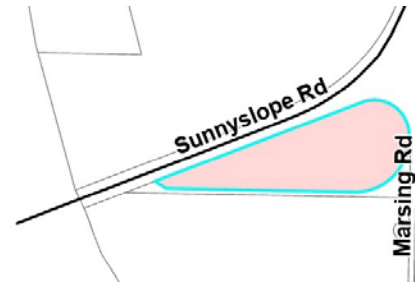


Communities in Motion (CIM) Development Review Checklist

Development Name: OR2022-0010/CR2022-0031
 CIM Vision Category: Rural
 Consistent with CIM Vision? NO
 New Households: 0 New Jobs: ±90

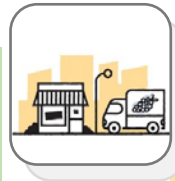


Safety

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

State Highway 55 (Sunny Slope 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:

The project proposes commercial development near the City of Marsing's downtown. The estimated number of jobs exceeds growth forecasted for this area which may affect transportation facilities in the area. The [COMPASS Complete Network Policy](#) identifies State Highway 55 (Sunny Slope Road) as a primary freight corridor. When developing the site plan consider how to accommodate freight movement and encourage walking/biking in the area (see Complete Network Appendix for more information).

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.



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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.

Corridor Name: Sunny Slope Road (State Highway 55)

Primary Use: Freight

Secondary Use: None

Access Management

- ✓ Provide cross or shared access to reduce the need for excessive access on major roads
- ✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate

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

Parking Management



- ✓ Improve walking and cycling infrastructure to make them feasible alternatives to driving and parking

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: 1 year

Additional Information:

- Fiscal Impact Analysis was run using a mix of retail (shops or restaurant) as well as a storage type use. Retail alone was estimated to reduce County gross revenue with the largest County expense being the Sheriff's Office.

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