

# 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: Shannon 42 Logistics (ZMA-155-21)**






**Agency: Nampa**

**CIM Vision Category: Existing Neighborhoods**

**New households: 0**

**New jobs: ±310**

**Exceeds CIM forecast: No**

	<p>CIM Corridor: <b>None</b>                      Pedestrian level of stress: <b>N/A</b>                      Bicycle level of stress: <b>N/A</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>1,690</b>                      Jobs within 1 mile: <b>7,110</b>                      Jobs/Housing Ratio: <b>4.2</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>1.7 miles</b>                      Nearest fire station: <b>1.8 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>214 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>0.3 miles</b>                      Nearest public school: <b>1.5 miles</b>                      Nearest public park: <b>0.9 miles</b>                      Nearest grocery store: <b>2 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

A site plan was not included, but the proposal will likely access Northside Boulevard, via Shannon Drive, which serves a variety of travel and freight needs into Nampa and other parts of the region. Currently, the City of Nampa is conducting a study to evaluate alternative routing scenarios of State Highway 45 (ID-45) including the possibility of rerouting some of the traffic to 7th Street South, Yale Street, and Northside Boulevard, and designate the streets as part of State Highway 45. Rerouting State Highway 45 (ID-45) is the #11 local system priority in *Communities in Motion 2040 2.0*. Additional information about the Idaho 45 Study can be found at: <https://www.cityofnampa.us/idaho45study>. Northside Blvd. is currently served by the bus route 40 (Nampa Meridian Express) which runs from Happy Day Transit Center to Boise State University via Franklin Rd/I-84. The route has 30-minute frequencies in the peak hours and 45-minute frequencies in the off peak. The nearest stops are at Northside & 6th and Northside and Shannon. Work with Valley Regional Transit to improve the stops at these locations. 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>

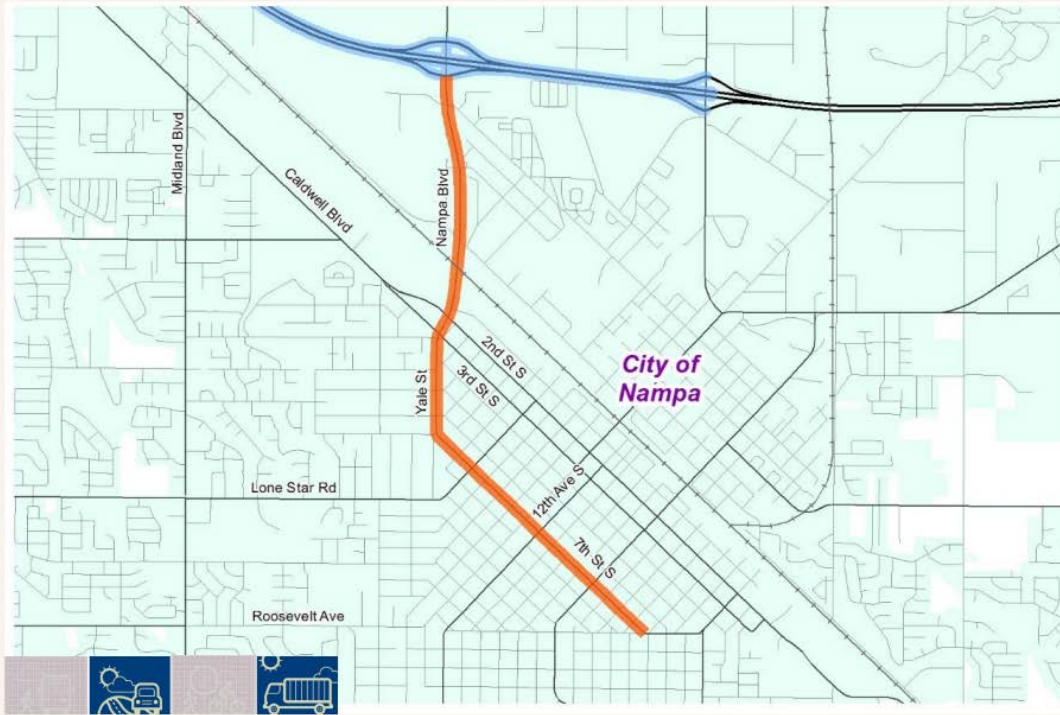


Figure 1: Unfunded Local System Priority #11 from Communities in Motion 2040 2.0 List of Unfunded Local System Priorities

## ***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: 1 Year