

Communities in Motion (CIM) Development Review Checklist

Development Name: Stockyard Business Park
CIM Vision Category: Existing Neighborhood
Consistent with CIM Vision? YES
New Households: 0 **New Jobs:** ±130

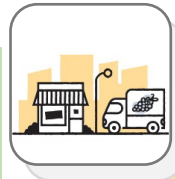


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

2nd Street

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



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

Based on the site plan provided, COMPASS has no additional comments.

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.



Complete Network Appendix

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.

Corridor Name:	2 nd Street
Primary Use:	N/A
Secondary Use:	N/A

Access Management

- ✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate

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.

Net Fiscal Impact by Agency



City



County



Highway District



School District

Breakeven point across all agencies: 1 Year

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:

<https://compassidaho.org/fiscal-impact-tool/>

Short-Term Funded Capital Projects

2nd Street South, Safety Improvements, Nampa

Regionally Significant: Inflated

Key #: 23883

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$649

Total Programmed Budget: \$1,421

Total Cost (Prev. + Prog.): \$2,070

TIP Achievement:

Active Transportation

Safety



Project Description

Provide safety improvements on 2nd Street South from 16th Avenue South to Chicago Street in the City of Nampa. Work includes adding Rectangular Rapid Flashing Beacon (RRFB) crossings at 18th Avenue South and 22nd Avenue South and a paved shoulder along the south side of 2nd Street South from 24th Avenue South to Chicago Street. Streetlights will be upgraded and augmented as necessary to obtain adequate illumination.

Funding Source			Program				Local Match 7.34%		
Cost Year*	HSIP (Local)		Right-of-Way	Utilities	Local Hwy - HSIP		Total	Federal Share	Local Share
	Preliminary Engineering	Preliminary Engineering Consulting			Construction Engineering	Construction			
2026	0	0	0	0	687	214	901	835	66
Fund Totals:	0	0	0	0	687	214	901	835	66

Funding Source			Program				Local Match 100.00%		
Cost Year*	Local Participating		Right-of-Way	Utilities	Hwy - Local Partnerships		Total	Federal Share	Local Share
	Preliminary Engineering	Preliminary Engineering Consulting			Construction Engineering	Construction			
2026	0	0	0	0	0	520	520	0	520
Fund Totals:	0	0	0	0	0	520	520	0	520

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://compassidah.org/transportation-improvement-program/>