

# Communities in Motion (CIM) Development Review Checklist

Development Name: Farmstead Commercial  
 CIM Vision Category: Activity Center  
 Consistent with CIM Vision? YES  
 New Households: 0      New Jobs: ±470

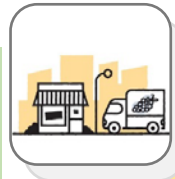


**Safety**  
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

*Midland Boulevard*

Pedestrian level of stress

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 area is currently served by Valley Regional Transit On Demand Route #150 with a stop at the intersection of Midland Boulevard and Cherry Lane. Work with Valley Regional Transit to accommodate future services and improve the existing stop. As the site plan is developed, consider providing sidewalks and pathways to enable safe and comfortable paths for walking and biking access to buildings.

**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:** Freight

**Secondary Use:** Public Transit

## Land Uses to Support Bicycle and Pedestrian Transportation

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

## Land Use to Support Public Transportation

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

## Public Transportation Infrastructure

- ✓ Provide bicycle parking that includes covered bike racks at transit stops; ensure it does not conflict with vehicular or pedestrian travel
- ✓ Provide shelters, benches, trash receptacles, lighting, and landscaping to enhance the overall comfort and attractiveness of transit; ensure amenities do not block pathways, sidewalks, or bike lanes
- ✓ Use Valley Regional Transit's [Bus Stop Typology: Kit of Parts](#) to review current bus stops

## Parking Management

- ✓ 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: 3 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/>

## ***Long-Term Funded and Unfunded Capital Projects***

**CIM Priority  
Corridor:**

Cherry Lane from Middleton Road to Black Cat Road

Widening Cherry Lane from Middleton Road to Black Cat Road with a possible realignment is the number 2 local priority in *Communities in Motion 2050*. It is an unfunded project.

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