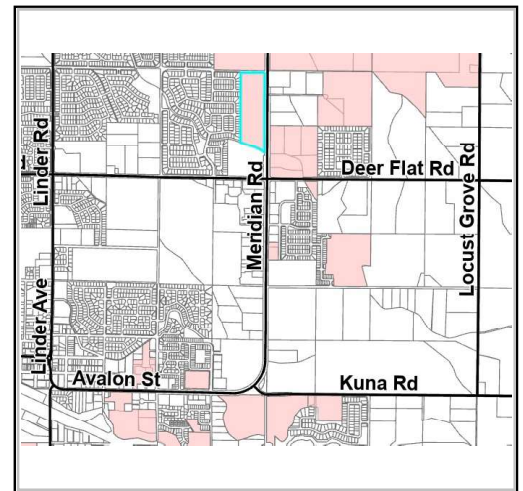


# Communities in Motion 2050 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2050* (CIM 2050), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2050 goals.



**Development Name:** Beltzarock Subdivision

**CIM Vision Category:** Existing Neighborhood

**New Jobs:** ±280

**CIM Corridor:** None

**New Households:** 53



## Safety

Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure number of vehicle lanes, and travel speeds.

Pedestrian level of stress

Bicycle level of stress



## Economic Vitality

These tools evaluate whether the location of the proposal supports economic vitality by growing near existing public services.

Activity Center Access

Farmland Preservation

Net Fiscal Impact

Within CIM Forecast



## Convenience

Residents who live or work less than 1/2 mile from critical services have more transportation choices, especially for vulnerable populations.

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 Capacity



**Improves performance**



**Does not improve or reduce performance**



**Reduces performance**

## Comments:

The proposal is a mix of residential and retail nearby downtown Kuna, a major activity center. A new express bus route to downtown Kuna is tentatively planned for 2025. Consider reducing the number of access points to Meridian Road/State Highway 69.

**Communities in Motion 2050**  
[2020 Change in Motion Report](#)  
[Development Review Process](#)

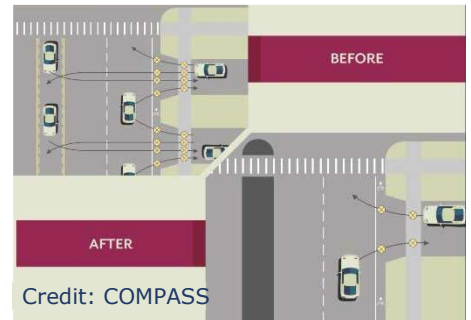
Web: [www.compassidaho.org](http://www.compassidaho.org)  
 Email: [info@compassidaho.org](mailto:info@compassidaho.org)



## Access Management

Access management is a set of techniques to control vehicular access to roadways. The benefits of access management include improved traffic efficiency, fewer vehicle conflicts, and reduced crashes. Access management can help to improve the safety of cyclists and pedestrians by limiting the number of conflict points and separating the conflict points.

Several steps can be taken to improve efficiency and safety of the transportation network using access management:



- ✓ Space access (driveways or cross streets) to increase the distance between potential conflict points.
- Provide more access on lower functionally classified roads, such as collectors, instead of arterials, to facilitate efficiency and safety.
- Provide cross or shared access to reduce the need for excessive access on major roads.
- Provide stub roads to help enable future connections between properties and reduce the need for access to high-speed, high-volume roadways.
- Provide adequate driveways and drive-through queues to ensure that when a vehicle leaves a roadway it does not affect traffic on the roadway or access to businesses.

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

# ***Fiscal Impact Analysis Supplemental for the Development Review Checklist***

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine 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.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all. More information about the COMPASS Fiscal Impact Tool is available at: [www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm).


## **Overall Net Fiscal Impact**

### **Net Fiscal Impact, by Agency**

City 

County 

Highway District 

School District 

Break Even: 1 year