

Communities in Motion (CIM) Development Review Checklist

Development Name: Mason Creek Retail
 CIM Vision Category: Existing Neighborhood
 Consistent with CIM Vision? YES
 New Households: 0 New Jobs: ±90

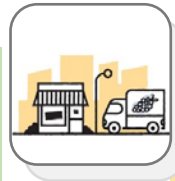


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

US Highway 20/26

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 northern boundary of the site abuts the Mason Creek Pathway Corridor. Consider including a pathway along the corridor as shown in the [Caldwell 2040 Bicycle and Pedestrian Master Plan](#). To support customers using the proposed storage facility ensure access points are designed with appropriate turning radii. Also, *Communities in Motion 2050* identifies a future frequent bus route running along this portion Middleton Road. The retail-commercial amenities proposed are supportive of future transit service.

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: US Highway 20/26

Primary Use: Freight

Secondary Use: N/A

Bicycle and Pedestrian Infrastructure

- ✓ Provide an improved pathway along a canal as a transportation and recreational option

Access Management

- ✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate

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

Additional Information:

- City fiscal impact is estimated to be negative in stabilization year (on-going impact).
- Capital improvements to Middleton Road and US Highway 20/26 are not included in the fiscal impact.

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:

Middleton Road (Cherry Lane to State Highway 44) & US Highway 20/26 (Interstate 84 to Middleton Road)

Widening Middleton Road (Cherry Lane to State Highway 44) to five lanes is the number one unfunded local system priority in *Communities in Motion 2050*. Also, note that widening US Highway 20/26 (Interstate 84 to Middleton Road) to 6 travel lanes is a short term funded State System 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

US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant: Inflated

Key #: 23337

Requesting Agency: ITD

Project Year: 2024

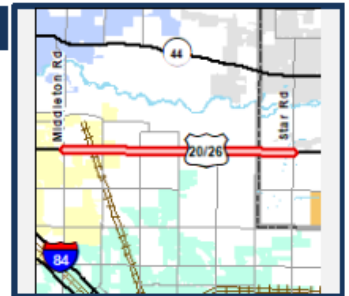
Total Previous Allocations: \$7,024

Total Programmed Budget: \$226,610

Total Cost (Prev. + Prog.): \$233,634

Project Description

Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Intersection improvements will include signalization at the mile. Construction will be broken out as funding is determined.



TIP Achievement:
 NHS-LOTTR
 Active Transportation
 Safety
 System Performance

Funding Source		State		Program				State Hwy - Early Development		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	0	23,000	130,000	153,000	0	153,000		
Fund Totals:	0	0	0	0	23,000	130,000	153,000	0	153,000		

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	3,946	23,364	200	0	0	27,510	0	27,510		
2024	0	0	18,100	0	0	0	18,100	0	18,100		
Fund Totals:	0	3,946	41,464	200	0	0	45,610	0	45,610		

Funding Source		Leading Idaho		Program				Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	3,000	0	0	3,000	0	3,000		
2025	0	0	25,000	0	0	0	25,000	0	25,000		
Fund Totals:	0	0	25,000	3,000	0	0	28,000	0	28,000		

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