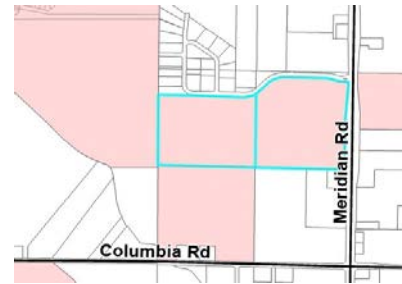


Communities in Motion (CIM) Development Review Checklist

Development Name: Rivia Subdivision
 CIM Vision Category: Future Neighborhood
 Consistent with CIM Vision? YES
 New Households: 231 New Jobs: ±200

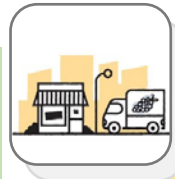


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Meridian 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 proposal is a mix of residential and retail, which can reduce congestion by decreasing the amount of single occupancy vehicle trips generated on the transportation network and encourage non-motorized travel. Consider a pathway that connects commercial uses located on Ciri Avenue to the park to the west to improve internal connectivity and increase biking and walking between areas. Assess spacing between Angel Way and Cintra Avenue to increase the distance between potential conflict points.

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.

Sent: 8/7/23



<https://compassidaho.org/>



info@compassidaho.org



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: Meridian Road

Primary Use: Freight

Secondary Use: N/A

Land Uses to Support Bicycle and Pedestrian Transportation

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

Access Management

- ✓ Space access points (driveways or cross streets) to increase the distance between potential conflict points

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

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: Does not break even.

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:**

Meridian Road (Kuna Road to Interstate 84)

Widening Meridian Road (Kuna Road to Interstate 84) to six lanes is the number 4 state system priority in *Communities in Motion 2050* and is unfunded.

**CIM Priority
Corridor:**

Lake Hazel Road (Happy Valley Road to Meridian Road)

Widening Lake Hazel Road (Happy Valley Road to Meridian Road) to five lanes is an unranked local priority in *Communities in Motion 2050* and is unfunded.

**CIM Priority
Corridor:**

Lake Hazel Road (Meridian Road to Locust Grove Road)

Widening Lake Hazel Road (Meridian Road to Locust Grove Road) to five lanes is a local long-term funded priority 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/>