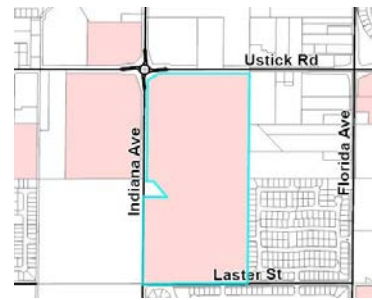


Communities in Motion (CIM) Development Review Checklist

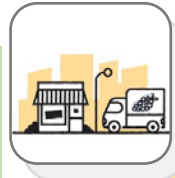
Development Name:	Hoshaw Subdivision	
CIM Vision Category:	Existing Neighborhood	
Consistent with CIM Vision ?	YES	
New Households:	428	New Jobs: ±70



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.

Indiana Avenue

Pedestrian level of stress	<input type="checkbox"/>
Bicycle level of stress	<input type="checkbox"/>



Economic Vitality
To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access	<input checked="" type="checkbox"/>
Impact on Existing Surrounding Farmland	<input type="checkbox"/>
Net Fiscal Impact	<input checked="" type="checkbox"/>



Convenience
What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop	<input type="checkbox"/>
Nearest public school	<input checked="" type="checkbox"/>
Nearest public park	<input checked="" type="checkbox"/>



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

Active Transportation	<input checked="" type="checkbox"/>
Automobile Transportation	<input type="checkbox"/>
Public Transportation	<input checked="" type="checkbox"/>
Roadway Projects	<input checked="" type="checkbox"/>



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

This site is serviced by Valley Regional Transit (VRT) bus route 43 – Caldwell Express, and 150 – On Demand Service. Work with VRT to determine if new bus stops to serve this site are appropriate. Consider providing cross access to the parcel north of Lassen Place.

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:	Indiana Avenue
Primary Use:	N/A
Secondary Use:	Public Transportation

Bicycle and Pedestrian Infrastructure

- ✓ Apply traffic calming measures to discourage speeding on local roads
- ✓ Provide sufficient and covered bike parking near destinations

Public Transportation Infrastructure

- ✓ Provide annual bus passes to employees or residents through the Valley Regional Transit Regional Pass Program: <https://www.valleyregionaltransit.org/group-pass-programs>

Traffic Calming

Access Management

- ✓ Provide cross or shared access to reduce the need for excessive access on major roads

More information is available in the [COMPASS Access Management Toolkit](#) and the [COMPASS Access Management Business Guide](#).

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

Breakeven 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:**

Ustick Road (Farmway Road to Lake Avenue)

Widening Ustick Road (Farmway Road to Lake Avenue) to five lanes is a local system priority in *Communities in Motion 2050* and is unfunded.

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