

# 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: Settlers Square (H-2021-0072)**






**Agency: Meridian**

**CIM Vision Category: Existing Neighborhoods**

**New households: 102**

**New jobs: ±80**

**Exceeds CIM forecast: No**

	<p>CIM Corridor: <b>Ustick 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>5,570</b>            Jobs within 1 mile: <b>700</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>3.8 miles</b>            Nearest fire station: <b>1.8</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>No</b>            Farmland within 1 mile: <b>24</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>3.8 miles</b>            Nearest public school: <b>0.6 miles</b>            Nearest public park: <b>0.1 miles</b>            Nearest grocery store: <b>1.5 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

The *FY2021-2027 Regional Transportation Improvement Plan* shows that Ustick Road from Ten Mile to Linder Road is planned to be widened to 5-lanes, including curb gutter, sidewalk, and a level three bicycle facility in 2025 (See Key# RD207-24). The site is not currently served by public transportation. *ValleyConnect 2.0* proposes bus service on Linder Road from downtown Meridian to Eagle High School with 15-minute frequencies. The closest bus stop would be less than ½ mile in distance. The proposal is a mix of residential and future commercial, which can reduce congestion by decreasing the amount of single occupancy vehicle trips generated on the transportation network and encourage non-motorized travel. This would also increase the amount of jobs in a residential area.

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>



## Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant:   Inflated

Key #: RD207-24

Requesting Agency: ACHD

Project Year: 2025

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,717

Total Cost (Prev. + Prog.): \$3,717

**Project Description :** Widen Ustick Road from Ten Mile Road to Linder Road in the City of Meridian to five lanes. The projects includes curb, gutter, sidewalk, and a level three bicycle facility. The concept-level design will further clarify the scope of the project.

### COMPASS PM:

Congestion Reduction/System Reliability  
Community Infrastructure  
Transportation Safety  
Health

### Federal PM:



Funding Source Local (Regionally Significant) 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
2021	0	100	0	0	0	0	100	0	100
2022	0	292	0	0	0	0	292	0	292
2023	0	0	140	0	0	0	140	0	140
2025	0	0	0	0	0	3,185	3,185	0	3,185
<b>Fund Totals:</b>	\$0	\$392	\$140	\$0	\$0	\$3,185	\$3,717	\$0	\$3,717

## 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](http://www.compassidaho.org/prodserv/fiscalimpact.htm).

### Overall Net Fiscal Impact

#### Net Fiscal Impact, by Agency

City

County

Highway District

School District

Break Even: 15 Years