

Communities in Motion (CIM) Development Review Checklist

Development Name: Barnwood Village
 CIM Vision Category: Future Neighborhood
 Consistent with CIM Vision? YES
 New Households: 960 New Jobs: ±285

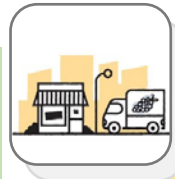


Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Lake Hazel 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:

Ensure sufficient distance of parking from roadways to reduce conflict, especially south of Block 2 Parcel 6. Provide sufficient signs to navigate commercial and residential areas for drivers and pedestrians. Consider shared parking for both users. Consider the placement of freight loading docks and promote vigorous enforcement of 'no parking' zones to provide clear access for freight vehicles.

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:	Lake Hazel 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.

Bicycle and Pedestrian Infrastructure

- ✓ Site pathways and sidewalks as directly as conditions allow or provide wayfinding signs
- ✓ Apply traffic calming measures to discourage speeding on local roads
- ✓ Reduce street lengths to discourage speeding on local roads

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

Parking Management

- ✓ Promote vigorous enforcement of 'no parking' zones in loading bays and near alleys and access points
- ✓ 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.

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/>

Short-Term Funded Capital Projects

Lake Hazel Road, Maple Grove Road to Cole Road, Ada County

Regionally Significant:

Key #: RD216-05

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget \$4,061

Total Cost (Prev. + Prog.): \$4,061

Project Description

Widen Lake Hazel Road from Maple Grove Road to Cole Road in Ada County to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway.

TIP Achievement:
 Open Space
 System Performance
 Active Transportation



Funding Source	Local (Regionally Significant) Program Hwy - Local Partnerships						Local Match 100.00%		
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share
2026	0	332	4	0	0	0	336	0	336
PD	0	0	60	0	0	3,665	3,725	0	3,725
Fund Totals:	0	332	64	0	0	3,665	4,061	0	4,061

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/>