

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: Trestle Creek (ANN-212-21)






Agency: Nampa

CIM Vision Category: Future Neighborhoods

New households: 235

New jobs: ±210

Exceeds CIM forecast: No

	<p>CIM Corridor: Ustick Road Pedestrian level of stress: R Bicycle level of stress: R</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: 920 Jobs within 1 mile: 80 Jobs/Housing Ratio: 0.1</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: >4 miles Nearest fire station: 1.9 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: Yes Farmland within 1 mile: 1,178 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: 1.4 miles Nearest public school: 1.6 miles Nearest public park: 1.3 Nearest grocery store: >4 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

Trestle Creek is on the fringe of urban development in an area removed from employment centers and existing public transportation. The closest transit services are located more than one mile away. However, the proposal is a mix of residential, commercial, and light industrial, which may reduce congestion by decreasing encouraging non-motorized travel. The mix of housing stock which may enable many types of households to live in the neighborhood. The Franklin Boulevard, Birch Lane to US 20/26 is the #3 local, priority in the Communities in Motion 2040 2.0 plan. Additional funding would widen Franklin Boulevard from two to five lanes, including curb, gutter, sidewalks, and bike lanes. Ustick Road, Montana Avenue to Ten Mile Road, is the #7 local, unfunded priority. Ustick is planned to be widened to five lanes with curb, gutter, sidewalks, and bike lanes. Consider a public, multi-use pathway along the Purdam Canal which will help connect this area to the College of Western Idaho, the Idaho Center, and downtown Nampa.

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>

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: