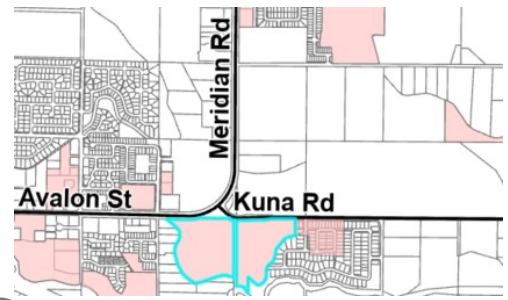


Communities in Motion (CIM) Development Review Checklist

Development Name:	Rising Sun (WEST) UPDATED	
CIM Vision Category:	Existing Neighborhood	
Consistent with CIM Vision ?	NO	
New Households:	±400	New Jobs: ±170

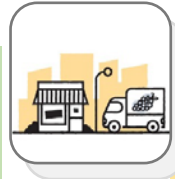


Safety
How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

East Kuna Road/Avalon Street

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:

Within about one mile of the site, Valley Regional Transit's [Transportation Development Program 2023-2027](#) shows an express bus route connecting downtown Meridian and Kuna. The route is anticipated to begin in fiscal year 2025.

Please note that since the application provided does not include anticipated employment or household numbers, the numbers included in this report are estimates. Consider recommendations from the Complete Network Appendix (below) when developing the site plan.

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:	Kuna Road
Primary Use:	N/A
Secondary Use:	Freight

Access Management

- ✓ Ensure access points are designed with a turning radius that accommodates freight access where appropriate
- ✓ Separate freight movement from customer movement by locating loading bays on the back side rather than the street side
- ✓ 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](#).

Parking Management

- ✓ Improve walking and cycling infrastructure to make them feasible alternatives to driving and parking
- ✓ Add landscape islands and designated walking paths to enable safe and comfortable paths to businesses
- ✓ Ensure parking setbacks at alleys and access points preserve the turning radii required for freight access to loading docks
- ✓ Promote vigorous enforcement of 'no parking' zones in loading bays and near alleys and access points

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: 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:

www.compassidaho.org/prodserv/fiscalimpact.htm

Long-Term Funded and Unfunded Capital Projects

**CIM Priority
Corridor:**

State Highway 69 (Kuna-Meridian Rd)

- Widening State Highway 69 from Kuna Road to Interstate 84 to six lanes is the number 4 unfunded state system priority in *Communities in Motion 2050*.
- Extending Meridian Road from King Road to Kuna Road including a new roadway and railroad overpass (study to determine needs) is a long-term funded local system roadway project in *Communities in Motion 2050*.

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>