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.

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:
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.

Sent: 3/22/23

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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.

<table>
<thead>
<tr>
<th>Corridor Name:</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Use:</td>
<td>N/A</td>
</tr>
<tr>
<td>Secondary Use:</td>
<td>N/A</td>
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</tbody>
</table>

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.

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

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](http://www.compassidaho.org/prodserv/fiscalimpact.htm)