## 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

**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.

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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.

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>US Highway 20/26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Use</td>
<td>Freight</td>
</tr>
<tr>
<td>Secondary Use</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Net Fiscal Impact by Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>City (✓)</td>
</tr>
<tr>
<td>Highway District (✓)</td>
</tr>
<tr>
<td>County (✗)</td>
</tr>
<tr>
<td>School District (✓)</td>
</tr>
</tbody>
</table>

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: 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

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