



KUNA PLANNING AND ZONING COMMISSION

Agenda for April 25, 2017

Kuna City Hall ▪ Council Chambers ▪ 751 W. 4th St. ▪ Kuna, Idaho

1. CALL TO ORDER AND ROLL CALL

Chairman Lee Young
Vice Chairman Dana Hennis
Commissioner Cathy Gealy
Commissioner Stephen Damron

2. CONSENT AGENDA

- a) Planning and Zoning Commission meeting minutes for April 11, 2017.
- b) 16-07-AN (Annexation) – Robert Law Annexation: -***Findings of Fact and Conclusions of Law***
- c) 16-03-S (Subdivision), 16-06-AN (Annexation) and 16-13-DR (Design Review) - J-U-B Engineers representing Coleman Homes, LLC; Winfield Springs Subdivision -***Findings of Fact and Conclusions of Law***
- d) 16-13-AN (Annexation), 16-04-CPM (Comp Plan Map Amendment) - Troy Todd, Indian Creek Sports Annexation -***Findings of Fact and Conclusions of Law***

3. PUBLIC HEARING

- a) 17-03-ZC (Rezone) and 17-01-S (Subdivision) - Caspian Subdivision: a request from DBTV Mason Creek Farms, LLC, for a zone change from Public to R-6 (Medium Density Residential) and preliminary plat approval to create a subdivision with 497 buildable Lots, and 68 common lots, over approximately 131.75 acres with an approximate density of 3.77 homes per acre. The site is located between Ten Mile and Linder Roads, on the north side of Lake Hazel Road, Meridian, Idaho.

4. COMMISSION DISCUSSION AND REPORTS

5. ADJOURNMENT

**CITY OF KUNA
PLANNING & ZONING COMMISSION**

**MEETING MINUTES
Tuesday, April 11, 2017**

PZ COMMISSION MEMBER	PRESENT	CITY STAFF PRESENT:	PRESENT
Chairman Lee Young	X	Wendy Howell, Planning Director	X
Commissioner Dana Hennis	X	Troy Behunin, Senior Planner	X
Commissioner Cathy Gealy	Absent	Trevor Kesner, Planner II	X
Commissioner #4 (vacant)		Jace Hellman, Planner I	X
Commissioner Stephen Damron	X		

6:00 pm – COMMISSION MEETING & PUBLIC HEARING

Call to Order and Roll Call

Chairman Young called the meeting to order at **6:00 pm**.

1. CONSENT AGENDA

- a) Planning and Zoning Commission meeting minutes for March 28, 2017.

Commissioner Hennis motions to approve the consent agenda; Commissioner Damron Seconds, all aye and motion carried 3-0.

2. PUBLIC HEARING

- a) **17-02-SUP** (Special Use Permit): A request from Heather Branch to operate an in-home beauty salon located at 488 South Whim Avenue, Kuna, ID (APN #R7100120440).

Heather Branch: I have applied for a special use permit to operate a salon in the garage of my home. I am a licensed cosmetologist and has been doing hair for seven years. I typically do friends and family, it is pretty low key. I am not hiring out any employees, renting out my space, or posting any signs. I do appointment based only, no walk-ins. I primarily work in the evenings, I am a full-time mom and a part time stylist. So, it is the best way for me to get the best of both worlds. I have done this before in my last house, I lived in Nampa, and just moved here to Kuna, so I am pretty familiar with the business side of this I guess, but its worked out great for me and I hope that I can do it again here. **C/Young:** Okay, and have you seen the Conditions of approval in the staff report, and what they have. **Heather Branch:** I am not sure if you're asking for the CC&Rs? **C/Young:** No, let me find it on my pdf, I'm sorry. **C/Hennis:** eleven. **C/Young:** Eleven? I am slowly getting there. **Heather Branch:** Yea, I mean I haven't seen this before but... **C/Young:** ok, well take a, please read that. **Heather Branch:** Okay **C/Young:** Okay. **Heather Branch:** These are pretty straight forward I guess, but yea, my salon will be...I'll go through the permit process and we are going to be adding on a room in the garage so I will do the permits, and it also has to be licensed with the Idaho Bureau of Licensing in Boise so I'll do that as well.

C/Young: Okay, so you said it was just you **Heather Branch:** yeah just me. **C/Young:** Having fun in there? Okay. So, there is only going to be one appoint at a time, I am just thinking parking wise. **Heather Branch:**

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yeah. **C/Young:** Okay. **C/Hennis:** I have no questions at this time. **C/Damron:** That property has its own septic system? **Heather branch:** Yeah, I am assuming. **C/Hennis:** It should be on City. It's on City. **C/Damron:** It's on City? **C/Hennis:** ya **C/Damron:** okay. **C/Young:** Okay, and I guess if there is no questions. **C/Damron:** I'm good. **C/Young:** I guess that's it for now. **C/Hennis:** Thank you. **C/Young:** Okay, and then we will let staff come up.

Trevor Kesner: Chairman Young, Commissioners for the record Trevor Kesner, Planner for the City of Kuna, my address is 751 W 4th street. This special Use application permit before you tonight is pretty straight forward. The applicant intends to work on a part time basis, she understands parking needs to be provided for her clients and she is aware that she needs a permit for any modifications she needs in order to accommodate the saloon in her garage. As you saw she has been prepped with the conditions and other than that I will stand for any questions That you have. **C/Young:** any questions for staff at this time? **C/Hennis:** I cannot think of any I have. **C/Damron:** I have none. **C/Young:** Okay, thank you, and ill open up the public testimony at 6:07, and I have listed here in favor, Bob Alloway. **Bob Alloway:** That's me **C/Young:** It's not marked whether or not you wanted to testify, or just in favor? **Bob Alloway:** I'm in favor yes, that's all. **C/Young:** Okay, that's the only other person I had listed on here. Is there anybody who wanted to testify that's not listed on here? Okay, seeing none, ill close the public testimony at 6:08, and that just brings up our discussion, and I don't see anything wrong, everything has been properly noticed, neighbors advised and comments, so I have no issues. **C/Hennis:** I don't see any either, as she expands she just does the permit process, and that is what important. **C/Young:** okay, I'll stand for a motion.

Commissioner Damron motions to approve Case No.17-02-SUP (Special Use Permit); Commissioner Hennis Seconds, all aye and motion carried 3-0.

- b) **16-07-AN (Annexation)** – Robert Law: Applicant requests approval to annex an approximately 0.91+/- acre parcel located at 3815 W. Columbia Road into the City of Kuna with an R-2 residential zoning designation.

Robert Law: Thank you for taking time, my name is Robert Law and I live in 3815 W Columbia Rd. I am proposing to annex my property into the city of Kuna. The main purpose for that is so that I may continue operating as a repair facility where I fixed cars, automobiles, small engines, Atv's, Lawn Mowers, whatever doesn't move and should move. When Started doing this about three and a half decades ago, I had two goals in mind; one to be a benefit for people, and provide for my family in the process. I believe that I have accomplished those two things. I assume you have had the opportunity to read the comments ****Inaudible**** actually we only requested comments from about 10 or 12, and word got out that this was happening, so all of the rest of them jumped in. Some of them were not quite sure what the subject was so there may be some comments that were critical of the city of Kuna, and that's not accurate of course, and my experience in working with the staff in Kuna has always been very good, they've been helpful, all three of their people who have worked with me have been very kind. They are just ambitious and eager to do something. As you've noticed, we have had a little over 40 letters sent in from customers and neighbors. We Chose not to invite anybody to come this evening in the interest of your time, many of them expressed the desire to be here ****inaudible**** I got a chance to read through the staff report and it represents pretty close to what I have in mind. There is a little bit of a verbiage adjustment that we are still working on ****Inaudible**** Trevor has been really helpful there. I should mention that I imagine that it

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be of interest to you the approximate volume of what I do. At the end of year, I totaled them up and there's about 253 jobs in a year which is a little less than one per day, I am just one person and that's about all I can handle. ****Inaudible** C/Young:** Okay, any questions for the applicant at this time. **C/Hennis:** All of your used motor oil and such is being recycled? **Robert Law:** I have a 250 gallon barrel out there that I put the used motor oil ****inaudible**** any type of used motor oil goes in there and periodically the recycling place to come out there and take care of it ****Inaudible** C/Hennis:** okay, okay **Robert Law:** ****Inaudible** C/Hennis:** I have no other questions I can think of. **C/Damron:** I don't have any. **C/Hennis:** Thank you. **C/Young:** Okay, Thank you very much. Okay, then we'll have Trevor please come up.

Trevor Kesner: Chairman Young and the Commissioners once again Trevor Kesner, I am here for the City of Kuna, 751 W 4th Street, the application before you tonight for the annexation of Robert Law's property is pretty straight forward. As the applicant has mentioned there is a significant amount of support that was provided by his neighbors who really desire for him to keep that shop going as he annexes in. According to city code, this would be a non-conforming use, it was non-conforming in the county, so as it comes in to the city with the R-2 designation, that that non-conforming use be allowed to continue. So that is one thing we wanted to check in with the commissioners and let them know that this is something that typically wouldn't be allowed within this zone, however if they annex in as a nonconforming use, they should be allowed to continue that till such time that development occurs, or any expansion or modification to the site occurs, and then we would have to take a look again. I would first like to point out that within the staff report, I am not sure what page that is, this is page 3 of 6, under the sanitation services, Typically the city has a contract with J&M Sanitation, and those who live within the city, should really use those services. The applicant is currently being serviced by Republic Sanitation Services. We've checked with J&M Sanitation Services about servicing the property and they said they are okay with Mr. Law continuing to use Republic Sanitation Services. We have provided an email for you guys confirming that, this will be entered into the record that J&M Sanitation is okay with that. That was something the applicant was concerned about. Additionally, the applicant had mentioned some verbiage changes within the staff report, certainly that is one of them, and if I step over here, he had requested that we continue to allow him to use his existing well system, so he wanted to change the verbiage under staff analysis on page three as well, under this paragraph, the property owner will be required to abandon the septic system and connect to the city sewer services, and that if his existing septic system fails and city services are not within 300 FT of the property, which they're not that the applicant be allowed to repair his septic system. Additionally, this addressed in the proposed findings of fact, and this will also be entered into the record when these findings come before you. This changes this right here. So, if the septic system fails or use of the property is changed, or expanded upon beyond what is proposed in this application, the facilities are extended within 300 Ft of the property, the city recommends connections to city facilities. Other than I will stand for any questions that you have, I just wanted to point out that the applicant has fulfilled all of the public noticing requirements, he's provided all of the documentation. The city was really impressed with the amount of support that the community has provided for him to be able to continue with his business. So again, I'll stand for questions. **C/Damron:** In a situation like this where he was in the county and he has been in business at the same site for 34 years, is there any contingencies in the city with that as opposed to having him on a... **C/Hennis:** non-conforming **C/Damron:** Non-Conforming situation? **Trevor Kesner:** there are several in the city of Kuna that are considered non-conforming by

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virtue of when they annexed in it was non-conforming. As long as the use continues, it does not change, and it is not expanded or altered in anyway, those non-conforming uses may continue. **C/Damron:** Okay, and you said that the sewer system is not within 300 FT of this property? **Trevor Kesner:** It is not even close. **C/Damron:** Okay **C/Hennis:** well doesn't this addition in the verbiage as its stated here and corrected reflect our ordinance that we adjusted last year? **Trevor Kesner:** Correct, but additionally the applicant was wanting to continue to use his well water, because water is available to the site. **C/Hennis:** Oh, I see. **Trevor Kesner:** He enjoys his well, he paid for it and he wants to get the maximum valley out of it, and along as the applicant is comfortable with providing for the safety of that drinking water for his private system, there is nothing in code that would preclude him continuing its use. **C/Hennis:** Okay, nothing further. **C/Young:** Okay, thank you Trevor, then ill open up the public testimony at 6:20 and I don't see anybody listed to testify is there anybody that is here that wants to that did not sign in? okay, seeing none I'll close the public testimony at 6:21. That brings up our discussion, and for me as far as coming in as a none conforming use, it has been there for a very long time, and considering the overwhelming support here that it has. **C/Hennis:** I would be more afraid to not let him. So, I don't see any issues, it seems appropriate.

Commissioner Hennis motions to approve Case No. 16-07-AN (Annexation) with the condition stated in the staff report, with the corrections provided by the staff; Commissioner Damron Seconds, all aye and motion carried 3-0.

- c) **16-03-S** (Subdivision), **16-06-AN** (Annexation) and **16-13-DR** (Design Review) - J-U-B Engineers representing Coleman Homes, LLC: Applicant requests to annex approximately 111.18 acres into Kuna City with an R-6 residential zoning designation and subdivide the property into 342 single family residential lots and 33 common lots for the proposed Winfield Springs Subdivision. The site is located northwest of the intersection of Deer Flat and Meridian Roads at 1925 N. Meridian Road, Kuna, Idaho.

Kristie Watkins: My name is Kristie Watkins I'm with JUB engineers at 250 South Beach Wood in Boise. The request before you tonight is for annexation and zoning into R-6, preliminary plat approval and design review approval of landscaping of the common areas of the proposed Winfield Subdivision located near the northwest corner of N Meridian Rd and Deer Flat Rd. We are requesting annexation and zoning for the entire 111.18 acres to R-6, medium density residential, which is consistent with the City of Kuna's comprehensive plan future land use plan. The design of the project is intended to complement the existing single family residential uses that are already in the area, the property will be divided into 380 lots, which will include 347 single family lots and 33 common lots and will be constructed in seven phases. Overall there will be 3.12 dwelling units per acre and 12.6% or 14 acres of open space. There are adequate public services available to serve this subdivision. Sewer, water and utilities will be extended into site from existing mainlines and surrounding developments and in the right of way. There is also a proposed lot that has been designated for future well site and pump station as per the cities requests. Access to the development will be provided by East Ardell Rd. via two entrances. North Kay avenue via two entrances and one Deer Flat road via one main entrance that will be classified as a residential collector and they will also provide two more sub streets that will be included on the east of the development to provide future access to any incoming development on the frontage at ***inaudible***. Ardell will constructed as a half

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section from kay to highway 69 in accordance with the highway 69 overlay district guidelines. Kay avenue will also be constructed as a half section and will provide for future connection from Deer Flat to Hubbard. ITD has approved a permit for access of highway 69 and will require installation of a southbound right turn lane on Highway 69 at both W Ardell and Deer Flat Rd. The applicant further agrees to dedicate right of way and construct the effective road ways as per ACHD recommendations outlined in their staff report dated April 6, 2017. Making these through connections will reduce impacts on deer flat road, and will contributed to the overall half mile street network that is identified on Kuna's 2035 street circulation map. There are multiple pathway connections throughout the property, as well as a developed trail adjacent to the Kuna canal. This is also consistent with the Kuna recreation and pathways master plan. Tonight, we are also requesting Design Review approval for the proposed landscaping. A playground, pathways, clubhouse and pool are proposed in the common areas to be constructed in phase one. The club house and parking area will be submitted as separate design review applications prior to their construction. The elements that have been designed are required numbers of species of trees and bushes within the 20 FT landscape buffer within the internal open space areas and around the clubhouse, pathways and ***inaudible*** areas. The proposed fencing ranges from 4-foot vinyl fence along the internal pathway connections. ***inaudible*** rod iron along the canal and six-foot vinyl privacy fence around the perimeter of the subdivision. There are also 8 FT detached sidewalks planned adjacent to Deer Flat and Kay. The landscaping will be installed in accordance with the Kuna City Code. The applicant currently agrees with all of the conditions set forth in the staff report dated March 28th, 2017 and all of the recommendations in the attached memos from various agencies. I'd like to thank you for your time, if you have any questions? **C/Young:** okay, **C/Hennis:** Pretty thorough, I can't think of anything here though. **C/Damron:** Correct me if I am wrong wasn't there 375 lots. **Kristie Watkins:** We proposed 380 total, and then 347 actual **C/Damron:** Because I thought the report I read was 342 and 33, if I can find it. **Kristie Watkins:** There were revisions made periodically so there may be some overlap or typo. **C/Damron:** Okay, where is it, I have to find it, sorry about that. **C/Hennis:** you said 342 and 33? **C/Damron:** Yeah 342 and 33 **C/Hennis:** yeah that's page 2 of 11 in the staff report. **C/Damron:** okay. **C/Hennis:** and what were your units again? 347 and. C/Young 3.12 buildable. Kristin Watkins: 347 and 33 and its 3.12 dwelling units per acre. **C/Hennis:** okay, it looks like we just need a correction on the staff report. **C/Damron:** yeah okay. **C/Young:** are there any other questions for the applicant at this time. **C/Hennis:** No I don't, Thank you. Kristie Watkins: Thank you.

C/Young: Come on down Trevor, **C/Damron:** Trevor's been busy **C/Young:** He has been busy. **Trevor Kesner:** Chairman and Commissioners, Once again Trevor Kesner for the record, City Planner, Kuna City Planner, 751 W 4th St. I just wanted to make a note that the applicant mentioned the total number of lots, and I do apologize. The application council, the commission and council application actually stated there are going to be 342 building lots and 33 common lots, so if we've got that cleared up and were okay with that we will change the staff report. The application before you tonight seeks annexation, preliminary plat and design approval for the proposed Winfield springs subdivision. As reflected in the staff report the applicant proposes that number of lots that we just discussed, and the common lots consisted of approximately 12.6 percent of the entire site, or rather, almost 14 acres of the existing 111.1 acreage site. The Winfield Spring development new road way ***inaudible*** and improvements ***Inaudible*** for pedestrian and bicycle connections as well. There are pedestrian and bicycle connections throughout the project, including an addition of a proposed pathway along the Kuna Canal. And I wanted to point out that

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the proposed subdivision will be built out in seven phases instead of ten phases, and that is on page six of the staff report, under the staff analysis section. It states ten phases, but it will be seven. Upon annexation, the application proposes a zoning designation of R-6 for the site, the actual net density, however, ****inaudible**** dwelling units per acre, so we are under that. The applicant has submitted all of the required documents for these requests. They have complied with city staff recommendations for modifications to the site plan and preliminary plats. I'd like to point out the fact that this is the fourth or fifth design iteration of this design proposal, so the applicant has made extensive revisions in order to accommodate the cities and the agencies recommendations. Properties owners within 300 feet of the site were mailed several notices, this was pulled from the agenda once before, and put back on the agenda and tabled again, we want to thank the citizens for being here and putting up with that rigmarole. It was supposed to take place March 28th, however it was tabled to tonight's meeting because ACHD's final report was not released to us. ACHD's Commission hearing for this project, which approved it was on April 5th. It was just this last Wednesday. The City Engineer has provided recommendations for the required improvements any modifications to the instruction plan very early on in the process and the applicant has accommodated those ****inaudible****. The subdivision, the annexation and the design review application were actually received by our staff in September of last year, so that signifies a significant effort by the applicant to vet the issues and make sure the project is right for our city. Based on Staffs review of these applications, planning and zoning concludes it complies with title 6 in the Kuna City Code for subdivisions and title 5 for zoning regulations. The project provides for several goals and policies throughout the comprehensive plan such as private property rights, land use, transportation connectivity, housing, community design. Staff would forward a recommendation of approval to the commission under the conditions stated in the staff report, any additional conditions you may see as necessary, and with that I will stand for your questions. **C/Young:** Are there any questions for staff at this time. **C/Hennis:** I don't have any. **C/Damron:** No not right now. **C/Young:** Okay, Thank you. **C/Hennis:** Thanks Trevor **C/Young:** okay, then I'll go ahead and open up the public testimony at 6:33 and I have, I don't see anybody signed up other than the applicant at this point. Anybody who would like to testify that's not on here. **Member from the crowd:** I would like to sign up, I did not realize that there was a sign-up list. **C/Young:** Okay, then can I... ****inaudible**** **Troy Behunin:** is there a pen in the house? **C/Young:** we have a few up here, I'm not saying this one works. **C/Young:** yes, just state your... **Member of the crowd:** If you couldn't tell I was sitting in the back here, I am unable to hear you guys, or any people you have had up here, I am complaining. When she was up here talking, did a very nice job, but I could not hear her. **C/Young:** Okay, we'll to see if we can get that turned on, please just state your name and address for the record. **Richard Hersey:** 2202 Meridian Rd. My property parallels rodeo lane on the east side of the highway if your familiar with that. Just North of the Castle. At any rate, several questions, I see from the map, and I can't honestly see it well enough to understand it. But, I thought I heard her say something about there being one or two exits from the property to meridian road, is that fact? **C/Hennis:** Mmhm. **Richard Hersey:** And where are they coming out at? **C/Young:** well according to this map, as it develops, Ardell is going to extended to Meridian Rd. **C/Damron:** and Hubbard and Deer Flat. **C/Hennis:** and there's one other street that connected, I am trying to find it. **Richard Hersey:** early it was stated that it was not going to come out, it was going to come out at hubbard in the future, now it's been turned around. The other thing is done you have to have a permit to go work on the property? Or are you able to work on the property before you guys okay it. **C/Young:** depends on what they are doing, if they are just doing testing, there is not a need for a permit. **Richard Hersey:** well it seems how there are several machines and a couple of pickups that I

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am aware of and its straight across from my property that somebody is working on it and growing up in construction, it would be a substantial fine pulling a trick like that. In the work that my dad did, he was a pave and grade contractor for many years, so I am very familiar that. The other thing comes to my mind, what they do with their property is there business. I am not concerned, I am concerned, but I have no right to be concerned, that me. But, I do have a right when it comes to traffic. We're talking 400 some sites, roughly. We're talking 500 plus vehicles per day coming in and out. Deer Flat at this time is crowded at all times during the business hours. Tonight, 5:30 coming this way, 15 lined up trying to make the corner, off of meridian road. I believe instead of a lane, there should be no less than two lanes on meridian road and deer flat. Also, the state and county has come in and here on Linder and deer flat there supposed to be putting two left turn lanes in there, it was on the agenda about 3 to 4 months ago because of a high school that's across the street off of Kay St, which your interfering with this here. So, I would like to see those changes made, in my own opinion to make it more sensible. Hubbard should be again 2 lanes, a signal light for the whole situation to get on to Meridian Rd. I don't have very much driving experience, I've got about 2,500,000 in a log book. 6 and 7 actual ***inaudible*** hauled heavy equipment, I bet almost everywhere in the United States. I can't stand, cannot stand round-a-bouts. They are a nightmare for any truck. Getting on to meridian Rd, or getting off of Meridian Rd with a vehicle of any size is going to be near impossibility, particularly if you don't put in more lanes. These are my complaints, Traffic. I really believe that should be looked into and I don't believe that the Ada County has done it, if they haven't done very well, so I don't know what else to say. I'm voicing my bad side Okay? **C/Young:** well that's what public hearings are hear for we want to hear your concerns **Richard Hersey:** Public hearings are impossible for me to hear when I sit in the back and this doesn't work. **C/Hennis:** Sorry about that. **C/Young:** Well thank you. **C/Hennis:** Thank you very much. **Troy Behunin:** Just as a note, a side note to the construction that...there isn't a permit that is required for a landowner to move dirt, they can do anything they want, it's at risk, but a land owner may go out there and move dirt all day long and they don't need a permit for it. **C/Young:** okay, then is there anybody else that has not signed up that would like to do so at this point? Okay, if you just please sign here and then just go to the microphone and state your name and address for the record, thank you. **Dan Thompson:** good evening my name is Dan Thompson, I am with Thompson engineers, business address of 181 E 50th st, Garden City, we did the traffic impact study for the development as required by ACHD, I do agree with the last gentlemen that there is a lot of units out there, and I am surprised how easy it did get through ACHD. The reason it did, is because they are planning improvements out there and are planning a signal at Hubbard in the five-year plan, that's in cooperation with ITD and they are talking about improvements in widening Deer Flat and Modifying that signal. In addition, obviously within the development there is plans to improve the access to the highway at Ardell and extend Kay at the mid mile collectors. This development is participating in those as well as a widening, participating in widening deer flat and a south bound right turn lane, so in our opinion they are more than mitigating their impacts in this development, and we had it at the ACHD commission, actually on the consent agenda, but it was pulled because one of the commissioners wanted to talk about pedestrian activity, that was the only reason it was brought up. The highway district is very comfortable with the findings in the report, and I can answer any questions. **C/Hennis:** I don't have any right now, thank you for your input. **C/Young:** Okay, then not seeing anybody else signed up, I will go ahead and close public testimony at 6:42, oh wait before I do that, please have the applicant please come back, didn't mean to short you there. **Kristie Watkins:** Thank you Chairman and Commissioners, I hope that he was able to address the traffic to your satisfaction, traffic is an unfortunate consequence of growth, and everybody is

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dealing with it in the treasure valley right now. As far as working out there, J-U-B has been out on the property doing some surveying, they're digging to determine the depth of rock, that's about all the work that has been going on. So, any further questions for me? **C/Hennis:** I don't think I do, no. Thank you. **C/Damron:** None at this time. **C/Young:** Okay, then I'll go ahead and close the public testimony at 6:43, and that will bring up our discussion, and I guess kind of reiterating what the applicant and engineer has stated as far as traffic goes the ACHD report did mention a right hand turn lane being added at Deer Flat and Meridian, Ardell changes, the five-year plan for Hubbard and changes at Kay St for improvements along there as the phasing goes along, which for this development that's more than what we've seen in a lot of others at this point, so moving forward I think we're looking a lot better as far as traffic, or mitigating those. **C/Hennis:** Yeah, and in this kind of a development, it seems appropriate for that area, being close to more less the central of town, we've seen quite a few subdivisions trying to come to the outer boundaries of our area, that are trying to present something like this, but yet this one is centered more in the center of town, or adjacent to facilities that will better accommodate it, so I think that the plan has been set up pretty well for this. And I think that as long as the ACHD and ITD has recommended these mitigation designs, I think we should be addressing the traffic problems fairly well. **C/Damron:** well it looks like the developer is done their due diligence on the traffic issue. They're trying to mitigate it as best as possible, they can't build all of the roads that's ACHD's responsibility, so they are actually trying to alleviate some of the traffic problems we have there. At buildout, we have 3 entry and exits, on that property which will alleviate some of the congestion at the other intersections. **C/Hennis:** and with two future stubs that go into the development down the road possibly as well. **C/Young:** Yeah, I think traffic wise I think it's been approached well at this point after reiteration, design review wise and landscaping I think they have done a really good job as far as keeping the pathways continuing, that we as a city want to see going, and continuing through the city and our neighborhoods and. **C/Hennis:** it's got some fairly good sizeable areas, not just pocket parks, but some good size areas the landscaping seems laid out well, it's got its buffer zones, I don't see any issues, with anything they presented, nicely done. **C/Young:** okay, then are there any other concerns. **C/Hennis:** No not at this point, I think the concern we have were what ACHD was going to help with on this. **Trevor Kesner:** Commissioners just for the record I would like to point out that the ACHD Commissioner that pulled this off the consent agenda, his concerns were about the south west block there, with a round about going in there is no pedestrian or bicycle connection from that area down there, so if you live in that area your either going to have to walk up or walk around to get out of the subdivision, that's what the ACHD commissioner was concerned about was maybe a potential pathway connection to that southwest block down there to the future round about. Of course, staff is fine with this iteration of this design, staff does not have any concerns about that. There is sidewalks throughout the subdivision, so I will just leave it at that. **C/Hennis:** I don't know if it would be appropriate having a sidewalk coming through like that right at the roundabout. **C/Damron:** Yeah you couldn't get across the street without, and shouldn't bicycles be riding on the street and not the sidewalk? **C/Hennis:** I don't know, I don't know if that is much of a concern, but yeah thank you though. **C/Damron:** I mean they can put a crosswalk, up hear for that section coming out of the roundabout here, go from this side to that side, as opposed to being down here. **C/Hennis:** yeah, I just don't like the idea of full access right at the roundabout, too many kids would be running across it, I think that's more of a safety concern I'd have. **C/Damron:** yeah, your visual is off, I can't think of anything more. **C/Hennis:** I think it is really well laid out and seems appropriate for the area as I said. **C/Young:** Okay, without any other comments I guess I could stand for a motion.

CITY OF KUNA PLANNING & ZONING COMMISSION

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Commissioner Hennis motions to approve Case No.'s. 16-03-S (Subdivision), 16-06-AN (Annexation) and 16-13-DR (Design Review) for the Winfield Springs Subdivision with the condition stated in the staff report and the ACHD report with also the unit corrections; Commissioner Damron Seconds, all aye and motion carried 3-0.

- d) **16-13-AN** (Annexation), **16-04-CPM** (Comp Plan Map Amendment)- Troy Todd, Indian Creek Sports Annexation: Applicant requests a Comprehensive Plan Map Amendment, from High Density Residential to a Commercial designation and approval for annexation of approximately 5.4 acres into Kuna City with a C-1 (Neighborhood Commercial) zone.

Troy Todd: Chairman, commissioners, I'm Troy Todd and I've owned Indian Creek Sports in Kuna for over 16 years now. I have kind of outgrown my current location, we've bought 5 acres of out on Meridian Rd between Columbia and Hubbard, we've been working with ***inaudible*** and trying to set it up so we can annex into the city and build our new boat lot. **C/Young:** okay, alright, any question for... **C/Hennis:** are you planning on just using the driveway that is up there now? Or is there any plans. **Troy Todd:** yeah I got plans, ITD has approved the permanent easement that in there, and no, ACHD has approved the use of the Easement ***inaudible*** in order to retain the water, and then we are working with the City doing my preliminary drawings, making a nice, presentable store front, the mechanic shop and everything and we talked about doing a vertical metal fence that six feet tall so I can hide everything that's not presentable in the back, and I would like to have a nice looking appearance than the location we have now. **C/Hennis:** okay perfect thank you. **C/Young:** any other questions? **C/Damron:** No. **C/Young:** Okay, then we'll have Troy come on down. **Troy Behunin:** good evening commissioners, just for the record, Troy Behunin, planner 3 Kuna Planning and Zoning Department. The applications you have for you tonight is 16-04-CPM, Comprehensive Plan Map Amendment, and also 16-13-AN, which is an annexation request. Troy Todd with Indian Creek Sports are seeking to change the map designation for the comprehensive plan for his site, which is about 5.4 acres give or take a few feet and they want to change it from the current designation which is high density residential to a C-1, both of which would actually be a commercial user in the end, because R-12 would be a commercial use. Staff has worked with Troy Todd extensively over the last few months and he's had numerous conversations with Gordon Law, the City Engineer. Well this is a challenging piece, in that it is very much like the application heard earlier tonight. There is no sewer available to the site, it's not even close and there is also limited water available to the site as well so what the applicant has requested is that they be allowed to use a septic system until the sewer gets to be within 300 FT from the property and then they would be willing to tap into the centralized sewer service and also the water service and also the pressures irrigation as well. This is just an application for comprehensive map amendment and also the annexation, as you've seen and hopefully you have had a chance to read your packets tonight. There will have to be a design review for the building and the landscaping before moving forward, but we really needed to get this process going because it takes much longer. All of the application items have been submitted that staff has requested, we have also noticed the property from tonight's hearing and we have also sent out notices for land owners within 300 FT of the property, letting them know that the site has been posted, in fact this was scheduled for two weeks previous to tonight, but the wrong date has been put on the site, and it was reposted properly, it was also posted in the Kuna Melba News and at the last Planning and Zoning meeting it was tabled until tonight.

CITY OF KUNA PLANNING & ZONING COMMISSION

MEETING MINUTES Tuesday, April 11, 2017

Other than that, staff really doesn't have a whole lot to say about the project but at some point, the applicant is aware that at some point the access on the north side of the property, he will not be able use this for his business, he will have to use the mason creek alignment when other projects in the area start to develop. Well it would be very cost prohibited to do what needs to be done in order to make that half mile connection because in the overlay district the connection points to Meridian road are limited to the half mile and the mile, the south part of his property is actually the half mile marker, that will become mason creek street at some point, but staff agrees with ACHD, there is really not a need to do that at this point for this project, he can rely on the access at the north part of the property. That access really serves as a secondary access for a property behind him on the west side of the canal. That's the Yore Property. And that second access would not be eliminated, his business would have to take it from the south in the future, and I would stand for any questions you might have. **C/Hennis:** So, does this site have current septic and well in place, or is he proposing to put one in to be used until such time? **Troy Todd:** It has sewer and water now. **Troy Behunin:** I believe it does has a viable system for sewer and water, of course it is going to have to pass the...**C/Hennis:** all the engineering tests yeah. **Troy Behunin:** and every that he wants to put in there for his uses, staff would like to amend one small statement, I have had a conversation with Troy Todd about his new boat show room and the concerns with fire protection and we did encourage him to talk with the fire chief about that because as he will only have one source of water and for most... **C/Hennis:** Half the year. **Troy Behunin:** Fire suppression it actually requires two points of water access, but those things can be overcome, they can mitigate it to ***inaudible*** **C/Young:** Okay, are there any more questions for troy at this time? **C/Damron:** no. **C/Young:** Okay, then we will go ahead and open up the public testimony at 6:58 and I see Rob Hathaway listed on here I didn't see if they were just a nod or a... **Rob Hathaway:** just in favor yeah. **C/Young:** Okay, thank you. Alright, and Rodney Baldwin. **Rodney Baldwin:** I am the engineer and Surveyor on the project. **C/Young:** oh, please just state your name and address for the record. **Rodney Baldwin:** Rodney Baldwin, 4066 N Hawthorne Way, Boise and I am the engineer and surveyor for this project and I am just here if you have any technical questions, but I don't think we are at that point right at the moment. **C/Young:** Okay. **C/Hennis:** Thank you. **Rodney Baldwin:** maybe later in the project. **C/Hennis:** I hope so. **C/Young:** Okay, is there anybody who has not signed up to testify on this but would like to at this point, okay seeing none I'll go ahead a see if the applicant has anything more to say, or staff? Then ill the close the testimony, or public, testimony or hearing, I can't talk today, at 6:59. **C/Damron:** you were doing so well. **C/Young:** I was, so that brings up our discussion, so just comp plan and annexation. **C/Hennis:** yeah, I think that, I don't really foresee any issues with it. You know it is kind of an odd place for the high-density housing at this point and time, and like it was stated it was still within the usage, I think it is a good addition along that road way. It gives them a much better site than they've had for a number of years. **C/Damron:** the pathway on the master plan doesn't encroach on his property, it's on the other side of the ditch so I think that's alright, once they put that street through he'll have good access to his business through there, with that I didn't see any issues with traffic on where he's got it set up.

Commissioner Hennis motions to approve Case No.'s. 16-13-AN (Annexation) and 16-04-CPM (Comp Plan Map Amendment) for Troy Todd and Indian Creek Sports with the condition stated in the staff report; Commissioner Damron Seconds, all aye and motion carried 3-0.

**CITY OF KUNA
PLANNING & ZONING COMMISSION**

**MEETING MINUTES
Tuesday, April 11, 2017**

- e) **17-03-ZC** (Rezone), **17-01-S** (Subdivision) Caspian Subdivision: Applicant requests a zone change from Public to R-6 (Medium Density Residential) and preliminary plat approval to create a subdivision with 497 buildable Lots, and 68 common lots, over approximately 131.75 acres with an approximate gross density of 3.77 DUA. One parcel (S1235347050), is currently going through the annexation process, and has selected the R-6 zone.

Staff requests this item to be tabled until date certain 4-25-17, so that the final ACHD staff report can be included with the packet for the Commissioners consideration.

Commissioner Hennis motions to table Case No.'s 17-03-ZC (Zone Change) and 17-01-S (Subdivision) to the April 25, 2017 Planning and Zoning Commission meeting awaiting the final ACHD report; Commissioner Damron Seconds, all aye and motion carried 3-0.

3. ADJOURNMENT

Commissioner Damron motions to adjourn; Commissioner Hennis Seconds, all aye and motion carried 3-0.

Lee Young, Chairman
Kuna Planning and Zoning Commission

ATTEST:

Wendy I. Howell, Planning and Zoning Director
Kuna Planning and Zoning Department



City of Kuna

Planning & Zoning Findings of Fact and Conclusions of Law

P.O. Box 13
Phone: (208) 922-5274
Fax: (208) 922-5989
Kunacity.id.gov

To: Planning and Zoning Commission

Case Number(s): 16-07-AN (Annexation)
Location: 3815 W. Columbia Rd
Meridian, ID 83642

Planner: Trevor Kesner, Planner II

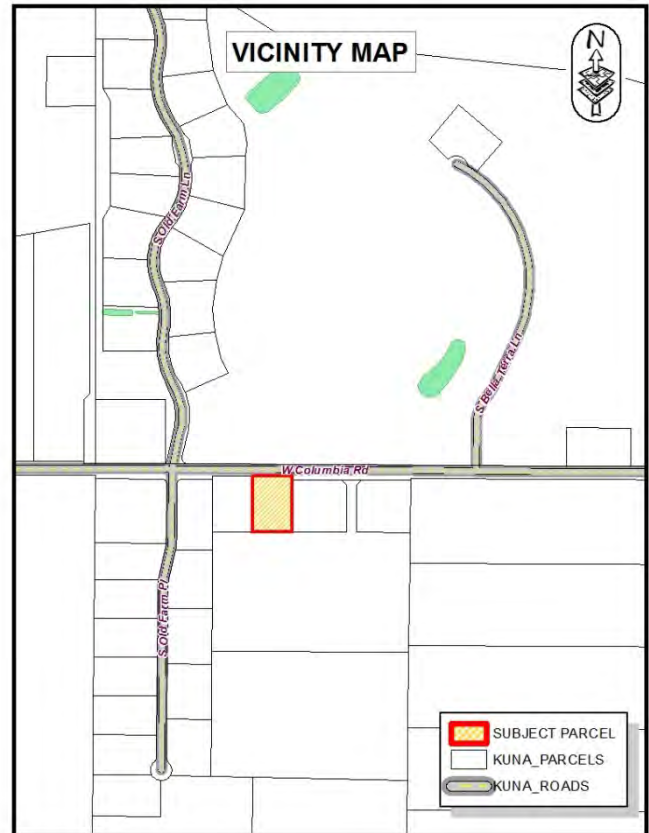
Hearing Date: April 11, 2017

Findings: April 25, 2017

Owner: Robert Law
3815 W. Columbia Road
Meridian, ID 83642

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A. Course of Proceedings

1. Kuna City Code (KCC), Title 1, Chapter 14, Section 3, states annexation is designated as a public hearing with the Planning and Zoning Commission as the recommending body and City Council as the decision-making body. This land use was given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65, Local Land Use Planning Act (LLUPA).

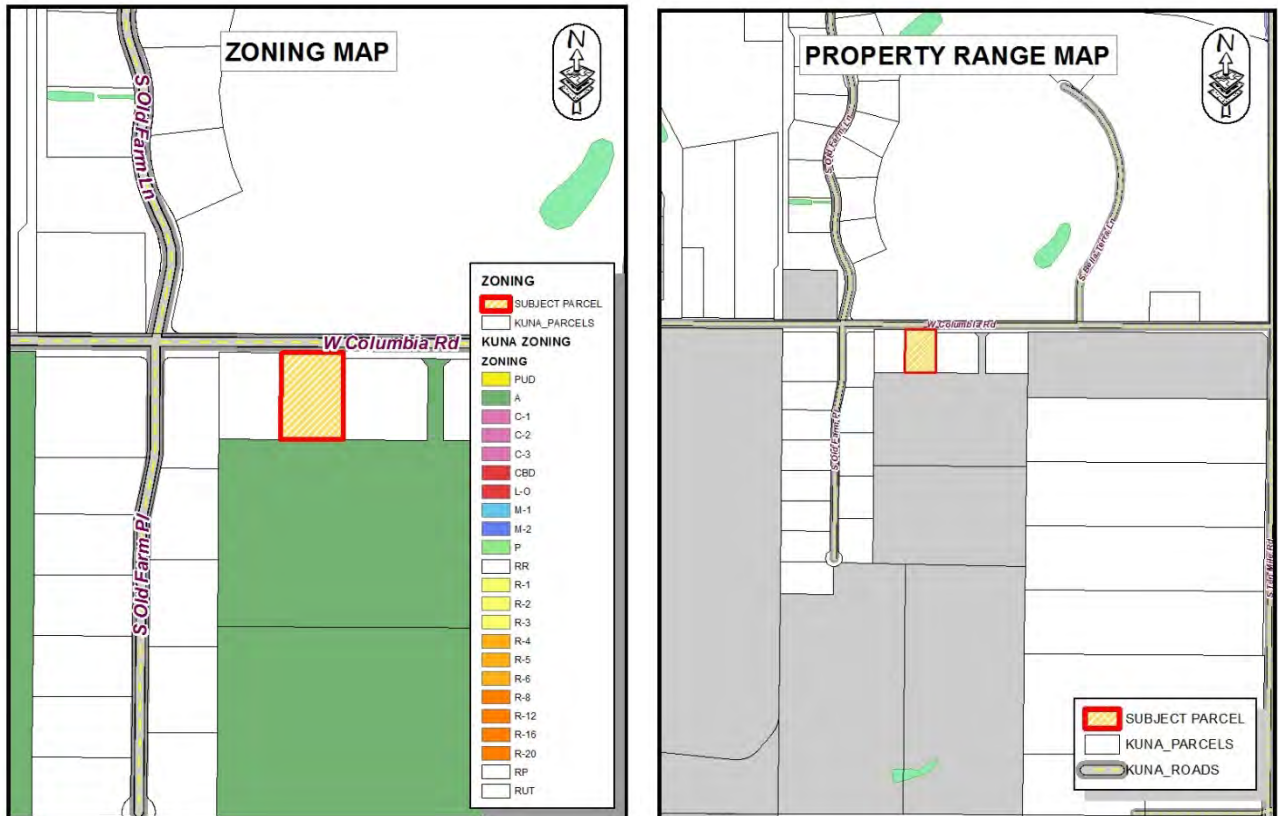
a. Notifications

- | | |
|---------------------------|-----------------|
| i. Neighborhood Meeting | October, 2016 |
| ii. Agencies Notified | January 6, 2017 |
| iii. 300' Property Owners | March 20, 2017 |
| iv. Kuna, Melba Newspaper | March 15, 2017 |
| v. Site Posted | March 22, 2017 |

B. Applicant Request:

1. The applicant requests approval to annex an approximately 0.91 +/- acre parcel located at 3815 W. Columbia Road into the City of Kuna with an R-2 residential zoning designation.

C. Zoning and Property Range Maps:



D. History: The parcel is contiguous to City limits along the southern boundary, and is currently zoned RR (Rural-Residential) in Ada County. The owner's residence and one accessory shop used for automotive/farm equipment repairs for approximately 34 years, is situated on the subject site.

E. General Projects Facts:

Comprehensive Plan Designation: The Future Land Use Map identifies this site as 'Medium Density Residential'. Staff views this annexation request to be consistent with the approved Future Land Use Map.

1. Surrounding Land Uses:

North	RR	Rural Residential – Ada County
South	A	Agriculture – City of Kuna
East	RR	Rural Residential – Ada County
West	RR	Rural Residential – Ada County

2. Parcel Sizes, Current Zoning, Parcel Numbers:

- Approx. 0.91 +/- total acres
- RR, Rural Residential (Ada County)
- Parcel # - S1310120600

3. **Services:**

Sanitary Sewer – Private Septic
Potable Water – Private Domestic Well (future City of Kuna)
Irrigation District –Boise-Kuna Irrigation District
Future Pressurized Irrigation – City of Kuna (KMID)
Fire Protection – Kuna Fire District
Police Protection –Ada County Sheriff
Sanitation Services – Republic Sanitation Services (See exhibit C-1)

4. **Existing Structures, Vegetation and Natural Features:** The subject site is currently used as the owner's residence and home business. There are three structures on the site, the residence, a 24' X 30' barn and a 24' X 36' accessory shop which is used as an automobile repair shop. All structures have been on the property for over 34 years. The site is surrounded by mature landscaping and farming lands.
5. **Transportation / Connectivity:** The parcel does not have curb, gutter or sidewalks. The site is directly accessed from Columbia Road.
6. **Environmental Issues:** The subject site lies within the designated 'Nitrate Priority Area' (NPA) for groundwater monitoring. Beyond the NPA, staff is not aware of any additional environmental issues, health or safety conflicts. The site's topography is generally flat with a potential 0-3% slope in areas.
7. **Agency Responses:** The following agencies returned comments which are included as exhibits with this case file:
- Exhibit B-1: Central District Health Department (CDHD);
 - Exhibit B-2: Boise Project Board of Control;
 - Exhibit B-3: Idaho Transportation Department (ITD);
 - Exhibit B-4: Ada County Highway District (ACHD).

F. **Staff Analysis:**

The applicant requests to annex the 0.91 +/- acre parcel into Kuna City limits with an R-2 (Low Density) zoning designation. The applicant will continue to utilize the existing septic system and private domestic well until such time as City services are within 300' feet of the subject site; at which time the property owner will be required to abandon the septic system and connect to city sewer services. If the existing septic system fails and City services are not within 300' of the property, the applicant may repair the septic system.

Staff has determined this annexation application complies with Title 5 of the Kuna City Code; Idaho Statute §50-222; and forwards a recommendation of approval for Case # 16-07-AN, subject to the recommended conditions of approval.

G. **Applicable Standards:**

1. City of Kuna, Title 5 Zoning Ordinance: Annexations.
2. City of Kuna Comprehensive Plan and Future Land Use Map.
3. Idaho Code, Title 67, Chapter 65, Local Land Use Planning Act.

H. Comprehensive Plan Analysis:

The Kuna City Planning and Zoning Commissioner accepts the Comprehensive Plan components as described below.

1. The proposed applications for the subject site are consistent with the following Comprehensive Plan components:

GOALS AND POLICY – *Property Rights*

Goal 1: Ensure that the City of Kuna land use policies, restrictions, conditions and fees do not violate private property rights. Establish an orderly, consistent review process for the City of Kuna to evaluate whether the proposed actions may result in private property “takings”.

Policy 1: As part of a land use action review, staff shall evaluate with guidance from the City’s attorney; The Idaho Attorney General’s six criterion established to determine the potential for property taking.

GOALS AND POLICY – *Land Use*

Goal 2: Encourage a balance of land uses to ensure that Kuna remains a desirable, stable, and self-sufficient community.

I. Findings of Fact:

1. This request appears to be in compliance with all ordinances and laws of the City, whereas the property owner currently operates an automobile repair shop in the accessory structure on site as a ‘non-conforming’ use within a residential zone.
2. The site is physically suitable for annexation.
3. The annexation is not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.
4. The annexation is not likely to cause adverse public health problems.
5. The application appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.
6. The existing street and utility services in proximity to the site appear to be adequate for the current use; however, any future site improvements as determined by the City Engineer and the Planning and Zoning Director, shall comply with the provisions set forth in Kuna City Code (KCC).
7. The Commission accepts the facts as outlined in the staff report, any public testimony and the supporting evidence as presented.
8. Based on the evidence contained in Case No. 16-07-AN, this proposal complies with the Comprehensive Plan and the Kuna Comprehensive Future Land Use Map.
9. The Planning and Zoning Commission has the authority to recommend approval, conditional approval or denial for the annexation application.

J. Conclusions of Law:

1. Based on the evidence contained in Case No 16-07-AN, the Kuna Planning & Zoning Commission finds Case No. 16-07-AN complies with Kuna City Code.
2. Based on the evidence contained in Case No 16-07-AN, the Kuna Planning & Zoning Commission finds Case No. 16-07-AN is consistent with Kuna’s Comprehensive Plan.

3. The public notice requirements have been met and the neighborhood meeting was conducted within the guidelines of applicable Idaho State Code and Kuna City Ordinances.

K. Decision by the Planning & Zoning Commission:

Note: This motion is to recommend approval of this annexation request to the City Council. However, if the Commission wishes to recommend approval or denial of specific parts of the request as detailed in this report, they must be specified.

Based on the facts outlined in staff's report and any public testimony at the public hearing, the Commission of Kuna, Idaho, hereby recommends approval of Case No. 16-07-AN; a request for annexation from Robert Law, with the following conditions of approval:

1. The subject parcel has its own private water and sewer systems and currently does not require City services. City sewer services are considered "unavailable" to the property. If the site system fails or the use of the property is changed or expanded beyond its current use or that proposed in this application or facilities are extended within 300' of the property, the City recommends ultimate connection to City facilities. Upon connection to City facilities, applicant shall to abide by any relevant water or sewer reimbursement policies and agreements and is subject to any relevant connection fees.
2. All future development submittals are required to include the lighting, landscaping, drainage and development plans as required by Planning and Zoning. All site improvements are prohibited prior to approval of the following agencies. The applicant/owner shall obtain written approval on letterhead or may be written/stamped on the approved construction plans from the agencies noted:
 - a. Central District Health Department (CDHD).
 - b. The Kuna Fire District shall approve all site development and building plans.
 - c. The Boise-Kuna Irrigation District shall approval any modifications to the existing irrigation system.
3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
4. Any site improvements shall require the property owner to comply with the provisions set forth in Title 5 of Kuna City Code (KCC).
5. At the time of any future development, submit a petition to the City (as necessary and confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and requesting to annex the irrigation surface water rights appurtenant to the property to the Kuna Municipal Pressure Irrigation District (KMID).
6. Applicant shall obtain a business license with the Kuna City Clerk in order to continue operating the 'non-conforming' automobile repair shop on site.
7. All city staff and any other agency recommended requirements shall be complied with.
8. All federal, state and local laws and ordinances shall be complied with.

DATED: This _____ day of _____, 2017.

Lee Young, Chairman
Kuna Planning and Zoning Commission

ATTEST:

Trevor Kesner, Planner II
Kuna Planning and Zoning Department



City of Kuna

P.O. Box 13
Phone: (208) 922-5274
Fax: (208) 922-5989
Kunacity.id.gov

Planning & Zoning Findings of Fact and Conclusions of Law

To: Planning and Zoning Commission

Case Number(s): 16-03-S (Subdivision), 16-06-AN (Annexation) and 16-13-DR (Design Review):
Winfield Springs Subdivision

Location: North of Deer Flat Road, east of N. Kay Avenue and west of Meridian Road/Highway 69, Kuna, Idaho 83634

Planner: Trevor Kesner, Planner II

Hearing Date: March 28, 2017
(tabled to April 11, 2017)

Findings: **April 25, 2017**

Applicant: Coleman Real Estate Holdings LLC
1116 S Vista Avenue, #471
Boise ID 83705
208-917-7216

Engineer/ Representative: **J-U-B Engineers, Scott Wonders**
250 S. Beechwood Ave., Ste. 201
Boise, ID 83709
208.323.9336
swonders@jub.com

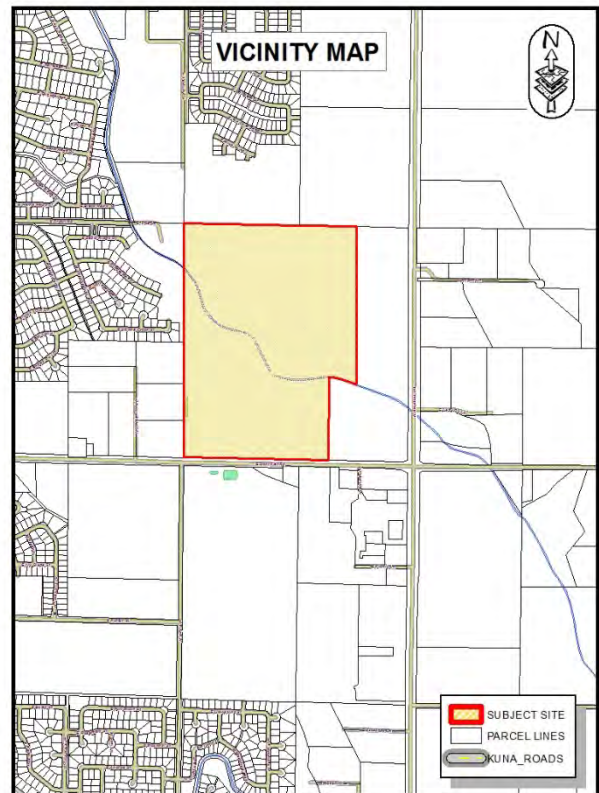


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A. Course of Proceedings

1. Kuna City Code (KCC), Title 1, Chapter 14, Section 3, states that design reviews are designated as public meetings, with the Planning and Zoning Commission (acting as the Design Review Board) as the decision-making body; and annexations and subdivisions are designated as public hearings, with the Planning and Zoning Commission as the recommending body, and City Council as the decision-making body. These land use applications were given proper public notice and have followed the requirements set forth in Idaho Code, Chapter 65, Local Land Use Planning Act (LLUPA).

a. Notifications

- | | |
|---------------------------|---|
| i. Neighborhood Meeting | August 2, 2016 |
| ii. Agencies | September 22, 2016 (Original Concept)
February 27, 2017 (Final Design) |
| iii. 300' Property Owners | March 2, 2017 |
| iv. Kuna, Melba Newspaper | March 8, 2017 |
| v. Site Posted | March 17, 2017 |

B. Applicant Request:

1. Applicant requests to annex approximately 111.18 acres into Kuna City with an R-6 residential zoning designation and subdivide the property into 342 single family residential lots and 33 common lots for the proposed Winfield Springs Subdivision. A Design Review application for common area landscaping accompanies this request. The site is located northwest of the intersection of Deer Flat and Meridian Roads at 1925 N. Meridian Road, Kuna, Idaho.
2. **Site Location Map:**



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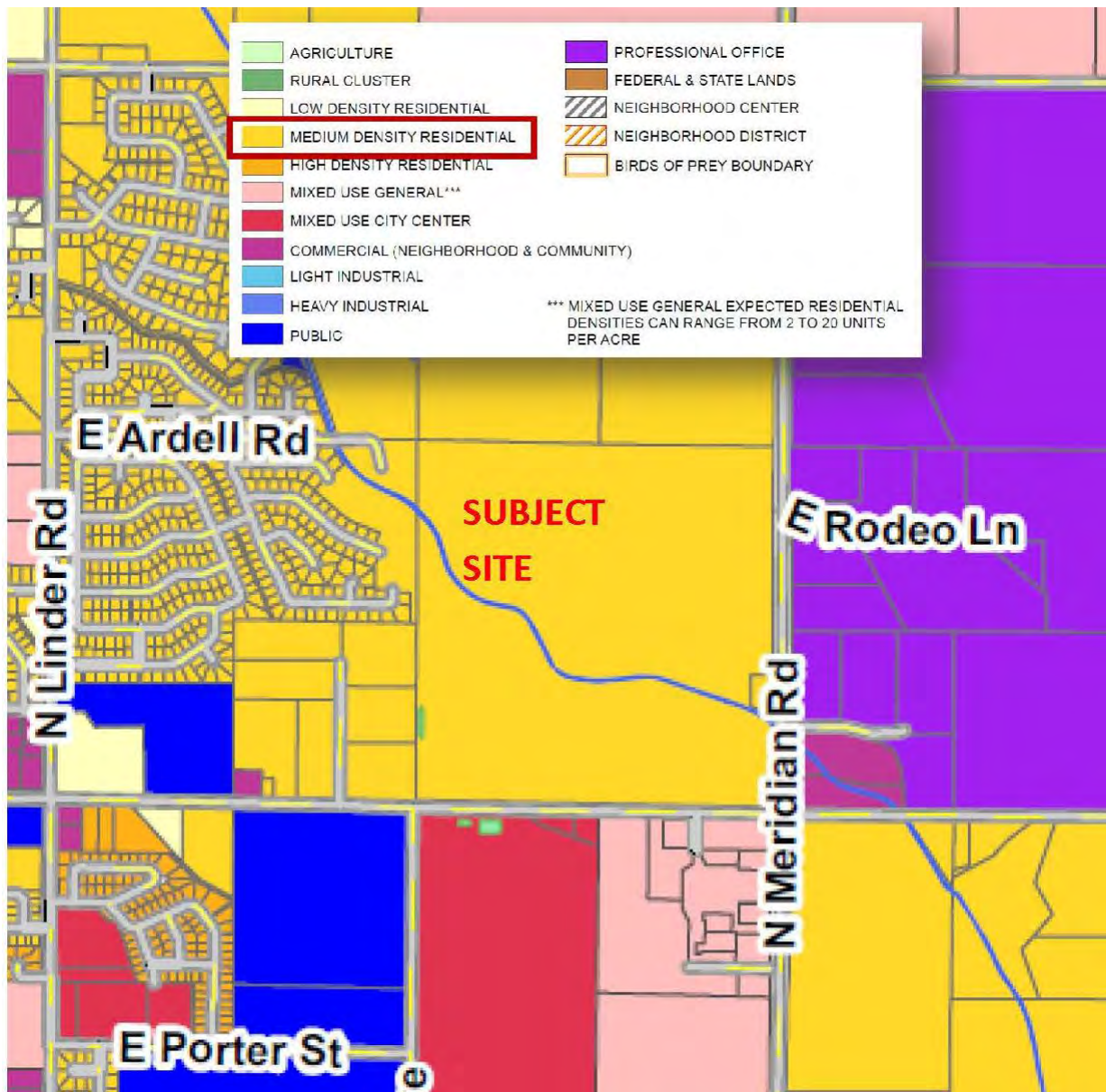
- C. History:** The approximately 111.18-acre subject site was split from the original parcel of approximately 152.17 acres in Ada County and is contiguous to Kuna City limits on the north and west portions of the parcel. The remaining lands (approximately 41.66 acres) from the lot split which front Highway 69/Meridian Road are not part of this annexation request. This property has historically been used for agricultural purposes.

D. General Projects Facts:

1. **Comprehensive Plan Designation:** The City of Kuna's Future Land Use Map identifies the 111.18-acre subject parcel as Medium Density Residential. Staff views this land use request to be consistent with the approved Future Land Use Map.

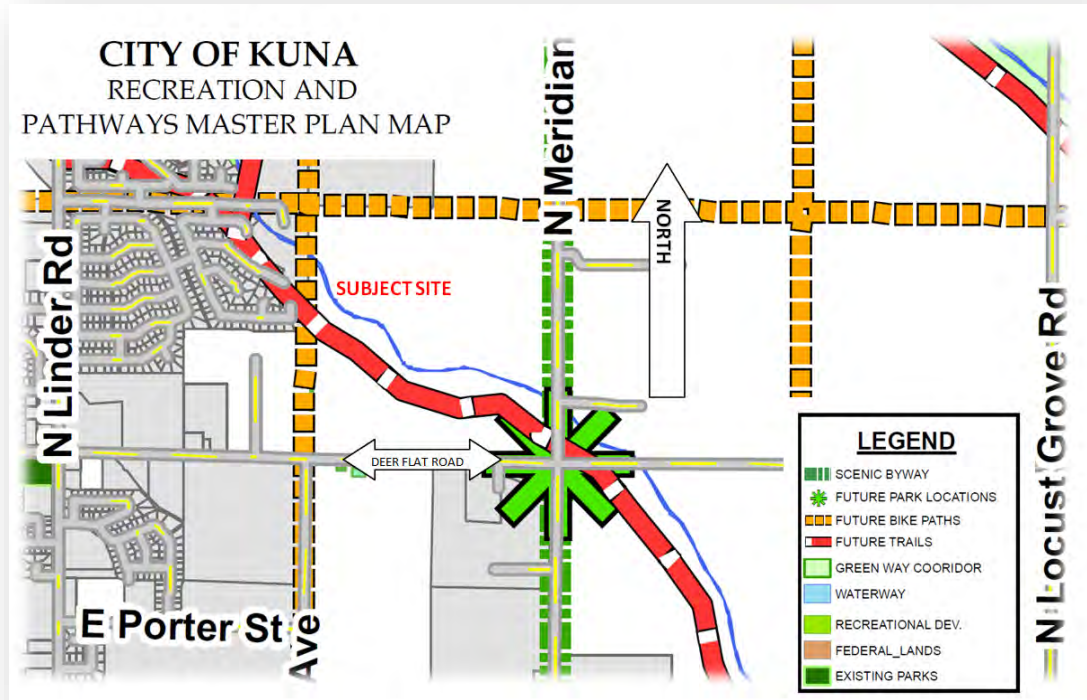
2. **Kuna Comprehensive Plan Future Land Use Map:**

The Kuna Comprehensive Plan Future Land Use Map shown below in conjunction with the map legend indicates that the subject site is designated as Medium Density Residential. The applicant's request is consistent with the Future Land Use Map designation.



3. **Kuna Recreation and Pathways Master Plan Map:**

The Kuna Recreation and Master Pathways Plan map identifies a future trail adjacent to the Kuna Canal waterway as it flows through the subject site. The applicants submitted, proposed landscape plan accommodates this trail designation along the Kuna Canal.



4. **Surrounding Existing Land Uses and Zoning Designations:**

North	R-6/ RR	Medium Density Residential – City of Kuna/ Rural Residential – Ada County
South	RR/ C-1	Rural Urban Transitional – Ada County/ Neighborhood Business District (commercial) – City of Kuna
East	RUT	Rural Urban Transitional – Ada County
West	RUT/ R-6	Rural Urban Transitional – Ada County/ Medium Density Residential – City of Kuna

5. **Parcel Sizes, Current Zoning, Parcel Numbers:**

- Approx. 111.18 total acres
- RUT (Rural Urban Transitional) – Ada County
- Parcel # S1313449115 (Original Parcel)

6. **Services:**

Sanitary Sewer– City of Kuna
 Potable Water – City of Kuna
 Irrigation District – Boise-Kuna Irrigation District
 Pressurized Irrigation – City of Kuna (KMID)
 Fire Protection – Kuna Rural Fire District
 Police Protection – Kuna City Police (Ada County Sheriff's office)
 Sanitation Services – J&M Sanitation

7. **Existing Structures, Vegetation and Natural Features:** Currently there no structures on the subject site. This site slopes just slightly from the southwest to the north, but is otherwise generally flat. The Kuna Canal Lateral flows through the center of the subject parcel. On-site vegetation consists of agricultural crops which have historically been harvested annually.
8. **Transportation / Connectivity:** The applicant proposes to construct North Kay Avenue as a half street section from East Deer Flat Road to East Ardell Road; and extend East Ardell Road as a half street section from North Kay Avenue eastward to the project's eastern boundary, and extend the pavement to Highway 69 as an access road. The applicant has proposed to permit an access along Highway 69 at the alignment of East Ardell Road with Idaho Transportation Department (ITD). ITD and Ada County Highway District (ACHD) have accepted the applicant's revised Traffic Impact Study (TIS).

ITD will require the applicant to install southbound right turn lanes on State Highway 69/Meridian Road. at both West Ardell and Deer Flat Roads. ITD recommends timing the installation of said southbound right turn lanes be coordinated with ACHD, as trips in the Highway 69 corridor increase with development.

ACHD recommends a 36-foot wide street section for the extension of Kay Avenue and Ardell Roads, with vertical curb, gutter, 12-feet of additional pavement and a 3-foot wide gravel shoulder. Applicant proposes a borrow ditch on the unimproved sides of Kay Avenue and Ardell Roads; and either 7-foot wide attached concrete sidewalks, or 8-foot wide parkway strips with detached minimum 5-foot wide concrete sidewalk abutting the project site. Internal streets are proposed as a 51-foot street width (back-of-curb to back-of-curb) with 8-foot wide parkway strips and detached 5-foot wide concrete sidewalks; except for North Windmill Avenue (primary subdivision entrance) off Deer Flat Road, which will utilize a 66-foot street width and include centerline landscape islands.

The applicant proposes seven access points to the site:

- Two (2) access streets on the west side of the project along North Kay Avenue extension (proposed *East Thorndale Street* and *East Wabash Street*);
- Two (2) access streets on the north side of the project (proposed *North Whig Avenue* and *North Woodfield Avenue*) along East Ardell Street extension;
- One (1) access on the south side of the project, from East Deer Flat Road (*proposed North Windmill Way*) to align with the future roadway constructed behind the Ridley's development.
- Two (2) stub streets on the east side of the project (proposed *East Wabash Street* and *East Fort Erie Street*), which are intended to be future points of access to the remaining lands that are not a part of these requests.

There are multiple pedestrian and bicycle pathway connections throughout the development to support alternative transportation choices for residents, and create a more walkable and pedestrian friendly neighborhood environment.

9. **Environmental Issues:** Staff is not aware of any environmental issues, health or safety conflicts. Idaho Department of Environmental Quality (DEQ) has provided recommendation surface and groundwater protection practices and requirements for development of the site.
10. **Agency Responses:** The following responding agency comments are included as exhibits with this case file:
- Kuna City Engineer (Gordon Law, P.E.) – Exhibit B-1
 - Central District Health Department (CDHD) – Exhibit B-2
 - Community Planning Association of Southwest Idaho (COMPASS) – Exhibit B-3
 - Boise Project Board of Control – Exhibit B-4
 - Idaho Transportation Department (ITD) – Exhibit B-5

- Ada County Highway District (ACHD) – Exhibit B-6
- Idaho Department of Environmental Quality – Exhibit B-7

E. Staff Analysis:

Applicant requests approval to annex approximately 111.18 acres with a current county zoning designation of Rural-Urban Transition (RUT) into Kuna City limits with an R-6 (Medium-Low Density Residential) zoning designation; and subdivide the subject property to create a 343-single family residential building lot subdivision (Winfield Springs). The applicant also proposes to develop 33 additional lots into common lots for the use by residents. The common lots will comprise 12.6% of the site, or approximately 14 acres, respectively. The common lots will be developed as open space (lawn), a playground, a community clubhouse and a swimming pool facility. Applicant also proposes a multi-use pathway/greenway that runs through the project adjacent the Kuna Canal. A Homeowners Association (HOA) will be established for the care and maintenance for all common lots.

The applicant seeks an R-6 (Medium Density Residential) zone for the subdivision as a whole. Applicant is proposing seven (7) phases of development which will be driven by the consumer market. A design review application for the common area landscaping and buffers accompanies the applicant's annexation and preliminary subdivision plat request.

Public services will be extended by the developer to the property from the existing facilities north and south of the project. The project anticipates a new potable water supply and distribution well site to serve this development.

Staff has determined these applications comply with Title 5 of the Kuna City Code; Idaho Statute §50-222; and the Kuna Comprehensive Plan; and forwards Case No.'s 16-03-S, 16-06-AN and 16-13-DR, to the Commission with the recommended conditions of approval.

F. Applicable Standards:

1. Kuna City Code Chapter 6 – Chapter 1-6; Subdivision Regulations,
2. Kuna City Code Title 5 – Chapter 1-17; Zoning Regulations,
3. City of Kuna Comprehensive Plan and Future Land Use Map,
4. Idaho Code, Title 67, Chapter 65, Local Land Use Planning Act.

G. Procedural Background:

The Commission held a Public Hearing on April 11, 2017, to consider Cases No.'s 16-03-S, 16-06-AN and 16-13-DR, including the submitted application documents, agency comments, staff's report, application exhibits and public testimony presented at the hearing.

H. Factual Summary:

This site is located near the northwest corner (NWC) of the intersection of West Deer Flat and North Meridian Roads. Applicant proposes to annex approximately 111.18 acres into the City of Kuna as an R-6 (medium density residential) zoning designation. Applicant has submitted a preliminary plat to subdivide the parcel into 347 lots (342 buildable; 33 common).

I. Comprehensive Plan Analysis:

The comprehensive plan is a living document, intended for use as a guide to governmental bodies. The plan is not law that must be strictly adhered to in the most stringent sense; it is to be used by public officials to assist their decision making for the City. The Kuna Planning and Zoning Commission accepts the Comprehensive Plan components as described:

Goals, Policies and Objectives from the Kuna Comprehensive Plan:

Private Property Rights Goals and Objectives - Section 2 - Summary:

Ensure the City land use policies, restrictions, conditions and fees do not violate private property rights and ensure that land use actions, decisions, and regulations do not effectively eliminate all economic value of the subject property. Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right and evaluate with guidance from the City attorney and the Idaho Attorney General's six criterion established to determine the potential for property takings.

Comment: Utilizing the Idaho Attorney Generals criteria, and a review by the City Attorney, the proposed project does not constitute a "takings" and the economic value is intact.

Economic Development Goals and Objectives - Section 5 - Summary:

Ensure an adequate supply of housing for all income levels and facilitate pedestrian connections, both visually and physically, to enhance pedestrian movement.

Comment: The proposed application complies with the comprehensive plan by providing a mix of lot sizes, pathways and greenways to meet this goal.

Land Use Goals and Objectives - Section 6 - Summary:

Adopt a future land use plan and map that includes natural and developed open spaces, while providing a variety of housing densities and types to accommodate various lifestyles, ages and economic groups. Protect existing neighborhoods and ensure new development is sustainable and keeps Kuna desirable. Develop cohesive neighborhoods with character and quality while incorporating a variety of densities and styles.

Comment: The project complies with the land use plan as adopted by the City by incorporating the following; open spaces and utilization of the Kuna Canal corridor for the future pathway, varied housing densities and types and promotes desirable, cohesive community character and a quality neighborhood.

Natural Resources Goals and Objectives - Section 7 - Summary:

Retain natural resources that contribute to Kuna's quality of life while developing a green grid of trails for bikes throughout the City for recreation and alternative transportation needs.

Comment: The proposed application provides pathways through the development as well as a trail along the Kuna Canal for recreation and alternate transportation modes.

Public Services, Facilities and Utilities Goals and Objectives - Section 8 -Summary:

Provide adequate services, facilities, and utilities for all City residents and annex contiguous properties that request City services. Ensure that development within Kuna connects into the City's sanitary sewer and potable water systems and continue expansion of the City's sewer systems as resources allow.

Comment: Kuna has adequate services for this development and the authority to annex the requested lands into the City. This application will expand the City's sanitary sewer system, potable water and adds to the pressure irrigation mainline in an orderly fashion.

Transportation Goals and Objectives - Section 9 - Summary:

Work with ACHD, COMPASS, and ITD to promote and encourage bicycling and walking as transportation modes. Develop a transportation strategy and identify future transit corridors while requiring developers to preserve rights- of-way, to improve mobility on major routes while balancing land use planning with transportation needs.

Comment: Applicant provided a Traffic Impact Study. ACHD has provided comments and a staff report and the City engineer has provided a staff report. The project meets with the transportation goals of the City by extending public rights-of-way on North Kay Avenue and East Ardell Roads to create additional transportation connections.

Recreation Goals and Objectives - Section 10 - Summary:

Ensure a City wide system of parks, trails and recreational opportunities for a variety of year-round outdoor activities balancing active and passive open spaces with easy access for users. Encourage the development of community and neighborhood-centered recreational facilities including gathering places connected by trails, walkways, bikeways and horse paths.

Comment: Applicant's proposed subdivision incorporates trails along the Kuna Canal, open spaces, a playground, a pool facility for residents among other gathering places for the community (clubhouse), meeting the goals of the City.

Housing Goals and Objectives - Section 12 - Summary:

Encourage developers to provide high-quality development with a variety of lot sizes, dwelling types, densities and price points to meet the needs of current and future population while creating safe and aesthetically-pleasing neighborhoods. Ensure housing is available throughout the community for all income levels and those with special needs. Encourage logical and orderly residential development while discouraging developers from developing land divisions greater than one half acre because large lot subdivisions increase municipal costs, require public subsidy and create sprawl.

Comment: Applicant has proposed 342 single family lots which will contribute to high-quality lots of varied sizes to be developed in a logical and orderly manner. The development adds trails and open space throughout the subdivision, creating a pleasant and walkable neighborhood environment.

Community Design Goals and Objectives - Section 13 - Summary:

Strengthen Kuna's Image through good community and urban design principles that create self-sufficient neighborhoods. Foster good community design concepts that incorporate landscape features to serve as buffers between incompatible uses while reducing scale and create a sense of place.

Comment: The application incorporates sound community design and landscape features to buffer incompatible uses to create a sense of place for the community to foster neighborhood interactions and activities.

J. Planning and Zoning Commission Conclusions of Law:

Based on the evidence contained in Case No's 16-03-S, 16-06-AN and 16-13-DR, the Kuna Planning and Zoning Commission finds Case No's 16-03-S, 16-06-AN and 16-13-DR comply with Kuna City Code and the Kuna Comprehensive Plan.

5. This request appears to be consistent and in compliance with Kuna City Code (KCC).

Comment: The proposed project meets the land use and area standards in Chapter 3, Title 5 of the KCC. Staff also finds that the proposed project meets all applicable requirements of Title 6 of the KCC.

6. The site is physically suitable for a subdivision.

Comment: The 111.18 acre subdivision is large enough to include a mix of lot sizes, a community clubhouse and pool facility, a playground, open spaces, pathways and a trail along the Kuna Canal.

7. The annexation and subdivision uses are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.

Comment: *The land to be annexed is currently used as farmland and is not used as wildlife habitat. Roads, homes and open spaces are planned for construction according the City requirements and best practices. Staff is not aware of any environmental damage or loss of habitat associated with the development.*

8. The annexation application is not likely to cause adverse public health problems.

Comment: *The annexation of the property requires a zoning designation per Kuna Code 5-13-9. The medium density zoning designation requires connection to public sewer and water, therefore eliminating the occurrence of adverse public health problems.*

9. The application appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.

Comment: *The annexation, rezone and design of the subdivision did consider the location of the property adjacent to the Kuna Canal, arterial and collector roadways (North Kay Avenue, East Deer Flat and East Ardell Roads) and the highway system (Highway 69/Meridian Road). The subject property can be connected to the City's public sewer, water and pressure irrigation facilities. The adjacent uses are public, commercial and agriculture as proposed in the Kuna Comprehensive Plan Future Land Use Map.*

10. The existing and proposed street and utility services in proximity to the site are suitable and adequate for residential purposes.

Comment: *Correspondence from ACHD and Kuna Public Works confirms that the proposed streets and utility services are suitable and adequate for the residential project. A traffic impact study (TIS) prepared by Thompson Engineers was submitted with the application and accepted by ACHD and ITD. ACHD confirms that the proposed streets within and adjacent to the subdivision are adequate for the proposed development. With the addition of a southbound right-hand turn lane off Highway 69/Meridian Road onto Deer Flat Road and West Ardell Road, as recommended by Idaho Transportation Department (ITD), the roadways in proximity to the project are adequate for the traffic that will be generated by the development.*

K. Findings of Fact:

1. This request appears to be consistent and in compliance with Kuna City Code (KCC).
2. The use appears to meet the general objectives of Kuna's Comprehensive Plan.
3. The site is physically suitable for a subdivision.
4. The annexation and subdivision uses are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.
5. The annexation application is not likely to cause adverse public health problems.
6. The application appears to avoid detriment to the present and potential surrounding uses; the health, safety, and general welfare of the public, taking into account the physical features of the site, public facilities and existing adjacent uses.
7. The existing and proposed street and utility services in proximity to the site are suitable and adequate for residential purposes.
8. The Kuna Planning and Zoning Commission accepts the facts as outlined in the staff report, public testimony and the supporting evidence list as presented.
9. Based on the evidence contained in Case No's 16-03-S, 16-06-AN and 16-13-DR, this proposal appears to comply with the Comprehensive Plan and the Kuna Comprehensive Future Land Use Map (FLU).
10. The Planning and Zoning Commission has the authority to recommend approval, conditional approval or denial for these applications.

11. The public notice requirements were met and the public hearing was conducted within the guidelines of applicable Idaho Code and City Ordinances.

L. Decision by the Commission:

Note: 16-03-S (Subdivision) and 16-06-AN (Annexation): *The proposed motion is to recommend approval for these requests to City Council. If the Commission wishes to recommend approval or denial of specific parts of the requests as detailed in this report, those changes must be specified.*

Note: 16-13-DR (Design Review): *The proposed motion is to approve the design review request. If the Planning and Zoning Commission wishes to approve or deny specific parts of the request as detailed in the report, those changes must be specified.*

Based on the facts outlined in staff's report and public testimony during the public hearing the Planning and Zoning Commission of Kuna, Idaho, hereby recommends approval of Case No's 16-03-S and 16-06-AN; annexation and preliminary plat and hereby approves 16-13-DR; Design Review with the following conditions of approval:

1. The applicant and/or owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - a. The City Engineer shall approve the sewer hook-ups.
 - b. The City Engineer shall approve the drainage and grading plans. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties". No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
 - c. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District is required.
 - d. The *Boise Project and Board of Control* shall approval any modifications to the existing irrigation system.
 - e. Approval from Ada County Highway District shall be obtained and Impact Fees must be paid prior to issuance of any building permit.

A stub street (with utility stubs) shall be extended from the project south of the Kuna Canal to the property east of the project. All public rights-of-way shall be dedicated and constructed to standards of the City, Ada County Highway District, and Idaho Transportation Department. No public street construction may be commenced without the approval and permit from Ada County Highway District and Idaho Transportation Department.

- 2.1- Dedicate right-of-way in sufficient amounts to follow Kuna City and ACHD standards and widths.
2. Installation of utility service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 6-4-2-W.
3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
4. Street lighting shall use LED lights, with spacing and wattages meeting KCC 5-4-6; applicant shall coordinate a street light plan for P&Z approval in concert with the prepared construction drawings for the project.
5. Parking within the site shall comply with KCC 5-9-3. A separate Design Review application is required for the community clubhouse and parking lot.
6. Fencing within and around the site shall comply with KCC standards.

7. A sign permit is required prior to any subdivision entrance sign construction and shall comply with KCC 5-10-4. Monument signs will require a separate design review.
8. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within three days or as the planting season permits as required to meet KCC 5-17-7 standards. Maintenance and planting within public rights-of-way shall be approved from the public entities owning the property.
9. Submit a petition to the City (if necessary and confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and requesting to annex the irrigation surface water rights appurtenant to the property to the Kuna Municipal Pressure Irrigation system of the City (KMID) prior to requesting final plat signature from the City Engineer.
10. The developer shall provide adequate land for a well site and pump station within the project boundaries. The developer shall construct the pump station and reservoir; and provide three (3) phase power and a drain line for blow-off and over-flows consistent with City policy. The location of the pump station and reservoir shall be approved by the City Engineer.
11. The land owner/applicant/developer and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the Commission and/or Council, or seek amending them through public hearing processes.
12. The applicant's proposed preliminary plat (dated 02/02/17) and landscape plan (dated 09/16/2017) shall be considered binding site plans, or as modified and approved through the public hearing process.
13. Applicant shall follow staff, city engineer and other agency recommended requirements as applicable.
14. Compliance with all local, state and federal laws is required.

DATED: this 25th day of April 2017.

Lee Young, Chairman
Kuna Planning and Zoning Commission

ATTEST:

Trevor Kesner, Planner II
Kuna Planning and Zoning Department



City of Kuna

P & Z Findings of Fact & Conclusions of Law

P.O. Box 13
Phone: (208) 922-5274
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www.Kunacity.id.gov

To: Planning and Zoning Commission (**P & Z**)

Case Numbers: 16-04-CPM (Comprehensive Plan Map Amend) and 16-13-AN (Annexation)
Indian Creek Sports

Location: Northwest Corner (NWC) Meridian Road and Mason Creek St. (alignment)
Kuna, Idaho 83634

Planner: Troy Behunin,
Planner III

Hearing Date: *March 28, 2017*
Tabled until: *April 11, 2017*
Findings of Fact: *April 25, 2017*

Owner: **Indian Creek Sports**
Troy & Vicki Todd
6029 Sunrise Ave.
Kuna, ID 83634
208.922.4299
Troy@indiancreeksports.com

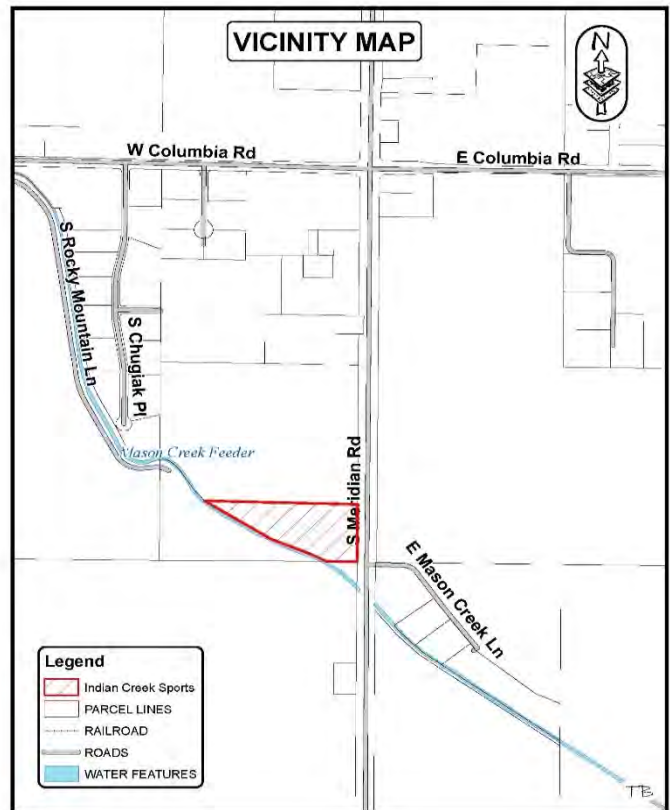


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A. Process and Noticing:

1. Kuna City Code (KCC), Title 1, Chapter 14, Section 3, states that Comprehensive Plan Map Amendments and Annexations are designated as public hearings, with the P & Z Commission as the recommending body and City Council as the decision making body. These land use applications were given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65, Local Land Use Planning Act.

a. Notifications

- | | |
|----------------------------------|-----------------------------------|
| i. Neighborhood Meeting | June 22, 2016 (4 people attended) |
| ii. Agency Comment Request | February 2, 2017 |
| iii. 315' Property Owners Notice | March 17, 2017 |

- iv. Kuna, Melba Newspaper
- v. Site Posted

March 8, 2017
March 31, 2017

B. Applicant's Request:

The applicant, Troy and Vicki Todd, with Indian Creek Sports, request approval to amend the Kuna Comprehensive Plan Map (CPM) designation for this site, from High Density Residential to a Commercial Zone over approximately 5.46 acres. The site is contiguous to Kuna City limits and the applicant requests approval to annex the same parcel into Kuna City limits with the following zone; C-1 (Neighborhood Commercial). The subject property is located on the southwest corner (SWC) of Meridian Road and the Mason Creek Street alignment – west of Meridian Road, half way between Hubbard and Columbia Roads.

C. Aerial Map:



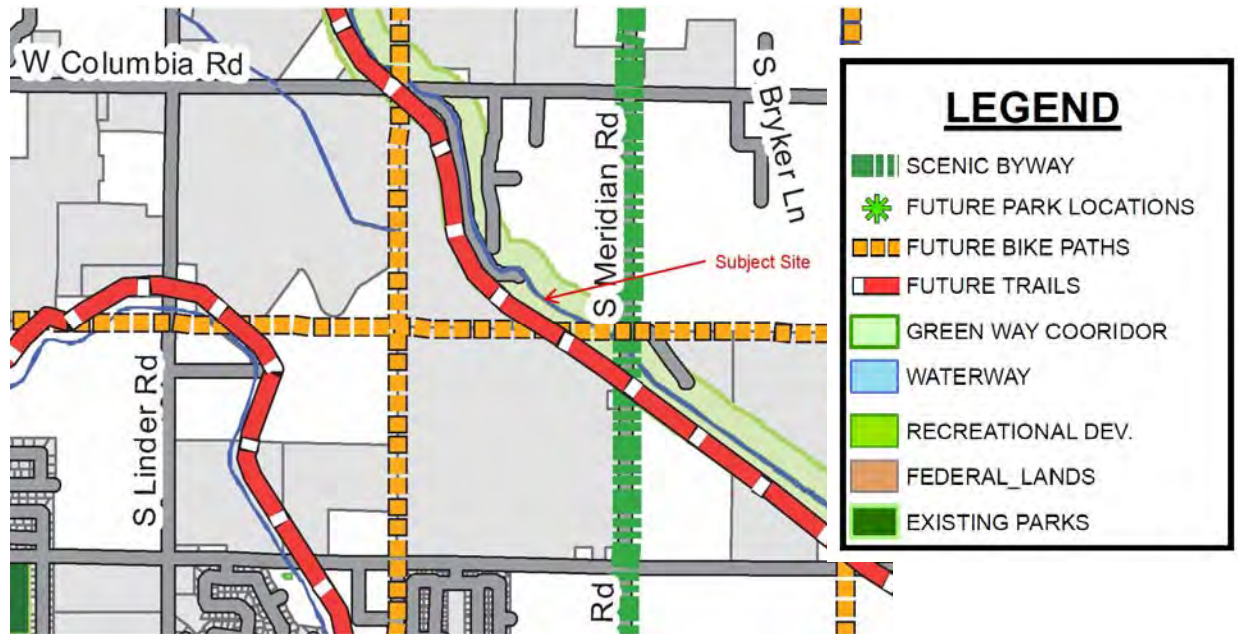
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D. Site History:

This site is currently in Ada County, and has been vacant for many years. There is an accessory structure on site. It is proposed to remain at this time and the foundation may be used for a future new building.

E. General Projects Facts:

1. **Comprehensive Plan Map:** The Future Land Use Map (Comprehensive [Comp] Plan Map) is intended to serve as a *guide* for the decision making body for the City. This map indicates general future land uses, however, it is not the actual zone. The Comp Plan Map identifies this site as High Density Residential.
2. **Recreation and Pathways Map:** The Recreation and Pathways Master Plan Map indicates a future trail along the west side of the Mason Creek canal on the west side of the site. It is the City's goal to increase the number and connectivity to trails and pathways in Kuna. It is advantageous for each parcel to develop trails and pathways along frontages of their canals and ditches to comply with the Recreation and Pathways Master Plan goals by either starting a pathway, or extending one at time of development.



3. **Surrounding Land Uses:**

North	RUT	Rural Residential – Ada County
South	PUD	Planned Unit Development – Kuna City
East	RR	Rural Residential & Agriculture – Ada County
West	RR	Rural Residential – Ada County

4. **Parcel Sizes, Current Zoning, Parcel Number(s):**

- Parcel Size: 5.46 acres (approximately).
- Zoning: RUT; Rural Residential, (Ada County).
- Parcel #: S1312142304

5. **Services:**

Sanitary Sewer– City of Kuna (Connection is recommended when sewer is within 300')

Potable Water – City of Kuna (Connection is recommended when potable water is within 300')

Irrigation District – Boise-Kuna Irrigation District

Pressurized Irrigation – City of Kuna (KMID) (Connection is recommended when PI lines are within 300')

Fire Protection – Kuna Rural Fire District

Police Protection – Kuna Police (Ada County Sheriff's office)

Sanitation Services – J&M Sanitation

6. **Existing Structures, Vegetation and Natural Features:**

The land is currently a vacant unused parcel. This site is generally flat. The soils appear to be a Hydrologic Group 'C' and possibly 'A' for the site with a general slope of less than 2%.

7. **Transportation / Connectivity:**

The applicant proposes to use the existing access from Meridian Road on the north side of the site temporarily. When adjacent future development occurs, applicant is aware that access will be limited to the future mid-mile alignment (Mason Creek St.) At this time, it has been deemed unnecessary by ACHD to require the construction of Mason Creek St. on the south half of the site and cross the Mason Creek ditch at this time. Staff agrees with ACHD. Staff notes that the Highway Overlay District standards state that connection to Meridian Road shall be at the full and/or mid-mile alignment and shall be enforced as the area develops further in the future.

8. Environmental Issues:

Staff is not aware of any environmental, health or safety conflicts.

9. Agency Responses:

The following agencies returned comments are included with this case file:

- City Engineer (Gordon Law, P.E.) *Exhibit B 1*
- Ada County Highway District (Austin Miller) *Exhibit B 2*
- Boise Project Board of Control (Bob Carter) *Exhibit B 3*
- Central Dist. Health Dept. (Lori Badigian), *Exhibit B 4*
- COMPASS (Carl Miller), *Exhibit B 5*.

F. Staff Analysis:

This project requests a C-1 commercial zone upon annexation. The Comprehensive Plan Map (CPM) designates this site as High Density Residential. The applicant proposed to introduce retail boats sales and repair services. This new commercial use is an appropriate designation for the CPM, as this site is located within the Overlay District, and adjacent to the Kuna Transportation Corridor. The property abuts Kuna City limits on the south (Previously known as the Napa Vineyards project 2008-PUD). This project is adjacent to a principle arterial (Meridian Rd./Highway 69 and to the south, future mid-mile Mason Creek St.). There are no public utilities within 300 feet of, or adjacent to this site. Applicant is aware that when City services are within 300' of the property it will be necessary to connect to sewer, potable water lines as recommended in the City engineers report. Applicant intends to prepare the site for commercial retail use. It is anticipated this development will take up to 3 phases to complete. Applicant is aware that design review will be required for future proposed building(s), landscaping and its parking lot.

Staff has reviewed Kuna's Comprehensive Plan (Comp Plan), which encourages commercial developments numerous times throughout the Comp Plan, and particularly within the Meridian Road corridor. The sections of the Comp Plan that address new commercial are included below, in Section K (Comp Plan analysis) of this report. As the area develops in the future, staff recommends the applicant be conditioned to remove the existing access and rely solely on future Mason Creek St. to the south and applicant shall participate in its construction. The City attempts to balance new commercial uses within the City. Staff recommends the applicant work with Kuna Rural Fire District (KRFD) to ensure proper access and all servicing (including sprinkler needs) needs of the KRFD, throughout all phases of development.

Staff has determined this application complies with Title 5 and 6 of the Kuna City Code; Idaho Statute § 67-6511; and the Kuna Comprehensive Plan; and forwards a recommendation of approval for Case No's 16-04 –CPM and 16-13-AN, subject to the conditions of approval by Kuna's Commission and Council.

G. Applicable Standards:

1. City of Kuna Zoning Ordinance Title 5, Chapter 13
2. City of Kuna Comprehensive Plan, adopted September 1, 2009
3. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

H. Procedural Background:

On April 11, 2017, the Planning and Zoning Commission considered the applications, including agency comments, staff's report, application exhibits and public testimony presented or given.

I. Factual Summary:

This site is located at the northwest corner of Meridian Road and Mason Creek St. alignment and covers 5.46 (approx.) acres that are adjacent to City limits and currently zoned RR (Rural Residential – Ada County). Applicant requests amending the Comp Plan Map designation for the subject site from High Density Residential to Commercial; and to annex the same parcel into Kuna City with the following zone; C-1 (Neighborhood

Commercial). If approved, this project will take access from Meridian Road (principle arterial) in one place (existing access on the north side). Both roads are/will be classified roadways.

J. Findings of Fact:

Based upon the record contained in Case No's **16-04-CPM and 16-13-AN**, including the Comprehensive Plan, Kuna City Code, staff's memorandums, the exhibits, and the testimony during the public hearing, Kuna Commission hereby recommends *approval* of the Findings of Fact and Conclusions of Law, and conditions of approval for Case No's 16-04-CPM and 16-13-AN, a request for a Comprehensive Plan Map amendment and annexation into Kuna City limits request by the applicant follows:

The Commission concludes that the applications complies with the City of Kuna's Zoning regulations (Title 5) of KCC.

1. The Kuna Commission accepts the facts as outlined in the staff memo, the public testimony and the supporting evidence list presented.

Comment: *The Kuna Commission held a public hearing on the subject applications on April 11, 2017, to hear from City staff, the applicant and to accept public testimony. The decision by the Commission is based on the application, staff report and public testimony, both oral and written.*

2. Based on the evidence contained in Case No's 16-04-CPM and 16-13-AN, this proposal appears to *generally* comply with the Comprehensive Plan and Comp Plan Map.

Comment: *The Comp Plan has listed numerous goals for providing new commercial in Kuna. The Comp Plan Map designates this property as High Density. Whereas this project proposes new commercial along Meridian Road, which has been designated as a commercial corridor, and this project proposes new commercial uses, and High Density typically requires commercial standards and is typically considered a commercial use, the project generally follows the goals of the Comp Plan and the Comp Plan Map.*

3. The Kuna Commission has the authority to recommend approval or denial of these applications.

Comment: *On April 11, 2017, Kuna's Commission voted to recommend approval of case No's 16-04-CPM and 16-13-AN.*

4. The public notice requirements were met and the public hearing was conducted within the guidelines of applicable Idaho Code and City Ordinances.

Comment: *As noted in the process and noticing sections, notice requirements were met to hold a public hearing on April 11, 2017.*

K. Commissions Comprehensive Plan

Analysis:

Commission determines the proposed commercial use for the *site* is consistent with the following Comp Plan components:

New Commercial:

Residents hoped for the creation of business and light commercial use centers within neighborhoods. These centers would include restaurants, gas stations, churches, multi-family use facilities, and other mixed-use developments (Page 13 - CP).

Comment: *The Comp Plan and the corresponding Future Land Use Map (with land use designations) provides for commercial uses. This project has proposed new commercial, therefore it generally conforms to the Comp Plan and the Future Land Use Map.*

Private Property Rights Goals and Objectives

- Section 2 - Summary:

Ensure the City land use policies, restrictions, conditions and fees do not violate private property rights and ensure that land use

actions, decisions, and regulations do not effectively eliminate all economic value of the

subject property. Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right and staff shall evaluate with guidance from the City's attorney; the Idaho Attorney General's six criterion established to determine the potential for property taking.

Comment: *Utilizing the Idaho Attorney General's criteria, and a review by the City Attorney, the proposed project does not constitute a "takings" and the Economic value is intact.*

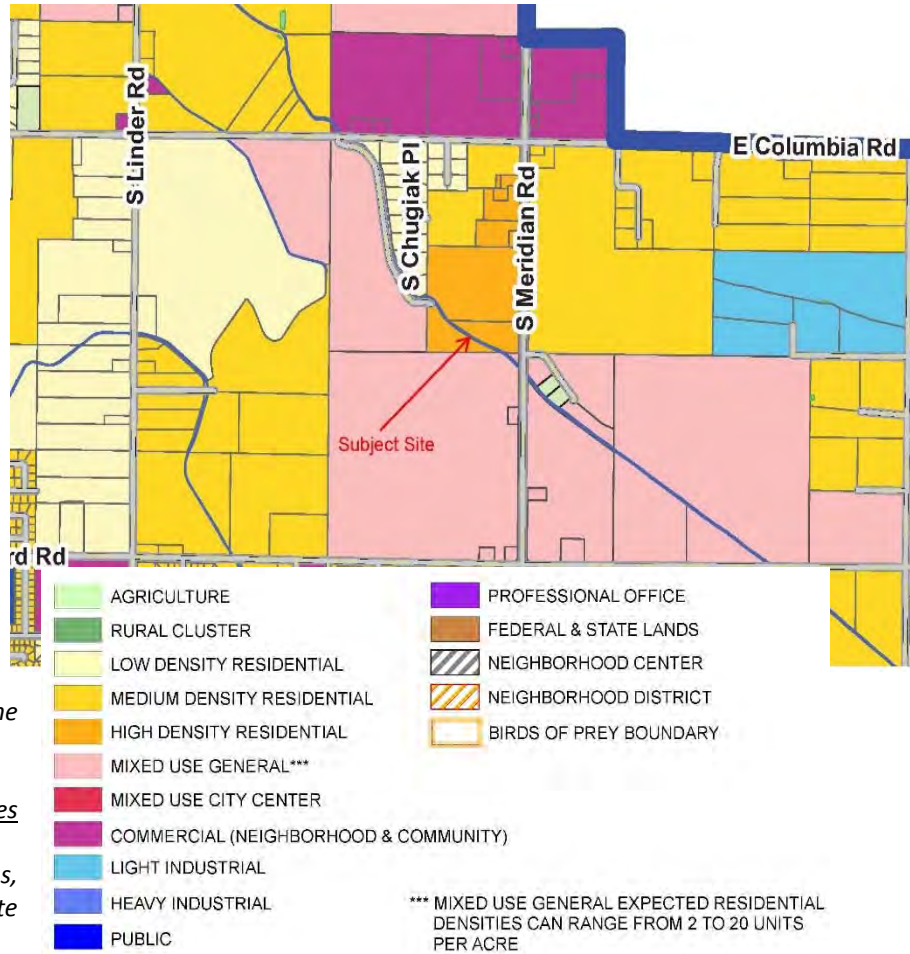
Economic Development Goals and Objectives - Section 5 - Summary:

Promote and support a diverse and sustainable economy that will allow more Kuna residents to work in their community, and develop policies to provide incentives and assistance to attract companies. Ensure an adequate supply of housing for all income levels and facilitate pedestrian connections, both visually and physically, to enhance pedestrian movement (Pg. 42 – 1.5, Pg. 43 – 3.1 and Pg. 41 – 1 & 1.3 [CP]).

Comment: *The Comp Plan encourages a mix of commercial uses and calls for increasing pedestrian connections. This project adds to Kuna's new commercial inventory and provides opportunities for possible extension of Mason Creek Street in the future.*

Land Use Goals and Objectives - Section 6 - Summary:

Encourage and support mixed uses to accommodate a diverse range of business and commercial activity balanced with residential uses. Provide a broad mix of services within walking distances while strengthening the economy



and providing opportunity for social interactions. Encourage commercial development on transportation corridors. Protect existing neighborhoods and ensure new development is sustainable and keeps Kuna desirable. Develop cohesive neighborhoods with character and quality while incorporating a variety of densities and styles (Pg. 63 – 1.1, Pg. 64 – 2.1, 2.2.1, and 6.4.1 Def. Pg. 89 [CP]).

Comment: *This project adds a quality commercial opportunity to the City's inventory.*

Transportation - Section 9: Encourage developers to create mixed-use developments that will reduce travel demand through trip capture. Increase Kuna's employment opportunities as a means of reducing commuter trips (Page 119 – Obj. 3.2 Policy 1 and 2 [CP]).

Comment: *Applicant proposes a new commercial development adding to employment opportunities and may reduce commuter trips, therefore, it complies with the comp plan goals and policies*

Community Design Goals and Objectives - Section 13 - Summary:

Strengthen Kuna's Image through good community and urban design principles that create mixed-uses and self-sufficient neighborhoods. Foster good community design concepts that incorporate landscape features to serve as buffers between incompatible uses while reducing scale and creates a sense of place (Pg.167 – Goal 1 and Pg. 168 – 1.2 and 2.1[CP]).

Comment: *Applicant proposes good community and urban design principles through creation of Mixed-Uses and a quality development, adding possibly adding to the pedestrian pathway network and adding possibly in the future to the City's roadway network (Mason Creek St.) complying with the adopted Master Street Plan of Kuna (Functional Classified Road Map). This development should also incorporate landscape buffers creating a sense of place for citizens. Therefore, this project fosters sound community design concepts and complies with the Comp Plan goals and strengthens Kuna's image.*

L. City Council's Idaho State Code Analysis:

1. **IC §67-6511 (2) C** requires that the Commission analyze the proposed changes to zoning ordinances to ensure that they are not in conflict with the policies of the adopted comprehensive plan. If the request is found by the governing board to be in conflict with the adopted plan, **or** would result in demonstrable adverse impacts upon the delivery of services by any political subdivision providing public services, including school districts, within the planning jurisdiction.
2. **IC §67-6513** provides that the City provide for mitigation of the effects of subdivision development on the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional costs upon current residents to accommodate the proposed subdivision.
3. Through discussions and comments submitted by public service providers, the project would not create demonstrable adverse impact to quality of emergency service and/or delivery of said services, or impose substantial additional costs to current residents.

M. The Commission's Conclusions of Law:

The public notice requirements have been met and the neighborhood meeting was conducted within the guidelines of applicable Idaho Code and City Ordinances.

1. The Commission feels the site *is* physically suitable for commercial development as a commercial retail / repair service, as proposed.

Comment: *The 5.46 acre (approximate) project appears to be suitable for development as a commercial use, as proposed.*

2. The commercial uses are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.

Comment: *The land to be developed commercially is not used as wildlife habitat. Uses for the site are planned for construction according the City and ACHD requirements and best practices and will therefore not cause environmental damage or loss of habitat.*

3. The Comprehensive Plan Map (CPM) amendment and annexation applications are not likely to cause adverse public health problems.

Comment: *The proposed commercial uses for the property would generally comply with the Comp Plan. The project will be required to connect to public sewer and potable water systems when available and within 300' of the property, therefore eliminating the occurrence of adverse public health problems.*

4. The application appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.

Comment: *Through correspondence with public service providers and application evaluation, this project appears to avoid detriment to surrounding uses. Commission did consider the commercial uses and the location of the property with current adjacent uses.*

5. The existing and proposed street and utility services in proximity to the site are suitable or adequate for commercial purposes.

Comment: *Correspondence from ACHD and Kuna Public Works confirms that the streets and utility services are suitable and adequate for the residential project.*

6. Based on the evidence contained in Case No's 16-04-CPM and 16-13-AN, Commission finds Case No's 16-04-CPM and 16-13-AN adequately comply with Kuna City Code.
7. Based on the evidence contained in Case No's 16-04-CPM and 16-13-AN, Commission finds Case No's 16-04-CPM and 16-13-AN generally comply with Kuna's zoning Code.

N. Recommended Conditions of Approval:

On April 11, 2017, the Commission voted 3-0 to recommend approval for Case No's 16-04-CPM and 16-13-AN, based upon the Comp Plan, Kuna City Code, the record before the Commission, the applicant's presentation and testimony at the April 11, 2017, and discussion at the public hearing, the Kuna Commission votes to recommend approval for Case No's 16-04-CPM and 16-13-AN with the following conditions of approval *at time of development*:

- Applicant shall follow all applicable conditions of approval from agencies and as discussed at the hearing and listed in the staff report.
- 1. The applicant and/or owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - a. The City Engineer shall approve the sewer hook-ups.

- b. The City Engineer shall approve the drainage and grading plans. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties". No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
 - c. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District is required.
 - d. The *Boise-Kuna* Irrigation District shall approval any modifications to the existing irrigation system.
 - e. Approval from Ada County Highway District (ACHD) shall be obtained and Impact Fees must be paid prior to *issuance* of any building permit(s).
2. All public rights-of-way shall be dedicated and constructed to standards of the City, Ada County Highway District and Idaho Transportation Department. No public street construction may commence without the approval and permit from Ada County Highway District and/or Idaho Transportation Department.
 - 2.1– With development and as necessary, dedicate right-of-way in sufficient amounts to follow City and ACHD standards and widths.
3. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see **KCC 6-4-2-W**.
4. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
5. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation system of the City (KMID).
6. Applicant shall apply for design review for all buildings, landscaping, and parking lot for the site.
7. Street lights and parking lights for the site shall be LED lighting and must comply with Kuna City Code.
8. Parking within the site shall comply with Kuna City Code. (Unless specifically approved otherwise).
9. Fencing within and around the site shall comply with Kuna City Code (Unless specifically approved otherwise and permitted). Perimeter fencing (and permit) is required prior to requesting final plat signatures from Kuna City Clerk and Engineer.
10. All signage within/for the project shall comply with Kuna City Code.
11. All landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting within public rights-of-way shall be with approval from the public entities owning the property.
12. Applicant shall be conditioned to connect to City to Kuna Sewer and Potable Water, when the availability of those services are within 300' of the property lines, as recommended by City Engineer.
13. The land owner/applicant/developer, and/or any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through public hearing processes.
14. Applicant shall follow staff, City engineers and other agency recommended requirements as applicable.
15. Developer/owner/applicant shall comply with all local, state and federal laws.

DATED: This 25 day of April, 2017.

Lee Young, Chairman
Kuna Planning and Zoning Commission

ATTEST: _____
Troy Behunin, Planner III, Kuna Planning and Zoning Department



City of Kuna

P & Z Commission Staff Report

P.O. Box 13
Phone: (208) 922-5274
Fax: (208) 922-5989
www.Kunacity.id.gov

To: **P & Z Commission**

File Numbers: **17-01-S** (Subdivision),
17-01-ZC (Rezone) and
17-07-DRC (Sub Design
Review).

Location: NEC of Ten Mile Road &
Lake Hazel Road, Meridian,
Idaho

Planner: Troy Behunin, Planner III

Hearing date: March 28, 2017 (**tabled**)
Tabled Until: April 28, 2017

Representative: **B & A Engineers**
David Crawford
5505 W. Franklin Rd.
Boise, ID 83705
208.342.5792
dacrawfod@baengineers.com

Owner: **Mason Creek Farm, LLC,**
Tim Eck
6152 W. Half Moon Ln.
Eagle, ID 83616
208.286.0520
timothyeck@me.com

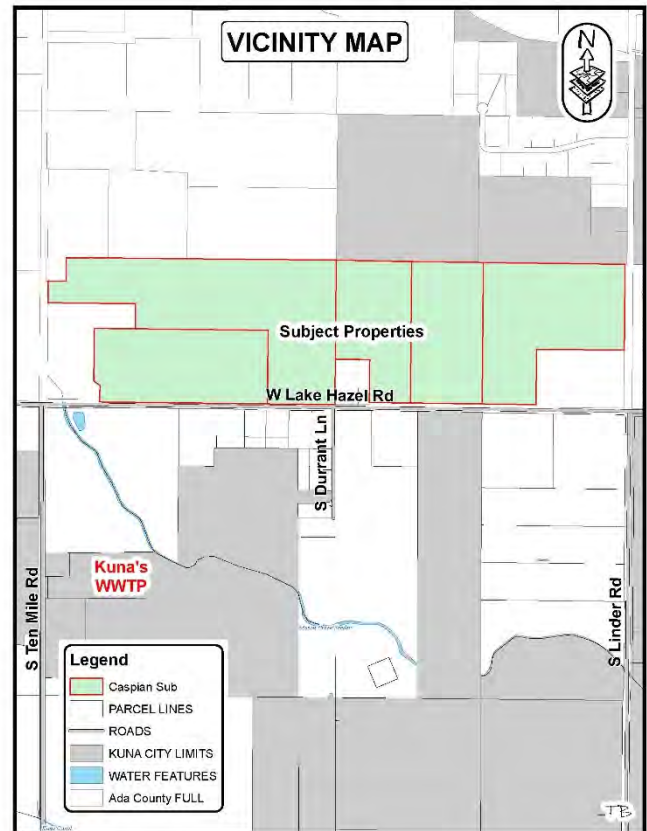


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City Council |
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A. Process and Noticing:

1. Kuna City Code 1-14-3 (KCC), Title 1, Chapter 14, Section 3, states that rezones and preliminary plat's for subdivision's are designated as public hearings, with the City Council as the decision making body, and Commission as the decision making body for Subdivision landscape design review. This land use

application was given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65 Local Planning Act.

a. Notifications

- | | |
|----------------------------|--|
| i. Neighborhood Meeting | October 14, 2016 (one person attended) |
| ii. Agency Comment Request | January 26, 2017 |
| iii. 300' Property Owners | March 10, 2017 |
| <i>Courtesy Notice</i> | <i>April 7, 2017</i> |
| iv. Kuna, Melba Newspaper | March 8, 2017 |
| v. Site Posted | April 3, 2017 |

B. Applicants Request:

1. Request:

On behalf of Mason Creek Farm, LLC. Tim Eck, David Crawford with B & A Engineers (applicant), requests approval for a rezone of approximately 107 acres from P (Public) to R-6 (Med. Density Residential), and a preliminary plat for approximately 131.74 acres of land. The applicant proposes to subdivide the parcels into 497 buildable lots and 68 common lots. Applicant is also seeking Subdivision landscaping Design Review approval. This site is located north of Lake Hazel, between Ten Mile and Linder Roads.

C. Aerial Map:



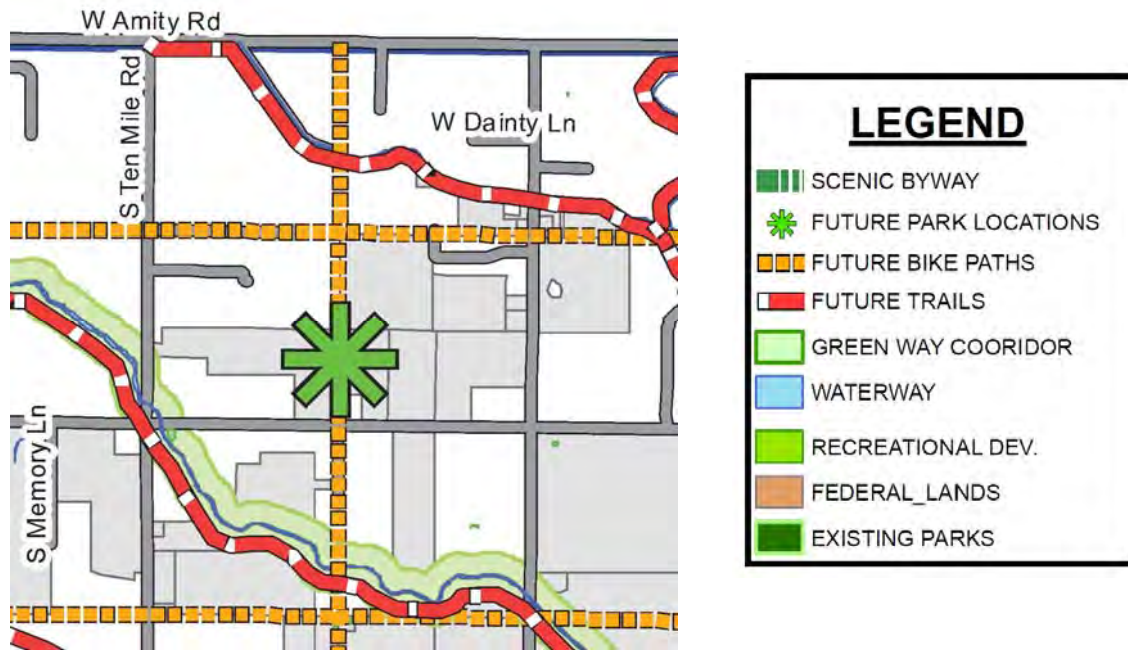
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D. Site History:

Recently, this site was annexed into Kuna and has historically been used for small agricultural purposes and farm property for many years. The site is near City and County platted subdivisions – Memory Ranch, west/southwest: Kuna, Patriot Ridge, north: Ada County, Durrant Estates, south: Ada County.

E. General Projects Facts:

1. **Comprehensive Plan Map:** The Future Land Use Map (Comprehensive Plan Map) is intended to serve as a guide for the decision making body for the City. This map indicates a land use designation and it is not the actual zoning. The Comp Plan Map designation for this site was amended July 5, 2016, to High Density Residential.
2. **Recreation and Pathways Map:** The Recreation and Pathways Master Plan Map indicates a future park in the area within the site. Applicant has proposed open space below the power lines.



3. Surrounding Land Uses:

North	Ag., R-2, RUT	Agriculture AND Low Density Residential – Kuna City, Rural Urban Transition – Ada County
South	Ag., RR, RUT	Agriculture - Kuna City, Rural Residential AND Rural Urban Transition – Ada County
East	RUT	Rural Urban Transition – Ada County
West	R-4*, RUT	Medium Density Residential – Kuna City * AND Rural Urban Transition – Ada County

**Recently this land was annexed into Kuna City as R-4.*

4. Parcel Sizes, Current Zoning, Parcel Number(s):

Parcel Size (Approximately)	Current Zone: (RUT) Rural Urban Transition	Parcel Number
42.04 acres	P – Kuna City	S1235346610
17.14 acres	P – Kuna City	R8468870305
18.94 acres	P – Kuna City	S1235438411
28.29 acres	P – Kuna City	S1235449215
22.87 acres	* R-6 – Kuna City	S1235347051

**Recently this land was annexed into Kuna City as R-6.*

5. **Services:**

Sanitary Sewer– City of Kuna
Potable Water – City of Kuna
Irrigation District – Nampa and Meridian Irrigation District
Pressurized Irrigation – City of Kuna (KMID)
Fire Protection – Meridian Rural Fire District
Police Protection – Ada County Sheriff's office – Kuna Police
Sanitation Services – J&M Sanitation

6. **Existing Structures, Vegetation and Natural Features:**

There are no structures on site. The site has vegetation that is generally associated with an Agricultural field.

7. **Transportation / Connectivity:**

The site is adjacent to Ten Mile Road on the west, and Linder Road on the East side. The property also touches a significant portion of Lake Hazel Road. There are five proposed points of access for the project; one on Ten Mile, one on Linder, and three places on Lake Hazel.

8. **Environmental Issues:**

Staff is not aware of any environmental issues, health or safety conflicts. The site's topography is generally flat with less than 3 percent slope.

9. **Agency Responses:**

The following agencies returned comments are included with this case file:

- City Engineer (Gordon Law, P.E.) *Exhibit B 1*
- Ada County Highway District (Mindy Wallace) *Exhibit B 2*
- Boise Project Board of Control (Bob Carter) *Exhibit B 3*
- Central Dist. Health Dept. (Lori Badigian), *Exhibit B 4*
- COMPASS (Carl Miller), *Exhibit B 5*.
- *Approved Traffic Impact Study (Approved by ACHD) Exhibit B 6*

F. **Staff Analysis:**

In September of 2009 (09-01-AN), approximately 107 acres of this application were annexed into Kuna city limits with a 'P' (Public) zone as a way to land apply treated waste waters from Kuna's Waste Water Treatment Plant (WWTP) that is 1/4 mile south of Lake Hazel on Ten Mile Road. These 107 acres were surplus by the City in 2013, and sold at public auction, as they were no longer a necessity for the City. Additionally, approximately 22.87 acres were recently annexed into Kuna City limits with an R-6 (Medium Density) zone. The site is near other Kuna city subdivisions with the R-6 zone. The project touches three major arterials (Ten Mile, Lake Hazel and Linder Roads) and all public utilities will soon be available to service this subdivision.

The applicant seeks a rezone for approximately 107 acres from P (Public) to R-6 (Medium Density Residential) and approval for a preliminary plat for a total of approximately 131.75 acres, in order to develop the property into 497 new single-family homes and 68 common lots and design review approval for the subdivision landscaping to include the buffers along the road frontages for the project.

Long ago, the city of Kuna recognized the importance of the Ten Mile corridor and the critical role of the new Ten Mile Interchange at I-84, one of the newest interchanges in the Treasure Valley funded by the Idaho Transportation Department (ITD) and the Ada County Highway District (ACHD) in anticipation of the growth along the Ten Mile corridor and neighboring areas. Furthermore, ACHD has completed a study for the south Ten Mile corridor that anticipates additional growth for this area and designated Ten Mile as a major arterial roadway. Additionally, the city of Kuna anticipated the roll of the interchange and growth for this area ahead

of all agencies by placing one of Idaho's newest and most advanced waste water treatment plants a 1/4 mile south of Lake Hazel Road on Ten Mile in 2009.

Furthermore, landowners have noticed the opportunity of the interchange, the treatment plant, and responded by developing their lands as an R-6 (Medium Density Residential) subdivision directly west of the treatment plant (Memory Ranch Subdivision – 262 Homes so far). That developer sized and built a lift-station for purposes of serving the entire region and placed it 470 feet south of Lake Hazel. If this application is approved, development of this site will bring all of Kuna's services to the area and use this up-sized lift-station, thus providing an opportunity for other land owners to connect to Kuna's services. The Memory Ranch lift-station is roughly 1,000 feet from this application and the developer will extend these service lines to his property. In addition to Memory Ranch, a nearby R-6 subdivision (Springhill Subdivision at the southeast corner of Linder and Lake Hazel) will begin construction on phase one this summer. Springhill is approximately 203 +/- acres and could bring 700+ new homes to the area and is only 600 feet from this project (See Exhibit C 1).

City of Kuna Planning Efforts:

Kuna has been extensively planning for and studying this area since 2006. Included with that planning effort is a way to provide city services, a complete Comprehensive Plan Text re-write, Comprehensive Plan and Planning Maps including lands between Lake Hazel and Amity, and the construction of the treatment plant. There are many sections within Kuna's Comp Plan Text that discuss and plan for the lands between Lake Hazel and Amity Roads, and considerations for traffic, services and housing for that region. The lands in this application have been included (and designated as residential) on the planning Map and Area of City Impact (ACI) map since 2008. Notwithstanding nor diminishing Kuna's extensive planning, between 2012 and 2016, Kuna City and Meridian City had numerous discussions about the ACI line between the cities. At the same time, Kuna was negotiating its own new ACI with Ada County. As a compromise, Kuna elected to withdraw from the debate over the mile between Lake Hazel and Amity, and eventually pulled the ACI line down to Lake Hazel. Kuna continued planning for the Bittercreek area, and access to its sewer facilities facilitated the settlement between Bittercreek Meadows Subdivision and City of Meridian by providing sewer at its new \$30 Million treatment plant, only 1,000 feet away. Prior to this application, Kuna's city limits existed above Lake Hazel Road. The Kuna planning map approved by City Council in August 2015 (*See Exhibit C 10*), identifies the lands in this application as Medium Density, and the proposed annexation requests R-6 conforming to the map. As stated in their request, the applicant has proposed that densities will reach about 3.8 units per acre.

Staff has reviewed the proposed landscape plan for the subdivision and finds it is in substantial conformance with the Design Review (for Subdivision Landscape) Code for Kuna.

City of Meridian Planning Efforts:

Meridian City also has been studying and planning for this area. Notably, Meridian city has no immediate plans for municipal sewer, water or pressure irrigation services. Meridian City limits, are nearly a mile from this area and services are even further. On October 11, 2016, Meridian City Council approved a Future Land Use Map (FLUM - *See Exhibit C 11*), demonstrating that Meridian also foresees the importance of the Ten Mile Corridor and the interchange, as Meridian has designated Mixed Use Neighborhoods (MUN) on both sides of Ten Mile for at least two miles; including five City parks planned within one mile, a fire station within a one mile and a transit Station for commuters at the Interchange. This MUN designation predicts significant residential growth for the area.

Staff has determined this application complies with Title 5 of the Kuna City Code; Idaho Statute §50-222; and the Kuna Comprehensive Plan; and forwards a recommendation of approval for Case No's 17-01-S, 17-01-ZC and 17-07-DR, subject to the recommended conditions of approval listed in Section 'N' of this report.

G. Applicable Standards:

1. City of Kuna Zoning Ordinance Title 5, Chapter 13
2. City of Kuna Comprehensive Plan, adopted September 1, 2009
3. City of Kuna Design Review Code Title 5, Chapter 4
4. City of Kuna Landscape Code Title 5, Chapter 17.
5. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

H. Proposed Procedural Background:

On April 25, 2017, the Commission will consider Case No's 17-01-ZC, 17-01-S and 17-07-DR, including the applications, agency comments, staff's report, application exhibits and public testimony presented or given.

I. Proposed Findings of Fact for Commissions Consideration:

Based on the record contained in Case No's 17-01-S, 17-01-ZC and 17-07-DR, including the exhibits, staff's report and the public testimony at the public hearing, the Commission of Kuna, Idaho, hereby *approves / denies* the proposed Findings of Fact and Conclusions of Law, and conditions of approval for Case No. s 17-01-S, 17-01-ZC and 17-07-DR, for Caspian Subdivision.

The Commission concludes that the Application does/does not comply with the City of Kuna's Zoning regulations (Title 5) of KCC and/or the Subdivision and Design Review regulations outlined in titles 5 and 6 of KCC.

1. In making a decision regarding the Subdivision application, the Council is to consider Idaho Code §67-6535 (2), which states the following:

The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record.

In addition, Idaho Code §67-6535(2)(a), provides that:

Failure to identify the nature of compliance or noncompliance with express approval standards or failure to explain compliance or noncompliance with relevant decision criteria shall be grounds for invalidation of an approved permit or site-specific authorization, or denial of same, on appeal.

2. The Commission has the authority to recommend approval or denial for Case Nos 17-01-S, 17-01-ZC and 17-07-DR. On April 25, 2017, Kuna's Commission voted to recommend approval/denial of Case No's 17-01-S, 17-01-ZC and 17-07-DR.

Comment: *On April 25, 2017, Commission will vote to recommend approval or denial of Case No's 17-01-S, 17-01-ZC and 17-07-DR.*

3. The public notice requirements were met and the public hearing was conducted within the guidelines of applicable Idaho Code and City Ordinances to hold a public hearing on April 25, 2017, with the Commission.
4. The Kuna Commission accepts the facts as outlined in the staff report, the public testimony and the supporting evidence list presented.

Comment: The Commission held a public hearing on the subject application on April 25, 2017, to hear from the City staff, the applicant and to accept public testimony. The decision by the Commission is based on the application, staff report and public testimony, both oral and written.

5. Based on the evidence contained in Case No's 17-01-S, 17-01-ZC and 17-07-DR, this proposal appears to generally comply with the Comprehensive Plan and Comp Plan Map as amended.

Comment: The Comp Plan has listed numerous goals for providing variety in housing options in Kuna. The Kuna Planning Map designates this property as Medium Density. As this is a proposed medium density residential use the project follows the goals of the Comp Plan and the Comp Plan Map.

6. The public notice requirements were met and the public hearing was conducted within the guidelines of applicable Idaho Code and City Ordinances.

Comment: As noted in the process and noticing sections, notice requirements were met to hold a public hearing on April 25, 2017.

J. **Proposed Factual Summary:**

This site is located near the north east corner (NEC) of Ten Mile Lake Hazel Roads and reaches Linder Road to the east. Applicant proposes a rezone from P (Public) to R-6 (Med. Density Residential) for approximately 107 acres and a preliminary plat for approximately 131.75 acres into City limits in an R-6 zone creating a subdivision with 497 buildable lots and 69 common lots. Applicant proposes a Subdivision landscaping for the 68 common lots.

The site will take one access from Ten Mile Road, and one from Lake Hazel Road, and three access points from Lake Hazel Road.

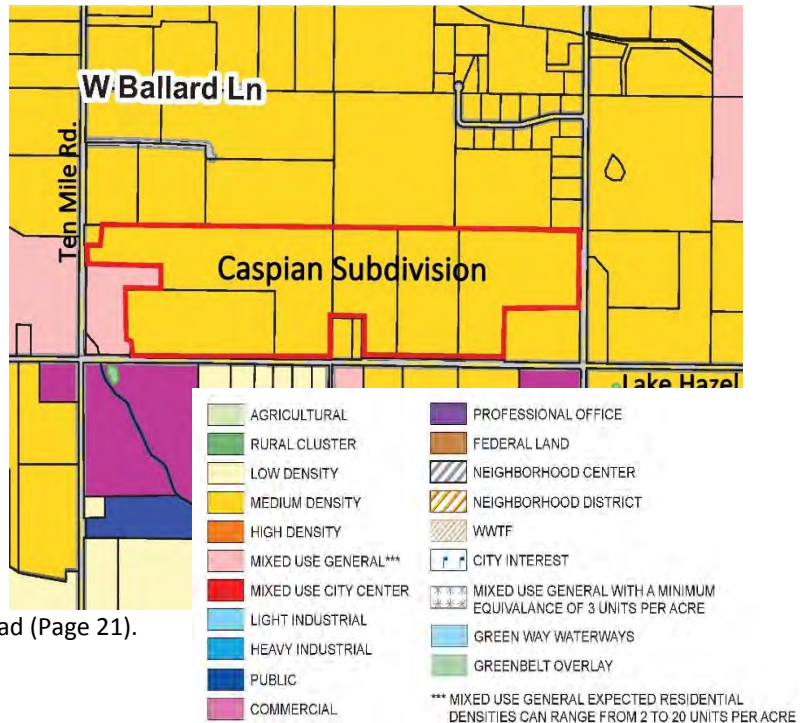
K. **Comprehensive Plan Analysis:**

The Kuna Commission accepts the Comprehensive Plan components as described below:

The designation of Medium Density shown on the Planning Map (See Adjacent Map) for these parcels was amended in August of 2015 by Council. The proposed preliminary plat for the site is consistent with the following Comprehensive Plan components:

Community Vision Statement:

Residents hoped for the creation of business and light commercial use centers within neighborhoods. These centers would include restaurants, gas stations, churches, multi-family use facilities, and other mixed-use developments. Citizens anticipated the manufacturing area moving south and eastward between the Union Pacific Railroad Line and Kuna Mora Road (Page 21).



Housing:

Residents envisioned higher densities in the City's core to include opportunities for mixed residential and light commercial activity. *They expressed interest in a mix of residential type dwellings applications; including single-family, multi-family, apartments and condominiums. They were receptive to a greater mix of lot sizes and house prices to appeal to a variety of people.* A goal expressed by many was the preservation of large lots and rural cluster development in appropriate balance with a complement of other types of residential development (Page 21).

Comment: *The proposed preliminary plat with a proposed 3.77/DUA follows the community vision and provides a way to achieve the housing goals as stated and adopted.*

Private Property Rights Goals and Objectives - Section 2 - Summary:

Ensure the City land use policies, restrictions, conditions and fees do not violate private property rights and ensure that land use actions, decisions, and regulations do not effectively eliminate all economic value of the subject property. Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right and staff shall evaluate with guidance from the City's attorney; the Idaho Attorney General's six criterion established to determine the potential for property taking.

Comment: *Utilizing the Idaho Attorney Generals criteria, and a review by the City Attorney, the proposed project does not constitute a "takings" and the economic value is intact.*

Economic Development Goals and Objectives - Section 5 - Summary:

Ensure an adequate supply of housing for all income levels and facilitate pedestrian connections, both visually and physically, to enhance pedestrian movement (Pg. 42 – 1.5 and Pg. 43 – 3.1).

Comment: *The proposed application complies with these elements of the comprehensive plan by providing a non-standard housing type meeting this goal.*

Land Use Goals and Objectives - Section 6 - Summary:

Adopt a future land use plan and map that includes natural and developed open spaces, while providing a variety of housing densities and types to accommodate various lifestyles, ages and economic groups. Protect existing neighborhoods and ensure new development is sustainable and keeps Kuna desirable. Develop cohesive neighborhoods with character and quality while incorporating a variety of densities and styles (Pg. 64 – 3.1 & Goal 3 and Pg. 65 – 4.3).

Medium Density Residential:

This designation describes areas where residential development densities generally range from four to eight units per acre. These areas will be made up of single-family homes, but may include townhomes, row houses duplexes and other types of multi-family land uses. Areas featuring these densities are generally located within the City Center and around Neighborhood Centers (Page 88).

Comment: *The proposed preliminary plat requests an R-6 zone, and approximately 3.77 / DUA, conforming to the Comprehensive Plan and Planning Map approved by Council in August of 2015.*

Housing Goals and Objectives - Section 12 - Summary:

Encourage developers to provide high-quality development with a variety of lot sizes, dwelling types, densities and price points to meet the needs of current and future population while creating safe and aesthetically-pleasing neighborhoods. Ensure housing is available throughout the community for all income levels and those with special needs. Encourage logical and orderly residential development while discouraging developers from developing land divisions greater than one half acre because large lot subdivisions increase municipal costs, require public subsidy and create sprawl (Pg. 155 – 1.2, Pg. 163 12.4 and Pg. 165 – 2.1).

Encourage mixed-use development that includes town centers, single-family, *multi-family*, accessory units, and other types of residential development. – Policy 1.1.2, Section 12, Housing (Page 155).

Comment: *Applicant proposes medium density residential which will contribute to availability of varied types and home sizes in a logical and orderly manner while providing a quality development.*

Community Design Goals and Objectives - Section 13 - Summary:

Strengthen Kuna's Image through good community and urban design principles that create self-sufficient neighborhoods. Foster good community design concepts that incorporate landscape features to serve as buffers between incompatible uses while reducing scale and creates a sense of place.

Neighborhoods:

Kuna's updated Plan is an advocate for the development of self-sufficient neighborhoods. These neighborhoods are intended to be connected by transit and other non-motorized methods of transportation. Each neighborhood will have a center, a core and an edge. The Neighborhood Center will be the core of the neighborhoods churches, schools, and public facilities. The neighborhood centers will feature denser developments and multi-family residential development (Page 179).

Comment: *Applicant proposes an extension of the sidewalk and roadway system which complies with the Master Street Plan adopted by Kuna. Applicant also proposes connections to future neighborhoods by adding pathways and sidewalks for pedestrian and non-motorized transportation. Applicant proposes R-6 housing densities thereby complying with Medium Density land use designation outlined within the Comp Plan and Planning Map.*

L. Proposed Kuna City Code Analysis:

1. This request appears to be consistent and in compliance with all Kuna City Codes (KCC).

Comment: *The proposed project meets the land use and area standards in Chapter 3, Title 5 of the Kuna City Code (KCC). Staff also finds that the proposed project meets all applicable requirements of Titles 5 and 6 of the KCC.*

2. The site is physically suitable for a rezone and an R-6, residential subdivision.

Comment: *The 131.75 acre (approximate) project includes a request for a rezone from Public to R-6 (Medium Density) subdivision.. The site appears to be compatible with the proposal.*

3. The Rezone and Subdivision uses are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.

Comment: *The land to be rezoned and subdivided is not used as wildlife habitat. Roads, driveways, family units and open spaces are planned for construction according the City requirements and best practices and will therefore not cause environmental damage or loss of habitat.*

4. The Rezone and Subdivision proposals are not likely to cause adverse public health problems.

Comment: *The proposed Rezone and Subdivision for the property follows all Kuna City Codes. The medium density land use application requires connection to public sewer and potable water systems, therefore eliminating the occurrence of adverse public health problems.*

5. The application appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.

Comment: *The Commission did consider the location of the property and adjacent uses. The subject property is in Kuna City limits and will be connected to the Kuna City central sewer and potable and pressure irrigation water systems. The current adjacent uses are both farms and residential uses and are adjacent to three major arterial roads.*

6. The existing and proposed street and utility services in proximity to the site are suitable and adequate for residential purposes.

Comment: *Correspondence from ACHD and Kuna Public Works confirms that the streets and utility services are suitable and adequate for the residential project.*

M. Proposed Conclusions of Law:

1. Based on the evidence contained in Case No's 17-01-S, 17-01-ZC and 17-07-DR, Commission finds Case No's 17-01-S, 17-01-ZC and 17-07-DR generally comply with Kuna City Code.
2. Based on the evidence contained in Case No's 17-01-S, 17-01-ZC and 17-07-DR, Commission finds Case No's 17-01-S, 17-01-ZC and 17-07-DR are generally consistent with Kuna's Comprehensive Plan.
3. The public notice requirements have been met and the neighborhood meeting was conducted within the guidelines of applicable Idaho Code and City Ordinances.

N. Proposed Recommendation of the Commission to City Council:

17-01-ZC (Rezone), *Note: This proposed motion is to recommend approval, conditional approval, or denial for this request to City Council. If the Commission wishes to approve or deny specific parts of the requests as detailed in this report, those changes must be specified.*

17-01-Sub (Subdivision), *Note: This proposed motion is to recommend approval, conditional approval, or denial for this request to City Council. If the Commission wishes to approve or deny specific parts of the requests as detailed in this report, those changes must be specified.*

17-07-DRC (Design Review), *Note: The proposed motion is to approve or deny the design review request. If the Planning and Zoning Commission wishes to approve or deny specific parts of the requests as detailed in the report, those changes must be specified.*

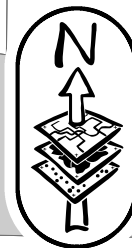
Based on the facts outlined in staff's report and the public testimony during the public hearing by the Planning and Zoning Commission of Kuna, Idaho, the Commission hereby recommends to City Council an approval/denial for Case No's 17-01-ZC, 17-01-S and 17-07-DR and approves/denies Case No.16-19-DRC, a subdivision preliminary plat request from Greg Bullock and Jay Walker (AllTerra Consulting), with the following conditions of approval:

1. The applicant and/or owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - a. The City Engineer shall approve the sewer hook-ups.
 - b. The City Engineer shall approve the drainage and grading plans. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties". No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
 - c. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District is required.
 - d. The *Boise-Kuna* Irrigation District shall approval any modifications to the existing irrigation system.

- e. Approval from Ada County Highway District (ACHD) shall be obtained and Impact Fees must be paid prior to *issuance* of any building permit(s).
- 2. All public rights-of-way shall be dedicated and constructed to standards of the City, Ada County Highway District and Idaho Transportation Department. No public street construction may commence without the approval and permit from Ada County Highway District and/or Idaho Transportation Department.
 - 2.1– At time of development and as necessary, dedicate right-of-way in sufficient amounts to follow City and ACHD standards and widths.
- 3. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see **KCC 6-4-2-W**.
- 4. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
- 5. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and requesting to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation system of the City (KMID).
- 6. All street lighting within and for the site shall be LED lighting and must comply with Kuna City Code.
- 7. Parking within the site shall comply with Kuna City Code. (Unless specifically approved otherwise).
- 8. Fencing within and around the site shall comply with Kuna City Code (Unless specifically approved otherwise and permitted). Perimeter fencing (and permit) is required prior to requesting final plat signatures from Kuna City Clerk and Engineer.
- 9. All signage within/for the project shall comply with Kuna City Code.
- 10. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting within public rights-of-way shall be with approval from the public entities owning the property.
- 11. The land owner/applicant/developer, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through public hearing processes.
- 12. Staff recommends that phase 13, be incorporated into an adjacent phase to continue logical growth.
- 13. Applicant shall follow staff, City engineers and other agency recommended requirements as applicable.
- 14. Developer/owner/applicant shall comply with all local, state and federal laws.

DATED this __, day of ____, 2017,

VICINITY MAP



Subject Properties

W Lake Hazel Rd

S Durrant Ln

S Linder Rd

**Kuna's
WWTP**

Mason Creek Feeder

Legend

-  Caspian Sub
-  PARCEL LINES
-  ROADS
-  KUNA CITY LIMITS
-  WATER FEATURES
-  Ada County FULL

TB

S Ten Mile Rd

Kuna Canal



Renaissance Site

Memory Ranch Subdivision

Caspian Subdivision

Ten Mile Rd.

S Ten Mile Rd

S Durant Ln

Lake Hazel Rd

S Linder Rd

© 2016 Google

Google earth

Exhibit A 2 c

B & A Engineers, Inc.

Consulting Engineers & Surveyors
5505 W. Franklin Rd. Boise, Id. 83705
Ph. 208-343-3381 Fax 208-342-5792

January 23, 2017

City of Kuna

751 W. 4th St.
Kuna, Idaho 83634
208.922.5274

Subject: **Preliminary Plat Approval Request for Caspian Subdivision**

Council, and Staff:

We are pleased to present this request for approval of a Preliminary Plat for Caspian Subdivision on behalf of the land owner, Mason Creek Farm, LLC. The project is generally located between Linder and Ten Mile Roads north of Lake Hazel Road in Kuna City, Idaho. The address is generally listed as 2111 N. Linder Rd.

The site consists of 131.74 acres of land more or less. It is located within the Kuna City Limits, and is included within the City of Kuna Sanitary Sewer Local Improvement District.

Site Information

The property consists of several parcels of land. The Ada County Assessor lists the parcel numbers as follows:

S1235449215
R8468870305
S1235346610
S1235347051
S1235438411

Containing 131.74 Acres Total

The lands are currently utilized for agricultural activities.

General Site Features

The property has several special elements which are to be considered. These elements are generally described with some discussion as follows:

Existing Public Streets

N. Linder Road on the project's east boundary
N. Ten Mile road on the project's west boundary
W. Lake Hazel Road along the projects southerly boundary

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Each of the roadways noted are considered Arterial roads. Each is unique in their situation and current improvements. Each is presented in a manner consistent with the required improvements for their classification. A detailed description of all the nuances necessary for development of these roads is not being presented with this letter. Recommendations from the Ada County Highway District will be followed.

The attached plan is representative of communication with the City, the Ada County Highway District (ACHD) and the developer, to ensure proper alignment, width and construction of the roadways that is consistent with the City's and ACHD's vision. We will continue to work with and provide for the required improvements on these roadways.

Sanitary Sewer

The project has access to the City Sewer system which is planned to be located in Ten Mile Road, and Lake Hazel Road. All properties in the development have been shown to be serviced from City sanitary sewer service as required.

The City of Kuna has a planned extension of Sanitary Sewer main lines in the area which will service this development and others for future development.

Water

The development will provide main line extensions as necessary, in accordance with the City's master plan, to provide water service to all the lots in the subdivision. This will include oversized mainlines, as required by the City's master plan.

Pressure Irrigation

The development will provide main line extensions as necessary, in accordance with the City's master plan, to provide pressure irrigation service to all the lots in the subdivision. This will include oversized mainlines, as required by the City's master plan.

Gravity Irrigation

There are several surface irrigation ditches that exist on the property. These are anticipated to be piped through the development to ensure continued delivery of surface irrigation waters to downstream users.

Site History

These lands were previously owned by the city and designated on a previous comprehensive plan as public park lands. The site was sold by the City to the current owner of the property. A public park is no longer planned for this area.

Caspian Subdivision has been proposed with a commensurate development strategy, fitting with the lands already developing in the area. The development anticipates a total of 497 single family

Exhibit A 2 c

B & A Engineers, Inc.

Consulting Engineers & Surveyors
5505 W. Franklin Rd. Boise, Id. 83705
Ph. 208-343-3381 Fax 208-342-5792

homes.

Pre-Application Meeting

A pre-application meeting was held for the project with City Staff. During this meeting it was identified that the project does consist of more than 50 lots and is considered a Large Scale Subdivision.

Kuna Fire Chief John Tillman indicated that all public roadways shall be constructed to public road standards which shall act as fire access roads. He also indicated a secondary access would be required for any development beyond 30 lots. Additionally, dead end fire apparatus access roads in excess of 150 feet shall be provided with turnarounds.

The City Engineer Gordon Law indicated that the project will need to provide water, sewer and pressure irrigation mainlines as required to service the development in accordance with the City's master plan.

Neighborhood Meeting

The neighborhood meeting list was provided by the City of Kuna. Neighbors within 300-feet of the property were invited to the meeting. 11 people signed in and attended the meeting.

The meeting was held on September 29 at 6:00PM at the City of Kuna Waste Water Treatment Facility. The neighborhood sign in sheet has been included within the application. Several questions and concerns were brought up during the meeting from individual land owners. These were as follows:

Concern: *Hunting on the property will Disturb neighbors.*

Answer: Gunfire in and or around neighborhoods may be disturbing. Legal discharge of Firearms is not prohibited with the development.

Concern: *Additional animals and barking dogs may be disturbing to the peace.*

Answer: The City of Kuna has ordinances to work with these types of issues.

Concern: *Several owners expressed concern about irrigation Discharges being maintained.*

Answer: It is required by the development ordinance to continue irrigation facilities which protect downstream users and legal irrigation discharges. This development will maintain these irrigation and discharge flows.

Concern: *Home sizes are too small.*

Answer: Based on current sales the homes are being built to serve the home purchasing market. Current home sales trends in the area are being followed.

Question: *How will the new homeowners react to ongoing agricultural activities?*

Answer: The State of Idaho is clear about agricultural activities not being a nuisance. In compliance with Idaho Code and requirements of the City of Kuna this is clearly stated on every plat recorded in the City of Kuna as stipulated in Idaho Code 22-

Exhibit A 2 c

B & A Engineers, Inc.

Consulting Engineers & Surveyors
5505 W. Franklin Rd. Boise, Id. 83705
Ph. 208-343-3381 Fax 208-342-5792

4503 as the right to farm act.

Concern: Concerns about traffic.

Answer: The development is required to provide a traffic impact study. Compliance with the findings of the traffic impact study are mandatory with the development.
Growth does cause increased traffic.

Adjoining Land Use

The properties that comprise the development are located within Kuna's city limits.

The following list generally identifies adjoining land uses:

North:	Agricultural & Residential– Ada County RUT Kuna Zone R-2
South:	Agricultural & Ada County RUT
East:	Agricultural & Ada County RR City of Kuna R-6 (Southeast)
West:	Agricultural & Ada County RUT and City of Kuna R-6 (Southwest)

Zoning

Kuna City Code 5-2-2 indicates the following:

Medium density residential district (R-6): The purpose of the R-6 district is to promote the development of medium density living areas, not to exceed six (6) dwelling units per net acre. A district requirement is connection to public sewer and water. The zone is intended to accommodate single-family dwellings, duplexes, manufactured homes and group living arrangements. There is an opportunity to initiate mixed-use activity in this zone through the PUD process.

The following identifies the specific items related to Caspian Subdivision as follows:

- **Density**

Density has been calculated as 3.77 residential homes per acre, far under the maximum listed as 6 dwelling units per acre. We believe that this is consistent with surrounding land uses and other developments near the project area.

- **Public Utility Connections sewer and water**

The development will provide utility connections for water, sewer, and pressure irrigation service to each lot in the development through necessary and required extensions of the City services. The project is located within the City of Kuna Sanitary Sewer Local Improvement District.

- **Zone R6**

This development anticipates providing lots for single family homes.
No mixed use activity is being provided with this development.

The requested zoning is consistent with the intended area and a recent R-6 zoning granted in other areas of development such as Spring Hill and Memory Ranch projects adjacent to this development area.

B & A Engineers, Inc.

Consulting Engineers & Surveyors
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Ph. 208-343-3381 Fax 208-342-5792

Recent annexation requests to the north of West Lake Hazel Road and nears Ten Mile Road are sure to spur additional development in the area. The majority of the development is currently annexed into the City. A smaller 23 acre portion is the subject of an annexation request with the City prior to submittal of this application. Should the annexation prove successful all the lands will be within the City limits.

The proximity to city services such as the waste water treatment facility and mainline extensions planned to the waste water treatment plant will allow the connection to the City sanitary sewer systems and other City services such as pressure irrigation and domestic water. This area is essentially prime for its re-development.

R-6 zoning is required for the development to continue to meet the market needs for the area. It should be noted that the majority of the lot sizes are more consistent with a less dense zone of R-4. In order to meet the frontage requirements for the marketable home sites R-6 zoning is required.

Economic Study

An economic analysis has been attached with the application for the City's review.

Traffic Analysis

A traffic analysis has been provided with this application for the city's review.

Utilities

Extensions of existing city infrastructure will provide the necessary utilities to develop the property. This will include the extension of sanitary sewer, potable water and pressure irrigation as discussed earlier in this letter.

Proposed expansion of the City sanitary sewer mainlines in Ten Mile and Lake Hazel Road will allow this and other development to occur.

Public utilities such as power, phone, etcetera's will be provided to the extent necessary to serve the appropriate elements within the project.

Though the specifics of these utility extensions have not been designed for every area of the property, specific information for the design elements have been provided on the preliminary plat indicating the water services, sanitary sewer lines and pressure irrigation lines to service the entire property.

With the development of Caspian Subdivision, the necessary infrastructure of public utilities,

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5505 W. Franklin Rd. Boise, Id. 83705
Ph. 208-343-3381 Fax 208-342-5792

such as gas, phone, and power have been coordinated for extension throughout Caspian Subdivision. These utilities will also be provided to the remaining lots within the subdivision via specific plans as they are required for construction.

Storm Drainage

Each Phase of Caspian Subdivision requires the installation of public roads meeting the Ada County Highway District's policy construction standards to be accepted into the public street system. Each phase of development is anticipated to retain all storm drainage on site in the form of underground seepage facilities.

Specific plans for the additional phases of the development are anticipated to be consistent with this development strategy and mitigation of stormwater as required.

Hazardous Areas

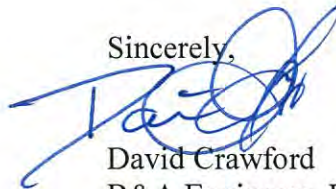
This property is not located within a flood hazard area.
The property does not have any slopes in excess of 15%.
There are not rock outcroppings on the site.

Summary

We look forward to continue working with the city of Kuna throughout this process and ultimately to the completion of this development. The goal is to provide an attractive economic asset for the city. The proposed development is intended to reasonably blend into the fabric of the existing neighborhood with proposed land uses that comply with the uses proposed. A reasonable development is being presented that has considered the area, projected land uses and economic viability.

On behalf of the applicant, as their representative, we respectfully request approval for the preliminary plat of Caspian Subdivision.

Sincerely,



David Crawford
B&A Engineers, Inc.

Exhibit A 2 a



City of Kuna
Planning & Zoning
Department
P.O. Box 13
Kuna, Idaho 83634
208.922.5274
Fax: 208.922.5989
Website: www.kunacity.id.gov

Commission & Council Review Application

Note: Engineering fees shall be paid by the applicant if required.

*Please submit the appropriate checklist (s) with application

Type of Review (check all that apply):

- ☐ Annexation
- ☐ Appeal
- ☐ Comprehensive Plan Amendment
- ☐ Design Review
- ☐ Development Agreement
- ☐ Final Planned Unit Development
- ☐ Final Plat
- ☐ Lot Line Adjustment
- ☐ Lot Split
- ☐ Planned Unit Development
- ☒ Preliminary Plat
- ☒ Rezone
- ☐ Special Use
- ☐ Temporary Business
- ☐ Vacation
- ☐ Variance

For Office Use Only	
File Number (s)	
Project name	
Date Received	
Date Accepted/ Complete	
Cross Reference Files	
Commission Hearing Date	
City Council Hearing Date	

Contact/Applicant Information

Owners of Record: <u>DBTV Mason Creek Farm, LLC</u>	Phone Number: _____
Address: <u>6152 W. Half Moon Ln.</u>	E-Mail: _____
City, State, Zip: <u>Eagle, ID 83616</u>	Fax #: _____
Applicant (Developer): <u>Same as Owner</u>	Phone Number: _____
Address: _____	E-Mail: _____
City, State, Zip: _____	Fax #: _____
Engineer/Representative: <u>David A. Crawford - B&A Engineers</u>	Phone Number: <u>(208) 343-3381</u>
Address: <u>5505 W. Franklin Rd.</u>	E-Mail: <u>dacrawford@baengineers.com</u>
City, State, Zip: <u>Boise, ID 83705</u>	Fax #: _____

Subject Property Information

Site Address: _____	
Site Location (Cross Streets): <u>W. Lake Hazel Rd., S. Ten Mile Rd. to S. Linder Rd.</u>	
Parcel Number (s): <u>S1235346610, R848870305, S1235438411, S1235449215, S1235347051</u>	
Section, Township, Range: <u>Section 35, Township 3 North, Range 1 West</u>	
Property size : <u>131.75 Acres</u>	
Current land use: <u>Public/Rural-Urban Transition</u>	Proposed land use: <u>Residential</u>
Current zoning district: <u>P, RUT</u>	Proposed zoning district: <u>R6</u>

Exhibit A 2 a

Project Description

Project / subdivision name: <u>Caspian Subdivision</u>
General description of proposed project / request: <u>Subdivision for Single Family Residential</u>
Type of use proposed (check all that apply):
☒ Residential <u>R6</u>
☐ Commercial _____
☐ Office _____
☐ Industrial _____
☐ Other _____
Amenities provided with this development (if applicable): _____

Residential Project Summary (if applicable)

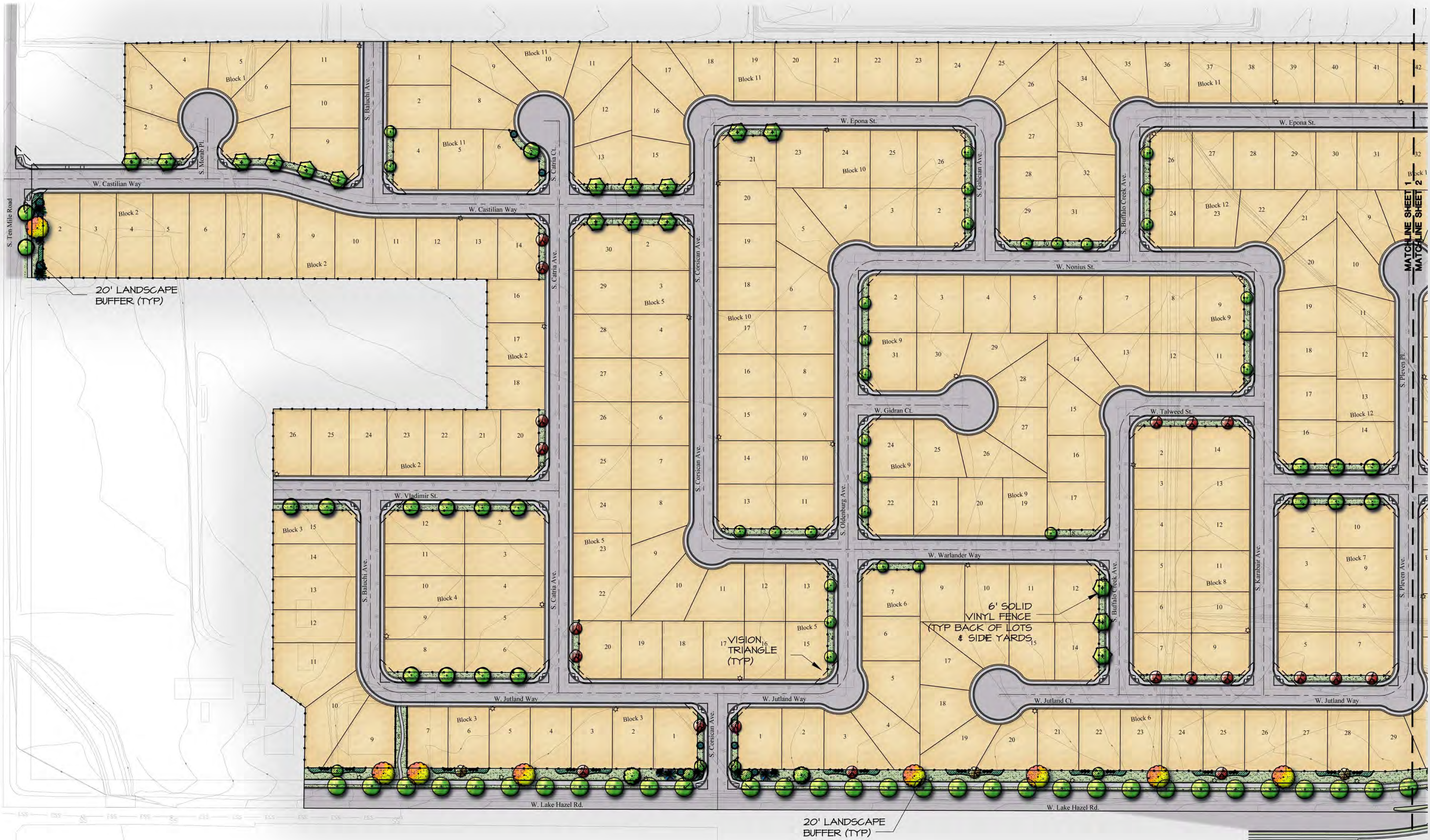
Are there existing buildings? ☒ Yes ☐ No
Please describe the existing buildings: <u>Residential Houses, Barn</u>
Any existing buildings to remain? ☐ Yes ☒ No
Number of residential units: <u>497</u> Number of building lots: <u>497</u>
Number of common and/or other lots: <u>68</u>
Type of dwellings proposed:
☒ Single-Family _____
☐ Townhouses _____
☐ Duplexes _____
☐ Multi-Family _____
☐ Other _____
Minimum Square footage of structure (s): _____
Gross density (DU/acre-total property): <u>3.77/acre</u> Net density (DU/acre-excluding roads): <u>5.08/acre</u>
Percentage of open space provided: <u>6.22%</u> Acreage of open space: <u>8.2</u>
Type of open space provided (i.e. landscaping, public, common, etc.): <u>Landscaping/Common/Power Easement</u>

Non-Residential Project Summary (if applicable)

Number of building lots: _____	Other lots: _____
Gross floor area square footage: _____	Existing (if applicable): _____
Hours of operation (days & hours): _____	Building height: _____
Total number of employees: _____	Max. number of employees at one time: _____
Number and ages of students/children: _____	Seating capacity: _____
Fencing type, size & location (proposed or existing to remain): _____	
Proposed Parking:	a. Handicapped spaces: _____ Dimensions: _____
	b. Total Parking spaces: _____ Dimensions: _____
	c. Width of driveway aisle: _____
Proposed Lighting: _____	
Proposed Landscaping (berms, buffers, entrances, parking areas, common areas, etc.): _____	

Applicant's Signature: [Signature] Date: 1/24/17

BEA Engineers, Inc.



PLANT PALETTE

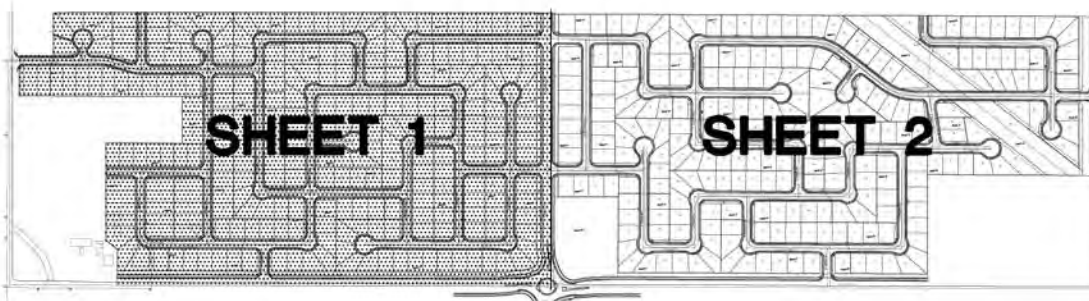
SYM	COMMON NAME	BOTANICAL NAME
EVERGREEN TREES		
	AUSTRIAN PINE	PINUS NIGRA
	BLACK HILLS SPRUCE	PICEA ABIES
	FAT ALBERT BLUE SPRUCE	PICEA PUNGENS 'FAT ALBERT'
	NORWAY SPRUCE	PICEA ABIES
	SKY HIGH JUNIPER	JUNIPERUS SCOPULORUM 'BAILHAL'
	VANDERWOLF'S PINE	PINUS FLEXILIS 'VANDERWOLF'S'
STREET TREES (CLASS II & III)		
	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'
	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'
	LITTLELEAF LINDEN	TILIA CORDATA
	LONDON PLANETREE	PLATANUS x ACERIFOLIA
	AMERICAN SWEETGUM	LIQUIDAMBER STYRACIFLUA
	TULIP TREE	LIRODENDRON TULIPIFERA
ORNAMENTAL TREES (CLASS I)		
	AMUR MAPLE	ACER GINNALA 'FLAME'
	CHANTICLEER PEAR	PIRUS CALLERYANA 'GLEN'S FORM'
	ROYAL RAINDROPS CRABAPPLE	MALUS x 'JFS-KWS'
	SNOWDRIFT CRABAPPLE	MALUS 'SNOWDRIFT'
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS		
	BLACK EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTRUM'
	BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTON'
	CREeping MAHONIA	MAHONIA REPENS
	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET' NOARE
	DWARF FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'HAMELN'
	DARTS GOLD NINEBARK	PHYSCARPUS OPULIFOLIUS 'DART'S GOLD'
	STELLA D'ORO DAYLILY	HEMEROCALLIS 'STELLA D'ORO'
	EMERALD N' GOLD EUONYMUS	EUONYMUS FORTUNEI 'EMERALD N' GOLD'
	ENDLESS SUMMER HYDRANGEA	HYDRANGEA ARBORESCENS 'PIIHM-I'
	FINE LINE BUCKTHORN	RHAMNUS FRAGULA 'RON WILLIAMS'
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'
	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'
	LITTLE DEVIL NINEBARK	PHYSCARPUS OPULIFOLIUS 'DONNA MAY'
	HIDCOTE BLUE ENGLISH LAVENDER	LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE'
	OTTO LUYKEN LAUREL	PRUNUS LAUROCERASUS 'OTTO LUYKEN'
	PJM RHODODENDRON	RHODODENDRON 'PJM'
	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'
	SUMMERWINE NINEBARK	PHYSCARPUS OPULIFOLIA 'SEWARD'

- LAWN
- 6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, SHT L5
- 4' VINYL FENCE ALONG CONNECTION PATHWAYS (TYP) SEE DTL 4, SHT L5

DEVELOPMENT DATA

TOTAL AREA	131.74
RESIDENTIAL LOTS	447 84.65 ACRES (68.05%)
OPEN SPACE LOTS	68 8.20 ACRES (6.22%)
RIGHT-OF-WAY	33.89 ACRES (25.73%)
EXISTING ZONING	P & RUT
PROPOSED ZONING	R-6

KEY MAP



JENSEN BELTS ASSOCIATES
Site Planning / Landscape Architecture
1028 Tynel Lane, Ste 100 Boise, ID 83708
PH: (208) 543-7975, FX: (208) 543-7978

NORTH
0' 100' 200' 300'
SCALE 1" = 100'

B & A Engineers, Inc.
Consulting Engineers, Surveyors & Planners
8505 West Franklin Road Boise, ID 83705
Voice: 208.343.3381 Fax: 208.342.5792
Web: <http://www.beaengineers.com>

NOTES

- ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH KUNA CITY ORDINANCE REQUIREMENTS. ALL LOTS WILL COMPLY WITH KUNA CITY ORDINANCE REQUIRING ONE (1) TREE PER LOT (PROVIDED BY BUILDER AND/OR DEVELOPER).
- ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
- ALL COMMON SPACE LANDSCAPING SHALL BE OWNED AND MAINTAINED BY A HOMEOWNER'S ASSOCIATION.
- TREES SHALL NOT BE PLANTED WITHIN THE 10'-CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
- NO TREES SHALL IMPEDE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ACHD ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET ACHD REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM STOP SIGNS.
- LANDSCAPE AND TREES IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION OF THESE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UTILITY LINES.
- PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.

LANDSCAPE CALCULATIONS

LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED
W. LAKE HAZEL RD.	20'	3510' / 100' =	70 TREES 105 EVERGREENS 421 SHRUBS	83.5 TREES (74 SHADE TREES + 19 ORNAMENTAL TREES) 108 EVERGREENS 654 SHRUBS
S. DURRANT AVE. (WEST)	20'	1220' / 100' =	24 TREES 37 EVERGREENS 146 SHRUBS	24.5 TREES (17 SHADE TREES + 15 ORNAMENTAL TREES) 39 EVERGREENS 211 SHRUBS
S. DURRANT AVE. (EAST)	20'	825' / 100' =	17 TREES 25 EVERGREENS 99 SHRUBS	17 TREES (11 SHADE TREES + 12 ORNAMENTAL TREES) 25 EVERGREENS 176 SHRUBS
S. LINDER RD.	20'	740' / 100' =	15 TREES 25 EVERGREENS 84 SHRUBS	17.5 TREES (14 SHADE TREES + 7 ORNAMENTAL TREES) 26 EVERGREENS 161 SHRUBS
S. TEN MILE RD.	20'	155' / 100' =	3 TREES 5 EVERGREENS 19 SHRUBS	3 TREES 5 EVERGREENS 33 SHRUBS

NUMBER OF TREES PROVIDED ON COMMON LOTS: 489
NUMBER OF TREES PROVIDED ON BUFFERS: 371
TOTAL NUMBER OF TREES: 866

CASPIAN SUBDIVISION

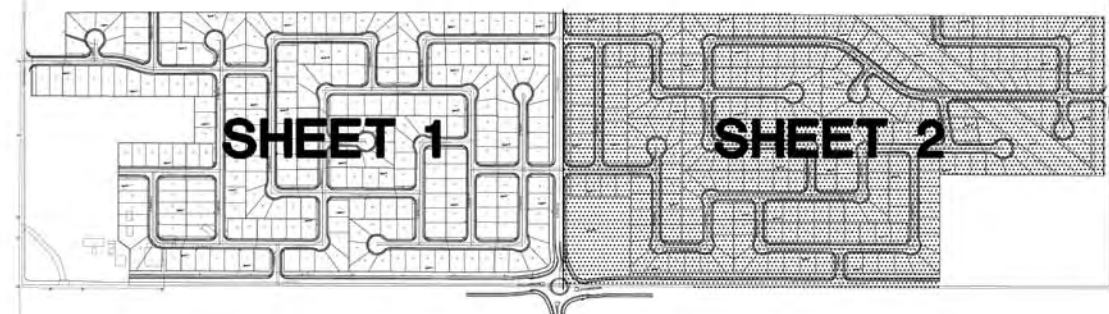
KUNA, ID PRELIMINARY PLAT LANDSCAPE PLAN



NOTES

1. REFER TO OVERALL SHEET 1 FOR NOTES, PLANT PALETTE, LANDSCAPE CALCULATION, AND DEVELOPMENT DATA.

KEY MAP



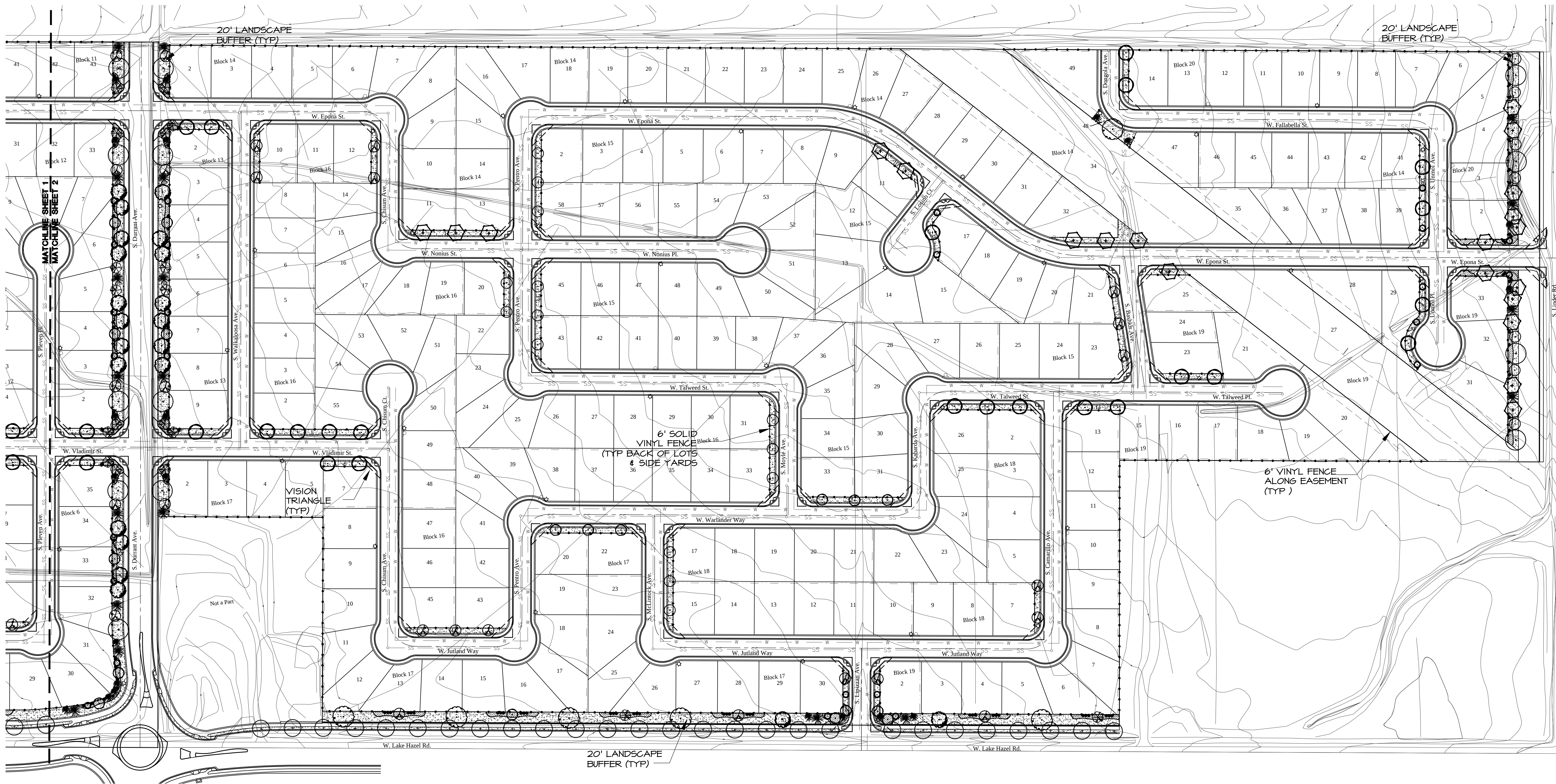
JENSEN BELTS ASSOCIATES
 Site Planning / Landscape Architecture
 1028 Tynel Lane, Ste 100 Boise, ID 83708
 PH: (208) 843-7176, FX: (208) 843-7178

JANUARY 26, 2017
 OVERALL SHEET 2 OF 2
 NORTH
 SCALE 1" = 100'

B & A Engineers, Inc.
 Consulting Engineers, Surveyors & Planners
 8505 West Franklin Road Boise, ID 83705
 Voice: 208.342.3385 Fax: 208.342.5792
 Web: http://www.beaengineers.com

CASPIAN SUBDIVISION

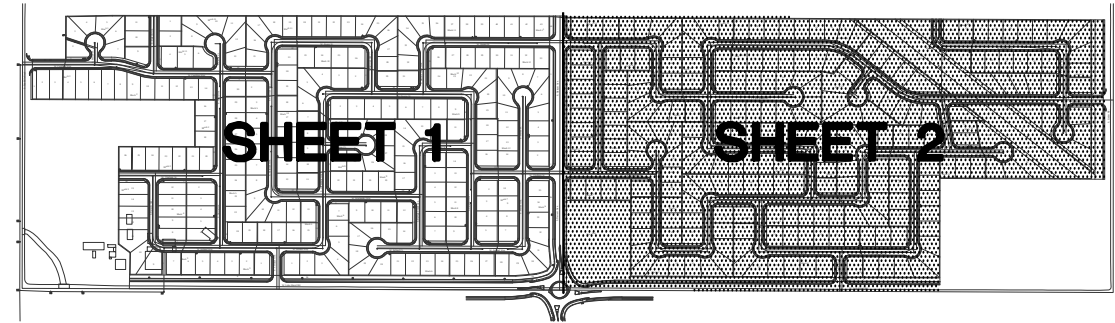
KUNA, ID PRELIMINARY PLAT LANDSCAPE PLAN



NOTES

1. REFER TO OVERALL SHEET 1 FOR NOTES, PLANT PALETTE, LANDSCAPE CALCULATION, AND DEVELOPMENT DATA.

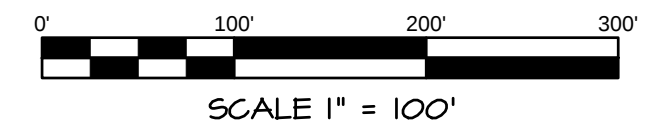
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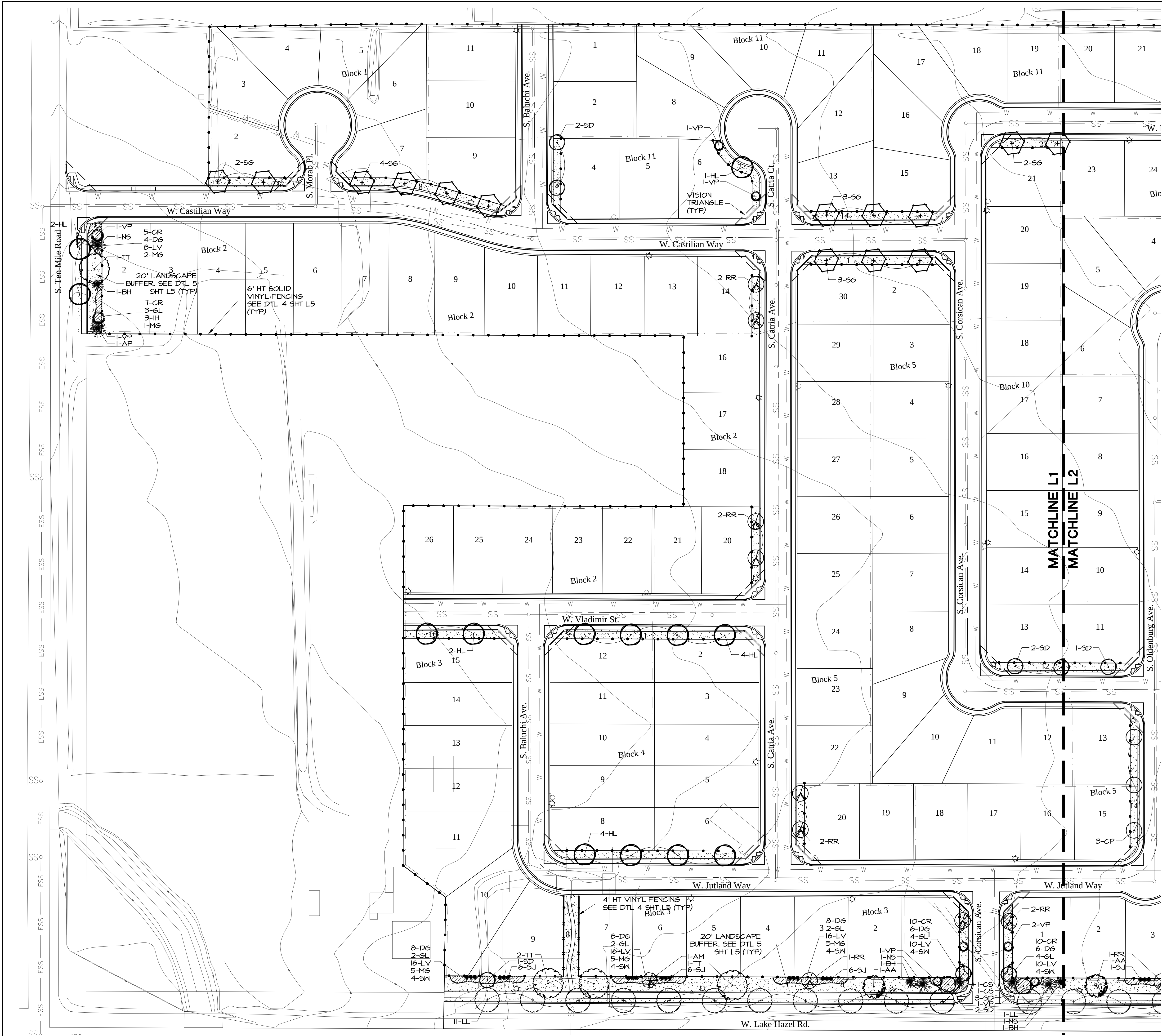
Site Planning / Landscape Architecture
1009 Tynel Lane, Ste 100 Boise, ID 83708
PH: (208) 545-7176, FX: (208) 545-7178



JANUARY 26, 2017
OVERALL SHEET 2 OF 2



CASPIAN SUBDIVISION
KUNA, ID PRELIMINARY PLAT LANDSCAPE PLAN



PLANT PALETTE

(REFERENCE SHEET L5)

SYM COMMON NAME

EVERGREEN TREES

- AP AUSTRIAN PINE
- BH BLACK HILLS SPRUCE
- CS FAT ALBERT COLORADO BLUE SPRUCE
- NS NORWAY SPRUCE
- SJ SKY HIGH JUNIPER
- VP VANDERWOLFS PINE

STREET TREES (CLASS II)

- AA AUTUMN PURPLE ASH
- HL SKYLINE HONEYLOCUST
- LL LITTLELEAF LINDEN
- LP LONDON PLANETREE
- SG AMERICAN SWEETGUM
- TT TULIP TREE

ORNAMENTAL TREES (CLASS I)

- AM AMUR MAPLE
- CP CHANTICLEER PEAR
- RR ROYAL RAINDROPS CRABAPPLE
- SD SNOWDRIFT CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

- CR BLACK EYED SUSAN
- DG BLUE RUG JUNIPER
- CR CREEPING MAHONIA
- DG RED FLOWER CARPET ROSE
- FL DWARF FOUNTAIN GRASS
- GL DARTS GOLD NINEBARK
- IH STELLA D'ORO DAYLILY
- LD EMERALD N' GOLD EUONYMUS
- LV ENDLESS SUMMER HYDRANGEA
- MG FINE LINE BUCKTHORN
- SN GRO-LOW SUMAC
- CR IVORY HALO DOGWOOD
- DG KARL FOERSTER REED GRASS
- FL LITTLE DEVIL NINEBARK
- IH HIDCOTE BLUE ENGLISH LAVENDER
- LD OTTO LUYKEN LAUREL
- LV PJM RHODODENDRON
- MG MAIDEN GRASS
- SN SUMMERWINE NINEBARK

LAWN

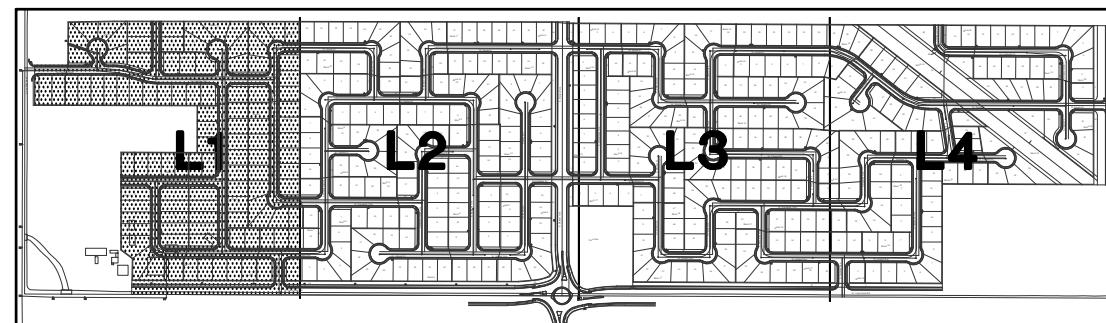
6" VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP). SEE DTL 4, SHT L5

4" VINYL FENCE ALONG CONNECTION PATHWAYS (TYP). SEE DTL 4, SHT L5

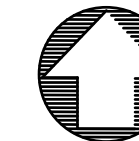
NOTES

- 1. REFER TO SHEET L5 FOR LANDSCAPE NOTES, PLANT PALETTE, DETAILS, LANDSCAPE CALCULATIONS, AND DEVELOPMENT DATA.

KEY MAP

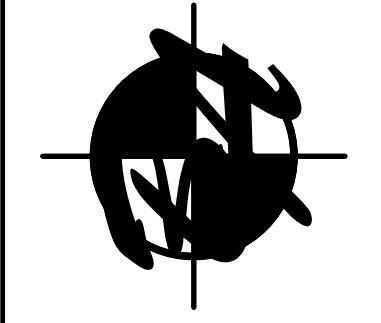


**JENSEN BELTS ASSOCIATES**
Site Planning / Landscape Architecture
1500 Tyndal Lane, Ste 100 Boise, ID 83709
PH: (208) 343-7175 FX: (208) 343-7178

**NORTH**

**SCALE 1" = 60'**

B&A Engineers, Inc.
Consulting Engineers, Surveyors & Planners
5505 W. Franklin Rd. Boise, ID 83705
(208) 343-3381



Caspian Subdivision

PARCELS OF LAND, INCLUDING A PORTION OF LOT 3, BLOCK 1 OF TITUS SUBDIVISION, SITUATE IN THE SOUTH HALF OF SECTION 33, TOWNSHIP 3 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF IDAHO, ADA COUNTY, IDAHO

Preliminary Plat Landscape Plan

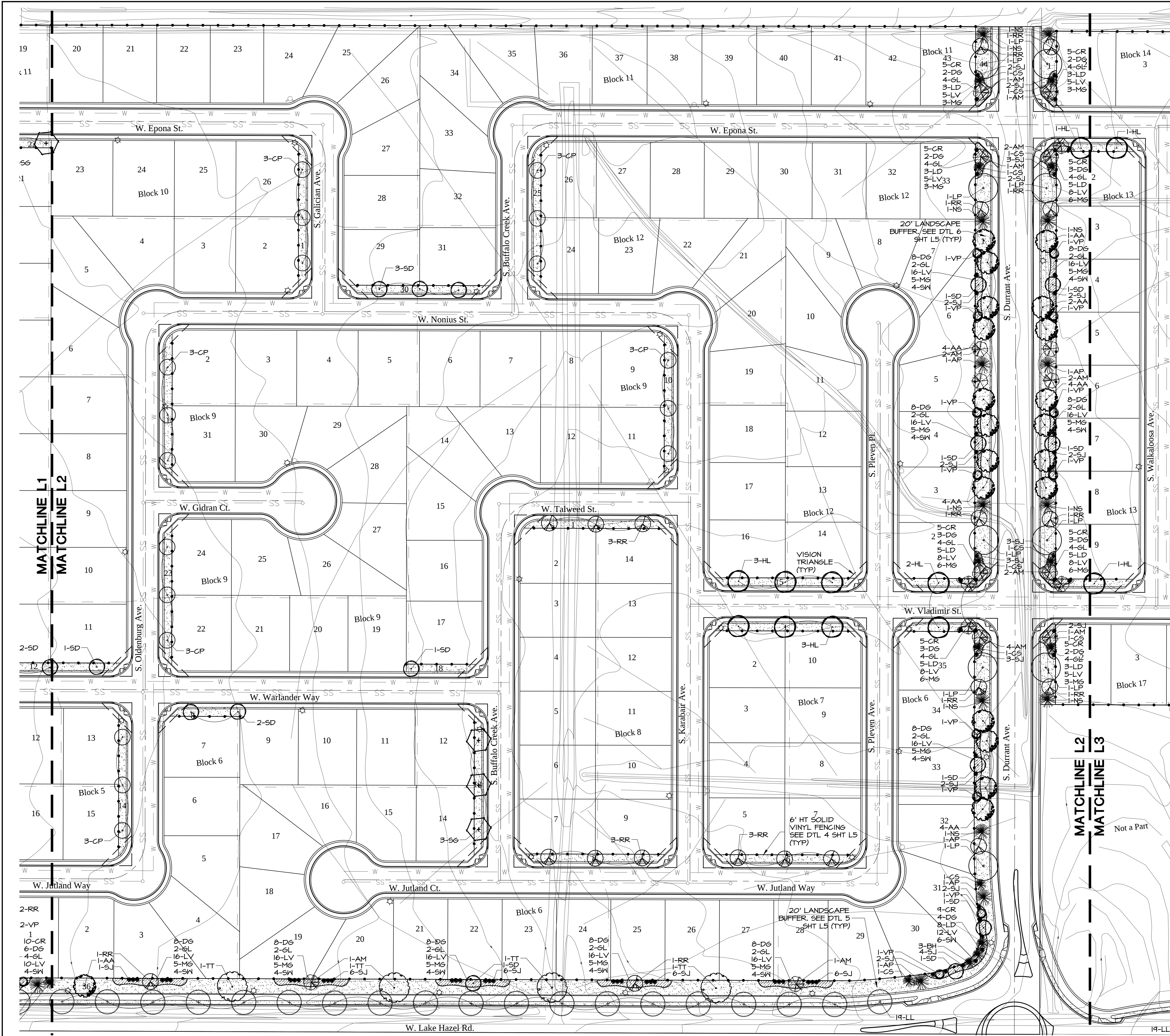
Owner/Applicant
DBTY MASON CREEK FARM, LLC
6100 S. 1000 E., SUITE 100
BOISE, ID 83706

Parcel Numbers
S1235347050
S1235346600
S1235348215
R9468870305

DATE: JANUARY 26, 2017
HORIZ. SCALE: AS NOTED
VERT. SCALE: AS NOTED
DRAWN BY: J. NEILL
CHECKED BY: K. SIEGENTHALER
FILE:

SHEET NUMBER : 1 of 5

L1



PLANT PALETTE

(REFERENCE SHEET L5)

SYM COMMON NAME

EVERGREEN TREES

- AP AUSTRIAN PINE
- BH BLACK HILLS SPRUCE
- CS FAT ALBERT COLORADO BLUE SPRUCE
- NS NORWAY SPRUCE
- SJ SKY HIGH JUNIPER
- VP VANDERWOLF'S PINE

STREET TREES (CLASS II)

- AA AUTUMN PURPLE ASH
- HL SKYLINE HONEYLOCUST
- LL LITTLELEAF LINDEN
- LP LONDON PLANETREE
- SG AMERICAN SWEETGUM
- TT TULIP TREE

ORNAMENTAL TREES (CLASS I)

- AM AMUR MAPLE
- CP CHANTICLEER PEAR
- RR ROYAL RAINDROPS CRABAPPLE
- SD SNOWDRIFT CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

- CR BLACK EYED SUSAN
- DG BLUE RUG JUNIPER
- FL CREEPING MAHONIA
- GL RED FLOWER CARPET ROSE
- IH DWARF FOUNTAIN GRASS
- LD DARTS GOLD NINEBARK
- LV STELLA D'ORO DAYLILY
- NS EMERALD N' GOLD EUONYMUS
- RR ENDLESS SUMMER HYDRANGEA
- SD FINE LINE BUCKTHORN
- AA GRO-LOW SUMAC
- CP IVORY HALO DOGWOOD
- RR KARL FOERSTER REED GRASS
- SD LITTLE DEVIL NINEBARK
- AM HIDCOTE BLUE ENGLISH LAVENDER
- CP OTTO LUYKEN LAUREL
- RR PJM RHODODENDRON
- SD MAIDEN GRASS
- AA SUMMERWINE NINEBARK

LAWN

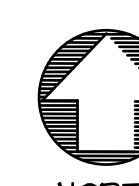
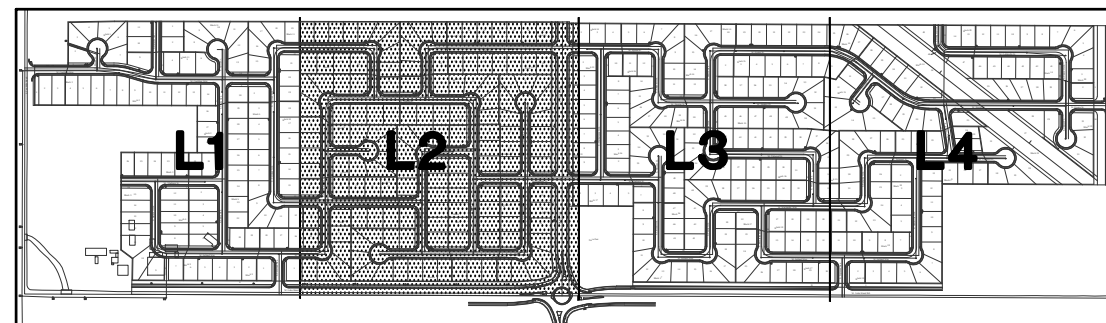
6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, SHT L5

4' VINYL FENCE ALONG CONNECTION PATHWAYS (TYP) SEE DTL 4, SHT L5

NOTES

- 1. REFER TO SHEET L5 FOR LANDSCAPE NOTES, PLANT PALETTE, DETAILS, LANDSCAPE CALCULATIONS, AND DEVELOPMENT DATA.

KEY MAP

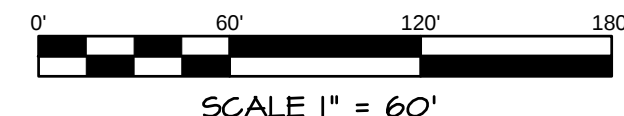


JENSEN BELTS ASSOCIATES

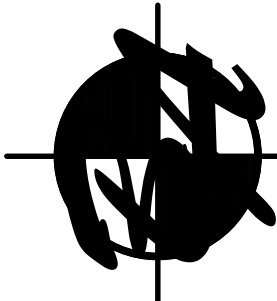
Site Planning / Landscape Architecture

1500 Tyndal Lane, Suite 100 Boise, ID 83706

PH: (208) 343-7775 FX: (208) 343-7778



B&A Engineers, Inc.
Consulting Engineers, Surveyors & Planners
5505 W. Franklin Rd. Boise, ID 83705
(208) 343-3381



Caspian Subdivision

Preliminary Plat
Landscape Plan

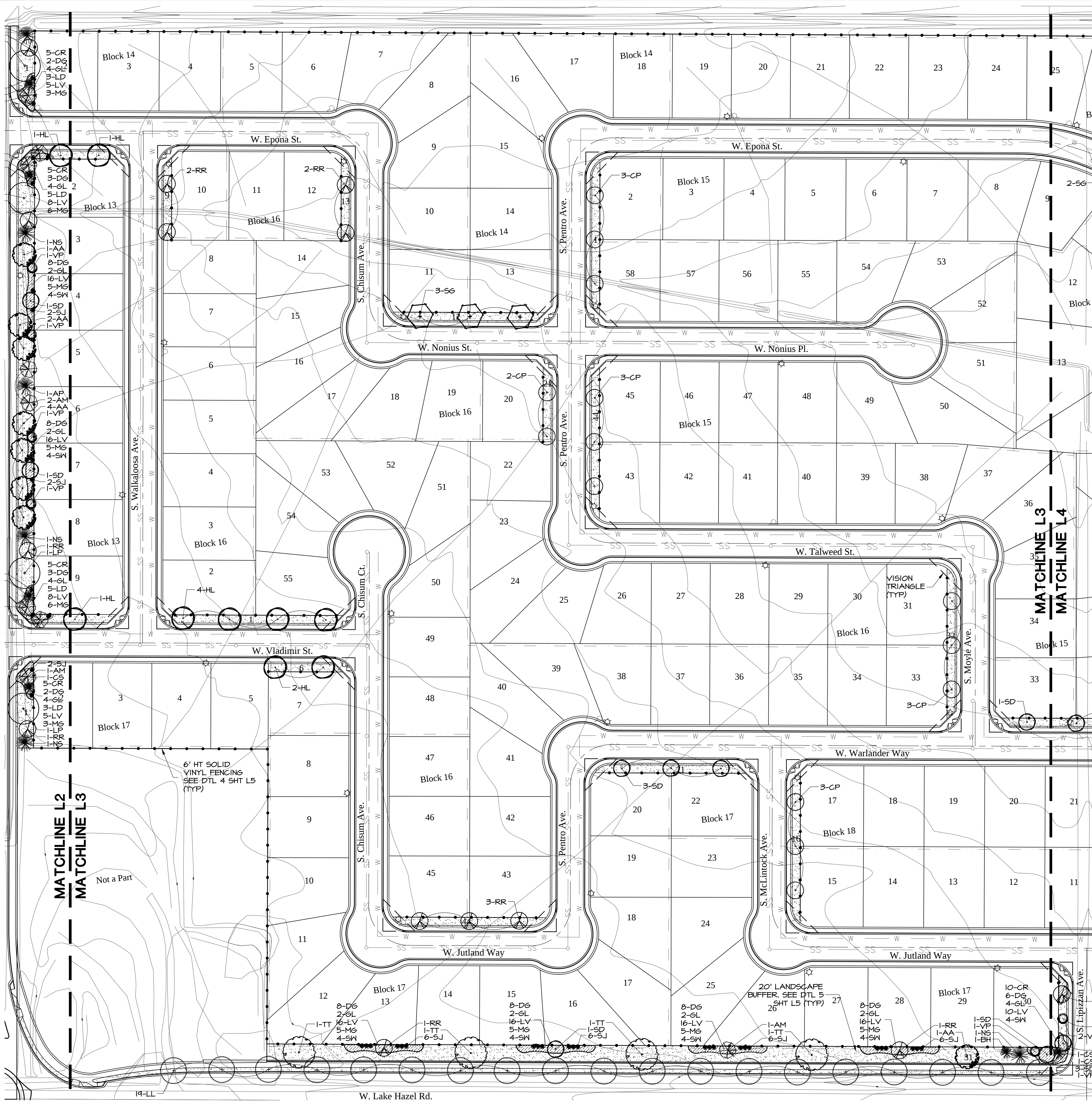
Owner/Applicant
DBTY MASON CREEK FARM, LLC
6100 E. 10th St.
Boise, ID 83706

Parcel Numbers
S1235347050
S1235346600
S1235348215
S1235348215
R9468870305

DATE: JANUARY 27, 2017
HORIZ. SCALE: AS NOTED
VERT. SCALE: AS NOTED
DRAWN BY: J. NEILL
CHECKED BY: K. SIEGENTHALER
FILE:

SHEET NUMBER: 2 of 5

L2



PLANT PALETTE

(REFERENCE SHEET L5)

SYM COMMON NAME

EVERGREEN TREES

- AP AUSTRIAN PINE
- BH BLACK HILLS SPRUCE
- CS FAT ALBERT COLORADO BLUE SPRUCE
- NS NORWAY SPRUCE
- SJ SKY HIGH JUNIPER
- VP VANDERWOLF'S PINE

STREET TREES (CLASS II)

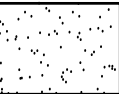
- AA AUTUMN PURPLE ASH
- HL SKYLINE HONEYLOCUST
- LL LITTLELEAF LINDEN
- LP LONDON PLANETREE
- SG AMERICAN SWEETGUM
- TT TULIP TREE

ORNAMENTAL TREES (CLASS I)

- AM AMUR MAPLE
- CP CHANTICLEER PEAR
- RR ROYAL RAINDROPS CRABAPPLE
- SD SNOWDRIFT CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

- CR BLACK EYED SUSAN
- DG BLUE RUG JUNIPER
- CR CREEPING MAHONIA
- DG RED FLOWER CARPET ROSE
- CR DWARF FOUNTAIN GRASS
- DG DARTS GOLD NINEBARK
- FL STELLA D'ORO DAYLILY
- GL EMERALD N' GOLD EUONYMUS
- IH ENDLESS SUMMER HYDRANGEA
- LD FINE LINE BUCKTHORN
- LV GRO-LOW SUMAC
- MG IVORY HALO DOGWOOD
- SN KARL FOERSTER REED GRASS
- CR LITTLE DEVIL NINEBARK
- DG HIDCOTE BLUE ENGLISH LAVENDER
- LV OTTO LUYKEN LAUREL
- MG PJM RHODODENDRON
- SN MAIDEN GRASS
- CR SUMMERWINE NINEBARK



LAWN

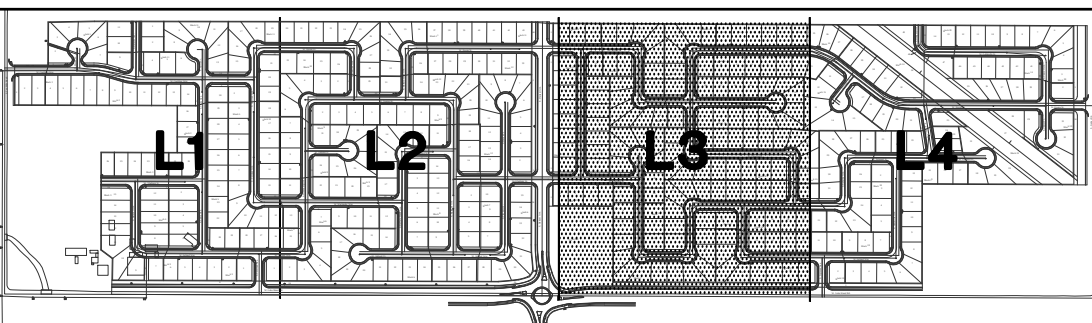
6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, SHT L5

4' VINYL FENCE ALONG CONNECTION PATHWAYS (TYP) SEE DTL 4, SHT L5

NOTES

- REFER TO SHEET L5 FOR LANDSCAPE NOTES, PLANT PALETTE, DETAILS, LANDSCAPE CALCULATIONS, AND DEVELOPMENT DATA.

KEY MAP



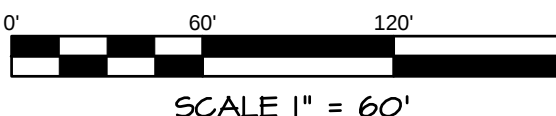
NORTH



Site Planning / Landscape Architecture

1500 Tyndal Lane, Ste 100 Boise, ID 83709

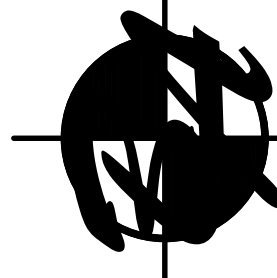
PH: (208) 545-7175 FAX: (208) 545-7178



SCALE 1" = 60'

B&A Engineers, Inc.

Consulting Engineers, Surveyors & Planners
5505 W. Franklin Rd., Boise, ID 83705
(208) 343-3381



Caspian Subdivision

Preliminary Plat
Landscape Plan

Owner/Applicant

DBTY MASON CREEK FARM, LLC
6100 N. 1000 E., Suite 100
Eagle, ID 83616

Parcel Numbers

S1235347050
S1235346600
S1235348215
R9468870305

DATE:

JANUARY 26, 2017

HORIZ. SCALE:

AS NOTED

VERT. SCALE:

AS NOTED

DRAWN BY:

J. NEILL

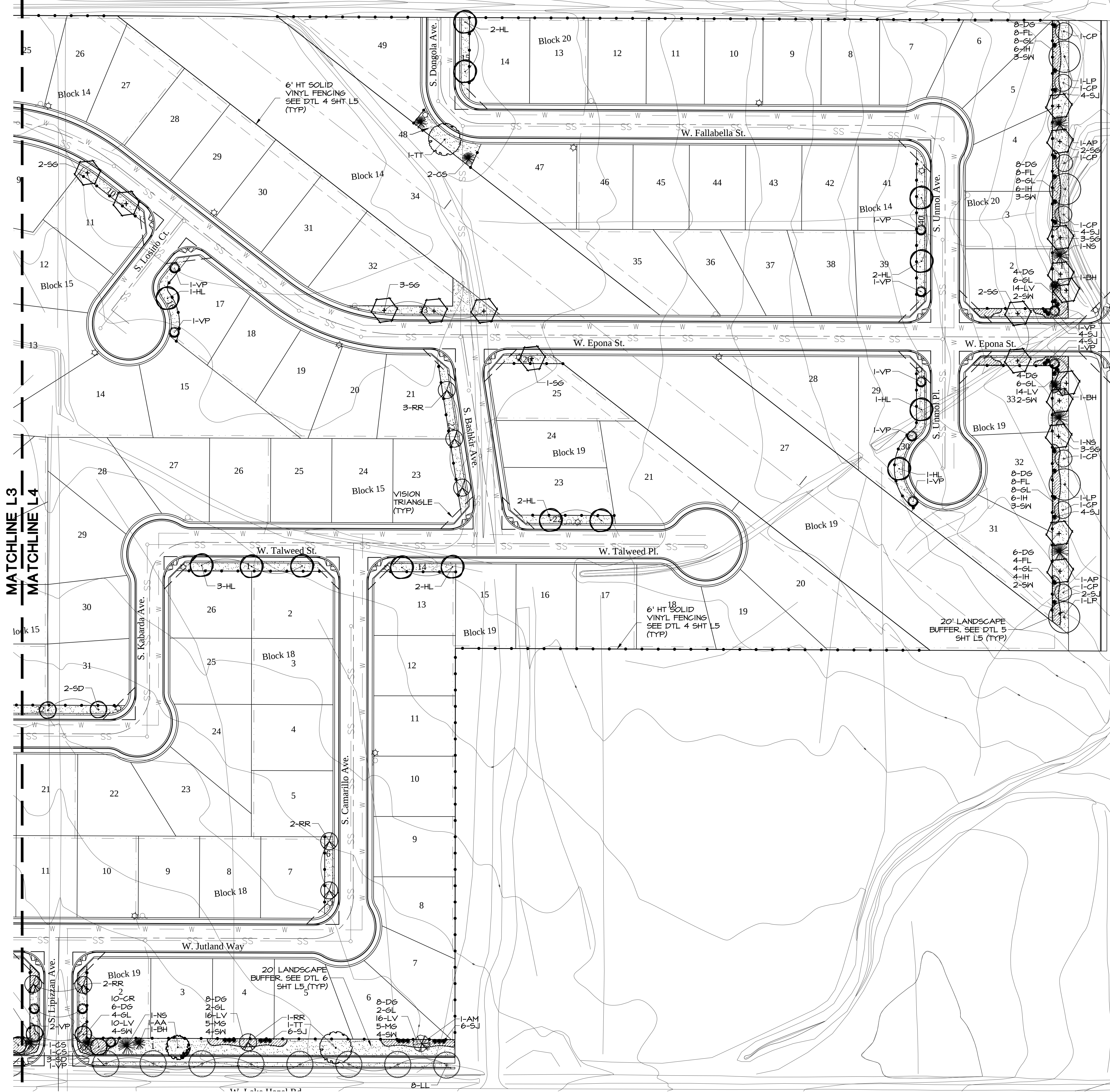
CHECKED BY:

K. SIEGENTHALER

FILE:

SHEET NUMBER : 3 of 5

L3



PLANT PALETTE

(REFERENCE SHEET L5)
SYM COMMON NAME

- EVERGREEN TREES
- AP AUSTRIAN PINE
 - BH BLACK HILLS SPRUCE
 - CS FAT ALBERT COLORADO BLUE SPRUCE
 - NS NORWAY SPRUCE
 - SJ SKY HIGH JUNIPER
 - VP VANDERWOLF'S PINE

- STREET TREES (CLASS II)
- AA AUTUMN PURPLE ASH
 - HL SKYLINE HONEYLOCUST
 - LL LITTLELEAF LINDEN
 - LP LONDON PLANETREE
 - SG AMERICAN SWEETGUM
 - TT TULIP TREE

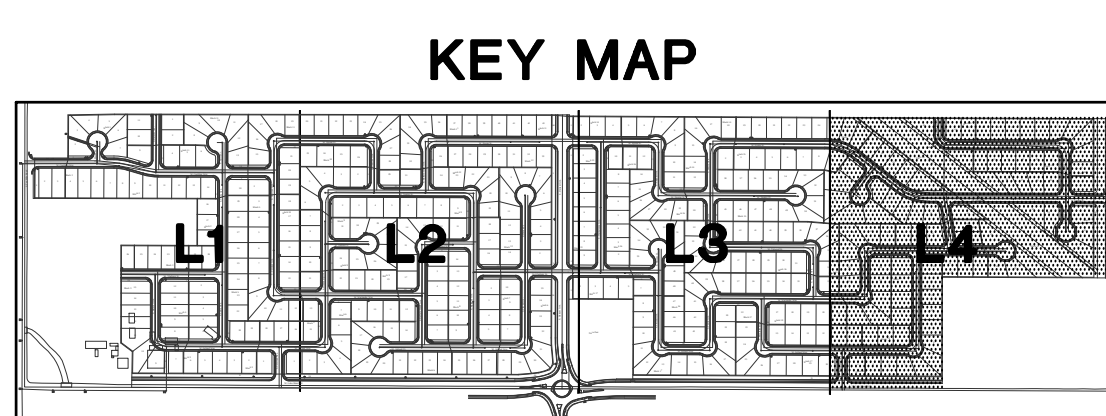
- ORNAMENTAL TREES (CLASS I)
- AM AMUR MAPLE
 - CP CHANTICLEER PEAR
 - RR ROYAL RAINDROPS CRABAPPLE
 - SD SNOWDRIFT CRABAPPLE

- SHRUBS/ORNAMENTAL GRASSES/PERENNIALS
- CR BLACK EYED SUSAN
 - DG BLUE RUG JUNIPER
 - CR CREEPING MAHONIA
 - DG RED FLOWER CARPET ROSE
 - CR DWARF FOUNTAIN GRASS
 - DG DARTS GOLD NINEBARK
 - CR STELLA D'ORO DAYLILY
 - FL EMERALD N' GOLD EUONYMUS
 - GL ENDLESS SUMMER HYDRANGEA
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 - SN OTTO LUYKEN LAUREL
 - SN PJM RHODODENDRON
 - SN MAIDEN GRASS
 - SN SUMMERWINE NINEBARK

- LAWN
- 6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, SHT L5
- 4' VINYL FENCE ALONG CONNECTION PATHWAYS (TYP) SEE DTL 4, SHT L5

NOTES

- REFER TO SHEET L5 FOR LANDSCAPE NOTES, PLANT PALETTE, DETAILS, LANDSCAPE CALCULATIONS, AND DEVELOPMENT DATA.



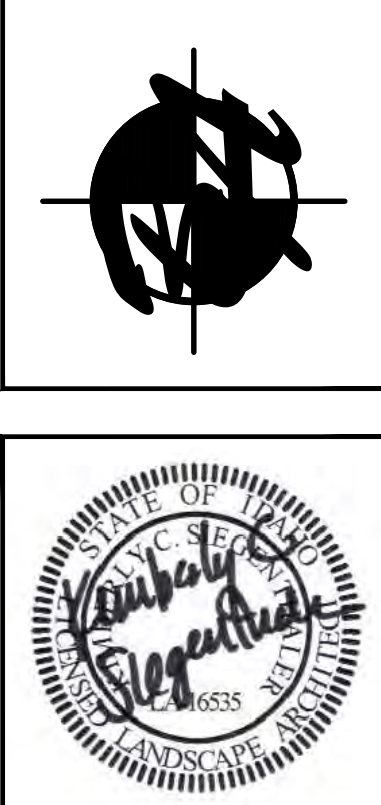
JENSEN BELTS ASSOCIATES
Site Planning / Landscape Architecture
1500 Tyrell Lane, Ste 100 Boise, ID 83709
PH: (208) 848-7175 FX: (208) 848-7178

NORTH

0' 60' 120' 180'

SCALE 1" = 60'

B&A Engineers, Inc.
Consulting Engineers, Surveyors & Planners
5505 W. Franklin Rd., Boise, ID 83705
(208) 343-3381



Caspian Subdivision

PARCELS OF LAND, INCLUDING A PORTION OF LOT 3, BLOCK 1 OF TITUS SUBDIVISION, SITUATE IN THE SOUTH HALF OF SECTION 38, TOWNSHIP 33 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF ALMA, ADJACENT TO, IDAHO

**Preliminary Plat
Landscape Plan**

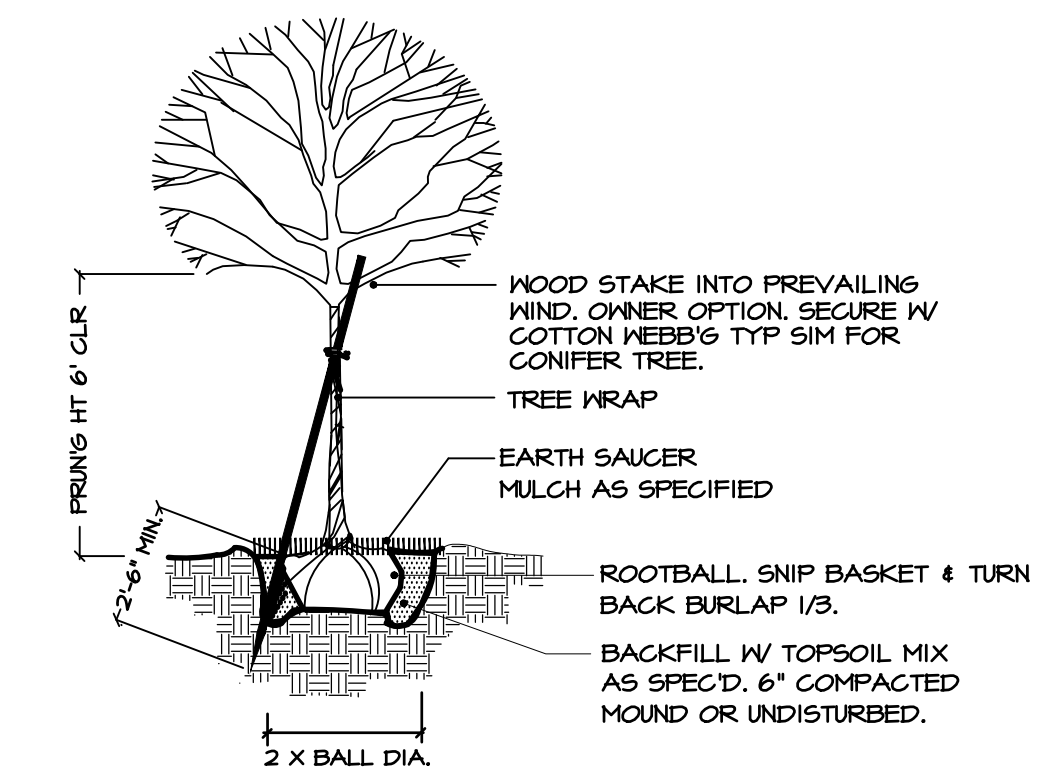
Owner/Applicant
DBTY MASON CREEK FARM, LLC
6100 N. 1000 E., IDAHO, ID 83616

Parcel Numbers
S1235347050
S1235346600
S1235348215
R8468870305

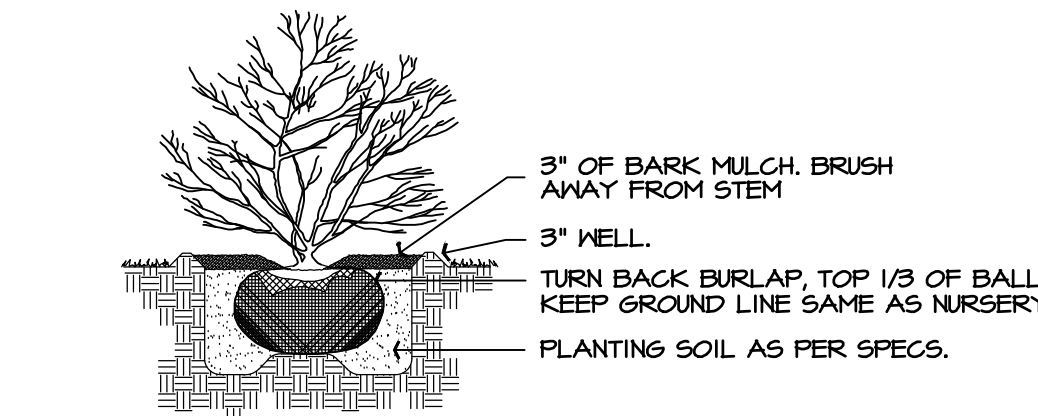
DATE: JANUARY 26, 2017
HORIZ. SCALE: AS NOTED
VERT. SCALE: AS NOTED
DRAWN BY: J. NEILL
CHECKED BY: K. SIEGENTHALER
FILE:

SHEET NUMBER: 4 of 5

L4

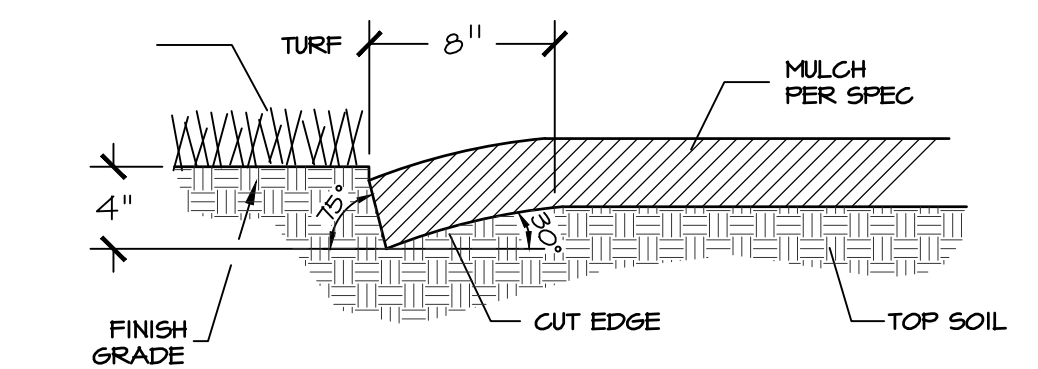


1 TREE PLANTING/STAKING
NOT TO SCALE

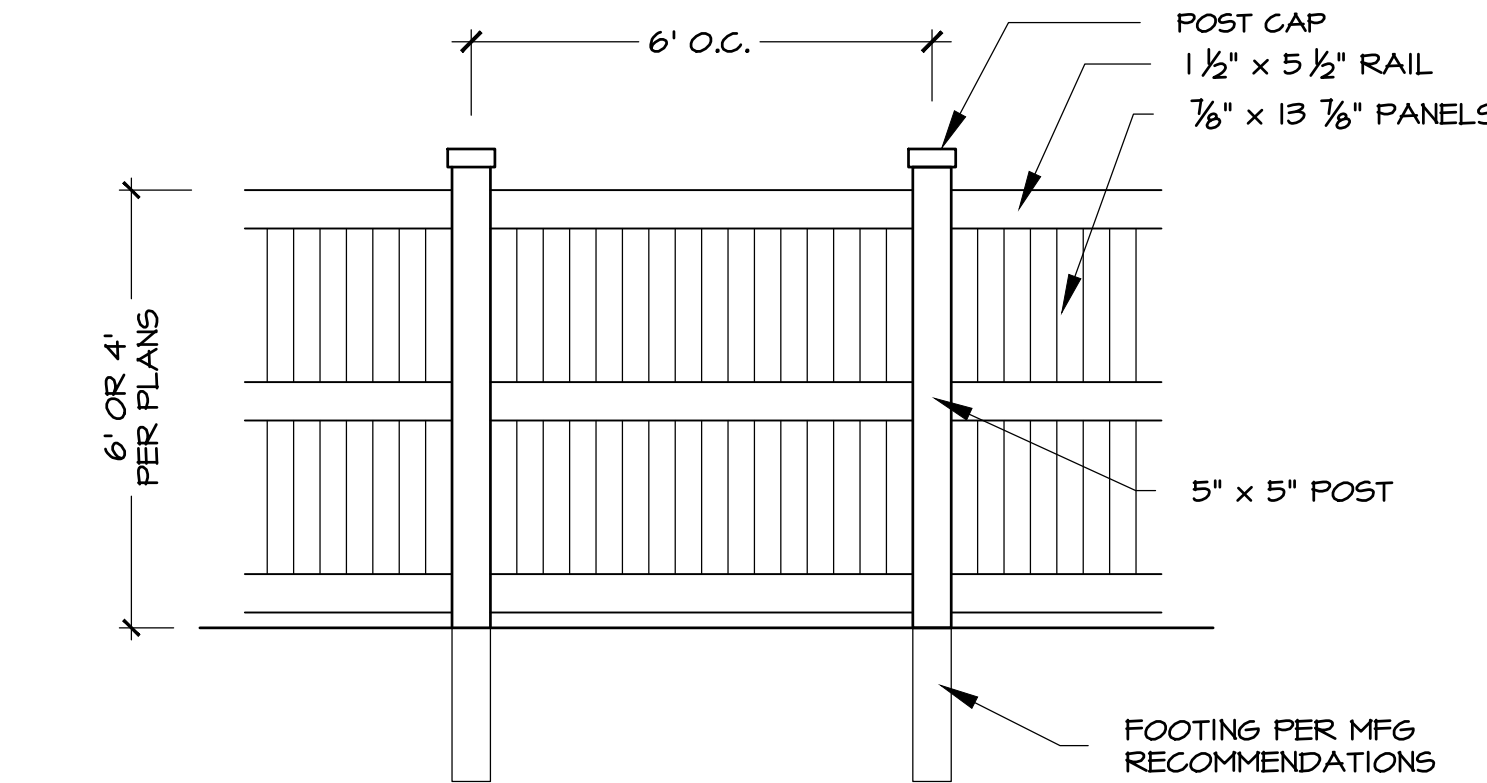


NOTE: DIG HOLE TWICE THE SIZE OF ROOTBALL.

2 SHRUB PLANTING
NOT TO SCALE



3 PLANTER CUT BED EDGE
NOT TO SCALE



NOTES:
1. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.

4 VINYL PRIVACY FENCE
NOT TO SCALE

NOTES

- ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH KUNA CITY ORDINANCE REQUIREMENTS. ALL LOTS WILL COMPLY WITH KUNA CITY ORDINANCE REQUIRING ONE (1) TREE PER LOT (PROVIDED BY BUILDER AND/OR DEVELOPER).
- ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
- ALL COMMON SPACE LANDSCAPING SHALL BE OWNED AND MAINTAINED BY A HOMEOWNER'S ASSOCIATION.
- TREES SHALL NOT BE PLANTED WITHIN THE 10'-CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEE PAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
- NO TREES SHALL IMPEDE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ACHD ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET ACHD REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM STOP SIGNS.
- LANDSCAPE AND TREES IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION OF THESE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UTILITY LINES.
- PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.

DEVELOPMENT DATA

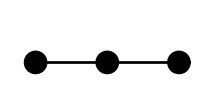
TOTAL AREA	131.74
RESIDENTIAL LOTS	447 84.65 ACRES (64.05%)
OPEN SPACE LOTS	68 8.20 ACRES (6.22%)
RIGHT-OF-WAY	33.84 ACRES (25.73%)
EXISTING ZONING	P & RUT
PROPOSED ZONING	R-6

PLANT PALETTE

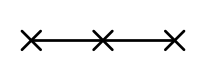
SYM	COMMON NAME	BOTANICAL NAME	SIZE	MATURE SIZE	QUANTITY
EVERGREEN TREES					
AP	AUSTRIAN PINE	PINUS NIGRA	6'-8' HT B4B	50' HT x 20' W	7
BH	BLACK HILLS SPRUCE	PICEA ABIES	6'-8' HT B4B	25' HT x 12' W	10
CS	FAT ALBERT COLORADO BLUE SPRUCE	PICEA FENSIGENS 'FAT ALBERT'	6'-8' HT B4B	15' HT x 15' W	16
NS	NORWAY SPRUCE	PICEA ABIES	6'-8' HT B4B	50' HT x 25' W	16
SJ	SKY HIGH JUNIPER	JUNIPERUS SCOPULORUM 'BAILIGH'	6'-8' HT B4B	12' HT x 4' W	144
VP	VANDERWOLFS PINE	PINUS FLEXILIS 'VANDERWOLFS'	6'-8' HT B4B	30' HT x 15' W	33
STREET TREES (CLASS II & III)					
AA	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	2" CAL B4B	45' HT x 35' W	23
HL	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2" CAL B4B	45' HT x 30' W	44
LL	LITTLELEAF LINDEN	TILIA CORDATA	2" CAL B4B	40' HT x 30' W	56
LP	LONDON PLANETREE	PLATANUS x ACERIFOLIA	2" CAL B4B	75' HT x 60' W	13
SG	AMERICAN SWEETGUM	LIQUIDAMBER STYRACIFLUA	2" CAL B4B	60' HT x 40' W	38
TT	TULIP TREE	LIRODENDRON TULIPIFERA	2" CAL B4B	50' HT x 30' W	14
ORNAMENTAL TREES (CLASS I)					
AM	AMUR MAPLE	ACER GINNALA 'FLAME'	2" CAL B4B	20' HT x 25' W	21
CP	CHANTICLEER PEAR	PYRUS CALLERYANA 'GLEN'S FORM'	2" CAL B4B	30' HT x 15' W	34
RR	ROYAL RAINDROPS CRABAPPLE	MALUS x 'JFS-KWS'	2" CAL B4B	20' HT x 15' W	46
SD	SNOWDRIFT CRABAPPLE	MALUS 'SNOWDRIFT'	2" CAL B4B	20' HT x 15' W	35
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS					
			SHRUBS QUANTITY (BUFFERS ONLY)		
			1 GAL, 24" O.G.	2' HT x 2' W	
			2 GAL	6' HT x 6' W	
			3 GAL	18' HT x 3' W	
			3 GAL	3' HT x 3' W	101
			5 GAL	2' HT x 2' W	
			1 GAL	4' HT x 4' W	242
			3 GAL	15' HT x 2' W	
			5 GAL	2' HT x 4' W	
			3 GAL	4' HT x 4' W	
			5 GAL	6' HT x 2.5' W	28
			5 GAL	2.5' HT x 6' W	124
			5 GAL	5' HT x 6' W	25
			1 GAL	4' HT x 2' W	
			5 GAL	3' HT x 3' W	51
			3 GAL	3' HT x 3' W	444
			5 GAL	3' HT x 6' W	
			5 GAL	4' HT x 4' W	
			1 GAL	7' HT x 4' W	134
			5 GAL	6' HT x 6' W	102



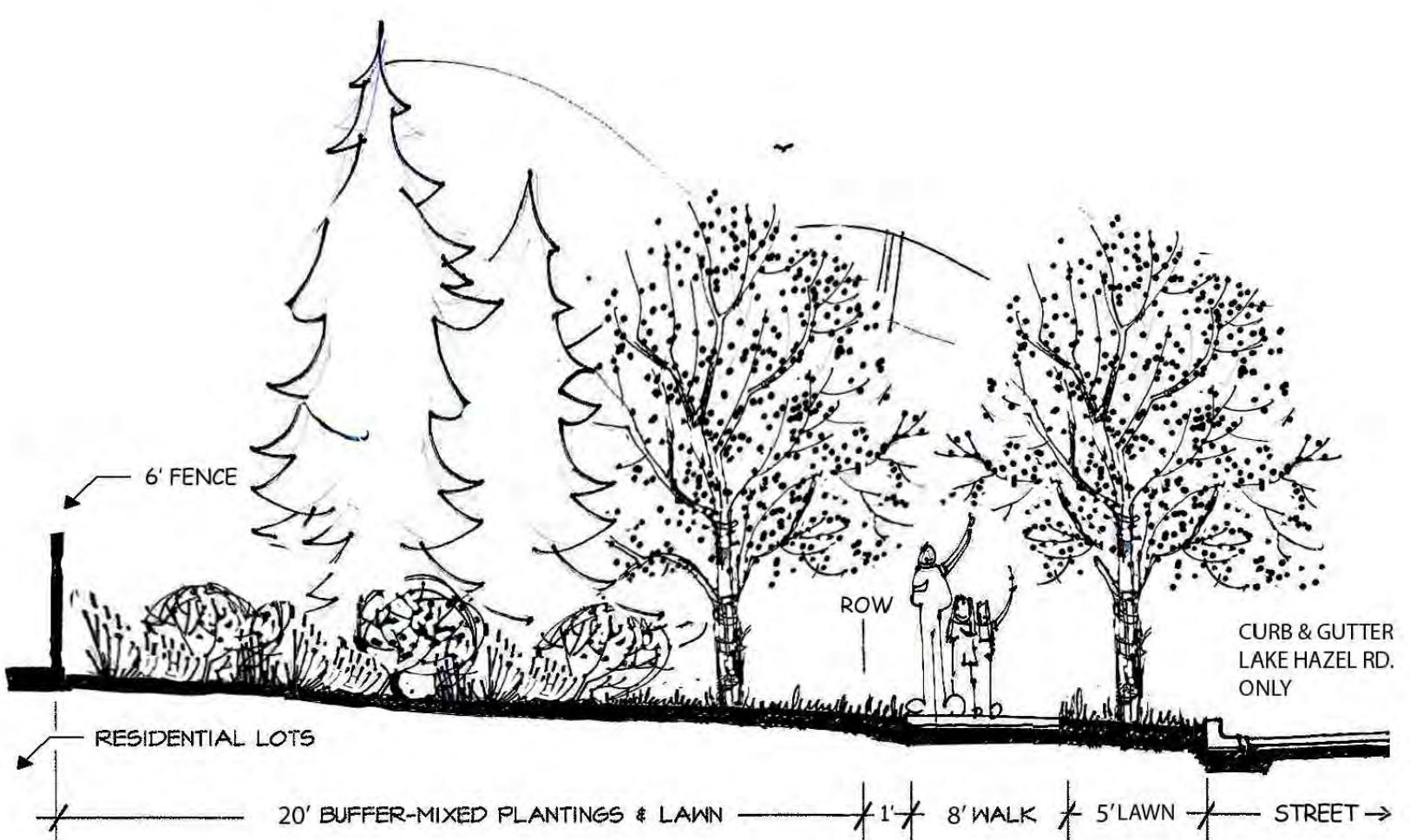
LAWN



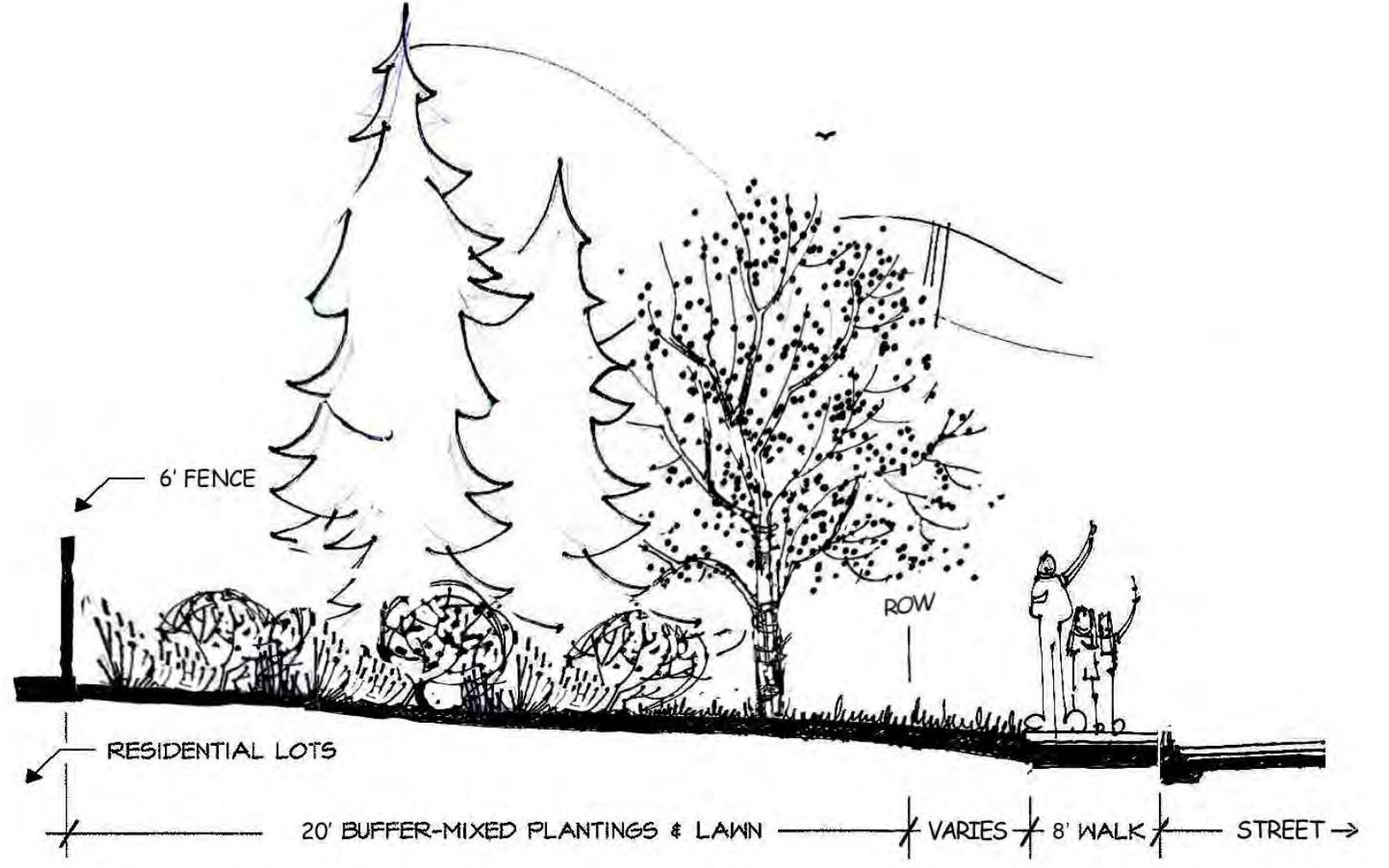
6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, THIS SHT



4' VINYL FENCE ALONG CONNECTION PATHWAYS (TYP) SEE DTL 4, THIS SHT



5 TEN MILE, LAKE HAZEL, AND LINDER RD. 20' LANDSCAPE BUFFER SECTION
NOT TO SCALE



6 DURRANT AVE. - 20' LANDSCAPE BUFFER SECTION
NOT TO SCALE

LANDSCAPE CALCULATIONS

LANDSCAPE BUFFER ARE REQUIRED TO BE PLANTED WITH THE FOLLOWING PLANTS PER 100 LINEAR FEET: TWO (2) SHADE TREES, THREE (3) EVERGREEN TREES, AND TWELVE (12) SHRUBS. EACH REQUIRED SHADE TREE MAY BE SUBSTITUTED FOR TWO (2) FLOWERING/ORNAMENTAL TREES.

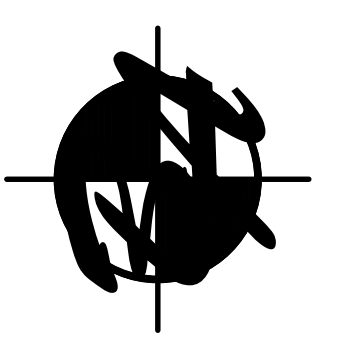
LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED
W. LAKE HAZEL RD.	20'	3510' / 100' =	70 TREES 105 EVERGREENS 421 SHRUBS	83.5 TREES (14 SHADE TREES + 19 ORNAMENTAL TREES) 108 EVERGREENS 654 SHRUBS
S. DURRANT AVE. (WEST)	20'	1220' / 100' =	24 TREES 37 EVERGREENS 146 SHRUBS	24.5 TREES (17 SHADE TREES + 15 ORNAMENTAL TREES) 34 EVERGREENS 211 SHRUBS
S. DURRANT AVE. (EAST)	20'	825' / 100' =	17 TREES 25 EVERGREENS 94 SHRUBS	17 TREES (11 SHADE TREES + 12 ORNAMENTAL TREES) 25 EVERGREENS 176 SHRUBS
S. LINDER RD.	20'	740' / 100' =	15 TREES 25 EVERGREENS 84 SHRUBS	17.5 TREES (14 SHADE TREES + 1 ORNAMENTAL TREES) 26 EVERGREENS 161 SHRUBS
S. TEN MILE RD.	20'	155' / 100' =	3 TREES 5 EVERGREENS 19 SHRUBS	3 TREES 5 EVERGREENS 33 SHRUBS

NUMBER OF TREES PROVIDED ON COMMON LOTS: 484
NUMBER OF TREES PROVIDED ON BUFFERS: 311
TOTAL NUMBER OF TREES: 866



Site Planning / Landscape Architecture
1809 Tyrrel Lane, Ste 150 Boise, ID 83708
Ph: (208) 543-7178 Fax: (208) 543-7178

B&A Engineers, Inc.
Consulting Engineers, Surveyors & Planners
5505 W. Franklin Rd. Boise, Id. 83705
(208) 343-3381



Caspian Subdivision

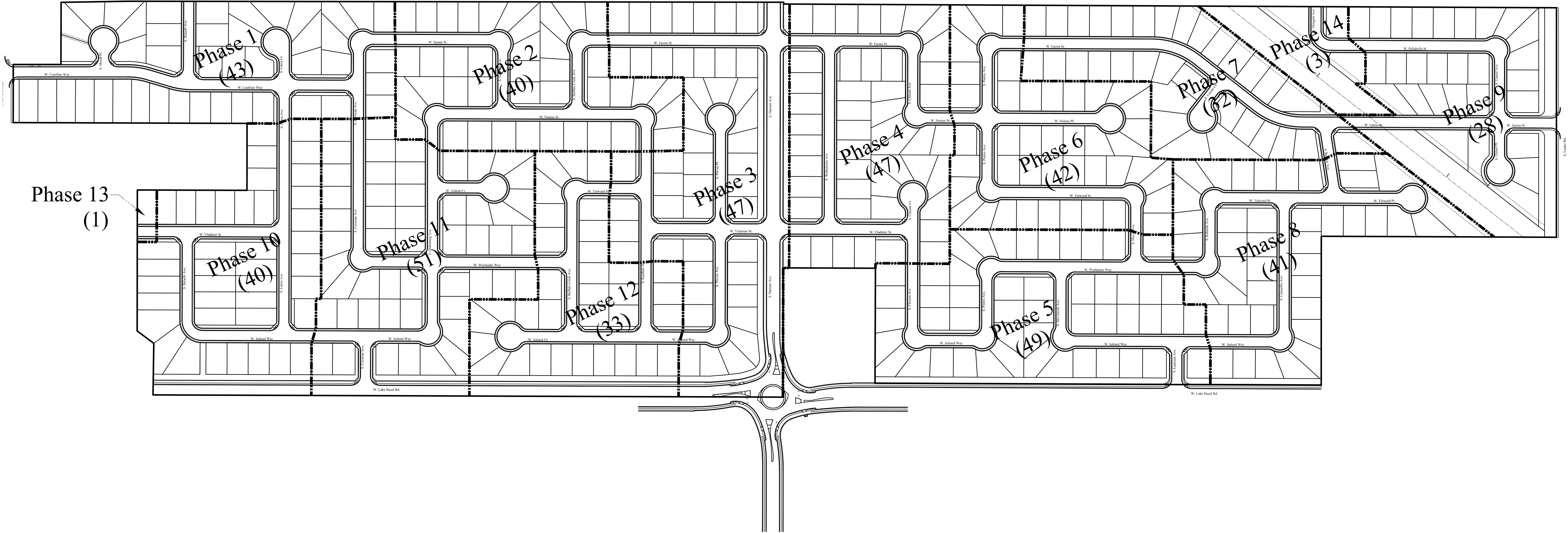
Preliminary Plat Landscape Plan

Owner/Applicant
DBTY MASON CREEK FARM, LLC
6100 N. 100th St., Suite 100
Englewood, CO 80150
Parcel Numbers
S1235347050
S1235346600
S1235346600
S1235346215
R8468870305

DATE: JANUARY 26, 2017
HORIZ. SCALE: AS NOTED
VERT. SCALE: AS NOTED
DRAWN BY: J. NEILL
CHECKED BY: K. SIEGENTHALER
FILE:

SHEET NUMBER : 5 OF 5

L5



PHASE	RESIDENTIAL LOTS
1	43
2	40
3	47
4	47
5	49
6	42
7	32
8	41
9	28
10	40
11	51
12	33
13	1
14	3
TOTAL	497

DESCRIPTION	AREA (ACRES)	PERCENTAGE
PROJECT	131.74	100%
RESIDENTIAL LOTS (497)	89.65	68.05%
OPEN SPACE AREA LOTS (69)	8.20	6.22%
RIGHT-OF-WAY	33.89	25.73%
RESIDENTIAL LOTS	497	
OPEN SPACE AREA LOTS	69	
RESIDENTIAL DENSITY	3.77/Acre	

Legend

-  Caspian Sub
 R-6 Subs / Zone
 R-4 Sub
 Mixed Uses
 Treatment Plant
 KUNA CITY LIMITS

Exhibit C 1

-TE

Caspian Subdivision Vicinity Map



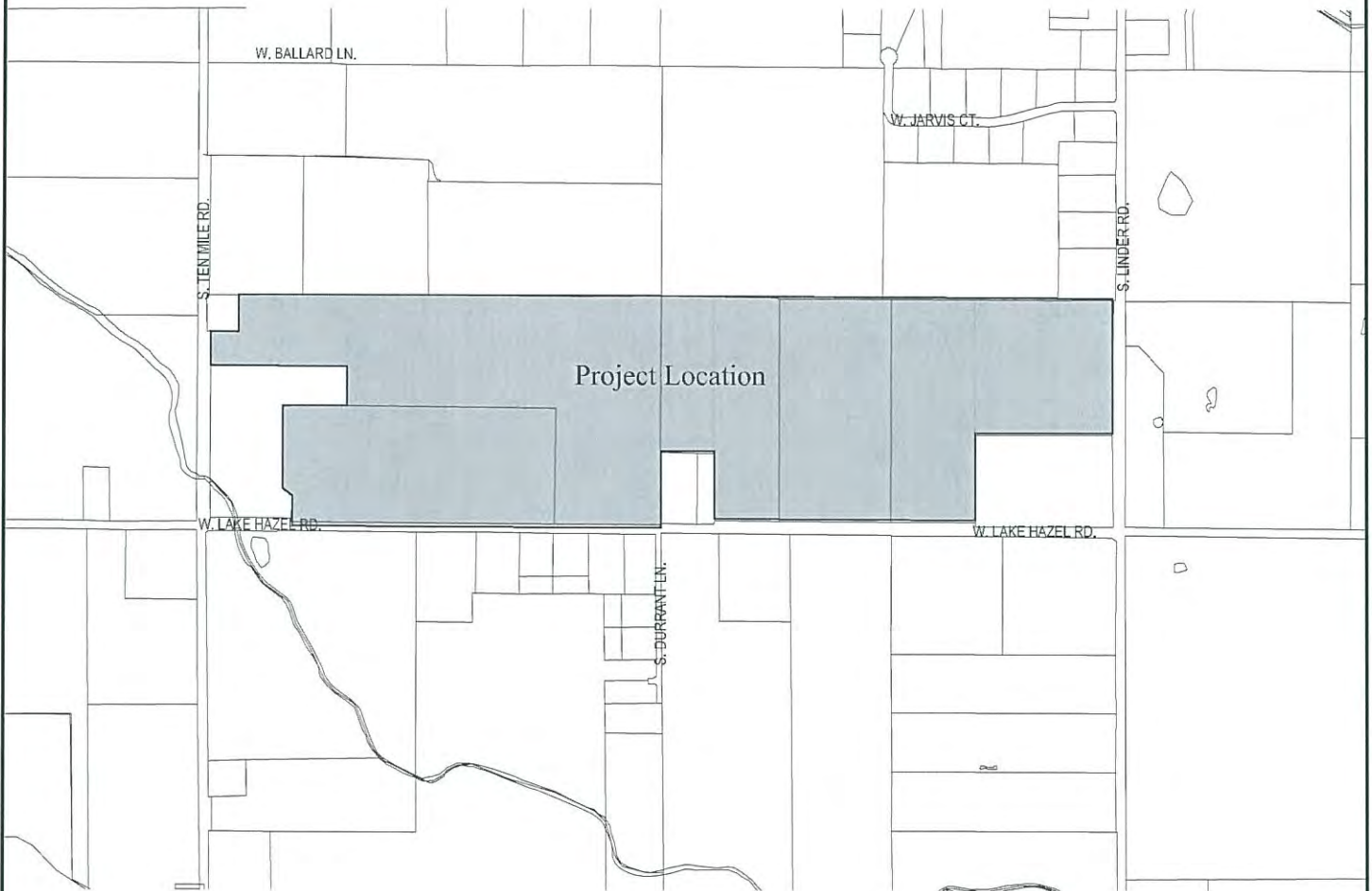
B&A Engineers, Inc.

Consulting Engineers, Surveyors & Planners
5505 W. Franklin Rd. Boise, Id. 83705
(208) 343-3381



NORTH
1"=600'

Caspian Subdivision Vicinity Map



B&A Engineers, Inc.

Consulting Engineers, Surveyors & Planners
5505 W. Franklin Rd. Boise, Id. 83705
(208) 343-3381



NORTH
SCALE: 1"=1000'

Exhibit B 1



CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.kunacity.id.gov

GORDON N. LAW
CITY ENGINEER

Telephone (208) 287-1727; Fax (208) 287-1731
Email: glaw@kunaid.gov

MEMORANDUM

TO: Director of Kuna Planning and Zoning

FROM: Gordon N. Law
Kuna City Engineer

RE: Caspian Subdivision Project
Rezone and Preliminary Plat
17-01-ZC, 17-01-S

DATE: February 9, 2017

The City Engineer has reviewed the rezone and Preliminary Plat request of the above applicant dated February 2, 2017. It is noted that specific development plans are provided, which includes 497 firm buildable lots. Accordingly, the City Engineer provides the following comments:

1. Sanitary Sewer Needs

- a) The City has sufficient sewer treatment capacity to serve this site. The Sewer Master Plan for disposal of wastewater from this area proposes discharge to a future regional lift station along Mason Creek (Memory Ranch Lift Station). Preliminary investigations have concluded that all wastewater flows from this project could receive treatment at the North Wastewater Treatment facility. This site is not presently connected to the city system and would be subject to connection fees for the demand of the ultimate connected load as provided in the City's Standard Table.
- b) This property was not included in Local Improvement District 2006-1 and consequently does not have reserved treatment capacity. Treatment capacity may be secured for this site only from those who have reserved capacity or from capacity not reserved and upon payment of appropriate fees. When connecting to the sewer system, the applicant will need to abide by any relevant sewer reimbursement policies and agreements and any relevant connection fees.
- c) The regional lift station and part of the trunk line collection system is under construction.
- d) City Code (6-4-20) requires connection to the City sewer system for all sanitary sewer needs.
- e) For any connected load, it is recommended this application be conditioned to conform to the sewer master plan.

Exhibit B 1

- f) At all reasonable locations where sewer service could be extended to adjoining properties, sewer mains should be stubbed to the property line or extended at useable depths in right-of-way adjacent to the project. This applies to 12-inch sewer main in Ten Mile and Lake Hazel Road frontages, 8-10-inch main in Linder and to all of the street stubs north.
- g) For assistance in locating existing facilities and understanding issues associated with connection, please contact the City Engineer at 287-1727.

2. Potable Water Needs

- a) The City has sufficient potable water supply to serve this site. This site is not connected to the city system and would be subject to connection fees for the demand of the ultimate connected load as provided in the City's Standard Table.
- b) The nearest available water main (12-inch) is located in the Ten Mile right-of-way 1,600 feet southwest of the project.
- c) City Code (6-4-2X) requires connection to the City water system for all potable water needs.
- d) For any connected load, it is recommended this application be conditioned to conform to the water master plan. Specifically, 12-inch water mains are required in the portions of Ten Mile Road, Lake Hazel and Linder Roads fronting the project and one future mid-mile collector within the project.
- e) 8-inch water mains should be installed by developer in internal subdivision streets.
- f) In addition to trunk lines, at least 8-inch water mains are to be stubbed by developer to the property line or trunk lines in all stub and access streets.
- g) Improvements necessary to provide adequate fire protection as required by Kuna Fire District will be required of the development.
- h) The City Engineer has evaluated the distribution of supply wells and available supply in the vicinity of the project and concludes there may be need for a well site within the bounds of the project. The City would construct the well. The project would be expected to provide the land, three phase power to the well site and a drain line for blow-off water.
- i) For assistance in locating existing facilities, please contact the City Engineer at 287-1727.
- j) The City Engineer concludes redundancy of water transmission route to the development site is not yet provided by existing facilities. The City Engineer recommends a redundant supply of potable water by the time 200 Lots are occupied.

3. Pressure Irrigation

- a) The applicant's property is not connected to the City pressure irrigation system. The nearest pressure main (12-inch) is located in Ten Mile Road 1,600 feet southwest of the project.
- b) The property's irrigation needs are presently served by the Nampa-Meridian and New York Irrigation Districts. The city does not have pressure irrigation facilities adjacent to this development but the proposed use justifies either the extension of irrigation transmission lines to the site or the construction of a regional pump station on the site. The City Engineer recommends the extension of a Master Plan transmission line to the project.
- c) Relying on drinking water for irrigation purposes is contrary to City Code (6-4-2I) and the public interest and is not accounted for in the approved Water Master Plan. It is

Exhibit B 1

recommended this project be conditioned to require connection and annexation to the City Pressure Irrigation system at the time of development.

- d) The development is subject to connection fees based on number of dwellings and lot size for the residential area and based on ultimate landscaped area for the common lots, as provided in City Resolutions.
- e) For any connected load, it is recommended this application be conditioned to conform to the Pressure Irrigation Master Plan. The Master Plan designates the providing of trunk lines in the Ten Mile, Lake Hazel and Linder frontages where they don't presently exist. It also designates the providing of a trunk line in the future mid-mile collector street frontage.
- f) It is further recommended that annexation into the municipal irrigation district and pooling of water rights is a requirement at the time of final platting.
- g) It is recommended that conformity with approved City PI standards is required, including the providing of adequately sized internal loop lines.

4. Grading and Storm Drainage

The following is required because alteration of surface features is proposed (such as grading or paving) in connection with this application:

- a) Runoff from public right-of-way is regulated by ACHD or ITD, depending on the agency responsible for the right-of-way. Plans are required to conform to the appropriate agency standards.
- b) Exclusive of public right-of-way (private property), any increase in quantity or rate of runoff or decrease in quality of runoff compared to historical conditions must be detained, treated and released at rates no greater than historical amounts. In the alternative, offsite disposal of storm water in excess of historical rates or conditions of disposal at locations different than provided historically, approval of the operating entity is required. The City of Kuna relies on the ACHD Stormwater Policy Manual to establish the requirements for design of any private disposal system.
- c) The city is now requiring with every new development, a documentation map that illustrates the surface and sub-surface water irrigation supply as well as drainage ways that exist in the applicant's property and in the right-of-way adjacent to the proposed development to be submitted with construction plans. The map must include 2-foot contours, a layout and essential features of existing irrigation ditches, drainage ditches and pipelines within and adjacent to the proposed development. Open and piped facilities should be noted. The map should include any proposed changes to the systems.
- d) All upstream drainage rights and downstream water delivery rights are to be preserved as a condition of development.

5. General

- a) With the addition of this property into the corporate limits of Kuna and its potential connection to water and irrigation services, this property will be placing demand not only on constructed facilities but on water rights provided by others. It is the reasonable expectation, in return, that this property transfer to the City at time of connection any conveyable water rights by deed and "Change of Ownership" form from IDWR. The domestic water right associated solely with a residence and ½ acre or less is not conveyable. The water right held in trust by an irrigation district is also not conveyable.

Exhibit B 1

- b) The Idaho Power easement and transmission line has the potential of becoming a weed infested nuisance or eyesore. The City Engineer recommends this issue is addressed before or during the preliminary plat approval process and incorporated into the conditions of approval.
- c) A plan approval letter will be required if this project affects any local irrigation districts.
- d) The City reserves the right of prior approval to all agreements involving the applicant (or its successors) and the irrigation or drainage district related to the property of this application and any attempt to abandon surface water rights.
- e) Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties.
- f) State the vertical datum used for elevations on all drawings.
- g) Provide engineering certification on all final engineering drawings.
- h) The submittals attached to the application may include some alignments for City infrastructure. This information is helpful but has not been reviewed in detail and has not received final approval. The applicant is advised that detailed review and plan approval occurs at the time of approval of the official improvement plans.

6. Inspection Fees

An inspection fee will be required for City inspection of the construction of any **public** water, sewer and irrigation facility associated with this development. The developer will still require a qualified responsible engineer to do sufficient inspection to justly certify to DEQ the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City. The developer's engineer and the City's inspector are permitted to coordinate inspections as much as possible. The current City inspection fee is \$1.00 per lineal foot of sewer, water and pressure irrigation pipe and payment is due and payable prior to City's scheduling of a pre-construction conference.

7. Right-of-Way

The subject property fronts on its east and north sides on a section line arterial streets (Ten Mile, Lake Hazel and Linder) and will be bisected by a future north-south mid-mile collector. The following conditions are related to these classified streets:

- a) Sufficient half right-of-way on the quarter line and section line for the classified streets should be provided pursuant to City and ACHD standards.
- b) The City Engineer recommends two additional stub streets to the property north of the subdivision for improved water circulation, secondary fire apparatus access, more balanced traffic flow and more points of sewer access.
- c) Residential Easements – City Code (6-3-8) requires the providing of 10-foot front and back lot line easements and side-lot easements, as necessary. The City Engineer recommends the following:
 - a. 10-foot minimum subdivision boundary easement;
 - b. 10-foot minimum street frontage easement;
 - c. 10-foot back lot line easement as required in code;
 - d. 5-foot side lot line easement.
 - e. Added width easement as directed by the City Engineer whenever water, sewer, pressure irrigation or other gravity mains are to be placed in them.
- d) It is recommended approaches onto classified streets comply with ACHD approach policies.

Exhibit B 1

- e) It is recommended sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, are provided at the time of land-use change, development or re-development.

8. As-Built Drawings

As-built drawings are required at the conclusion of any public facility construction project and are the responsibility of the developer's engineer. The city may help track changes, but will not be responsible for the finished product. As-built drawings will be required before occupancy or final plat approval is granted.

9. Phasing of Development

- a) Any phasing plan, to be acceptable, must extend city services, extend transportation facilities and extend other utilities in a manner to maintain reliable service to the buildable lots in the subdivision and not disrupt or obstruct service and access to neighboring properties. Phase 13, of one lot, has the possibility of being used to obstruct access and the City Engineer would recommend combining it with the adjacent phase.
- b) A phasing plan, to be acceptable, must not delay expenditures for infrastructure to burden with expenses in a disproportionate manner the later phases of a project.
- c) Irrespective of compliance with the above conditions, the City Engineer in general does not approve or reject phasing plans without the advice and consent of the Planning and Zoning Director.

10. Property Description

- a) The applicant provided a metes and bounds property description of the subject parcel.



Project/File: **Caspian Subdivision/ KPP17-0002/ 17-01-ZC & 17-01-S**
This is a rezone and preliminary plat application to allow for the development of a 565 lot subdivision consisting of 497 single family building lots and 68 common lots on 132 acres. The site is located on the north side of Lake Hazel Road between Ten Mile Road and Linder Road in Kuna, Idaho.

Lead Agency: City of Kuna

Site address: Lake Hazel Road between Ten Mile Road and Linder Road

Staff Approval: April 20, 2017

Applicant: Tim Eck
DBTV Mason Creek Farm, LLC
6152 W. Half Moon Ln.
Eagle, ID 83616

Representative: David Crawford
B & A Engineers
5505 W. Franklin Road
Boise, ID 83705

Staff Contact: Mindy Wallace, AICP
Phone: 387-6178
E-mail: mwallace@achdidaho.org

A. Findings of Fact

1. **Description of Application:** The applicant is requesting approval of a rezone and preliminary plat application to allow for the development of a 565 lot subdivision consisting of 497 single family building lots and 68 common lots on 132 acres. The site is located on the north side of Lake Hazel Road between Ten Mile Road and Linder Road in Kuna, Idaho.

2. **Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Agricultural/ Single family residential	A/RUT
South	Single family residential	RR
East	Single family residential	RUT
West	Single family residential	RUT

3. **Site History:** ACHD has not previously reviewed this site for a development application.
4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:

- Springhill Subdivision, consisting of 677 single family building lots on 209 acres, is located southeast of the site.
5. **Transit:** Transit services are not available to serve this site.
 6. **New Center Lane Miles:** The proposed development includes 4.77 centerline miles of new public road.
 7. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
 8. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
 - The intersection of SH-69 (Meridian Road) and Lake Hazel Road is scheduled in the IFYWP to have interim signal installed as part of an ITD maintenance project in 2021.
 - Lake Hazel Road is listed in the CIP to be widened to 3-lanes from Ten Mile Road to Linder Road between 2026 and 2030.
 - The intersection of Lake Hazel Road and Ten Mile Road is listed in the CIP to be widened to and reconstructed as a single lane roundabout between 2026 and 2030.
 - The intersection of Lake Hazel Road and Linder Road is listed in the CIP to be widened to 4-lanes on the north leg, 3-lanes on the south, 4-lanes east, and 3-lanes on the west leg, and signalized between 2026 and 2030.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 4,591 vehicle trips per day; 445 vehicle trips per hour in the PM peak hour, based on the traffic impact study.
2. **Traffic Impact Study**

Kittelson & Associates prepared a traffic impact study for the proposed *Caspian Subdivision*. The executive summary of the findings as presented by **Kittelson & Associates** can be found as attachment 3. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

Staff Comments/Recommendations: ACHD Traffic Services and Planning Review staff has reviewed and generally agree with the finding and conclusions of the submitted traffic impact study for Caspian Subdivision.

- o The TIS notes that under current conditions (2016 background) the SH-69/Lake Hazel Road intersection operates at an unacceptable level of service (LOS). This intersection is scheduled in the IFYWP to be signalized in 2021 in cooperation with an Idaho Transportation Department (ITD) maintenance project. Staff does not recommend improvements to the SH-69/Lake Hazel Road intersection as part of this application, as the poor LOS at the SH-69/Lake Hazel Road intersection is an existing condition and ACHD and ITD have plans to signalize the intersection in 2021. It is possible that the signal may be installed sooner as ITD is working to move up the intersection project to a 2018/2019 timeframe.
- o The TIS notes that under current conditions (2016 background) the Amity Road/Ten Mile Road intersection operates at an unacceptable level of service (LOS). When a roadway or intersection is at or above an acceptable level of service, policy requires that improvements be made to mitigate the additional traffic to be generated by the development.

Exhibit B 2

Typically, staff recommends improvements to mitigate the impacts, or that the developer wait until ACHD makes improvements, as scheduled in the CIP or FYWP. In this case the Amity Road/Ten Mile Road intersection is currently scheduled in ACHD's IFYWP to be improved with the construction of a roundabout in 2021.

Therefore, staff recommends that prior to ACHD's signature on first final plat that the applicant be required to install an interim signal within the existing right-of-way at the Amity Road/Ten Mile Road intersection; or wait for ACHD to make improvements to the intersection, as scheduled in the IFYWP.

- o The traffic impact study notes that 280 homes could be built before the Amity Road/Linder Road intersection exceeds acceptable LOS "E". Therefore staff recommends that prior to ACHD's signature on the final plat which contains the 281st lot that the applicant be required to install an interim signal within the existing right-of-way at the Amity Road/Linder Road intersection.
- o The traffic study also notes that at build out of the 497 homes the Lake Hazel Road/Ten Mile Road intersection will exceed acceptable LOS "E" and will need to be improved with an interim signal. Therefore staff recommends that prior to ACHD's signature on the final plat which contains the 451st lot that the applicant be required to install an interim signal within the existing right-of-way at the Lake Hazel Road/Ten Mile Road intersection.

To verify the assumptions of the traffic impact study and to ensure that improvements are made when warranted; prior to ACHD's signature on the final plat which contains the 280th lot, the applicant should be required to submit an updated traffic impact study to ACHD for review. A subsequent traffic impact study update should be provided prior to ACHD's signature on the final plat which contains the 450th lot. ACHD may have additional requirements based on the findings of the updated studies.

The Linder Road/Lake Hazel Road intersection is expected to operate at an acceptable level of service at build out of the site in 2026. In addition to other intersections, this intersection should be included in both traffic impact study updates.

3. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
**SH-69/Meridian Road	N/A	Principal Arterial 5-lane	1,425	Better than "E"
Amity Road (Ten Mile to Linder)	N/A	Minor Arterial 2-lane	340	Better than "E"
Amity Road (Linder to Meridian)	N/A	Minor Arterial 2-lane	345	Better than "E"
Lake Hazel Road (Linder to Meridian)	3,595-feet	Principal Arterial 2-lane	70	Better than "E"
Lake Hazel Road (Ten Mile to Linder)	3,959-feet	Principal Arterial 2-lane	85	Better than "E"
Linder Road	770-feet	Minor Arterial 2-lane	245	Better than "E"
Ten Mile Road	190-feet	Principal Arterial 2-lane	340	Better than "E"

* Acceptable level of service for a two-lane principal arterial is "E" (690 VPH).

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

** ACHD does not set level of service thresholds for State Highways.

4. Average Daily Traffic Count (VDT)

Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for SH-69/Meridian Road from Lake Hazel Road to Ten Mile Road was 22,036 on 7/19/16.
- The average daily traffic count for Amity Road from Ten Mile Road to Linder Road was 3,925 on 6/22/16.
- The average daily traffic count for Amity Road from Linder Road to SH-69 was 3,840 on 6/22/16.
- The average daily traffic count for Lake Hazel Road from Linder Road to SH-69/Meridian Road was 895 on 12/13/16.
- The average daily traffic count for Lake Hazel Road from Ten Mile Road to Linder Road was 1,069 on 12/16/16.
- The average daily traffic count for Linder Road from Amity to Lake Hazel Road was 1,530 in 2016.
- The average daily traffic count for Ten Mile Road from Amity to Lake Hazel Road was 5,185 on 6/11/16.

C. Findings for Consideration

1. **Amity Road/Ten Mile Road Intersection**

The traffic impact study notes that the Amity Road/Ten Mile Road intersection already exceeds acceptable LOS “E” and will need to be improved with an interim signal. Or, as an alternative, the applicant will need to wait for ACHD to make improvements to the intersection, as scheduled in the IFYWP. This intersection is currently scheduled in ACHD’s IFYWP to be improved with the construction of a roundabout in 2021.

If the applicant moves forward with the development of the Caspian Subdivision before ACHD improves the intersection the applicant could signalize and widen the Amity/Ten Mile Road intersection to a 3 X 3 intersection as an interim condition until ACHD moves forward with the full intersection widening project listed in the IFYWP. Or, if right-of-way is available, the applicant could request to enter into a cooperative development agreement (CDA) with the District to complete the full intersection widening project as identified in ACHD’s CIP and IFYWP.

The applicant should be required to improve the Amity/Ten Mile Road intersection prior to ACHD’s signature on the first final plat. As such, the applicant should be required to enter into a Cooperative Development Agreement with the District to improve the Amity/Ten Mile intersection as a roundabout, as noted in the District’s CIP, or with interim system improvements at the intersection which includes the installation of a traffic signal and turn lanes.

The Cooperative Development Agreement should include the intersection design and construction, as well as allocation of costs. ACHD will only provide impact fee credit for impact fee eligible costs of permanent intersection improvements consistent with the CIP. Interim improvements are not eligible for reimbursement and all costs would be the responsibility of the applicant.

In order to ensure the intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.

- Cooperative Development Agreement;
- Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
- Full design and approved plans for the intersection;
- Dedication of all of the right-of-way necessary to complete the intersection project.

If all of the right-of-way necessary to construct the Amity/Ten Mile Road intersection as a roundabout is not available or able to be acquired, then the applicant will be required to install an interim signal prior to ACHD’s signature on the first final plat. Additionally, the applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should include requirements that the intersection be designed as a 3 X 3 intersection with three 12-foot wide travel lanes: one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach; that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement by ACHD.

In order to ensure the Amity/Ten Mile Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

- Signal Agreement
- Full design and approved plans for the intersection

2. Amity Road/Linder Road Intersection

The traffic impact study notes that the Amity Road/Linder Road intersection will exceed acceptable LOS “E” and will need to be improved with an interim signal. To verify the assumptions of the traffic impact study and to ensure that improvements are made when warranted; staff has recommended that an updated traffic impact study be provided with future phases, which includes an updated analysis of the Amity Road/Linder Road intersection. The updated traffic impact study should be submitted prior to ACHD's signature on the final plat which contains the 280th lot.

If the updated traffic impact study shows that the Amity Road/Linder Road intersection will exceed acceptable LOS “E” and that signal warrants are met, then the applicant will be required to install an interim signal prior to ACHD's signature on the final plat which contains the 281st lot. Additionally, the applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should include requirements that the intersection be designed as a 3 X 3 intersection with three 12-foot wide travel lanes: one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach; that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement by ACHD.

In order to ensure the Amity Road/Linder Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

- Signal Agreement
- Full design and approved plans for the intersection

3. Lake Hazel/Ten Mile Road Intersection

The traffic impact study notes that the Lake Hazel Road/Ten Mile Road intersection will exceed acceptable LOS “E” and will need to be improved with an interim signal. To verify the assumptions of the traffic impact study and to ensure that improvements are made when warranted; staff has recommended that an updated traffic impact study be provided, which includes an updated analysis of the Lake Hazel Road/Ten Mile Road intersection. The updated traffic impact study should be submitted prior to ACHD's signature on the final plat which contains the 450th lot.

If the updated traffic impact study shows that Lake Hazel Road/Ten Mile Road intersection will exceed acceptable LOS “E” and that signal warrants are met, then the applicant will be required to make improvements to the intersection prior to ACHD's signature on the final plat which contains the 451st lot.

The applicant could signalize and widen the Lake Hazel Road/Ten Mile Road intersection to a 3 X 3 intersection as an interim condition until ACHD moves forward with the full intersection widening project listed in the CIP. Or, if right-of-way is available, the applicant could request to enter into a cooperative development agreement (CDA) with the District to complete the full intersection widening project as identified in ACHD's CIP.

The applicant should be required to improve the Lake Hazel Road/Ten Mile Road intersection prior to ACHD's signature on the final plat that contains the 451st lot. As such, the applicant should be required to enter into a Cooperative Development Agreement with the District to improve the Lake Hazel Road/Ten Mile Road intersection as a single lane roundabout, as noted in the District's Capital Improvement Plan, or with interim system improvements at the intersection which includes the installation of a traffic signal and turn lanes.

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The Cooperative Development Agreement should include the intersection design and construction, as well as allocation of costs. ACHD will only provide impact fee credit for impact fee eligible costs of permanent intersection improvements consistent with the CIP. The applicant should be responsible for all other project costs. Interim improvements are not eligible for reimbursement and all costs would be the responsibility of the applicant.

In order to ensure the intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.

- Cooperative Development Agreement;
- Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
- Full design and approved plans for the intersection;
- Dedication of all of the right-of-way necessary to complete the intersection project.

If all of the right-of-way necessary to construct the Lake Hazel Road/Ten Mile Road intersection as a single lane roundabout is not available or able to be acquired, then the applicant will be required to install an interim signal prior to ACHD's signature on the final plat that contains the 451st lot. Additionally, the applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should include requirements that the intersection be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes: one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach; that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement by ACHD.

In order to ensure the Lake Hazel Road/Ten Mile Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

- Signal Agreement
- Full design and approved plans for the intersection

4. Lake Hazel Road

a. **Existing Conditions:** Lake Hazel Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 73-feet of right-of-way for Lake Hazel Road (48-feet from centerline).

b. **Policy:**

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Lake Hazel Road is designated in the MSM as a Residential Mobility Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 100-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to construct an 8-foot wide detached concrete sidewalk on Lake Hazel Road abutting the site.
- d. **Staff Comments/Recommendations:** The applicant's proposal for sidewalk width exceeds district policy, which requires the construction of a 5-foot wide concrete sidewalk, and should be approved, as proposed. The sidewalk should be located a minimum of 41-feet from the centerline of Lake Hazel Road abutting the site. A permanent right-of-way easement should be provided if sidewalks are to be placed outside of the dedicated right-of-way.

Consistent with ACHD's Frontage Improvement policy, the applicant should be required to widen the pavement on Lake Hazel Road to a minimum width of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the entire site.

No additional right-of-way dedication should be required as part of this application, as there is already 48-feet of right-of-way from the centerline of Lake Hazel Road abutting the site.

Consistent with the findings and recommendations of the submitted traffic impact study, the applicant should be required to construct a westbound right turn lane on Lake Hazel Road at the Lipizzan Avenue intersection. The turn lane should be constructed when Lipizzan Avenue is extended to Lake Hazel Road.

5. Linder Road

- a. **Existing Conditions:** Linder Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 73-feet of right-of-way for Linder Road (48-feet from centerline).

b. **Policy:**

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Linder Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

- c. **Applicant Proposal:** The applicant has proposed to construct an 8-foot wide detached concrete sidewalk on Linder Road abutting the site.

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- d. **Staff Comments/Recommendations:** The applicant's proposal for sidewalk width exceeds district policy, which requires the construction of a 5-foot wide concrete sidewalk and should be approved, as proposed. The sidewalk should be located a minimum of 41-feet from the centerline of Linder Road abutting the site. A permanent right-of-way easement should be provided if sidewalks are to be placed outside of the dedicated right-of-way.

No additional right-of-way dedication should be required as part of this application, as there is already 48-feet of right-of-way from the centerline of Linder Road abutting the site.

Consistent with ACHD's Frontage Improvement policy, the applicant should be required to widen the pavement on Linder Road to a minimum width of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the entire site.

6. Ten Mile Road

- a. **Existing Conditions:** Ten Mile Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 73-feet of right-of-way for Ten Mile Road (48-feet from centerline).

b. **Policy:**

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Ten Mile Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

- c. **Applicant Proposal:** The applicant has proposed to construct an 8-foot wide detached concrete sidewalk on Ten Mile Road abutting the site.
- d. **Staff Comments/Recommendations:** The applicant's proposal for sidewalk width exceeds district policy, which requires the construction of a 5-foot wide concrete sidewalk and should be approved, as proposed. The sidewalk should be located a minimum of 41-feet from the centerline of Ten Mile Road abutting the site. A permanent right-of-way easement should be provided if sidewalks are to be placed outside of the dedicated right-of-way.

No additional right-of-way dedication should be required as part of this application, as there is already 48-feet of right-of-way from the centerline of Ten Mile Road abutting the site.

Consistent with ACHD's Frontage Improvement policy, the applicant should be required to widen the pavement on Ten Mile Road to a minimum width of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the entire site.

Consistent with the findings and recommendations of the submitted traffic impact study, the applicant should be required to construct a southbound center left turn lane on Ten Mile Road at the Castillian Way Drive intersection. The turn lane should be constructed when Castillian Way Drive is extended to Ten Mile Road.

7. Durant Avenue

a. Policy:

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and

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taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

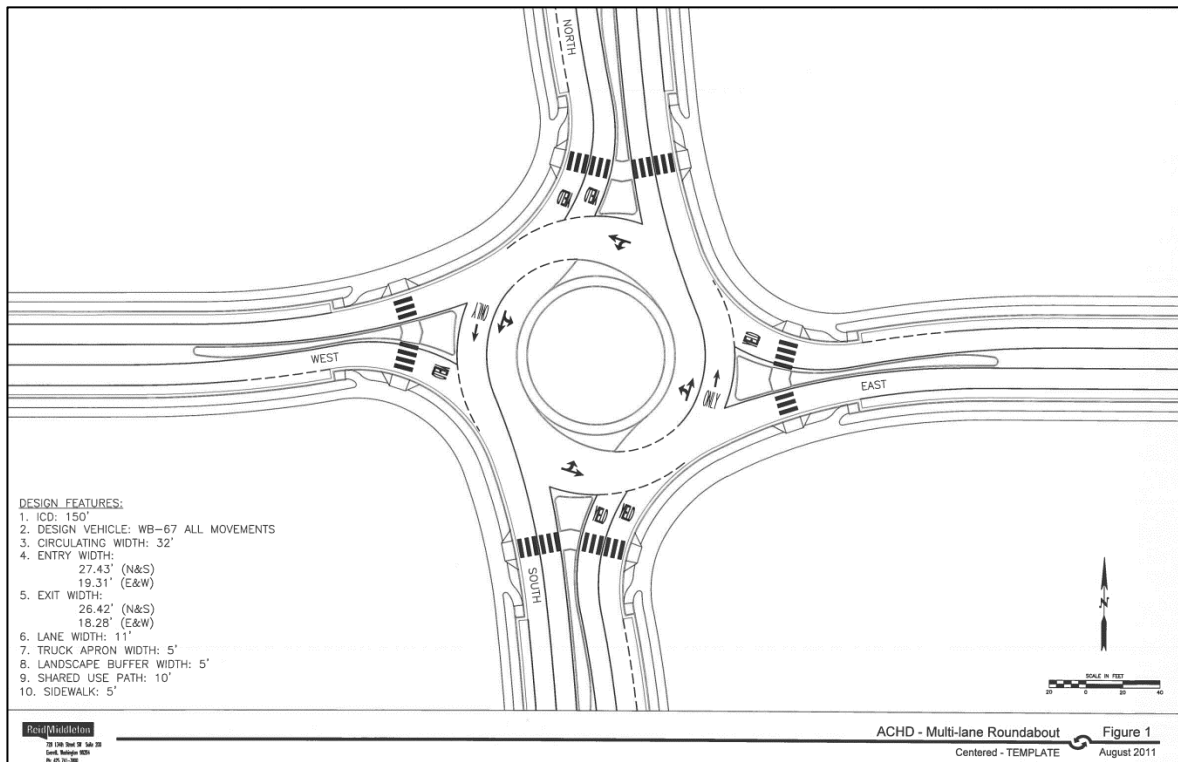
- b. **Applicant Proposal:** The applicant has proposed to construct Durant Avenue, as a 36-foot residential collector roadway with vertical curb, gutter, and an 8-foot wide attached concrete sidewalk within 60-feet of right-of-way.
- c. **Staff Comments/Recommendations:** The applicant's proposal for the 36-foot wide street section meets District policy, and the 8-foot wide sidewalk exceeds District Policy as 7-foot wide attached concrete sidewalks are required on collector roadways, and should be approved, as proposed.

The right-of-way for Durant Avenue should extend to the east property line abutting parcel R8468870100, to allow for access to the collector roadway when that parcel redevelops in the future.

8. Durant Avenue/Lake Hazel Intersection

a. Policy:

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, roundabout requirements, and specific roadway features required through development. A new roundabout was identified on the MSM. The new single lane roundabout is planned at the mid-mile at the Durant Lane and Lake Hazel Road intersection.



- b. Staff Comments/Recommendations:** The intersection of Durant Lane and Lake Hazel Road is shown as a single lane roundabout on the MSM. The traffic impact study included a warrant analysis for a roundabout at this intersection and concluded that a roundabout is not warranted with this application. Therefore construction of a roundabout at the Durant Avenue/Lake Hazel Road intersection is not required at this time. However, the applicant should be required to dedicate right-of-way at the Durant Avenue/Lake Hazel Road intersection consistent with the template shown above to accommodate the future construction of the single lane roundabout at the intersection.

This intersection should be re-evaluated as part of the required traffic impact study update required to be submitted prior to ACHD's signature on the final plats which contain the 280th and 450th building lots. If the roundabout is warranted as a result of the updated traffic impact study, then the applicant should be required to design and construct the roundabout at that time. If the roundabout is not warranted, then the intersection will be re-evaluated through future traffic impact studies as parcels to the south develop.

9. Internal Local Streets

a. Policy:

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to

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back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

- b. **Applicant's Proposal:** The applicant has proposed to construct all of the internal local streets as 36-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalks within 50-feet of right-of-way.

The applicant has proposed to construct 22 knuckles throughout the site and to terminate the following streets in a cul-de-sac turnaround:

- Morab Place
- Catria Court
- Gidran Court
- Jutland Court
- Pleven Place
- Chisum Court
- Nonius Place
- Losino Court
- Talweed Place
- Unmol Place

- c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. The internal local streets may be constructed as 33 to 34-foot wide street sections with fire department approval.

The cul-de-sac turnarounds should be designed to provide a minimum turning radius of 45-feet.

10. Roadway Offsets

a. **Policy:**

Local Street Intersection Spacing on Principal Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

Local Street Intersection Spacing on Minor Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

Collector Offset Policy: District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting minor arterials is one half-mile.

District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting principal arterials is one half-mile.

Local Offset Policy: District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

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b. Applicant's Proposal: The applicant has proposed to construct 2 local streets and 1 collector roadway to intersect Lake Hazel Road. The roadways are proposed to be located as follows:

- Corsican Avenue, a local street, located approximately 1,250-feet east of Ten Mile Road.
- Durant Avenue, a collector roadway, located approximately 2,620-feet east of Ten Mile Road. This roadway is proposed to align with Durant Lane, an existing private road located on the south side of Lake Hazel Road across from the site.
- Lipizzan Avenue, a local street, located approximately 1,370-feet west of Linder Road.

The applicant has proposed to construct one local street onto Linder Road, Epona Street, located approximately 930-feet north of Lake Hazel Road.

The applicant has proposed to construct one local street onto Ten Mile Road, Castilian Way, located approximately 1,090-feet north of Lake Hazel Road.

c. Staff Comments/Recommendations: The applicant's proposal should be approved, as proposed.

As part of ACHD's review of the traffic impact study, the applicant's engineer provided additional information regarding the sight distance at the Linder Road/Epona Street intersection. The study notes that at the Linder Road/Epona Street intersection there is a crest vertical curve followed by a sag vertical curve on Linder Road that begins to restrict intersection sight distance looking south. AASHTO recommends a sight distance of 555-feet on roadways with a speed limit of 50 mph.

If the sight distance is measured from the elevation at the edge of the southbound travel lane on Linder Road, then the sight distance is in excess of the recommended 555-feet. If the sight distance is measured approximately 10-feet from the edge of the edge of pavement on the gravel shoulder, the curvature causes a northbound vehicle to temporarily drop out of sight for a brief period which reduces the sight distance to 440-feet.

The applicant's engineer concludes that the intersection can be constructed in the proposed location while maintaining adequate sight distance if the access is designed properly and sight distance is evaluated during the design of the intersection and is confirmed during construction; and therefore recommends the following:

- Design the approach to a similar or greater elevation as the existing pavement surface on Linder Road.
- Perform a detailed evaluation during the final design to ensure that a minimum of 555-feet of intersection sight distance in each direction is available based on the appropriate driver position on the approach.
- Prior to completion of the construction plans, stake the approach at the intersection and confirm adequate intersection sight distance is available.
- Perform a verification check of the intersection sight distance at the completion of construction.

Staff agrees with the recommendations made by the applicant's engineer regarding the sight distance at the Linder Road/Epona Street intersection.

11. Stub Streets

a. Policy:

Stub Street Policy: District policies 7206.2.4 and 7207.2.4 state that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4 and 7207.2.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policies 7206.2.4 and 7207.2.4 require that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer may request an alternative temporary turnaround design for consideration. The alternative design must meet ACHD dimensional standards and be approved by emergency service providers. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac or alternative temporary turnaround design which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot regardless of the temporary turnaround design, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

b. Applicant Proposal:

The applicant has proposed to construct 4 stub streets within the site. 3 stub streets to the north and 1 stub street to the west. The stub streets are proposed to be located, as follows:

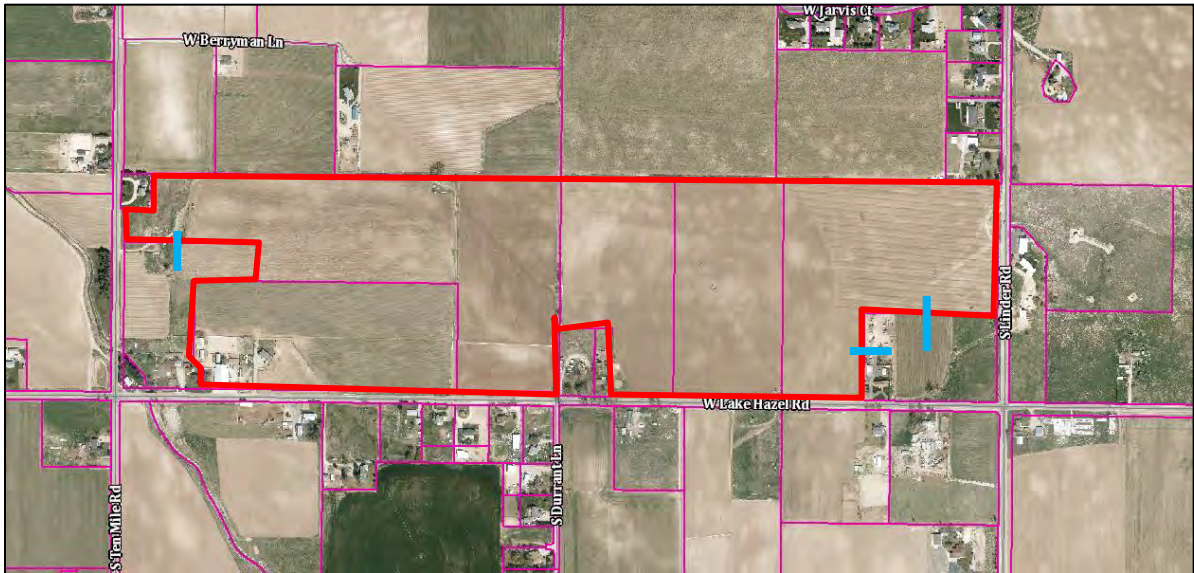
- Stub street to the north, Baluchi Avenue, located approximately 640-feet east of Ten Mile Road.
- Stub street to the north, Durant Avenue, located approximately 2,620-feet east of Ten Mile Road.
- Stub street to the north, Dongola Avenue, located approximately 850-feet west of Linder Road.
- Stub street to the west, Vladimir Street, located approximately 550-feet north of Lake Hazel Road.

c. Staff Comments/Recommendations:

The applicant's proposal meets District policy and should be approved, as proposed. Additionally, the applicant should be required to construct an additional stub street to parcel no. S1235336200, if required by the City of Kuna, and 2 stub streets, one to the south and one to the east to parcel no. S1235449250. The exact locations of the stub streets should be coordinated with the City of Kuna.

Exhibit B 2

**Additional sub streets – for illustrative purposes only. Actual locations of the stub streets will be coordinated with the City of Kuna.*



A temporary turnaround should be constructed at the terminus of Baluchi Avenue, as it extends greater than 150-feet in length. The temporary turnaround should be paved, meeting the dimensional requirements of a standard cul-de-sac. Alternative turnarounds will be considered with emergency services approval. If an alternative turnaround is constructed at the terminus of Baluchi Avenue and it extends onto a buildable lot regardless of the temporary turnaround design, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

12. Traffic Calming

a. Policy:

Speed Control and Traffic Calming Policy: District policy 7206.3.8 states that collector streets should be designed to discourage speeds above 35 MPH, and in a residential area collector streets should be designed to discourage speeds above 30 MPH. The design of collector street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

- b. Staff Comments/Recommendations:** Durant Avenue, a collector roadway extends greater than 1,000-feet in length and is planned to be stubbed to the north property line, which would allow for it to be extended in the future. To prevent the need for future traffic calming on Durant Avenue, staff recommends that the applicant construct bulb-outs at the Durant Avenue and Vladimir Street and Epona Street intersections.

The bulb-outs should be designed to provide a minimum of 24-feet of pavement between the bulb-outs at the intersection, as measured from face of curb to face of curb.

The applicant should be required to provide written fire department approval for use a reduced street section.

13. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

14. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

15. Other Access

Lake Hazel Road and Ten Mile Road are classified as principal arterials roadways. Linder Road is classified as a minor arterial roadway, and Durant Lane is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Prior to ACHD's signature on the first final plat enter into a Cooperative Development Agreement with the District to improve the Amity/Ten Mile Road to a roundabout, as listed in the ACHD's CIP and IFYWP.
 - The Cooperative Development Agreement shall include the intersection design and construction, as well as allocation of costs. ACHD will only provide impact fee credit for impact fee eligible costs of permanent intersection improvements consistent with CIP.
2. In order to ensure the intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.
 - Cooperative Development Agreement;
 - Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
 - Full design and approved plans for the intersection;
 - Dedication of all of the right-of-way necessary to complete the intersection project.
3. If the right-of-way for the construction of the roundabout is not available or able to be acquired, and if ACHD has not constructed a single lane roundabout at the Amity Road/Ten Mile Road intersection prior to construction of the first phase of this development, then the applicant shall install an interim signal within the existing right-of-way at the Amity Road/Ten Mile Road intersection prior to ACHD's signature on the first final plat.

Enter into a signal agreement with ACHD for the installation of the interim signal at the Amity Road/Ten Mile Road intersection. The signal agreement shall include that the intersection be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes: one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach; that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement by ACHD.

In order to ensure the Amity Road/Ten Mile Road intersection will be improved when warranted, the following items must be in place prior plans acceptance for the first final plat:

Exhibit B 2

- Signal Agreement
- Full design and approved plans for the intersection

4. Prior to ACHD's signature on the final plat which contains the 280th lot the applicant should be required to submit an updated traffic impact study. The updated traffic impact study shall include, at a minimum, a signal warrant analysis for the Amity Road/Linder Road intersection, the Lake Hazel and Ten Mile Road intersection, and the Lake Hazel Road and Durant Avenue intersection. Additional improvements for future phases may be required based on the findings of the future updated traffic impact studies.
5. If it is determined through the updated traffic impact study that improvements are needed at the Amity Road/Linder Road intersection, then install an interim signal within the existing right-of-way at the Amity Road/Linder Road intersection.

Enter into a signal agreement with ACHD for the installation of the interim signal at the Amity Road/Linder Road intersection. The signal agreement shall include that the intersection be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes: one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach; that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement by ACHD.

In order to ensure the Amity Road/Linder Road intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat which contains the 281st building lot:

- Signal Agreement
- Full design and approved plans for the intersection

6. Prior to ACHD's signature on the final plat which contains the 450th lot the applicant should be required to submit an updated traffic impact study. The updated traffic impact study shall include, at a minimum, a signal warrant analysis for the Lake Hazel Road and Ten Mile Road intersection, and the Lake Hazel Road and Durant Avenue intersection. Additional improvements may be required based on the findings of the future updated traffic impact study.
7. If it is determined through the updated traffic impact study that improvements are needed at the Lake Hazel Road and Ten Mile Road intersection, then the applicant should be required to make improvements to the intersection per the CIP or interim improvements prior to ACHD's signature on the final plat that contains the 451st building lot.
8. Enter into a Cooperative Development Agreement with the District to improve the Lake Hazel Road/Ten Mile Road to a single lane roundabout, as listed in the ACHD's CIP.
 - The Cooperative Development Agreement shall include the intersection design and construction, as well as allocation of costs. ACHD will only provide impact fee credit for impact fee eligible costs of permanent intersection improvements consistent with CIP.
9. In order to ensure the intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.
 - Cooperative Development Agreement;
 - Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
 - Full design and approved plans for the intersection;
 - Dedication of all of the right-of-way necessary to complete the intersection project.

- 10.** If the right-of-way for the construction of the roundabout is not available or able to be acquired, and, and if ACHD has not constructed a single lane roundabout at the Lake Hazel Road/Ten Mile Road intersection prior to construction of the phase of the development which contains the 451st building lot, then the applicant shall install an interim signal within the existing right-of-way at the Lake Hazel Road/Ten Mile Road intersection prior to ACHD's signature on the final plat that contains the 451st.

Enter into a signal agreement with ACHD for the installation of the interim signal at the Lake Hazel Road and Ten Mile Road intersection. The signal agreement shall include that the intersection be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach; that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement by ACHD.

In order to ensure the Lake Hazel Road and Ten Mile Road intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat which contains the 451st building lot:

- Signal Agreement
 - Full design and approved plans for the intersection
- 11.** Construct a minimum 5-foot wide detached concrete sidewalk on Lake Hazel Road abutting the site located a minimum of 41-feet from the centerline of Lake Hazel Road abutting the site. Provide a permanent right-of-way easement if sidewalks are to be placed outside of the dedicated right-of-way.
- 12.** Widen the pavement on Lake Hazel Road to a minimum pavement width of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the entire site.
- 13.** When Lipizzan Avenue is extended to Lake Hazel Road construct a westbound right turn lane on Lake Hazel Road at the intersection.
- 14.** Construct a minimum 5-foot wide detached concrete sidewalk on Linder Road abutting the site, located a minimum of 41-feet from the centerline of Linder Road abutting the site. Provide a permanent right-of-way easement if sidewalks are to be placed outside of the dedicated right-of-way.
- 15.** Widen the pavement on Linder Road to a minimum pavement width of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the entire site.
- 16.** Construct a minimum 5-foot wide detached concrete sidewalk on Ten Mile Road abutting the site, located a minimum of 41-feet from the centerline of Ten Mile Road abutting the site. Provide a permanent right-of-way easement if sidewalks are to be placed outside of the dedicated right-of-way.
- 17.** Widen the pavement on Ten Mile Road to a minimum pavement width of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the entire site.
- 18.** When Castillian Way Drive is extended to Ten Mile Road construct a southbound center left turn lane on Ten Mile Road at the intersection.
- 19.** Construct Durant Avenue, as a 36-foot residential collector roadway with vertical curb, gutter, and a minimum 7-foot wide attached or 5-foot wide detached concrete sidewalk. Dedicate right-of-way to 2-feet behind the back of sidewalk.

Exhibit B 2

20. The right-of-way for Durant Avenue shall extend to the east property line abutting parcel R8468870100, to allow for access to the collector roadway when that parcel redevelops in the future.
21. Dedicate right-of-way to accommodate the construction of a future multi-lane roundabout at the Lake Hazel Road/Durant Avenue intersection consistent with the template shown in the Findings.
22. Construct all of the internal local streets as 36-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalks within 50-feet of right-of-way, as proposed.
23. Construct 22 knuckles throughout the site, as proposed.
24. Construct cul-de-sac turnarounds with a minimum radius of 45-feet at the terminus of the following streets:
 - Morab Place
 - Catria Court
 - Gidran Court
 - Jutland Court
 - Pleven Place
 - Chisum Court
 - Nonius Place
 - Losino Court
 - Talweed Place
 - Unmol Place
25. Construct Corsican Avenue, onto Lake Hazel Road, located 1,250-feet east of Ten Mile Road.
26. Construct Durant Avenue onto Lake Hazel Road, located 2,620-feet east of Ten Mile Road.
27. Construct Lipizzan Avenue onto Lake Hazel Road located 1,370-feet west of Linder Road.
28. Construct Epona Street onto Linder Road located 930-feet north of Lake Hazel Road.
29. To ensure there is adequate sight distance at the Linder Road and Epona Street intersection the applicant shall:
 - Design the approach to a similar or greater elevation as the existing pavement surface on Linder Road.
 - Perform a detailed evaluation during the final design to ensure that a minimum of 555-feet of intersection sight distance in each direction is available based on the appropriate driver position on the approach.
 - Prior to completion of the construction plans, stake the approach at the intersection and confirm adequate intersection sight distance is available.
 - Perform a verification check of the intersection sight distance at the completion of construction.
30. Construct Castilian Way onto Ten Mile Road located 1,090-feet north of Lake Hazel Road.
31. Construct the following local stub streets, as proposed:

- Stub street to the north, Baluchi Avenue, located approximately 640-feet east of Ten Mile Road.
- Stub street to the north, Dongola Avenue, located approximately 850-feet west of Linder Road.
- Stub street to the west, Vladimir Street, located approximately 550-feet north of Lake Hazel Road.
- Construct one additional stub street to parcel no. S1235336200, if required by the City of Kuna. Coordinate the location of the stub street with the City of Kuna.
- Construct 2 stub streets, one to the south and one to the east of parcel no. S1235449250. Coordinate the location of the stub streets with the City of Kuna.

Install a sign at the terminus of the 5 local stub streets which states, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

32. Construct a temporary turnaround at the terminus of Baluchi Avenue. The temporary turnaround shall be paved, meeting the dimensional requirements of a standard cul-de-sac. Alternative turnarounds will be allowed with emergency services approval. If an alternative turnaround is constructed at the terminus of Baluchi Avenue and it extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.
33. Construct Durant Avenue as a stub street to the north property line as proposed. Install a sign at the terminus of Durant Avenue which states, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED IN THE FUTURE."
34. Construct bulb-outs at the Durant Avenue and Vladimir Street, and Durant Avenue and Epona Street intersections. Provide a minimum of 24-feet of pavement between the bulb-outs at the intersection, as measured from face of curb to face of curb. Provide written fire department approval for use of a reduced street section.
35. Lake Hazel Road is classified as a principal arterial roadway. Ten Mile Road and Linder Road are classified as minor arterial roadways. Durant Avenue is classified as a collector roadway. Other than access specifically approved as part of this development applicant, direct lot access to those roadways is prohibited, and shall be noted on the final plat.
36. Payment of impacts fees are due prior to issuance of a building permit.
37. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

Exhibit B 2

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

F. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

G. Attachments

1. Vicinity Map
2. Site Plan
3. TIS Summary
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines

Exhibit B 2

VICINITY MAP

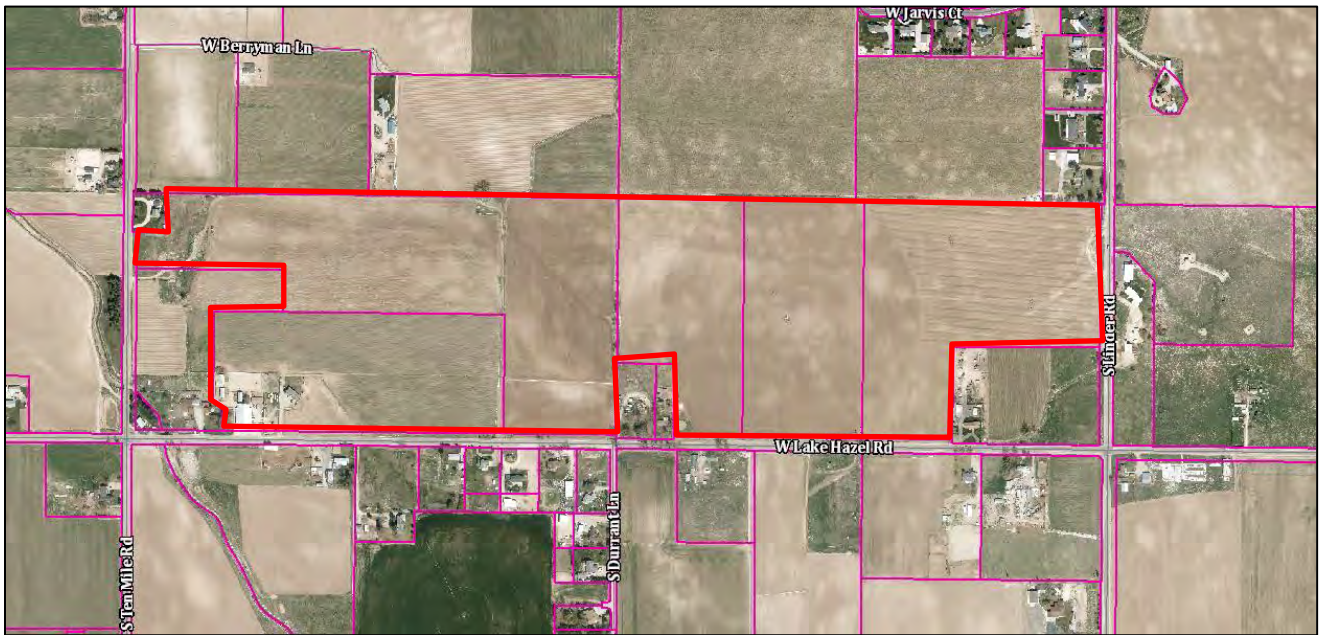


Exhibit B 2

SITE PLAN

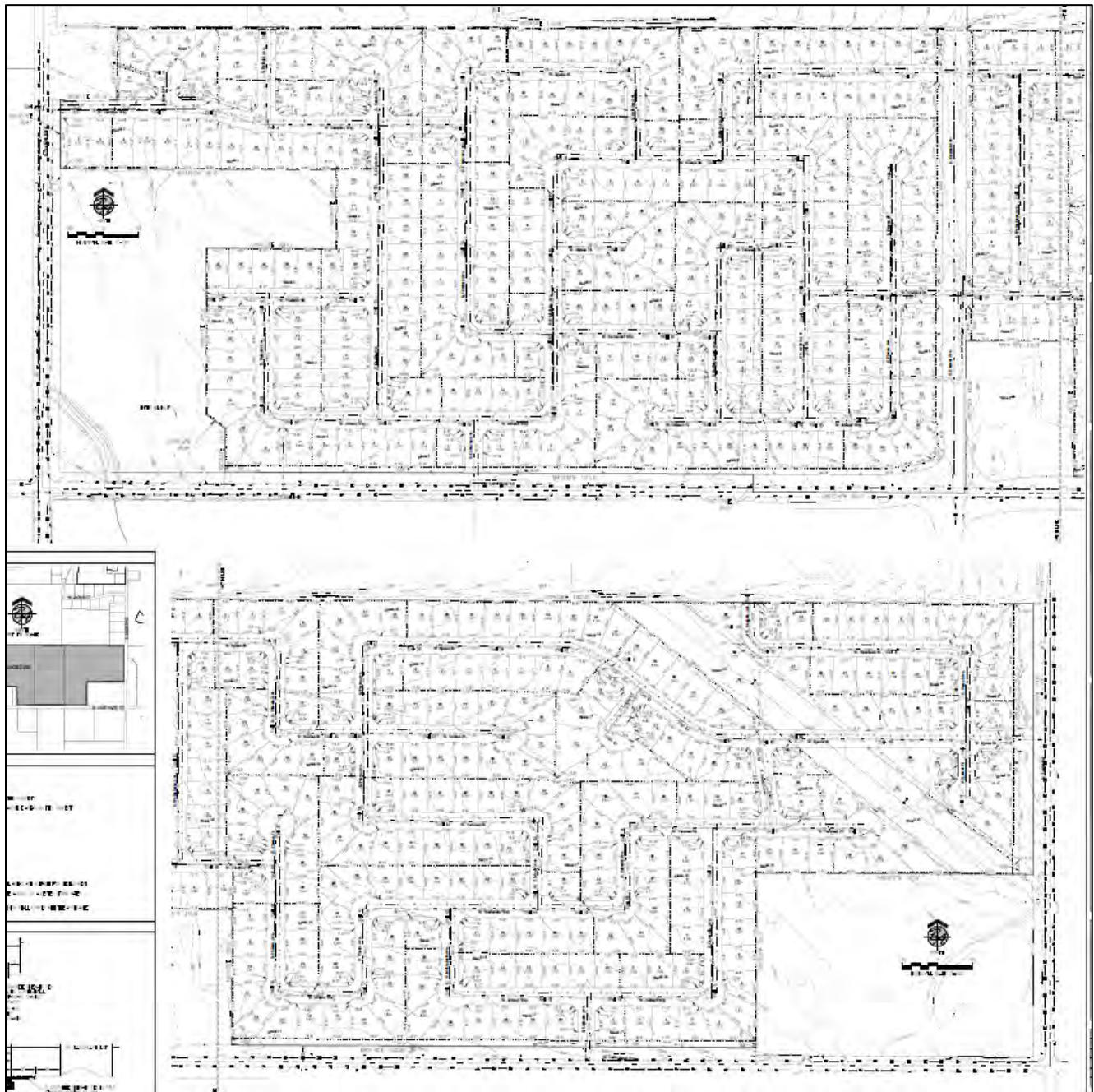


Exhibit B 3

BRIAN McDEVITT
CHAIRMAN OF THE BOARD

RICHARD DURRANT
VICE CHAIRMAN OF THE BOARD

TIMOTHY M. PAGE
PROJECT MANAGER

ROBERT D. CARTER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

JERRI FLOYD
ASSISTANT SECRETARY-
TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

OPERATING AGENCY FOR 167,000
ACRES FOR THE FOLLOWING
IRRIGATION DISTRICTS

NAMPA-MERIDIAN DISTRICT
BOISE-KUNA DISTRICT
WILDER DISTRICT
NEW YORK DISTRICT
BIG BEND DISTRICT

TEL: (208) 344-1141
FAX: (208) 344-1437

23 February 2017

City of Kuna
751 W. 4th Street
Kuna, Idaho 83634

RECEIVED
FEB 27 2017
CITY OF KUNA

RE: B & A Engineers- Caspian Sub. **File No. 17-01-ZC,17-01-S**
Between Ten Mile & Linder Roads
New York Irrigation District NY-146-002-00, NY-146-002-01,
Nampa-Meridian Irrigation District NY-145-001-01, NM-1597, NM-1597D,
Catherine Lateral 36+90,37+00,37+10 NM-1597E
Sec. 35, T3N, R1W, BM.

Troy Behunin, Planner III:

The United States' Catherine Lateral lies within the boundary of the above-mentioned location. The easement for this lateral is held in the name of the United States through the Bureau of Reclamation under the authority of the Act of August 30, 1890. (26 Stat. 391; 43 U.S.C. 945)

The Boise Project Board of Control is contracted to operate and maintain this lateral. We assert this federal easement 18 feet westerly and 20 feet easterly of the lateral's centerline. Whereas this area is for the operation and maintenance of our facility, no activity should hinder our ability to do so.

Fencing (as may be required) must be constructed just off the laterals' easement.

The Boise Project does not approve landscaping (other than grass) within its easements, as this will certainly increase our cost of maintenance.

The construction of any roadway crossings must be conducted only during the non-irrigation season when the lateral is dewatered. In any case no work shall take place within the easement before the proper crossing agreements have been secured through the Bureau of Reclamation and the Boise Project Board of Control.

Utilities planning to cross any project facility must do so in accordance with the master policies now held between the Bureau of Reclamation and most of the utilities. In any case no work shall take place within the easement before proper crossing agreements

Exhibit B 3

have been secured through both the Bureau of Reclamation and the Boise Project Board of Control.

Crossing agreements must be secured and signed by all parties prior to March 1st of each year. A time schedule for the construction to be done during the non-irrigation season must be approved by Boise Project prior to any activity within Project easements. No construction will be allowed within the easement boundaries of the Boise Project Board of Control facilities after March 15th of each year. However, on a case by case, overhead utilities and utilities boring underneath a Project facility may be allowed after March 15th if reviewed and approved by the Boise Project.

Project facilities and/or easements that parallel, and are within and/or intended to be within road right-of-ways due to any development of this property must be relocated outside of road right-of-ways. The easements of Boise Project facilities will remain the same unless agreed upon and/or approved with written permission from Boise Project Board of Control.

If the irrigation system will be incorporated into the City of Kuna's pressure system, we will require confirmation from the City of Kuna, the New York Irrigation District and the Nampa-Meridian Irrigation District.

Storm Drainage and/or Street Runoff must be retained on site.

NO DISCHARGE into the live irrigation system is permitted.

Local irrigation/drainage ditches that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement.

Any development must adhere to Idaho Statutes, Title 42-1209.

Whereas this development is in its preliminary stages, Boise Project Board of Control reserves the right to review plans and require changes when our easements and/or facilities are affected by unknown factors.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,



Bob Carter

Assistant Project Manager, BPBC

bdc/bc

cc:	Clint McCormick	Watermaster, Div; 2 BPBC
	Terri Hasson	Secretary – Treasurer, NYID
	Greg Curtis	Water Superintendent, NMID
	File	

Exhibit B 4



CENTRAL DISTRICT HEALTH DEPARTMENT Environmental Health Division

Return to:

- ☐ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☒ Kuna
- ☐ Meridian
- ☐ Star

Rezone # 17-01-2C

Conditional Use # _____

Preliminary / Final / Short Plat _____

Caspian

- ☐ 1. We have No Objections to this Proposal.
- ☐ 2. We recommend Denial of this Proposal.
- ☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- ☐ 4. We will require more data concerning soil conditions on this Proposal before we can comment.
- ☐ 5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
 - ☐ high seasonal ground water
 - ☐ waste flow characteristics
 - ☐ bedrock from original grade
 - ☐ other _____
- ☐ 6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- ☐ 7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.
- ☒ 8. After written approval from appropriate entities are submitted, we can approve this proposal for:
 - ☒ central sewage
 - ☐ community sewage system
 - ☐ community water well
 - ☐ interim sewage
 - ☒ central water
 - ☐ individual sewage
 - ☐ individual water
- ☒ 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
 - ☒ central sewage
 - ☐ community sewage system
 - ☐ community water
 - ☐ sewage dry lines
 - ☒ central water
- ☐ 10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.
- ☐ 11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- ☐ 12. We will require plans be submitted for a plan review for any:
 - ☐ food establishment
 - ☐ swimming pools or spas
 - ☐ child care center
 - ☐ beverage establishment
 - ☐ grocery store
- ☒ 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.

☐ 14. _____

Reviewed By:

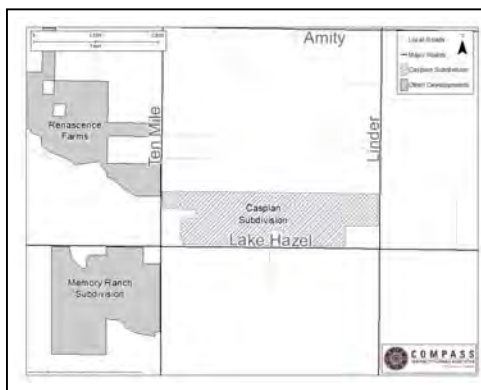
Rowdy
Date: 2/23/17

Exhibit B 5

Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014**.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).



[Click to enlarge map](#)

Name of Development: Caspian Subdivision

Summary: 497 residential units on 132 acres southwest of the north of Lake Hazel Road between Linder Road and Ten Mile Road. The proposal meets 4 CIM checklist items and does not meet 18 items. Renaissance Farms and Memory Ranch subdivisions are also in this area; combined these proposals exceed the growth forecasted in the regional transportation plan for this neighborhood. Consider bike lanes along S. Durant Ave, Ten Mile Road, and Linder Road per ACHD plans and pathway connections to the Rawson Canal, Calkins Lateral and Mason Creek Feeder to connect to future planned routes in the City of Meridian Pathway System

Land Use

In which of the [CIM 2040 Vision Areas](#) is the proposed development? (Goal [2.1](#))?

- ☐ Downtown ☐ Employment Center ☐ Existing Neighborhood ☐ Foothills
☒ Future Neighborhood ☐ Mixed Use ☐ Prime Farmland ☐ Rural
☐ Small Town ☐ Transit Oriented Development

☐ Yes ☒ No ☐ N/A The proposal is within a CIM 2040 Major Activity Center. (Goal [2.3](#))

Neighborhood (Transportation Analysis Zone) Demographics

Existing		Existing TAZ + Proposal		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs
13	35	510	35	338	35

☐ Yes ☒ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (Goal [2.1](#))

Area (Adjacent Transportation Analysis Zone) Demographics

Existing		Existing TAZs + Net Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs
128	147	1,175	147	856	304

☐ Yes ☒ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (Goal [2.1](#))



More information on COMPASS and *Communities in Motion 2040* can be found at:

www.compassidaho.org

Email: info@compassidaho.org

Telephone: (208) 475-2239



Exhibit B 5

Communities in Motion 2040 Development Checklist

Transportation

- ☐ Attached ☐ N/A An Area of Influence Travel Demand Model Run is attached.
☐ Yes ☒ No ☐ N/A There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments:

- ☐ Yes ☐ No ☐ N/A The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments: The site plan shows limited access to arterial roads (Lake Hazel, Linder, Ten Mile) and stub roads.

- ☐ Yes ☒ No ☐ N/A This proposal supports Valley Regional Transit's [valleyconnect](#) plan. See [Valley Regional Transit Amenities Development Guidelines](#) for additional detail.

Comments: The development is less than transit density (7 DU/acre). Future demand response services are proposed for the area.

The Complete Streets Level of Service (LOS) scoring based on the proposed development will be provided on an separate worksheet (Goals [1.1](#), [1.2](#), [1.3](#), [1.4](#), [2.4](#)):

- ☒ Attached ☐ N/A Complete Streets LOS scorecard is attached.
☐ Yes ☐ No ☒ N/A The proposal maintains or improves current automobile LOS.
☐ Yes ☐ No ☒ N/A The proposal maintains or improves current bicycle LOS.
☐ Yes ☐ No ☒ N/A The proposal maintains or improves current pedestrian LOS.
☐ Yes ☐ No ☒ N/A The proposal maintains or improves current transit LOS.

- ☐ Yes ☒ No ☐ N/A The proposal is in an area with a [Walkscore](#) over 50.

Housing

- ☐ Yes ☒ No ☐ N/A The proposal adds [compact housing](#) over seven residential units per acre. (Goal [2.3](#))
☐ Yes ☒ No ☐ N/A The proposal is a mixed-use development or in a mixed-use area. (Goal [3.1](#))
☐ Yes ☒ No ☐ N/A The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (Goal [3.1](#))
☐ Yes ☒ No ☐ N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (Goal [3.1](#))

Community Infrastructure

- ☐ Yes ☒ No ☐ N/A The proposal is infill development. (Goals [4.1](#), [4.2](#))
☒ Yes ☐ No ☐ N/A The proposal is within or adjacent to city limits. (Goals [4.1](#), [4.2](#))
☒ Yes ☐ No ☐ N/A The proposal is within a city area of impact. (Goals [4.1](#), [4.2](#))

Health

- ☐ Yes ☒ No ☐ N/A The proposal is within 1/4 mile of a transit stop. (Goal [5.1](#))
☐ Yes ☒ No ☐ N/A The proposal is within 1/4 mile of a public school. (Goal [5.1](#))
☐ Yes ☒ No ☐ N/A The proposal is within 1/4 mile of a grocery store. (Goal [5.1](#))
☐ Yes ☒ No ☐ N/A The proposal is within 1 mile of a park and ride location. (Goal [5.1](#))

Economic Development

- ☐ Yes ☐ No ☒ N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (Goal [3.1](#))
☐ Yes ☐ No ☒ N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (Goal [6.1](#))

Open Space

- ☐ Yes ☒ No ☐ N/A The proposal is within a 1/4 mile of a public park. (Goal [7.1](#))
☐ Yes ☒ No ☐ N/A The proposal provides at least 1 acre of parks for every 35 housing units. (Goal [7.1](#))

Farmland

- ☒ Yes ☐ No ☐ N/A The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (Goals [4.1](#), [8.2](#))
☐ Yes ☒ No ☐ N/A The proposal is outside prime farmland. (Goal [8.2](#))

Exhibit B 5

Communities in Motion 2040 Complete Streets Scorecard

The purpose of this checklist is to provide a tool for local governments to evaluate whether land developments are in accordance with the goals of *Communities in Motion 2040* (CIM 2040). Complete Streets Level of Service (LOS) refers to the multimodal (automobile, bicycle, pedestrian, and transit) experience and grades a roadway (A-F) for each mode. COMPASS conducts Complete Streets Level of Service (CSLOS) analysis for developments on arterial roads.



	Mode	Existing	With bicycle lane and sidewalk 
		Link LOS	Link LOS 
Lake Hazel Road Linder Road to Ten Mile Road 	Transit	F	F
	Bike	A	A
	Ped	D	B
Highway Capacity Manual 2010 Methodologies			

Walkscore: 0 Car-Dependent. Walkscore is a walkability index that assigns a numerical walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. Scores of 50 or higher are considered at least "Somewhat Walkable" while scores less than 50 are "Car-Dependent."

Additional Comments:

The *Ada County Highway District Livable Street Design Guide* indicates that this section of Lake Hazel Road is classified as a Residential Mobility Arterial with bicycle lanes and detached sidewalks. The detached sidewalk would improve Pedestrian LOS from LOS D to LOS B.

More information on
COMPASS and
*Communities in Motion
2040* can be found at:

www.compassidaho.org



Caspian Subdivision

Fiscal Impact

Kuna, Idaho

October 12, 2016

Submitted by:
Mr. Timothy Eck
Mason Creek Farm, LLC
2228 West Piazza Street
Meridian, Idaho 83634
(208) 286-0520

Prepared by:
Development Planning & Financing Group
950 W. Bannock Street, 11th Floor
Boise, Idaho 83702
(208) 340-5146



Caspian Subdivision
Estimated City of Kuna Fiscal Impact
October 12, 2016

ASSUMPTIONS ⁽¹⁾

Number of Acres	131.74	
Open Space Acres	8	
Landscaped Acres	6.4	
Acres outside of city limits	24.6	
Number of Residential Lots	497	
Number of phases	12	
Estimated Average Home Price	\$ 200,000	
2016 Homeowners Exemption ⁽²⁾	\$ 94,745	
Estimated Average Assessed Property Value ⁽³⁾	\$ 105,255	
Average Square Feet/house	\$ 2,000	

ESTIMATED ONE TIME FEES ⁽⁴⁾

Item	Per Lot	Total	
Drawing Review Fee/Phase ⁽⁵⁾	\$ 10	\$ 7,370	
Record Drawing Fee/Phase ⁽⁶⁾	N/A	\$ 2,400	
Sewer Hook-up Fee ⁽⁷⁾	\$ 5,155	\$ 2,562,035	
Water Hook-up Fee ⁽⁸⁾	\$ 2,578	\$ 1,281,266	
Irrigation Hook-up Fee ⁽⁹⁾	\$ 1,520	\$ 755,440	
Administrative ⁽¹⁰⁾	N/A	\$ 150	
Preliminary Plat Base Fee ⁽¹¹⁾	N/A	\$ 1,276	
Preliminary Plat Per Lot Fee ⁽¹¹⁾	\$ 20	\$ 9,940	
Preliminary Plat Engineers' Base Fee ⁽¹²⁾	N/A	\$ 100	
Preliminary Plat Engineers' Per Lot Fee ⁽¹²⁾	\$ 5	\$ 2,485	
Final Plat Base Fee ⁽¹³⁾	N/A	\$ 600	
Final Plat Per Lot Fee ⁽¹³⁾	\$ 20	\$ 9,940	
Final Plat Engineers' Base Fee ⁽¹⁴⁾	N/A	\$ 50	
Final Plat Per Engineers' Lot Fee ⁽¹⁴⁾	\$ 5	\$ 2,485	
Electrical Permit Fee ⁽¹⁵⁾	\$ 195	\$ 96,915	
Mechanical Fee w/o Gas Fireplace - 75%	\$ 93	\$ 34,666	
Mechanical Fee with Gas Fireplace - 25%	\$ 128	\$ 15,904	
Building Permit-Zoning Fee	\$ 40	\$ 19,880	
Building Permit-Application Fee	\$ 30	\$ 14,910	
Building Permit-Residential Check Fee	\$ 25	\$ 12,425	
Building Permit-Average SF Fee	\$ 1,171	\$ 581,987	
Streetlight Inspection Fee	N/A	\$ 35	
Lot Split Adjustments Engineering Fee	N/A	\$ 100	
Landscape Inspection Flat Fee	N/A	\$ 150	
Landscape Inspection Fee per Landscaped Acre ⁽¹⁶⁾	\$ 20	\$ 140	
Annexation Base Fee ^{(16), (17)}	N/A	\$ 1,200	
Annexation Per Acre fee ^{(16), (17)}	\$ 30	\$ 750	
ACHD Impact Fee ⁽¹⁸⁾	\$ 3,044	\$ 1,512,868	
TOTAL ONE-TIME FEES		\$ 6,927,467	

Caspian Subdivision Estimated City of Kuna Fiscal Impact October 12, 2016			
ESTIMATED RECURRING ANNUAL TAXES AND FEES			
Estimated Annual Usage Fees	Monthly Usage Fee per Lot	Annualized Usage Fee Per Lot	Total
Annual Water Fee	\$ 19.46	\$ 234	\$ 116.059
Annual Sewer Fee	\$ 25.37	\$ 304	\$ 151.307
TOTAL ANNUAL FEES		\$ 538	\$ 267,366
Annual Property Taxes by Taxing District	Levy ⁽¹⁹⁾	Per Lot ⁽³⁾	Total
Ada County	0.003017951	\$ 318	\$ 157,874
Emergency Medical	0.000150938	\$ 16	\$ 7,896
Ada County Highway District	0.000955148	\$ 101	\$ 49,965
School District No. 2	0.004018700	\$ 423	\$ 210,225
Meridian Library	0.000536445	\$ 56	\$ 28,062
Kuna City	0.003016302	\$ 317	\$ 157,788
Western Ada Recreation	0.000089865	\$ 9	\$ 4,701
Meridian Fire	0.001818377	\$ 191	\$ 95,122
Pest Extermination ⁽¹⁷⁾	0.000142023	\$ 15	\$ 46,718
Mosquito Abatement	0.000029270	\$ 3	\$ 1,531
College of Western Idaho	0.000159508	\$ 17	\$ 8,344
TOTAL EST. ANNUAL TAX LEVY	0.013934527	\$ 1,467	\$ 768,228

Footnotes:

- (1) Source: Client unless otherwise noted.
- (2) Source: Idaho State Tax Commission website: <http://tax.idaho.gov/i-1051.cfm>.
- (3) Estimated Assessed Value is calculated by subtracting the Homeowners Exemption from Average Home Price.
- (4) Source: City of Kuna unless otherwise noted.
- (5) The fee for the drawing review by the City Engineer is \$200 per phase plus \$10 per lot and is charged at the beginning of the project.
- (6) The Record Drawing Fee of \$200 per phase is charged at the end of each phase.
- (7) Includes sewer treatment connection and sewer trunk connection.
- (8) Includes water supply, trunk, water meter and well mitigation/water source capacity fee.
- (9) Assumes 8,531 sf /lot.
- (10) Administrative fee totals \$150. In addition, the City will charge hard costs for publishing and mailing notices.
- (11) The fee for the Preliminary Plat is \$1,276 plus \$20 per lot.
- (12) Per Troy Behunin at City of Kuna, Engineers Fee for the Preliminary Plat consists of a base fee of \$100 plus \$5 per lot.
- (13) The fee for the Final Plat is \$600 plus \$20 per lot.
- (14) Per Troy Behunin at City of Kuna, Engineers Fee for the Final Plat consists of a base fee of \$50 plus \$5 per lot.
- (15) Source: City of Kuna Electrical Permit Worksheet, single family dwelling between 1,501 and 2500 sq. ft.
- (16) Partial acres are rounded up to nearest full acre for acreage based calculations.
- (17) Parcel S1235347050 consisting of 24.6 acres is located outside the city limits and will need to be annexed. It contains 94 lots and is included in the Pest Control taxing district.
- (18) Source: ACHD website: *Exhibit A - Traffic Impact Fee Schedule, FY2016 Fee Table* (http://www.achdidaho.org/Departments/ROWDS/Docs/Impact_Fees/Ordinance%20222/Exhibit_A.pdf) for 2016 ACHD base impact fees. Troy Behunin at the City of Kuna indicates that ACHD allows a homeowners exception which Kuna applies to all residential permits. Kuna collects the net amount of \$3,044.
- (19) Source: Ada County Clerk Preliminary 2016 L-1 report and Ada County Assessor website.

David A. Crawford

From: Sub Name Mail <subnamemail@adaweb.net>
Sent: Tuesday, December 27, 2016 10:05 AM
To: David A. Crawford
Cc: Joseph D. Canning
Subject: Caspian Subdivision Name Reservation

December 27, 2016

David Crawford, B&A Engineers
Joseph Canning, B&A Engineers

RE: Subdivision Name Reservation: **Caspian Subdivision**

At your request, I will reserve the name Caspian Subdivision for your project. I can honor this reservation only as long as your project is in the approval process. Final approval can only take place when the final plat is recorded.

This reservation is available for the project as long as it is in the approval process unless the project is terminated by the client, the jurisdiction or the conditions of approval have not been met, in which case the name can be re-used by someone else.

Sincerely,



Jerry L. Hastings, PLS 5359
County Surveyor
Deputy Clerk Recorder
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7912 office
(208) 287-7909 fax

From: David A. Crawford [<mailto:dacrawford@baengineers.com>]
Sent: Wednesday, December 14, 2016 5:00 PM
To: Jerry Hastings
Subject: [EXTERNAL] Subdivision Name Reservation request

Jerry,

We are beginning work on a new subdivision in Ada County, and Kuna City.
Please consider this request to reserve the following subdivision name:

CASPIAN SUBDIVISION

For its use on the following parcel numbers in Ada County, Idaho:

S1235346610
R8468870305
S1235438411
S1235449215
S1235449250



Caspian Subdivision

Rezone Boundary Sketch

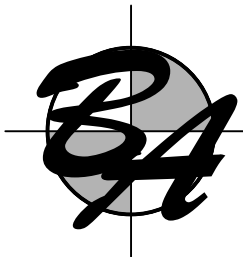
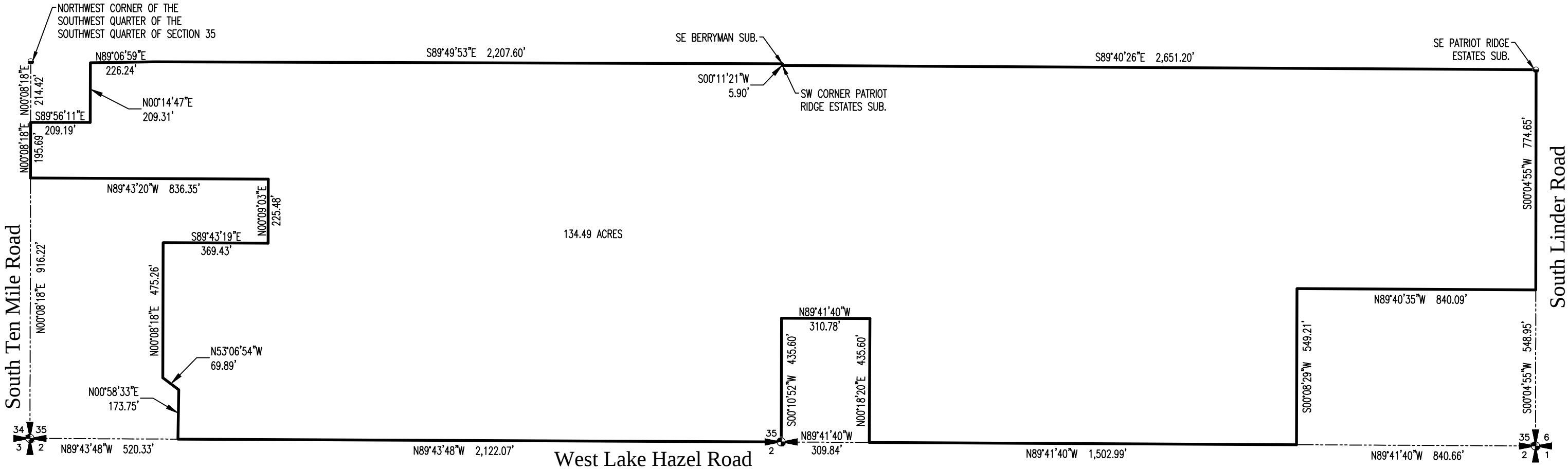
A RE-SUBDIVISION OF LOT 3, BLOCK 1 OF TITUS SUBDIVISION AS SHOWN IN BOOK 77 OF PLATS AT PAGE 8143 THROUGH 8144, RECORDS, ADA COUNTY, IDAHO AND A PORTION OF LAND SITUATE IN THE SOUTH HALF OF THE SOUTH HALF OF SECTION 35, TOWNSHIP 3 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF KUNA, ADA COUNTY, IDAHO.

Reference Documents

- SUBDIVISION PLATS
- BERRYMAN SUBDIVISION
BOOK 72, PAGES 7348-7349
 - TITUS SUBDIVISION
BOOK 77, PAGES 8143-8144
 - PATRIOT RIDGE ESTATES SUBDIVISION
BOOK 60, PAGES 6017-6018

- RECORDS OF SURVEYS
- ROS NO. 8150
 - ROS NO. 8334

WARRANTY DEED
INST. NO. 2015-038409



B&A Engineers, Inc.
Consulting Engineers, Surveyors & Planners
5505 W. Franklin Rd. Boise, Id. 83705
(208) 343-3381



B & A Engineers, Inc.
Consulting Engineers & Surveyors
5505 W. Franklin Rd. Boise, Id. 83705
Phone. 208-343-3381 Facsimile 208-342-5792

Caspian Subdivision Re-zone Description

January 17, 2017

Lot 3, Block 1 of Titus Subdivision as shown in Book 77 of Plats at Pages 8143 through 8144 records of Ada County, Idaho and a portion of land situate in the south half of the south half of Section 35, Township 3 North, Range 1 West, Boise Meridian, City of Kuna, Ada County, Idaho, and being more particularly described as follows:

Commencing at the southeast section corner of said Section 35; thence N00°04'55"E, 548.95 feet along the easterly boundary of the southeast quarter of said Section 35 and the centerline of South Linder Road to the **Point of Beginning**:

Thence N89°40'35"W, 840.09 feet;

Thence S00°08'29"W, 549.21 feet to the southerly boundary of said Section 35 and to the centerline of West Lake Hazel Road;

Thence N89°41'40"W, 1,502.99 feet continuing along the southerly boundary of said Section 35 and the centerline of West Lake Hazel Road and along the southerly boundary of said Titus Subdivision to the extension of the easterly boundary of Lot 2, Block 1 of said Titus Subdivision;

Thence N00°18'20"E, 435.60 feet along the extension of and the easterly boundary of Lot 2, Block 1 of said Titus Subdivision to the northeast corner of said Lot 2;

Thence N89°41'40"W, 310.78 feet along the northerly boundary of said Lot 2 and the northerly boundary of Lot 1, Block 1 of said Titus Subdivision to the northwest corner of said Lot 1;

Thence S00°10'52"W, 435.60 feet along the westerly boundary of said Lot 1 and the westerly boundary of said Lot 1 extended to the south quarter corner of said Section 35 and to the centerline of West Lake Hazel Road;

Thence N89°43'48"W, 2,122.07 feet along the southerly boundary of said Section 35 and the centerline of West Lake Hazel Road;

Thence N00°58'33"E, 173.75 feet;

Thence N53°06'54"W, 69.89 feet;

Thence N00°08'18"E, 475.26 feet;

Thence S89°43'19"E, 369.43 feet;



B & A Engineers, Inc.
Consulting Engineers & Surveyors
5505 W. Franklin Rd. Boise, Id. 83705
Phone. 208-343-3381 Facsimile 208-342-5792

Thence N00°09'03"E, 225.48 feet;

Thence N89°43'20"W, 836.35 feet to the westerly boundary of the southwest quarter of said Section 35 and to the centerline of South Ten Mile Road;

Thence N00°08'18"E, 195.69 feet along the westerly boundary of the southwest quarter of said Section 35 and the centerline of South Ten Mile Road;

Thence S89°56'11"E, 209.19 feet;

Thence N00°14'47"E, 209.31 feet;

Thence N89°06'59"E, 226.24 feet;

Thence S89°49'53"E, 2,207.60 feet to the southeast corner of Berryman Subdivision as shown in Book 72 of Plat at Pages 7348 through 7349 records, Ada County, Idaho;

Thence S00°11'21"W, 5.90 feet to the southwest corner of Patriot Ridge Estates Subdivision as shown in Book 60 of Plats at Pages 6017 through 6018 records of Ada County, Idaho;

Thence S89°40'26"E, 2,651.20 feet along the southerly boundary of said Patriot Ridge Estates Subdivision;

Thence S00°04'55"W, 774.65 feet along the easterly boundary of the southeast quarter of said Section 35 and the centerline of South Linder Road to the **Point of Beginning**.

Comprising 134.49 acres, more or less.

This easement description has been prepared based on information shown on Record of Survey Nos. 8150 and 8334, the plat of Titus Subdivision, the plat of Berryman Subdivision, the plat of Patriot Ridge Estates Subdivision and Warranty Deed Instrument Number 2015-038409, all records of Ada County, Idaho.



Exhibit B 6

EXECUTIVE SUMMARY

Mason Creek Farm, LLC is proposing to develop Caspian Subdivision, a 497 single-family unit housing development situated on approximately 131.7 acres in Kuna, Idaho. The development is located on the north side of Lake Hazel Road, with Ten Mile Road serving as its western boundary and Linder Road serving as its eastern boundary.

The parcels of land proposed for the subdivision development are currently zoned as Parks and Rural Transition by the City of Kuna zoning map and Rural/Estate Residential by in the City of Meridian future land use map. The property will be annexed into the City of Kuna and rezoned. The parcels in the immediate vicinity of the site range from Agriculture (A), Rural Residential (RR), Rural Urban Transition (RUT), and Low Density Residential (R3). Access to the Caspian Subdivision will occur via Lake Hazel Road, Ten Mile Road and Linder Road, with the main access planned for the Lake Hazel Road & Durant Lane intersection.

Currently, the site is undeveloped. The development is planned to be completed in 14 phases, with a projected full build-out in year 2026. The TIS addresses the development's impacts in build year 2021, which assumes phases 1-5 (226 residential units) and full build-out of the site which assumes all 14 phases (497 residential units) in year 2026.

The results of this study indicate that the Caspian Subdivision can be constructed while maintaining acceptable traffic operations and safety at the study intersections, assuming the recommended mitigation measures are in place.

FINDINGS

Existing Conditions

- The study evaluated seven off-site intersections during two time periods for each analysis scenario for a typical weekday (Tuesday – Thursday) a.m. peak period and p.m. peak period.
- All study intersections were found to operate at acceptable operating standards during the existing weekday a.m. and p.m. hours with the exceptions of:
 - **Amity Road & Ten Mile Road (PM Peak Hour)** – During the weekday p.m. peak hour, the north leg or southbound approach operates with a v/c ratio of 1.01, resulting in LOS F. This intersection is identified as a future single lane roundabout in ACHD's Capital Improvements Plan (Intersection Project #9) and scheduled for completion in year 2019. Therefore, no further recommended mitigation has been proposed at this intersection.
 - **Lake Hazel Road & SH 69 (AM and PM Peak Hour)** – During the weekday a.m. and p.m. peak hour, both lane groups on the eastbound and westbound approach

operate with a lane group v/c ratio of greater than 1.00, resulting in LOS F. This intersection is identified as an interim traffic signal to be installed as a joint ACHD/ITD project in ACHD's 2017-2021 *Five Year Work Plan* for construction in 2021 (IN205-70). Additionally, future intersection improvements (including a traffic signal) are in ACHD's *Capital Improvements Plan* (Intersection Project #60), scheduled for 2026-2030. Currently, the intersection meets planning-level traffic signal warrants. Mitigation requires installing a traffic signal at the intersection. Consistent with ACHD's *Five Year Work Plan*, no lane widening on the eastbound and westbound approaches is necessary at this time.

- All ACHD study roadway segments operate at acceptable levels of service.
- Crash data at the study intersections for the most recent five years (2011-2014) was analyzed for any existing crash trends, below are the findings:
 - There were no crashes reported at the Lake Hazel Road/Durant Lane two-way stop controlled intersection.
 - Rear-end crashes were the most common crash type, accounting for approximately 41% of all crashes.
 - There was one fatality reported at the two-way stop controlled intersection of Lake Hazel Road & SH 69 (Meridian Road).
 - The Lake Hazel Road & SH 69 (Meridian Road) intersection had a relatively high number of reported angle crashes, accounting for approximately 57% of the crashes at the intersection. All angle crashes occurred between eastbound or westbound vehicles from the Lake Hazel Road crossing or turning onto SH 69. There were also three head-on turning crashes reported at the intersection, two of which occurred between vehicles heading in the eastbound and westbound direction.

Year 2021 Background Traffic Conditions

- Year 2021 background traffic volumes were forecasted using a 3% annual growth rate and the addition of in-process traffic from Phases 1 and 2 of the proposed Springhill Subdivision (the TIS for this development is currently being updated) and the Merlin Subdivision.
- Year 2021 background traffic analysis (without inclusion of site-generated traffic) found that all of the study intersections are forecast to operate at acceptable levels of service and volume-to-capacity ratios during the mid-weekday a.m. and p.m. hours with the exception of:
 - **Amity Road & SH 69 (AM & PM Peak Hour)** – During the weekday a.m. and p.m. peak hour, the signalized intersection is expected to operate at LOS D with a v/c ratio of 0.92 and LOS E with a v/c ratio of 1.02, respectively. This intersection is

Exhibit B 6

identified as a future traffic signal modification with widening and reconstruction of the minor street approaches in ACHD's 2016 CIP (Intersection Project #8), scheduled for 2026-2030. The mitigation analysis found that the following additional lanes are required:

- Westbound right-turn lane,
- Northbound right-turn lane, and
- Southbound right-turn lane.

With these additional lanes, the overall v/c ratio is expected to be approximately 0.87 and 0.92 during the weekday a.m. and p.m. peak hour, and does not meet the 0.90 ACHD and ITD policy. The additional 2026-2030 ACHD CIP intersection improvements (CIP IN2016-8) add dual eastbound and westbound left-turn lanes and two eastbound through lanes) and the CIP widening of Amity Road (CIP RD2016-2) includes five lanes east to Locust Grove. This provides an interim mitigation if those projects could be moved up in time. In order to meet policy beyond through 2026, a third southbound through lane will ultimately be required, although widening SH 69 is not recommended for the following reasons:

- Future signalization of the Lake Hazel Road/SH 69 intersection will provide another signalized option and likely reduce some demand at the Amity Road intersection.
 - Widening to add additional through lanes is not planned by ITD on the corridor.
 - Upstream capacity constraints at I-84 and Overland Road may limit the growth in peak hour traffic.
 - **Lake Hazel Road & SH 69 (AM and PM Peak Hour)** – Similar to existing condition findings, during the weekday a.m. and p.m. peak hour, both lane groups on the eastbound and westbound approach are expected to continue operating with a lane group v/c ratio of greater than 1.00, resulting in LOS F. With the interim signalization mitigation identified for 2021 in ACHD's *Five Year Work Plan*, the intersection will operate acceptably.
- All ACHD study roadway segments are projected to continue operating at acceptable levels of service.

Trip Generation and Distribution

- The *ITE Trip Generation Manual, 9th Edition* was used to estimate the trip generation for the proposed Caspian Subdivision.
- The proposed Caspian Subdivision development, with 497 single-family homes in the buildout year of 2026, is estimated to generate a total of 4,591 daily net new trips, 358 weekday a.m. peak hour net new trips (90 inbound / 268 outbound), and 445 weekday p.m. peak hour net new trips (280 inbound / 165 outbound).
 - Year 2021 total traffic conditions assumes build-out of the development's proposed Phases 1-5. Phases 1-5 of the development include 226 single-family unit homes which is estimated to generate 2,224 daily net new trips, 168 weekday a.m. peak hour net new trips (42 inbound / 126 outbound), and 219 weekday p.m. peak hour net new trips (138 inbound / 81 outbound).
- The distribution pattern for site-generated trips was developed evaluating existing traffic patterns and major trip origins and destinations within the study area, as well as a select zone analysis from COMPASS' regional travel demand model.

Year 2021 Total Traffic Conditions

- Year 2021 total traffic conditions found that site-generated trips do not impact any additional intersections that have not previously been identified. All study intersections will continue to operate at acceptable levels of service during the weekday a.m. and p.m. peak hours with the exception of:
 - **Amity Road & SH 69 (AM & PM Peak Hour)** – During the weekday a.m. and p.m. peak hour, the signalized intersection is expected to operate at LOS D with a v/c ratio of 0.95 and LOS E with a v/c ratio of 1.05, respectively. With the westbound, northbound, and southbound right turn lanes recommended for 2021 background conditions, the intersection's overall v/c ratio is reduced to 0.89 and 0.93 during the weekday a.m. and p.m. peak hour, respectively. Similar to year 2021 background conditions, no additional mitigations are recommended although the ACHD CIP improvements scheduled for 2026-2030 provide additional benefit.
 - **Lake Hazel Road & SH 69 (AM and PM Peak Hour)** – Similar to existing and year 2021 background condition findings signalization is required for the intersection to operate acceptably. The interim signalization outlined in ACHD's *Five Year Work Plan* will adequately mitigate the intersection in year 2021.
 - In the interim time between the start of development and the completion of the signal construction, some site trips projected to use Lake Hazel Road to access SH 69 will likely divert to use Ten Mile Road instead of Meridian Road. Since the intersections on Ten Mile Road are projected to operate

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acceptably, diversion of more traffic for the first 100 to 200 units is expected to result in minimal impacts on the roadway system until the new signal is completed.

- All ACHD study roadway segments are projected to continue operating at acceptable levels of service.

Year 2026 Background Traffic Conditions

- Year 2026 background traffic volumes were forecasted using a 3% annual growth rate and the addition of in-process traffic from phases 1-5 of the approved Springhill Subdivision and the Merlin subdivision.
- Year 2021 background traffic analysis (without inclusion of site-generated traffic) found that all of the study intersections are forecast to operate at acceptable levels of service and volume-to-capacity ratios during the mid-weekday a.m. and p.m. hours, with the exception of:
 - **Amity Road & SH 69 (AM and PM Peak Hour)** – During the weekday a.m. and p.m. peak hour, the signalized intersection is expected to operate at LOS F with a v/c ratio of 1.14 and 1.27, respectively. With the westbound, northbound, and southbound right turn lanes recommended for 2021 background conditions the intersection's overall v/c ratio reduces to 1.04 and 1.08 during the weekday a.m. and p.m. peak hour, respectively. This could be improved with the ACHD CIP intersection improvements, but not significantly enough to meet the 0.90 policy. Similar to 2021 background conditions, no additional mitigations are recommended.
 - **Lake Hazel Road & SH 69 (AM and PM Peak Hour)** – Similar to existing and year 2021 background condition findings, signalization is required for the intersection to operate acceptably. However, additional improvements are needed due to the combination of the background development of the Springhill Subdivision and buildout of the Caspian subdivision. ACHD's *Capital Improvements Plan* (Intersection Project #60), scheduled for 2026-2030 identifies major improvements by 2030. Assuming the ACHD improvements cannot be moved up in time as part of future CIP updates, the following additional improvements (in addition to signalization scheduled for 2021) will be necessary to meet ACHD and ITD standards in year 2026 background conditions:
 - An additional eastbound left-turn lane (to create dual eastbound left-turn lanes),
 - A westbound right-turn lane, and
 - A southbound right-turn lane.

- All ACHD study roadway segments are projected to continue operating at acceptable levels of service.

Year 2026 Total Traffic Conditions

- Year 2026 total traffic conditions found that all study intersections will continue to operate at acceptable levels of service during the weekday a.m. and p.m. peak hours with the exception of:
 - **Amity Road & Linder Road (PM Peak Hour)** – During the weekday p.m. peak hour the westbound approach is expected to operate with a lane group v/c ratio of 1.04, falling below ACHD standards. This intersection has been identified in ACHD's 2016 CIP (Intersection #5) as a planned single-lane roundabout with a southbound right-turn bypass lane scheduled for the year 2031 – 2035 timeframe. Implementation of a single-lane roundabout would improve intersection operations to LOS A with a v/c ratio of 0.54 and 0.49 during the weekday a.m. and p.m. peak hour. Therefore, the timeframe for the ACHD project may be anticipated to need to be moved up in future CIP updates.
 - **Amity Road & SH 69 (AM and PM Peak Hour)** – During the weekday a.m. and p.m. peak hour, the signalized intersection is expected to operate at LOS F with a v/c ratio of 1.14 and 1.27, respectively. With the westbound, northbound, and southbound right turn lanes recommended for 2021 background conditions, the intersection's overall v/c ratio reduces to 1.07 and 1.11 during the weekday a.m. and p.m. peak hour, respectively. The additional 2026-2030 ACHD CIP improvements for the intersection (CIP IN2016-8) and widening Amity Road (CIP RD2016-2) to the east to five lanes provides an improvement but not complete mitigation. In order to meet policy through 2026, a third southbound through lane will ultimately be required, although widening SH 69 is not recommended. Similar to 2021 background conditions, no additional mitigations are recommended.
 - **Lake Hazel Road & SH 69 (AM and PM Peak Hour)** – Similar to the existing conditions, year 2021 background and total conditions, and year 2026 background condition analysis findings, the Lake Hazel Road & SH 69 (Meridian Road) intersection does not meet ACHD and ITD operating standards under year 2026 total conditions during the weekday a.m. and p.m. peak hours. With the interim signalization and the additional improvements outlined in year 2026 background mitigation analysis, the intersection is expected to operate at LOS D with a v/c ratio of 0.92 and LOS C with a v/c ratio of 0.88 during the a.m. and p.m. peak hour, respectively. The ACHD CIP includes additional intersection improvements, as part of IN2016-60 and scheduled for 2026-2030, which includes dual left-turn lanes, two through lanes, and right turn lanes on each approach. These additional improvements would provide acceptable operations.

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- Additional long-term improvement needs include widening of SH 69 which is not recommended for the following reasons:
 - Widening to add additional through lanes is not planned by ITD for the corridor.
 - Upstream capacity constraints at I-84 and Overland Road may limit the growth in peak hour traffic.

Site Access Evaluation

- The turn lane analysis using ACHD procedures resulted in turn lane warrants at the following driveways:
 - **Ten Mile Road & Castilian Way (Site Access A)** – A southbound left-turn lane is warranted during the p.m. peak hour.
 - **Lake Hazel Road & Lipizzan Avenue (Site Access C)** – A westbound right-turn lane is warranted during the p.m. peak hour.
- The queuing analysis results found that 95th percentile queue lengths are projected not exceed one car length (25 feet) at any of the site driveways and therefore, the minimum storage of 100 feet typically required by ACHD is adequate.
- The intersection sight distance evaluation identified that intersection sight distance can be achieved at all the site intersections with the following actions:
 - Evaluate the intersection sight distance at the proposed Epona Street (Site Access D)/Linder Road intersection to ensure approaching vehicles can be seen through the vertical curve on Linder Road and make design adjustments (or move the intersection location as necessary) to obtain adequate intersection sight distance over the vertical curve on Linder Road.
 - Remove trees and other vegetation and potential obstructions along Lake Hazel Road as necessary to maintain adequate intersection sight distance.
 - All local streets within the development should be constructed with one travel lane in each direction.
 - Shrubbery and landscaping near the internal intersections and site access points should be maintained to ensure adequate sight distance.
- There are five proposed driveways/public streets accessing the Caspian Subdivision. Three along Lake Hazel Road between Ten Mile Road and Linder Road, one on Ten Mile Road, and one on Linder Road. Following is a summary of each access with respect to ACHD Policy:

- **Ten Mile Road & Castilian Way (Site Access A):** The access spacing of approximately 1,050 feet north of Lake Hazel Road does not meet the ACHD policy of 1,320 feet for unsignalized public streets on Principal Arterials. This access is recommended for the following reasons:
 - Spacing: It is not possible to move the access further north away from Lake Hazel Road due to an existing home that is not part of this development.
 - Traffic on One Driveway: Without the additional driveways, the traffic demand on the Durant Lane access will exceed the 2,000 ADT threshold for a local street.
 - Other Considerations:
 - Without this access, traffic heading north would cut through the neighborhood to access Lake Hazel Road and then turn onto Ten Mile Road, adding additional traffic demand to the stop controlled intersection.
 - The proposed access will function acceptably as a full access (without turn lanes).
 - A southbound left-turn lane is warranted and will minimize disruption to traffic on Ten Mile Road.
- **Lake Hazel Road & Corsican Avenue (Site Access B):** This site access is located approximately 1,260 feet east of Ten Mile Road and 1,380 feet west of Durant Lane. The access spacing does not meet ACHD minimum spacing of 1,320 feet for an unsignalized public street access. This access is recommended for the following reasons.
 - Spacing: The access spacing is very close to the ACHD standard and could likely be adjusted if necessary.
 - Traffic on One Driveway: Without the additional driveways, the traffic demand on the Durant Lane access will exceed the 2,000 ADT threshold for a local street.
 - Other Considerations:
 - The proposed access will function acceptably as a full access (without turn lanes).
 - An eastbound left-turn lane will be provided with the future ACHD widening of Lake Hazel Road to three lanes.
- **Lake Hazel Road & Durant Road:** This is the primary mid-mile access to the site and is identified on the ACHD Master Street Map.

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- **Lake Hazel Road & Lipizzan Avenue (Site Access C):** This site access is located approximately 1,320 feet east of Linder Road and 1,320 feet west of Durant Lane. The access spacing meets ACHD minimum spacing of 1,320 feet for an unsignalized public street access. This access is recommended for the following reasons.
 - Spacing: The access meets ACHD spacing for a public street intersection.
 - Traffic on One Driveway: Without the additional driveways, the traffic demand on the Durant Lane access will exceed the 2,000 ADT threshold for a local street.
 - Other Considerations:
 - The proposed access will function acceptably as a full access (without turn lanes).
 - An eastbound left-turn lane will be provided with the future ACHD widening of Lake Hazel Road to three lanes.
- **Linder Road & Epona Street (Site Access D):** The access spacing of approximately 950 feet north of Lake Hazel Road does not meet the ACHD policy of 1,320 feet for unsignalized public streets on Principal Arterials. This access is recommended for the following reasons:
 - Spacing: It is not possible to move the access further north away from Lake Hazel Road due to properties not associated with this development. There is also a vertical curve that limits sight distance to the south and therefore being close to the crest of the curve provides the best sight distance to the south and north.
 - Traffic on One Driveway: Without the additional driveways, the traffic demand on the Durant Lane access will exceed the 2,000 ADT threshold for a local street.
 - Other Considerations:
 - Without this access, traffic heading south toward Amity Road would cut through the neighborhood to access Lake Hazel Road and then turn onto Linder Road, adding additional traffic demand to the stop controlled intersection.
 - The proposed access will function acceptably as a full access (without turn lanes).
- The Lake Hazel Road & Durant Road intersection will operate acceptably at buildout as an unsignalized intersection or a single lane roundabout, with the Lake Hazel Road & Corsican Avenue (Site Access B) and the Lake Hazel Road & Lipizzan Avenue (Site Access C) intersections as full access or right-in, right-out only.

- Adequate intersection sight distance is available at the proposed site-access points although there is existing trees and vegetation on the site that restrict the sight distance at the two full access driveway of Durant Lane on Lake Hazel Road.

RECOMMENDATIONS

Based on the evaluation findings and conclusions, recommendations were developed which are provided in the following sections. Figure ES-1 illustrates the recommended lane configurations and traffic control devices for buildout of the proposed development.

Improvements Needed to Mitigate Background Conditions (ACHD and/or ITD)

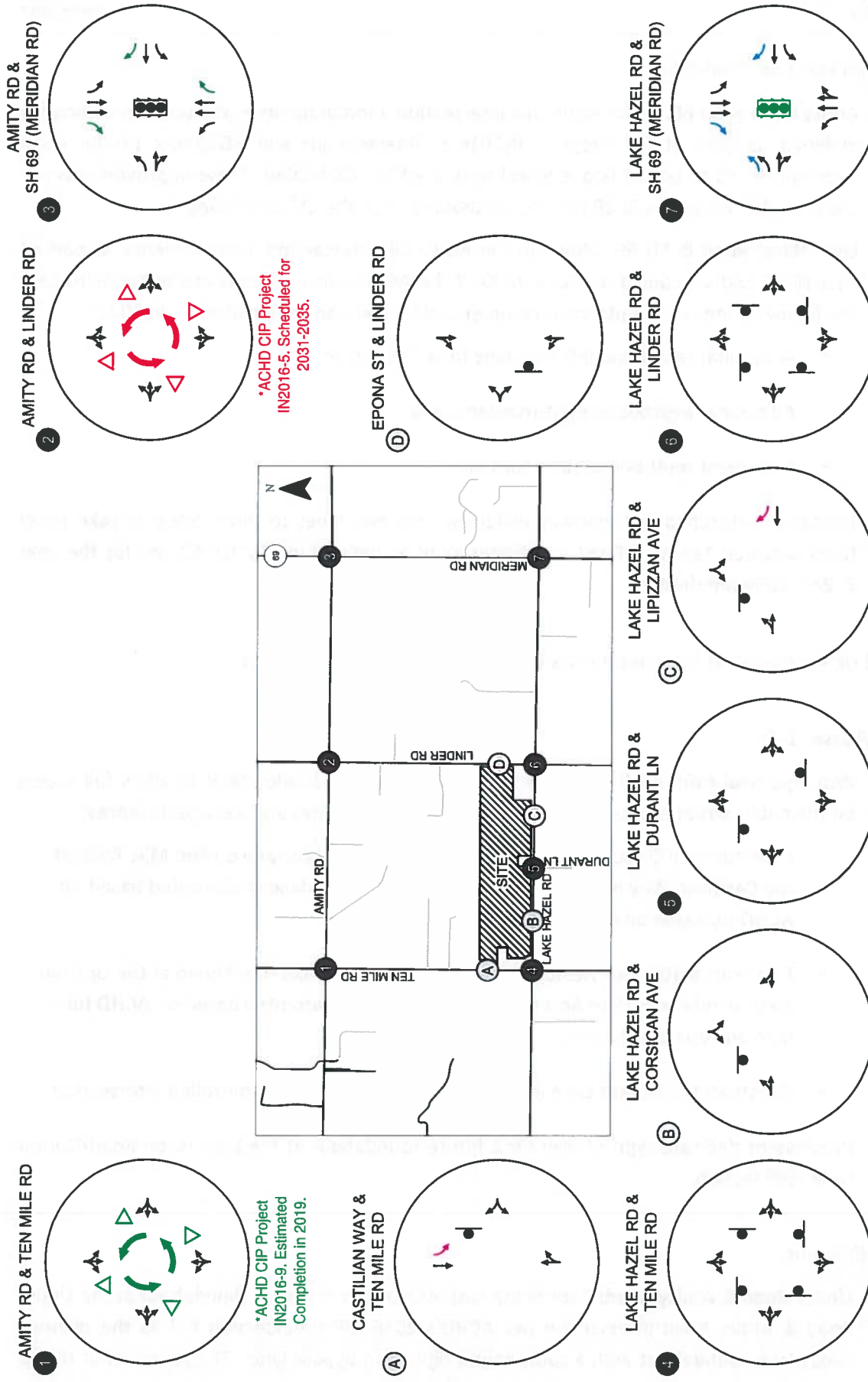
Existing Conditions:

- **Amity Road & Ten Mile Road:** Continue with the scheduled intersection improvement of converting the current stop controlled intersection to a single-lane roundabout.
- **Lake Hazel Road & SH 69:** Signalize the intersection with the existing lane configuration per the joint ACHD and ITD project scheduled for construction in 2021.
 - The recommended traffic signal and existing lane configuration is consistent with the interim traffic signal improvement listed in ACHD's 2017-2021 Five Year Work Plan.

Year 2021 Background Conditions

- **Amity Road & SH 69:** Construct the following additional lane improvements:
 - Coordinate with ACHD to potentially move up the 2016 CIP improvements (IN2016-8 and RD2016-2) from the 2026-2030 timeframe.
 - If the CIP Improvements cannot be moved up to around 2021, the following interim improvements are recommended:
 - A westbound right-turn lane,
 - A northbound right-turn lane, and
 - A southbound right-turn lane.

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*ACHD CIP Project
IN2016-5. Scheduled for
2031-2035.

*ACHD CIP Project
IN2016-9. Estimated
Completion in 2019.

LEGEND

- Traffic Signal
- Stop Sign
- Single Lane Roundabout
- Existing Lane Configuration
- Year 2021 Background Improvement
- Year 2021 Total Improvement
- Year 2026 Background Improvement
- Year 2026 Total Improvements

Recommended Lane Configurations and Traffic Control Devices at Study Intersections Kuna, Idaho

Figure
ES-1

Year 2026 Background Conditions

- **Amity Road & SH 69:** Make additional intersection improvements at the time Amity Road is widened as part of CIP projects IN2016-8 (intersection) and RD2016-2 (Amity Road widening SH 69 to Locust Grove Road) scheduled for 2026-2030. These improvements are shown to be needed by 2026 but are not assumed due the CIP scheduling.
- **Lake Hazel Road & SH 69:** Move up the ACHD CIP intersection improvements, as part of IN2016-60 and scheduled for 2026-2030. If the ACHD improvements are not constructed, the following improvements are recommended (in addition to signalization in 2021):
 - Additional eastbound left-turn lane (dual left turns),
 - Additional westbound right-turn lane, and
 - Additional southbound right-turn lane.
- Continue with scheduled roadway widening from two lanes to three lanes on Lake Hazel Road between Ten Mile Road and Linder Road as defined in RD2016-62, set for the year 2026 – 2030 timeframe.

Additional or Accelerated Improvements Needed for the Development

Year 2021 Phases 1-5:

- With approval from ACHD, construct all accesses to the development to allow full access on the public street approaches with the following turn lanes and storage distances:
 - Construct a 100-foot southbound left-turn deceleration lane on Ten Mile Road at the Castillian Way driveway (Site Access A). This turn lane is warranted based on ACHD turn lane analysis procedures.
 - Construct a 100-foot westbound right-turn lane on Lake Hazel Road at the Lipizzan Avenue driveway (Site Access C). This turn lane is warranted based on ACHD turn lane analysis procedures.
 - Construct the Durant Lane intersection as a two-way stop controlled intersection.
- Preserve or dedicate right of way for a future roundabout at the Lake Hazel Road/Durant Lane intersection.

Year 2026 Buildout:

- **Linder Road & Amity Road:** Coordinate with ACHD to construct a roundabout at the Linder Road & Amity Road intersection per ACHD's 2016 CIP (Intersection #5) as the planned single-lane roundabout with a southbound right-turn bypass lane. The roundabout that is

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currently scheduled for 2026-2030 in the 2016 CIP is anticipated to be needed by 2026 with the site development.

- **Lake Hazel Road & SH 69:** Coordinate with ACHD for additional improvements at the Lake Hazel Road & SH 69 intersection as part of CIP project IN2016-60 which are planned for 2026-2030 but anticipated to be warranted in 2026 total traffic conditions.
- At the time of the Lake Hazel Road widening project, stripe a two-way left-turn lane on Lake Hazel Road at the site access locations.
- Complete the following to provide intersection sight distance:
 - Evaluate the intersection sight distance at the proposed Epona Street (Site Access D) & Linder Road intersection and make design adjustments or move the intersection location as necessary to obtain adequate intersection sight distance over the vertical curve on Linder Road.
 - Remove trees and other vegetation and potential obstructions along Lake Hazel Road as necessary to maintain adequate intersection sight distance.
 - All local streets within the development should be constructed with one travel lane in each direction.
 - Shrubbery and landscaping near the internal intersections and site access points should be maintained to ensure adequate sight distance.



MEMORANDUM

Date: March 31, 2017

Project #: 20379

To: Mindy Wallace
Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714

From: John Ringert, PE and Brett Korporaal

Project: Caspian Subdivision

Subject: RE: Response to Transportation Impact Study Comments from ACHD

This memorandum addresses the comments received by Kittelson & Associates, Inc. (KAI) from Ada County Highway District (ACHD) concerning the Caspian Subdivision Transportation Impact Study (TIS). The comments received by ACHD are listed below:

1. It is unclear whether or not there is adequate sight distance at the Linder Road/Epona Street intersection. The study notes that the intersection sight distance is limited to only 500 to 600-feet at this location, but doesn't note how much sight distance is actually necessary at the intersection. The study should define how much sight distance there is at the intersection and how much is needed. If there is not enough sight distance at this intersection what can be done to improve it?
2. How much of the Spring Hill traffic was included in the background traffic for the Caspian TIS and vice versa? For example, the February 24th Springhill memo notes that up to 500 single family lots can be built within Springhill prior necessitating improvements at the Lake Hazel Road/Ten Mile intersection. Do the 500 building lots get split between both of the developments or was the Caspian traffic (or a portion of the Caspian traffic) included as part of the background traffic?
3. The intent of a traffic impact study is to determine the need for any improvements to adjacent or nearby transportation system in order to maintain a satisfactory level of service, and acceptable level of safety, and the appropriate access provisions for a proposed development (section 7106.1 of the ACHD Policy Manual). It is not for an applicant or applicant's engineer to determine whether or not they want to make improvements to the transportation system necessary to serve their development.

ACHD will review the mitigation proposed within the TIS and determine what improvements are necessary to mitigate the traffic impacts of the development. The applicant can choose to construct the recommended/allowed improvements when they are warranted, or wait for ACHD to make the improvements at a future date if they are programmed.

The study should be revised to include an analysis that reports how many trips (single family building lots) can be added from this development before each of the roadway segments and/or intersections fail, and what improvements are needed to serve the site as a result at each stage of the development

Each comment is shown below in italics, followed by our response.

COMMENT #1

It is unclear whether or not there is adequate sight distance at the Linder Road/Epona Street intersection. The study notes that the sight distance is limited to only 500 to 600-feet at this location, but doesn't note how much sight distance is actually necessary at the intersection. The study should define how much sight distance there is at the intersection and how much is needed. If there is not enough sight distance at this intersection what can be done to improve it?

As described on Page 71 of the TIS, at the approximate location for the future Linder Road/Epona Street intersection, there is crest vertical curve followed by a sag vertical curve on Linder Road that begin to restrict intersection sight distance looking to the south, depending on location and elevation of the measurement. If measured from the pavement elevation at the edge of the southbound travel lane on Linder Road, the sight distance is in excess of the 555 feet recommended by AASHTO for 50 mph. If the sight distance is measured from approximately 10 feet from the edge of pavement on the gravel shoulder, the curvature causes a northbound vehicle to temporarily drop out of the sight for a brief period which reduces the sight distance to approximately 440 feet. Due to a large ditch, it was not possible to check the sight distance at the typical location approximately 14.5 feet from the edge of the pavement. Therefore, if the elevation of the street approach is at or above elevation of Linder Road for at least one vehicle length, adequate sight distance should be available based on this review. If the approach elevation is lower, it could result in the intersection sight distance being under the 555 feet recommended by AASHTO for 50 mph.

In this case the intersection will be built new and the civil engineer (B&A Engineers) will be responsible for preparing the design plans and ACHD will be responsible for reviewing the design plans and construction of the intersection. We have discussed our findings with B&A Engineers. As part of designing a new intersection, ACHD policy requires adequate intersection sight distance be provided and therefore, it is our understanding that sight distance will be evaluated in greater detail during the design than at the current planning stage.

Based on the factors described above, it is our conclusion that the approach intersection can be constructed in the proposed location while maintaining adequate intersection sight distance if access

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is designed properly and sight distance is evaluated during the design phase and confirmed during construction. Therefore, the following is recommended:

- Design the approach to a similar or greater elevation as the existing pavement surface on Linder Road.
- Perform a detailed evaluation during the final design to ensure that a minimum of 555 feet of intersection sight distance in each direction is available based on the appropriate drivers position on the approach.
- Prior to completion of the construction plans, stake the approach at the intersection and elevation approximately 14.5 feet from Linder Road and perform a sight distance check to confirm adequate intersection sight distance is available.
- Perform a verification check of the intersection sight distance a completion of construction.

If adequate intersection sight distance cannot be achieved due to design constraints, slight movement of the approach intersection to the south could be considered and will improve sight distance to the south. If the approach is moved to the south, it will require further study since it could impact sight distance to the north due to another, more gradual, vertical curve on Linder Road. Therefore sight distance will need to be re-evaluated if the intersection is moved.

COMMENT #2

How much of the Spring Hill traffic was included in the background traffic for the Caspian TIS and vice versa? For example, the February 24th Springhill memo notes that up to 500 single family lots can be built within Springhill prior necessitating improvements at the Lake Hazel Road/Ten Mile intersection. Do the 500 building lots get split between both of the developments or was the Caspian traffic (or a portion of the Caspian traffic) included as part of the background traffic?

As described on Page 34 of the TIS, the traffic from Springhill Subdivision development was included as background traffic in the 2021 and 2026 analysis. Based on the Springhill Subdivision plans, as assumed in the Springhill Subdivision TIS, approximately 260 homes were assumed for the 2021 analysis, and 500 homes were assumed to for the 2026 analysis.

Since the Springhill Subdivision was previously approved by Kuna, and the updated TIS was submitted before the Caspian Subdivision, no Caspian Subdivision traffic was assumed in the Springhill Subdivision TIS. This was discussed during scoping with ACHD. A background growth rate was assumed in Springhill Subdivision TIS, which likely captures some amount of background development that could occur from the Caspian Subdivision.

In the February 24th Response to Comments for the Springhill Subdivision TIS, the Lake Hazel Road/Ten Mile Road intersection was identified as needing signalization or a roundabout under 2031 total traffic conditions. Therefore, it operated acceptably in 2026, the year of buildout for the Caspian

Subdivision. Below is a statement from the response to comments describing the situation at the Lake Hazel Road/Ten Mile Road intersection:

“The primary factor affecting the need for intersection improvements is the background growth and not the amount of development.”

While it can be straight forward to estimate the units necessary to require mitigation at a site access driveway or street, it is much more complicated at an off-site intersection when the background yearly traffic growth will cause the intersection to fail, without or without the subject developments. In the case of the Lake Hazel Road/Ten Mile Road intersection, the movement that fails is the northbound through movement, which neither the Springhill Subdivision or Caspian Subdivision are projected to add significant traffic.

We created Figure 1 to illustrate the set of circumstances at the Lake Hazel Road/Ten Mile Road intersection. In Figure 1, the blue line represents the increase in the northbound through movement volume-to-capacity (V/C) ratio during the weekday a.m. peak hour over time due to the yearly growth in existing traffic on the system and no traffic from either the Springhill Subdivision or Caspian Subdivision.

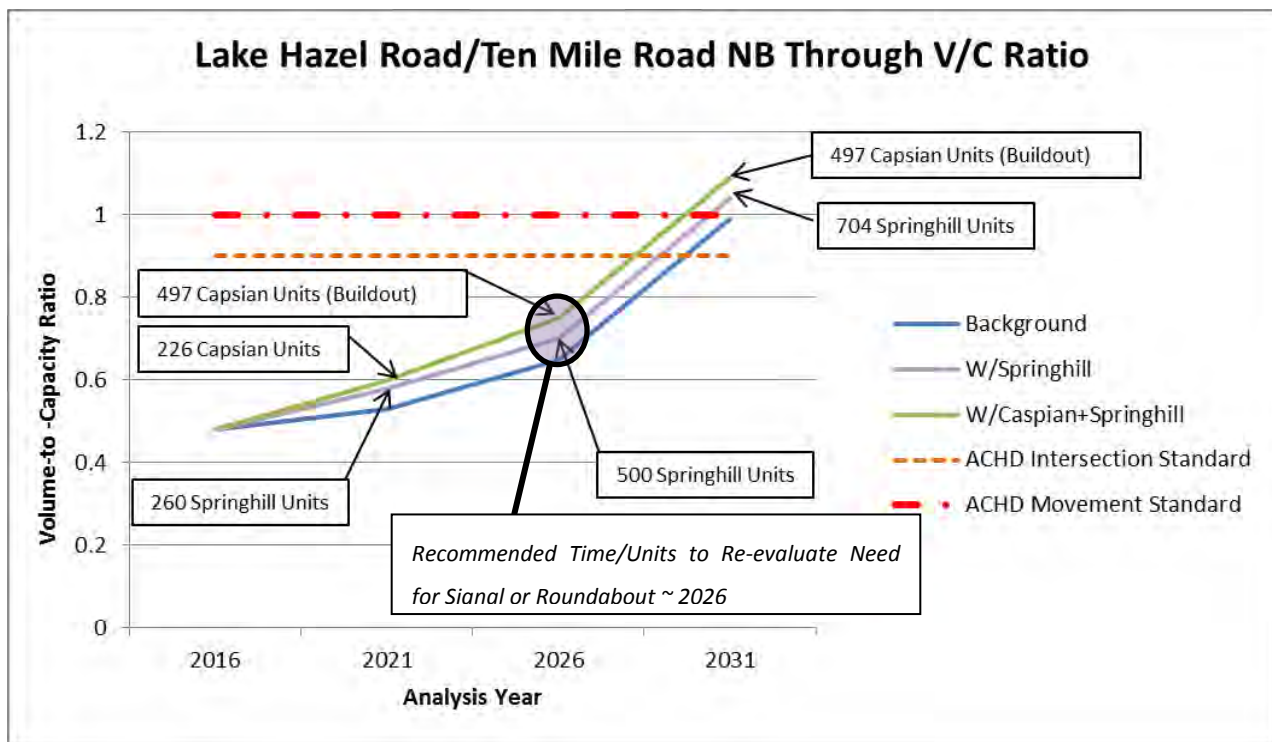


Figure 1. Lake Hazel Road/Ten Mile Road A.M. Peak Hour NB V/C Ratio vs Analysis Year and Unit Counts

As illustrated with the blue line in Figure 1, the majority of the capacity is utilized by background growth in traffic. In 2026, there remains adequate capacity for both developments at the intersection. However, by 2031, mitigation is needed, even without any traffic from both of the developments. While the development traffic has an impact, it is small in comparison to the northbound traffic from

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Kuna heading toward I-84. Therefore, it is anticipated that this intersection will need to be improved around 2028 to 2031, and site traffic from each development impacts the timing by approximately a year or two.

Therefore, we recommend the following:

- Allow the 500 units from the Springhill Subdivision and the 497 units (buildout) from the Caspian Subdivision that are planned to be completed by 2026.
- Once the units planned for completion by 2026 are completed, re-evaluate the intersection to determine if the remaining 200 units of the Springhill Subdivision can be accommodated.

COMMENT #3:

The intent of a traffic impact study is to determine the need for any improvements to adjacent or nearby transportation system in order to maintain a satisfactory level of service, and acceptable level of safety, and the appropriate access provisions for a proposed development (section 7106.1 of the ACHD Policy Manual). It is not for an applicant or applicant's engineer to determine whether or not they want to make improvements to the transportation system necessary to serve their development.

ACHD will review the mitigation proposed within the TIS and determine what improvements are necessary to mitigate the traffic impacts of the development. The applicant can choose to construct the recommended/allowed improvements when they are warranted, or wait for ACHD to make the improvements at a future date if they are programmed.

The study should be revised to include an analysis that reports how many trips (single family building lots) can be added from this development before each of the roadway segments and/or intersections fail, and what improvements are needed to serve the site as a result at each stage of the development.

We apologize that some recommendations were presented in a way that may indicate we were choosing specific mitigations over other mitigations. It is our understanding that the key concern is at the signalized intersections on SH 69 at Amity Road and Lake Hazel Road where we presented the long-term need for three through lanes on SH 69 but did not recommend the additional through lanes due to the lack of an ITD plan for future widening of SH 69. While we presented the mitigations needed to meet intersection standards, we understand ITD controls SH 69 and therefore we should have left the mitigations for ACHD and ITD to discuss and determine which to recommend. We will be careful when presenting the possible mitigations not to recommend against specific mitigation options due to our assessment of ACHD and ITD plans.

With respect to the specific unit numbers related to the need for improvements, we had assumed the improvements would be connected to the two major phases of development which are 226 units and 271 units, respectively. When we scoped the study we originally had an evaluation of the unit

numbers for improvements included, but ACHD asked for a phasing evaluation using 5-year increments which we interpreted as replacing the evaluation of specific unit numbers for each improvement. As requested, we have evaluated the approximate unit thresholds for each improvement. Table 1 shows a summary of each deficiency, study year, mitigation, and an estimate of the number of units that can be built prior to the deficiency. It should be noted that the deficiencies identified in the TIS were at intersections and none were identified on the roadway segments.

Additional information regarding the process for determining the number of units is provided in the appendix.

Table 1. Off-Site Intersection Deficiencies, Mitigations and Unit Threshold Estimates

Deficiency	Identified Mitigations and Timeframes		
	Study Year	Mitigation	Projected Number of Units Prior to Deficiency/Mitigation
Amity Road/Ten Mile Road			
Southbound approach exceeds capacity during the weekday p.m. peak hour and northbound approach will reach capacity within a couple years during the weekday a.m. peak hour.	2016 Existing	Option 1: Install a Roundabout. ACHD FYWP 308004 Construction in 2021/CIP IN2016-9	None – Existing Deficiency (Not Required to Study for Springhill)
		Option 2: Install a temporary traffic signal	
Amity Road/Linder Road			
Westbound approach exceeds capacity during weekday p.m. peak hour	2026 Total	Option 1: Westbound Left Turn Lane(1) Option 2: ACHD Roundabout Per CIP IN2016-5 (2031-2035)	Caspian - 280 Units (approx. 2022) Springhill – 500 units/2026 bkgrd incl
Amity Road/SH 69			
Southbound, and westbound through/right movements exceed capacity in weekday p.m. peak hour due to background growth	2021 Background	Install: • Southbound RT Lane • Northbound RT Lane • Westbound RT Lane	Caspian - 180 units (approx. 2020) Springhill – approx. 210 units (by 2020) (Not Required to Study for Springhill)
Southbound, and westbound through/right movements exceed capacity in weekday p.m. peak hour due to background growth	2026 Background	Install 3 rd NB/SB through lanes in addition to 2021 mitigation or ACHD CIP improvement (RD 2016-2 & INT2016-8) scheduled for 2026-2030.	Caspian -280 Units (approximately 2022) Springhill – approx. 310 units (by 2022) (Not Required to Study for Springhill)
Lake Hazel Road/Ten Mile Road			
Northbound through movement reaches capacity	2031 (See Springhill TIS)	Install signal or roundabout	Caspian - 497 Units (approx. 2026) Springhill – 500 units/2026 bkgrd incl
Lake Hazel Road/Linder Road			
No Improvement Required	-	-	-
Lake Hazel Road/SH 69			
Eastbound and westbound approaches failing due to lack of capacity for left-turns.	2016 Existing	Install a temporary traffic signal per ACHD FYWP scheduled for construction in 2021	None – Existing Deficiency
Intersection (with temporary signal) exceeds capacity in both weekday a.m. and p.m. peak hours due to growth.	2026 Background	Install: • Westbound LT Lane (Dual LT’S) • Southbound RT Lane • Westbound RT Lane OR improve per ACHD CIP (IN2016-60)	Caspian-280 Units (approx. 2022) Springhill-approx. 310 units (by 2022)

1. Amity Road/Linder Road interim westbound left-turn lane mitigation added as an option prior to installation of a roundabout by ACHD.

As shown in Table 1, most of the deficiencies at the off-site intersections are either existing deficiencies or primarily the result of the incremental yearly growth in background traffic. Additionally, most of the intersections have future projects planned by ACHD as part of the Five Year

Exhibit B 6

Work Plan (FYWP) or the Capital Improvement Plan (CIP), although in most cases the anticipated timing for the improvements is after the need. This situation creates a dilemma for new development since the traffic growth and resulting deficiency will occur before the mitigation is scheduled to be in place. While these deficiencies are not directly caused by the development, they can be addressed in one of the following ways:

- **Allow new development to occur and wait for the improvements:** Development would continue to be allowed and ACHD/ITD would need to accept that there will be a gap in time between when the deficiency occurs and when the mitigation will be in place. The gap may vary from 3-5 years at intersections such as Amity Road/Ten Mile Road to over ten years for intersections such as Amity Road/SH 69 (Meridian Road).
- **Don't allow additional development to occur until improvements are done:** This option would restrict new development adding trips to subject intersections until the improvements are completed by ACHD and/or ITD. A challenge with this particular area is that most of the traffic creating the need for mitigation is through traffic to and from the south from the City of Kuna and therefore similar restriction on development would likely be necessary in a much larger area for this approach to be effective at delaying the need for mitigation.
- **Developer installs the improvements in coordination with their development:** This option ensures the mitigation is in place at the appropriate time, but puts the burden on the developer to install the improvement. In some cases the cost could be partially reimbursed by ACHD if the improvement is part of the FYWP or CIP. A challenge with this approach is that developers don't have the same ability to acquire right-of-way as a public agency. Additionally, this approach can result in one developer paying for improvements that are ultimately serving many other developments.

Table 2 shows a similar summary of each deficiency, study year, mitigation, and an estimate of the number of units that can be built for the site access intersections. As shown in Table 2, the turn lanes at the proposed site intersections are needed at the very end of the development at approximately 497 units.

While no turn lanes are warranted at the Lake Hazel Road/Durant Lane intersection, those findings are based on the assumption that ACHD approves the Corsican Avenue and Lipizzan Avenue connections to Lake Hazel Road. Since both of those connections do not meet ACHD policy and may not be approved, the turn lane warrants were expanded to include a scenario in which the only access to Lake Hazel Road is from Durant Lane. Based on that analysis, a westbound right-turn lane is warranted at the Lake Hazel Road/Durant Lane intersection in approximately 2021 with the proposed 226 units.

Table 2. Site Access Intersection Deficiencies, Mitigations and Unit Threshold Estimates

Deficiency	Identified Mitigations and Timeframes		
	Study Year	Mitigation	Projected Number of Units Prior to Deficiency/Mitigation
Ten Mile Road/Castilian Way			
Warrants met for a southbound left-turn lane	2026 Total	Install 100' SB left turn lane	Caspian – 497 Units (met at very end of development)
Lake Hazel Road/Corsican Avenue			
No Improvement required	-	-	-
Lake Hazel Road/Lipizzan Avenue			
Warrant met for westbound right-turn lane	2026 Total	Install 100' WB Right Turn Lane	Caspian – 497 Units (met at very end of development)
Lake Hazel Road/Durant Lane			
As Proposed: No Improvement with 3 Access Points on Lake Hazel Road	-	-	-
If Access Is Limited: With only Durant Lane Access on Lake Hazel Road (others not approved) – Warrants are met for westbound right-turn lane.	2021 Total	Install 100' WB Right Turn Lane	Caspian – 226 Units (met near end of development phases 1-5 in 2021)
Linder Road/Epona Street			
No Improvement Required	-	-	-

The 2026 levels of service for the single Durant Lane access scenario are showing in Table 3.

Table 3. Only One Access On Lake Hazel Road at Durant 2026 Total Traffic Conditions

Intersection	Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour		
		V/C	LOS	Delay	V/C	LOS	Delay
Lake Hazel Road/Durant Lane	EBL	0.01	A	7.7	0.03	A	8.1
	WBL	0.00	A	0.0	0.00	A	7.4
	NBLTR	0.00	A	0.0	0.00	B	12.5
	SBLTR	0.46	C	15.3	0.24	B	13.6

As shown in Table 3, the Lake Hazel Road Durant Lane intersection operates acceptably as the single access to Lake Hazel Road.

We trust this memo provides responses to your questions regarding the Caspian TIS. If you have any questions about this memo, or if you require additional information, please contact us at iringert@kittelsohn.com or 208.338.2683.

Exhibit B 6

Caspian Subdivision
March 31, 2017

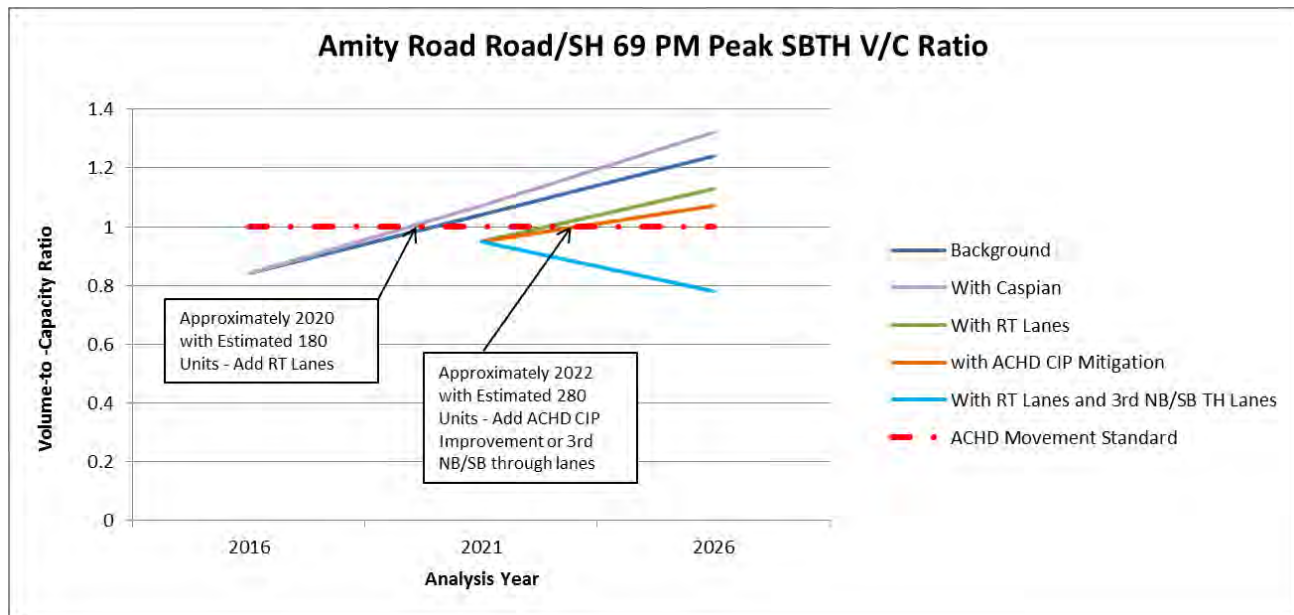
Project #: 20379
Page 9

APPENDIX

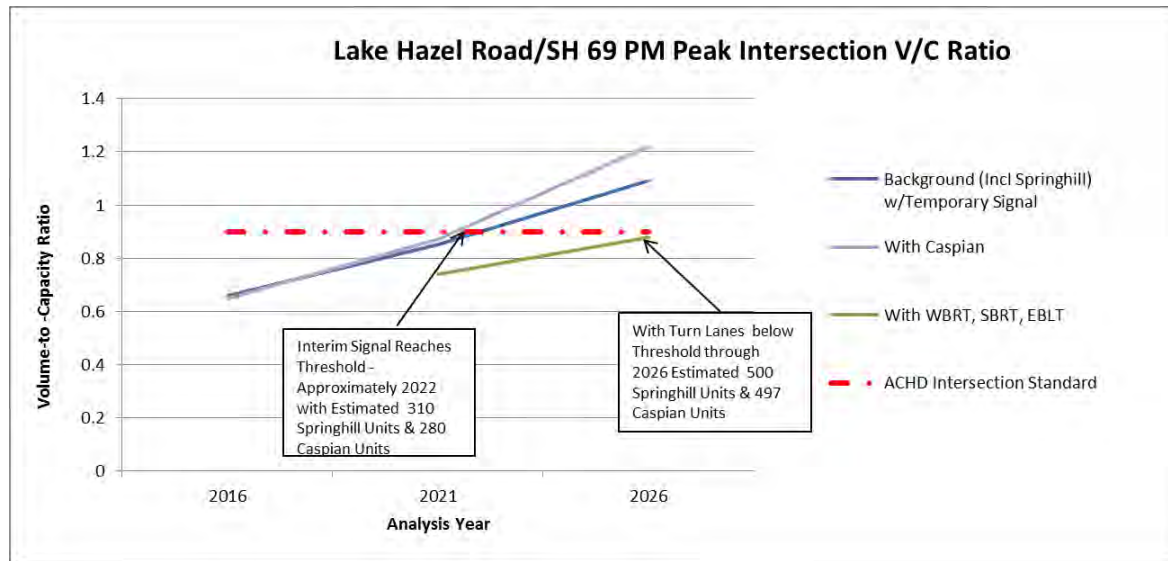
Amity Road/Linder Road

<u>Amity Road/Linder Road - Mitigation</u>					
Movement that Fails	WBLTR fails in p.m. peak hour				
Interim Mitigation	Add WB Left-Turn Lane				
Total Site Gen Traffic on Movement at Buildout	68				
Site Generated Traffic on Movement Maximum before Failure	38				
Percent buildout before failure	0.558824				
Number of units	277.7353				
Approximate Year Units will hit Number	2021.955	Approximately 2022			

Amity Road/SH 69 – Supporting Information



Lake Hazel/SH 69





Neighborhood Meeting Certification

CITY OF KUNA PLANNING & ZONING * 763 W. Avalon, Kuna, Idaho, 83634 * www.kunacity.id.gov * (208) 922-5274 * Fax: (208) 922-5989

GENERAL INFORMATION:

You must conduct a neighborhood meeting prior to application for variance, conditional use, zoning ordinance map amendment, expansion or extension of a nonconforming use, and/or a subdivision. Please see Section 8-7A-3 of the Kuna City Code or ask one of our planners for more information on neighborhood meetings.

The meeting must be held either on a weekend between 10 a.m. and 7 p.m., or a weekday between 6 p.m. and 8 p.m. Meetings cannot be conducted on holidays, holiday weekends, or the day before or after a holiday or holiday weekend. The meeting must be held at one of the following locations:

- The Subject Property;
- The nearest available public meeting place (Examples include fire stations, libraries and community centers);
- An office space within a 1-mile radius of the subject property.

The meeting cannot take place more than 2 months prior to acceptance of the application and the application will not be accepted before the neighborhood meeting is conducted. You are required to send written notification of your meeting, allowing a reasonable amount of time before your meeting for property owners to plan to attend. Contacting and/or meeting individually with residents will not fulfill Neighborhood Meeting requirements.

You may request a list of the people you need to invite to the neighborhood meeting from our department. This list includes property owners within 300 feet of the subject property. Once you have held your neighborhood meeting, please complete this certification form and include it with your application.

Please Note: The neighborhood meeting must be conducted in one location for attendance by all neighboring residents. Contacting and/or meeting individually with residents does not comply with the neighborhood meeting requirements.

Please include a copy of the sign-in sheet for your neighborhood meeting, so we have written record of who attended your meeting and the letter of intent sent to each recipient. In addition, provide any concerns that may have been addressed by individuals that attended the meeting.

Description of proposed project: Residential Subdivision

Date and time of neighborhood meeting: September 29, 2016

Location of neighborhood meeting: _____

SITE INFORMATION:

Location: Quarter: SW/SE Section: 35 Township: 3N Range: 1W Total Acres: 131.75

Subdivision Name: Caspian Subdivision Lot: 565 Block: 20

Site Address: _____ Tax Parcel Number(s): S1235346610, R848870305,
S1235438411, S123549215, S12353449250, S1235347051

Please make sure to include **all** parcels & addresses included in your proposed use.

CURRENT PROPERTY OWNER:

Name: DBTV Mason Creek Farm, LLC

Address: 6152 W. Halfmoon Ln. City: Eagle State: ID Zip: 83616

CONTACT PERSON (Mail recipient and person to call with questions):

Name: David A. Crawford Business (if applicable): B&A Engineers

Address: 5505 Franklin Rd. City: Boise State: ID Zip: 83705

PROPOSED USE:

I request a neighborhood meeting list for the following proposed use of my property (check all that apply):

Application Type

Annexation

Re-zone

Subdivision (Sketch Plat and/or Prelim. Plat)

Special Use

Variance

Expansion of Extension of a Nonconforming Use

Zoning Ordinance Map Amendment

Brief Description

Combine 6 Properties into a Larger Unit

Re-zoning from P and RUT zones to R6 zone

Preliminary Plat

APPLICANT:Name: David A. Crawford (B&A Engineers)Address: 5505 Franklin Rd.City: Boise State: ID Zip: 83705Telephone: (208)343-3381 Fax: _____

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with Section 5-1A-2 of the Kuna City Code

Signature: (Applicant)



Date

1/24/17



City of Kuna **COMMITMENT TO PROPERTY POSTING**

City of Kuna
P.O. Box 13
Kuna, Idaho 83634

Phone: (208) 922-5274
Fax: (208) 922-5989
Web: www.cityofkuna.com

Per City Code 5-1A-8, the applicant for all applications requiring a public hearing shall post the subject property not less than ten (10) days prior to the hearing. The applicant shall post a copy of the public hearing notice or the application (s) on the property under consideration.

The applicant shall submit proof of property posting in the form of a notarized statement and a photograph of the posting to the City no later than seven (7) days prior to the public hearing attesting to where and when the sign (s) were posted. Unless such Certificate is received by the required date, the hearing will be continued.

The sign (s) shall be removed no later than three (3) days after the end of the public hearing for which the sign (s) had been posted.

I am aware of the above requirements and will comply with the posting requirements as stated in Kuna City Code 5-1A-8

 - B&A Engineers/Inc.
Applicant/agent signature

1/17/17
Date















