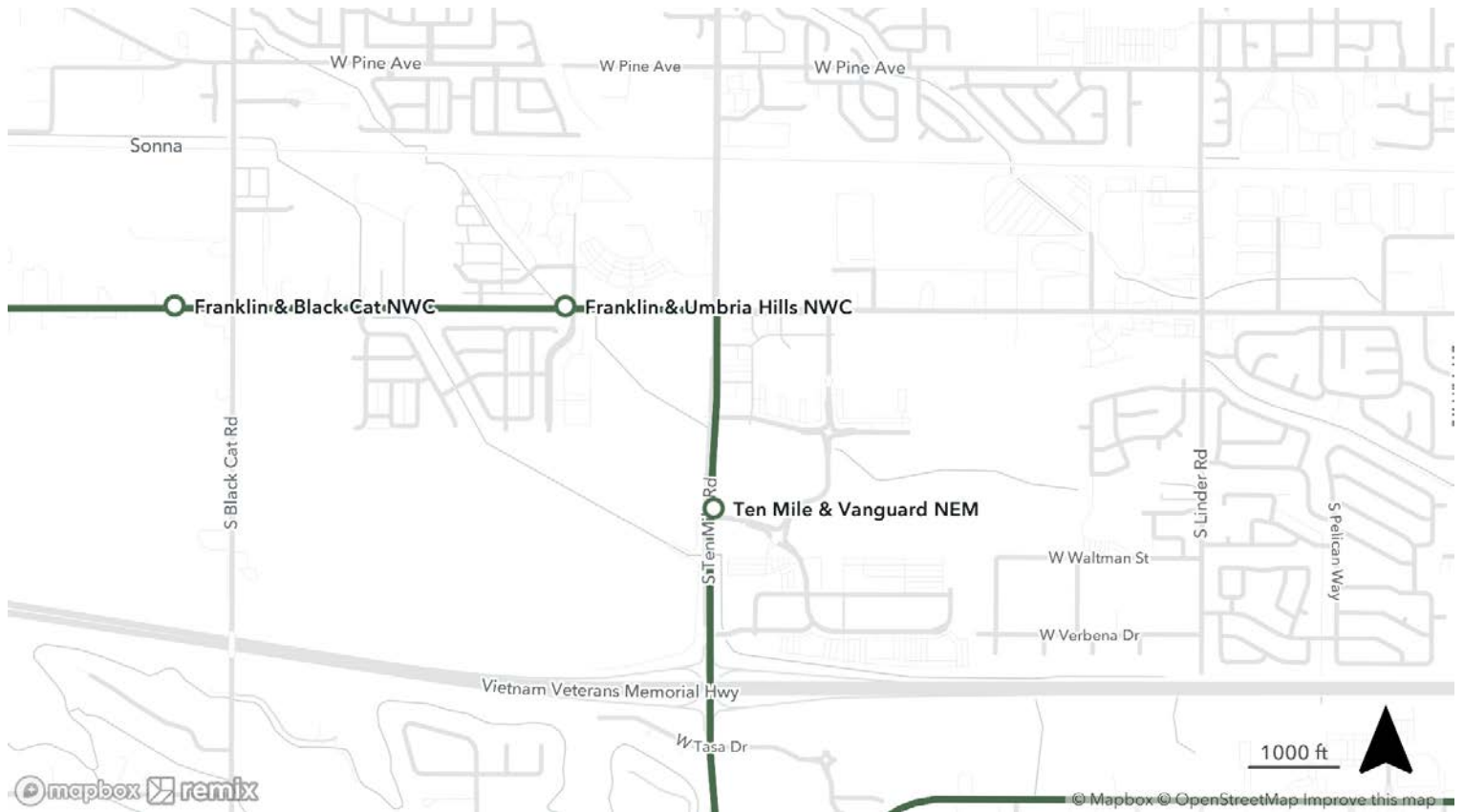


Figure 1: Map of Bus Stops on Ten Mile and Franklin Road Nearby the Proposed Project

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/prodserve/fiscalimpact.htm.


Overall Net Fiscal Impact

Net Fiscal Impact, by Agency

City 

County 

Highway District 

School District 

Break Even: N/A