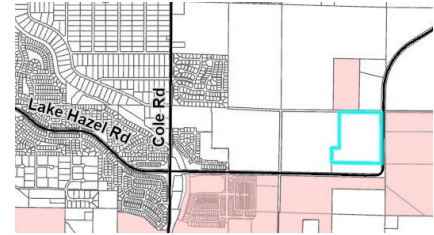


# Communities in Motion (CIM) Development Review Checklist

**Development Name:** Syringa Commercial Subdivision  
**CIM Vision Category:** Future Neighborhood  
**Consistent with CIM Vision?** YES  
**New Households:** 0      **New Jobs:** ±900

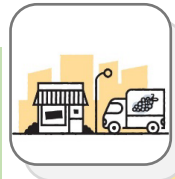


**Safety**  
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

*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:**

Bike and pedestrian improvements to Lake Hazel Road would increase the performance of bike and pedestrian level of stress to a green checkmark.

**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: 3/31/26



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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.

**Corridor Name:** Lake Hazel Road

**Primary Use:** N/A

**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.
- ✓ Place residential uses near services such as parks, schools, grocery stores, or employment centers.
- ✓ Place higher-density residential uses close to employment, bus service, schools, or parks.

## Bicycle and Pedestrian Infrastructure

- ✓ Provide sidewalks, crosswalks, and micropaths to connect destinations
- ✓ Provide an improved pathway along a canal as a transportation and recreational option
- ✓ Provide an improved pathway along a rail corridor as a transportation and recreational option:  
[https://compassidaho.org/wp-content/uploads/COMPASS\\_FINAL\\_RWT\\_COST\\_STUDY\\_090419\\_web.pdf](https://compassidaho.org/wp-content/uploads/COMPASS_FINAL_RWT_COST_STUDY_090419_web.pdf)
- ✓ Site pathways and sidewalks as directly as conditions allow or provide wayfinding signs
- ✓ Apply traffic calming measures to discourage speeding on local roads
- ✓ Provide sufficient and covered bike parking near destinations
- ✓ Reduce street lengths to discourage speeding on local roads

## Access Management

- ✓ 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**

- ✓ Arrange parking near destinations to limit the amount of circling for nearby parking spaces and create multiple smaller parking lots rather than large parking lots
- ✓ 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
- ✓ 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:*

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

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

**CIM Priority  
Corridor:**

Lake Hazel Road (Orchard Street Extension to Eisenman Road)

Constructing a new 5-lane roadway Lake Hazel Road (Orchard Street Extension to Eisenman Road) is a long-term funded 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/>