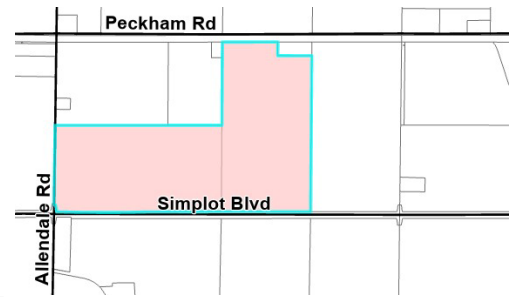


Communities in Motion (CIM) Development Review Checklist

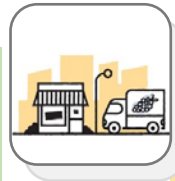
Development Name: CR2022-0029 Gross Trust
 CIM Vision Category: Rural
 Consistent with CIM Vision? YES
 New Households: 0 New Jobs: ±400



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.

N/A

Pedestrian level of stress N/A
 Bicycle level of stress N/A



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 [COMPASS Complete Network Policy](#) shows State Highway 19 (Simplot Boulevard) as a primary freight and secondary transit corridor. When developing the site plan consider recommendations from the Complete Network Appendix to accommodate freight movement.

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: State Highway 19 (Simplot Boulevard)

Primary Use: Freight

Secondary Use: Public Transportation

Access Management

- ✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate
- ✓ Separate freight movement from customer movement by locating loading bays on the back side rather than the street side

Parking Management

- ✓ Ensure parking setbacks at alleys and access points preserve the turning radii required for freight access to loading docks


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

N/A City

 County

 Highway District

N/A School District

Breakeven point across all agencies: 9 years

Additional Information:

- Highway District fiscal impact is estimated to be positive in stabilization year (on-going impact), however capital costs to state highway system result in breakeven point beyond 20 years.

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:

None

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

Peckham Road, US-95 to Notus Road, Canyon County

Regionally Significant: Inflated

Key #: 13964

Requesting Agency: Golden Gate HD

Project Year: 2023

Total Previous Allocations: \$746

Total Programmed Budget: \$3,595

Total Cost (Prev. + Prog.): \$4,341

Project Description

Provide improvements on Peckham Road from US-95 in the City of Wilder to Notus Road in the City of Greenleaf in Canyon County, including: roadway rehabilitation, as well as curb, gutter, and sidewalk improvements within the city limits.

TIP Achievement:

- Open Space
- Health
- Safety
- Active Transportation
- System Performance



Funding Source STBG-R			Program Local Hwy - Rural				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	777	2,818	3,595	3,331	264
Fund Totals:	\$0	\$0	\$0	\$0	\$777	\$2,818	\$3,595	\$3,331	\$264

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