### Communities in Motion (CIM) Development Review Checklist

**Development Name:** Chickasaw Subdivision  
**CIM Vision Category:** Rural  
**Consistent with CIM Vision?** NO  
**New Households:** 400  
**New Jobs:** 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.

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Pedestrian level of stress</th>
<th>Bicycle level of stress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homedale Road</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 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?

<table>
<thead>
<tr>
<th>Service</th>
<th>Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nearest bus stop</td>
<td></td>
</tr>
<tr>
<td>Nearest public school</td>
<td></td>
</tr>
<tr>
<td>Nearest public park</td>
<td></td>
</tr>
</tbody>
</table>

#### Quality of Life
Checked boxes indicate that additional information is attached.

- Active Transportation ✓  
- Automobile Transportation  
- Public Transportation  
- Roadway Projects ✓

### Comments:
The number of proposed households greatly exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new demands. Nearby services, such as schools, parks, grocery, and other services are likely accessed only by vehicle. This location is also in a predominately farmland area near the Lake Lowell Priority Investment Area, identified in the Canyon County Parks, Pathways, and Cultural Resources Plan. To support internal connectivity, consider adding several bicycle/pedestrian pathways between lots. Also consider including a pathway along the Burris Lateral to support future bicycle/pedestrian connections in the area.

**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.

[Visit Website](www.compassidaho.org)  
[Contact](info@compassidaho.org)

**Sent:** 3/20/23
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.

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>Homedale Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Use</td>
<td>N/A</td>
</tr>
<tr>
<td>Secondary Use</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Bicycle and Pedestrian Infrastructure

✓ Provide sidewalks, crosswalks, and micropaths to connect destinations
✓ Provide an improved pathway along a canal as a transportation and recreational option
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

<table>
<thead>
<tr>
<th>Agency</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>✔️</td>
</tr>
<tr>
<td>County</td>
<td>❌</td>
</tr>
<tr>
<td>Highway District</td>
<td>❌</td>
</tr>
<tr>
<td>School District</td>
<td>✔️</td>
</tr>
</tbody>
</table>

Breakeven point across all agencies: Not estimated to break even.

### Additional Information:

- Capital improvements to Farmway Road are not included in the fiscal impact analysis as the project is currently unfunded.
- Capital improvements to SH-55 (Karcher Rd) from Pear Lane to Farmway Road are not included in the fiscal impact analysis as project construction is currently unfunded.

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:*

www.compassidaho.org/prodserv/fiscalimpact.htm
Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor: Farmway Road

Widening Farmway Road from State Highway 55 (Karcher Road) to State Highway 19 (Simpplot Boulevard) to five lanes is an unfunded and unprioritized State System priority in Communities in Motion 2050.

More information on transportation needs and projects based on forecasted future growth is available at: https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac

Short-Term Funded Capital Projects
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://www.compassidaho.org/documents/prodserv/trans/FY22/FY23_29TIPdoc.pdf