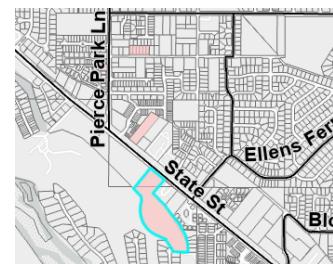


# Communities in Motion (CIM) Development Review Checklist

<b>Development Name:</b>	Riverclub Townhomes
<b>CIM Vision Category:</b>	Existing Neighborhood
<b>Consistent with CIM Vision?</b>	YES
<b>New Households:</b>	134 <b>New Jobs:</b> 0



## 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.

*State 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 

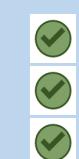
Impact on Existing Surrounding Farmland 

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:

The proposal is located in an area identified as Transit Oriented Development. The density is supportive of existing and planned transit in the corridor.

**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.

Sent: 5/30/25



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## ***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.

<b>Corridor Name:</b>	State Street
<b>Primary Use:</b>	Public Transportation
<b>Secondary Use:</b>	Freight

### **Public Transportation Infrastructure**

- ✓ Include doors with 32 inches of clear passage space, and at least one zero-step entrance and accessible bathroom on the main floor to support those with limited mobility
- ✓ Provide annual bus passes to employees or residents through the Valley Regional Transit Regional Pass Program: <https://www.valleyregionaltransit.org/group-pass-programs>
- ✓ Use Valley Regional Transit's [Bus Stop Typology: Kit of Parts](#) to review current bus stops

## ***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

Break-even 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/>

## Long-Term Funded and Unfunded Capital Projects

**CIM Priority Corridor:**

State Street (Gary Lane to 8<sup>th</sup> Street)

Improvements to the Premium Bus Network is the #1 unfunded public transportation project in *Communities in Motion 2050*.

More information on transportation needs and projects based on forecasted future growth is available at: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

## Short-Term Funded Capital Projects

### State Street, Hertford Way to Ellens Ferry Drive, Boise

Regionally Significant:

#### TIP Achievement:

Key #: IN210-03

Open Space

Requesting Agency: ACHD

System Performance

Project Year: 2025-2026

Active Transportation

Total Previous Allocations: \$576

Safety

Total Programmed Budget \$7,185

Total Cost (Prev. + Prog.): \$7,761

#### Project Description

Widen State Street from Hertford Way to Ellens Ferry Drive, including an intersection improvement to widen the north and south legs to four lanes and the east and west legs to seven lanes in the City of Boise. The project includes enhanced facilities for bicyclists, pedestrians, and transit riders.



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
2025	0	0	100	449	60	5,890	6,499	0	6,499
2026	0	0	0	51	0	635	686	0	686
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>500</b>	<b>60</b>	<b>6,525</b>	<b>7,185</b>	<b>0</b>	<b>7,185</b>

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