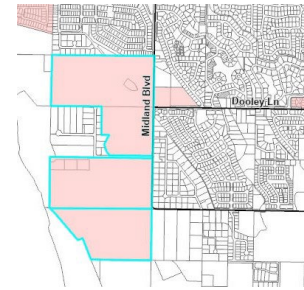


Communities in Motion (CIM) Development Review Checklist

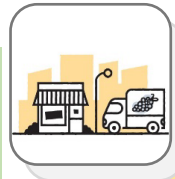
Development Name:	Deer Flat Ranch		
CIM Vision Category:	Existing Neighborhood		
Consistent with CIM Vision?	YES		
New Households:	189	New Jobs:	±140



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.

Midland Boulevard

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 checked="" 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 type="checkbox"/>



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

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



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

This proposal exceeds job growth forecasted for this area by ±40 jobs. Transportation infrastructure may not be able to support the new transportation needs. Work to increase roadway connectivity to increase safe and efficient travel.

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: Midland Boulevard

Primary Use: Public Transportation

Secondary Use: Freight

Bicycle and Pedestrian Infrastructure





- ✓ Site pathways and sidewalks as directly as conditions allow or provide wayfinding signs
- ✓ Apply traffic calming measures to discourage speeding on local roads
- ✓ Provide sufficient and covered bike parking near destinations
- ✓ Reduce street lengths to discourage speeding on local roads

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:

Additional Information:

- This analysis was completed based on the proposed housing development. The commercial aspect of this project was not included in this fiscal analysis.

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:**

Greenhurst Road (Middleton Road to Midland Boulevard)

Widening Greenhurst Road (Middleton Road to Midland Boulevard) to three lanes is a long-term funded project in *Communities in Motion 2050*.

**CIM Priority
Corridor:**

Midland Boulevard (Greenhurst Road to Orchard Avenue)

Widening Midland Boulevard (Greenhurst Road to Orchard Avenue) to five lanes is a long-term funded project in *Communities in Motion 2050*.

**CIM Priority
Corridor:**

Middleton Road (Greenhurst Road to Caldwell-Nampa Boulevard)

Widening Middleton Road (Greenhurst Road to Caldwell-Nampa Boulevard) to five lanes is the ninth priority long-term funded project on the local system roadway in *Communities in Motion 2055*.

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