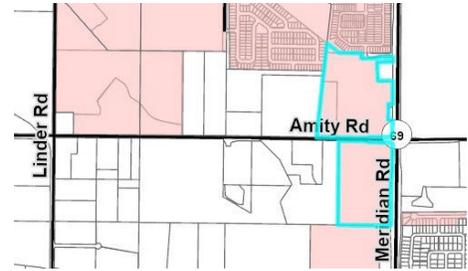


# Communities in Motion (CIM) Development Review Checklist

**Development Name:** Syringa Crossing Mixed Use  
**CIM Vision Category:** Future Neighborhood  
**Consistent with CIM Vision?** YES  
**New Households:** 429      **New Jobs:** ±270



**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.

*Amity 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:**

A park is proposed as part of this development. Once built, the "Nearest public school" checkmark above will change to green "Improves performance". Coordinate with the City of Meridian, the Ada County Highway District, and the Idaho Transportation Department for best practices on access management.

**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.

<b>Corridor Name:</b>	Amity Road
<b>Primary Use:</b>	N/A
<b>Secondary Use:</b>	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.

## Bicycle and Pedestrian Infrastructure

- ✓ Provide sidewalks, crosswalks, and micropaths to connect destinations

## Access Management

- ✓ Space access points (driveways or cross streets) to increase the distance between potential conflict points
- ✓ Provide more access on lower functionally classified roads, such as collectors, and less on arterials, to facilitate efficient and safe through movement
- ✓ 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
- ✓ Separate freight movement from customer movement by locating loading bays on the back side rather than the street side
- ✓ 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](#).

## **Parking Management**

- ✓ Provide shared parking between multiple users or destinations that have different peak periods. For example, office buildings traditionally need day-time parking while restaurants need space later in the evening.
- ✓ 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



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:*

<https://compassidaho.org/fiscal-impact-tool/>

## ***Long-Term Funded and Unfunded Capital Projects***

**CIM Priority  
Corridor:**

Amity Road (McDermott Road to State Highway 69 (Meridian Road))

Widening Amity Road (McDermott Road to State Highway 69 (Meridian Road)) to five lanes is an unfunded project in *Communities in Motion 2050*.

**CIM Priority  
Corridor:**

State Highway 69 (Meridian Road) (Kuna Road to Interstate 84)

Widening State Highway 69 (Meridian Road) (Kuna Road to Interstate 84) to six lanes is priority number 4 on the State Highway System in *Communities in Motion 2050*. It is an unfunded project.

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