

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: Solstice






Agency: Caldwell

CIM Vision Category: Existing Neighborhoods

New households: 100

New jobs: +/- 10

Exceeds CIM forecast: No

	<p>CIM Corridor: Ustick Road Pedestrian level of stress: PG-13 Bicycle level of stress: PG - 13</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: 2,610 Jobs within 1 mile: 2,540 Jobs/Housing Ratio: 1.0</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: 3.1 miles Nearest fire station: 1.7 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: No Farmland within 1 mile: 329 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: 2.6 miles Nearest public school: 0.1 miles Nearest public park: 0.61 miles Nearest grocery store: 3.1 miles</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 project location is in an infill site nearby future transit lines identified within the *Valley Connect 2.0 Growth Scenario* (see figure 1). The proposal provides a mix of land uses which encourages shorter vehicle trips and more non-motorized trips as well as usage of future transit lines. The mix of housing stock may enable many types of households to live in the neighborhood. The proposal has been designed with an off-street pathway which promotes walking and biking. Consider a second stub road on the west side of the development.

The development requests access to Ustick Road. The *COMPASS FY 2021-2027 Regional Transportation Improvement Plan* shows that Ustick Road, from Lake Avenue to I-84, will be widened from three lanes to five lanes including sidewalk and bicycle facilities. Construction will begin in 2022.

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>

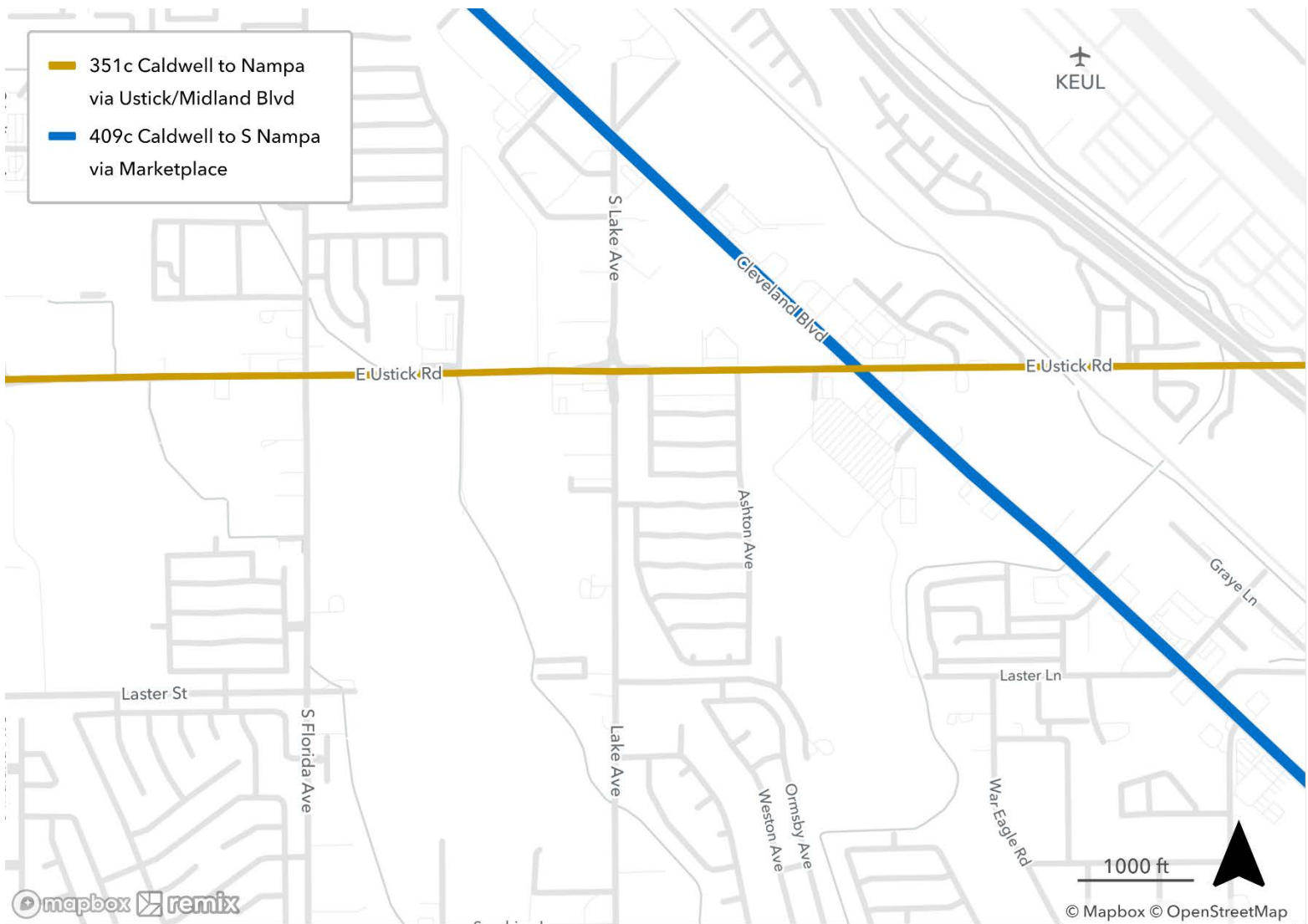


Figure 1: Valley Connect 2.0 Future Growth Scenario Transit Lines

Ustick Road, Lake Avenue to I-84, Caldwell

Regionally Significant:

Key #: CAL01

Requesting Agency: City of Caldwell

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,000

Total Cost (Prev. + Prog.): \$5,000

Project Description : Widen Ustick Road from Lake Avenue to Interstate 84 in the City of Caldwell from three lanes to five lanes. Work includes curb, gutter, sidewalk, and bicycle lanes.

COMPASS PM:

- Congestion Reduction/System Reliability
- Community Infrastructure
- Health
- Transportation Safety
- Housing

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	0	0	0	0	5,000	5,000	0	5,000	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$5,000	

Figure 2: COMPASS FY 2021-2027 Regional Transportation Improvement Program, Key # CAL01

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.


Overall Net Fiscal Impact

Net Fiscal Impact, by Agency

City 

County 

Highway District 

School District 

Break Even: 1 Year