Communities in Motion (CIM) Development Review Checklist

<table>
<thead>
<tr>
<th>Development Name:</th>
<th>Apartments at Kootenai and Federal Way</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CIM Vision Category:</strong></td>
<td>Activity Center</td>
</tr>
<tr>
<td>Consistent with <strong>CIM Vision?</strong></td>
<td>YES</td>
</tr>
<tr>
<td>New Households:</td>
<td>120</td>
</tr>
<tr>
<td>New Jobs:</td>
<td>±5</td>
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**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.

- Federal Way
  - 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: ✓

**Comments:**
The project is near Vista Avenue. Valley Regional Transit (VRT)’s Transportation Development Plan 2023-2027 includes a pending project on Vista Avenue to bring an additional 8 hours of 15 minute service every weekday (FR-011-0). The project is currently unfunded. To support transit service along the corridor, consider using VRT’s Bus Stop Typology: Kit of Parts to improve nearby bus stops. Also consider including one or more accessible apartments to co-locate accessible housing on transit lines.

**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.

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

Public Transportation Infrastructure

- Include doors with 32 inches of clear passage space, and at least one zero-step entrance and accessible bathroom on the main floor to support those with limited mobility.
- Provide annual bus passes to employees or residents through the Valley Regional Transit Regional Pass Program: [https://www.valleymetroride.com/group-pass-programs](https://www.valleymetroride.com/group-pass-programs)
- Use Valley Regional Transit’s [Bus Stop Typology: Kit of Parts](https://www.valleymetroride.com/bus-stop-typology-kit-of-parts) to review current bus stops.
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>
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<tr>
<th>Net Fiscal Impact by Agency</th>
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<tbody>
<tr>
<td>City</td>
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<tr>
<td>Highway District</td>
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Breakeven point across all agencies: 1 year

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/](https://compassidaho.org/fiscal-impact-tool/)
Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor: Vista Avenue (Bogus Basin Road to the Boise Airport)

Vista Avenue (Bogus Basin Road to the Boise Airport) is tied with two other routes as the number one unfunded public transportation project in Communities in Motion 2050.

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

Short-Term Funded Capital Projects

Source: The COMPASS Transportation Improvement Program (TIP). The TIP is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant and is available at: https://compassidaho.org/transportation-improvement-program/