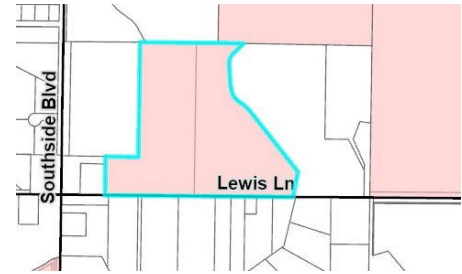


# Communities in Motion (CIM) Development Review Checklist

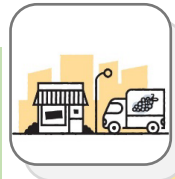
<b>Development Name:</b>	Sagewood Subdivision	
<b>CIM Vision Category:</b>	Future Neighborhood	
<b>Consistent with CIM Vision?</b>	YES	
<b>New Households:</b>	178	<b>New Jobs:</b> ±80



**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.

*Lewis Lane*

Pedestrian level of stress	<input type="checkbox"/>
Bicycle level of stress	<input type="checkbox"/>



**Economic Vitality**  
To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access	<input type="checkbox"/>
Impact on Existing Surrounding Farmland	<input type="checkbox"/>
Net Fiscal Impact	<input type="checkbox"/>



**Convenience**  
What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop	<input type="checkbox"/>
Nearest public school	<input checked="" type="checkbox"/>
Nearest public park	<input type="checkbox"/>



**Quality of Life**  
Checked boxes indicate that additional information is attached.

<b>Active Transportation</b>	<input checked="" type="checkbox"/>
<b>Automobile Transportation</b>	<input checked="" type="checkbox"/>
<b>Public Transportation</b>	<input type="checkbox"/>
<b>Roadway Projects</b>	<input type="checkbox"/>



**Improves performance**



**Does not improve or reduce performance**



**Reduces performance**

**Comments:**

Based on the site plan provided COMPASS has no additional comments.

**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: 2/8/26



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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.

<b>Corridor Name:</b>	Lewis Lane
<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.
- ✓ 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

- ✓ 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

- ✓ 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 stub roads to help enable future connections between properties and reduce the need for access to high-speed, high-volume roadways

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: 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/>