

# Communities in Motion (CIM) Development Review Checklist

**Development Name:** Cottonwood Crossing  
**CIM Vision Category:** Future Neighborhood  
**Consistent with CIM Vision?** NO  
**New Households:** 0      **New Jobs:** ±800

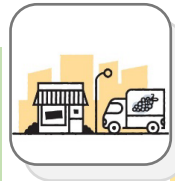


**Safety**  
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

*Ten Mile 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:**

This proposal greatly exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands. When developing the site plan, consider suggestions from the Complete Network Appendix below.

**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.

Sent: 9/22/23



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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.

<b>Corridor Name:</b>	Ten Mile Road
<b>Primary Use:</b>	Freight
<b>Secondary Use:</b>	N/A

## Land Uses to Support Bicycle and Pedestrian Transportation

- ✓ Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.

## Bicycle and Pedestrian Infrastructure

- ✓ Provide sidewalks, crosswalks, and micropaths to connect destinations
- ✓ Provide sufficient and covered bike parking near destinations

## Land Use to Support Public Transportation

- ✓ Orient buildings toward potential transit corridors, with parking on the back side rather than the street side

## Access Management

- ✓ Provide adequate driveways and drive-through queues to ensure that when a vehicle leaves a roadway it does not affect traffic on the roadway or access to businesses

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

## Parking Management

- ✓ Arrange parking near destinations to limit the amount of circling for nearby parking spaces and create multiple smaller parking lots rather than large parking lots
- ✓ Improve walking and cycling infrastructure to make them feasible alternatives to driving and parking

- ✓ Add landscape islands and designated walking paths to enable safe and comfortable paths to businesses

## ***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:**

- Fiscal impact analysis does not include University of Idaho endowment area.

*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:**

Ten Mile Road (Deer Flat Road to Victory Road)

Widening Ten Mile Road from Deer Flat Road to Victory Road to 5 lanes is an unfunded priority 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/>