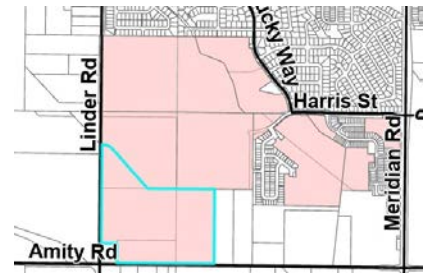


# Communities in Motion (CIM) Development Review Checklist

Development Name: Windrow Neighborhood  
 CIM Vision Category: Future Neighborhood  
 Consistent with CIM Vision? YES  
 New Households: 251      New Jobs: 0

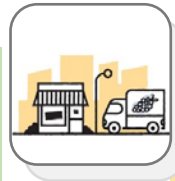


**Safety**  
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

*Linder Road*

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:**

Valley Regional Transit (VRT)'s [Transportation Development Plan \(TDP\) 2023-2027](#) identifies an express bus route (FR-019-0) connecting Meridian and Kuna, via Linder Road. The route is currently programmed in the TDP for fiscal year 2025. When operational, the route would run adjacent to the site. Please consider working with VRT to identify a stop location for this route.

**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.

<b>Corridor Name:</b>	Linder Road
<b>Primary Use:</b>	N/A
<b>Secondary Use:</b>	Public Transportation

### Public Transportation Infrastructure

- ✓ Provide sidewalks and/or bike paths designed to meet the needs of all users (including elderly, children, and individuals with disabilities) to connect development to transit stops
- ✓ Use Valley Regional Transit's [Bus Stop Location and Transit Amenities Development Guidelines](#) to site new bus stops

## Long-Term Funded and Unfunded Capital Projects

<b>CIM Priority Corridor:</b>	Amity Road (McDermott Road to State Highway 69)
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Widening Amity Road (McDermott Road to State Highway 69) to five lanes is an unfunded local system roadway 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/>

## ***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: 7 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:*

<https://compassidaho.org/fiscal-impact-tool/>