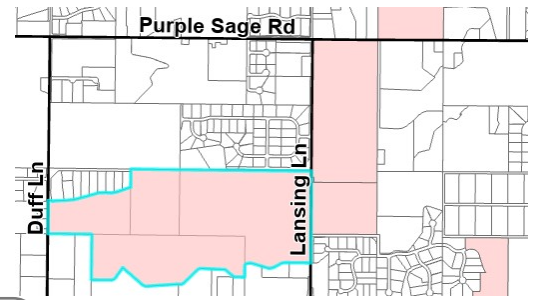


Communities in Motion (CIM) Development Review Checklist

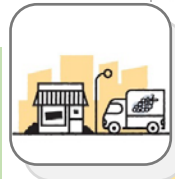
Development Name: Farmington Hills
 CIM Vision Category: Future Neighborhood
 Consistent with CIM Vision? YES
 New Households: 421 New Jobs: 0



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.

N/A

Pedestrian level of stress N/A
 Bicycle level of stress N/A



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 location is still in a predominately farmland area. Nearby services, such as schools, parks, grocery, and other services are likely accessed only by vehicle and there are no plans for public transportation to this location. Consider adding a bike lane along Meadow Park Boulevard as shown in *Middleton Connects*. Since Willis Road is longer than 0.5 miles long, consider adding traffic calming measures to discourage speeding and improve safety.

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: N/A

Primary Use: N/A

Secondary Use: N/A

Bicycle and Pedestrian Infrastructure

- ✓ Provide sidewalks, crosswalks, and micropaths to connect destinations
- ✓ Apply traffic calming measures to discourage speeding on local roads

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor: Purple Sage Road (Old Highway 30 to Can Ada Road)

Widening Purple Sage Road (Old Highway 30 to Can Ada Road) to three lanes is an unfunded state and local project in *Communities in Motion 2050* and is unfunded.

More information on transportation needs and projects based on forecasted future growth is available at:

<https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac>


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

N/A City

 County

 Highway District

N/A School District

Breakeven point across all agencies: 5 years

Additional Information:

- Capital improvements to Purple Sage Road are not included in the fiscal impact analysis as the project is currently unfunded.

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