

# 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: Timbergrass Apartments**





**Agency: Caldwell**

**CIM Vision Category: Transit Oriented Development**

**New households: 274**

**New jobs: ±30**

**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>2,750</b>                  Jobs within 1 mile: <b>1,030</b>                  Jobs/Housing Ratio: <b>0.4</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>2.7 miles</b>                  Nearest fire station: <b>0.3 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>400 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>0.2 miles</b>                  Nearest public school: <b>1 mile</b>                  Nearest public park: <b>0.2 miles</b>                  Nearest grocery store: <b>0.1 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 Ustick Road corridor is the #7 local priority in the *Communities in Motion 2040* plan. Ustick Road is one of the longest continuous roads in the region. CIM 2040 2.0 identifies the widening to five lanes with curb, gutter, sidewalks, and bike lanes from Montana Avenue to Ten Mile Road. The *2020 Caldwell Pathways and Bike Routes Master Plan* identifies Ustick as a future bicycle route as well as a recommended sidepath/shared use path.

This location is currently served by bus route 43 (Caldwell Express) and is within the service area for the VRT OnDemand service. *ValleyConnect 2.0* proposes additional bus service along 10<sup>th</sup> Avenue, connecting Caldwell to downtown Boise. The closest bus stop would be less than ½ mile from the project when that route is operational. CIM 2040 2.0 identifies this area as Transit Oriented Development. The higher density proposed is supportive CIM 2040 2.0 and nearby bus service.

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>



# ***Fiscal Impact Analysis Supplemental for the Development Review Checklist***

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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: