



## KUNA PLANNING AND ZONING COMMISSION Agenda for October 9, 2018

Kuna City Hall ▪ Council Chambers ▪ 751 W. 4<sup>th</sup> St. ▪ Kuna, Idaho

### 1. CALL TO ORDER AND ROLL CALL

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

### 2. CONSENT AGENDA: *All Listed Consent Agenda Items are Action Items*

- a. Meeting Minutes for September 25, 2018.

### 3. PUBLIC HEARING

- a. **18-03-AN (Annexation), 18-01-CPM (Comprehensive Map Change), 18-04-ZC (Rezone), 18-02-PUD (Planned Unit Development), 18-04-S (Preliminary Plat) & 18-20-DR (Design Review)** – Falcon Crest Subdivision; Scott Wonders with JUB Engineers, on behalf of M3 Companies- Mark Tate (Owner), requests approval to Annex approximately 996 acres into Kuna City limits, Change the Comprehensive Plan Map (CPM) from Agriculture to Mixed-Use for approximately 163 acres, for a Planned Unit Development (PUD) for approx. 1,028 acres, to rezone approx. 20 acres and subdivide approx. 132 acres into 409 residential lots, 51 common lots, four common driveway lots, two well lots and one private road. This site is located at the NEC of Cloverdale and Kuna Roads, Kuna, Idaho. Please see the application for a list of parcel numbers affected by this application.

#### **ACTION ITEM.**

- **Staff requests this case be tabled until October 23, 2018 – a date certain, to confer with legal counsel.**
- b. **18-01-S (Preliminary Plat) & 18-07-DR (Design Review)** – Whisper Meadows Subdivision; Katie Miller, with Bailey Engineers, on behalf of Thistle Farm, and Vanderkooy Farm, LLC's (Owner), requests approval to subdivide approximately 73.50 acres (previously zoned R-6 and four lots within Chisum Valley Subdivision No. 1 and 2) into 310 single home lots, an additional 38 common lots, following the Comprehensive Plan of MDR and the Council approved conditions of approval from the recent rezone. This site is located at the NWC Linder and Columbia Roads. APN No's; R1393850100, R1693860010, R1693860290, R1693860280. **ACTION ITEM.**
- c. **18-04-AN (Annexation), 18-03-S (Preliminary Plat) & 18-23-DR (Design Review)** – Lugarno Terra Subdivision; Billy Edwards, with Select Development and Contracting, LLC., requests to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant also requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000). **ACTION ITEM.**
- d. **18-11-SUP (Special Use Permit) & 18-27-DR (Design Review)** – Pinson's Muffler Shop; Applicant Darrell Pinson, requests special use permit approval in order to operate an automobile maintenance shop within the Central Business District. The subject sites are located at 156 and 120 West Main Street, Kuna, ID 83634, within Section 23, Township 2 North, Range 1 West; (APN# R5070000315 and R5070000350). **ACTION ITEM.**

### 4. ADJOURNMENT

**CITY OF KUNA  
PLANNING & ZONING COMMISSION**

**MEETING MINUTES  
Tuesday, September 25, 2018**

| 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    | X       | Jace Hellman, Planner II        | Absent  |
| Commissioner Stephen Damron | X       | Sam Weiger, Planner I           | X       |
| Commissioner John Laraway   | X       |                                 |         |

**6:00 pm – COMMISSION MEETING & PUBLIC HEARING**

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

**Call to Order and Roll Call**

**1. CONSENT AGENDA**

- a. Meeting Minutes for August 28, 2018.
- b. **Findings of Fact and Conclusions of Law** for 18-10-SUP; Small Wonders Daycare
- c. **Findings of Fact and Conclusions of Law** for 18-02-S; Madrone Heights Subdivision

*Commissioner Gealy Motions to approve the consent agenda; Commissioner Hennis Seconds, all aye and motion carried 4-0.*

**2. NEW BUSINESS**

**18-28-DR (Design Review)** – Accessory Building; the applicant, Mike Smith, requests approval from the Planning and Zoning Commission for a project consisting of four new 6,000 Square Foot (SF) buildings, to be built next to the existing buildings on the lot. The purpose is to provide spaces for start-up business that require between 1,500 and 6,000 SF. Four new buildings are proposed.

**C/Young:** The first item up on your public hearing is 18-28-DR. **Mike Smith:** Last time I was here, we were putting up the first building. We decided to go ahead and apply for the permit for the next four. We’ve already ordered them, gotten them on the way. It’s a business park, kind of an incubator theme type place where you would come rent a space. The first building and the first tenant took it all. We’ve got a lot of people waiting for us to get it built. The first company builds shoe covers, the ones you put on when you go into someone’s home. We’re going to employ eight to ten people when it’s all up and running. They brought four employees with them, another six or so that work from home. We’re in the industrial park over by the old Best Bath building. We’re ready for the second building.

**C/Gealy:** There was one remark in the staff report regarding working with J&M Sanitation about trash enclosures.

**Mike Smith:** I think the first tenant has already gotten his own dumpster in. We also have one, so we just order them as we need them. **Troy Behunin:** Good evening Commissioners for the record, Troy Behunin. In response to your question Commissioner Gealy, he actually went out today to inspect the first building. That was a remark that staff put in the notes. We continue to work with them because each of those tenants as they come on will have to have their own container. There waste needs to be picked up. I drove around the building, and I walked around the building. The new one that you just approved earlier this year, it’s bigger than a tipcart. It’s about five times the size of a tipcart. Staff also noticed that the landscaping was in, the parking lot was there and black-topped. A good portion of the 8.6-acre parcel is either recently developed or its being developed. This is kind of report like the last one we had. One of the conditions from last time was to continue to bring the landscaping and some of the other things into compliance. It wasn’t very slightly, and it didn’t fit the area. Mike is with SPI, and he’s doing a redoing a significant

# CITY OF KUNA PLANNING & ZONING COMMISSION

## MEETING MINUTES Tuesday, September 25, 2018

landscape buffer in the front. That is well under way. The building looked great, and this proposal for these four new buildings is actually going to follow the same exact pattern. It will follow the same building, the same size, the same landscaping requirements. There are parking requirements, J&M Sanitation requirements, and as they come in, they will be responsible for any tenant improvements. They'll also be responsible for any sewer connection fees, water connection fees, it's basically just a shell. It's very much what Tractor Supply and Dollar Tree did, and O'Reilly's too. Staff has no serious concerns, in fact this is a large parcel at 8.6 acres. With each of these new buildings that he's bringing on, he's basically improving something that's not improved. It's a portion of the lot that's just empty and raw. It just further improves that parcel. I'd be happy to answer any questions you might have on the project.

**C/Damron:** Is he going to divide these up into subsections there, like 1500 square feet? **Troy Behunin:** Whatever a tenant needs for the building, but the parcel is not actually being divided. A new building is being added to the same parcel. The building itself can be divided depending on how many tenants seek to have an incubator business.

**C/Damron:** What about bathroom facilities? For each individual space, that's the tenant's responsibility to put that in? **Mike Smith:** Their plan should be four 1500 square-foot units. With the first lady taking the whole building, we just put in one bathroom. We would love to have four tenants per building, but it looks like one tenant wants our second building as well. They are all set up for four bathrooms.

**C/Damron:** Those four sections are connected to the sewer, or will they connect them when the tenant moves in? **Mike Smith:** Those we have are already connected together. For the first three buildings, we'll hook them up to sewer before we build the building. Then they'll have to pay, and if they have to get the toilet they'll have to get the permit for that.

**Troy Behunin:** They will have to have a bathroom. **Mike Smith:** They'll all have up to four.

**C/Young:** In the industrial area, they're matching everything that is continuing on.

*Commissioner Hennis motions to approve Case No. 18-28-DR with the conditions as outlined in the staff report; Commissioner Damron Seconds; Motion carried 4-0.*

**18-25-DR (Design Review) & 18-12-SN (Sign) – D&B Supply;** The applicant, Brad Marczuk with Larson Architects, seeks Design Review approval from the Planning and Zoning Commission (acting as Design Review Committee) to build a 46,546 square foot new commercial building to house a *D & B Supply* store with accompanying landscaping, lighting, parking lot and two monument signs; a 26'-8" high double-sided monument sign on Meridian Road, and a 12' – 1" high, double-sided monument sign on Deer Flat Road. The site is located at the southeast corner of Meridian and Deer Flat Roads, Kuna, Idaho 83634 (Current APN = S1419223152 – Until the plat records, then it will be Lot 3, Block 1).

**Brad Marczuk:** Brad Marczuk with Larson Architects, 210 Murray St, Boise, Idaho. I've been working on this project with Troy for a while now. We're proposing the D&B retail store, and it's a larger scale building. We really tried to get a vernacular architecture. We've got heavy timber canopies that go around the building that will be stained. We have some heavy timber columns that will be stained, along with column bases. The canopy wraps around the front and the sides. We have some core tin seal corner accents on these two corners. There is core tin steel in the main entry canopy up front. As we go around the building, we've modulated the sides pretty heavily so it's not just a square. On those sides, we've used metallic, finished, different types of metal siding. It has fairly expensive siding and architectural profiles. We didn't want it to look like a rerecorded type building. The side with the vinyl fence and the landscaping, the plan that Troy's worked with, it's part of the same landscaping concept. It's important that the development is in to keep the same landscape look as it goes through that same development. It'll get a nursery area in the north side, and that will be surrounded by a wrought iron fence and a three-foot high wall for security. The wall will serve to have break-ups of not just a landscape area there. The building function itself, they're going to sell at retail. It will be single level, there is a loading dock on the back and we put the fence far enough away. We have sent visuals to Troy about how that will not be seen. We've set it back about eighty feet from the property line, minimizing the impacts and surrounding on three sides by the building itself. The trucks that do access it are not the big trucks, they are medium size trucks. 55 is the name of those trucks, and they have a loading dock where they will

# CITY OF KUNA PLANNING & ZONING COMMISSION

## MEETING MINUTES Tuesday, September 25, 2018

come in. A four-foot typical loading dock, so again none of this will be visual based on the site plans. Parking out front will be a shared use development that happens on the west side. There are two pad sites on there, with separate owners that will share a cross-use agreement on the parking. Being fully landscaped and the parking meets the standards we've put forward. **C/Young:** What are the panel depths? **Brad Marczuk:** They vary based on the profile. We've had the X-16 profile, some of them are an inch-and-a-half and some of them are seven-eighths. I could have brought a section of the panel in, I can send it to Troy to send to you if you would like. **C/Hennis:** I was having a hard time distinguishing what the different panel depths. **Brad Marczuk:** That is on the south side. Rather than a whole wall, we brought it out 12 inches. You can see the projections. **C/Hennis:** I understand that, but the siding is the same across those pieces, correct? **C/Young:** With regards to the parapet, and I really like that front elevation, especially when the front elevation does what it's supposed to do. It's going to be really nice. **C/Young:** My concern is on the sides and rear. We have 100 less feet of flat parapets. **Brad Marczuk:** It is more of a flat parapet, yes. It's 112 feet setback from the property, then you have a road outside of that. It's going to go around 91 feet on the back side going across there. These are also different heights, so if we look at it at three dimensions, we have it going all the way across. It's set back pretty far. If you feel a little stronger about it, we could do something about it. **C/Young:** There's a couple things going in tandem with my thought, here. You've got kind of a sea of gray that goes away from the front of the building back. With the exception of painting the doors, the other metallic color, everything is the same. **Brad Marczuk:** We're going to have different colors on the panels there. We've got zinc gray as our primary color, but we have different colors. **C/Hennis:** I can't tell by the elevations where the different coloration is. I kind of understand where it is, even on the locations I was looking at, so if you would describe to us a little bit more about the color differentiation. **Brad Marczuk:** Zinc gray is our primary colors, and these will use the medium gray. We can also use the silver smith if Troy decides that he wants that. If you guys want a different color on the bump outs, we can change those colors. **C/Gealy:** Is it on the north elevation, that's where the nursery center will be? **Brad Marczuk:** The nursery center will be in here, there will also be some greenhouse in here. They will be built in these little tent shapes for the plans. For the feed store, we'll work on the bump out colors if you would like. **C/Young:** I know you've got two shades of gray on what would be the south elevation. You've got that 12-inch bump out. For that 80-foot section, have you thought about raising that parapet height for that section to maybe match. The core town height at the front, you know it breaks that elevation out. I understand that this is the rear of the store, but on the other side on the north, the awning kind of extends back. **Brad Marczuk:** I understand that, we can match the elevation here, have a different path with a different color. I wouldn't go with any wild colors. **C/Young:** With the gray, what's the minimum panel width for the core-ten? They usually come as small as three-foot wide panels. **Brad Marczuk:** 12 feet long, and the panels are different ones and they're like 16-inch. They interlock, and they repeat a pattern. **C/Young:** At either end of that bump out, whatever modular panel that this is, getting a breaking up of the colors. **Brad Marczuk:** We're just kind of wrapping around it, I'm not worried about a modular on this side. **C/Young:** I'm not worried about this side. As you go south from where you're going to be is my concern. **Brad Marczuk:** You would help break it up a little bit more and get a little more depth. **Troy Behunin:** Good evening Commissioners, Troy Behunin, Planner III, Kuna Planning and Zoning Staff. The application presented by Travis, D&B Supply at Deer Flat and Meridian Road. Staff actually has reviewed the application, and found that there's sufficient parking. This building at least meets the intent of the Kuna guidelines and architectural design guidelines. The discussion that Commission just had with the applicant. We agree that it would be substantially good to move in the right direction. Staff does note that everything else seems to be in the guidelines with the Design Review Committee, especially in our presentation corridor. This is going to be the first commercial project on the east side of Highway 69. Ridley's was kind of the pioneer in the area. D&B will now be the pioneer on the east side. We think that it fits the area just fine. The only change that staff would like to note is that there are a couple of notes on the landscaping plan. The notes deal with the installation of the trees. We would just like to see that implemented and conditioned. Staff recommends that it be conditioned that the twine and baskets be removed from all the trees. This is so the trees have a better life expectancy and a lower mortality rate. The landscaping plan has been proposed, and if you folks approve it, then it would be a binding site plan. There are a number of recent residential projects that have had to make changes A, B and C. We just want to make sure that everybody understands that it is considered a binding site

**CITY OF KUNA  
PLANNING & ZONING COMMISSION**

---

**MEETING MINUTES  
Tuesday, September 25, 2018**

plan, at least on your approval. Staff has heard from four different developers that didn't understand that it was the final thing at Design Review. We're going to start adding that to all of our conditions. Staff also notes that the sign that has been proposed on Meridian Road, at 26 feet, meets our standards for a multi-tenant monument sign. There is also one on Deer Flat, and that one also fits our standards. They're listed there in the staff analysis. Other than that, staff has no concerns about the project. I would be happy to stand for any questions you might have.

**C/Laraway:** On one diagram of the building, it shows large commercial undeveloped on Meridian. When I hear the sign is in place, those plots will disappear. Now there's more parking, and that's where the sign is. Which one is it?

**Troy Behunin:** That was just the sign location map. That's a lot, and that's a lot between the Ashton Estates Commercial Subdivision. The parking is really only restricted on their lot. This lot is defined by that dashed line there. This is a site-specific exhibit for D&B showing and illustrating their parking, while this one is more of a master plan for the area. You're not looking at the parking there. This sign would go somewhere right in here. Correct me if I'm wrong, Travis, but plan you were just looking at that shows the parking where the sign is, that's more of a conceptual look here's how the whole picture fits with all of the parking and possible parking for those two spaces and where the sign fits. It's to give a better visual of the overall site and completion.

**C/Gealy:** It's expected that there would be perhaps two other businesses in those other two lots to the west of D&B and the east of Meridian Road.

**Troy Behunin:** Yes, that's what it is planned for. It's my understanding that the developer is actually speaking to two separate businesses for those spots.

**C/Gealy:** I think I understood they were talking about line of sight to the back of the building. My concern is that I'm not sure which one I'm looking at here. I believe to the east of this, there's South Magellan and South Upson Way. I believe that's going to be a more residential area over there, or will it be more of a commercial area?

**Troy Behunin:** East of this is South Magellan Road and residential, and south of this will be a city park. There will be adjacent residential uses to that south and east of the park.

**C/Gealy:** I see that there's nice trees and landscaping on about the bottom third of that on Magellan Road but no real trees or landscaping as South Upson drives into the back of this building.

**Troy Behunin:** That was handled during the pre-plat and the landscape design review for the subdivision.

**C/Gealy:** Is there any screening of the back of the building for the residential people?

**Troy Behunin:** There is a fence that will be provided, and there will be some landscaping yes. In addition, I believe that Brad testified that it's at least 80 feet from the property line to where the trash compactor is going. It will be about 86 feet.

**C/Hennis:** There's also a drainage swale back there and seepage beds.

**Troy Behunin:** The only thing that staff would say is that I know that they've talked with J&M Sanitation about the roll-off trash compactor scenario. These folks are aware that they need to contract with J&M. Chad has no concerns, it fits their needs.

**C/Hennis:** The sign is LED?

**Brad Marczuk:** Yes.

**C/Hennis:** Are they self-dimming, like the requirements of the city?

**Troy Behunin:** It goes down to seven percent.

**C/Damron:** That entry off of East Deer Flat Road, is that further than the 300-foot limit?

**Troy Behunin:** That entry does follow ACHD guidelines, I don't know what the depth is, but ACHD approved that during the pre-plat stage.

**C/Laraway:** If the customers want to leave and go out on Deer Flat, they have to go right?

**Troy Behunin:** From that entrance, they would yes. There is also another entrance off of Meridian Road.

**C/Laraway:** Not on here. It's not developed yet. I'm assuming that you're talking about further south?

**Troy Behunin:** It's connected to that subdivision. They will have access to it.

**C/Laraway:** I just hate getting caught in these right-in, right-outs.

**Troy Behunin:** Right-in, right-outs are much better than having nothing.

**C/Laraway:** Right, I'm not asking them to do this, but if they move the entrance further to the east, doesn't that free up that right-in, right-out a little bit?

**Troy Behunin:** The entrance is built. They're just buying a completed lot that is now officially recorded as Ashton Estates. In the staff report, it actually states that it was recently recorded. It has been recorded, they have completed all of the sign improvements. Basically, they're buying a lot within a subdivision. It's been completed and rerecorded.

**C/Hennis:** I like what's coming in, especially with those additions that you're talking about. I think the building will look really nice, and the it fits in with the center across the street. The whole area, I like the design of it.

**C/Young:** The sign ties in with the structure as well.

*Commissioner Gealy motions to approve Case No. 18-25-DR and 18-12-SN with the conditions as outlined in the staff report, an additional condition that the applicant work with staff to modify the elevations, and an additional*

**CITY OF KUNA  
PLANNING & ZONING COMMISSION**

---

**MEETING MINUTES  
Tuesday, September 25, 2018**

*condition that the applicant remove the twine and baskets from the trees before they're planted. Commissioner Hennis Seconds; Motion carried 4-0.*

**18-24-DR (Design Review) & 18-10-SN (Sign)** – Multi-Tenant Commercial Building Sign; On behalf of Renny Wylie, the applicant, Dana Vance with Superior Signs, seeks design review approval from the Planning and Zoning Commission (acting as Design Review Committee) to build a sign for a recently approved multi-tenant commercial building. The site is located 1075 E. Kuna Road, Kuna, ID 83634 (Parcel No. R2373790020).

**Aaron Vance:** Aaron Vance, 2904 S Illinois Ave, Caldwell, ID. I am proposing the sign for the completion of the building that's already almost done. They are now in the final stages of landscaping. I wish that this could have gone on the original design review. The owner slacked a little bit in calling me and making me do my job. I am now coming back to you to get this sign approved. It's a pretty simplistic sign in nature, it meets all the requirements for the city code. There are three tenants available, these are hard dividing retainers but could be removed in case we want to have a larger space and take up larger sections of the building. We did originally have it proposed as being about 17 feet tall, but that was not allowed. We have brought it down to this stage. As far as the brick section down below, that is to give it a little character draw some attention to it. **Sam Weiger:** Chairman and Commissioners, for the record Sam Weiger, Planner I, Kuna Planning and Zoning Staff, 751 W 4<sup>th</sup> Street. The application before you tonight is seeking approval for one monument freestanding sign for the multi-tenant commercial building. The sign will include LED lighting. Staff forwards a recommendation of approval. With that I will stand for any questions you may have. **C/Young:** The back-side colors match the building.

*Commissioner Hennis motions to approve Case No. 18-24-DR and 18-10-SN with the conditions as outlined in the staff report; Commissioner Damron Seconds; Motion carried 4-0.*

**3. PUBLIC HEARING**

**18-01-S (Preliminary Plat) & 18-07-DR (Design Review)** – Whisper Meadows Subdivision; Katie Miller with Bailey Engineers, request approval to subdivide approximately 73.50 acres into 310 buildable lots, 38 common lots. The subject site is located *near* the northwest corner of Linder and Columbia Roads, Meridian, Idaho, ID 83642, within Section 2, Township 2 North, Range 1 West, B.M. (APN#'s R1393850100, R1693860010, R1693860290 and R1693860280).

- **Staff recommends that this case be tabled to Tuesday, October 9, 2018 due to the ACHD (Ada County Highway District) report not being available at this time.**

*Commissioner Gealy motions to table Case No. 18-01-S and 18-07-DR to Tuesday, October 9, 2018; Commissioner Hennis Seconds; Motion carried 4-0.*

**4. COMMISSION REPORTS**

**5. ADJOURNMENT**

*Commissioner Gealy motions to adjourn; Commissioner Hennis Seconds, all aye and motion carried 4-0.*

**CITY OF KUNA  
PLANNING & ZONING COMMISSION**

---

**MEETING MINUTES  
Tuesday, September 25, 2018**

---

Lee Young, Chairman  
Kuna Planning and Zoning Commission

ATTEST:

---

Wendy I. Howell, Planning and Zoning Director  
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: **18-01-S** (Preliminary Plat) and **18-07-DR** (Sub Design Review)

Location: Northwest corner; Linder and Columbia Roads, Meridian, ID

Planner: Troy Behunin, Planner III

Hearing date: September 11, 2018  
*Tabled until: October 9, 2018*

Owner: **Thistle Farm, LLC, and Vanderkooy Farm LLC's**,  
6152 W. Half Moon Ln.  
Eagle, ID, 83616  
208.850.0591  
[Timothyeck@me.com](mailto:Timothyeck@me.com)

Engineer: **Bailey Engineers**,  
Katie Miller  
4242 Brookside Ln.  
Boise, ID, 83713  
208. 938.0013  
[KMiller@baileyengineers.com](mailto:KMiller@baileyengineers.com)



### Table of Contents:

- A. Process and Noticing
- B. Applicants Request
- C. Aerial map
- D. Site History
- E. General Project Facts
- F. Staff Analysis
- G. Applicable Standards
- H. Proposed Procedural Background
- I. Proposed Findings of Fact for Council
- J. Proposed Factual Summary
- K. Proposed Comprehensive Plan Analysis
- L. Proposed Kuna City Code Analysis
- M. Proposed Conclusions of Law
- N. Proposed Recommendation of Commission to City Council

### A. Process and Noticing:

1. Kuna City Code 1-14-3 (KCC), Title 1, Chapter 14, Section 3, states that Preliminary Plats are designated as public hearings, with the Commission as the recommending body, and City Council as the decision making body, and the Commission as the decision making body for the Design Review. These land use applications were given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65 Local Planning Act.

#### a. Notifications

- i. Neighborhood Meeting August 8, 2018 (fourteen (14) persons attended)

- |                                |                        |
|--------------------------------|------------------------|
| ii. Agency Comment Request     | February 12, 2018      |
| iii. 350' Property Owners      | August 31, 2018        |
| <i>COURTESY MAILING NOTICE</i> | <i>October 1, 2018</i> |
| iv. Kuna, Melba Newspaper      | August 16, 2018        |
| v. Site Posted                 | August 31, 2018        |

**B. Applicants Request:**

**1. Request:**

Applicant, Katie Miller, with Bailey Engineers, on behalf of Thistle Farm, and Vanderkooy Farm, LLC's (Owner), requests approval to subdivide approximately 73.50 acres (previously zoned R-6 and four lots within Chisum Valley Subdivision No. 1 and 2) into 310 single home lots, an additional 38 common lots, following the Comprehensive Plan of MDR and the Council approved conditions of approval from the recent rezone. This site is located at the NWC Linder and Columbia Roads. APN No's; R1393850100, R1693860010, R1693860290, R1693860280.

**C. Aerial Map:**



*©Copyrighted*

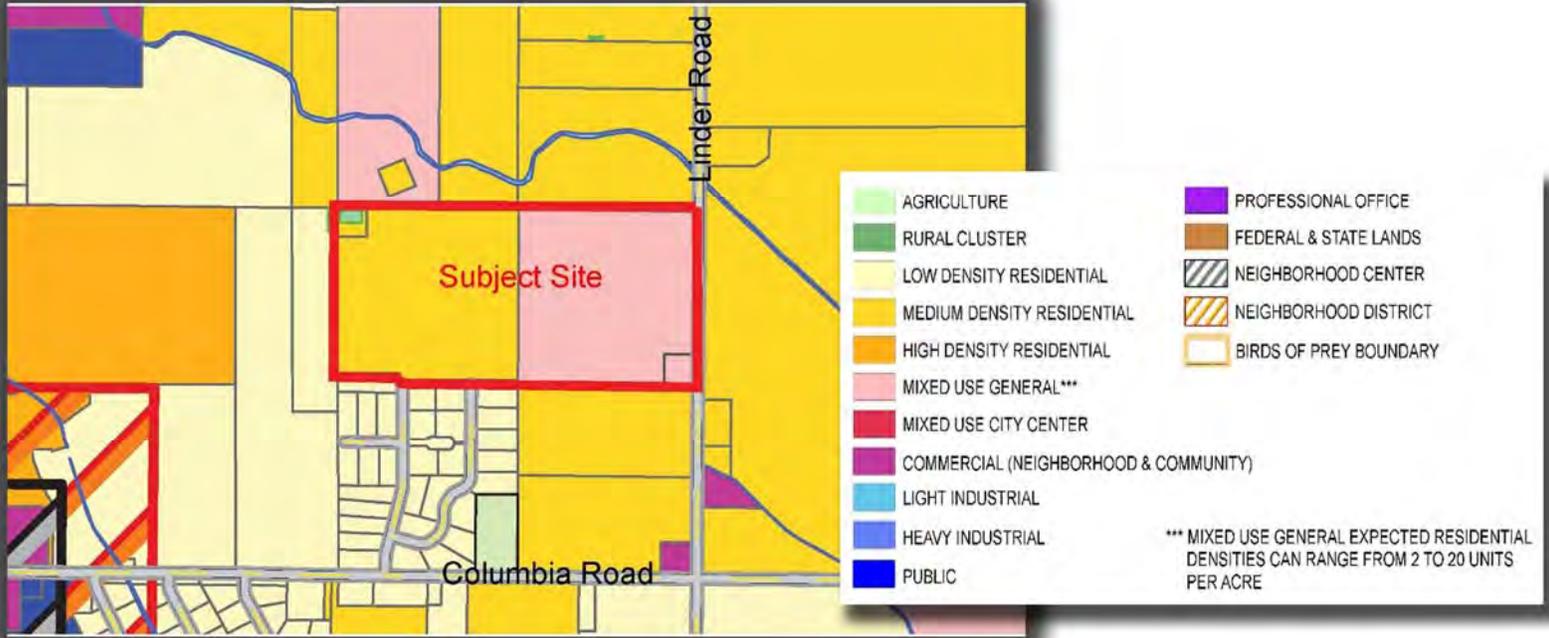
**D. Site History:**

These lots historically have been used for agricultural purposes and were rezoned from Agriculture (Ag.) to R-6 MDR (Medium Density Residential) on June 5, 2018, (18-04-ZC).

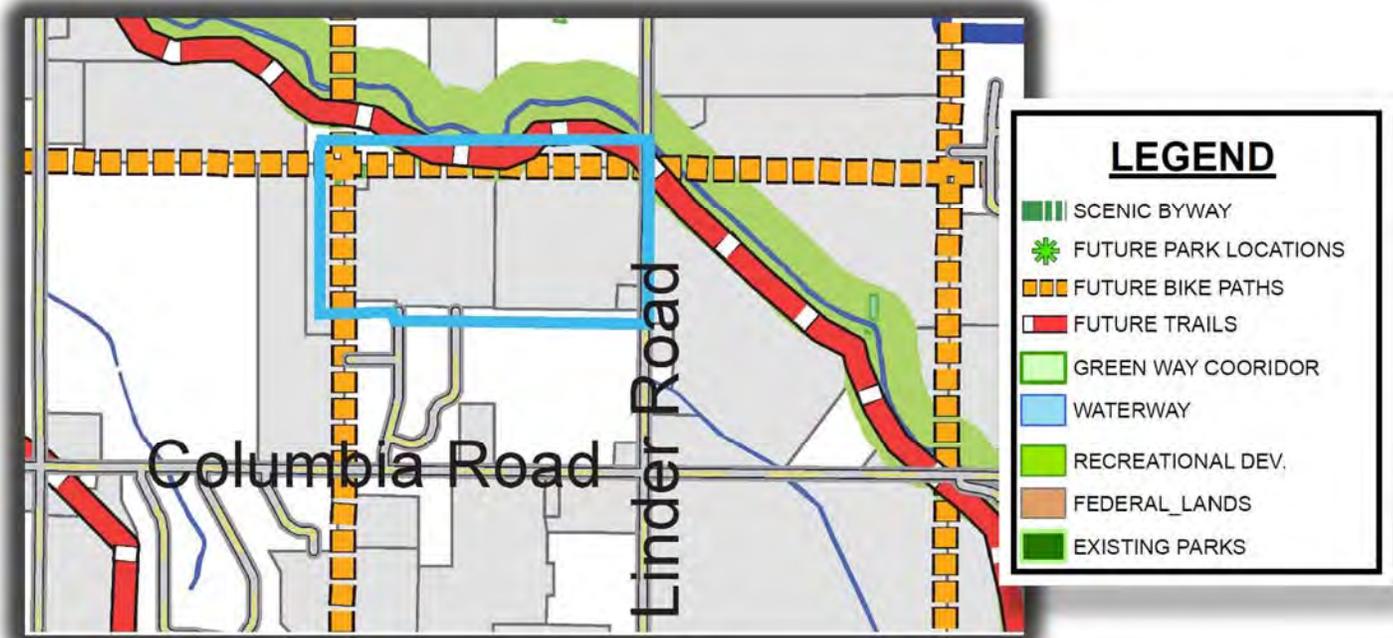
**E. General Projects Facts:**

- 1. Comprehensive Plan Map:** The Comp Plan Map designation for this site is Medium Density Residential (MDR) for the west half, and Mixed-Use for the east half. Both uses encourage residential uses. The Future

Land Use Map (Comprehensive Plan Map) is intended to serve as a guide for the decision making body. This map indicates land use designations, it is not actual zoning. These land use designations have been in place since 2009, and were contemplated as such in early 2008.



2. **Recreation and Pathways Map:** The Rec. & Path Master Plan Map indicates a future trail along the Mason Creek, which is off-site. With this application, staff recommends that the applicant incorporate green and open spaces and should be considered a binding site plan.



3. **Surrounding Land Uses:**

|              |        |  |
|--------------|--------|--|
| <b>North</b> | AG, RR | Agriculture & Rural Residential – Kuna City & Ada County |
| <b>South</b> | RR     | Rural Residential – Ada County                           |
| <b>East</b>  | AG     | Agriculture – Kuna City                                  |
| <b>West</b>  | AG     | Agriculture – Kuna City                                  |

4. **Lot Sizes, Current Zoning, Parcel No's, and L & B No's:**

| <b>Lot Size<br/>(Approximately)</b> | <b>Current Zone: (Ag.)</b> | <b>Parcel Number(s)</b> | <b>Chisum Valley Sub.,<br/>Lot &amp; Block Numbers</b> |
|-------------------------------------|----------------------------|-------------------------|--|
| 1.00 acre                           | R-6                        | R1393850100             | Lot 1, Block 1, Sub No. 1                              |
| 35.77 acres                         | R-6                        | R1693860010             | Lot 2, Block 1, Sub No. 2                              |
| 35.38 acres                         | R-6                        | R1693860290             | Lot 30, Block 1, Sub No. 2                             |
| 1.00 acre                           | R-6                        | R1693860280             | Lot 29, Block 1, Sub No. 2                             |

5. **Services (at time of development):**

- Sanitary Sewer– City of Kuna
- Potable Water – City of Kuna
- Irrigation District – Kuna Municipal Irrigation District (KMID)
- Pressurized Irrigation – City of Kuna (KMID)
- Fire Protection – Kuna 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 has significant Linder Road frontage. The applicant proposes two points of ingress/egress on Linder Road; one at the mid-mile between Columbia and Lake Hazel, and a second access approx. 820 feet south of that mid-mile. Applicant has proposed two points of ingress/egress along the future east-west mid-mile on the north side of the site and a single ingress/egress on the west side of the site. All points of access must follow City & ACHD standards.

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. This site is within the Nitrate Priority Area (NPA), and will be required to connect to Kuna City sanitary sewer, potable water and pressurized Irrigation services.

9. **Agency Responses:**

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

- *Ada County Highway District (ACHD)* *Exhibit B 2*
- *Boise Project Board of Control* *Exhibit B 3*
- *Central Dist. Health Dept. (CDHD)* *Exhibit B 4*
- *COMPASS* *Exhibit B 5*
- *Dept. of Environmental Quality (DEQ)* *Exhibit B 6*
- *ID Transportation Dept. (ITD)* *Exhibit B 7*

## **F. Staff Analysis:**

The applicant rezoned four lots within Chisum Valley Subdivisions 1 and 2, as part of a previous application (18-01-ZC), and now submits an application for preliminary plat and subdivision design review approvals and entitlements.

These four lots were rezoned last spring from Agriculture to the R-6 (MDR) zone. During the public hearings for said rezone, certain density and layout conditions were approved by City Council; "...actual density [shall] not exceed 4.25 DUA (dwelling units/acres), and provide a max 2 DUGA (Dwelling units/gross acre) along [the] border of existing homes in Chisum Valley Subdivision". Staff finds that this proposed subdivision conforms to said condition as outlined in the Findings of Fact and Conclusions of Law as ordered by Council.

In July of 2006 (06-14-AN), when these lots were annexed into Kuna city limits, all four lots were already in the Chisum Valley Subdivision with an Agriculture zone. Furthermore, these lots were annexed into Kuna with the Local Improvement District (LID). The applicant seeks approval for a preliminary plat for approximately 73.50 acre site to include 310 buildable lots and 38 common lots. The project is adjacent to Linder Road (a major arterial) and all public utilities are near, or adjacent to the site. Applicant has been made aware that development of these lots will require connection to all city services and will be subject to connection fees for that purpose. It is anticipated that it will require five (5) phases for complete build-out and applicant has provided a phasing plan illustrating the order.

Applicant proposes connection to only one of the two existing Chisum Valley stub streets even though Kuna City Code (KCC) 6-3-3-C, requires connections to all provided stub streets. The applicant also petitioned ACHD through a variance request to allow connection to only one of the two existing stub streets. However, the ACHD Commissioners voted to deny the variance request and conditioned a connection with both existing stub streets.

Kuna Classified Road Map states that a minor collector road be placed on the west side of this site. Due to the reasons stated within the ACHD report (Dated 9.26.2018; Item C. 4 pg. 7), staff supports the alignment and offset nature of the north/south minor collector. Staff agrees with the 'Site Specific Condition of Approval' D. 8 in the same ACHD report.

Based on the review Comprehensive Plan Map (CPM), staff views this request to be in concert with the CPM approved by Council. This request reflects the goals of the City leaders and its Citizens.

This application includes a request for subdivision landscape design review. Staff finds the proposed landscaping for common areas appears to be in substantial conformance with KCC Title 5 chapter 17, Kuna's Landscaping Ordinance (KCC 5-17). Staff recommends that the applicant be conditioned to provide a code compliant scheme. Staff would like to highlight that this landscape plan (if approved), will be considered a binding plan, and shall be followed as presented and not changed or substitutions made without prior approval, except to bring it into conformance. Design Review for a subdivision monument(s) was not applied for, with this project, however, if a monument sign(s) is/are desired, Design Review is required.

Staff has determined this application generally complies, or as conditioned, will follow Idaho Statutes §50-222 (Annex) and §65-67 (LLUPA-Subs); Title 5 of the Kuna City Code; and the Kuna Comprehensive Plan; and forwards a recommendation of approval for Case No. 18-01-S and 18-07-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. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

**H. Proposed Procedural Background:**

On October 9, 2018, the Commission will consider Case No. 18-01-S and 18-07-DR, including the applications, agency comments, staff's report, application exhibits and public testimony presented or given.

**I. Proposed Findings of Fact for Councils Consideration:**

Based on the record contained in Case No. 18-01-S and 18-07-DR, including the exhibits, staff's report and the public testimony at the public hearing, the Commission of Kuna, Idaho, hereby recommends **approval / conditional approval / denial** of the proposed Findings of Fact and Conclusions of Law, and Conditions of Approval for Case No's 18-01-S and 18-07-DR, for the *Thistle and Vanderkooy, Farm, LLC*, rezone request.

*The Commission concludes that the Application **does/does not** comply with the City of Kuna's Zoning regulations (Title 5) of KCC and/or regulations outlined in title 5 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 No. 18-01-ZC and approve or deny Case No. 18-7-DR. On October 9, 2018, Kuna's Commission will vote to recommend either **approval / conditional approval / denial** of Case No. 18-01-S; and vote to **approve / conditional approve / deny** Case No. 18-07-DR.

**Comment:** *On October 9, 2018, Commission will vote to recommend either **approval / conditional approval / denial** of Case No. 18-01-S and **approve / conditional approve / deny** Case No. 18-07-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 October 9, 2018, 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 October 9, 2018, 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. 18-01-S and 18-07-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 a variety in housing options in Kuna. The Kuna Planning Map designates this property as Medium Density Residential and Mixed-Uses. As this request proposes MDR, the proposal 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 October 9, 2018.*

**J. Proposed Factual Summary:**

This approximately 73.50 acre site, is in Kuna City limits, zoned R-6, (MDR), with varying historical Ag. uses and is located at the northwest corner (NWC) of Linder and Columbia Roads. These lands are lots within the Chisum Valley Subdivision. These lands were included in the Local Improvement District (LID); whereby they were obligated to satisfy a sewer connection fee equivalent to 3 Dwelling Units an Acre (DUA) at a minimum. Applicant proposes a preliminary plat for these approximately 73.50 acre, to subdivide said property into 310 boillable lots and 38 common lots. This property is adjacent to Linder Road, a principle arterial road.

**K. Proposed Comprehensive Plan Analysis:**

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

The designations of Medium Density Residential and Mixed-Use shown on the Planning Map (See Map above) for these lots were approved by Council. The proposed subdivision 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. (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 rezone follows the community vision and provides a way to achieve the housing goals as stated and adopted, by supplementing other existing large lot subdivisions nearby.*

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 an opportunity to supply varied housing types and provide pedestrian connections, thereby 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 rezone requests an R-6 zone, for residential uses, conforming to the Comprehensive Plan and Planning Map approved by Council in August of 2015.*

Mixed-Uses:

*The mixed use general land use designation pertains to a land parcel or combination of parcels that are planned and developed together. This comprehensive land use category may contain residential, commercial, office and technical uses, a variety of building types and densities, common open space variations, clustered development and recreational facilities (Page 105).*

**Comment:** *The proposed rezone requests an R-6 zone, for residential uses, 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 with an opportunity to provide 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. (Page 179).

**Comment:** *With this development, the applicant will provide an extension of the sidewalk and roadway system which must comply with the Master Street Plan adopted by Kuna. Applicant has proposed connections to existing and future neighborhoods by adding pathways, sidewalks for pedestrian and non-motorized transportation, and adding and connecting to stub streets. Applicant appears prepared to propose a variety of housing densities thereby complying with approved 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 Title 5 of the KCC.*

2. The site is physically suitable for the proposed R-6 new subdivision.

**Comment:** *The 73.50 acre (approximate) project includes a request for subdividing the lands in 310 buildable lots and 38 common lots. The site appears to be compatible with the proposal.*

3. The Rezone **is / is not** likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.

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

4. The Rezone proposal **is / is not** likely to cause adverse public health problems.

**Comment:** *The proposed subdivision of the property appears to follows Kuna City Codes. All development 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 and will be connected to the Kuna City central sewer and potable and pressure irrigation water systems. The current adjacent uses are agriculture in nature uses and the site it adjacent to an arterial road.*

6. Based on the evidence contained in Case No's 18-01-S and 18-07-DR, Commission finds Case No's 18-01-S 18-07-DR adequately comply with Kuna City Code.

7. Based on the evidence contained in Case No. 18-01-S and 18-07-DR, Commission finds Case No. 18-01-S and 18-07-DR, generally comply with Kuna's Zoning Code.

**M. Proposed Conclusions of Law:**

1. Based on the evidence contained in Case No's 18-01-S and 18-07-DR, Commission finds Case No's 18-01-S and 18-07-DR generally **does / does not** comply with Kuna City Code.

2. Based on the evidence contained in Case No's 18-01-S and 18-07-DR, Commission finds Case No's 18-01-S and 18-07-DR, generally **are / are not** consistent with Kuna's Comprehensive Plan and Comprehensive Plan Map.
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:**

**18-01-S (Preliminary Plat)**, *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.*

**18-07-DR (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 memo, the Comp Plan, City Code, the record before the Commission, the applicant's presentation, public testimony and discussion during the public hearing by the Planning and Zoning Commission of Kuna, Idaho, the Commission hereby recommends **approval / conditional approval / denial** to City Council for Case No. 18-01-S, a Preliminary Plat request, and votes to **approve / conditional approve / deny** Case No. 18-07-DR, a Design Review request by Katie Miller (Bailey Engineers) on behalf of Thistle Farm, LLC and Vanderkooy Farm, LLC, with the following conditions of approval *at time of development in the future*:

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. Applicant is conditioned to follow the these planting notes for all trees on site:
  - 12.1 – *Landscape contractor shall remove all twine/ropes and burlap from root balls.*
  - 12.2 – *Landscape contractor shall remove the wire basket from the top 1/2 of the root ball.*
13. The applicant's proposed landscape plan (dated 01/11&12/2018) shall be considered binding site plans, or as modified and approved through the public process.
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 \_\_\_\_, day of \_\_\_\_\_, 2018

# VICINITY MAP



W Lake Hazel Rd

S Durrant Ln

Mason Creek Feeder

S Linder Rd

W Cogburn St

S Chisum Way

W Columbia Rd

Painter Lateral

## Legend

-  Whisper Meadows
-  PARCEL LINES
-  ROADS
-  WATER FEATURES

TB

**Caspian**

**Springhill**

**Subject Site**

**Silvertrail Add.**

S Devant Ln

S Chisum Way

W Columbia Rd

S Buffalo Creek Ln

S Side Creek Ln

S Linderer Rd

69

© 2018 Google

Google Earth

**received**  
1-12-18



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)           | 18-01-ZC<br>18-01-S 18-07-DR  |
| Project name              |                               |
| Date Received             | 1.12.18 & Complete on 1.29.18 |
| Date Accepted/Complete    |                               |
| Cross Reference Files     |                               |
| Commission Hearing Date   |                               |
| City Council Hearing Date |                               |

### Contact/Applicant Information

|   |                                     |
|---|-------------------------------------|
| Owners of Record: Thistle Farm & Vanderkeoy Farm, LLC |                                     |
| Address: 6152 W. Half Moon Ln                         | E-Mail: timothyeck@me.com           |
| City, State, Zip: Eagle ID 83616                      | Fax #: _____                        |
| Applicant (Developer): Vanderkooy Farm LLC            |                                     |
| Address: 6152 W. Halfmoon Ln                          | Phone Number: 208-938-0013          |
| City, State, Zip: Eagle, ID 83616                     | E-Mail: timothyeck@me.com           |
|   | Fax #: _____                        |
| Engineer/Representative: Bailey Engineers             |                                     |
| Address: 4242 N. Brookside Ln                         | Phone Number: 208-938-0013          |
| City, State, Zip: Boise, ID 83713                     | E-Mail: kmiller@baileyengineers.com |
|   | Fax #: _____                        |

### Subject Property Information

|   |                                    |
|---|------------------------------------|
| Site Address: S. Linder Road, Kuna                                    |                                    |
| Site Location (Cross Streets): S. Linder Rd north of Columbia         |                                    |
| Parcel Number (s): R1693860010, R1393850100, R1693860290, R1693860280 |                                    |
| Section, Township, Range: Section 2, T.2N, R.1W                       |                                    |
| Property size: 73.17 acres  |                                    |
| Current land use: Ag  | Proposed land use: Residential Sub |
| Current zoning district: A  | Proposed zoning district: R6       |

**Project Description**

Project / subdivision name: Whisper Meadows  
General description of proposed project / request: The applicant is requesting approval for a medium density residential subdivision

Type of use proposed (check all that apply):

Residential

Commercial

Office

Industrial

Other

Amenities provided with this development (if applicable): Large grass area which will contain enough room for 3 regulation size soccer fields. Nice connectivity throughout the development via pathway

**Residential Project Summary (if applicable)**

Are there existing buildings?  Yes  No

Please describe the existing buildings: N/A

Any existing buildings to remain?  Yes  No

Number of residential units: \_\_\_\_\_ Number of building lots: 310

Number of common and/or other lots: 38

Type of dwellings proposed:

Single-Family

Townhouses

Duplexes

Multi-Family

Other

Minimum Square footage of structure (s): 1,200sf

Gross density (DU/acre-total property): 4.25 Net density (DU/acre-excluding roads): \_\_\_\_\_

Percentage of open space provided: 15.05% Acreage of open space: 11.02

Type of open space provided (i.e. landscaping, public, common, etc.): landscaped buffers, pathways, parks/open space

**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: 1/10/18



# City of Kuna Design Review Application

**received**  
1.12.18

P.O. Box 13  
Kuna, Idaho 83634  
(208) 922.5274  
Fax: (208) 922.5989  
Website: www.kunacity.id.gov

FILE NO.: 18-07-DR

CROSS REF.: 18-01-ZC & 18-01-S.

FILES: \_\_\_\_\_

The City of Kuna has adopted a Design Review process whose purpose is to make Kuna a pleasant and comfortable place to live and work. This Design Review process is based on standards and guidelines found in the Design Review Ordinance No. 2007-02 and the Architecture and Site Design Booklet. Both of these documents can be found online ([www.cityofkuna.com](http://www.cityofkuna.com)) or are picked up in the City's Planning and zoning department is located at 763 W Avalon, Kuna ID. Staff is glad to assist you with your application form.

### The Design Review application applies to the following land use actions:

- ▶ Multi- family dwellings (3 or more)
- ▶ Commercial
- ▶ Industrial
- ▶ Institutional
- ▶ Office
- ▶ Common Area
- ▶ Subdivision Signage
- ▶ Proposed Conversions
- ▶ Proposed changes in land use and/or building use or exterior remodeling
- ▶ Exterior restoration, and enlargement or expansion of existing buildings, signs or sites.

## Application Submittal Requirements

| Applicant Use                       |  | Staff Use                |
|-------------------------------------|--|--------------------------|
| <input checked="" type="checkbox"/> | Date of pre- application meeting : <u>10/16/17</u><br><i>Note: Pre-Applications are valid for a period of three (3) months.</i>  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | A complete Design Review Application form<br><i>Note: It is the applicant's responsibility to use a current application.</i>   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Detailed letter of explanation or justification for the application, describing the project and design elements, and how the project complies with Design Review standards.  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | One (1) Vicinity Map (8 ½" x 11") at 1" = 300' scale (or similar), label the location of the property and adjacent streets.  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | One 8 ½" x 11" colored aerial photo depicting proposed site, street names, and surrounding area within five-hundred feet (500').   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Copy of Deed; and, if the applicant is not the owner, an <b>original</b> notarized statement (affidavit of legal interest) from the owner (and all interested parties) stating the applicant is authorized to submit this application. | <input type="checkbox"/> |



Detailed site, landscape, drainage plan, elevation and to scale. *(No smaller than 1"=30', unless otherwise approved.)*



**One of each plan** (site, landscape, drainage plan and elevations) is required to be submitted in the following plan sizes:

- (1) 24" X 36" TO SCALE COPIES
- (1) 11" X 17" REDUCTIONS
- (1) 8 1/2" X 11" REDUCTIONS



Provide a color rendering and material sample board specifically noting where each color and material is to be located on the structure.



*Note: Provide photo of the colored rendering and material samples board to City Staff electronically in a JPG or PDF format.*

The Applicant is obligated to provide a site plan that graphically portrays the site and includes the following features:

### Site Plan

| Applicant Use                           |   | Staff Use                |
|---|---|--------------------------|
| <input checked="" type="checkbox"/>     | North Arrow   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | To scale drawings   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Property lines  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Name of "Plan Preparer" with contact information  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Name of project and date  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Existing structures, identify those which are to be relocated or removed  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | On-site and adjoining streets, alleys, private drives and rights-of-way   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Drainage location and method of on-site retention / detention   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Location of public restrooms  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Existing / proposed utility service and any above-ground utility structures and their location                                    | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Location and width of easements, canals and drainage ditches  | <input type="checkbox"/> |
| <input type="checkbox"/>                | Location and dimension of off-street parking  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Locations and sizes of any loading area, docks, ramps and vehicle storage or service areas  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Trash storage areas and exterior mechanical equipment, with proposed method of screening  | <input type="checkbox"/> |
| TBD <input type="checkbox"/>            | Sign locations <i>(a separate sign application must be submitted with this application)</i>                                       | <input type="checkbox"/> |
| TIS <input checked="" type="checkbox"/> | On-site transportation circulation plan for motor vehicles, pedestrians and bicycles  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Locations and uses of ALL open spaces   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Locations, types and sizes of sound and visual buffers <i>(Note: all buffers must be located outside the public right-of-way)</i> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Parking layout including spaces, driveways, curb cuts, circulation patterns, pedestrian walks and vision triangle                 | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Locations of subdivision lines <i>(if applicable)</i>   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Illustration that demonstrates adequate sight distance is provided for motor vehicles, pedestrians and bicycles                   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Location of walls and fences and indication of their height and material of construction  | <input type="checkbox"/> |
| N/A <input checked="" type="checkbox"/> | Roofline and foundation plan of building, location on the site  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Location and designations of all sidewalks  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/>     | Location and designation of all rights-of-way and property lines  | <input type="checkbox"/> |

## Landscape and Streetscape Plan

The landscape and streetscape plans need to be drawn by the project architect, professional landscape architect, landscape designer, or qualified nurseryman for development's possessing more than twelve thousand (12,000) square feet of private land. The landscaped and streetscape plans must be colored. The Planning Director or City Forester may require the preparation of a landscape plan for smaller developments by one of the noted individuals if the lot(s) have unique attributes.

| Applicant Use                       |  | Staff Use                |
|-------------------------------------|--|--------------------------|
| <input checked="" type="checkbox"/> | North Arrow  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | To scale drawings  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Boundaries, property lines and dimensions  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of "Plan Preparer" with contact information   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of project and date   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Type and location of all plant materials and other ground covers.<br><i>Please review the City's plant list and rely upon it to identify the site's planting strategy. Include botanical and common name, quantity, spacing and sizes of all proposed landscape materials at the time of planting, and at maturity. A list of acceptable trees is available upon request from City Planning Staff. If there are any questions, please contact the City Forester, Natalie Reeder, at 208.880.0953</i> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Existing vegetation identified by specific size. Identify those which are proposed to be relocated or removed.   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Method of irrigation.<br><i>Note: All plant materials, except existing native plants not damaged during construction or xeriscape species shown not to require regular watering, shall be irrigated by underground sprinkler systems set on a timer in order to obtain proper watering duration and ease of maintenance.</i>   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location, description, materials, and cross-sections of special features, including berming, retaining walls, hedges, fences, fountains street/pathway furniture (benches, etc.), etc.   | <input type="checkbox"/> |
| TBD <input type="checkbox"/>        | Sign locations<br><i>Note: A separate sign application must be submitted with this application</i>   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Locations and uses for open spaces   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Parking layout including spaces, driveways, curb cuts, circulation patterns, pedestrian walks and vision triangle  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Illustration that demonstrates adequate sight distance is provided for motor vehicles, pedestrians and bicycles  | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and designations of all sidewalks   | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Engineered grading and drainage plans: A generalized drainage plan showing direction drainage with proposed on-site retention. Upon submission of building/construction plans for an approved design review application, a detailed site grading and drainage plan, prepared by a registered professional engineer (PE) shall be submitted to the City for review and approval by the City Engineer.   | <input type="checkbox"/> |

### Building Elevations

N/A

| Applicant Use            |  | Staff Use                |
|--------------------------|--|--------------------------|
| <input type="checkbox"/> | Detailed elevation plans of each side of any proposed building(s) or additions(s)<br><i>Note: Four (4) elevations to include all sides of development and must be in color</i> | <input type="checkbox"/> |
| <input type="checkbox"/> | Identify the elevations as to north, south, east, and west orientation   | <input type="checkbox"/> |
| <input type="checkbox"/> | Colored copies of all proposed building materials and indication where each material and color application is to be located<br><i>Note: Submit as 11"x17" reductions</i>       | <input type="checkbox"/> |
| <input type="checkbox"/> | Screening/treatment of mechanical equipment  | <input type="checkbox"/> |
| <input type="checkbox"/> | Provide a cross-section of the building showing any roof top mechanical units and their roof placement   | <input type="checkbox"/> |
| <input type="checkbox"/> | Detailed elevation plans showing the materials to be used in construction of trash enclosures  | <input type="checkbox"/> |

Lighting Plan - will be submitted via the electrical contractor. TBD

| Applicant Use            |  | Staff Use                |
|--------------------------|--|--------------------------|
| <input type="checkbox"/> | Exterior lighting including detained cut sheets and photometric plan (pedestrian, vehicle, security, decoration) | <input type="checkbox"/> |
| <input type="checkbox"/> | Types and wattage of all light fixtures<br><i>Note: The City encourages use of "dark sky" lighting fixtures</i>  | <input type="checkbox"/> |
| <input type="checkbox"/> | Placement of all light fixtures shown on elevations and landscaping plans  | <input type="checkbox"/> |

### Roof Plans

N/A

| Applicant Use            |  | Staff Use                |
|--------------------------|--|--------------------------|
| <input type="checkbox"/> | Size and location of all roof top mechanical units | <input type="checkbox"/> |

# Design Review Application

Applicant: Katie Miller-Bailey Engineering Phone: 208-938-0013  
 Owner  Representative Fax/Email: kmiller@baileyengineers.com

Applicant's Address: 4242 N. Brookside Ln.  
Boise, ID 83713 Zip: \_\_\_\_\_

Owner: Vander Kooy Farm, LLC Phone: \_\_\_\_\_

Owner's Address: 6152 W. Half Moon Ln. Email: timothyeck@me.com  
Eagle, ID 83616 Zip: \_\_\_\_\_

Represented By: *(if different from above)* \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ Email: \_\_\_\_\_

Zip: \_\_\_\_\_

Address of Property: S. Linder Road, north of Columbia Rd.

Zip: \_\_\_\_\_

Distance from Major Cross Street: 3,700' north of Columbia Rd Street Name(s): \_\_\_\_\_

*Please check the box that reflects the intent of the application*

BUILDING DESIGN REVIEW  
 SUBDIVISION / COMMON AREA LANDSCAPE

DESIGN REVIEW MODIFICATION  
 STAFF LEVEL APPLICATION

This Design Review application is a request to construct, add or change the following: *(Briefly explain the nature of the request.)*

*The applicant requests review of the landscape plan at this time*

- 1. Dimension of Property: 2583' x 1202' approximately 73 Acres
- 2. Current Land Use(s): Agriculture
- 3. What are the land uses of the adjoining properties?

North: Agriculture(A) RR  
 South: County property - Low Resi  
 East: R-6 and Future High School Site  
 West: Agriculture (A)

- 4. Is the project intended to be phased, if so what is the phasing time period? Yes  
 Please explain: This will be a 5 phased project which will take place over 6-7 years.

- 5. The number and use(s) of all structures: 310 buildable lots are being proposed

- 6. Building heights: TBD Number of stories: TBD - 1 + 2 stories  
 The height and width relationship of new structures shall be compatible and consistent with the architectural most likely character of the area and proposed use.

*Note: The maximum building height for each zoning district is as follows:*

|          |          |          |          |        |
|----------|----------|----------|----------|--------|
| L-O: 35' | C-2: 60' | CBD: 80' | M-2: 60' | P: 60' |
| C-1: 35' | C-3: 60' | M-1: 60' | M-3: 60' |        |

- 7. What is the percentage of building space on the lot when compared to the total lot area? \_\_\_\_\_
- 8. Exterior building materials & colors: *(Note: This section must be completed in compliance with the City of Kuna Ordinance No. 2007-21A (as amended); found online at [www.cityofkuna.com](http://www.cityofkuna.com)) under the City Code.*

**MATERIAL**

**COLOR**

Roof: \_\_\_\_\_ / \_\_\_\_\_

Walls: *(State percentage of wall coverage for each type of building material below for each frontage wall) If there is not adequate space to identify the various building materials and applications, please list them on the attached sheet of this application. Please attach photos to support application types.*

|  |               |
|--|---------------|
| % of Wood application:   | _____ / _____ |
| % EIFS:<br><i>(Exterior Insulation Finish System)</i>  | _____ / _____ |
| % Masonry:   | _____ / _____ |
| % Face Block:  | _____ / _____ |
| % Stucco:  | _____ / _____ |
| & other material(s):   | _____ / _____ |
| List all other materials:  | _____ / _____ |
| Windows/Doors:<br><i>(Type of window frames &amp; styles / doors &amp; styles, material)</i> | _____ / _____ |
| Soffits and fascia material:   | _____ / _____ |
| Trim, etc.:  | _____ / _____ |

Other: \_\_\_\_\_ / \_\_\_\_\_

9. Please identify Mechanical Units: \_\_\_\_\_

Type/Height: \_\_\_\_\_

Proposed Screening Method: \_\_\_\_\_

10. Please identify trash enclosure: *(size, location, screening & construction materials)* \_\_\_\_\_

11. Are there any irrigation ditches/canals on or adjacent to the property? \_\_\_\_\_

If yes, what is the name of the irrigation or drainage provider? \_\_\_\_\_

12. Fencing: *(Please provide information about new fencing material as well as any existing fencing material)*

*See landscape plan*

Type: \_\_\_\_\_

Size: \_\_\_\_\_

Location: \_\_\_\_\_

*(Please note that the City has height limitations of fencing material and requires a fence permit to be obtained prior to installation)*

13. Proposed method of On-site Drainage Retention/Detention:

*seepage bed and ponds*

14. Percentage of Site Devoted to Building Coverage: \_\_\_\_\_

% of Site Devoted to Landscaping: \_\_\_\_\_ Square Footage: \_\_\_\_\_  
*(Including landscaped rights-of-way)*

% of Site that is Hard Surface: \_\_\_\_\_ Square Footage: \_\_\_\_\_  
*(Paving, driveways, walkways, etc.)*

% of Site Devoted to other uses: \_\_\_\_\_

Describe: \_\_\_\_\_

% of landscaping within the parking lot (landscaped islands, etc.): \_\_\_\_\_

15. For details, please provide dimensions of landscaped areas within public rights-of-way:

*See landscape plans*

16. Are there any existing trees of 4" or greater in caliper on the property? *(Please provide the information on the site plans.)*

If yes, what type, size and the general location? *(The City's goal is to preserve existing tree with greater than a four inch (4") caliper whenever possible):*

*N/A*

17. Dock Loading Facilities:

Number of docking facilities and their location: *N/A*

Method of screening: \_\_\_\_\_

18. Pedestrian Amenities: *(bike racks, receptacles, drinking fountains, benches, etc.)*

*2.39 AC park and generous walking paths throughout*

19. Setbacks of the proposed building from property lines: *See plans Sheet 02*

*reference plans.*

Front \_\_\_\_\_ -feet      Rear \_\_\_\_\_ -feet      Side \_\_\_\_\_ -feet      Side \_\_\_\_\_ -feet

20. Parking requirements: \_\_\_\_\_

Total Number of Parking Spaces: \_\_\_\_\_      Width and Length of Spaces: \_\_\_\_\_

Total Number of Compact Spaces 8'x17': \_\_\_\_\_

21. Is any portion of the property subject to flooding conditions?      Yes \_\_\_\_\_      No

**IF THE PLANNING DIRECTOR OR DESIGNEE, THE DESIGN REVIEW BOARD AND/OR THE CITY COUNCIL DETERMINE THAT ADDITIONAL AND/OR REVISED INFORMATION IS NEEDED, AND/OR IF OTHER UNFORESEEN CIRCUMSTANCES ARISE, ANY DATES OUTLINED FOR PROCESSING MAY BE RECHEDULED BY THE CITY. APPLICANT/REPRESENTATIVE MUST ATTEND THE DESIGN REVIEW BOARD MEETING/PLANNING AND ZONING MEETINGS.**

The Ada County Highway District may also conduct public meetings regarding this application. If you have questions about the meeting date or the traffic that this development may generate or the impact of that traffic on streets in the area, please contact the Ada County Highway District at 208.387.6170. In order to expedite your request, please have ready the file number indicated in this notice.

Signature of Applicant *[Signature]*      Date \_\_\_\_\_

City staff comments:  
\_\_\_\_\_  
\_\_\_\_\_

Signature of receipt by City Staff \_\_\_\_\_      Date \_\_\_\_\_

**FOR ADDITIONAL INFORMATION:**  
(Please list page number and item in reference)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Bailey Engineering, Inc.

CIVIL ENGINEERING|PLANNING|CADD

January 11, 2018

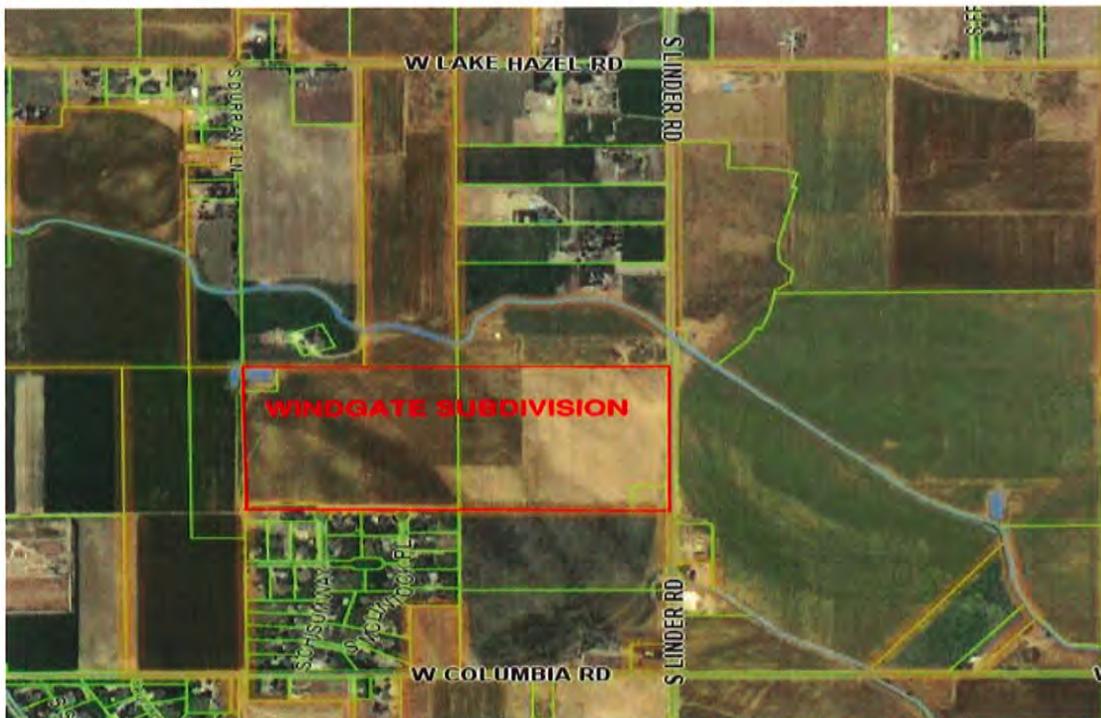
Troy Behunin, Senior Planner  
Planning & Zoning Department  
Kuna City Hall  
751 W. 4<sup>th</sup> St.  
Kuna, ID 83634

RE: **Whisper Meadows Subdivision – Zoning and Preliminary Plat Application**

Dear Mr. Behunin:

Bailey Engineering Inc., in conjunction with Vanderkooy Farm LLC, is please to submit zoning and preliminary plat applications for the *Whisper Meadows Subdivision*, a 73.17 acre, 310 unit single-family residential development in northeast Kuna.

The project is located west of Linder Road, north of Columbia Road and south of Lake Hazel Road at the mid-mile as depicted below.



# Bailey Engineering, Inc.

---

CIVIL ENGINEERING|PLANNING|CADD

This site consists of four parcels which are currently used for agriculture.

Parcel #1 R1693860010  
Parcel #2 R1393850100  
Parcel #3 R1693860290  
Parcel #4 R1693860280

## Proposed Zoning

The City's *Medium Density Residential* (R-6) zone is proposed. The R-6 zone will "blend" the range of potential densities anticipated by the City's *Comprehensive Plan*. Applying the City's R-6 lot area, density, and setback standards throughout the entire project will provide consistency phase-to-phase and a smooth transition from the *Low Density Residential* (1-3 units/acre) that exists on the south west boarder of the site.

## Adjoining Land Use

The properties that surround the subject lands are not all within the Kuna's city limits however, all adjoining properties are located within the city of Kuna's impact area and surrounded by City Limits.

|        |  |       |
|--------|--|-------|
| North: | Agriculture and Rural Residential          | A/ RR |
| South: | County Property, low residential           |       |
| East:  | Medium Density and future High School Site | R6    |
| West:  | Agriculture                                | A     |

## Comprehensive Plan

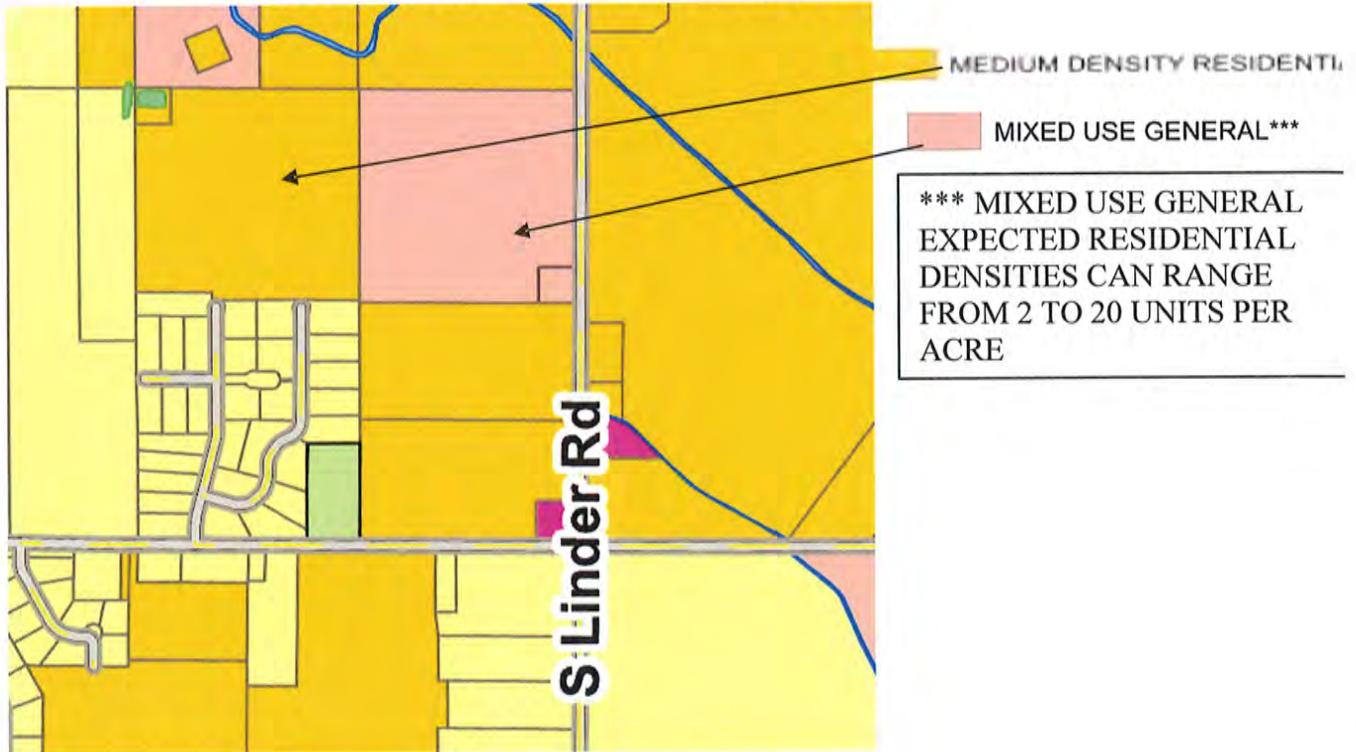
As depicted in the map below, the proposed development area spans two (2) residential land-use designations from the City of Kuna's *Comprehensive Plan Future Land Use Map*:

Medium Density Residential (R-6) averages 4-6 units/acre

Mixed Use General (R-8, R-12 & R-20) averages 2-20 units/acre

# Bailey Engineering, Inc.

CIVIL ENGINEERING | PLANNING | CADD



## Neighborhood Meeting

A neighborhood meeting was held on November 14, 2017 at 6:30 p.m. at the Kuna Library. The neighborhood sign in sheet and certification has been included with this application.

The residents of Chisum Valley, directly to the south (County Property), have raised concerns about connecting to their development and the cut through traffic that may be generated. In addition, they are not supportive of the densities being proposed.

After hearing the neighbors' concerns, we met with ACHD and they are allowing us to only connect 1 of the 2 cul-de-sacs which were intended for future connection. The applicant has no desire to connect to the Chisum Valley Subdivision however, that decision is not up to the applicant. We chose to connect the culdesac furthest to the east to reduce cut through traffic. A majority of the traffic generated by the *Whisper Meadows Subdivision* will come from Linder Road and the future, mid-mile collector, Butterfly Street.

# *B* Bailey Engineering, Inc.

CIVIL ENGINEERING|PLANNING|CADD

The overall density for this project is 4.25 dwellings/acre. We have chosen to put larger lots along the southern border of the development to address the neighbors' concerns and create a nice transition between densities in the Chisum Valley Subdivision to Whisper Meadows Subdivision.

The density proposed for Whisper Meadows is in compliance with the City of Kuna's Comprehensive Plan.

## **Sewer and Water:**

An 8" force main will run from our site to the Springhill Subdivision Sewer Lift Station. Water for this project will be provided via a tie in to a 12-inch water main located on Linder Road (eastern boundary of our project).

## **Pressure Irrigation**

A 12" PIRR line will run from our site and tie into the Pressure Irrigation Pump Station in the Springhill Subdivision located north east of our site.

## **Storm Drainage**

Storm drainage will be mitigated by gutters, catch basins, storm drain piping, infiltration ponds, borrow ditches and seepage beds. All storm drainage will be in compliance with ACHD design criteria.

## **Project Features:**

### **Open Space, Common Areas and Pathways**

This site contains a total of 5.56 acres of open space. One of the main amenities is the 2.39 acre park which is large enough for two U6/U8 regulation size soccer fields, or one U14/U19 regulation size soccer field.

There are pathways throughout this development making pedestrian circulation safe, efficient and convenient.

# *B* Bailey Engineering, Inc.

CIVIL ENGINEERING|PLANNING|CADD

## **Traffic Circulation**

- A traffic impact study has been conducted and submitted for review with this application.
- The primary entrance to *Whisper Meadows Subdivision* will initially be from of the future mid-mile collector, Butterfly Street. Phase 1 of the development will commence on the northern portion of the site. In Phase 1 two entrances will be built, Cardinal Avenue and Chisum Avenue.

## **Project Phasing**

- The first of 5 phases of *Whisper Meadows Subdivision*, as depicted on the phasing plan submitted with this application, will commence on the northern boundary along future Butterfly Street and continue along the west boundary (Durant Lane) and move east from there (Phases 3-5). The development is projected to occur over the next 6 years.

## **Project/Preliminary Plat Information**

- **Total Site Area**
  - Preliminary Plat 73.17 Acres
- **Number of Lots**
  - Single-family Residential Lots 310
  - Common Lots 38
  - Total Lots 348**
- **Density**
  - Gross 4.24 Dwellings/Acre
- **Qualified Open Space**
  - Total Open Space 5.56 Acres/ 7.59%
  - Street Buffers 2.07 Acres/ 2.82%
  - Open Space with Pathways 2.39 Acres/ 3.27%
  - End Caps 1.00 Acres/ 1.37%

*B* Bailey Engineering, Inc.  
CIVIL ENGINEERING|PLANNING|CADD

**Summary**

The proposed rezone and preliminary plat applications for the Whisper Meadows Subdivision carefully considered all aspects of the Kuna Zoning Ordinance, the Kuna Comprehensive Plan, site location and surrounding neighborhoods. We respectfully request your approval of these applications.

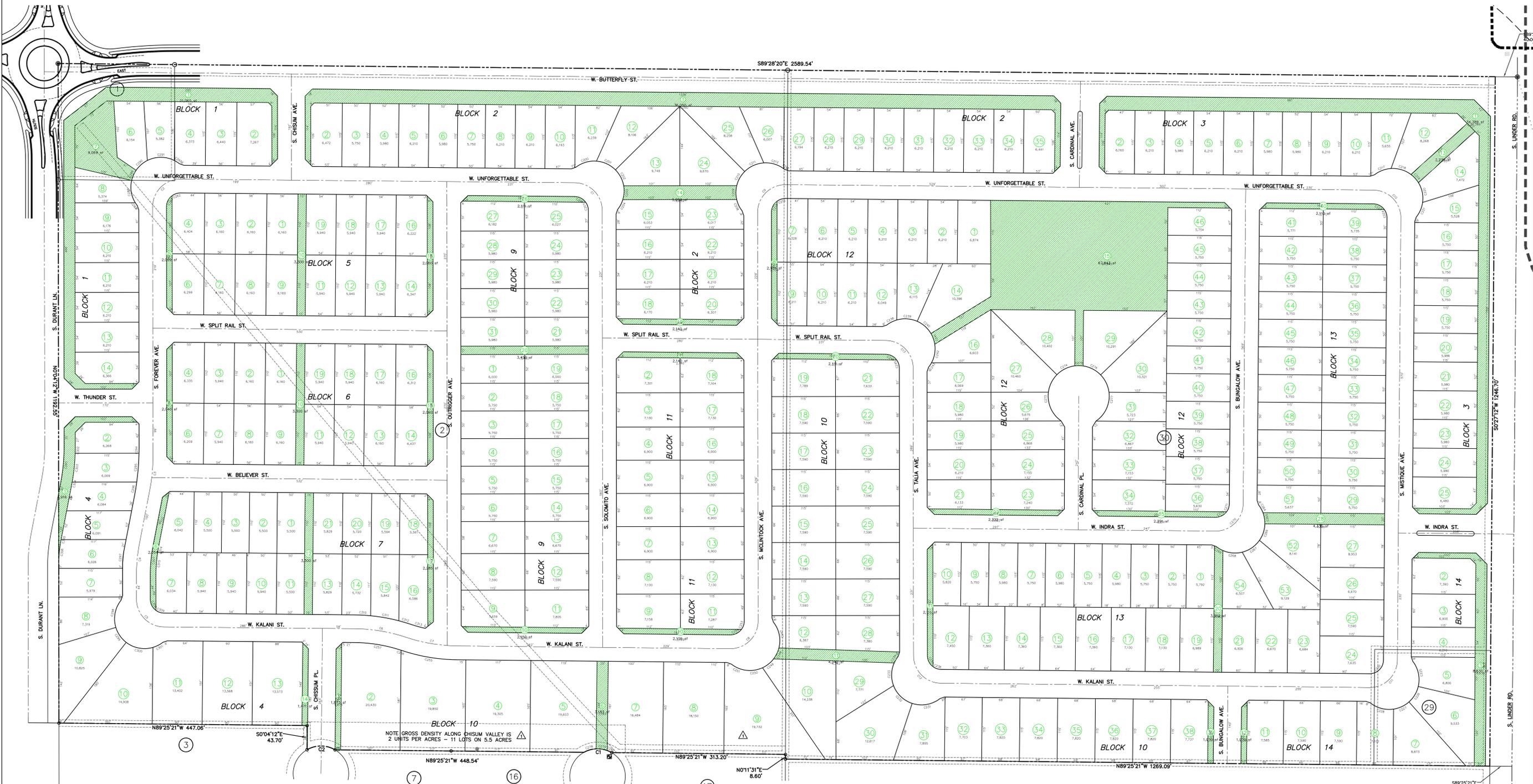
Sincerely,



Katie Miller  
Project Manager

PRELIMINARY PLAT FOR  
WHISPER MEADOWS SUBDIVISION

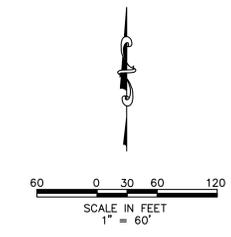
A RESUBDIVISION OF LOTS 1, BLOCK 1 OF CHISSUM VALLEY NO. 1, LOTS 2, 29 & 30, BLOCK 1 OF CHISSUM VALLEY SUBDIVISION NO. 2, LOCATED IN THE SE 1/4 OF SECTION 2, T.2N., R.1W., B.M., KUNA, ADA COUNTY, IDAHO  
2018



**PLAT LEGEND**

- BOUNDARY
- LOT LINES
- RIGHT OF WAY
- ROAD CENTERLINE
- STREET NAME
- LOT NUMBER
- LOT AREA
- BLOCK NUMBER
- EASEMENT
- SETBACK
- CURB GUTTER SW
- HANDICAP RAMP
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- PRESSURE IRRIGATION
- GRAVITY IRRIGATION
- FLOW ARROW
- PHASE LINE
- FIRE HYDRANT
- CATCH BASIN
- FLOODWAY
- 100 YR FLOOD PLAN

| Curve # | Radius | Length |      |        |       |
|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|------|--------|-------|
| C1      | 50.00  | 78.02  | C204    | 54.00  | 20.14  | C224    | 25.00  | 16.06  | C243    | 54.00  | 8.33   | C266    | 54.00  | 31.89  | C289    | 54.00  | 20.12  | C306 | 245.00 | 45.71 |
| C2      | 50.00  | 79.06  | C206    | 25.00  | 23.18  | C225    | 54.00  | 48.09  | C245    | 25.00  | 15.83  | C267    | 54.00  | 38.41  | C290    | 54.00  | 27.23  | C307 | 275.00 | 52.62 |
| C3      | 300.00 | 57.40  | C207    | 25.00  | 15.83  | C226    | 54.00  | 33.11  | C246    | 25.00  | 23.18  | C268    | 54.00  | 35.71  | C291    | 54.00  | 50.31  | C308 | 25.00  | 22.96 |
| C4      | 300.00 | 57.40  | C208    | 54.00  | 23.38  | C227    | 54.00  | 31.00  | C247    | 54.00  | 49.24  | C269    | 54.00  | 14.17  | C292    | 54.00  | 11.17  | C309 | 25.00  | 15.83 |
| C5      | 50.00  | 78.02  | C209    | 54.00  | 25.23  | C228    | 54.00  | 44.66  | C248    | 54.00  | 22.05  | C270    | 50.00  | 78.65  | C293    | 335.00 | 64.10  | C310 | 325.00 | 28.64 |
| C6      | 300.00 | 94.44  | C210    | 54.00  | 29.85  | C230    | 25.00  | 39.32  | C249    | 54.00  | 25.90  | C271    | 25.00  | 16.14  | C294    | 470.00 | 11.00  | C311 | 325.00 | 51.63 |
| C7      | 300.00 | 94.18  | C211    | 54.00  | 38.48  | C231    | 54.00  | 52.96  | C250    | 54.00  | 33.51  | C272    | 25.00  | 23.18  | C295    | 470.00 | 52.19  | C312 | 325.00 | 22.04 |
| C8      | 50.00  | 79.10  | C212    | 54.00  | 38.15  | C232    | 54.00  | 48.05  | C251    | 54.00  | 26.23  | C273    | 55.00  | 59.69  | C296    | 470.00 | 26.74  | C313 | 275.00 | 27.67 |
| C9      | 50.00  | 79.08  | C213    | 54.00  | 1.83   | C233    | 54.00  | 42.16  | C253    | 25.00  | 16.37  | C274    | 50.00  | 36.46  | C297    | 130.00 | 24.87  | C314 | 265.00 | 9.43  |
| C10     | 50.00  | 78.47  | C215    | 25.00  | 23.18  | C234    | 54.00  | 13.59  | C254    | 25.00  | 23.18  | C275    | 55.00  | 15.05  | C298    | 54.00  | 52.06  | C315 | 265.00 | 41.27 |
| C11     | 50.00  | 78.65  | C216    | 25.00  | 16.30  | C236    | 25.00  | 15.81  | C255    | 325.00 | 102.03 | C276    | 55.00  | 36.20  | C299    | 54.00  | 33.37  |      |        |       |
| C12     | 50.00  | 77.97  | C217    | 54.00  | 32.14  | C237    | 25.00  | 23.18  | C256    | 275.00 | 1.23   | C277    | 55.00  | 60.32  | C300    | 54.00  | 50.99  |      |        |       |
| C13     | 50.00  | 78.02  | C218    | 54.00  | 38.27  | C238    | 54.00  | 20.51  | C257    | 275.00 | 85.34  | C278    | 50.00  | 23.05  | C301    | 54.00  | 20.35  |      |        |       |
| C200    | 54.00  | 39.90  | C219    | 54.00  | 20.12  | C239    | 54.00  | 37.70  | C262    | 25.00  | 16.35  | C279    | 50.00  | 20.34  | C302    | 355.00 | 11.00  |      |        |       |
| C201    | 54.00  | 38.48  | C220    | 54.00  | 37.30  | C240    | 54.00  | 33.71  | C263    | 25.00  | 23.18  | C280    | 50.00  | 8.84   | C303    | 355.00 | 52.33  |      |        |       |
| C202    | 54.00  | 32.96  | C221    | 54.00  | 29.01  | C241    | 54.00  | 20.59  | C264    | 54.00  | 16.26  | C281    | 54.00  | 6.06   | C304    | 355.00 | 4.59   |      |        |       |
| C203    | 54.00  | 25.28  | C223    | 25.00  | 23.18  | C242    | 54.00  | 34.92  | C265    | 54.00  | 20.43  | C282    | 54.00  | 42.05  | C305    | 245.00 | 1.17   |      |        |       |



REVISED NO. DATE DESCRIPTION  
08-13-2018 SOUTH BOUNDARY REMOVE 1 LOT

**Bailey Engineering, Inc.**  
CIVIL ENGINEERING/PLANNING/CADD  
4525 N. BROOKSIDE LANE TEL: 208-538-0013  
BOISE, ID 83714 www.baileyengineers.com

DRAWN BY: DMR CHECKED BY: DAVID A. BAILEY P.E. PROJECT: C2016-026 DATE: 01-12-2018

**PRELIMINARY PLAT**  
WHISPER MEADOWS SUBDIVISION  
VANDERKOOY FARMS LLC

PP-2



## PLANT PALETTE

| SYM   | COMMON NAME  | BOTANICAL NAME                         |
|---|--|--|
| <b>EVERGREEN TREES</b>                      |  |  |
| CB  | AUSTRIAN PINE  | PINUS NIGRA                            |
|   | COLORADO BLUE SPRUCE   | PICEA PARSONS 'GLAUCA'                 |
|   | NOONBLOW LINDEN  | JUNIPERUS SCOPULORUM 'MOONBLOW'        |
|   | NORWAY SPRUCE  | PICEA ABIES                            |
| VF  | VANDERKOPF PINE  | PINUS FLEXILIS 'VANDERKOPF'            |
| HF  | KEEPING WHITE PINE   | PICEA GLAUCA 'PENDULA'                 |
| <b>STREET TREES (CLASS III)</b>             |  |  |
| AP  | AUTUMN PURPLE ASH  | FRAXINUS AMERICANA 'AUTUMN PURPLE'     |
|   | SKYLINE HONEYLOCUST  | GLEDITSIA TRIACANTHOS 'NERDUS SKYCOLE' |
|   | LITTLELEAF LINDEN  | TILIA GORDATA                          |
|   | LONDON PLANETREE   | PLATANUS x ACERIFOLIA                  |
| RO  | RED OAK  | QUERCUS RUBRA                          |
|   | AMERICAN SHEETPINE   | LIBODENDRON STRACONILLA                |
| TT  | TULIP TREE   | LIRIODENDRON TULIPIFERA                |
| <b>ORNAMENTAL TREES (CLASS II)</b>          |  |  |
| AM  | AMUR MAPLE   | ACER GINNALA 'FLAME'                   |
|   | CHANTICLEER PEAR   | PYRUS GALLERTIANA 'GLENS FORTH'        |
| GR  | GOLDEN RAINDROPS CRABAPPLE   | MALUS x 'SOMNIOGUTLEAF'                |
| KR  | ROYAL RAINDROPS CRABAPPLE  | MALUS x 'JFS-KR'                       |
|   | SPRINGDAWN CRABAPPLE   | MALUS 'SPRINGDAWN'                     |
| <b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b> |  |  |
| BE  | BLU-ACCENTED SWAN  | RUBISCOBIA FULGIDA 'GOLDSTREAM'        |
|   | BLUE RUG JUNIPER   | JUNIPERUS HORIZONTALIS 'WILTON'        |
|   | CREeping MAHONIA   | MAHONIA REPENS                         |
|   | RED FLOWER GARRET ROSE   | ROSA FLOWER GARRET 'NOARE'             |
| DF  | DWARF FOUNTAIN GRASS   | PENISSETUM ALOPECUROIDES 'HAHELY'      |
|   | DARTS GOLD NINEBARK  | PHYTOSCARPUS OPILOPOLUS 'DARTS GOLD'   |
|   | EMERALD N' GOLD BURNING  | HEMIFOCALIS STIELLA 'EMERALD'          |
|   | ENDLESS SUMMER HYDRANGEA   | BIOMYRS FORTUNE 'EMERALD N' GOLD'      |
|   | FINE LINE BUCKTHORN  | HYDRANGEA ARBORESCENS 'FINNEY'         |
|   | GOLDFLAME SPIREA   | SPHRAEA x 'EMERALD GOLDFLAME'          |
| GL  | GRASS-LOVING SMAG  | RUUS AROMATICA '1980-LOW'              |
|   | NORT HALO DOGWOOD  | CORUS ALBA 'BALMHALO'                  |
|   | OTTO LUYKEN LAUREL   | CALAHADROSIS ARABIDNAGEA 'K1'          |
|   | PJM RHODODENDRON   | PHYTOSCARPUS OPILOPOLUS 'DONNA MAY'    |
|   | LITTLE DEVIL NINEBARK  | PHYTOSCARPUS OPILOPOLUS 'DONNA MAY'    |
|   | HIDCOTE BLUE ENGLISH LAVENDER  | LAVANDULA ANGSTIFOLIA 'HIDCOTE BLUE'   |
|   | KARL FORSTER REED GRASS  | PRUNUS LAURO-CERASUS 'OTTO LUYKEN'     |
|   | MAISON GRASS   | RHOODODENDRON 'F-4'                    |
| SH  | SUMMERBIRN NINEBARK  | MISCANTHUS SINENSIS 'SCACCELLIMIS'     |
|   |  | PHYTOSCARPUS OPILOPOLIA 'SEWARD'       |
| <b>SYMBOLS</b>                              |  |  |
| [Green Square]                              | LAWN   |  |
| [Dashed Line]                               | 6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DET. 4, THIS SHEET     |  |
| [Dashed Line]                               | 4' VINYL FENCE ADJACENT TO CONNECTION PATHWAYS AND COMMON AREAS (TYP) SEE DET. 4, THIS SHEET |  |

## LANDSCAPE CALCULATIONS

LANDSCAPE BUFFERS 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  |
|------------------|--------------|---------------------|---|---|
| S. LINDER ROAD   | 20'          | 710' / 100' = 7.1   | 16 TREES<br>23 TREES<br>(4 SHADE TREES + 19 ORNAMENTAL TREES) | 23 TREES<br>18 ORNAMENTAL TREES                                 |
| H. BUTTERFLY ST. | 25'          | 2450' / 100' = 24.5 | 44 TREES<br>21 EVERGREENS<br>126 SHRUBS                       | 605 TREES<br>54 ORNAMENTAL TREES<br>21 EVERGREENS<br>126 SHRUBS |
| S. DURANT LN.    | 20'          | 1050' / 100' = 10.5 | 21 TREES<br>14 EVERGREENS<br>254 SHRUBS                       | 21 TREES<br>14 ORNAMENTAL TREES<br>14 EVERGREENS<br>254 SHRUBS  |

NUMBER OF TREES PROVIDED ON BUFFERS: 212  
NUMBER OF TREES PROVIDED ON COMMON LOTS: 84  
TOTAL NUMBER OF TREES: 456

THERE ARE NO EXISTING TREES ON SITE.

## 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.
- TREES SHALL NOT BE PLANTED WITHIN THE 10'-CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE STRUCTURES OR FACILITIES. SEWAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
- NO TREES SHALL IMPERE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONFEROUS TREES OR SHRUBS OVER 9' 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 3' 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 WILSON SPORES TO BE COMPLETELY REMOVED FROM TREES.

## DEVELOPMENT DATA

|                          |                    |
|--------------------------|--------------------|
| TOTAL AREA               | 1317 ACRES         |
| TOTAL LOTS               | 348                |
| BUILDABLE LOTS           | 310                |
| COMMON LOTS              | 38                 |
| DENSITY DU/ACRE          | 4.24               |
| TOTAL OPEN SPACE         | 556 ACRES (1598)   |
| STREET BUFFERS           | 2.01 ACRES (2.02%) |
| OPEN SPACE WITH PATHWAYS | 2.34 ACRES (2.37%) |
| END CAPS                 | 1.00 ACRES (1.31%) |
| EXISTING ZONING          | A                  |
| PROPOSED ZONING          | R2                 |

### OWNER

WANDERKOPF FARM, LLC  
6152 N. HALF MOON LAKE  
SAGE, OR 97135

JANUARY 11, 2018



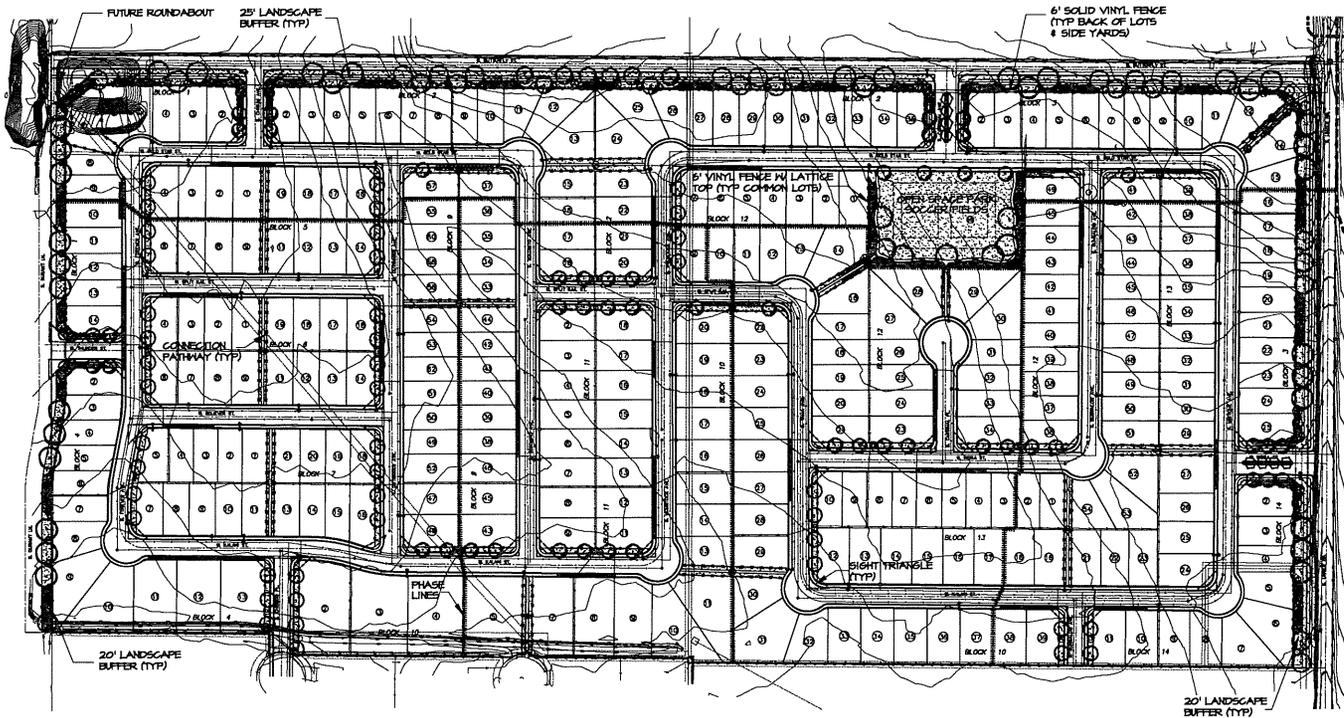
SCALE 1" = 100'



# WHISPER MEADOWS SUBDIVISION

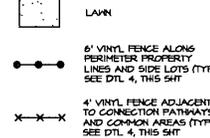
KUNA, ID

PRELIMINARY PLAT LANDSCAPE PLAN



## PLANT PALETTE

| SYM   | COMMON NAME                   | BOTANICAL NAME                         |
|---|-------------------------------|--|
| <b>EVERGREEN TREES</b>                      |                               |  |
| CB  | AUSTRIAN PINE                 | PINUS NIGRA                            |
| CB  | COLORADO BLUE SPRUCE          | PICEA PUGENS 'GLAUKA'                  |
| CB  | MOONSLON JUNIPER              | JUNIPERUS SCOPULORUM MOONSLON          |
| VP  | NORWAY SPRUCE                 | PICEA ABIES                            |
| VP  | VANDERHOLTS PINE              | PINUS FLEXILIS VANDERHOLTS'            |
| MM  | KEEPPING WHITE PINE           | PICEA GLAUKA FENDLUA'                  |
| <b>STREET TREES (GLASS IIIII)</b>           |                               |  |
| AP  | AUTUMN PURPLE ACASH           | FRAXINUS AMERICANA 'AUTUMN PURPLE'     |
| AP  | SCYLLA HONEYLOCUST            | GLEDITSIA TRIACANTHOS INERMIS 'SKYTOP' |
| AP  | LITTLELEAF LINDEN             | TILIA GORDATA                          |
| RD  | LONDON PLANETREE              | PLATANUS x ACERIFOLIA                  |
| RD  | RED OAK                       | QUERCUS RUBRA                          |
| AM  | AMERICAN SWEETGUM             | LIQUIDAMBAR STRYACIFLUA                |
| TT  | TULIP TREE                    | LIRIODENDRON TULIPIFERA                |
| <b>ORNAMENTAL TREES (GLASS I)</b>           |                               |  |
| AM  | AMER MAPLE                    | ACER SHAROLA 'FLAME'                   |
| GR  | CHANTICLEER PEAR              | PYRUS CALLERYANA 'GLENS FORM'          |
| GR  | GOLDEN RAINDROPS GRABAPPLE    | MALUS x SCHMIDTOUTLEAF'                |
| RR  | ROYAL RANDOLPHS GRABAPPLE     | MALUS x 'LISHOH'                       |
| RR  | SPRINGSNOW GRABAPPLE          | MALUS 'SPRINGSNOW'                     |
| <b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b> |                               |  |
| BE  | BLACK EYED SUSAN              | RIBESCA FULGIDA 'GOLDSTRIM'            |
| BE  | BLUE RUS JUNIPER              | JUNIPERUS HORIZONTALIS 'MILTON'        |
| BE  | CREeping MANNA                | HANONIA REFENS                         |
| DF  | RED FLOWER CARPET ROSE        | ROSA 'FLOWER CARPET - NDARE'           |
| DF  | DIAMOND FOUNTAIN GRASS        | PENSTEMON ALPICOGRANDIS 'NAMELI'       |
| DF  | DARTS GOLD NINEBARK           | PHYSCARPUS OULIFOLIUS 'DARTS GOLD'     |
| DF  | STELLA D'ORO DAYLILY          | HEMEROCALLIS 'STELLA D'ORO'            |
| DF  | EMERALD N' GOLD EBONYTHUS     | EBONYTHUS FORTUNE 'EMERALD N' GOLD'    |
| DF  | ENDLESS SUMMER HYDRANGEA      | HYDRANGEA ARBORESCENS 'FINNH'          |
| DF  | FINE LINE BIGBUSHORCH         | RHAMNUS FRAGULA 'RON WILLIAMS'         |
| DF  | GOLDFLAME SPIREA              | SPIREA x BUNALDA 'GOLDFLAME'           |
| GL  | GRD-LOW SUNAG                 | RHUS AROMATICA 'GRD-LOW'               |
| GL  | WOZY HALO DOGWOOD             | CORNUS ALBA 'BALHALO'                  |
| GL  | KARL FORRESTER REED GRASS     | CALAMAGROSTIS ARUNDINACEA 'K.F.'       |
| GL  | LITTLE DEVIL NINEBARK         | PHYSCARPUS OULIFOLIUS 'DONNA MAY'      |
| GL  | HIDCOTE BLUE ENGLISH LAVENDER | LAVANDULA ANGSTIFOLIA 'HIDCOTE BLUE'   |
| GL  | OTTO LYTKEN LAUREL            | PRUNUS LAUROCERSSUS 'OTTO LYTKEN'      |
| GL  | F.M. RHODOCANDORON            | RHODOCANDORON 'F.M.'                   |
| GL  | HAIDEN GRASS                  | MISCANTHUS SINENSIS 'GRACILLIMUS'      |
| SH  | SUMMERWINE NINEBARK           | PHYSCARPUS OULIFOLIUS 'SEWARD'         |



## 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   |
|------------------|--------------|---------------------|---|--|
| S. LINDER ROAD   | 20'          | 710' / 100' = 7.1   | 16 TREES<br>24 EVERGREENS<br>43 SHRUBS  | 23 TREES<br>14 SHADE TREES +<br>16 ORNAMENTAL TREES<br>21 EVERGREENS<br>126 SHRUBS   |
| K. BUTTERFLY ST. | 25'          | 2450' / 100' = 24.5 | 41 TREES<br>14 EVERGREENS<br>244 SHRUBS | 60.5 TREES<br>14 SHADE TREES +<br>34 ORNAMENTAL TREES<br>14 EVERGREENS<br>244 SHRUBS |
| S. DURANT LN.    | 20'          | 1030' / 100' = 10.3 | 21 TREES<br>31 EVERGREENS<br>124 SHRUBS | 21 TREES<br>14 SHADE TREES +<br>14 ORNAMENTAL TREES<br>31 EVERGREENS<br>124 SHRUBS   |

NUMBER OF TREES PROVIDED ON BUFFERS: 272  
 NUMBER OF TREES PROVIDED ON COMMON LOTS: 162  
 TOTAL NUMBER OF TREES: 434

THERE ARE NO EXISTING TREES ON SITE.

## NOTES

1. 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).
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. TREES SHALL NOT BE PLANTED WITHIN THE 10'-CLEAR ZONE OF ALL ACAD 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.
4. NO TREES SHALL INFRINGE 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 ACAD BOX AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR TRIMMING TREE CANOPIES TO MEET ACAD REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 80' FROM STOP SIGNS.
5. 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.
6. PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTERS PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND HIRE 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               | 1311 ACRES         |
| TOTAL LOTS               | 346                |
| BUILDABLE LOTS           | 310                |
| COMMON LOTS              | 36                 |
| DENSITY DU/ACRE          | 4.24               |
| TOTAL OPEN SPACE         | 5.56 ACRES (0.51%) |
| STREET BUFFERS           | 2.07 ACRES (0.22%) |
| OPEN SPACE WITH PATHWAYS | 2.34 ACRES (0.21%) |
| END CAPS                 | 1.00 ACRES (0.15%) |
| EXISTING ZONING          | A                  |
| PROPOSED ZONING          | R6                 |

# WHISPER MEADOWS SUBDIVISION

KUNA, ID

PRELIMINARY PLAT LANDSCAPE PLAN

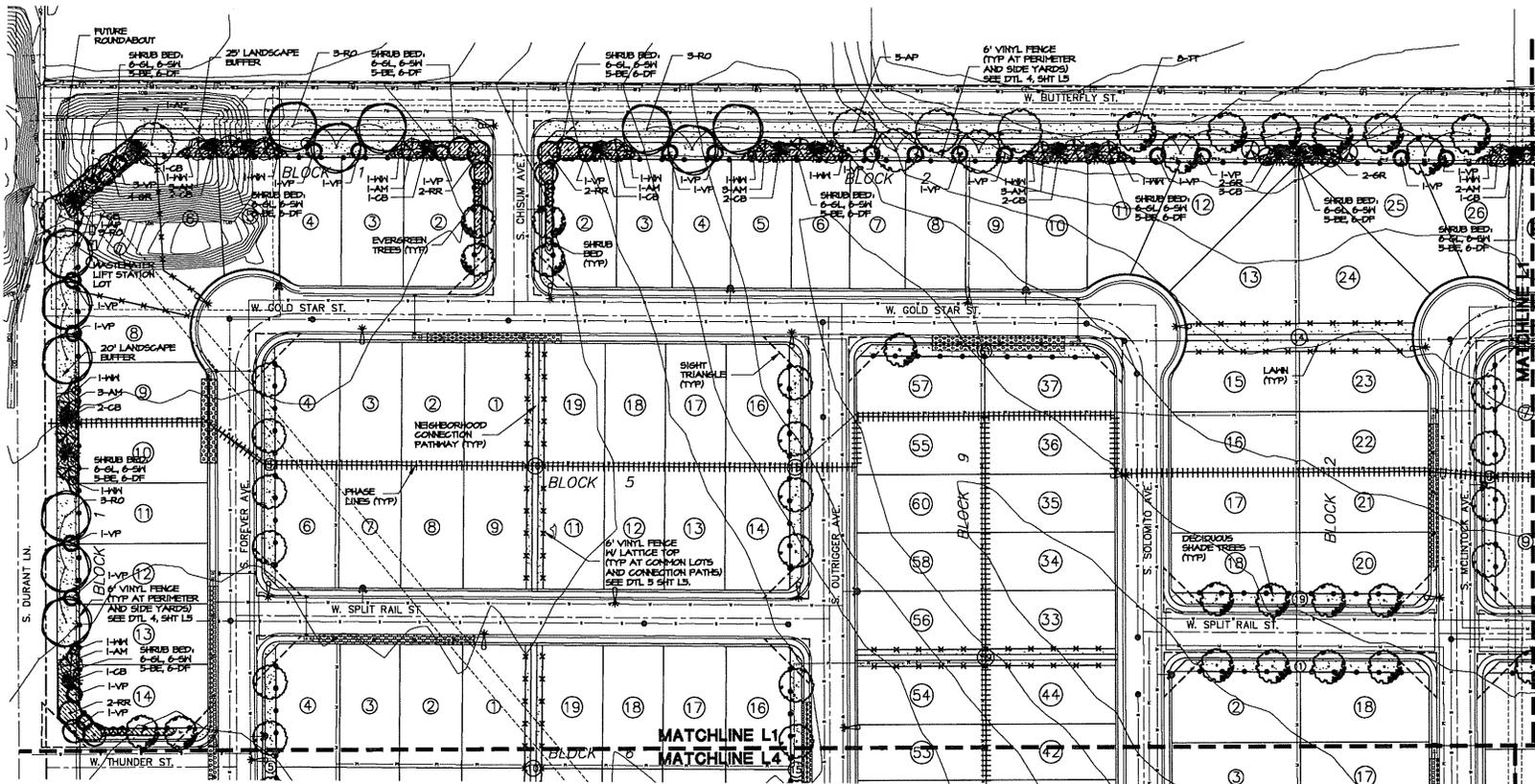


JANUARY 12, 2018

SCALE 1" = 120'



**JENSEN BELTS ASSOCIATES**  
 INC. Planning & Landscape Architecture  
 100 Third Lane, Ste. 200, Boise, ID 83725  
 Tel: 208-333-9299



### PLANT PALETTE

(REFERENCE SHT L5)

SYM COMMON NAME

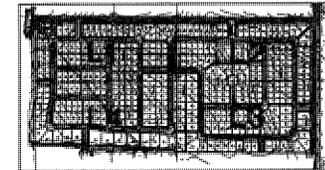
- EVERGREEN TREES**
  - CB AUSTRIAN PINE
  - CB COLORADO BLUE SPRUCE
  - CB MONSIEUR LINIFER
  - VP NORWAY SPRUCE
  - VP VANDERKOOPI PINE
  - WM KEEPING WHITE PINE
- STREET TREES (CLASS III/II)**
  - AP AUTUMN PURPLE ASH
  - AP SKYLINE HONEYLOCUST
  - RD LITTLE LEAF LINDEN
  - RD LONDON PLANETREE
  - RD RED OAK
  - RD AMERICAN SHEETBUM
  - TT TULIP TREE
- ORNAMENTAL TREES (CLASS I)**
  - AM AMUR MAPLE
  - GR CHANTICLEER PEAR
  - GR GOLDEN RAINBOWS CRABAPPLE
  - RR ROYAL RAINBOWS CRABAPPLE
  - RR SPRINGSON CRABAPPLE
- SHRUBS/ORNAMENTAL GRASSES/PERENNIALS**
  - BE BLACK EYED SUSAN
  - BE BLUE RUS JUNIFER
  - BE CREEPING PHANONIA
  - BE RED FLORES GARRET ROSE
  - DF DWARF FOUNTAIN GRASS
  - DF DART'S GOLD NINEBARK
  - DF STELLA D'ORO DAYLILY
  - DF EMERALD N' GOLD BIGNONIA
  - DF ENIGMA SUMMER HYDRANGEA
  - DF FINE LINE BUCKTHORN
  - DF GOLDFLAME SPIREA
  - DF GR-LOW SUMAC
  - DF IVORY HALO DOGWOOD
  - DF KARL FORBSTER REED GRASS
  - DF LITTLE DEVIL NINEBARK
  - DF HUGGOTE BLUE ENGLISH LAVENDER
  - DF OTTO LUTKEN LABEL
  - DF P.M RHODODENDRON
  - DF MAIDEN GRASS
  - DF SUMMERNINE NINEBARK

- LAWN**
- 6" VINYL FENCE ALONG PERIMETER, PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, SHT L5**
- 6" VINYL FENCE WITH LATTICE TOP ADJACENT TO COMMON LOTS AND CONNECTION PATHWAYS (TYP) SEE DTL 5, SHT L5**

### NOTES

1. REFER TO SHT L5 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE CALCULATIONS, AND LANDSCAPE DETAILS.

### KEY MAP



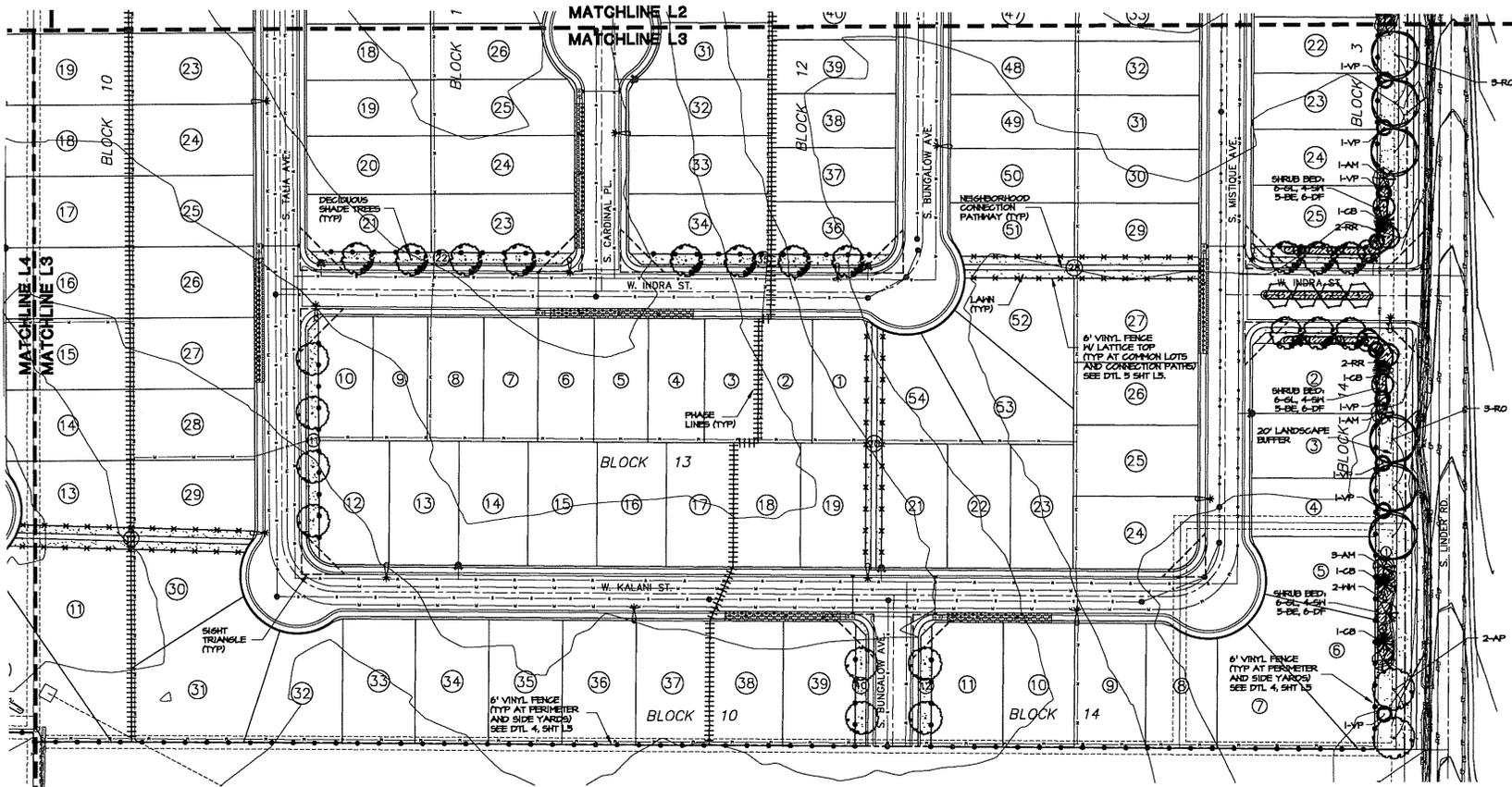
**OWNER**  
 VANDERKOOY FARM, LLC  
 6152 W. HALF MOON LANE  
 EAGLE, IDAHO 83616

**JENSENBELTS ASSOCIATES**  
 1000 N. 10th Street, Suite 100  
 Boise, ID 83702  
 TEL: 208-333-1111  
 FAX: 208-333-1112

**Bailey Engineering, Inc.**  
 CIVIL ENGINEERING | PLANNING | CAD  
 401 N. BRIDGEWAY  
 BOISE, ID 83724  
 TEL: 208-333-1111  
 FAX: 208-333-1112

**PRELIMINARY PLAT LANDSCAPE PLAN**  
 WHISPER MEADOWS SUBDIVISION  
 VANDERKOOY FARMS, LLC





### PLANT PALETTE

(REFERENCE SHT 15)

SYM COMMON NAME

#### EVERGREEN TREES

- CB AUSTRIAN PINE
- COL GRAD BLUE SPRUCE
- MOON GLOM JUNIPER
- NORWAY SPRUCE
- VANDERKOPFS PINE
- WH WEeping WHITE PINE

#### STREET TREES (CLASS II/III)

- AP AUTUMN PURPLE ASH
- SKYLINE HONEYLOCUST
- LITTLELEAF LINDEN
- LONDON PLANETREE
- RED OAK
- AMERICAN SWEETGUM
- TR TULIP TREE

#### ORNAMENTAL TREES (CLASS I)

- AM AMUR MAPLE
- QUANTULEER PEAR
- GR GOLDEN RAINDROPS GRABAPPLE
- RR ROYAL RAINDROPS GRABAPPLE
- SPRINGBRO GRABAPPLE

#### SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

- BE BLACK EYED SUSAN
- BLU RIG JUNIPER
- CREEPING PANDORA
- RED FLOWER CARPET ROSE
- DIAMOND FOUNTAIN GRASS
- DARTS GOLD NINEBARK
- STELLA D'ORO DAYLILY
- ENDERALD W GOLD BURNINGHA
- ENDLESS SUMMER HYDRANGEA
- FINE LINE BLACKTHORN
- GOLD FINE SPHEREA
- GR-LW SUMAC
- IVORY HALL DOGWOOD
- KARL FOERSTER REED GRASS
- LITTLE DEVIL NINEBARK
- HICCOTE BLUE ENGLISH LAVENDER
- OTTO LUYKEN LAUREL
- F.M. RANDOLPH DRON
- HAIKEN GRASS
- SW SUMMERWINE NINEBARK

- LAWN
- 6" VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, SHT 15
- 6" VINYL FENCE WITH LATTICE TOP ADJACENT TO COMMON LOTS AND CONNECTION PATHWAYS (TYP) SEE DTL 5, SHT 15

### NOTES

1. REFER TO SHT 15 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE CALCULATIONS, AND LANDSCAPE DETAILS.

### KEY MAP



OWNER  
VANDERKOPF FARM, LLC  
6152 W. HALF MOON LANE  
EAGLE, IDAHO 83616

**JENSEN BELTS ASSOCIATES**  
Site Planning / Landscape Architecture  
1000 Third Lane, Ste. 200, Boise, ID 83702  
PO BOX 200700, FT. LAUDERDALE, FL 33320

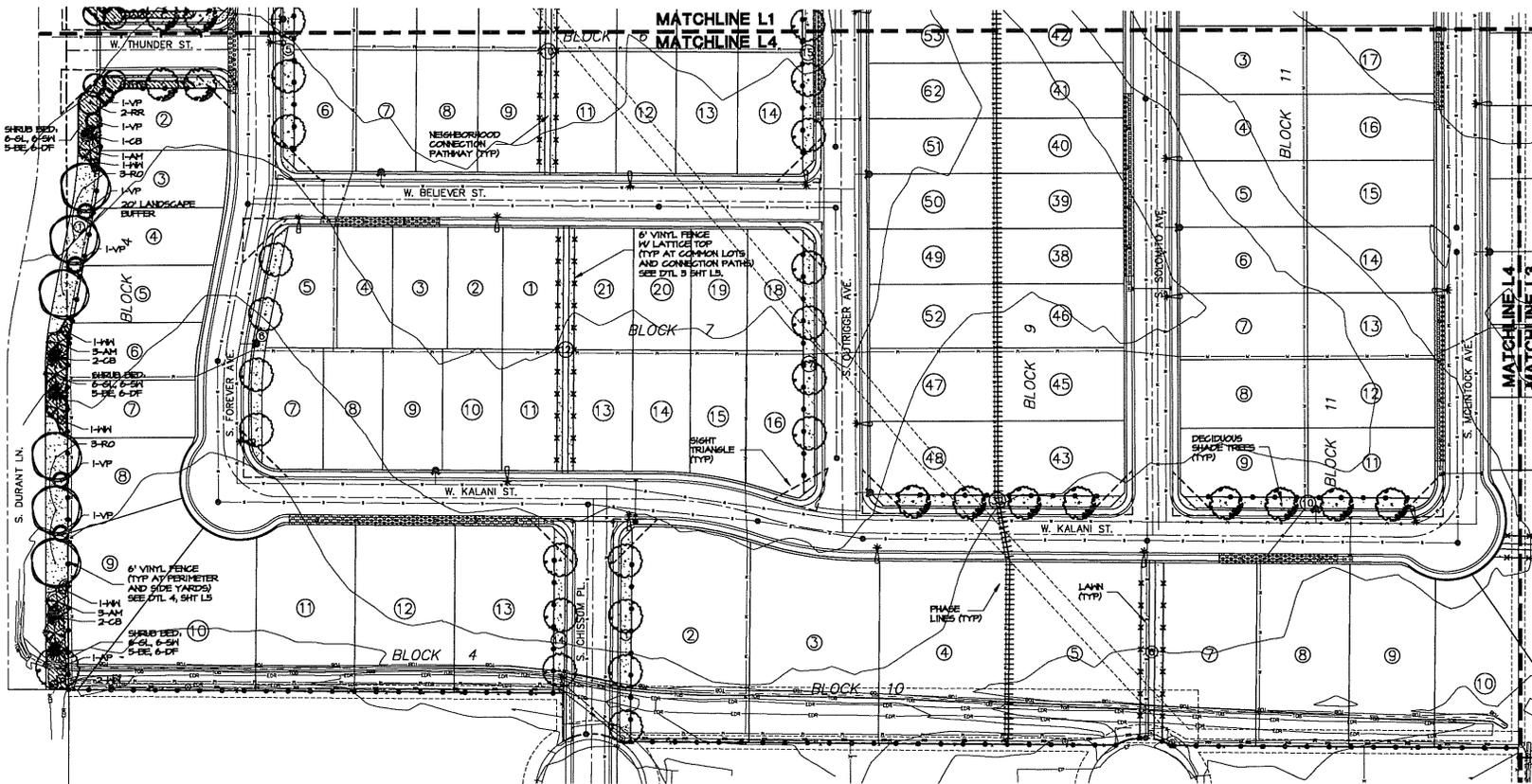
SCALE 1" = 30'

REVISED  
BY: EAM  
REASON: \_\_\_\_\_

**Bailey Engineering, Inc.**  
CIVIL ENGINEERING | PLANNING | CADD  
6415 N. BRONXSIDE LANE  
BOISE, ID 83711  
TEL: 208-333-0111  
WWW.BAILEYENGINEERING.COM

DRAWN BY: NCS CHECKED BY: NCS PROJECT: 201 - 1207 DATE: 1-13-2016

PRELIMINARY PLAT LANDSCAPE PLAN  
WHISPER MEADOWS SUBDIVISION  
VANDERKOPF FARMS, LLC



**PLANT PALETTE**

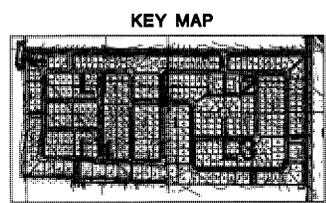
(REFERENCE SHIT L3)

| SYM   | COMMON NAME                   |
|---|-------------------------------|
| <b>EVERGREEN TREES</b>                      |                               |
| CB  | AUSTRIAN PINE                 |
| CB  | COLORADO BLUE SPRUCE          |
| CB  | HOOGSLON JUNIPER              |
| VP  | NORWAY SPRUCE                 |
| VP  | VANDERKOOY'S PINE             |
| VP  | KEEPPING WHITE PINE           |
| <b>STREET TREES (CLASS III)</b>             |                               |
| AP  | AUTUMN PURPLE ASH             |
| AP  | SKYLINE HONEYLOCUST           |
| LD  | LITTLELEAF LINDEN             |
| LD  | LONDON PLANETREE              |
| RD  | RED OAK                       |
| AM  | AMERICAN SWEETGUM             |
| TT  | TULIP TREE                    |
| <b>ORNAMENTAL TREES (CLASS I)</b>           |                               |
| AM  | AMUR MAPLE                    |
| GR  | CRANTICLEESE PEAR             |
| GR  | GOLDEN RAINDROPS CRABAPPLE    |
| RR  | ROYAL RAINDROPS CRABAPPLE     |
| RR  | SPRINGSONG CRABAPPLE          |
| <b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b> |                               |
| BE  | BLACK EYED SUSAN              |
| BE  | BLUE RUG JUNIPER              |
| BE  | CREEPING MONARDIA             |
| BE  | RED FLOWER CARPET ROSE        |
| DF  | DWARF FOUNTAIN GRASS          |
| DF  | DARTS GOLD NINEBARK           |
| DF  | STELLA D'ORO DAYLILY          |
| DF  | BERNALD N GOLD BURNING        |
| DF  | ERLEGG SUMMER HYDRANGEA       |
| DF  | FINE LINE BUCKTHORN           |
| DF  | GOLDFLAME SPIREA              |
| DF  | GRD-LOX SUMAC                 |
| DF  | IVORY HALO DOGWOOD            |
| DF  | KARL FOERSTER REED GRASS      |
| DF  | LITTLE DEVIL NINEBARK         |
| DF  | HUGGOTE BLUE ENGLISH LAVENDER |
| DF  | OTTO LUYKEN LAUREL            |
| DF  | PJM RHODODENDRON              |
| DF  | HAUDEN GRASS                  |
| DF  | SUMMERKINE NINEBARK           |

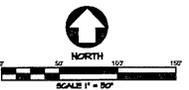
- LAWN
- 6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DET. 4, SHIT L3
- 6' VINYL FENCE WITH LATTICE TOP ADJACENT TO COMMON LOTS AND CONNECTION PATHWAYS (TYP) SEE DET. 5, SHIT L5

**NOTES**

1. REFER TO SHIT L5 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE CALCULATIONS, AND LANDSCAPE DETAILS.



**OWNER**  
 VANDERKOOY FARM, LLC  
 6152 W. HALF MOON LANE  
 EAGLE, IDAHO 83616



**JENSEN BELTS ASSOCIATES**  
 500 Third Lane, Ste 100, Idaho Falls, ID 83402  
 P: 208.342.7878 F: 208.342.7879

**Revised**

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |

**BAILEY ENGINEERING, Inc.**  
 CIVIL ENGINEERING | PLANNING | CADD  
 4115 N. BRIDGE PLAZA  
 BOISE, ID 83704  
 TEL: 208.334.0111  
 WWW.BAILEYENGINEERING.COM

**PROJECT:** 24-1107 **DATE:** 1-13-2024

**DRAWN BY:** HCS **CHECKED BY:** HCS

**PRELIMINARY PLAT LANDSCAPE PLAN**  
 WHISPER MEADOWS SUBDIVISION  
 VANDERKOOY FARMS, LLC

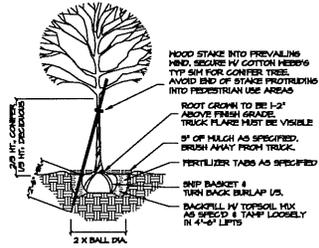
## LANDSCAPE CALCULATIONS

LANDSCAPE BUFFERS 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   |
|------------------|--------------|---------------------|---|--|
| S. LINDER ROAD   | 20'          | 110' / 100' = 1.1   | 16 TREES<br>24 EVERGREENS<br>48 SHRUBS  | 23 TREES<br>(14 SHADE TREES +<br>9 ORNAMENTAL TREES)<br>27 EVERGREENS<br>126 SHRUBS    |
| N. BUTTERFLY ST. | 25'          | 2450' / 100' = 24.5 | 48 TREES<br>14 EVERGREENS<br>284 SHRUBS | 60.5 TREES<br>(41 SHADE TREES +<br>19 ORNAMENTAL TREES)<br>14 EVERGREENS<br>284 SHRUBS |
| S. DURANT LN.    | 20'          | 1030' / 100' = 10.3 | 21 TREES<br>9 EVERGREENS<br>124 SHRUBS  | 21 TREES<br>(14 SHADE TREES +<br>7 ORNAMENTAL TREES)<br>9 EVERGREENS<br>138 SHRUBS     |

NUMBER OF TREES PROVIDED ON BUFFERS: 212  
 NUMBER OF TREES PROVIDED ON COMMON LOTS: 162  
 TOTAL NUMBER OF TREES: 434

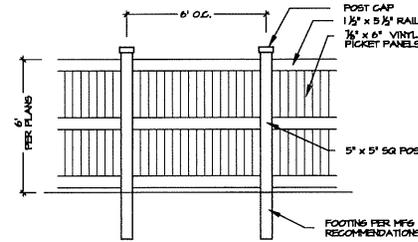
THERE ARE NO EXISTING TREES ON SITE.



- NOTES:  
 1. REMOVE ALL THINE, ROPE, OR BINDING FROM ALL TRUNKS.  
 2. REMOVE BURLAP AND WIRE BASKETS FROM THE TOP US OF ALL ROOT BALLS AFTER PLANTING.  
 3. IF SYNTHETIC WRAP/BURLAP IS USED, IT MUST BE COMPLETELY REMOVED.

### 1 TREE PLANTING/STAKING

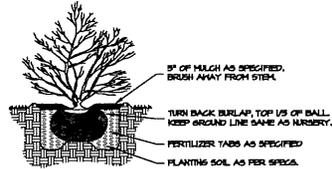
NOT TO SCALE



- NOTES:  
 1. TO BE INSTALLED ALONG PERIMETER PROPERTY LINES & SIDE LOTS.  
 2. VINYL FENCE STYLE MAY VARY SLIGHTLY.  
 3. ALL END CAP AND PATHWAY FENCE TO STOP 24" FROM PROPERTY LINE.

### 4 6' VINYL PRIVACY FENCE

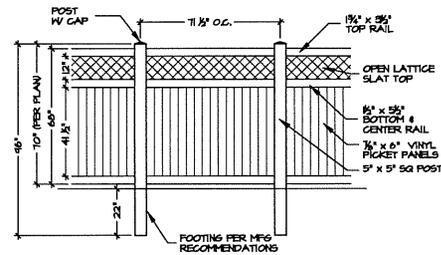
NOT TO SCALE



NOTE: DIG HOLE THREE THE SIZE OF ROOTBALL.

### 2 SHRUB PLANTING

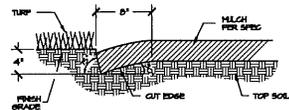
NOT TO SCALE



- NOTES:  
 1. TO BE INSTALLED ALONG COMMON AREA AND CONNECTION PATH LOT LINES.  
 2. VINYL FENCE STYLE MAY VARY SLIGHTLY.  
 3. ALL END CAP AND PATHWAY FENCE TO STOP 24" FROM PROPERTY LINE.

### 5 VINYL FENCE WITH LATTICE TOP

NOT TO SCALE



### 3 PLANTER CUT BED EDGE

NOT TO SCALE

## PLANT PALETTE

| SYM   | COMMON NAME                    | BOTANICAL NAME                          | SIZE           | MATURE SIZE    | QUANTITY (BUFFERS ONLY) |
|---|--------------------------------|---|----------------|----------------|-------------------------|
| <b>EVERGREEN TREES</b>                      |                                |   |                |                |                         |
| CB  | AUSTRIAN PINE                  | PINUS NIGRA                             | 6-8' HT B&B    | 50' HT x 20' W | 40                      |
| CB  | COLORADO BLUE SPRUCE           | PICEA PARSONS 'LAUREA'                  | 6-8' HT B&B    | 50' HT x 15' W |                         |
|   | HUNGARIAN JUNIPER              | JUNIPERUS SCOPULORUM 'MOONSLOW'         | 6-8' HT B&B    | 20' HT x 8' W  |                         |
|   | NORWAY SPRUCE                  | PICEA ABIES                             | 6-8' HT B&B    | 50' HT x 25' W |                         |
| VP  | VANDERWOLFS PINE               | PINUS FLEXILIS 'VANDERWOLFS'            | 6-8' HT B&B    | 30' HT x 15' W | 53                      |
| WH  | KEEPING WHITE PINE             | PICEA GLAUBA 'TENDULA'                  | 6-8' HT B&B    | 25' HT x 8' W  | 31                      |
| <b>STREET TREES (CLASS III/III)</b>         |                                |   |                |                |                         |
| AP  | AUTUMN PURPLE ASH              | FRAXINUS AMERICANA 'AUTUMN PURPLE'      | 2' CAL B&B     | 45' HT x 35' W | 23                      |
|   | SKYLINE HONEYLOCUST            | GLEDITSIA TRIACANTHOS 'INERNA' SKYCOLE' | 2' CAL B&B     | 45' HT x 30' W |                         |
|   | LITTLELEAF LINDEN              | TILIA CORDATA                           | 2' CAL B&B     | 40' HT x 30' W |                         |
|   | LONDON PLANETREE               | PLATANUS X ACERIFOLIA                   | 2' CAL B&B     | 75' HT x 60' W |                         |
| RO  | RED OAK                        | QUERCUS RUBRA                           | 2' CAL B&B     | 10' HT x 45' W | 36                      |
|   | AMERICAN SWEETGUM              | LIQUIDAMBAR STRYCIIFLUA                 | 2' CAL B&B     | 60' HT x 40' W | 8                       |
| TT  | TULIP TREE                     | LIRIODENDRON TULIPIFERA                 | 2' CAL B&B     | 50' HT x 30' W |                         |
| <b>ORNAMENTAL TREES (CLASS I)</b>           |                                |   |                |                |                         |
| AM  | AMUR MAPLE                     | ACER GINNALA 'FLAME'                    | 2' CAL B&B     | 20' HT x 25' W | 48                      |
| GR  | GRAND CHANTICLEER PEAR         | PYRUS CALLERYANA 'GLENS FORTH'          | 2' CAL B&B     | 20' HT x 15' W | 8                       |
| GR  | GRAND RAINDROP'S CRABAPPLE     | MALUS X SCANDIOTULIFEA                  | 2' CAL B&B     | 20' HT x 15' W | 8                       |
| RR  | ROYAL RAINDROP'S CRABAPPLE     | MALUS X 'JFS-KING'                      | 2' CAL B&B     | 20' HT x 15' W | 14                      |
|   | SPRINGSNOW CRABAPPLE           | MALUS 'SPRINGSNOW'                      | 2' CAL B&B     | 20' HT x 15' W |                         |
| <b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b> |                                |   |                |                |                         |
| BE  | BLACK EYED SUSAN               | RUDEBECKIA FLUGIDA 'GOLDSTREAM'         | 1.6AL, 24" OC. | 2' HT x 2' W   | 125                     |
|   | BLUE RUG JUNIPER               | JUNIPERUS HORIZONTALIS 'MILTON'         | 2 GAL          | 8' HT x 6' W   |                         |
|   | GREENING MANICIA               | MANICARIA REPENS                        | 3 GAL          | 18' HT x 3' W  |                         |
|   | RED FLOWER CARPET ROSE         | ROSA 'FLOWER CARPET-NOARE'              | 3 GAL          | 3' HT x 3' W   |                         |
| DF  | DIARREY FOUNTAIN GRASS         | PENSTEMON ALGERIENSIS 'NAHEL'           | 3 GAL          | 2' HT x 2' W   | 150                     |
|   | DARTS GOLD NINEBARK            | PHYSCOCARPUS OPULIFOLIUS 'DARTS GOLD'   | 1.6AL          | 4' HT x 4' W   |                         |
|   | STELLA D'ORO DAYLILY           | HEMEROCALLIS 'STELLA D'ORO'             | 3 GAL          | 15' HT x 2' W  |                         |
|   | EMERALD W/ GOLD BURNING        | ELONIMYS FORTUNEI 'EMERALD W/ GOLD'     | 3 GAL          | 2' HT x 4' W   |                         |
|   | ENDLESS SUMMER HYDRANGEA       | HYDRANGEA ARBORESCENS 'PINKIE'          | 3 GAL          | 4' HT x 4' W   |                         |
|   | FINE LINE BUGATHORN            | RHYNCHIS FRAGULA 'RON WILLIAMS'         | 3 GAL          | 6' HT x 25' W  |                         |
|   | GOLD-LANE SPIREA               | SPIRAEA X 'EMERALD ICE' 'GOLD-LANE'     | 3 GAL          | 4' HT x 4' W   |                         |
| GL  | GRD-LOW SUNG                   | RHUS AROMATICA 'GRD-LOW'                | 1.6AL          | 25' HT x 6' W  | 150                     |
|   | IVORY HALO DOGWOOD             | CORNUS ALBA 'HALO'                      | 5 GAL          | 5' HT x 6' W   |                         |
|   | KARL FOERSTER REED GRASS       | CALAMAGROSTIS ARUNDINACEA 'K.F.'        | 1.6AL          | 4' HT x 2' W   |                         |
|   | LITTLE DEVIL NINEBARK          | PHYSCOCARPUS OPULIFOLIUS 'DONNA HAY'    | 5 GAL          | 3' HT x 3' W   |                         |
|   | NICKOTTE BLUE ENGLISH LAVENDER | LAVANDULA ANGUSTIFOLIA 'NICKOTTE BLUE'  | 3 GAL          | 3' HT x 3' W   |                         |
|   | OTTO LUTKEN LAUREL             | PRUNUS LAURO-CERASUS 'OTTO LUTKEN'      | 5 GAL          | 3' HT x 6' W   |                         |
|   | RHODOCHONDRIUM T-1             | RHODOCHONDRIUM T-1                      | 5 GAL          | 4' HT x 4' W   |                         |
|   | MAIDEN GRASS                   | MISCANTHUS SINENSIS 'GRACILLIMUS'       | 1.6AL          | 7' HT x 4' W   | 138                     |
| SW  | SUMMERWINE NINEBARK            | PHYSCOCARPUS OPULIFOLIUS 'SEWARD'       | 5 GAL          | 6' HT x 6' W   |                         |



LAWN



6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DET. 4, THIS SHEET



6' VINYL FENCE WITH LATTICE TOP ADJACENT TO COMMON LOTS AND CONNECTION PATHWAYS (TYP) SEE DET. 5, THIS SHEET

## NOTES

- LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH KIMA CITY ORDINANCE REQUIREMENTS. ALL LOTS WILL COMPLY WITH KIMA 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.
- TREES SHALL NOT BE PLANTED WITHIN THE 10'-CLEAR ZONE OF ALL AGHD 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 IMPERE 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 AGHD RIGHT OF WAY. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET AGHD 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 FORESTERS 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 BALLS 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               | 13.17 ACRES        |
| TOTAL LOTS               | 346                |
| BUILDABLE LOTS           | 310                |
| COMMON LOTS              | 38                 |
| DENSITY DU/ACRE          | 4.24               |
| TOTAL OPEN SPACE         | 5.56 ACRES (7.54%) |
| STREET BUFFERS           | 2.07 ACRES (2.82%) |
| OPEN SPACE WITH PATHWAYS | 2.94 ACRES (3.27%) |
| END CAPS                 | 1.00 ACRES (1.37%) |
| EXISTING ZONING          | A                  |
| PROPOSED ZONING          | R6                 |

OWNER

VANDERKOOY FARM, LLC  
 6152 W. HALF MOON LAKE  
 EAGLE, IDAHO 83616



**JENSEN BELTS ASSOCIATES**  
 1000 N. 10th Street, Suite 100, Boise, ID 83702  
 P: 208.333.8888 F: 208.333.8889

| REVISION | DATE | DESCRIPTION |
|----------|------|-------------|
|          |      |             |
|          |      |             |
|          |      |             |

**Bayley Engineering, Inc.**  
 CIVIL ENGINEERING | PLANNING | CADD  
 1000 N. 10th Street, Suite 100, Boise, ID 83702  
 P: 208.333.8888 F: 208.333.8889

DRAWN BY: HCS CHECKED BY: HCS PROJECT: JMA - 1187 DATE: 11-13-2018  
**PRELIMINARY PLAT LANDSCAPE PLAN**  
**WHISPER MEADOWS SUBDIVISION**  
**VANDERKOOY FARMS, LLC**

# Exhibit B-1



**CITY OF KUNA**  
**P.O. BOX 13**  
**KUNA, ID 83634**

[www.kunacity.id.gov](http://www.kunacity.id.gov)

*Paul A. Stevens, P.E.*  
CITY ENGINEER

Telephone (208) 287-1727; Fax (208) 287-1731

Email: [pstevens@kunaID.gov](mailto:pstevens@kunaID.gov)

---

## MEMORANDUM

TO: Director of Kuna Planning and Zoning

FROM: Bob Bachman ~ Public Works Director  
Paul Stevens ~ City Engineer  
Mike Borzick ~ GIS Manager/Plan Review

RE: Whispering Meadows

DATE: April 23<sup>rd</sup>, 2018

---

The City of Kuna's Engineering department has reviewed the Preliminary Plat of Whispering Meadows Subdivision dated January 12, 2018. The preliminary development drawings provided show 310 single family lots and 38 common lots for a total of 348 lots. The following comments pertain to the Whispering Meadows Preliminary Plat application:

### 1. Sanitary Sewer Needs

- a) The applicant's property is presently used for agricultural purposes, is not connected to City services and shall be subject to connection fees for the demand of the ultimate connected load as provided in the City's Standard Table. City Code (6-4-20) requires connection to the City sewer system for all sanitary sewer needs.
- b) The property is located within the Mason Creek sewer shed which discharges to the Springhill Lift Station and ultimately to the Memory Ranch Lift Station and thence to the North Wastewater Treatment Plant.
- c) When connecting to the sewer system, the applicant shall abide by all sewer reimbursement policies and agreements and related connection fees in place at the time of development/construction.
- d) For any connected load, it is recommended that this application be conditioned to conform to the sewer master plan, particularly to the providing of sewer mains and trunk lines in the master plan. The Engineering Department recommends that a gravity

sewer collection main line be constructed along the northern boundary of the property in the right of way pertaining to W. Butterfly Street. This modification complies with the Sewer Master Plan (2017) and eliminates a lift station.

- e) The nearest Sewer Main capable of serving this property lies within Springhill Subdivision. The applicant proposes the construction of a lift station to serve the development. The construction drawings for the lift station shall be part of the approved plans for Phase 1 and shall show the implied service area for sizing purposes.
- 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 in right-of-way in or adjacent to the project – both at useable depths.
- g) For assistance in locating existing facilities and understanding issues associated with connection, please contact the GIS Manager at 208-287-1726.

## **2. Potable Water Needs**

- a) The applicant's property is presently used for agricultural purposes, it is not connected to City water service and would be subject to connection fees for the demand of the ultimate connected load as provided in the City's Standard Table. City Code (6-4-2X) requires connection to the City water system for all potable water needs. The City currently has sufficient potable water supply to serve this site.
- b) The nearest point of water connection for the property lies within Linder Road. Construction drawings to bring the water main to the site shall be part of the approved construction drawings for Phase 1.
- c) The Developer shall provide adequate fire protection as required by the Kuna Fire District.
- 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 the project within W Butterfly St and S Durrant Lane.
- e) The minimum size for internal subdivision street water mains, installed by the developer, is 8-inch diameter.
- f) Redundancy of water transmission in the general area of this site is not provided by existing facilities. This matter is under consideration in the City's CIP.
- g) Buildable lots shall be limited until a loop from Ten Mile – Lake Hazel – Linder is completed.
- h) For assistance in locating existing facilities, please contact the GIS Manager at 208-287-1726.

# Exhibit B-1

## 3. Pressure Irrigation

- a) The property's irrigation needs are presently served by local canals from surface water rights. The applicant's property is not connected to the City pressure irrigation system. Relying on drinking water for irrigation purposes is contrary to City Code (6-4-21) and the public interest, is not accounted for in the approved Water Master Plan and the City Engineer recommends connection to existing City pressurized irrigation facilities. When connecting to the pressure irrigation system, the applicant shall comply with relevant irrigation reimbursement policies, agreements, and any relevant connection fees.
- b) It is recommended this project be conditioned to require connection and annexation to the City Pressure Irrigation system at the time of development. 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.
- c) 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 and lot size for the commercial area and common lots, as provided in City Resolutions.
- d) Does the applicant propose the construction of a pressure irrigation basin and pump station? Construction drawings for the pump station and pond shall be included in the approved plans for Phase 1. Would the applicant propose to use the existing pond? The new pond will need to be constructed prior to reaching the development of 310 lots.
- e) For any connected load, it is recommended this application be conditioned to conform to the Pressure Irrigation Master Plan. The Master Plan designates 12" diameter trunk lines within W. Butterfly Street and S. Durrant Lanes respectively.
- f) It is recommended that conformity with approved City PI standards is required, including the providing of adequately sized internal and boundary loop lines.
- g) For assistance in locating existing facilities, please contact the GIS Manager at 208-287-1726.

## 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, 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 or disposal at locations different than provided historically, approval of the operating entity is required. The City of Kuna relies on the ACHD Storm water 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 as part of 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. Constructed facilities to preserve these rights must be designed by a licensed professional engineer, plans provided with the project plan set for review by the City Engineer and constructed in a manner and with materials acceptable to the City Engineer. Facilities provided must be accessible (easements or right-of-way) for continued maintenance, repair, and replacement.

## **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 via the IDWR deed and "Change of Ownership" form. 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.
- b) A plan approval letter will be required if this project affects any local irrigation districts or its facilities.
- c) 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.

# Exhibit B-1

- d) Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties.
- e) State the vertical datum used for elevations on all drawings.
- f) Provide engineering certification on all final engineering drawings.
- g) Provide a Master Utility Plan for all phases of the project site. This will allow a comprehensive review of City utilities so that sizes and looping can be reviewed before construction of Phase 1. Depths and inverts are not as high of a concern at this point as the City intends to just review the overall layout and insure adequate sizes are provided to comply with City Standards and the associated Master Plan.
- h) The submittals attached to the application include some alignments for City infrastructure. This information is helpful but has not been reviewed in detail and has not received City Engineer approval. The applicant is advised that detailed review and plan approval occurs at the time of approval of the official project construction drawings.

## 6. Inspection Fees

An inspection fee will be required for City inspection of the construction of any public or community 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 irrigation related 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 north and west side by section line principal arterial street (W Butterfly St and S Durrant Lane - ACHD). The following conditions are related to these classified streets and future quarter line classified streets and apply at the time of development:

- a) Sufficient half right-of-way on the quarter line and section line for existing and future classified streets should be provided pursuant to City and ACHD standards.
- b) Approaches onto the classified streets shall comply with ACHD approach policies.
- c) Sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, shall be provided in connection with property development.

- d) Residential Easements – City Code (6-3-8) requires a 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 – typically City of Kuna;
  - b. 10-foot minimum street frontage easement – Public Utility and City of Kuna;
  - c. 10-foot back lot line easement as required in code – typically City of Kuna;
  - d. 10-foot minimum side lot line easement and wider easements in instances where underground pipelines are constructed in them – typically City of Kuna;
  - a. Additional easements as needed for facilities not in right-of-way - of width and alignment acceptable to the City Engineer.

## 8. As-Built Drawings

As-built/Record 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 service to neighboring properties.
- 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.

### Cc:

- Kuna Planning and Zoning Dept.
- Kuna Fire Department

# Exhibit B-2

Development Services Department



**Project/File:** **Whisper Meadows Subdivision/ KPP1-0002/ 18-01-S**  
*This is a preliminary plat application to allow for the development of 310 single family building lots and 38 common lots on 73 acres.*

**Lead Agency:** City of Kuna

**Site address:** West side of Linder Road between Lake Hazel Road and Columbia Road

**Commission Hearing:** September 26, 2018  
*Regular Agenda*

**Commission Approval:** September 26, 2018

**Applicant:** Tim Eck  
Vanderkooy Farm, LLC  
6152 W. Half Moon Ln.  
Eagle, ID 83616

**Representative:** Katie Miller  
Bailey Engineers  
4242 N. Brookside Lane  
Boise, ID 83713

**Staff Contact:** Mindy Wallace, AICP  
Phone: 387-6178  
E-mail: [mwallace@achdidaho.org](mailto:mwallace@achdidaho.org)

## **A. Findings of Fact**

1. **Description of Application:** The applicant is requesting approval of a preliminary plat application to allow for the development of 310 single family building lots and 38 common lots on 73 acres. The City of Kuna annexed and rezoned this site from Agriculture to Medium Density Residential in the spring of 2018.

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

| <b>Direction</b> | <b>Land Use</b>                | <b>Zoning</b> |
|------------------|--------------------------------|---------------|
| North            | Agricultural/rural residential | A/RR          |
| South            | Agricultural/rural residential | A/RR          |
| East             | Agricultural                   | A             |
| West             | Agricultural                   | A             |

3. **Site History:** ACHD has not previously reviewed this site for a development application.

4. **Transit:** Transit services are not available to serve this site.

5. **New Center Lane Miles:** The proposed development includes 2.41 centerline miles of new public road.
6. **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.
7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**  
 There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Integrated Five Year Work Plan (IFYWP) or the District's Capital Improvement Plan (CIP).
  - The intersection of Lake Hazel Road and SH-69/Meridian Road is scheduled in the IFYWP to be signalized 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.
  - Lake Hazel Road is listed in the CIP to be widened to 3-lanes from Linder Road to SH-69/Meridian Road between 2026 and 2030.
  - The intersection of Lake Hazel Road and Linder Road is listed in the CIP to be widened to a single lane roundabout between 2026 and 2030.
  - The intersection of Lake Hazel Road and SH-69/Meridian Road is listed in the CIP to be widened to a 7 X 7 intersection, and signalized between 2026 and 2030.

## **B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 2,983 vehicle trips per day; 292 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 Whisper Meadows 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 Whisper Meadows Subdivision.

- The TIS notes that under current conditions (2017 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 the fall of 2018 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 the fall of 2018.
- The traffic impact study notes that 262 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 262<sup>st</sup> lot that the applicant be required to submit an intersection analysis of the Amity Road/Linder Road intersection. If it determined through the analysis that improvements are needed then the applicant should be required to install an interim signal within the existing right-of-way at the Amity

# Exhibit B-2

Road/Linder Road intersection, prior to ACHD's signature on the final plat that contains the 262<sup>st</sup> lot.

As part of ACHD's 2017 actions on Caspian and Gran Prado Subdivision, the installation of an interim signal prior to ACHD's signature on the final plat of Caspian that contains the 280<sup>th</sup> building lot and the final plat of Gran Prado that contains the 350<sup>th</sup> lot was required. The interim signal should be installed by the development that necessitates the improvement first.

- The study recommends the construction of a southbound right turn lane on Linder Road at the new mid-mile collector roadway, Butterfly Street.

### 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 |
|---|------------|---------------------------|----------------------------|-------------------------------|
| Lake Hazel Road<br>(Linder to SH-69)    | N/A        | Principal Arterial        | 67                         | Better than "E"               |
| Linder Road<br>(Amity to Lake Hazel)    | N/A        | Minor Arterial            | 161                        | Better than "E"               |
| Linder Road<br>(Lake Hazel to Columbia) | 1,250-feet | Minor Arterial            | 159                        | 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).

### 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 Lake Hazel Road west of SH-69 was 1,257 on 6/7/17.
- The average daily traffic count for Linder Road south of Amity Road was 2,421 on 11/15/2017.
- The average daily traffic count for Linder Road south of Lake Hazel was 2,620 on 1/27/2016.

## C. Findings for Consideration

### 1. Amity Road/Linder Road Intersection

The traffic impact study notes that 262 homes could be built before the Amity Road/Linder Road intersection exceeds acceptable LOS "E". ACHD does not have improvements programed for this intersection. Therefore staff recommends that prior to ACHD's signature on the final plat which contains the 262<sup>st</sup> lot that the applicant be required to install an interim signal within the existing right-of-way at the Amity Road/Linder Road intersection. 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/Linder 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.

As part of ACHD's 2017 actions on Caspian and Gran Prado Subdivision, the installation of an interim signal prior to ACHD's signature on the final plat of Caspian that contains the 280<sup>th</sup> building lot and the final plat of Gran Prado that contains the 350<sup>th</sup> lot was required. The interim signal should be installed by the development that necessitates the improvement first.

## 2. Linder Road

a. **Existing Conditions:** Linder Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 65-feet of right-of-way for Linder Road (40-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-

# Exhibit B-2

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 a 5-foot wide detached concrete sidewalk located 28-feet from the center line of Linder Road abutting the site.
- d. **Staff Comments/Recommendations:** The applicant should be required to dedicate additional right-of-way to total 48-feet from the centerline of Linder Road abutting the site. The applicant's proposal to construct a 5-foot wide detached concrete sidewalk meets District policy 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. If detached sidewalks are constructed outside of the dedicated right-of-way, then the applicant should be required to provide a permanent right-of-way easement.

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 adjacent to the entire site.

Additionally, the applicant should be required to construct a southbound right turn lane on Linder Road at the new mid-mile collector roadway, Butterfly Street.

## 3. Butterfly Street

- a. **Existing Conditions:** There are no collector roadways abutting the site.
- b. **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 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.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should intersect Linder Road at the half mile and continue west through the property stubbing to the west property line. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 54-feet of right-of-way.

**Stub Street Policy:** District policy 7206.2.4 states 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 7206.2.5.4, 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 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 policy 7206.2.4 requires 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 shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement 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.

- c. Applicant Proposal:** The applicant has proposed to construct Butterfly Street along the north property line from Linder Road through the site stubbing to the west as ½ of a 36-foot resident collector section with 30-feet of pavement, curb, gutter, and a 5-foot wide detached concrete sidewalk abutting the site and a 3-foot gravel shoulder and barrow ditch on the other side of the roadway.
- d. Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. If the sidewalks are detached then the right-of-way may

# Exhibit B-2

extend from the barrow ditch to 2-feet behind the back of curb on the south side of the roadway. Provide a permanent right-of-way easement for detached sidewalks located outside of the dedicated right-of-way.

Staff recommends that the right-of-way for Butterfly Street extend to the site's west property line, but that the improvements terminate at the Chisum Avenue intersection and that the applicant provide a road trust deposit in the amount of \$65,200.00 (400-feet X \$163.00) for the remainder of the roadway.

The applicant should be required to install a sign on the west side of Butterfly Street at Chisum Avenue which states that, *"THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."*

A temporary turnaround isn't required as Butterfly Street terminates at an intersection.

## 4. North/South Collector (Durant Lane)

a. **Existing Conditions:** There are no collector roadways abutting the site.

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

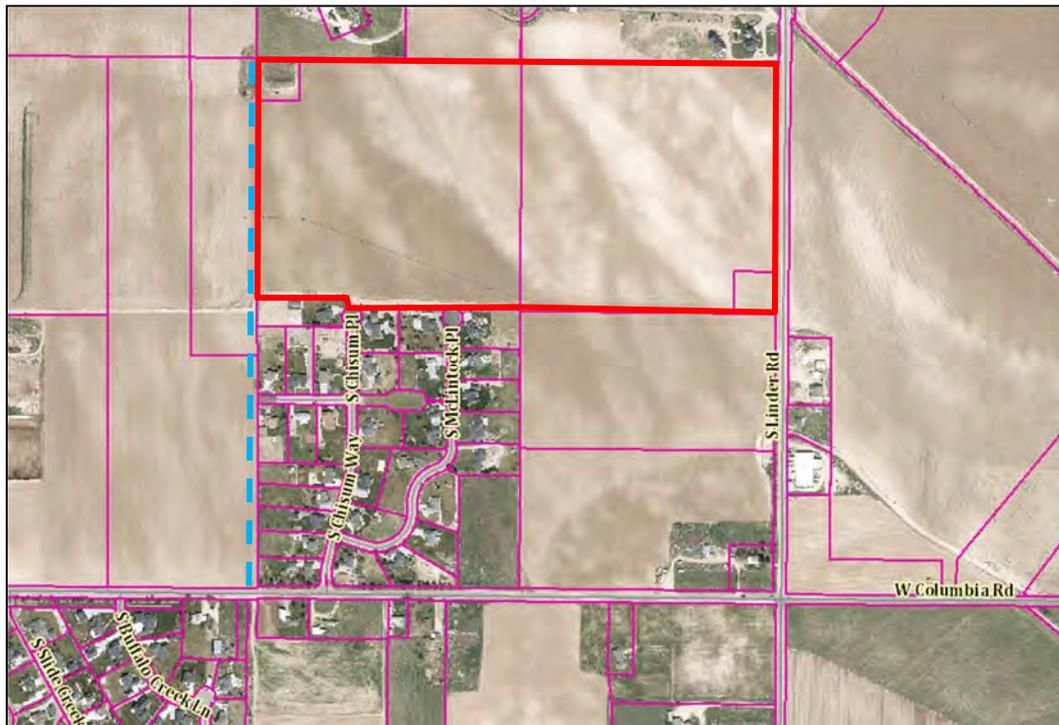
**Sidewalk Policy:** District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection 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.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should intersect Columbia Road at the half mile and continue north intersecting Lake Hazel Road. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 54-feet of right-of-way.

- c. **Applicant Proposal:** The applicant hasn't proposed any improvements to Durant Lane abutting the site.
- d. **Staff Comments/Recommendations:** Chisum Valley Subdivision, platted in 1999 is located south of the site and has lots that abut the half mile because the site was platted before the adoption of the MSM. Because of this, the north/south collector roadway is anticipated to be shifted to the west to reduce the impacts to the adjacent parcels.



Based on the location of Chisum Valley Subdivision a majority of the roadway will be constructed on the adjacent parcel, and as such the adjoining property owner (Durrant Home Place, LLC) will be responsible for construction of all of the collector roadway, but are only financially obligated for half of the street with vertical curb, gutter, and sidewalk, plus 12-additonal feet of pavement to total 30-feet adjacent to the site.

To complete the east side of the street when the adjacent parcel develops, staff recommends that the applicant dedicate additional right-of-way from their west property line to a minimum 2-feet behind future curb abutting the site and provide the District with a permanent right-of-way easement for any portion of the future sidewalk located outside of right-of-way. Additionally, the applicant should be required to provide the District with a road trust deposit in the amount of \$106,800.00 for the construction of 4-feet of pavement, curb, gutter and sidewalk abutting the site for the future North/South Collector.

# Exhibit B-2

## 5. Butterfly Street/Durant Lane 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 Butterfly Street and Durant Lane intersection.

**b. Staff Comments/Recommendations:** As noted above, the intersection of Butterfly Street and Durant Lane is shown as a single lane roundabout on the MSM. The applicant should be required to dedicate right-of-way at the Butterfly Street/North/South Collector Road intersection consistent with the template shown on attachment 4 to accommodate the future construction of the single lane roundabout at the intersection.

## 6. Internal Local Streets

**a. Existing Conditions:** There are no internal local streets within the site.

### b. 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 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

**Standard Urban Local Street—33-foot Street Section and Right-of-way Policy:** District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to 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 wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to 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 wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

**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.

**Landscape Medians Policy:** District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

- c. **Applicant's Proposal:** The applicant has proposed to construct 2 entry roadways, Indra Street and Cardinal Avenue, with two 21-foot wide travel lanes, an 8-foot wide center landscape island, rolled curb, gutter, and 5-foot wide attached concrete sidewalk within 70-feet of right-of-way.

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

# Exhibit B-2

The applicant has proposed to construct 1 cul-de-sac turnaround at the terminus of Cardinal Place and 10 knuckles throughout the site.

- d. **Staff Comments/Recommendations:** The applicant's proposal for the entry roadways, Indra Street and Cardinal Avenue, meets District policy and should be approved, as proposed. The applicant should be required to plat the islands as right-of-way owned by ACHD. The applicant or the homeowners association may enter into a license agreement for any landscaping proposed within the islands. The right-of-way may be reduced to 2-feet behind the back of the sidewalk.

The applicant's proposal to construct the internal local streets as 36-foot sections meets District policy and should be approved, as proposed.

The applicant's proposal to construct 1 cul-de-sac turnaround at the terminus of Cardinal Place meets District policy and should be approved, as proposed. The cul-de-sac should be constructed to provide a minimum radius of 45-feet.

The 10 knuckles should be constructed, as proposed.

## 7. Roadway Offsets

- a. **Existing Conditions:** There are no roadway offsets within the site.

b. **Policy:**

**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).

- c. **Applicant's Proposal:** The applicant has proposed to construct one collector roadway, Butterfly Street, to intersect Linder Road at the half mile between Lake Hazel and Columbia Roads.

The applicant has proposed to construct one local street, Indrea Street to intersect Linder Road, located approximately 810-feet south of the proposed mid-mile collector, Butterfly Street.

The applicant has proposed to construct one local street, Thunder Street to intersect the future North/South Collector Roadway, located approximately 610-feet south of Butterfly Street.

- d. **Staff Comments/Recommendations:** The applicant's proposal is consistent with the MSM and meets District policy and should be approved, as proposed.

## 8. Stub Streets

- a. **Existing Conditions:** There are two stub streets that were platted and constructed in 1999 to the site's south property line with Chisum Valley Subdivision, Chisum Place and McLintock Place.

**b. Policy:**

**Stub Street Policy:** District policy 7207.2.4 states 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 7207.2.5.4, 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."

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 policy 7207.2.4 requires 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 shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement 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.

**c. Applicant Proposal:** The applicant has proposed to construct 1 stub street to the south, Bungalow Avenue, located approximately 510-feet west of Linder Road.

The applicant has proposed to extend Chisum Place into the site, and is requesting a Waiver of Policy to not extend McLintock Place into the site. In lieu of a vehicular connection the applicant has proposed to construct a pedestrian pathway between the site and McLintock Place.

The applicant notes that McLintock terminates in a cul-de-sac turnaround, that the roadway isn't needed to serve the site, and that residents of Chisum Valley Subdivision are opposed to the extension of the stub streets as reasons why it should not be extended.

# Exhibit B-2



- d. **Staff Comments/Recommendations:** The applicant's proposal to construct 1 stub street to the south, Bungalow Avenue, meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE.". A temporary turnaround is not required at the terminus of the stub street, as it is not 150-feet in length.

The applicant's proposal to not extend McIntock Place into the site does not meet ACHD's Continuation of Streets policy, which requires stub streets to be extended. The City of Kuna is supportive of the applicant's proposal noting that the City does not require the extension of stub streets.

Staff recommends approval of the applicant's proposal to not extend McIntock Place into the site, as it is not desired by the City of Kuna and a pedestrian connection will be provided to provide connectivity between the two developments. The street is not necessary to serve the site, and the turnaround is fully improved.

**Commission Action:** During the Commission hearing, the Commission heard testimony from staff and the applicant's representative regarding the requested waiver of policy. After hearing the testimony and a brief discussion the Commission voted to deny the applicant's request for a waiver of the Continuation of Streets policy and required the extension of McIntock Place into the site.

## 9. 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.

## 10. 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.

## 11. Other Access

Linder Road classified as a minor arterial roadway. Butterfly Street and the North/South Collector roadway, are classified as collector roadways. 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 final plat which contains the 262<sup>nd</sup> lot the applicant should be required to submit an intersection analysis for the Amity Road/ Linder Road intersection. If it is determined through the intersection analysis 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.
2. 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 262<sup>nd</sup> building lot:

- Signal Agreement
  - Full design and approved plans for the intersection
3. Dedicate additional right-of-way to total 48-feet from the centerline of Linder Road abutting the site. Construct a 5-foot wide detached concrete sidewalk located a minimum of 41-feet from the centerline of Linder Road abutting the site. Provide a permanent right-of-way easement for detached sidewalks located outside of the dedicated right-of-way.
  4. Widen the pavement on Linder Road to a minimum width of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site.
  5. Construct a southbound right turn lane on Linder Road at the Butterfly Street intersection.
  6. Construct Butterfly Street from Linder Road west to Chisum Avenue as ½ of a 36-foot collector section with 30-feet of pavement, curb, gutter, and a 5-foot wide detached concrete sidewalk abutting the site and a 3-foot gravel shoulder and barrow ditch on the other side of the north side

# Exhibit B-2

of the roadway. The right-of-way should encompass the barrow ditch and extend south a minimum of 2-feet behind the curb for detached sidewalks. Extend the right-of-way dedication to the west property line.

7. Provide a road trust deposit in the amount of \$65,200.00 (400-feet X \$163.00) to allow for the future construction of Butterfly Street between Chisum Avenue and the west property line, if the north-south collector has not been constructed.
8. Provide a road trust deposit in the amount of \$106,800.00 for the construction of 4-feet of pavement, curb, gutter and sidewalk abutting the site for the future North/South Collector.
9. Dedicate right-of-way at the Butterfly Street/North/South Collector Road intersection consistent with the template shown on attachment 4 to accommodate the future construction of the single lane roundabout at the intersection.
10. Construct Indrea Street to intersect Linder Road, located 810-feet south of Butterfly Street, as proposed.
11. Construct Cardinal Avenue to intersect Butterfly Street, located 790-feet west of Linder Road, as proposed.
12. Construct Chisum Avenue to intersect Butterfly Street, located 2,210-feet west of Linder Road, as proposed.
13. Construct Thunder Street to intersect the North/South Collector, located, 610-feet south of Butterfly Street.
14. Construct the entry portion of Indra Street and Cardinal Avenue, with two 21-foot wide travel lanes, an 8-foot wide center landscape island, rolled curb, gutter, and 5-foot wide attached concrete sidewalk within 70-feet of right-of-way, as proposed.
15. Extend 2 stub streets into the site, Chisum Place and McLintock Place.
16. Construct all of the internal local streets as 36-foot wide local street sections with rolled curb, gutter, and 5-foot attached concrete sidewalks within 50-feet of right-of-way, as proposed.
17. Construct 1 stub street to the south, Bungalow Avenue, located 510-feet west of Linder Road. Install a sign at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
18. Other than access specifically approved as part of this development application direct lot access Linder Road, Butterfly Street, and the North/South Collector is prohibited and shall be noted on the final plat.
19. Payment of impact see is due prior to issuance of a building permit.
20. 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.

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**

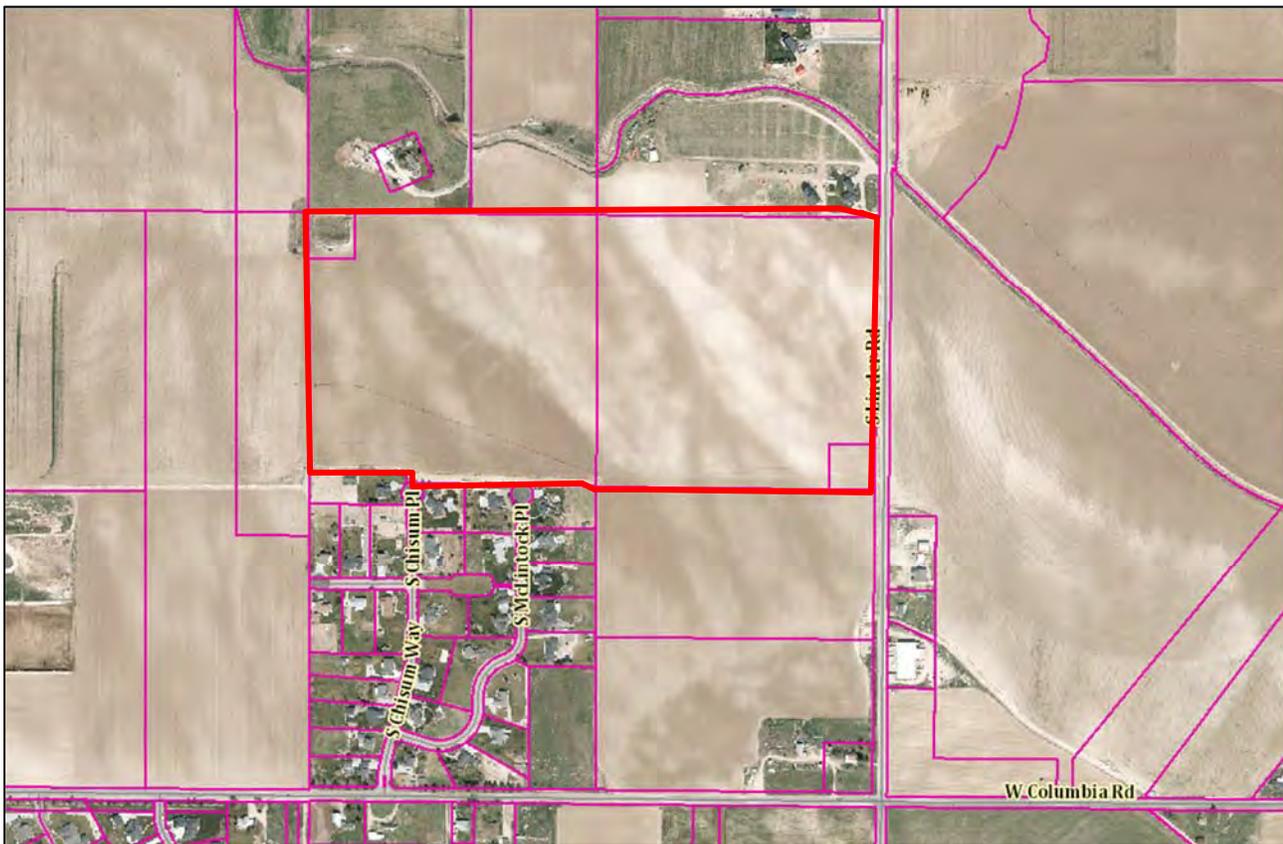
1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted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

# Exhibit B-2

## G. Attachments

1. Vicinity Map
2. Site Plan
3. Traffic Impact Study Summary
4. Single Lane Roundabout Template
5. Utility Coordinating Council
6. Development Process Checklist
7. Request for Reconsideration Guidelines

### VICINITY MAP





# Exhibit B-2

## EXECUTIVE SUMMARY

Vanderkooy Farms, LLC is proposing to develop Whisper Meadows Subdivision, a 311 single-family unit housing development situated on approximately 73 acres of land in Kuna, Idaho. The development is located on the west side of Linder Road approximately midway between Lake Hazel Road and Columbia Road.

The parcels of land proposed for the new subdivision are identified as Agriculture by the City of Kuna's *City Zoning Map*. These parcels will have to be rezoned for the development of single-family residential units. The parcels in the immediate vicinity of the site are also zoned as Agriculture, as well as Rural Residential and Low Density Residential (R4) by the City of Kuna.

Access to the Whisper Meadows Subdivision is proposed via one new mid-mile collector on the west side of Linder Road between Lake Hazel Road and Columbia Road, as well as a new local street connection to Linder Road, approximately 1,830 feet north of Columbia Road and approximately 810 feet south of the proposed collector. The new collector is identified on the ACHD Master Street Map. The preliminary site plan also provides four stub street connections, two to the west for connection to a future development, which is not anticipated to occur until after full build-out of the site, as well as two stub street connections to the south. One of the southern stub streets is proposed to connect to Chisum Way and the other is to connect to a future development, not expected to be built-out until after completion of the Whisper Meadows Subdivision.

Currently, the site is undeveloped. The development is planned to be completed in five phases, with a projected full build-out in year 2026. The TIS addresses the existing (2017), background (2026), and the development's impacts in the build-out year 2026 and provides the approximate number of homes that can be built before the proposed mitigations are necessary.

## FINDINGS

### Existing Conditions

- The study evaluated four off-site intersections during the a.m. and p.m. peak period of a typical weekday (Tuesday – Thursday).
- All study intersections were found to operate at acceptable operating standards during the existing weekday a.m. and p.m. peak hours with the exceptions of:
  - **Lake Hazel Road & Meridian Road (SH 69) (AM & 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, falling below ITD and ACHD operational standards.
  - A planning level signal warrant analysis concludes that a traffic signal is warranted under existing traffic volumes.



- This intersection is identified as a future traffic signal in ACHD's 2018-2022 Five Year Work Plan (FYWP) with a scheduled construction in year 2018. A traffic signal at the intersection as described in the FYWP is expected to operate at LOS B with a v/c ratio of 0.65 or better and LOS B with a v/c ratio of 0.66 or better during the existing a.m. and p.m. peak hour, respectively.
- All ACHD study roadway segments operate at acceptable levels of service.
- Crash data at the study intersections for the most recent five years (2011-2015) was analyzed for any existing crash trends, below are the findings:
  - The unsignalized intersection of Lake Hazel Road & Meridian Road (SH 69) averaged more than four reported crashes per year, with angle crashes accounting for approximately 57% of all crashes at the intersection. All angle crashes occurred between eastbound or westbound vehicles on Lake Hazel Road crossing or turning onto Meridian Road. The angle crashes should be reduced with the construction of the signal planned for later this year.
  - There was one fatality crash reported at the Lake Hazel Road & Meridian Road (SH 69) intersection. The fatality involved a bicyclist crossing Meridian Road, where there are currently no crosswalks on any approach at the intersection.
  - There were no reported roadway segment crashes along Linder Road between Lake Hazel Road and Columbia Road (location of proposed Site Access A & B).

#### Year 2026 Background Traffic Conditions

- Year 2026 background traffic volumes were forecasted using a 3% annual growth rate and included the addition of in-process traffic from Caspian Subdivision and Phases 1 and 2 of the proposed Springhill Subdivision.
- Year 2026 background traffic analysis (without inclusion of site-generated traffic) found that all study intersections are expected to operate at acceptable operating standards during the weekday a.m. and p.m. peak hours with the exceptions of:
  - **Linder Rd & Amity Road (PM Peak Hour)** – During the weekday p.m. peak hour, the westbound approach exceeds capacity and the intersection experiences an LOS E, falling below ACHD standards. ACHD's 2016 Capital Improvement Plan (2016 CIP) has a roundabout planned as part of 2016 CIP #IN2016-5, during the year 2031-2035 timeframe.



# Exhibit B-2

- A traffic signal warrant analysis was conducted and the intersection meets the four-hour warrant (Warrant #2) and the peak-hour warrant (Warrant #3) based on 2026 background vehicular volumes (without any traffic from Whisper Meadows). The Caspian Development (on NW corner of Lake Hazel Road/Linder Road) is conditioned to study the intersection at their 280<sup>th</sup> lot and install and interim signal.
  - By signaling the intersection with a temporary signal, with left-turn lanes on each approach, operations are expected to be LOS B with a v/c ratio of 0.67 and 0.60 during the a.m. and p.m. peak hour, respectively.
- **Lake Hazel Road & Meridian Road (SH 69) (AM and PM Peak Hour)** – With the traffic signal to be installed by ITD in 2018, as described in the *FYWP*, the intersection is projected operate at LOS E and LOS D with the westbound approach operating with a v/c ratio above 1.00 during the a.m. and p.m. peak hours, respectively. The southbound approach is projected to operate with a v/c ratio above 1.00 during the weekday p.m. peak hour. ACHD has planned intersection improvements as part of the *2016 CIP* (IN2016-60) in the 2026-2030 timeframe which will mitigate the intersection. A detailed analysis identified the following:
  - A sensitivity analysis found that the ACHD's *2016 CIP*, or other interim improvements, will be needed in approximately year 2025, without traffic from Whisper Meadows. This is close to the 2026 timeframe outlined in the *2016 CIP* and therefore the *2016 CIP* improvements will mitigate the 2026 conditions if constructed in that timeframe.
  - If ACHD's *2016 CIP* improvements are not constructed by 2026 and planned construction year has been moved out such that interim improvements are considered, the following improvements are recommended (in addition to signalization scheduled in 2018):
    - An additional eastbound left-turn lane (dual left-turns),
    - A westbound right-turn lane, and
    - A southbound right-turn lane.
  - By signaling the intersection with the additional turn lanes listed above, the intersection is expected to operate at LOS D with a v/c



ratio of 0.88 and at LOS C with a v/c ratio of 0.82 during the a.m. and p.m. peak hour, respectively.

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

#### Trip Generation and Distribution

- The *ITE Trip Generation Manual, 9<sup>th</sup> Edition* was used to estimate the trip generation for the proposed Whisper Meadows Subdivision.
- The proposed Whisper Meadows Subdivision development, with 311 single-family homes in the buildout year of 2026, is estimated to generate a total of 2,938 daily net new trips, 227 weekday a.m. peak hour net new trips (57 inbound / 170 outbound) and 292 weekday p.m. peak hour net new trips (184 inbound / 108 outbound).
- The distribution pattern for site-generated trips was developed by 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 2026 Total Traffic Conditions

- Year 2026 total traffic conditions found that the site-generated trips do not impact any additional intersection not previously identified in the background traffic conditions. 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)** – Per the 2026 background conditions, during the weekday p.m. peak hour the westbound approach is projected to reach capacity. Additionally, a traffic signal was found to be warranted under 2026 background conditions and will continue to be warranted. While ACHD's 2016 CIP (IN2016-5) has a roundabout planned as for the year 2031-2035 timeframe, installation of an interim signal has already been included in the conditions of the Caspian Subdivision Development.
    - By signalizing the intersection with left-turn lanes on each approach, operations are expected to be LOS C and LOS B with a v/c ratio of 0.70 and 0.60 during the a.m. and p.m. peak hour, respectively.
  - **Lake Hazel Road & Meridian Road (SH 69) (AM and PM Peak Hour)** – Similar to 2026 background conditions, the traffic signal to be installed by ITD in 2018, as described in the *FYWP*, the intersection is projected operate at LOS E and LOS D with the westbound approach operating with a v/c ratio above 1.00 during the a.m. and p.m. peak hours, respectively. The southbound



# Exhibit B-2

approach is projected to operate with a v/c ratio above 1.00 during the weekday p.m. peak hour. ACHD has planned intersection improvements as part of the 2016 CIP (IN2016-60) in the 2026-2030 timeframe which will mitigate the intersection. A detailed analysis identified the following:

- A sensitivity analysis found that ACHD's 2016 CIP (IN2016-60), or other interim improvements, will be needed in approximately year 2025, with or without Whisper Meadows. This is close to the 2026 timeframe outlined in the 2016 CIP and therefore the 2016 CIP improvements will mitigate the 2026 total traffic conditions if constructed in that timeframe. At that time Whisper Meadows is anticipated to have 286 units occupied at the time mitigation is needed.
- If ACHD's 2016 CIP improvements are not constructed by 2026 and planned construction year has been moved out such that interim improvements are considered, the following improvements are recommended (in addition to signalization scheduled in 2018):
  - An additional eastbound left-turn lane (dual left-turns),
  - A westbound right-turn lane, and
  - A southbound right-turn lane.
- With the recommended lane configuration as identified above and in year 2026 background mitigations, the intersection is expected to operate at LOS D with a v/c ratio of 0.89 and at LOS C with a v/c ratio of 0.83 during the a.m. and p.m. peak hour, respectively.
- All ACHD study roadway segments are projected to continue operating at acceptable levels of service.

## Site Access Evaluation

- The turn lane analysis using ACHD procedures resulted in turn lane warrants at the following site access streets:
  - New Collector Road & Linder Road (Site Access A) :
    - Southbound right-turn lane.
      - A sensitivity analysis found that a southbound right-turn lane is warranted at in approximately year 2021 with the build-out of 144 Whisper Meadows housing units.



- The results from the queuing analysis found that the 95<sup>th</sup> percentile queue lengths can be accommodated.
  - Each site accesses provides at least 100 feet of roadway length without driveway and/or internal street interference.
- The intersection sight distance evaluation identified that intersection sight distance can be achieved at all the site intersections with the following actions:
  - Remove miscellaneous vegetation and shrubbery, and potential obstructions along Linder Road as necessary to obtain and maintain adequate intersection sight distance.
  - Site accesses along Linder Road should match the existing grade of Linder Road at least for one car length to intersection sight distance.
  - Shrubby and landscaping near the internal intersections and site access points should be maintained to ensure adequate sight distance.
- There are three proposed local street access points to the Whisper Meadows Subdivision, as well as a new collector road at the mid-mile along Linder Road between Lake Hazel Road and Columbia Road. Additionally, there is one stub street connection to an existing subdivision to the south and three proposed stub streets for connections to future developments. Following is a summary of each access with respect to ACHD Policy:
  - **Linder Road & New Collector Road (Site Access A):** This access, a proposed collector, is located on Linder Road approximately 2,640 feet, or approximately one-half mile, south of Lake Hazel Road and north of Columbia Road. This collector forms the east side of the future mid-mile collector which is identified on the *Ada County Master Street Map*. The access should be considered by ACHD for the following reasons:
    - The proposed collector is on the ACHD Master Street Map.
    - The proposed collector meets ACHD spacing requirements for a collector, with the exception of two existing driveways to an existing home at the Linder Farms site. Given that the proposed collector road is planned and being required by ACHD to allow the adjacent properties to utilize the collector for access instead of direct access to Linder Road, the following should be considered with regard to the Linder Farms access driveways:
      - Move the south driveway to access the collector since it is directly adjacent to the collector.

# Exhibit B-2

- Review options to close the north driveway, located approximately 200 feet north of the collector road and connect through the site via the south driveway to the collector.
- Without the collector street access, site-generated trips would increase the ADT at the southeast access on Linder Road to over the ACHD 2,000 ADT threshold for a local street.
- The collector street would provide access to adjacent parcels which will minimize future development directly accessing the minor arterial (Linder Road).
- This access is proposed as a collector street and will only serve residential trips, as well as provide increased accessibility for emergency response vehicles and public services vehicles.
- **Linder Road & Southeast Access (Site Access B):** This access, a proposed local street, accesses Linder Road approximately 810 feet south of the proposed mid-mile collector and approximately 1,830 feet north of Columbia Road. The access should be considered by ACHD for the following reasons:
  - The proposed access meets ACHD spacing requirements for a local street (660 feet) on a minor arterial and will function acceptably as an unsignalized full access (without turn lanes).
  - Without this access, approximately 870 vehicles per day would be redistributed on the site's internal streets, forcing approximately 90% of the site's trips to enter and exit the subdivision via the proposed collector road and potentially causing some streets to exceed the ACHD 2,000 ADT threshold for a local street and the 1,000 ADT threshold for local stub street.
    - Additionally, not allowing this access could promote a higher percentage of vehicles using Chisum Way (Site Access E) and cutting-through the residential subdivision to the south.
  - This access is proposed as a local street and will only serve residential trips, as well as provide increased accessibility for emergency response vehicles and public services vehicles.
- **Northeast Access & New Collector Road (Site Access C):** This access, a proposed local street, accesses the new collector street approximately 600 feet west of Linder Road and 1,150 feet east of the proposed Northwest Access (Site Access D). This access is proposed to be full access; however, the



majority of movements will consist of left-in and right-out movements because of its connection to Linder Road via the new collector street to the east. The access should be considered by ACHD for the following reasons:

- The access meets ACHD local street spacing requirements for collector streets.
  - Without this access, approximately 870 vehicles per day would be redistributed on the site’s internal streets, potentially exceeding the ACHD policy threshold of 2,000 ADT for a local street at the Northwest Access.
  - This access is proposed as a local street and will only serve residential trips, as well as provide increased accessibility for emergency response vehicles and public services vehicles.
- **Northeast Access & New Collector Road (Site Access D):** This access, a proposed local street, accesses the new collector street approximately 1,150 feet west of the proposed Northeast Access (Site Access C). The proposed collector street will stub approximately 340 feet to the west of the Northwest Access. This access is proposed to be full access; however, the majority of movements will consist of left-in and right-out movements because of its connection to Linder Road via the new collector street to the east. The access should be considered by ACHD for the following reasons:
    - The access meets ACHD local street spacing requirements for collector streets.
    - Without this access, approximately 1,020 vehicles per day would be redistributed on the site’s internal streets, potentially exceeding the ACHD policy threshold of 2,000 ADT for a local street at the Northeast Access.
    - This access is proposed as a local street and will only serve residential trips, as well as provide increased accessibility for emergency response vehicles and public services vehicles.
- **Southwest Access & Chisum Way (Site Access E):** This access ties into an existing cul-de-sac and provides a connection to the Chisum Valley Subdivision to the south. Chisum Way would extend past the current cul-de-sac to tie in with Whisper Meadows Subdivision, approximately 500 feet north of Cogburn Street. Chisum Way would continue as a single lane local street in both directions. Based on the *ACHD Policy Manual, Section 7207.2.4.3*, “a stub street will be required to provide circulation or to

# Exhibit B-2

provide access to adjoining properties.” The access should be considered by ACHD for the following reasons:

- The access adheres to ACHD local street and stub street requirements.
  - The access is not the primary access to the site, with an estimated 140 daily vehicles on Chisum Way.
  - The with the additional traffic from the development, the ADT on Chisum Way at the highest volume segment north of Columbia Road is projected to be well under the ACHD volume thresholds for a local street.
  - Chisum Way provides an alternative connection for southbound vehicles accessing Columbia Road.
  - This access is an extension of an existing local street and will only serve residential trips as well as provide increased accessibility for emergency response vehicles and public services vehicles.
- **Stub Streets:** The proposed three stub streets access would connect to a future development west and south of the site. These proposed stub streets are based on the *ACHD Policy Manual, Section 7207.2.4.3*, “a stub street will be required to provide circulation or to provide access to adjoining properties.” Presently, the timing of a future development tying into this stub street is unknown and is not anticipated to occur until sometime after full build-out of the Whisper Meadows Subdivision site. The stub streets have the following benefits:
    - The stub street would provide future access to an adjoining property west of the site and therefore reduce the need for additional access routes to Linder Road or Columbia Road.
    - The streets adhere to ACHD stub street requirements.
    - The stub streets are not the primary access to the site, with limited trips into and out of the site.
    - The stub streets would only serve residential trips, reducing vehicle miles traveled and increasing access for emergency response and city services.



## RECOMMENDATIONS

Based on the report’s analyses and evaluation findings, recommendations were developed accordingly for time scenario’s conditions.

### Existing Traffic Condition Mitigations

The following mitigation is recommended based on existing traffic volumes. Traffic volumes do not include background growth or site-generated trips from the proposed Whisper Meadows Subdivision.

#### **Lake Hazel Road & Meridian Road (SH 69)**

- ITD construct the traffic signal per IN205-70 of ACHD’s 2018 – 2022 Five Year Fiscal Work Plan, programmed for construction in year 2018.

### Year 2026 Background Traffic Condition Mitigation

The following mitigations are recommended for year 2026 background traffic volumes. Traffic volumes include nine years of background growth and do not include site-generated trips from the proposed Whisper Meadows Subdivision.

#### **Amity Road & Linder Road**

- Conduct a traffic study in approximately 2023 to determine if an interim signal is needed. If a signal is needed, construct an interim traffic signal with left-turn lanes. This assumes that right-of-way and funding would not be available for the single-lane roundabout with a southbound right-turn bypass lane as defined in the ACHD 2016 CIP (IN2016-5) planned for year 2031-2035.

#### **Lake Hazel Road & Meridian Road (SH 69)**

- Widen and reconstruct the signalized intersection per ACHD 2016 CIP (IN2016-60), which includes dual left-turn lanes and a dedicated right-turn lane on each approach, with two through lanes in the eastbound and westbound directions on Lake Hazel Road. This is estimated to be needed in 2025, which is slightly before the 2026 to 2030 timeframe outlined in the 2016 CIP. If ACHD and ITD determine that interim improvements should be considered due to the time horizon for funding moving out beyond the 2026-2030 timeframe and interim improvements are considered, the following improvements would mitigate the 2026 time horizon:
  - An additional eastbound left-turn lane (dual left-turns),
  - A westbound right-turn lane, and
  - A southbound right-turn lane.



# Exhibit B-2

## Mitigations Needed for Whisper Meadows Subdivision

The following mitigations are recommended due to the inclusion of Whisper Meadows Subdivision's site generated trips.

### *Linder Road & New Collector Road*

- Construct a southbound right-turn lane with approximately 100 feet of vehicle storage.
  - A sensitivity analysis found that a southbound right-turn lane would be warranted in approximately year 2021 with the build-out of 144 Whisper Meadows units.
- If possible, relocate the existing residential access driveway to Linder Farms, located adjacent to the proposed collector street, such that it accesses the proposed collector street.

### *Linder Road & Amity Road*

- Per background conditions prepare an updated traffic study in approximately 2023 to determine if an interim traffic signal is needed. At that time Whisper Meadows is anticipated to have approximately 262 occupied single family housing units.
  - If an interim traffic signal is found to be needed, construct an interim traffic signal with left-turn lanes. Optionally, construction of the ultimate single-lane roundabout with a southbound right-turn bypass lane as defined in the ACHD 2016 CIP (IN2016-5) and planned for year 2031-2035 could be considered.

### *Lake Hazel Road & Meridian Road (SH 69)*

- Widen and reconstruct the signalized intersection per ACHD's 2016 CIP (IN2016-60). If ACHD and ITD determine that interim improvements should be considered due to the time horizon for the 2016 CIP funding is moved out beyond the 2026-2030 timeframe, the following interim improvements could be considered to mitigate the 2026 background and total traffic condition:
  - An additional eastbound left-turn lane (dual left-turns),
  - A westbound right-turn lane, and
  - A southbound right-turn lane.
- The above improvements are expected to be needed in approximately 2025 with, or without, the Whisper Meadows development. At that time, Whisper Meadows is anticipated to have approximately 286 units occupied at the time mitigation is needed.

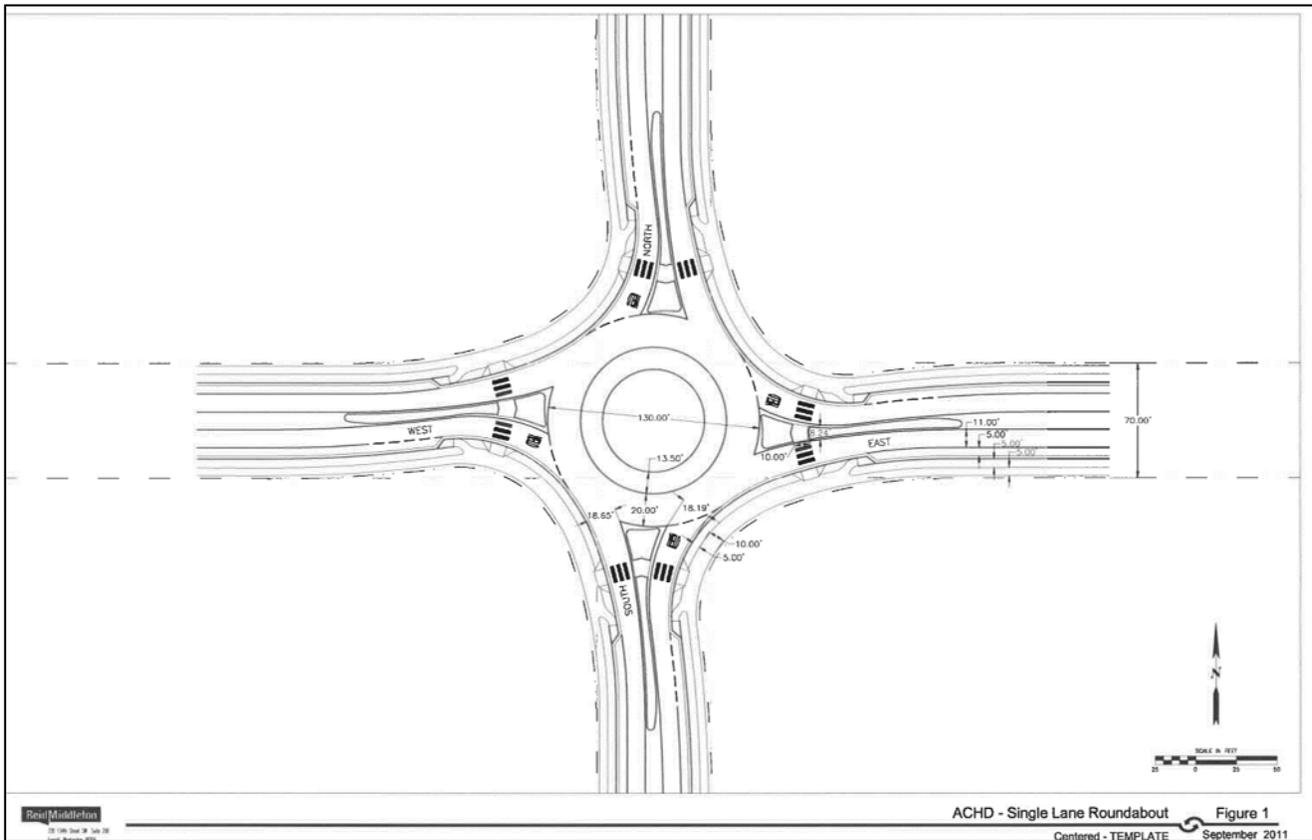


### Site Accesses

- With approval from ACHD, construct all accesses to the development to allow full access on the public street approaches with the following designations:
  - All local streets within the development should be constructed with one travel lane in each direction.
  - Site driveways with access to public streets should provide sufficient stacking distance for four vehicles (100 feet) to ensure acceptable operation and accommodate larger vehicles, including utility service and delivery vehicles.
  - Site accesses along Linder Road should match the existing grade of Linder Road at the intersection to ensure the best possible sight distance.
  - All accesses and internal streets should be designed to provide adequate intersection sight distance. Shrubbery and landscaping near the intersection and site access point should be maintained to ensure adequate sight distance is maintained.

# Exhibit B-2

## Single Lane Roundabout



# Development Process Checklist

## Items Completed to Date:

- Submit a development application to a City or to Ada County
- The City or the County will transmit the development application to ACHD
- The ACHD **Planning Review Section** will receive the development application to review
- The **Planning Review Section** will do one of the following:
  - Send a “**No Review**” letter to the applicant stating that there are no site specific conditions of approval at this time.
  - Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  - Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

## Items to be completed by Applicant:

- For **ALL** development applications, including those receiving a “**No Review**” letter:
  - The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  - The applicant is required to get a permit from Construction Services (ACHD) for **ANY** work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.
- Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

### DID YOU REMEMBER:

#### *Construction (Non-Subdivisions)*

##### **Driveway or Property Approach(s)**

- Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

##### **Working in the ACHD Right-of-Way**

- Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
  - a) Traffic Control Plan
  - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

#### *Construction (Subdivisions)*

##### **Sediment & Erosion Submittal**

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

##### **Idaho Power Company**

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

- Final Approval from Development Services is required** prior to scheduling a Pre-Con.

# Exhibit B-2

## Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

- a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

- b. The request must be in writing and delivered to the Secretary of the Highway District no later than 11:00 a.m. 2 days prior to the Commission's next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.
- c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.
- d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.
- e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.
- f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.

# Exhibit B-3

**RICHARD DURRANT**  
CHAIRMAN OF THE BOARD

**CLINTON PLINE**  
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

16 February 2018

RECEIVED

MAR 05 2018

CITY OF KUNA

City of Kuna  
751 W. 4<sup>th</sup> Street  
Kuna, Idaho 83634

RE: Bailey Engineers- Whisper Meadows **18-01-ZC/S**  
W. of Linder & N. of Columbia Rd.  
Boise-Kuna Irrigation District **BK-1229, BK- 247 A1**  
Painter Lateral 71+10  
Sec. 02, T2N, R1W, BM.

Troy Behunin, Planner III:

There are no Project facilities located on the above-mentioned property; however, it does in fact possess a valid water right.

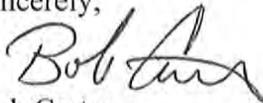
Storm Drainage and/or Street Runoff must be retained on site.

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

This property is serviced by the Painter Lateral and you are proposing to tie into the Springhill Subdivision, which is serviced by the Mason Creek Feeder. Representatives of this development must set up a meeting with our office to discuss the possible changing of delivery points and capacity capabilities in our system.

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  
Lauren Boehlke Secretary-Treasurer, BKID  
File



**CENTRAL DISTRICT HEALTH DEPARTMENT**  
**Environmental Health Division**

Return to:

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

RECEIVED

FEB 27 2018

Rezone # 18-01-ZC

Conditional Use # \_\_\_\_\_

CITY OF KUNA

Preliminary / Final / Short Plat 18-01-S

Whisper Meadows

**Exhibit B-4**

- 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
  - bedrock from original grade
  - waste flow characteristics
  - 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
  - interim sewage
  - individual sewage
  - community sewage system
  - central water
  - individual water
  - community water well
- 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
  - central sewage
  - sewage dry lines
  - community sewage system
  - central water
  - community 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
  - beverage establishment
  - swimming pools or spas
  - grocery store
  - child care center
- 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.
- 14. \_\_\_\_\_

Reviewed By: [Signature]  
 Date: 2/22/18

# Exhibit B-5

## Communities in Motion 2040 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review 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. This checklist is not intended to be prescriptive, but rather a guidance document based on [CIM 2040 goals](#).

**Development Name: Whisper Meadows**

**Agency: Kuna**

**CIM Vision Category: Future Neighborhoods**

**New households: 310**

**New jobs: 0**

**Exceeds CIM forecast: YES**

|  |  |  |
|--|--|--|
|    | <p>CIM Corridor: <b>N/A</b><br/>           Pedestrian level of stress: <b>R-Linder</b><br/>           Bicycle level of stress: <b>R-Linder</b></p>   | <p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with <b>G or PG</b> ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>  |
|    | <p>Housing within 1 mile: <b>200</b><br/>           Jobs within 1 mile: <b>70</b><br/>           Jobs/Housing Ratio: <b>0.4</b></p>  | <p>A good jobs/housing balance – a ratio between <b>1 and 1.5</b> – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>                                   |
|   | <p>Nearest police station: <b>3.9 miles</b><br/>           Nearest fire station: <b>3 miles</b></p>  | <p>Developments within <b>1.5 miles</b> of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>  |
|  | <p>Farmland consumed: <b>Yes</b><br/>           Farmland within 1 mile: <b>1,251 acres</b><br/>           Farmland Value: <b>N/A</b></p>   | <p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>                              |
|  | <p>Nearest bus stop: <b>&gt;4 miles</b><br/>           Nearest public school: <b>2.1 miles</b><br/>           Nearest public park: <b>1.4 miles</b><br/>           Nearest grocery store: <b>3.3 miles</b></p> | <p>Residents who live or work less than <b>½ mile</b> from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p> |

### Recommendations

This proposal extends urban development north into a largely farmland area, is several miles from public transportation and emergency services, and exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands.

The proposal utilizes existing stub roads to promote automobile and non-motorized connectivity. The site plan shows good internal circulation for pedestrians; encourage improved pathways within internal open space to promote walkability. Linder Road and the extension of Durant Lane and have been identified as a future bicycle lanes.

More information about COMPASS and *Communities in Motion 2040*:

Web: [www.compassidaho.org](http://www.compassidaho.org)

Email [info@compassidaho.org](mailto:info@compassidaho.org)

More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>



# Exhibit B-6



STATE OF IDAHO  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
BOISE REGIONAL OFFICE  
1445 North Orchard Street•Boise, ID 83706-2239•(208) 373-0550

## *DEQ Response to Request for Environmental Comment*

Date: February 22, 2018  
Agency Requesting Comments: City of Kuna  
Date Request Received: February 12, 2018  
Applicant/Description: 18-01-ZC (Rezone) & 18-01-S (Preliminary Plat)  
Whisper Meadows Residential Subdivision

*Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at <http://www.deq.idaho.gov/ieg/>.*

*The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:*

### **1. Air Quality**

- *Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).*

*The property owner, developer, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.*

*Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.*

*For questions, contact David Luft, Air Quality Manager, at 373-0550.*

### **2. Wastewater and Recycled Water**

- *DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.*
- *IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.*

*All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects*

*require separate permits as well.*

- *DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.*
- *DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

*For questions, contact Todd Crutcher, Engineering Manager, at 373-0550.*

### **3. Drinking Water**

- *DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.*
- *IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.*

*All projects for construction or modification of public drinking water systems require preconstruction approval.*

- *DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at <http://www.deq.idaho.gov/water-quality/drinking-water.aspx>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.*
- *If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.*
- *DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.*
- *DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

*For questions, contact Todd Crutcher, Engineering Manager at 373-0550.*

### **4. Surface Water**

- *A DEQ short-term activity exemption (STAE) from this office is required if the project will involve de-watering of ground water during excavation and discharge back into surface water, including a description of the water treatment from this process to prevent excessive sediment and turbidity from entering surface water.*
- *Please contact DEQ to determine whether this project will require a National Pollution Discharge Elimination System (NPDES) Permit. If this project disturbs more than one*

# Exhibit B-6

acre, a stormwater permit from EPA may be required.

- *If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.*
- *The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call 208-334-2190 for more information. Information is also available on the IDWR website at: <http://www.idwr.idaho.gov/WaterManagement/StreamsDams/Streams/AlterationPermit/AlterationPermit.htm>*
- *The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.*

*For questions, contact Lance Holloway, Surface Water Manager, at 373-0550.*

## **5. Hazardous Waste And Ground Water Contamination**

- ***Hazardous Waste.*** *The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.*
- *No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards, Rules and Regulations for Hazardous Waste, and Rules and Regulations for the Prevention of Air Pollution.*
- ***Water Quality Standards.*** *Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852).*

*Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.*

- ***Ground Water Contamination.*** *DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in*

*accordance with a permit, consent order or applicable best management practice, best available method or best practical method.”*

*For questions, contact Albert Crawshaw, Waste & Remediation Manager, at 373-0550.*

**6. Additional Notes**

- *If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at 373-0550, or visit the DEQ website (<http://www.deq.idaho.gov/waste-mgmt-remediation/storage-tanks.aspx>) for assistance.*
- *If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.*

*We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at 208-373-0550.*

Sincerely,



Aaron Scheff  
[aaron.scheff@deq.idaho.gov](mailto:aaron.scheff@deq.idaho.gov)  
Regional Administrator  
Boise Regional Office  
Idaho Department of Environmental Quality

ec: TRIM 2018AEK24

# Exhibit B-7



**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 8028  
Boise, ID 83707-2028

(208) 334-8300  
itd.idaho.gov

March 5, 2018

Troy Behunin  
City of Kuna, Planning and Zoning Department  
P.O. Box 13  
Kuna, ID 83634

**VIA EMAIL**

**RE: 18-01-ZC, 18-01-S WHISPER MEADOWS SUBDIVISION**

The Idaho Transportation Department has reviewed the referenced rezone and preliminary plat applications by Katie Miller with Bailey Engineering for the Whisper Meadows Subdivision consisting of 310 single family lots and 38 common lots located west of South Linder Road and north of West Columbia Road, west of SH-69 milepost 5.50. ITD has the following comments:

1. This property does not abut the State highway system.
2. This development will gain access to the State Highway system at the SH-69/ Columbia Rd and SH-69/Lake Hazel Rd intersections. The Idaho Administrative Procedures Act (IDAPA) governs access to state highways. Per IDAPA 39.03.42 rules, when a development generates 100 or more new trips in the peak hour, 1000 or more new trips per day, or the new volume of trips will result from development that equals or exceeds the threshold values in Table 2, a traffic impact study shall be required, unless waived by the District Engineer. The applicant will be responsible to construct any mitigation identified by the traffic impact study.

| IDAPA Table 2 |  |
|---------------|--|
| LAND USE TYPE | THRESHOLD VALUE                              |
| Residential   | 100 Dwelling Units                           |
| Retail        | 35,000 square feet                           |
| Office        | 50,000 square feet                           |
| Industrial    | 70,000 square feet                           |
| Lodging       | 100 rooms                                    |
| School (K-12) | All (Sections 67-6508 & 67-6519, Idaho Code) |

## Exhibit B-7

3. Due to the anticipated trip generations that this development will add to the intersections of SH-69/ Columbia Road and SH-69/Lake Hazel Road, a traffic impact study will be required.
4. The City is reminded that the SH-69 corridor is already congested. This project will increase the number of vehicle trips in the corridor. As the City continues to add additional trips to the corridor through development, the congestion will worsen until the roadway system is ultimately overloaded and fails. ITD has no current funding assigned to mitigate traffic congestion in the SH-69 corridor in this area.
5. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State highway.
6. IDAPA 39.03.60 rules govern advertising along the State highway system. The applicant can contact Justin Pond, Program Manager for ITD's Headquarters Right-of-Way Section at 334-8832 for more information.
7. ITD does not object to the proposed subdivision provided all traffic concerns have been addressed with ITD Staff.

If you have any questions, you may contact Shona Tonkin at 334-8341 or me at 332-7190.

Sincerely,



Ken Couch  
Development Services Coordinator  
Ken.Couch@itd.idaho.gov

January 9, 2018

**Description For  
Whisper Meadows Subdivision  
Preliminary Plat**

A re-subdivision of Lot 1, Block 1 of Chisum Valley Subdivision No. 1 as filed in Book 73 of Plats at Pages 7,579 and 7,580, records of Ada County, Idaho and Lots 2, 29 and 30, Block 1 of Chisum Valley Subdivision No. 2 as filed in Book 78 of Plats at Pages 8,195 and 8,196, records of Ada County, Idaho located in the SE1/4 of Section 2, T.2N., R.1W., B.M., Kuna, Ada County, Idaho, more particularly described as follows:

Commencing the E1/4 corner of said Section 2 from which the SE corner of said Section 1 bears South 00°27'12" West, 2669.24 feet;

thence along the East-West centerline of said Section 2 North 89°28'20" West, 40.00 feet to the NE corner of said Lot 30, said point being the **REAL POINT OF BEGINNING**;

thence along the East boundary line of said Lots 30 and 29 South 00°27'12" West, 1,246.70 feet to the SE corner of said Lot 29;

thence along the South boundary line of said Lots 29 and 30 North 89°25'21" West, 1,269.09 feet to the SW corner of said Lot 30;

thence along the West boundary line of said Lot 30 North 00°11'31" East, 8.60 feet to the SE corner of said Lot 2;

thence along the southerly boundary line of said Lot 2 the following 5 course and distances:

thence North 89°25'21" West, 313.20 feet;

thence 52.23 feet along the arc of a non-tangent curve to the left, said curve having a radius of 50.00 feet, a central angle of 59°51'16" and a long chord which bears North 89°25'21" West, 49.89 feet;

thence North 89°25'21" West, 448.54 feet;

thence 52.86 feet along the arc of a non-tangent curve to the left, said curve having a radius of 50.00 feet, a central angle of 60°34'11" and a long chord which bears North 89°47'09" West, 50.43 feet;

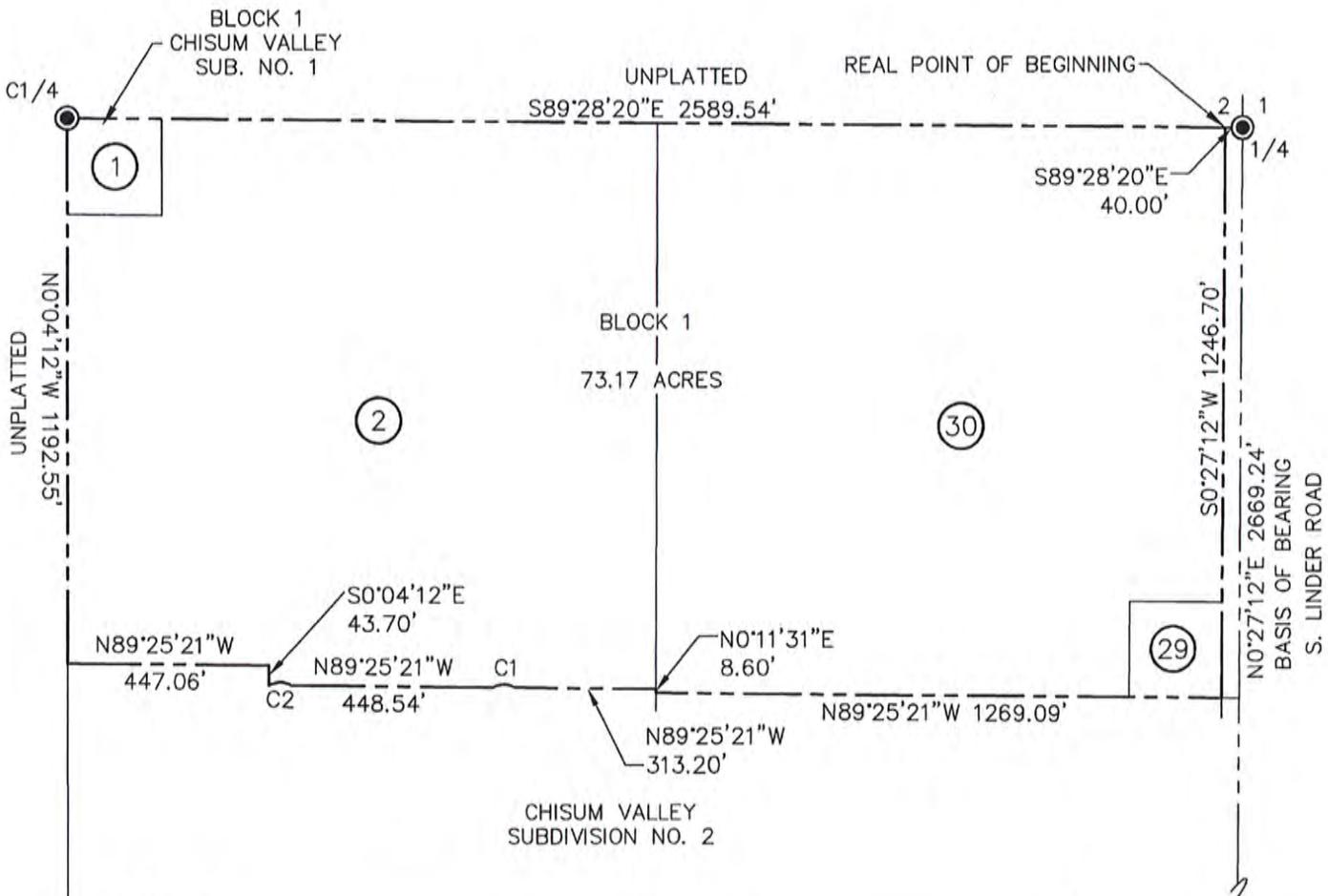
thence North 00°04'12" West, 43.70 feet;

thence North 89°25'21" West, 447.06 feet to the SW corner of said Lot 2;

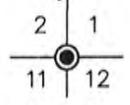
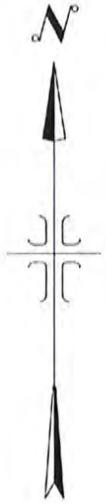
thence along the West boundary line of said Lots 2 and 1 North 00°04'12" West, 1,192.55 feet to the NW corner of said Lot 1;

thence along the North boundary line of said Lots 1, 2 and 30 South 89°28'20" East, 2,589.54 feet to the **REAL POINT OF BEGINNING**. Containing 73.17 acres, more or less.





| CURVE TABLE |        |        |             |             |           |
|-------------|--------|--------|-------------|-------------|-----------|
| CURVE       | RADIUS | LENGTH | CHORD DIST. | CHORD BRG.  | DELTA     |
| C1          | 50.00  | 52.23  | 49.89       | N89°25'21"W | 59°51'16" |
| C2          | 50.00  | 52.86  | 50.43       | N89°47'09"W | 60°34'11" |



SCALE: 1" = 400'



**ISG** IDAHO SURVEY GROUP, LLC  
 1450 E. WATERTOWER ST.  
 SUITE 130  
 MERIDIAN, IDAHO 83642  
 (208) 846-8570

REZONE EXHIBIT DRAWING FOR  
 WHISPER MEADOWS SUBDIVISION

LOCATED IN THE SE ¼ OF SECTION 2,  
 T.2N., R.1W., B.M., ADA COUNTY, IDAHO

|                       |
|-----------------------|
| JOB NO.<br>17-124     |
| SHEET NO.<br>1        |
| DWG. DATE<br>1/9/2018 |



# Neighborhood Meeting Certification - PP / P<sub>2</sub>Z

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: New subdivision

Date and time of neighborhood meeting: 8/29/18 6:30 pm

Location of neighborhood meeting: Kuna Public

## SITE INFORMATION:

Location: Quarter: SE Section: 2 Township: 2N Range: 1W Total Acres: 73.17

Subdivision Name: Whisper Meadows Lot: \_\_\_\_\_ Block: \_\_\_\_\_

Site Address: Linder Rd. north of Columbia Rd. Tax Parcel Number(s): R1693860010, R1393850100, R1693860290, R1693860280

Please make sure to include all parcels & addresses included in your proposed use.

## CURRENT PROPERTY OWNER:

Name: Vanderkoy Farms LLC & Thistle Farms LLC

Address: 6152 Half Moon Ln City: Eagle State: ID Zip: 83616

## CONTACT PERSON (Mail recipient and person to call with questions):

Name: Katie Miller Business (if applicable): Bailey Engineering

Address: 4242 N. Brookside Ln City: Boise State: ID Zip: 83714

**PROPOSED USE:**

I request a neighborhood meeting list for the following proposed use of my property (check all that apply):

**Application Type**

**Brief Description**

Annexation

Re-zone

Subdivision (Sketch Plat and/or Prelim. Plat)

Special Use

Variance

Expansion of Extension of a Nonconforming Use

Zoning Ordinance Map Amendment

347 lot new subdivision

**APPLICANT:**

Name: Katie Miller

Address: 4242 N. Brookside Ln.

City: Boise State: ID Zip: 83714

Telephone: 208-412-3478 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

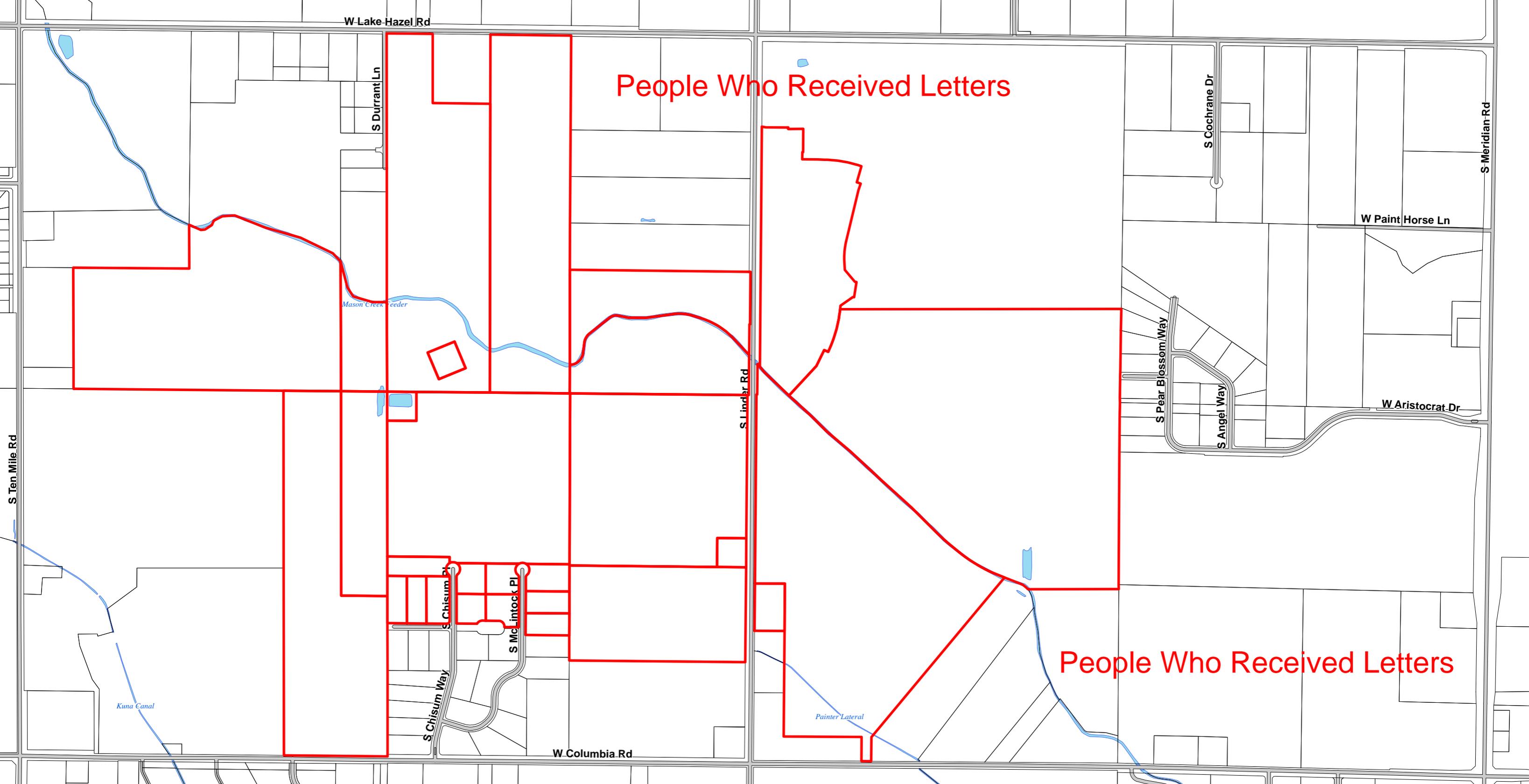
Signature: (Applicant)  Date 8/31/18

# SIGN IN SHEET

PROJECT NAME: Whisper Meadows

Date: 8/29/18

|    | <u>Name</u>        | <u>Address</u>      | <u>Zip</u> | <u>Phone</u>  |
|----|--------------------|---------------------|------------|---------------|
| 1  | Stephen Kennedy    | 7638 S. McIntock    | 83642      | 870-4904      |
| 2  | Nick Smith         |                     |            | 871-2209      |
| 3  | RANDY KATHY COLSON | 2344 COGBURN        |            | 562-1177      |
| 4  | Geoff Hinrichsen   | 7636 S. Chisum Pl   | 83642      | 869-9943      |
| 5  | Bryan Luckie       | 7714 S. McIntock Pl | " "        | 391-8295      |
| 6  | Stannan Luckie     | 7714 S. McIntock    | " "        | 859-7892      |
| 7  | Virginia Jeppesen  | 7901 S. Chisum Way  | 83642      | (208)794-3091 |
| 8  | Kelley Stevenson   | 7751 S. McIntock Pl | 83642      | 2088889774    |
| 9  | Richard Dunant     | 7590 S. Terrace Rd  | 83642      | 888-5284      |
| 10 | ALANA DYKSTON      | 7790 S. MCINTOCK    | 83642      | 860-2189      |
| 11 | Vern Bastow        | 7979 S. Chisum      | 83642      | 860-2484      |
| 12 | Rick Willis        | 2345 COGBURN        | 83642      | 887-3755      |
| 13 | Sissie Hall        | 7675 S. MCINTOCK    | 83642      | 208 407-0402  |
| 14 |                    |                     |            |               |
| 15 |                    |                     |            |               |
| 16 |                    |                     |            |               |
| 17 |                    |                     |            |               |
| 18 |                    |                     |            |               |
| 19 |                    |                     |            |               |
| 20 |                    |                     |            |               |
| 21 |                    |                     |            |               |
| 22 |                    |                     |            |               |
| 23 |                    |                     |            |               |
| 24 |                    |                     |            |               |
| 25 |                    |                     |            |               |
| 26 |                    |                     |            |               |
| 27 |                    |                     |            |               |
| 28 |                    |                     |            |               |
| 29 |                    |                     |            |               |
| 30 |                    |                     |            |               |



W Lake Hazel Rd

S Durrant Ln

People Who Received Letters

S Cochrane Dr

S Meridian Rd

W Paint Horse Ln

Mason Creek Feeder

S Linder Rd

S Pear Blossom Way

S Angel Way

W Aristocrat Dr

S Ten Mile Rd

Kuna Canal

S Chisum Way

S McIntock Pl

People Who Received Letters

Painter Lateral

W Columbia Rd

# Letter of Opposition

April 5, 2018

Kuna Planning and Zoning Commission  
Kuna City Hall, Council Chamber  
751 W. 4<sup>th</sup> Street  
Kuna, Idaho 83634

*RE: Opposition to Whisper Meadows Subdivision*

To Whom It May Concern:

I write on behalf of Chisum Valley Subdivision which is located directly to the south of the proposed location for Whisper Meadows Subdivision. The Planning and Zoning Commission (hereafter the “**Commission**”) received the Whisper Meadows application on or about January 12, 2018. According to the application, the developer, Vanderkooy Farm LLC, requests the Commission to rezone the described property from agricultural to medium-density residential and to develop 310 single-family residential lots over 73.17 acres (4–6 units per acre).

A public hearing is scheduled before the Commission for April 10, 2018. The law requires the Commission to base its approval or denial of the application on a variety of factors including: the proposed development’s consistency with the applicable comprehensive plan, relevant statutory provisions and ordinances, and the facts contained in the record.<sup>1</sup>

While we do not oppose development of the property in general, we do oppose the proposed development for the following reasons:

- The proposed plat is neither consistent with Kuna’s Comprehensive Plan nor with its residents’ vision for development.
- Connecting South Chisum Place to the proposed subdivision will compromise the safety of Chisum Valley residents.
- The proposed development will financially harm Chisum Valley property owners.

**The proposed development is inconsistent with Kuna’s Comprehensive Plan.**

We understand that Kuna is growing at a very rapid pace. However, Kuna has historically been a farming community. Kuna’s small-town feel and rural character have helped it maintain its own sense of community instead of becoming a suburban extension of Boise. Those same attributes keep residents in, or coming back to, Kuna as they age. In his Idaho

---

<sup>1</sup> Idaho Code § 67-6535(2)

Statesman article, *Growing pains in Kuna: Small-town, rural feel attracting more people*, Bill Roberts wrote:

People who've lived in Kuna and return say they're called back by the echoes of rural life and small-town America. Kuna, they say, is the kind of place where you can still buy eggs fresh from the farm and where much of the community turns out for events and festivals. 'It still has outlying farms and agriculture-type people around,' said Kara Medrano, who lived in Kuna for 18 years and returned in March. 'Kuna is still keeping true to its roots.'<sup>2</sup>

Kuna's Comprehensive Plan (hereafter "**Comprehensive Plan**") and the Envision Kuna Listening & Learning Summary Report (hereafter "**Summary Report**"), which detail the community's concerns and hopes for Kuna's development, are consistent with the views expressed throughout Roberts' article.<sup>3</sup>

According to the Comprehensive Plan, Kuna's residents desire to "preserve Kuna's high quality of life and strengthen the character and image of the community as a family-oriented place with small-town character."<sup>4</sup> Further, agriculture is important to Kuna's heritage and its residents are, therefore, interested in "preserving large tracts of working agricultural land within the city for clustered, large-lot, rural residential development."<sup>5</sup>

The Comprehensive Plan and development goals highlighted therein are replete with references to Kuna residents' "strong interest in maintaining a small-town atmosphere with a strong local business base" and community feel.<sup>6</sup> In fact, according to the Summary Report the only thing more important to Kuna's residents than its "small-town" feel are the people themselves.<sup>7</sup>

According to the Comprehensive Plan, it is extremely important to Kuna residents that their community not be "overtaken by a fast-paced, heavily urbanized development pattern."<sup>8</sup> They believe that the best way to grow the community is by strengthening its core and creating mixed-use neighborhoods and rural cluster-agricultural areas.<sup>9</sup> Residents expressed the same concerns when interviewed during the first phase of the current comprehensive planning process. According to the Summary Report, residents

---

<sup>2</sup> Article available at: <http://www.idahostatesman.com/news/local/article148959059.html>.

<sup>3</sup> Of note, the Envision Kuna project team prepared the Summary Report in December 2017, after completing phase one of the Envision Kuna Project. The project team's goal is to complete a revised version of Kuna's comprehensive plan before the end of the year. Phase one of the plan was the "Listening and Learning" phase during which the team sought to gain an understanding of the community's "needs, desire, and vision" from its residents.

<sup>4</sup> Comprehensive Plan at 63.

<sup>5</sup> Comprehensive Plan at 10.

<sup>6</sup> Comprehensive Plan at 10.

<sup>7</sup> Summary Report at 21.

<sup>8</sup> Comprehensive Plan at 10.

<sup>9</sup> Comprehensive Plan at 10.

# Letter of Opposition

interviewed in 2017 “continually stated [that they] would like large lots and larger homes, and to not just be viewed as a community made up of starter homes.”<sup>10</sup>

Pursuant to the Comprehensive Plan, development in Kuna should occur “in an orderly fashion and for purposes of fostering a sense of community and neighborhood connection.”<sup>11</sup> It should also “preserve open space” and “protect the quality of existing neighborhoods to ensure that their character and quality is preserved.”<sup>12</sup> Infill development of “vacant or underutilized land to create greater densities in the core of the city” is encouraged.<sup>13</sup> So is the reduction of “urban sprawl.”<sup>14</sup>

The Whisper Meadows subdivision does not achieve those objectives. The proposed subdivision consists of 310 single-family residential lots and just enough open space for one U14/U19 regulation size soccer field.<sup>15</sup> The subdivision offers neither the sense of community nor the small-town rural feel that makes Kuna unique. Instead Whisper Meadows is a bedroom community designed to provide housing for people looking for a new starter home.<sup>16</sup> Similar sprawl is being developed all around Kuna and is exactly the type of development that will destroy Kuna’s unique rural character.

## **Opening South Chisum Place compromises safety in Chisum Valley.**

Whisper Meadows will link to Chisum Valley via South Chisum Place, which currently runs through Chisum Valley and dead ends in a cul-de-sac at the edge of Whisper Meadows.

South Chisum Place is a narrow, unmarked road, without signage or a posted speed limit. It’s predominately used by a few Chisum Valley residents. There are under fifteen homes along the entire road.

The Traffic Impact Study completed for Whisper Meadows states that South Chisum Place is not the primary point of access to the proposed subdivision site and estimates that 140 additional cars will travel on South Chisum Place daily as a result of the development.

Although we understand that the South Chisum Place is considered a “stub street” which is required to provide circulation to adjoining properties, an additional 140 vehicles travelling through Chisum Valley daily is a major change to our subdivision.

---

<sup>10</sup> Summary Report at 26.

<sup>11</sup> Comprehensive Plan at 63.

<sup>12</sup> Comprehensive Plan at 64.

<sup>13</sup> Comprehensive Plan at 64.

<sup>14</sup> Comprehensive Plan at 154.

<sup>15</sup> 01/11/18 correspondence from Bailey Engineering to Troy Behunin re: Whisper Meadows Subdivision– Zoning and Preliminary Plat Application

<sup>16</sup> New homes in the subdivision are estimated to cost \$260,000 on average whereas the average cost of new home in Ada county is over \$350,00.

Signature: Josh Ricciardi  
Josh Ricciardi (Apr 5, 2018)

Email: joshuaricciardi77@gmail.com

Many of our children walk and ride bikes to each other's homes along South Chisum Place. We believe that, without protective measures, the significant traffic increase will present a safety hazard to our residents. ADHD policy states that developers are responsible for developing local street frontages adjacent to the development site.<sup>17</sup> These improvements can include the placement of sidewalks or pathways and the implementation of passive traffic measures.<sup>18</sup>

As property owners and parents, we believe that protective measures are essential due to the increased traffic flow that will result from the proposed subdivision and ask that that, if the subdivision is developed, the developer be required to implement those measures in a manner that is consistent with the style and quality of the land abutting South Chisum Place.

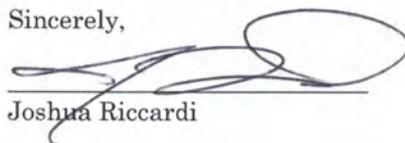
**The proposed development will cause financial harm to the residents of Chisum Valley.**

Lastly, as discussed above, the proposed subdivision is the type of sprawl that turns a neighborhood into a bedroom community. It won't help Kuna to maintain its "small-town feel," or the agricultural, open quality that helps Kuna "keep true to its roots" as it grows.<sup>19</sup> Instead, it's exactly the type of "fast-paced, heavily urbanized development pattern" Kuna's residents rejected.<sup>20</sup>

Chisum Valley is, on the other hand, a beautiful neighborhood with a strong sense of community and civic pride. Its lots are large and unique. It also exemplifies an open space/rural living style. Those virtues enhance the quality of life for our residents and add to the resale value of our property. The proposed subdivision will undermine the benefits of living in Chisum Valley and will undoubtedly lower the value of the homes within the community.

For these reasons, we strongly oppose development of Whisper Meadows subdivision. The development will damage our community. Kuna can and should grow in a way that is true to its residents' vision for its future. Therefore, we request that the Commission deny the application.

Sincerely,



Joshua Ricciardi

---

<sup>17</sup> ADHD Policy 7207.2.

<sup>18</sup> ADHD Policy 7207.2.3.

<sup>19</sup> Comprehensive Plan at 10.

<sup>20</sup> Comprehensive Plan at 10.

## Letter of Opposition

received  
4.9.2018

# Geoff Hinrichsen

7636 So. Chisum Place, Meridian Id. 83642  
Telephone: (208) 869-9943  
E-Mail: gbh763601@gmail.com

April 10, 2018

To the members of the Kuna Planning and Zoning Commission,

I am writing this letter to let you know my concerns about the proposed development (Whisper Meadows) on the land just to the north of my property which is in Chisum Valley Subdivision. I am not against development in general but feel that what has been planned so far is not a responsible approach.

I feel the residents of Chisum Valley will have their safety put in jeopardy by allowing the residents of the new subdivision to come and go on our lightly used street(s). The streets are narrow without sidewalks. This is fine to provide for the 30 families inside the subdivision but not when over 300 homes are added.

I also feel that allowing 4-6 homes per acre and putting them across a fence from our subdivision will lower our property values. Our views will be compromised and the proximity of smaller lower priced "Starter Homes" will reduce the value of the open spacious properties in Chisum Valley.

Another concern is drainage of irrigation water. Events caused by the irrigation of the properties on the South side of Columbia road have allowed runoff from those properties to flood the lots of some of our residents. It was resolved by trenching a path for the water to soak in to the ground in the area proposed for development. I feel this needs to be addressed in any development in this area to avoid damage on anyone's property.

Easements are another concern. Piping and valves from our community irrigation system are buried in the area between Chisum Valley and the proposed new development. The lines will have to be relocated or an easement granted for future repair and maintenance of the system. Perhaps a lower density, development could grant easements through backyards or a park built in that area. This would also mitigate the drainage issues mentioned above.

Thank you for considering my concerns. Please contact me if you have any questions or concerns.

Regards,

Geoff Hinrichsen



# Letter of Opposition

24 May 2018

Kuna City Council  
Kuna, Idaho 83634

RECEIVED  
MAY 29 2018  
CITY OF KUNA

Dear Mayor and Council members,

I am writing in regards to the application going in north of Chisum Valley estates. We have not heard from ACHD about how they plan to address all of the traffic, in all these project, the city Council has approved in the last several months. The new high school, the addition to the SilverTrails subdivision to the south of Chisum Valley Subdivision and now the application for 300 more homes north of Chisum Valley. So far there only solution is to stub the roadways through Chisum Valley. Our road was not designed to handle that much traffic, and if you do go through Chisum Valley then what. There is a continuous flow of traffic down Columbia from 6:00 a.m. to 9:00 a.m. and again in the afternoon. Without a light you are creating a traffic hazard for people trying to turn onto Columbia from Chisum Road.

These housing projects should be self-contained and not relay on other subdivisions to solve their traffic problems. There is plenty of frontage roadway on Linder to put roadways to support this project.

The density of homes in this project is not consistent with the surrounding area. The quality of construction from this builder is not consistent with homes in this area. I know the city fathers want more development as that will bring more business, but we need diversity in construction methods, construction materials and home design so our community deteriorates at different rate and doesn't look exactly the same. We want higher end developments. In the Kuna News each week it shows the different real estate sales. We have lots of homes in the \$ 150,000-\$250,000 market but very few in the \$ 300,000-400,000 range. As families move up in their careers and economics, and want a nicer home, we are not providing that market here in Kuna, and families are looking elsewhere for nicer housing to reflect their economics. We are not doing anything to promote families to stay in our community.

I would like this petition denied due to lack of roadway to support their project. I would like it denied because it is too dense for the surrounding area. I would like it denied because there is no diversity in the homes or builder, it is just the same as it has been for the last 2 decades, we need a new community plan. Bring the Parade of homes to Kuna.

Thank you for your consideration of why this petition should be denied as presently platted.

Respectfully submitted



Thora Willis  
2345 Cogburn Street  
Meridian, Idaho 83642  
208-887-3955

3 enclosures

# 10 COMMUNITY

## WEEKLY REAL ESTATE SALES

| Closing Date | Status | Asking Price | Price     | Address                 | City | # Beds | # Baths | Apx Sqft | # Acres | Days On MLS | Price per SQFT |
|--------------|--------|--------------|-----------|-------------------------|------|--------|---------|----------|---------|-------------|----------------|
| 11/9/17      | Sold   | \$149,900    | \$148,500 | 560 N Looust Ave.       | Kuna | 2      | 2       | 1110     | 0.15    | 33          | \$135.05       |
| 11/6/17      | Sold   | \$170,000    | \$149,500 | 526 E Blue Sky Dr       | Kuna | 3      | 1       | 1148     | 0.17    | 54          | \$130.23       |
| 11/8/17      | Sold   | \$170,000    | \$158,000 | 1235 W Crenshaw         | Kuna | 3      | 2       | 1536     | 0.188   | 17          | \$110.68       |
| 11/6/17      | Sold   | \$164,900    | \$167,500 | 460 N Shady Grove Way   | Kuna | 3      | 2       | 1276     | 0.25    | 3           | \$129.23       |
| 11/6/17      | Sold   | \$169,900    | \$170,500 | 1547 N Deethorn         | Kuna | 3      | 2       | 1201     | 0.16    | 5           | \$141.47       |
| 11/8/17      | Sold   | \$169,900    | \$176,000 | 706 N Quarter Moon Ave  | Kuna | 3      | 2       | 1227     | 0.184   | 3           | \$138.47       |
| 11/9/17      | Sold   | \$191,900    | \$185,000 | 1367 N Dredge Ave       | Kuna | 3      | 2       | 1367     | 0.17    | 11          | \$140.38       |
| 11/9/17      | Sold   | \$214,900    | \$211,900 | 713 E Red Bud           | Kuna | 3      | 2       | 1802     | 0.19    | 15          | \$119.26       |
| 11/6/17      | Sold   | \$198,789    | \$215,000 | 560 E Wild Primrose Ct. | Kuna | 3      | 2       | 1752     | 0.213   | 1           | \$113.46       |
| 11/7/17      | Sold   | \$219,900    | \$218,900 | 1039 W Omphale St       | Kuna | 4      | 2.5     | 2327     | 0.247   | 35          | \$94.50        |
| 11/8/17      | Sold   | \$219,900    | \$219,900 | 910 Runney              | Kuna | 3      | 2       | 1699     | 0.16    | 18          | \$129.43       |
| 11/8/17      | Sold   | \$234,900    | \$230,000 | 555 S Red Oak Ave       | Kuna | 4      | 2.5     | 1948     | 0.21    | 17          | \$120.59       |
| 11/8/17      | Sold   | \$242,900    | \$234,000 | 684 S Shilohite         | Kuna | 3      | 2.5     | 2206     | 0.16    | 53          | \$110.11       |
| 11/9/17      | Sold   | \$239,990    | \$239,990 | 2168 N Doe Ave.         | Kuna | 3      | 2       | 1848     | 0.163   | 86          | \$129.86       |
| 11/9/17      | Sold   | \$249,900    | \$249,900 | 702 N Olive             | Kuna | 5      | 2.5     | 2818     | 0.2     | 3           | \$88.68        |
| 11/7/17      | Sold   | \$302,282    | \$302,282 | 9556 S Rock Cliffs Pl   | Kuna | 3      | 2       | 2100     | 0.226   | 0           | \$143.94       |
| 11/0/17      | Sold   | \$414,900    | \$410,000 | 11894 Dynamite Lane     | Kuna | 3      | 3       | 2515     | 0.75    | 7           | \$164.97       |

10

WEEKLY REAL ESTATE SALES

COMMUNITY

| Closing Date | Status | Asking Price | Price     | Address                 | City | # Beds | # Baths | Apx SqFt | # Acres | Days On MLS | Price per SqFt |
|--------------|--------|--------------|-----------|-------------------------|------|--------|---------|----------|---------|-------------|----------------|
| 11/9/17      | Sold   | \$149,900    | \$148,500 | 560 N Looust Ave.       | Kuna | 2      | 2       | 1110     | 0.15    | 33          | \$135.05       |
| 11/6/17      | Sold   | \$149,500    | \$149,500 | 526 E Blue Sky Dr       | Kuna | 3      | 1       | 1148     | 0.17    | 54          | \$130.23       |
| 11/8/17      | Sold   | \$170,000    | \$158,000 | 1235 W Crenshaw         | Kuna | 3      | 2       | 1536     | 0.188   | 17          | \$110.68       |
| 11/6/17      | Sold   | \$164,900    | \$167,500 | 460 N Shady Grove Way   | Kuna | 3      | 2       | 1276     | 0.25    | 3           | \$129.23       |
| 11/6/17      | Sold   | \$169,900    | \$170,500 | 1547 N Deerhorn         | Kuna | 3      | 2       | 1201     | 0.16    | 5           | \$141.47       |
| 11/8/17      | Sold   | \$169,900    | \$176,000 | 706 N Quarter Moon Ave  | Kuna | 3      | 2       | 1227     | 0.184   | 3           | \$138.47       |
| 11/9/17      | Sold   | \$191,900    | \$185,000 | 1367 N Dredge Ave       | Kuna | 3      | 2       | 1367     | 0.17    | 11          | \$140.38       |
| 11/9/17      | Sold   | \$214,900    | \$211,900 | 713 E Red Bud           | Kuna | 3      | 2       | 1802     | 0.19    | 15          | \$119.26       |
| 11/6/17      | Sold   | \$198,789    | \$215,000 | 560 E Wild Primrose Ct. | Kuna | 3      | 2       | 1752     | 0.213   | 1           | \$113.46       |
| 11/7/17      | Sold   | \$219,900    | \$218,900 | 1039 W Omphale St       | Kuna | 4      | 2.5     | 2327     | 0.247   | 35          | \$94.50        |
| 11/8/17      | Sold   | \$219,900    | \$219,900 | 910 Runney              | Kuna | 3      | 2       | 1699     | 0.16    | 18          | \$129.43       |
| 11/8/17      | Sold   | \$234,900    | \$230,000 | 555 S Red Oak Ave       | Kuna | 4      | 2.5     | 1948     | 0.21    | 17          | \$120.59       |
| 11/8/17      | Sold   | \$242,900    | \$234,000 | 684 S Sibonite          | Kuna | 3      | 2.5     | 2206     | 0.16    | 53          | \$110.11       |
| 11/9/17      | Sold   | \$239,990    | \$239,990 | 2168 N Doe Ave.         | Kuna | 3      | 2       | 1848     | 0.163   | 86          | \$129.86       |
| 11/9/17      | Sold   | \$249,900    | \$249,900 | 702 N Olive             | Kuna | 5      | 2.5     | 2818     | 0.2     | 3           | \$88.68        |
| 11/7/17      | Sold   | \$302,282    | \$302,282 | 9556 S Rock Cliffs Pl   | Kuna | 3      | 2       | 2100     | 0.226   | 0           | \$143.94       |
| 11/0/17      | Sold   | \$414,900    | \$410,000 | 11894 Dymonite Lane     | Kuna | 3      | 3       | 2515     | 0.75    | 7           | \$164.97       |

APRIL 4, 2018

WWW.KUNAMELBA NEWS.COM

KUNYA MELBA NEWS

8

WEEKLY REAL ESTATE SALES

COMMUNITY

| Closing Date | Status | Asking Price | Price     | Address                   | City | # Beds | # Baths | Apx SqFt | # Acres | DOM | Price per SQFT |
|--------------|--------|--------------|-----------|---------------------------|------|--------|---------|----------|---------|-----|----------------|
| 3/29/18      | Sold   | \$114,990    | \$90,000  | 144 W 4TH                 | Kuna | 2      | 1       | 1910     | 0.143   | 22  | \$60.20        |
| 3/26/18      | Sold   | \$169,900    | \$167,000 | 185 S Ash                 | Kuna | 3      | 1       | 1080     | 0.38    | 5   | \$157.31       |
| 3/26/18      | Sold   | \$199,900    | \$199,900 | 686 E Great Bear          | Kuna | 3      | 2.5     | 1338     | 0.15    | 10  | \$149.40       |
| 3/30/18      | Sold   | \$205,000    | \$205,000 | 2092 N Rossdust           | Kuna | 3      | 2       | 1330     | 0.161   | 7   | \$154.14       |
| 3/27/18      | Sold   | \$204,900    | \$208,000 | 2153 N Firebrick Dr       | Kuna | 3      | 2       | 1340     | 0.203   | 1   | \$152.91       |
| 3/29/18      | Sold   | \$190,000    | \$210,000 | 1245 N Forty Niner Ave    | Kuna | 4      | 2.5     | 1591     | 0.16    | 1   | \$119.42       |
| 3/29/18      | Sold   | \$239,990    | \$239,990 | 109 W Screech Owl Dr.     | Kuna | 3      | 2       | 1699     | 0.163   | 64  | \$141.25       |
| 3/29/18      | Sold   | \$249,990    | \$248,990 | 1071 S Rummey Ave.        | Kuna | 4      | 2.5     | 1934     | 0.198   | 167 | \$129.26       |
| 3/26/18      | Sold   | \$248,490    | \$251,490 | 1044 E. Soiler Shores Way | Kuna | 3      | 2.5     | 2250     | 0.116   | 285 | \$110.44       |
| 3/30/18      | Sold   | \$259,900    | \$259,900 | 261 E Northridge Dr       | Kuna | 5      | 2.5     | 2785     | 0.252   | 33  | \$93.32        |
| 3/29/18      | Sold   | \$291,000    | \$277,920 | 2086 N Van Dyke Ave.      | Kuna | 5      | 2.5     | 2710     | 0.16    | 47  | \$107.38       |
| 3/26/18      | Sold   | \$298,990    | \$298,990 | 2794 W Orenshaw           | Kuna | 5      | 2.5     | 2710     | 0.227   | 104 | \$110.33       |
| 3/26/18      | Sold   | \$337,780    | \$337,780 | 841 W Sqwvon              | Kuna | 3      | 2.5     | 2510     | 0.201   | 0   | \$134.57       |
| 3/30/18      | Sold   | \$357,800    | \$362,928 | 9421 S Polera Ave.        | Kuna | 4      | 2.5     | 2375     | 0.23    | 321 | \$150.65       |

# Letter of Support

## GIVENS PURSLEY LLP

Attorneys and Counselors at Law

601 W. Bannock Street  
PO Box 2720  
Boise, ID 83701  
Telephone: 208-388-1200  
Facsimile: 208-388-1300  
[www.givenspursley.com](http://www.givenspursley.com)

Jeff Bower  
208 388 1260  
[jeffbower@givenspursley.com](mailto:jeffbower@givenspursley.com)

Gary G. Allen  
Christopher J. Beeson  
Jason J. Blakley  
Clint R. Bolinder  
Jeff W. Bower  
Preston N. Carter  
Jeremy C. Chou  
William C. Cole  
Michael C. Creamer  
Amber N. Dina  
Bradley J. Dixon  
Thomas E. Dvorak  
Jeffrey C. Fereday  
Martin C. Hendrickson  
Brian J. Holleran  
Kersti H. Kennedy

Neal A. Kaskella  
Debra K. Kristensen  
Michael P. Lawrence  
Franklin G. Lee  
David R. Lombardi  
Kimberly D. Maloney  
Kenneth R. McClure  
Kelly Greene McConnell  
Alex P. McLaughlin  
Melodie A. McQuade  
Christopher H. Meyer  
L. Edward Miller  
Patrick J. Miller  
Judson B. Montgomery  
Emily G. Mueller  
Deborah E. Nelson

W. Hugh O'Riordan, LL.M.  
Randall A. Peferman  
Jack W. Relf  
Michael O. Roe  
Jamie Caplan Smith  
P. Mark Thompson  
Jeffrey A. Warr  
Robert B. White

Kenneth L. Pursley (1940-2015)  
James A. McClure (1924-2011)  
Raymond D. Givens (1917-2008)

May 9, 2018

*Via email [tbehunin@kunaid.gov](mailto:tbehunin@kunaid.gov)*

Mayor Joe Stear and Kuna City Council  
751 West 4<sup>th</sup> Street  
Kuna, ID 83634

**Re: Recommended Conditions of Approval for 18-01-ZC (Rezoning)**

Dear Mayor Stear and Council Members:

This firm represents Thistle Farm, LLC and Vanderkooy Farm LLC (collectively, “**Applicant**”) in connection with rezoning 73.50 acres of property (“**Property**”) in the City of Kuna from Ag to R-6. Rezoning the Property to R-6 is proper because the R-6 designation is supported by Kuna’s comprehensive plan.

On April 10, the Planning and Zoning Commission (“**Commission**”) took up Applicant’s rezone application (“**Application**”) and voted to recommend approval of the Application subject to the staff report and two additional conditions:

1. Limit the overall density of the Property to 4.25 units per acre, as offered by Applicant; and
2. Only connect to one of the two public roads stubbed to the south of the Property and work with Ada County Highway District (“**ACHD**”) to eliminate both street connections, as requested by the Commission.

Applicant requests the Council approve the Application without the Commission recommended Condition 2. Condition 2 is premature because the Application only requests a rezone at this time. A subsequent subdivision application will address access, road orientation, and circulation.

Mayor Joe Stear and Kuna City Council  
May 9, 2018  
Page 2

Condition 2 is also outside the jurisdiction of the City and the control of Applicant. Two public roads are stubbed at the southern boundary of the Property. The Commission proposes conditioning the rezone of the Property on only one of these public streets continuing into the Property. The Applicant cannot comply with Condition 2 without ACHD's consent. ACHD has jurisdiction over the stubbed public roads. *See* I.C. § 50-1330 (ACHD has "exclusive general supervisory authority over all public streets and public rights of way" in Ada County). ACHD also considers and approves all plat applications "as to continuity of highway pattern, widths, drainage provisions, right-of-way construction standards, traffic flow, the traffic volume demand occasioned by the proposed subdivision..." I.C. § 40-1415(6). Given ACHD's control over the public roads at issue and given that ACHD will not make any final decisions about access until it reviews a subdivision application, Condition 2 creates uncertainty for the City and Developer on the rezone of the Property. Specifically, if ACHD, in the future, requires connectivity for both stubbed public roads, does the Property revert to Ag?

The Applicant requests the Council approve the Application without the Commission's recommended Condition 2. Connectivity and access issues should be addressed when an application to subdivide the Property is presented, and ACHD makes specific findings related to the stubbed public roads. Thank you for your consideration of this request.

Sincerely,



Jeff Bower

/JWB

cc: Client

14189932\_2.docx [13707-5]



# City of Kuna

## P & Z Staff Report

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

**To:** Planning and Zoning Commission

**Case Numbers:** 18-04-AN (Annexation), 18-03-S (Preliminary Plat) & 18-23-DR (Design Review) **Lugarno Terra Subdivision**

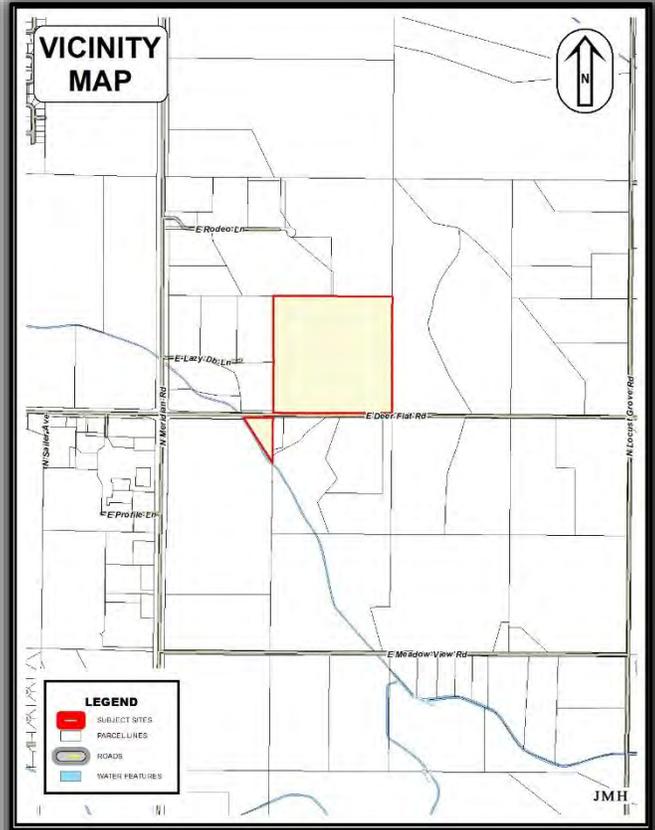
**Site Location:** 1919 E. Deer Flat Road & E. Deer Flat Road, Kuna, ID 83634

**Planner:** Jace Hellman, Planner II

**Hearing Date:** October 9, 2018

**Owner/Applicant:** **Select Development & Contracting, LLC.**  
PO Box 1030  
Meridian, ID 83680  
208.288.0700  
[randy@selectmanagement.com](mailto:randy@selectmanagement.com)

**Representative:** Billy Edwards  
P.O. Box 1030  
Meridian, ID 83680  
208-288-0700  
[wedwards@selectdev.com](mailto:wedwards@selectdev.com)



### Table of Contents:

- |                          |   |
|--------------------------|---|
| A. Process and Noticing  | H. Factual Summary                      |
| B. Applicants Request    | I. Proposed Findings of Fact            |
| C. Exhibit Maps          | J. Proposed Comprehensive Plan Analysis |
| D. Site History          | K. Proposed Kuna City Code Analysis     |
| E. General Project Facts | L. Proposed Conclusions of Law          |
| F. Staff Analysis        | M. Recommended Conditions of Approval   |
| G. Applicable Standards  |   |

### A. Process and Noticing:

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 that preliminary plats and annexations are designated as public hearings, with the Planning and Zoning Commission as a 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 Planning Act.

#### a. Notifications

- i. Neighborhood Meeting May 30, 2018 (9 people attended)

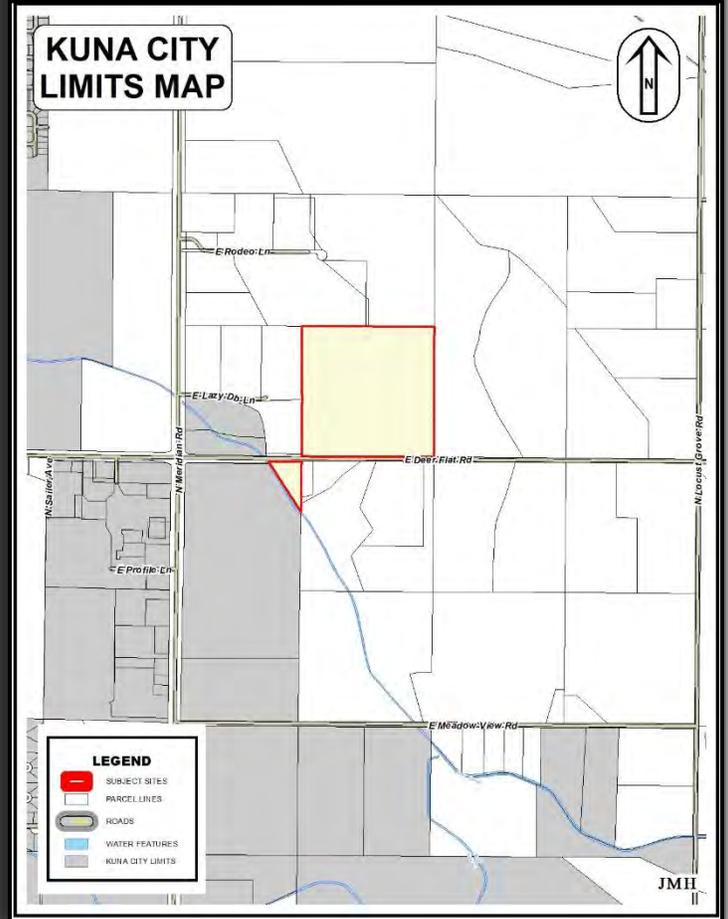
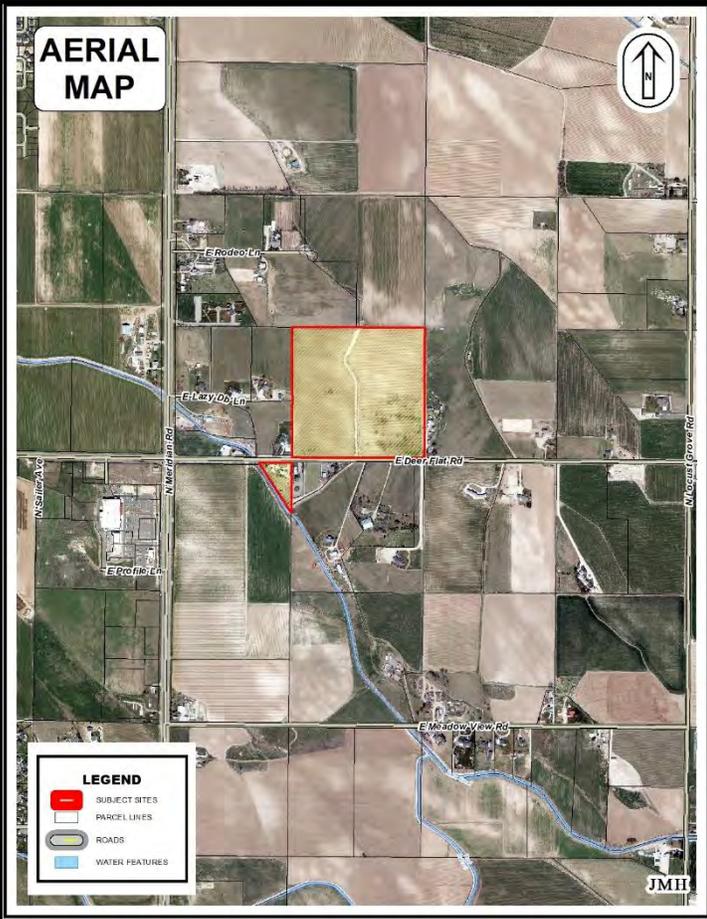
- ii. Agency Comment Request
- iii. 350' Property Owners Notice
- iv. Kuna, Melba Newspaper
- v. Site Posted

- August 17, 2018
- September 19, 2018
- September 19, 2018
- September 28, 2018

**B. Applicant's Request:**

Billy Edwards, with Select Development and Contracting, LLC., requests to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant also requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000).

**C. Exhibit Maps:**

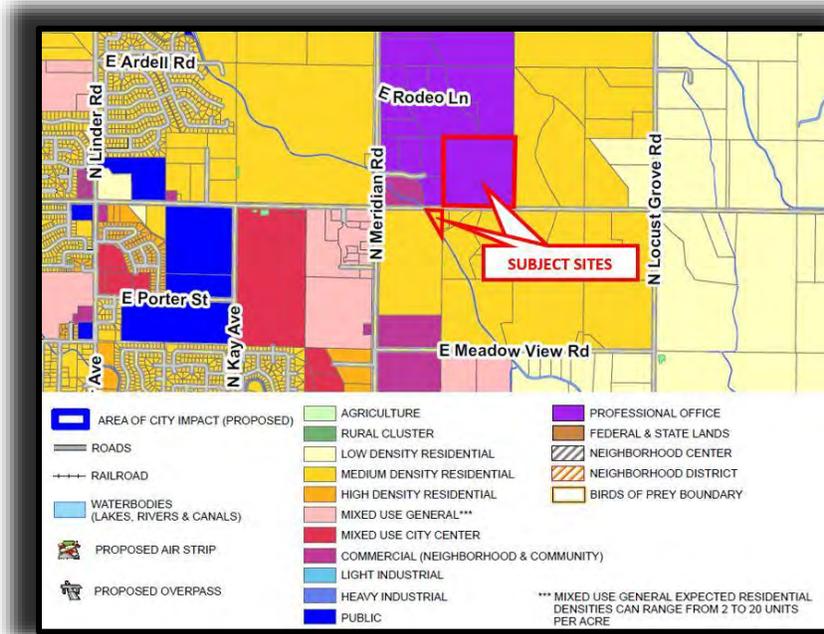


**D. Site History:**

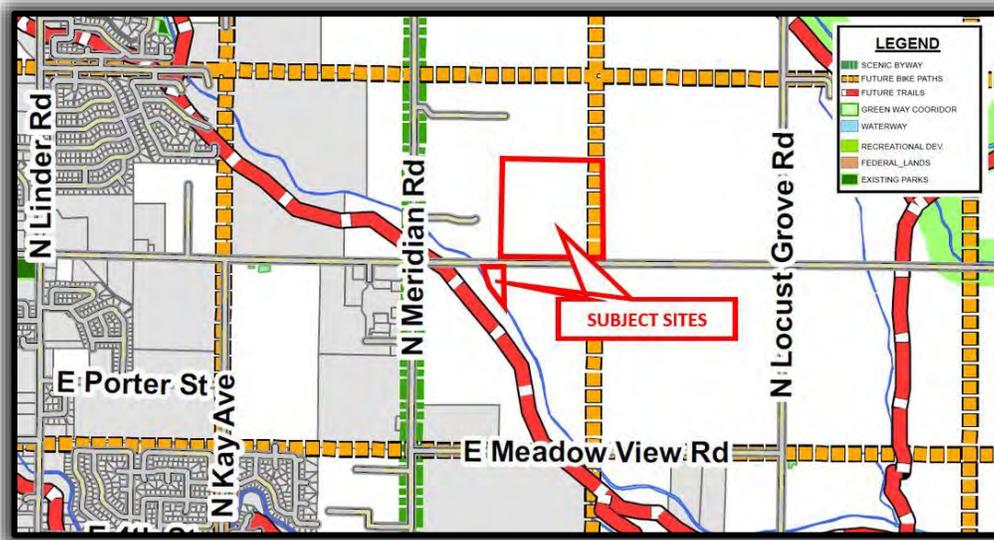
These parcels are currently within Ada County. The approximately 1.725-acre property has served as residential property and the approximately 40-acre parcel has historically been considered agricultural land.

**E. General Projects Facts:**

1. **Comprehensive Plan Map:** The Future Land Use Map (Comp Plan Map) is intended to serve as a *guide* for the decision-making body for the City. The Comp Plan map indicates land use designations, it is not the actual zone. The Future Land Use Map identifies the 40-acre site as professional office and the 1.725-acre site as medium density residential.



2. **Recreation and Pathways Map:** The Recreation and Pathways Master Plan Map does not indicate a future trail through either site. However, a future bike path is shown along the future extension of Stroebel Road. Accordingly, it is the City’s goal and desire to increase the number of trails and pathways in Kuna. Staff highly recommends that developers design and construct trails and pathways, or work with Ada County Highway District to pay their proportionate share to comply with the Master Plan’s goals by either starting a pathway, or extending current ones at time of development.



3. **Surrounding Land Uses:**

|              |            |   |
|--------------|------------|---|
| <b>North</b> | RUT<br>RR  | Rural Urban Transition – Ada County<br>Rural Residential – Ada County         |
| <b>South</b> | RR         | Rural Residential – Ada County  |
| <b>East</b>  | RR         | Rural Residential – Ada County  |
| <b>West</b>  | RUT<br>R-6 | Rural Urban Transition – Ada County<br>Medium Density Residential – Kuna City |

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

| Property Owner                        | Parcel Size | Current Zone:   | Parcel Number |
|---------------------------------------|-------------|-----------------|---------------|
| Select Development & Contracting, LLC | 40.00 acres | RR, Ada County  | S1418346600   |
| Select Development & Contracting, LLC | 1.725 acres | RUT, Ada County | S1419223000   |
| <b>Total Acres 41.725</b>             |             |                 |               |

5. **Services:**

- Sanitary Sewer– City of Kuna
- Potable Water – City of Kuna
- Pressurized Irrigation – City of Kuna (KMID)
- Fire Protection – Meridian 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 1.725-acre parcel contains one manufactured home and several outbuildings. The front of the site contains landscaping typically associated with a residential lot (i.e. grass, trees and shrubs). The 40-acre parcel historically has been farmed and contains features associated with agricultural land. A Boise Project Board of Control irrigation access easements divides the subject site. The site is relatively flat with an estimated average slope of 0% to 2% towards the Mason Creek Feeder. Bedrock depth is estimated to be between twenty and forty inches according to the USDA Soil Survey for Ada County.

7. **Transportation / Connectivity:**

The applicant has proposed connections to public streets in two locations, including a new section of the mid mile collector Stroebel Road. All proposed access points will need to follow design standards according to City and ACHD (Ada County Highway Dist.) codes. Internal pathways and sidewalks have been proposed for pedestrian connectivity.

8. **Environmental Issues:**

Staff is not aware of any environmental issues, health or safety conflicts beyond the designation of being in the nitrate priority area. Idaho Department of Environmental Quality (DEQ) has provided recommendations for surface and groundwater protection practices and requirements for development of the site.

9. **Agency Responses:** The following responding agency comments are included as exhibits with this case file:

- Kuna School District ..... Exhibit C-2
- Kuna City Engineer ..... Exhibit C-3
- Idaho Transportation Department (ITD) ..... Exhibit C-4
- Department of Environmental Equality (DEQ) ..... Exhibit C-5
- Central District Health Department (CDHD) ..... Exhibit C-6
- Community Planning Association of Southwest Idaho (Compass) ..... Exhibit C-7
- Nampa & Meridian Irrigation District ..... Exhibit C-8
- Ada County Highway District (ACHD) ..... Exhibit C-9

- Boise Project Board of Control ..... Exhibit C-11

**F. Staff Analysis:**

The applicant requests to annex an approximately 40-acre site into Kuna City limits with an R-4 (Medium Density Residential) zoning designation. The applicant proposes to subdivide the 40-acre site into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. Density per acre for the site is proposed to be approximately 2.8 residential units per acre with lot sizes ranging from approximately 8,100 square feet to 13, 100 square feet.

This project is adjacent to Deer Flat Road. All major public utilities are located approximately within 300 feet of the subject site within East Deer Flat Road. Applicant is aware that development of these parcels will require connection to all city services and associated connection fees at time of building permit submittal. Full build out is estimated to be built out by 2025 and may require up to two (2) phases.

Applicant is constructing a new section of Stroebel Road along the east property line. Stroebel Road is listed as a north-south collector according to the City of Kuna’s Street Circulation Map. Staff would recommend the applicant work with Staff and Ada County Highway District to ensure the new collector street is constructed to each agency’s standards. Several stub streets have been provided as a part of this project, two (2) to the west and two (2) the north, including the stub of future collector Stroebel Road. The applicant will be required to install a sign at the terminus of each of the roads stating these roads will continue in the future. Staff will defer the applicant to comments provided by ACHD for preferred language.

Kuna’s Comprehensive Plan (Comp Plan), encourages a variety of housing types for all income levels numerous times throughout the document. Pertinent sections of the Comp Plan that address housing types are included below, in Section K (Comp Plan Analysis) of this report. The City attempts to balance all housing types within the City. Staff has reviewed the proposed preliminary plat for technical compliance with Kuna City Code (KCC), and finds the pre plat and landscape plan is in compliance with applicable codes. Staff would recommend that the applicant work with Kuna’s staff, ACHD, and Kuna Rural Fire District (KRFD) to conform to each agency’s requirements.

A design review application for landscaping and open space was included as a part of the overall application. Applicant proposes several dedicated landscaping and buffer areas through out the project representing approximately 12% of the total project. Staff finds the proposed follows the landscaping requirements set by City code. A 1.6-acre common area has been proposed, it is anticipated this lot will feature a clubhouse, pool, sports courts and playground equipment. The applicant will be required to bring common lot amenities, such as the pool and pool house, through the design review process prior to receiving building permits. Parking for the common area is proposed as a series of parking stalls along the east and west sides of the lots. The parking stalls are oriented in a way that vehicles backing from the space will back directly into public right-of-way. Kuna City Code 5-9-2-G: - Standards, states “any parking area shall be designed in such a manner that any vehicle leaving or entering the parking area from or onto a public or private street shall be traveling in a forward motion.” The applicant has been made aware of Staff’s preference and City Code, and it is for the Commission to decide if a new parking area design will be required.

All monument signage shall go to the Commission for review and approval. No application for signage was submitted with this application, and shall be approved through the design review process prior to installation.

The Recreation and Pathways Master Plan Map does not indicate a future trail through either site. However, a future bike path is shown along the future extension of Stroebel Road. Staff will require the applicant to work with ACHD and follow the American Association of State Highway and Transportation Officials (AASHTO) standards and guidelines for the development of bicycle facilities. Internal pathways and sidewalks have been proposed throughout the project site in order to provide a pedestrian connectivity component to the project.

Additionally, the applicant proposes to annex an approximately 1.725-acre parcel into Kuna City limits with an R-6 zoning designation. This parcel will serve as a path of annexation for the overall proposed project. City limits are contiguous to the western property line. No development is proposed for this parcel at this time.

Staff has determined the annexations and the preliminary plat comply with the goals and policies for Kuna City, Title 5 and Title 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 18-04-AN (Annexation), 18-03-S (Preliminary Plat) and 18-23-DR (Design Review), subject to any conditions of approval outlined by Kuna's Planning and Zoning Commission and City Council.

**G. Applicable Standards:**

1. City of Kuna Zoning Ordinance Title 5.
2. City of Kuna Subdivision Ordinance Title 6.
3. City of Kuna Public Ways and Property Ordinance Title 7.
4. City of Kuna Comprehensive Plan.
5. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

**H. Factual Summary:**

These parcels on Deer Flat Road just east of Meridian Road. The project consists annexation of two parcels into Kuna City limits and to subdivide one of the two parcels. The first parcel is 1.725 acres and proposed to be zoned R-6. No development is proposed at this time. The purpose of annexing this parcel is to create a path of annexation. The second parcel is approximately 40.00 acres and proposed. The applicant requests preliminary plat approval on the 40.00-acre lot for 114 single family residential lots and 20 common lots. Density per acre for the site is proposed to be approximately 2.8 residential units per acre with lot sizes ranging from approximately 8,100 square feet to 13,100 square feet.

**I. Proposed Findings of Fact:**

Based upon the record contained in Case No's 18-04-AN, 18-03-S and 18-23-DR including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna Commission hereby recommends *approval/denial of* the Findings of Fact and Conclusions of Law, and conditions of approval for Case No's 18-04-AN, 18-03-S and 18-23-DR, a request for annexation, preliminary plat and design review approval by the applicant:

1. *The Kuna Planning and Zoning Commission approves/conditionally approves/denies the facts as outlined in the staff report, the public testimony and the supporting evidence list presented.*

**Comment:** *The Kuna Planning and Zoning Commission held a public hearing on the subject applications on October 9, 2018, 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 Nos. 18-04-AN, 18-03-S and 18-23-DR, this proposal does/does not generally comply with the Comprehensive Plan and City Code.*

**Comment:** *The Comp Plan has listed numerous goals for providing a variety of housing densities and types to accommodate various lifestyles, ages and economic group in Kuna.*

3. *The Kuna Planning and Zoning Commission has the authority to approve or deny Case No. 18-23-DR and to recommend approval or denial of case nos. 18-04-AN and 18-03-S.*

**Comment:** *On July 25, 2018, the Commission voted to approve/deny Case No. 18-12-DR and recommend approval/denial of case no. 18-01-CPF.*

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 October 9, 2018.*

**J. Proposed Comprehensive Plan Analysis:**

The Kuna Planning and Zoning Commission may accept or reject the Comprehensive Plan components, and has determined the proposed combination preliminary and final plat request for the site *is/is not* consistent with the following Comprehensive Plan components as described below:

**2.0 – 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 proposed actions may result in a private property “takings”.*

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

**6.0 – Land Use**

*Policy: Provide a variety of housing densities and types to accommodate various lifestyles, ages and economic groups.*

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

**Goal 3:** *Protect the quality of existing residential neighborhoods and ensure new residential development is sustainable. Provide a variety of housing opportunities to meet the needs of all Kuna residents.*

*Objective 3.1: Encourage and plan for the development of cohesive neighborhood units that incorporate a variety of housing densities and styles.*

**9.0 – Transportation**

**Goal 1:** *Promote and encourage bicycling and walking as transportation modes.*

**10.0 – Recreation**

**Goal 2:** *Integrate trails, pathways, bike lanes and greenway corridor systems into community life and development patterns.*

*Objective 2.1: Ensure that neighborhoods have easy access to open green space, pathways, trails and bike lanes.*

**12.0 – Housing**

**Goal 1:** *Provide a wide-range of housing to meet the needs of the current and future population. Ensure that housing is available throughout the community for people of all income levels and for those with special needs.*

*Objective 1.1: Encourage the construction of housing that is safe, affordable and designed to accommodate a range of income levels and lifestyles.*

*Policy: encourage the development community to provide a variety of lot sizes, dwelling types, densities and price points.*

**Goal 3: Encourage high-quality residential development.**

**K. Proposed Kuna City Code Analysis:**

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

**Comment:** *The proposed application adheres/does not adhere to the applicable requirements of Title 5 and Title 6 of KCC.*

2. The Planning and Zoning Commission feels the site *is/is not* physically suitable for the proposed development.

**Comment:** *The 40.00-acre (approximate) site does/does not appear to be suitable for the proposed development.*

3. The annexation and preliminary plat request is not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.

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

4. These applications *are/are not* likely to cause adverse public health problems.

**Comment:** *The project would connect 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 preliminary plat request considers the location of the property and adjacent uses. The adjacent uses are residential and agricultural.*

6. The existing and proposed street and utility services in proximity to the site are suitable *or* adequate for single family homes.

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

**L. Proposed Conclusions of Law:**

1. Based on the evidence contained in Case Nos. 18-04-AN, 18-03-S and 18-23-DR, Commission finds Case Nos. 18-04-AN, 18-03-S and 18-23-DR *do/do not* adequately comply with Kuna City Code.
2. Based on the evidence contained in Case Nos. 18-04-AN, 18-03-S and 18-23-DR, Commission finds Case Nos. 18-04-AN, 18-03-S and 18-23-DR generally *does/does not* comply with Kuna City Codes.
3. The public notice requirements have been met and the neighborhood meeting was conducted within the guidelines of applicable Idaho Code and City Ordinances.

**M. Recommended Conditions of Approval:**

*Note: These motions are for the approval, conditional approval or denial of the design review application and the recommendation of approval or denial of the annexation and preliminary plat applications. However, if the planning and Zoning Commission wishes to approve or deny specific parts of these requests as detailed in the report, those changes must be specified.*

Based on the facts outlined in staff's report and public testimony as presented, the Planning and Zoning Commission of Kuna, Idaho, hereby recommends *approval/denial* of Case No. 18-04-AN (Annexation) & 18-03-S (Preliminary Plat) and *approves/conditionally approves/denies* Case No. 18-23-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 all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
  - c. 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".
  - d. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District are required.
  - e. The Kuna Municipal Irrigation District and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
  - f. Approval from Ada County Highway District (ACHD) shall be obtained and Impact Fees must be paid prior to *issuance* of any building permit(s).
  - g. All public rights-of-way shall be dedicated and constructed to standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.
2. 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**.
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. 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).
5. Curb, gutter and sidewalk shall be installed throughout the proposed project site and along the site's frontages on Deer Flat Road and Stroebel Road.
6. Applicant shall work with ACHD and follow the American Association of State Highway and Transportation Officials (AASHTO) standards and guidelines for the development of bicycle facilities.
7. Street lights and parking lights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Skies practices.
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 and shall be approved through the design review process.
11. 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.
12. All proposed amenities shall comply with Kuna City Code and shall be approved through the design review process prior to receiving building permits.
13. If any revisions are made, the applicant shall provide the Planning and Zoning Staff with a revised copy of the preliminary plat.
14. 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.
15. Developer/owner/applicant shall follow staff, City engineers and other agency recommended requirements as applicable.
16. Developer/owner/applicant shall comply with all local, state and federal laws.

**DATED:** This \_\_\_\_\_ day of \_\_\_\_\_, 2017.



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

## Preliminary Plat Checklist

Preliminary Plats require public hearings with both the Planning & Zoning Commission and City Council. Public hearing signs will be required to be posted by the applicant for both meetings. Sign posting regulations are available online.

|   |   |
|---|---|
| <b>Project name:</b> Lugarno Terra Subdivision<br>Stark Property - 1.725 Acres<br>Bennett Property - 40 Acres | <b>Applicant:</b> Select Development & Contracting, LLC.<br>P.O. Box 1030<br>Meridian, Idaho 83680<br>Attn.: Billy Edwards (208) 288-0700<br>wedwards@selectdev.com |
|---|---|

| Applicant (✓) | Description  | Staff (✓) |
|---------------|--|-----------|
| ✓             | Completed and signed Commission & Council Review Application.  | ✓         |
| ✓             | Vicinity map showing relationship of the proposed plat to the surrounding area with a 2-mile radius.   | ✓         |
| ✓             | Homeowner's maintenance agreement for the care of landscaped common areas.   | ✓         |
| ✓             | Legal description of the preliminary plat area: Include a metes & bounds description to the section line of all adjacent roadways stamped & signed by a registered professional land surveyor with a calculated closure sheet & a map showing the boundaries of the legal description.   | ✓         |
| ✓             | Proof of ownership—A copy of your deed <b>and</b> Affidavit of Legal Interest (for all interested parties involved).   | ✓         |
| ✓             | Letter of Intent indicating reasons and details for preliminary plat.  | ✓         |
| ✓             | Commitment of Property Posting form signed by the applicant/agent.   | ✓         |
| ✓             | If preliminary plat includes 100 lots or more, please submit a traffic impact study. If preliminary plat includes 50 lots or more, please submit an estimate of tax revenue generation and an estimate of the public service costs to provide adequate service to the development.   | ✓         |
| ✓             | A letter from Ada County Engineer with the Subdivision Name reservation. <b>ANY</b> name change(s) needs to be submitted and approved by the Planning & Zoning Director and Ada County Engineer.   | ✓         |
| ✓             | Phasing Plan   | ✓         |
| ✓             | Include Large Scale Development Requirements. KCC 6-5-4  | ✓         |
| ✓             | Landscape Plan— (in color)   | ✓         |
| ✓             | Neighborhood meeting certification (certification & neighborhood meeting list forms shall accompany this application).   | ✓         |
| ✓             | 8 1/2 x 11 proposed preliminary plat.  | ✓         |
| ✓             | Preliminary plat drawing on 24x36 quality paper drawn to scale of 1 to 100' or more. The following information shall be contained on the preliminary plat: <ul style="list-style-type: none"> <li>◇ Topography at two foot (2') intervals</li> <li>◇ Land uses (location, layout, types &amp; dimensions): residential, commercial &amp; industrial land uses.</li> <li>◇ Street right-of-ways: dimensions of right-of-way dedication for all roadways, street sections, improvements, etc.</li> <li>◇ Easements/common space: utility easements, parks, community spaces</li> <li>◇ Lots: layout and dimensions of lots</li> <li>◇ Preliminary improvement drawing: show water, sewer, drainage, electricity, irrigation, telephone, natural gas, proposed street lighting, proposed street names, proposed subdivision name, fire hydrant placement, storm water disposal, underground utilities, and sidewalks..</li> </ul> | ✓         |

*Note: Only one copy of the above items need to be submitted when applying for multiple applications. This application shall not be considered complete (nor will a Public Hearing be set) until Staff has received all required information. Once the application is deemed complete, Staff will notify the applicant of the scheduled hearing date, fees due, additional copies needed, etc.*



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

## Annexation Checklist

Annexation requires public hearings with both the Planning & Zoning Commission and City Council. Public hearing signs will be required to be posted by the applicant for both meetings. Sign posting regulations are available online.

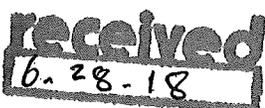
|   |   |
|---|---|
| <b>Project name:</b> Lugarno Terra Subdivision<br>Stark Property - 1.725 Acres<br>Bennett Property - 40 Acres | <b>Applicant:</b> Select Development & Contracting, LLC.<br>P.O. Box 1030<br>Meridian, Idaho 83680<br>Attn.: Billy Edwards (208) 288-0700<br>wedwards@selectdev.com |
|---|---|

All applications are required to contain one copy of the following:

| Applicant<br>(✓) | Description  | Staff<br>(✓) |
|------------------|--|--------------|
| ✓                | Completed and signed Commission & Council Review Application.  | ✓            |
| ✓                | Letter of Intent indicating reasons for proposed annexation and the availability of public services. If reason for annexation is development, also submit a conceptual plan.   | ✓            |
| ✓                | Vicinity map drawn to scale, showing the location of the subject property. Map shall contain the following information: Shaded area showing the annexation property, Street names and names of surrounding subdivisions.   | ✓            |
| ✓                | Legal description of the annexation area: Include a metes & bounds description to the section line of all adjacent roadways stamped & signed by a registered professional land surveyor with a calculated closure sheet & a map showing the boundaries of the legal description. | ✓            |
| ✓                | Recorded warranty deed for the property.   | ✓            |
| ✓                | Proof of ownership—A copy of your deed <u>and</u> Affidavit of Legal Interest (All parties involved)   | ✓            |
| N/A              | Development Agreement & Development Agreement Checklist  | N/A          |
| ✓                | Neighborhood meeting certification (certification & neighborhood meeting list forms shall accompany this application).   | ✓            |
| ✓                | Commitment of Property Posting form signed by the applicant/agent.   | ✓            |

*Note: Only one copy of the above items need to be submitted when applying for multiple applications.*

*This application shall not be considered complete (nor will a Public Hearing be set) until staff has received all required information. Once the application is deemed complete, staff will notify the applicant of the scheduled hearing date, fees due, additional copies needed, etc.*





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

| For Office Use Only          |                              |
|------------------------------|------------------------------|
| File Number (s)              | 18-04-AN 18-23-02<br>18-03-5 |
| Project name                 | Lugarro Terra<br>Subdivision |
| Date Received                | 6/28/18                      |
| Date Accepted/<br>Complete   | 8/17/18                      |
| Cross Reference<br>Files     |                              |
| Commission Hearing<br>Date   | 10/19/18                     |
| City Council Hearing<br>Date |                              |

### 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

### Contact/Applicant Information

|   |   |
|---|---|
| Owners of Record: <u>Select Development &amp; Contracting, LLC.</u> | Phone Number: <u>208-288-0700</u>         |
| Address: <u>P.O. Box 1030</u>                                       | E-Mail: <u>randy@selectmanagement.com</u> |
| City, State, Zip: <u>Meridian, Idaho 83680</u>                      | Fax #: <u>208-898-9527</u>                |
| Applicant (Developer): <u>Select Development &amp; Contracting</u>  | Phone Number: <u>208-288-0700</u>         |
| Address: <u>P.O. Box 1030</u>                                       | E-Mail: <u>randy@selectmanagement.com</u> |
| City, State, Zip: <u>Meridian, Idaho 83680</u>                      | Fax #: <u>208-898-9527</u>                |
| Engineer/Representative: <u>Billy Edwards, Project Manager</u>      | Phone Number: <u>208-288-0700</u>         |
| Address: <u>P.O. Box 1030</u>                                       | E-Mail: <u>wedwards@selectdev.com</u>     |
| City, State, Zip: <u>Meridian, Idaho 83680</u>                      | Fax #: <u>208-898-9527</u>                |

### Subject Property Information

|   |   |
|---|---|
| Site Address: <u>Parcel 1.725 Acres (1919 East Deer Flat Road; Kuna, Idaho 83634) and Parcel 40 Acres Farmland (No Address Given)</u> |   |
| Site Location (Cross Streets): <u>North Meridian Road and East Deer Flat Road</u>   |   |
| Parcel Number (s): <u>S1419223000 (1.725 Acres) and S1418346600 (40 Acres)</u>  |   |
| Section, Township, Range: <u>2N1E18 and 2N1E19</u>  |   |
| Property size : <u>1.725 Acres and 40 Acres</u>   |   |
| Current land use: <u>Private Single Family Residence &amp; Farmland</u>   | Proposed land use: <u>TBD &amp; Single Family Subdivision</u> |
| Current zoning district: <u>RUT</u>   | Proposed zoning district: <u>R-6 and R-4</u>                  |

**Project Description**

|   |  |
|---|--|
| Project / subdivision name: <u>Stark Property (1.725 acres) - TBD and Bennett Property(40 acres) - Single Family Subdivision</u>  |  |
| General description of proposed project / request: <u>Both parcels to be annexed into the City of Kuna. Stark Property use TBD and Bennett Property to be single family subdivision</u> |  |
| Type of use proposed (check all that apply):  |  |
| <input checked="" type="checkbox"/> Residential <u>R-6 Medium Density Residential and R-4 Medium Density Residential</u>  |  |
| <input type="checkbox"/> Commercial _____   |  |
| <input type="checkbox"/> Office _____   |  |
| <input type="checkbox"/> Industrial _____   |  |
| <input type="checkbox"/> Other _____  |  |
| Amenities provided with this development (if applicable): <u>R-4 Development to have Community Center and Features</u>  |  |

**Residential Project Summary (if applicable)**

|   |                                     |
|---|-------------------------------------|
| Are there existing buildings? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No                   |                                     |
| Please describe the existing buildings: <u>Stark Property - Private Single Family Residence - Manufactured Home</u> |                                     |
| Any existing buildings to remain? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No               |                                     |
| Number of residential units: <u>114</u>   | Number of building lots: <u>114</u> |
| Number of common and/or other lots: <u>20</u>   |                                     |
| Type of dwellings proposed:   |                                     |
| <input checked="" type="checkbox"/> Single-Family <u>Bennett Property - Single family Residential</u>               |                                     |
| <input type="checkbox"/> Townhouses _____   |                                     |
| <input type="checkbox"/> Duplexes _____   |                                     |
| <input type="checkbox"/> Multi-Family _____   |                                     |
| <input type="checkbox"/> Other _____  |                                     |
| Minimum Square footage of structure (s): <u>TBD</u>   |                                     |
| Gross density (DU/acre-total property): <u>2.83 Acres</u> Net density (DU/acre-excluding roads): <u>XXX Acres</u>   |                                     |
| Percentage of open space provided: <u>11.8%</u> Acreage of open space: <u>4.76 Acres</u>                            |                                     |
| Type of open space provided (i.e. landscaping, public, common, etc.): <u>Landscape and Common Open Space</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: \_\_\_\_\_ Date: \_\_\_\_\_



---

Mr. Troy Behunin  
Planning & Zoning Department, City of Kuna  
751 West 4<sup>th</sup> Street  
Kuna, ID 83634

17 August 2018

RE: Lugarno Terra Subdivision  
Stark and Bennett Properties  
East Deer Flat Road

Dear Mr. Behunin,

On behalf of Select Development & Contracting, LLC (Applicant) please accept applications for Annexation, Preliminary Plat, and Design Review for two separate properties noted as (see attached site map):

Stark Property - 1.725 acres  
Bennett Property – 40 acres

**Overview of proposed projects:**

**Stark Property**

The Applicant proposes this property maintain the current designation described in the future Comp Plan Map. Development plans for this property will be addressed at a future date.

**Bennett Property – Lugarno Terra Subdivision**

- The future Lugarno Terra Sub (Sub) will include 114 single family residential lots ranging in size from  $\pm 8,100$ SF to  $\pm 13,100$ SF. Density per acre is 2.8 residential units per acre.
- Amenities will include an approximately 1,700 SF clubhouse with integrated sales center, large community room, 850 SF covered seating area, swimming pool with zero entry/lounge with expansive perimeter patio seating within a fenced in area.
- Common area totaling 1.6 acres with a sports court, integrated hillside playground, climbing area and large grass area.
- Dedicated Landscape areas mingled throughout subdivision to soften road intersections that represent 11.3% of total project.
- Applicant will work with a select group of quality residential builders to insure quality construction and variation of construction.
- Home prices will average \$340,000.
- Strong CC&R's to insure the Lugarno Terra sub is well maintained.

Exhibit

A2b

- South Stroebel Road will be constructed the entire length of the east boundary of the Sub with the development of this project.
- Proposing full access from both East Deer Flat Road and South Stroebel Road in accordance with ACHD standards.
- Vinyl fencing along East Deer Flat Road and South Stroebel Road bordering the landscape buffer.

### **Annexation**

Annexation will allow Lugarno Terra to connect to Kuna's public services including water, sewer, pressurized irrigation, police and fire. The subdivision will not create an adverse economic impact on the City as services will be supported by property taxes (see chart showing estimated tax revenue that will be generated by the development).

Access to sewer, domestic water, and pressurized irrigation is on East Deer Flat Road west of the site.

### **Preliminary Plat**

The Applicant is submitting a preliminary plat based on two phases due to a Boise Project Irrigation canal bisecting the project in a north south direction. The plan is to alter and tile the open irrigation ditch. Based on meetings with Boise Projects and Bureau of Reclamation, approval to relocate the ditch can take from 7- 12 months (a relocation application has been submitted to Bureau of Reclamation). The applicant's goal is to start site work this winter on both phases if the Applicant can secure approval to relocate the irrigation ditch prior to 2019 irrigation season. If not successful, the applicant is proposing phase 1 this coming winter with phase 2 in 2020.

Interior streets will be dedicated to ACHD through the plating process in conformance with District standards. Two access points are proposed one on East Deer Flat Road and the other off the future South Stroebel Road.

All necessary utility easements are noted on the plat.

### **Design Review**

A complete Design Review (DR) application accompanies this submittal for landscaping throughout the overall subdivision. All planned utilities and preliminary storm drain facilities (with directional flow arrows) are shown on the Pre-Plat map and is stamped by a professional engineer. The Pre-Plat also shows all property lines, right-of-ways, easements, and street lights per City of Kuna spacing requirements. The landscape plans identify all the other required DR checklist items to include; signage locations, vision triangles, fencing locations/details, etc.. Specific applications for signage, club house, and common lot amenities will be submitted later, when appropriate for City review and approval

In conclusion, the goal of the Applicant is not to meet City zoning requirements but to exceed them in an effort to complement the City's vision and provide additional housing opportunities for your growing community. We look forward to working with Staff to accomplish this great project.

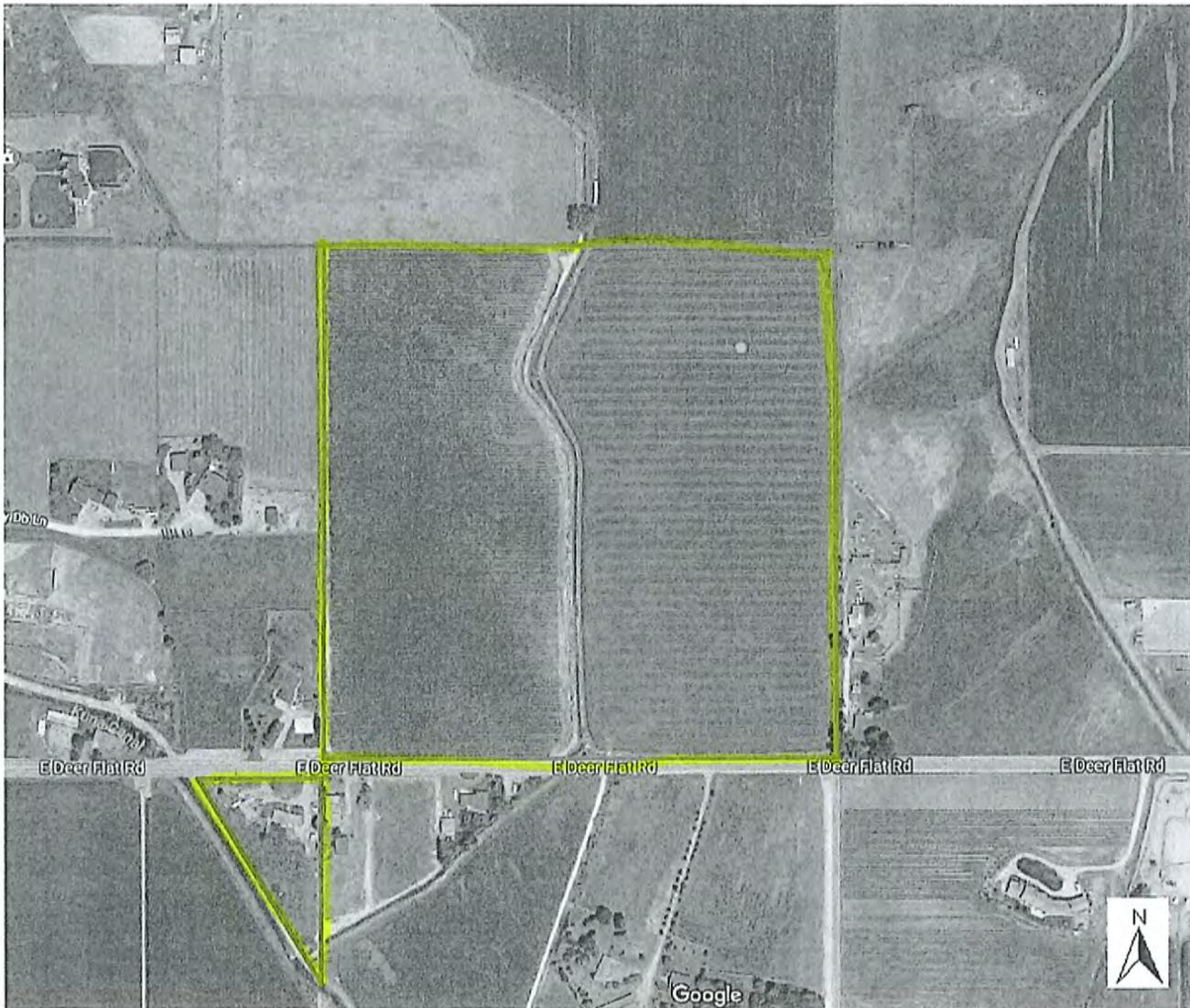
Thank you in advance for consideration of our applications. Please feel free to contact me if you have any questions. I can be reached at (208) 288-0700 or at [wedwards@selectdev.com](mailto:wedwards@selectdev.com).

Thank you in advance.

Sincerely,  
William Edwards, Project Manager  
Select Development & Contracting, LLC.

# AERIAL PHOTO

LUGARNO TERRA SUBDIVISION  
E. DEER FLAT ROAD, KUNA, ID 83634  
SE 1/4, SW 1/4, SEC-18, T-2N, R-1E, B.M



**ROCK SOLID CIVIL**  
Civil Engineering and Land Development Consulting

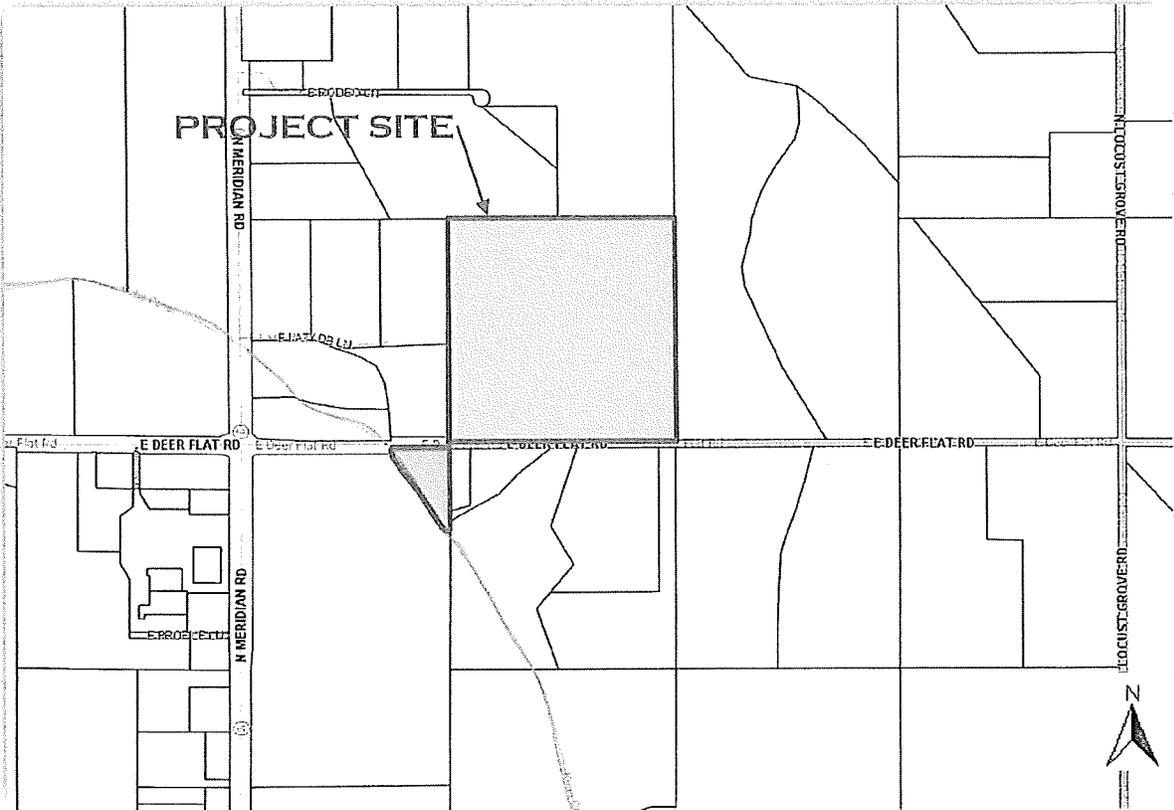
Exhibit  
A2C

# VICINITY MAP

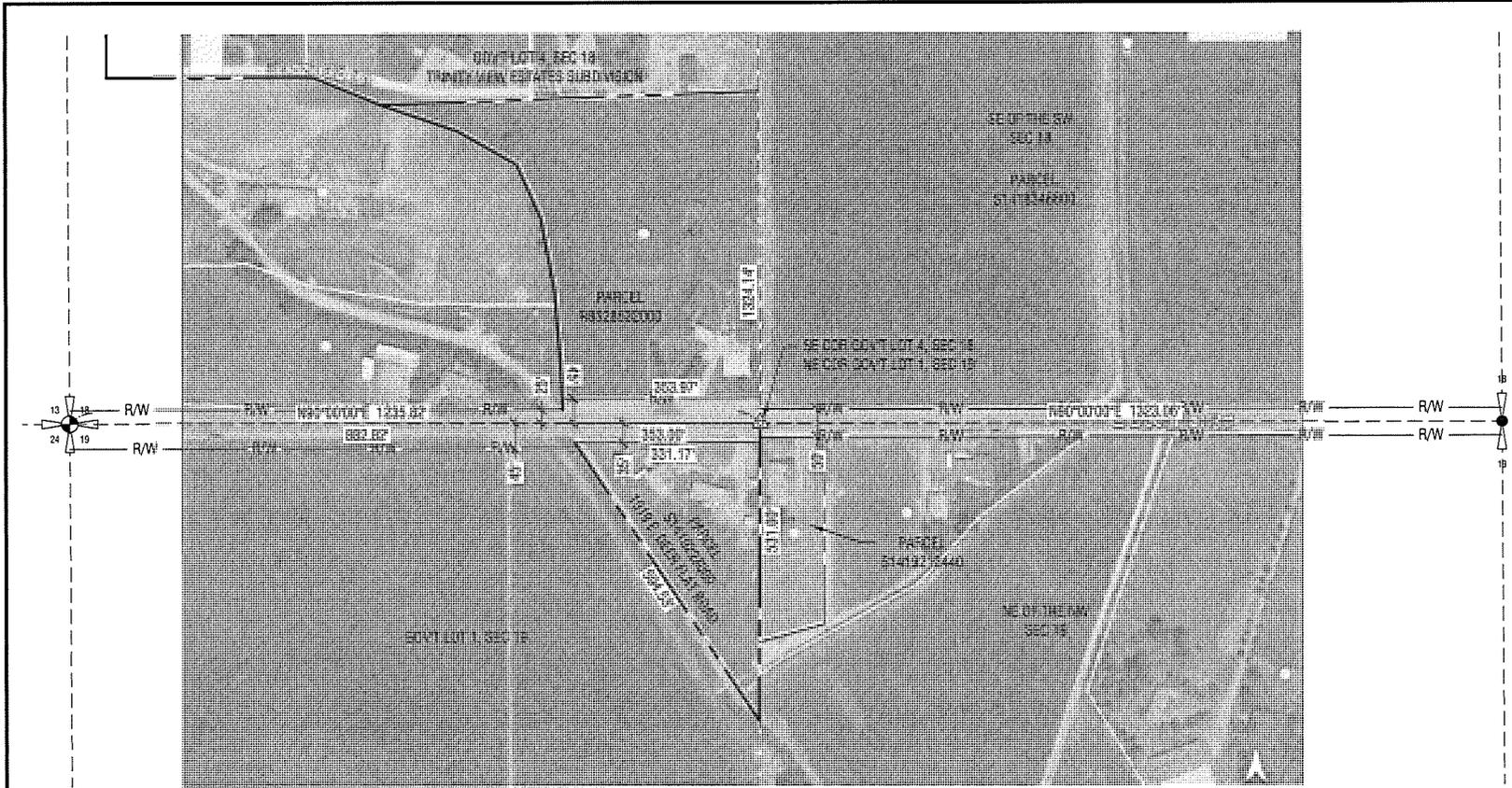
## LUGARNO TERRA SUBDIVISION

E. DEER FLAT ROAD, KUNA, ID 83634

SE 1/4, SW 1/4, SEC-18, T-2N, R-1E, B.M



**ROCK SOLID CIVIL**  
Civil Engineering and Land Development Consulting



**Survey Notes:**

1. THE PROPERTY BOUNDARIES DEPICTED ON THIS EXHIBIT HAVE BEEN DETERMINED FROM DATA OF RECORD ONLY. NO FIELD TIES OR DETERMINATIONS HAVE BEEN COMPLETED.



HORIZONTAL SCALE: 1" = 200'



The information on this document is provided for informational purposes only and is not intended to constitute an offer of insurance or any other financial product. Please consult your agent for more information.

Idaho

**Deer Flat-40**

Project Name

Kuna

**Boundary Exhibit**

Project No.



402 East Shure Drive, Suite 100  
 Eagle, Idaho 83616  
 Ph: 508.831.4541 Fax: 508.538.4445  
 www.thelandgroup.com

Project No.: 117152

Date of Issuance: November 27, 2017

Designed by: JAP

Checked by: STAH

Sheet No.:

C:\Users\jstevens\OneDrive\Documents\117152\exhibits\boundary\_exhibit\_1.dwg  
 Date Plotted: Monday, November 27, 2017 at 1:31 PM



**MASTER DECLARATION OF  
COVENANTS, CONDITIONS,  
RESTRICTIONS AND EASEMENTS**

**FOR**

**[REDACTED] COMMUNITY**

**(A PART OF [REDACTED] SUBDIVISION)**



**HOA DRAFT**

Exhibit  
A2d

## WELCOME!

Welcome to [REDACTED]!

We are pleased that you have decided to become a member of our [REDACTED] residential lot Community. The following document is the Master Declaration of Covenants, Conditions, Restrictions and Easements for the Community. The purpose of the Declaration is to ensure quality development and proper use of the Community; to protect the owner of each lot against undesirable development or use of surrounding parcels which may diminish the value of the Owner's Lot; to encourage the erection of attractive improvements at appropriate locations; to assure adequate free spaces between structures; to provide for well-maintained and unifying landscaping; and to enhance and protect the value, desirability and attractiveness of the development.

A few of the important details set forth in this Declaration include:

- Rules for Voting and Governance by the [REDACTED] Homeowners Association, Inc.
- Architectural Review Standards and Requirements
- Use Restrictions
- Appearance and Maintenance Requirements
- Common Area Limitations
- Assessments and Budgets

Please note that this Declaration is the primary governing document for the Community. Please read it carefully. We make no representations of any kind, express or implied, through any agent, realtor, employee or otherwise, except as set forth in this Declaration. We expressly disclaim any and all other representations, warranties, statements or information not set forth herein.

TABLE OF CONTENTS

|  | <u>Page</u> |
|--|-------------|
| ARTICLE 1. GOVERNANCE AND ADMINISTRATION: ASSOCIATION .....                      | 2           |
| 1.1 Organization of Association .....  | 2           |
| 1.2 Membership .....   | 2           |
| 1.3 Membership Voting .....  | 2           |
| 1.4 Board of Directors and Officers.....   | 2           |
| 1.5 Power and Duties of the Association.....                                     | 3           |
| 1.6 Meetings of the Association.....   | 8           |
| 1.7 Budgets and Financial Statements .....                                       | 8           |
| 1.8 Manager .....  | 8           |
| 1.9 Personal Liability; Indemnification .....                                    | 9           |
| ARTICLE 2. GOVERNANCE AND ADMINISTRATION: ARCHITECTURAL REVIEW<br>COMMITTEE..... | 9           |
| 2.1 Creation; Grantor's Right of Appointment .....                               | 9           |
| 2.2 Improvements Generally.....  | 9           |
| 2.3 Expenses .....   | 10          |
| 2.4 Non-Liability of Committee Members .....                                     | 10          |
| 2.5 Variances.....   | 10          |
| ARTICLE 3. ASSESSMENTS .....   | 11          |
| 3.1 Covenant to Pay Assessments.....   | 11          |
| 3.2 Uniform Rate of Assessment .....   | 11          |
| 3.3 Regular Assessments .....  | 11          |
| 3.4 Special Assessments .....  | 12          |
| 3.5 Limited Assessments .....  | 12          |
| 3.6 Irrigation System Assessments .....  | 12          |
| 3.7 Assessment Period .....  | 13          |
| 3.8 Notice and Assessment Due Date .....   | 13          |
| 3.9 Special Notice and Quorum Requirements.....                                  | 13          |
| ARTICLE 4. ENFORCEMENT OF ASSESSMENTS; LIENS.....                                | 13          |
| 4.1 Right to Enforce.....  | 13          |
| 4.2 Assessment Liens.....  | 14          |
| 4.3 Method of Foreclosure.....   | 14          |
| 4.4 Subordination to Certain Trust Deeds.....                                    | 14          |
| 4.5 Rights of Mortgagees.....  | 15          |
| 4.6 Non-Exclusive Remedies.....  | 15          |
| ARTICLE 5. RIGHTS TO COMMON AREAS .....  | 15          |
| 5.1 Use of Common Area; Delegation of Use .....                                  | 15          |
| 5.2 Delegation of Right to Use .....   | 16          |
| 5.3 Damages.....   | 16          |
| 5.4 Association's Responsibility.....  | 16          |

|   |    |
|---|----|
| ARTICLE 6. STANDARDS, REQUIREMENTS AND RESTRICTIONS.....    | 16 |
| 6.1    Improvements - Generally.....                        | 16 |
| 6.2    Minimum Building Size.....                           | 17 |
| 6.3    Setbacks.....  | 17 |
| 6.4    Fences and Hedges.....                               | 17 |
| 6.5    Exterior Maintenance; Owner's Obligations.....       | 17 |
| 6.6    Landscaping.....                                     | 18 |
| 6.7    Mailboxes.....                                       | 18 |
| 6.8    Nuisances.....                                       | 18 |
| 6.9    No Hazardous Activities.....                         | 19 |
| 6.10   Insurance Rates.....                                 | 19 |
| 6.11   Vehicles and Equipment.....                          | 19 |
| 6.12   Animals/Pets.....                                    | 20 |
| 6.13   Construction and Temporary Structures.....           | 21 |
| 6.14   Drainage.....  | 21 |
| 6.15   Grading.....   | 21 |
| 6.16   Irrigation System.....                               | 22 |
| 6.17   Water Supply Systems.....                            | 22 |
| 6.18   Sewage Disposal Systems.....                         | 22 |
| 6.19   Energy Devices, Outside.....                         | 22 |
| 6.20   Signs.....   | 22 |
| 6.21   Antennae.....  | 23 |
| 6.22   No Further Subdivision.....                          | 23 |
| 6.23   Leasing.....   | 23 |
| 6.24   Compliance with Laws.....                            | 23 |
| ARTICLE 7. EASEMENTS.....                                   | 24 |
| 7.1    Recorded Easements.....                              | 24 |
| 7.2    Easements of Encroachment.....                       | 24 |
| 7.3    Easements of Access.....                             | 24 |
| 7.4    Drainage and Utility Easements.....                  | 24 |
| 7.5    Disputes as to Sharing of Costs.....                 | 25 |
| 7.6    Easements Deemed Created.....                        | 25 |
| 7.7    Emergency Easement.....                              | 25 |
| 7.8    Maintenance Easement.....                            | 25 |
| ARTICLE 8. RESOLUTION OF DISPUTES.....                      | 25 |
| 8.1    Agreement To Avoid Litigation.....                   | 25 |
| 8.2    Claims.....  | 25 |
| 8.3    Mandatory Procedures.....                            | 26 |
| ARTICLE 9. INSPECTION OF ASSOCIATION BOOKS AND RECORDS..... | 27 |
| 9.1    Member's Right of Inspection.....                    | 27 |
| 9.2    Rules Regarding Inspection of Books and Records..... | 28 |
| 9.3    Director's Rights of Inspection.....                 | 28 |

|  |    |
|--|----|
| ARTICLE 10. GRANTOR RIGHTS .....                         | 28 |
| 10.1 Right of Development .....                          | 28 |
| 10.2 Rights Incident to Construction. ....               | 29 |
| 10.3 Water Rights Appurtenant to Subdivision Lands. .... | 29 |
| 10.4 Exemption from Architectural Review.....            | 29 |
| 10.5 Construction and Temporary Structures. ....         | 29 |
| 10.6 Signs.....  | 29 |
| 10.7 Regular Assessments. ....                           | 29 |
| 10.8 Membership Register.....                            | 29 |
| 10.9 Declaration Amendment.....                          | 29 |
| 10.10 Mortgage Protection.....                           | 30 |
| ARTICLE 11. DEFINITIONS.....                             | 30 |
| 11.1 “Architectural Design Guidelines” .....             | 30 |
| 11.2 “Articles”.....                                     | 30 |
| 11.3 “Assessments”.....                                  | 30 |
| 11.4 “Association” .....                                 | 30 |
| 11.5 “Association Rules” .....                           | 30 |
| 11.6 “Board” .....                                       | 31 |
| 11.7 “Building Envelope”.....                            | 31 |
| 11.8 “Bylaws” .....                                      | 31 |
| 11.10 “Common Area” .....                                | 31 |
| 11.11 “Declaration” .....                                | 31 |
| 11.12 “Discretion” or “discretion” .....                 | 31 |
| 11.13 “Expenses” .....                                   | 31 |
| 11.14 “First Mortgage” .....                             | 31 |
| 11.15 “Grantor” .....                                    | 31 |
| 11.16 “Improvement” .....                                | 31 |
| 11.17 “Irrigation System” .....                          | 32 |
| 11.18 “Irrigation System Assessment” .....               | 32 |
| 11.19 “Limited Assessment” .....                         | 32 |
| 11.20 “Lot” .....  | 32 |
| 11.21 “Member” .....                                     | 32 |
| 11.22 “Mortgage” .....                                   | 32 |
| 11.23 “Occupant” .....                                   | 32 |
| 11.24 “Owner” .....                                      | 32 |
| 11.25 “Person(s)” .....                                  | 32 |
| 11.26 “Plat” .....                                       | 33 |
| 11.27 “Project Documents” .....                          | 33 |
| 11.28 “Property” .....                                   | 33 |
| 11.29 “Regular Assessment” .....                         | 33 |
| 11.30 “Special Assessment” .....                         | 33 |
| ARTICLE 12. MISCELLANEOUS .....                          | 33 |
| 12.1 Term.....   | 33 |
| 12.2 Amendment.....                                      | 33 |
| 12.3 Notices.....  | 34 |

|      |                                 |    |
|------|---------------------------------|----|
| 12.4 | Enforcement and Non-Waiver..... | 34 |
| 12.5 | Interpretation.....             | 34 |
| 12.6 | Successors and Assigns.....     | 35 |
| 12.7 | Owners' Acknowledgments.....    | 35 |

**MASTER DECLARATION OF  
COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS  
FOR**

[REDACTED]

This Master Declaration of Covenants, Conditions, Restrictions and Easements for [REDACTED] (this "Declaration") is made effective as of the 24<sup>th</sup> day of July, 2013, by [REDACTED] [REDACTED] LLC, a Delaware limited liability company ("Grantor") and the "Class B Member"). Capitalized terms not otherwise defined in the text hereof are defined in ARTICLE 11.

**RECITALS**

WHEREAS, Grantor owns those certain residential and common area lots legally described as follows (the "Property" or "[REDACTED]"):

[REDACTED]  
[REDACTED], according to the official plat thereof recorded in the real property records of Ada County, Idaho.

WHEREAS, Grantor desires to execute and record this Declaration to set forth the basic restrictions, covenants, limitations, easements, conditions and equitable servitudes that will apply to the Property, which are designed to protect, enhance and preserve the value, amenities, desirability, and attractiveness of the Property and to ensure a well-integrated, high quality development.

*NOW, THEREFORE, Grantor hereby declares that the Property, and each lot, parcel or portion thereof, is and shall be held, sold, conveyed, encumbered, hypothecated, leased, used, occupied and improved subject to the terms of this Declaration, all of which are declared and agreed to be in furtherance of a general plan for the protection, maintenance, subdivision, improvement and sale of the Property, and to enhance the value, desirability and attractiveness of the Property.* The terms of this Declaration shall run with the land constituting the Property, and with each estate therein, and shall be binding upon any Person having or acquiring any right, title or interest in the Property or any lot, parcel or portion thereof; shall inure to the benefit of every lot, parcel or portion of the Property and any interest therein; and shall inure to the benefit of and be binding upon Grantor, each Person or Owner having or holding an interest in the Property and such Person's or Owner's successors in interest, and may be enforced by Grantor, any Owner or Owner's successors in interest, any Person having or holding an interest in the Property or such Person's successors in interest, or by the Association.

## ARTICLE 1. GOVERNANCE AND ADMINISTRATION: ASSOCIATION

1.1 Organization of Association. The Association shall be charged with the duties and invested with the powers prescribed by law and set forth in the Project Documents. Neither the Articles nor the Bylaws shall be amended or otherwise changed or interpreted so as to be inconsistent with this Declaration. Each Owner shall abide by and benefit from the provisions, covenants, conditions and restrictions contained in the Project Documents.

1.2 Membership. Each Owner, by virtue of being an Owner and for so long as such ownership is maintained, shall be a Member of the Association, and no Owner shall have more than one membership per Lot in the Association. Memberships in the Association shall be appurtenant to, and may not be separated from ownership of a Lot. The memberships in the Association shall not be transferred, pledged, assigned or alienated in any way except upon the transfer of an Owner's title to a Lot and then only to the transferee of such title. Any attempt to make a prohibited membership transfer shall be void and will not be reflected on the books of the Association.

1.3 Membership Voting. The Association will have two (2) classes of memberships:

1.3.1 Class A Members. The Class A Members shall be all Owners, with the exception of Grantor prior to the Class B Member Termination Date. Each Class A Member shall, for each Lot owned by that Member, be entitled to one vote in the Association. Upon the Class B Member Termination Date, as set forth in Subsection 1.3.2, Grantor shall become a Class A Member to the extent Grantor remains an Owner after the Class B Member Termination Date.

1.3.2 Class B Member. Grantor, by and through Grantor's designated representative (hereinafter "**Grantor's Delegate**"), shall be the Class B Member, and shall be entitled to one (1) vote for each Lot owned by Grantor in the Red Tail Community. The Class B Member shall cease to be a voting Member in the Association on the earlier to occur of the following: (1) the date upon which Grantor no longer owns any Lot within the Property; (2) the date Grantor informs the Board in writing that Grantor no longer wishes to exercise its rights as the Class B Member hereunder; or (3) December 31, 2023. This date may be referred to herein as the "**Class B Member Termination Date.**"

1.4 Board of Directors and Officers. The Board of Directors and such officers as the Board may elect or appoint in accordance with the Articles and Bylaws shall carry out all of the powers and duties of the Association as set forth herein and in the Articles and Bylaws of the Association and shall be selected as follows:

1.4.1 Selection of Board Prior to Class B Member Termination Date. Until the Class B Member Termination Date, the Board shall consist of not less than three (3) members of the Board ("**Directors**") nor more than seven (7) Directors, all appointed by the Class B Member in the Class B Member's discretion. The Class B Member shall have the right and authority to remove and replace any Director, with or without cause, in the Class B Member's discretion. The Class B Member shall have the right to voluntarily

terminate its right to appoint Directors and to fill vacancies pursuant to this Section. Directors appointed by the Class B Member need not be Members.

1.4.2 Selection of Board After Class B Member Termination Date. Subsequent to the Class B Member Termination Date, the Board shall be comprised of Directors selected by the Members as provided for in the Bylaws.

1.4.3 Vacancies on the Board. Vacancies on the Board occurring prior to the Class B Member Termination Date shall be filled by the Class B Member. Thereafter, vacancies on the Board occurring between meetings of the Members may be filled by the majority vote of the remaining Directors then sitting on the Board. Upon an annual meeting or a special meeting called for the purpose of filling the vacancy, the Members shall designate a new Director to fill the vacancy on the Board.

1.5 Power and Duties of the Association.

1.5.1 Powers. The Association shall have all the powers of a profit or non-profit corporation organized under the applicable provisions of the Idaho Code, or the powers of any other entity chosen by Grantor, as those powers are set forth in the applicable sections of the Idaho Code and the Project Documents, subject only to such limitations upon the exercise of such powers as are expressly set forth in the Project Documents. The Association shall have the power and authority to do any and all lawful things which may be authorized, required or permitted to be done by the Association under Idaho law and under the Project Documents, and to do and perform any and all acts which may be necessary to, proper for, or incidental to the proper ownership, management and operation of the Common Area and the Association's other assets, including water rights when and if received from Grantor, and the performance of the other responsibilities herein assigned, including, by way of illustration and not limitation:

1.5.1.1 Right of Enforcement. The power and authority from time to time in its own name, on its own behalf, or on behalf of any Owner or Owners who consent thereto, to commence and maintain actions and suits to restrain and enjoin any breach or threatened breach of the Project Documents, and to enforce by injunction or otherwise, all provisions hereof.

1.5.1.2 Delegation of Powers. The authority to delegate all or any portion of its powers and duties to committees, officers, employees or to any Person to act as manager, and to contract with the Association for the maintenance, repair, replacement and operation of any Common Area. Neither the Association nor the members of its Board shall be liable for any omission or improper exercise by the manager of any such duty or power so delegated. All contracts for management of any Common Area shall be for a term not exceeding one (1) year, and shall be subject to review by the Board upon termination of the Class B membership.

1.5.1.3 Association Rules. The power to adopt, amend and repeal by majority vote of the Board such rules and regulations as the Association deems

reasonable and appropriate, including but not limited to rules and regulations regarding the use of the Irrigation System, the use of the Common Area and such other rules and regulations that the Association deems reasonable and appropriate. Any Association Rules shall apply equally to all Owners. A copy of the Association Rules as they may from time to time be adopted, amended or repealed shall be mailed or otherwise delivered to each Owner. Upon such mailing or delivery, the Association Rules shall have the same force and effect as if they were set forth in and were a part of this Declaration. In the event such Association Rules are inconsistent with or less restrictive than any other provisions of this Declaration, the Articles, Bylaws, and/or Architectural Design Guidelines, the provisions of the Association Rules shall be deemed to be superseded by the provisions of this Declaration, the Articles, Bylaws, or Architectural Design Guidelines to the extent, but only to the extent, of any such inconsistency.

1.5.1.4 Improvements. The authority to own, maintain, repair, replace and operate any Improvements (including, but not limited to, street lights, the Irrigation System, pump or lift stations, sidewalks and pathways located within any public right-of-way or Common Area. The Association shall also have the power to own, maintain, repair, replace and operate any of the above specified Improvements, or similar Improvements, located within a Lot or within any other portion of the Property to the extent such Improvements serves the Common Area or exists for the benefit of the Association. The Association shall also have the authority and power to take corrective actions regarding Improvements located on any portion of the Property to bring such Improvements into compliance with all applicable laws and the provisions of the Project Documents.

1.5.1.5 Emergency Powers. The power, exercised by the Association or by any Person authorized by it, to enter upon any portion of the Property (but not inside any building constructed thereon) in the event of any emergency involving illness or potential danger to life or property or when necessary in connection with any maintenance or construction for which the Association is responsible. Such entry shall be made with as little inconvenience to the Owner as practicable, and any damage caused thereby shall be repaired by and at the expense of the Association.

1.5.1.6 Licenses, Easements and Rights-of-Way. The power to grant and convey to any third party such licenses, easements and rights-of-way in, on or under the Common Area as may be necessary or appropriate for the orderly maintenance, preservation and enjoyment of the same, and for the preservation of the health, safety, convenience and the welfare of the Owners, for the purpose of constructing, erecting, operating or maintaining the following:

1.5.1.6.1 Underground lines, cables, wires, conduits or other devices for the transmission of electricity or electronic signals for lighting, heating, power, telephone, television or other purposes, and the above

ground lighting stanchions, meters, and other facilities associated with the provisions of lighting and services;

1.5.1.6.2 Public and other sewers, storm drains, water drains and pipes, water supply systems, sprinkling systems, heating and gas lines or pipes, and any similar public or quasi-public improvements or facilities; and

1.5.1.6.3 Mailboxes and sidewalk abutments around such mailboxes or any service facility, berm, fencing and landscaping abutting Common Areas, public and private streets or land conveyed for any public or quasi-public purpose including but not limited to pedestrian and bicycle pathways.

1.5.1.7 Amenity Agreements. The power and authority to enter into any lease, license, use or other agreements as the Board deems proper or convenient to secure the use of off-site amenities or facilities for the benefit of the Association or the Owners. Without limiting the generality of the foregoing, and only by way of example, the Association may enter into such agreements with others for the use of any recreational amenities or facilities, including clubhouses and swimming pools, by the Owners on such terms as the Association deems reasonable or prudent. In such event, any costs incurred by the Association related thereto shall be Expenses, and such Expenses shall be included in the Regular Assessments.

Grantor currently owns [REDACTED]

[REDACTED] In such event, Grantor specifically envisions that the Association will enter into a shared use agreement that, in exchange for a reasonable use fee, will allow the Owners and their guests to use the common recreation facility on substantially equivalent terms as the multi-family residential tenants and their guests. Such use fee shall be an Expense that will be included in the Regular Assessments.

1.5.1.8 Other. Such other and further powers as the Board deems reasonable and appropriate, it being the intent of Grantor that the Association have broad power and authority consistent with the Project Documents and applicable law.

1.5.2 Duties. In addition to duties necessary and proper to carry out the powers delegated to the Association by the Project Documents, without limiting the generality thereof, the Association or its agents, if any, shall have the authority and the obligation to conduct all business affairs of the Association and to perform, without limitation, each of the following duties:

1.5.2.1 Operation and Maintenance of Common Area. Operate, maintain, and otherwise manage or provide for the operation, maintenance and

management of the Common Area, with the Improvements constructed thereon, including but not limited to, the Irrigation System and including the repair and replacement of property damaged or destroyed by casualty loss, including but not limited to any signs placed at the entrances to or otherwise in the vicinity of the Property. The Association shall, at Grantor's discretion, operate and maintain all properties owned by Grantor which are designated by Grantor for temporary or permanent use by Members of the Association;

1.5.2.2 Operation and Maintenance of Storm Drainage Facilities. Operate and maintain or otherwise provide for the operation and maintenance of all public and other storm drainage facilities serving the Common Area, including but not limited to drainage pipes and collection ponds located on and through the Lots or Common Area and the repair and replacement of such facilities damaged or destroyed by casualty loss;

1.5.2.3 Reserve Account. Establish and fund a reserve account with a reputable banking institution or savings and loan association or title insurance company authorized to do business in the State of Idaho, which reserve account shall be dedicated to the costs of repair, replacement, maintenance and improvement of the Common Area;

1.5.2.4 Maintenance of Berms, Retaining Walls and Fences. Maintain any berms, retaining walls, fences and water amenities within and abutting any Common Area. The Association shall also be responsible for maintaining or repairing the exterior surface of any fences abutting any Common Areas. For the purposes of this Declaration exterior surface shall be deemed the surface facing the Common Area or public right-of-way. If any repairs or replacements will affect the external appearance of such fences, the Association shall be responsible for such repairs or replacements. Costs of repair, replacement and maintenance of such fences shall be passed on to Owners as a Regular Assessment except for any repair or replacement made necessary as a result of the negligence or willful conduct of an Owner, which shall be the obligation of that Owner;

1.5.2.5 Improvements. Maintain, improve, operate, repair and replace any facilities and Improvements, including but not limited to drainage systems or facilities, street lights, bridge facades, pathways, sidewalks, planter strips, landscape islands or median strips, and landscaping or landscaping improvements, which the Association is obligated, or otherwise deems advisable, to maintain, operate, repair and replace, pursuant to this Declaration, Project Documents, any Plat, license, easement, agreement or applicable governmental approvals;

1.5.2.6 Taxes and Assessments. Pay all real and personal property taxes and Assessments separately levied against the Common Area, the Association and/or any other property owned by the Association. Such taxes and Assessments may be contested or compromised by the Association; provided, however, that such taxes and Assessments are paid or a bond insuring payment is posted prior to the sale or disposition of any property to satisfy the payment of such taxes and

Assessments. In addition, the Association shall pay all other federal, state and/or local taxes, including income or corporate taxes levied against the Association in the event that the Association is denied the status of a tax exempt corporation;

1.5.2.7 Water and Other Utilities. Acquire, provide and/or pay for water, sewer, garbage disposal, refuse and rubbish collection, electrical, telephone and gas and other necessary services for the Common Area, and to own and/or manage for the benefit of the Property all water rights and rights to receive water held by the Association, whether such rights are evidenced by license, permit, claim, decree, stock ownership or otherwise;

1.5.2.8 Insurance. Obtain insurance from reputable insurance companies authorized to do business in the State of Idaho, and maintain in effect any insurance policy the Board deems necessary or advisable, and to the extent possible to obtain, including, without limitation the following policies of insurance:

1.5.2.8.1 Fire insurance including those risks embraced by coverage of the type known as the broad form "All Risk" or special extended coverage endorsement on a blanket agreed amount basis for the full insurable replacement value of all Improvements, equipment and fixtures located within the Common Area;

1.5.2.8.2 Comprehensive public liability insurance insuring the Board, the Association, Grantor and the individual grantees, tenants, agents and employees, invitees and guests of each of the foregoing against any liability incident to the ownership and/or use of the Common Area. Limits on liability of such coverage shall be as follows: Not less than One Million Dollars (\$1,000,000) per person and One Million Dollars (\$1,000,000) per occurrence with respect to personal injury or death, and One Million Dollars (\$1,000,000) per occurrence with respect to property damage;

1.5.2.8.3 Full coverage directors' and officers' liability insurance with a limit of at least Two Hundred Fifty Thousand Dollars (\$250,000);

1.5.2.8.4 Such other insurance, including motor vehicle insurance and worker's compensation insurance, to the extent necessary to comply with all applicable laws and indemnity, faithful performance, fidelity and other bonds as the Board shall deem necessary or required to carry out the Association functions or to insure the Association against any loss from malfeasance or dishonesty of any employee or other Person charged with the management or possession of any Association funds or other property;

1.5.2.8.5 The Association shall be deemed trustee of the interests of all Owners in connection with any insurance proceeds paid to the

The Board shall not be liable for any omission or improper exercise by such Manager of any such duty, power or function so delegated by or on behalf of the Board. The Association may contract with Grantor or any affiliate of Grantor to act as Manager pursuant to the terms of this Section 1.8.

1.9 Personal Liability; Indemnification. No member of the Board, or member of any committee of the Association, or any officer of the Association, or Grantor, or the Manager, if any, shall be personally liable to any Owner, or to any other party, including the Association, for any damage, loss or prejudice suffered or claimed on the account of any act, omission, error or negligence of the Association, the Board, the Manager, if any, or any officer, committee or other representative or employee of the Association, Grantor or the Committee, provided that such Person, upon the basis of such information as may be possessed by such Person, has acted in good faith without willful or intentional misconduct.

The Association shall defend, indemnify and hold harmless Grantor against and from any and all actions, causes of action, judgments, damages, liability, costs, attorneys' fees, expenses or compensation of any kind whatsoever, and from any other claim of any nature, known or unknown, raised or not, contingent or mature, that may be brought against Grantor and arise out of or are in any way connected with the Subdivision, the Property, the Association, the Board or the Committee.

## ARTICLE 2. GOVERNANCE AND ADMINISTRATION: ARCHITECTURAL REVIEW COMMITTEE

2.1 Creation; Grantor's Right of Appointment. At its discretion, the Board shall appoint no less than three (3) and no more than five (5) individuals to serve on the Committee (the "**Committee**"). Until such individuals are appointed, the Board shall serve as the Committee. If a vacancy on the Committee occurs and a permanent replacement has not yet been appointed, the Board may appoint an acting Member to serve for a specified temporary period not to exceed one (1) year. A member of the Committee need not be an Owner. The Board shall have the exclusive right to appoint, remove and replace all members of the Committee; members of the Committee may be removed immediately at any time without cause. The Committee shall review, study and either approve or reject the proposed Improvements on the Property, all in compliance with the Declaration and the Architectural Design Guidelines. Except as otherwise set forth herein, any action or decision made by a majority of the Committee shall be the binding decision of the entire Committee. The Committee is authorized to retain the services of one or more consulting architects, landscape architects, engineers, designers and other consultants to advise and assist the Committee on a single project, on a number of projects or on a continuing basis. The actions of the Committee in the exercise of its discretion by its approval or disapproval of the proposed Improvements on the Property, or with respect to any other matter before it, shall be conclusive and binding on all interested parties.

2.2 Improvements Generally. No Improvements on any portion of the Property shall be constructed, reconstructed, placed on or removed from the Property without prior written consent of the Committee, and without being in compliance with the Project Documents and the Architectural Design Guidelines. The Architectural Design Guidelines shall be developed and used by the Committee to ensure that all Improvements conform and harmonize as to external

design, quality and type of construction, architectural character, materials, color, location on the Building Envelope, height, grade and finish ground elevation, natural conditions, landscaping and all aesthetic considerations, including guidelines designed to protect the special qualities of Red Tail Community, and to encourage creative design, by providing general architectural, design and construction guidelines, landscape guidelines (including a description of existing, natural conditions and vegetation), submittal and review procedures, and fees and charges for review. The Architectural Design Guidelines shall be drafted to conform to this Declaration, the Articles and Bylaws, and must be approved by the Board prior to implementation. In the event of a conflict between the Architectural Design Guidelines and this Declaration, the Articles and the Bylaws, this Declaration, the Articles or Bylaws, as the case may be, shall govern. The content of the Architectural Design Guidelines may be modified and amended from time to time as provided in the Architectural Design Guidelines, and in all events can be modified and changed by a majority vote of the Board.

2.3 Expenses. All expenses of the Committee shall be paid by the Association. The Committee shall have the right to charge reasonable fees for applications submitted to it for review, in amounts which may be established by the Committee from time to time, and such fees shall be collected by the Committee and remitted to the Association to help defray the expenses of the Committee's operation, including reasonable payment to each member of the Committee for their services as provided herein. The Committee fees may also be increased from time to time as necessary to reflect increases in the cost of the Committee's performance of its duties and responsibilities under this Section 2.3. Each Owner, by submitting a design review application to the Committee, agrees to pay any additional reasonable fees based on costs incurred by the Committee in retaining consultants for the review and approval of the Owner's application(s).

2.4 Non-Liability of Committee Members. Approval by the Committee does not assure approval of the Improvements by any appropriate governmental or quasi-governmental agency, board or commission. Neither the Committee nor any of its members shall be responsible or liable to any Association or to any Person, Owner or Grantor with respect to any loss, liability, claim or expense which may arise by reason of any approval or denial of any Improvements. Neither the Board, Committee or any agent thereof nor Grantor or any of its partners, employees, agents or consultants shall be responsible in any way for any defects in any plans or specifications submitted, revised or approved, nor for any structural or other defects in any work done according to such plans and specifications. In any and all events, the Committee shall be defended, indemnified and held harmless by the Association in any such suit or proceeding which may arise by reason of the Committee's decision. The Association, however, shall not be obligated to defend, indemnify and hold harmless any member of the Committee to the extent any such member of the Committee shall be adjudged (after exhausting any appeal rights) to be liable for willful misconduct or bad faith in the performance of such member's duty as a member of the Committee, unless and only to the extent that the court in which such action or suit may be brought shall determine that, despite the adjudication of liability, but in view of all circumstances of the case, such member is fairly and reasonably entitled to indemnification and defense for such expense if such court shall deem it proper.

2.5 Variances. The Committee may authorize variances from compliance with any of the Architectural Design Guidelines, including restrictions upon height, size, floor area or placement of structures, or similar restrictions, when circumstances such as topography, natural

obstructions, hardship, aesthetic or environmental considerations may require. Such variances must be evidenced in writing and must be signed by at least three (3) members of the Committee. If such variances are granted, no violation of the covenants, conditions and restrictions contained in this Declaration or the Architectural Design Guidelines shall be deemed to have occurred with respect to the matter for which the variance was granted. The granting of such a variance shall not operate to waive any of the terms and provisions of this Declaration or the Architectural Design Guidelines for any purpose except as to the particular property and particular provision hereof covered by the variance, nor shall it affect in any way the Owner's obligation to comply with all governmental laws and regulations affecting the Owner's use of the Property, including but not limited to zoning ordinances and lot set-back lines or requirements imposed by any governmental or municipal authority.

### ARTICLE 3. ASSESSMENTS

3.1 Covenant to Pay Assessments. Each Owner covenants and agrees to pay when due all Assessments or charges made by the Association, including all Regular, Special, Limited and Irrigation System Assessments and charges made against such Owner pursuant to the provisions of this Declaration or other applicable Project Document.

3.1.1 Assessment Constitutes Lien. Such Assessments and charges, together with interest, costs and reasonable attorneys' fees which may be incurred in collecting the same, shall be a charge on the land and shall be a continuing lien upon the property against which each such Assessment or charge is made.

3.1.2 Assessment is Personal Obligation. Each such Assessment, together with interest, costs and reasonable attorneys' fees, shall also be the personal obligation of the Owner of such property beginning with the time when the Assessment falls due. The personal obligation for delinquent Assessments shall not pass to such Owner's successors in title unless expressly assumed by them but shall remain such Owner's personal obligation regardless of whether he or she remains an Owner.

3.2 Uniform Rate of Assessment. All Assessments must be fixed at a uniform rate.

3.3 Regular Assessments. All Owners are obligated to pay Regular Assessments to the treasurer of the Association on a schedule of payments established by the Board.

3.3.1 Purpose of Regular Assessments. The proceeds from Regular Assessments are to be used to pay for all costs and expenses incurred by the Association, including legal and attorneys' fees and other professional fees, for the conduct of its affairs, including but not limited to the costs and expenses of construction, improvement, protection, maintenance, repair, management and operation of the Common Area, including all Improvements located on such areas owned and/or managed and maintained by the Associations (the "**Operating Expenses**"), and an amount allocated to an adequate reserve fund to be used for repair, replacement, maintenance and improvement of those elements of the Common Area, or other property of the Associations that must be replaced and maintained on a regular basis (the "**Repair Expenses**"). The Operating Expenses and the Repair Expenses, and any other expenses necessary to acquire all assets

and services and to otherwise carry out the powers, duties and responsibilities of the Association, are collectively referred to herein as the "Expenses."

3.3.2 Computation of Regular Assessments. The Association shall compute the amount of its Expenses on an annual basis as provided for in the Bylaws.

3.3.3 Amounts Paid by Owners. The Board can require, in its discretion or as provided in the Project Documents, payment of Regular Assessments to the Association in monthly, quarterly, semi-annual or annual installments. Regardless of the installment schedule adopted by the Board, the Board may bill for Assessments monthly, quarterly, semi-annually or annually, at its discretion. Each Owner shall be assessed and shall pay an amount computed by multiplying the Association's total advance estimate of Expenses by the fraction produced by dividing the number of Lots owned by such Owner by the total number of Lots.

3.4 Special Assessments.

3.4.1 Purpose and Procedure. In the event that the Board of the Association shall determine that its respective Regular Assessment for a given calendar year is or will be inadequate to meet the Expenses of such Association for any reason, including but not limited to costs of construction, improvement, protection, maintenance, repair, management and operation of Improvements upon the Common Area, attorneys' fees and/or litigation costs, other professional fees, or for any other reason, the Board shall determine the approximate amount necessary to defray such Expenses and levy a Special Assessment against the portions of the Property within its jurisdiction which shall be computed in the same manner as Regular Assessments. The Board shall, in its discretion, determine the schedule under which such Special Assessment will be paid.

3.4.2 Consistent Basis of Assessment. Every Special Assessment levied by and for the Association shall be levied and paid upon the same basis as that prescribed for the levying and payment of Regular Assessments.

3.5 Limited Assessments. Notwithstanding the above provisions with respect to Regular and Special Assessments, the Board may levy a Limited Assessment against a Member and/or such Member's Lot as a remedy to reimburse the Association for costs incurred in bringing the Member and/or such Member's Lot or Improvements into compliance with the provisions of the Project Documents, for damage caused by the Member, or any member of the Member's family, representatives or invitees, to any Common Area or any other portion of the Property or for otherwise providing any goods or services benefiting less than all Members or such Members' Lots.

3.6 Irrigation System Assessments. Irrigation System Assessments shall be made by the Association at times and intervals deemed appropriate by the Board. The Irrigation System Assessments shall be based upon advance estimates of cash requirements as determined by the Board for the delivery of water through the Irrigation System, maintenance, repair and replacement of the Irrigation System and any and all assessments or related charges for the administration and enforcement of the rules, regulations and use schedules. Such Irrigation

System Assessments may be assessed separately or incorporated into the Regular Assessments as set forth above. The Association may transfer the Irrigation System to the [REDACTED] or a successor irrigation district [REDACTED] for ownership, operation and maintenance of the Irrigation System and, upon such transfer, all Lots within the Property shall be subject to assessments by [REDACTED] in accordance with applicable law. If the Irrigation System is transferred to an irrigation district, the Association may continue to levy assessments for services and expenses not administered by such district, such as fees related to a standby or backup source of irrigation water.

3.7 Assessment Period. Unless otherwise provided in the Project Documents, the Assessment period shall be determined by the Board. The first Assessment shall be pro-rated according to the number of months remaining in the fiscal year and shall be payable in equal installments or in a single payment due at closing on the sale of a Lot, at the discretion of the Board.

3.8 Notice and Assessment Due Date. Except with regard to the first Assessment, thirty (30) days prior written notice of Regular and Special Assessments shall be sent to the Owner of every Lot subject thereto, and to any Person in possession of such Lot by the Association. The Association shall determine if payments for all Assessments shall be due monthly, quarterly, semi-annually or annually. The Assessment installment schedule shall be the same for all Association Assessments. The due dates for installment payment of Regular Assessments and Special Assessments shall be the first day of each month unless some other due date is established by the Board. Each monthly installment of the Regular Assessment or Special Assessment shall become delinquent if not paid within ten (10) days after the levy thereof. There may accrue, at the Board's discretion, with each delinquent installment payment a late charge equal to ten percent (10%) of the delinquent installment. In addition, each installment payment which is delinquent for more than twenty (20) days may accrue, at the Board's discretion, interest at eighteen percent (18%) per annum calculated from the date of delinquency to and including the date full payment is received by the Association. The Association may bring an action against the delinquent Owner and may foreclose the lien against such Owner's Lot as more fully provided herein. Each Owner is personally liable for Assessments, together with all interest, costs and attorneys' fees, and no Owner may be exempt from such liability by a waiver of the use and enjoyment of the Common Area, or by lease or abandonment of such Owner's Lot.

3.9 Special Notice and Quorum Requirements. Notwithstanding anything to the contrary contained in the Project Documents, written notice of any meeting called for the purpose of levying a Special Assessment by the Association, or for the purpose of obtaining a membership vote in connection with an increase in the Regular Assessment, shall be sent to all Members not less than fifteen (15) days nor more than thirty (30) days before such meeting. Quorum requirements shall be as provided for in the Bylaws.

#### ARTICLE 4. ENFORCEMENT OF ASSESSMENTS; LIENS

4.1 Right to Enforce. The Association has the right to collect and enforce its Assessments pursuant to the provisions hereof. Each Owner of a Lot, upon becoming an Owner of such Lot, shall be deemed to covenant and agree to pay each and every Assessment provided

for in this Declaration and agrees to the enforcement of all Assessments in the manner herein specified. In the event an attorney or attorneys are employed for the collection of any Assessment, whether by suit or otherwise, or to enforce compliance with or specific performance of the terms and conditions of this Declaration, each Owner agrees to pay reasonable attorneys' fees in addition to any other relief or remedy obtained against such Owner. The Board or its authorized representative may enforce the obligations of the Owners to pay such Assessments by commencement and maintenance of a suit at law or in equity to enforce the liens created hereby. A suit to recover a money judgment for an unpaid Assessment shall be maintainable without foreclosing or waiving the lien hereinafter provided.

4.2 Assessment Liens.

4.2.1 Creation. There is hereby created a continuing claim of lien with power of sale on each and every Lot to secure payment of any and all Assessments levied against such Lot pursuant to this Declaration together with interest thereon at the maximum rate permitted by law and all costs of collection which may be paid or incurred by the Association in connection therewith, including reasonable attorneys' fees. All sums assessed in accordance with the provisions of this Declaration shall constitute a lien on such respective Lots upon recordation of a claim of lien with the Ada County Recorder's Office. Such lien shall be prior and superior to all other liens or claims created subsequent to the recordation of the notice of delinquency and claim of lien except for tax liens for real property taxes on any Lot and Assessments on any Lot in favor of any municipal or other governmental assessing body which, by law, would be superior thereto.

4.2.2 Claim of Lien. Upon default of any Owner in the payment of any Regular, Special or Limited Assessment issued hereunder, the Association may cause to be recorded in the Ada County Recorder's Office a claim of lien. The claim of lien shall state the amount of such delinquent sums and other authorized charges (including the cost of preparing and recording such notice, but subtracting therefrom any credits and offsets, if any), a sufficient description of the Lot(s) against which the same have been assessed, the name of the record Owner thereof and the name of the Association. Each delinquency shall constitute a separate basis for a notice and claim of lien, but any number of defaults may be included within a single notice and claim of lien. Upon payment to the Association of such delinquent sums and charges in connection therewith or other satisfaction thereof, the Association shall cause to be recorded a further notice stating the satisfaction of relief of such delinquent sums and charges. The Association may demand and receive the cost of preparing and recording such release before recording the same.

4.3 Method of Foreclosure. Such lien may be foreclosed by appropriate action in court.

4.4 Subordination to Certain Trust Deeds. The lien for the Assessments provided for herein in connection with a given Lot shall not be subordinate to the lien of any deed of trust or mortgage except the lien of a first deed of trust or first mortgage given and made in good faith and for value that is of record as an encumbrance against such Lot prior to the recordation of a

claim of lien for the Assessments. Except as expressly provided in this Article 4, the sale or transfer of any Lot shall not affect the Assessment lien provided for herein, nor the creation thereof by the recordation of a claim of lien, on account of the Assessments becoming due whether before, on, or after the date of such sale or transfer, nor shall such sale or transfer diminish or defeat the personal obligation of any Owner for delinquent Assessments as provided for in this Declaration.

4.5 Rights of Mortgagees. Notwithstanding any other provision of this Declaration, no amendment of this Declaration shall operate to defeat the rights of the beneficiary under any deed of trust or a mortgagee under any mortgage upon a Lot made in good faith and for value, and recorded prior to the recordation of such amendment, provided that after the foreclosure of any such deed of trust or mortgage such Lot shall remain subject to this Declaration as amended.

4.6 Non-Exclusive Remedies. The remedies set forth in this Article or elsewhere in this Declaration shall not be deemed to be exclusive remedies, and the Association may pursue all other remedies available at law or in equity.

#### ARTICLE 5. RIGHTS TO COMMON AREAS

5.1 Use of Common Area; Delegation of Use. Every Owner shall have a right to use the Common Area subject to the following provisions:

5.1.1 The right of the Association to levy and increase Assessments for the construction, protection, maintenance, repair, management and operation of Improvements on the Common Area, including the right to Special Assessments;

5.1.2 The right of the Association to suspend the voting rights and rights of use, or interest in, the Common Area (or under any amenity agreement entered into pursuant to Section 1.5.1.7 hereof) by an Owner for any period during which any Assessment or charge against such Owner's Lot remains unpaid, and for a period not to exceed sixty (60) days for any infraction of the Association Rules;

5.1.3 The right of the Association to dedicate or transfer all or any part of the Common Area to any public agency, authority or utility or other Person for such purposes and subject to such conditions as may be permitted by the Project Documents; provided however, that no such dedication or transfer shall be effective unless an instrument agreeing to such dedication or transfer signed by at least two-thirds (2/3) of the Class A and Class B Members has been recorded;

5.1.4 The right of the Association to prohibit the construction of Improvements on all Common Areas;

5.1.5 The Common Area cannot be mortgaged or conveyed without the approval of the Owners, excluding Grantor, of at least two-thirds (2/3) of the total voting power in the Association.

5.2 Delegation of Right to Use. Any Owner may delegate, in accordance with the Project Documents, such Owner's right of enjoyment to the Common Area to the members of such Owner's family residing on such Lot, the tenants residing on such Lot or to such Owner's contract purchasers who reside on such Owner's Lot. Only Grantor or the Association shall have the right to delegate the right of enjoyment to the Common Area to the general public, and such delegation to the general public shall be for a fee set by Grantor or the Association.

5.3 Damages. Each Owner shall be fully liable for any damage to any Common Area that may be sustained by reason of the negligence or willful misconduct of the Owner, such Owner's contract purchasers or such Owner's family and guests, both minor and adult. In the case of joint ownership of a Lot, the liability of such Owners shall be joint and several. The cost of correcting such damage shall be a Limited Assessment against the Lot and may be collected as provided herein for the collection of other Assessments.

5.4 Association's Responsibility. The Association shall maintain and keep the Common Area in good repair, such maintenance to be funded as provided in this Declaration. This maintenance shall include, without limitation, maintenance, repair and replacement, subject to any insurance then in effect, of all landscaping and other flora, structures, fencing installed by Grantor along exterior portions of Property and other Improvements situated within the Common Area.

5.5 No Warranty for Improvements. Grantor makes no warranty, guarantee or undertaking, express or implied, oral or written, with respect to Common Area or the construction thereof. All warranties, guarantees and undertakings are hereby expressly disclaimed, including but not limited to the implied warranties of habitability, merchantability and fitness for a particular purpose.

## ARTICLE 6. STANDARDS, REQUIREMENTS AND RESTRICTIONS

6.1 Improvements - Generally. All Improvements shall be designed, constructed and used in such a manner as to promote compatibility between the types of uses contemplated by this Declaration. Specific design and construction guidelines are contained in the Architectural Design Guidelines. The Architectural Design Guidelines and the general instructions set forth in this Declaration shall govern the right of a Person or Owner to construct, reconstruct, refinish, remove, add, alter or maintain any Improvement upon, under or above the Property, and to make or create any excavation or fill on the Property, or make any change in the natural or existing surface contour or drainage, or install any utility line or conduit on, under or over the Property, including but not limited to any Lot. All Improvements by any Owner must be pre-approved in writing by the Committee prior to their construction or reconstruction. In the event any Improvements are damaged or completely destroyed, the Owner shall repair or reconstruct such Improvements in accordance with the Architectural Design Guidelines governing such repair or reconstruction. No Lots shall be permitted to remain in an unimproved condition, unless the Owner has received prior written approval from the Committee for a landscape plan.

All Lots shall be used exclusively for residential purposes and other appropriate uses permitted under any zoning ordinances applicable to the Property, provided such other appropriate uses are in compliance with local laws, rules, regulations and ordinances. No Lot

shall be improved except with residential structures and accessory structures as permitted under the Architectural Design Guidelines. This Declaration is not intended to serve as authority for the Committee to control the interior layout or design of residential structures except to the extent incidentally necessitated by use, size and height restrictions.

The Association, after reasonable notice to the offender and/or to the Owner, may remove any Improvement constructed, reconstructed, refinished, removed, added, altered or maintained in violation of this Declaration and/or the Architectural Design Guidelines, and the Owner of the Improvements shall immediately reimburse the Association for all expenses incurred with such removal. Each violation of this Declaration and the Architectural Design Guidelines is hereby declared to be and to constitute a nuisance, and every public or private remedy allowed for such violation by law or equity against an Owner and/or Member shall be applicable.

6.2 Minimum Building Size. The primary residential structure on any Lot shall contain at minimum one thousand eight hundred (1,800) square feet of interior living space, excluding porches, patios, and garages. If the primary residential structure on a Lot contains more than one (1) story, the minimum square footage of interior living space shall be two thousand five hundred (2,500) square feet.

6.3 Setbacks. Subject to the requirements of the applicable ordinances of the City of ██████████ and the rights of the Committee to approve the site plan for any Improvement to be constructed upon a Lot:

6.3.1 All residential structures shall be subject to the setbacks set forth in the Architectural Design Guidelines.

6.3.2 All other structures shall be subject to such setbacks as may be required by the Committee.

6.3.3 Notwithstanding the provisions herein regarding setbacks, if the applicable ordinances of the governmental entities having jurisdiction over the Property require setbacks different than those provided herein, the more restrictive shall prevail.

6.3.4 For the purpose of this section, eaves, steps and gutters shall not be considered as a part of residential structure, provided however that this shall not be construed to permit any eaves, steps or gutters or any portion of the residential structure to encroach upon any other Lot.

6.4 Fences and Hedges. No fences, hedges or walls shall be constructed, erected, installed or maintained on any Lot unless specifically approved by the Committee in writing, in advance of construction, as to location, material, design and color. All fences, hedges and walls must also comply with the applicable ordinances of the City of ██████████.

6.5 Exterior Maintenance; Owner's Obligations. All residential structures and accessory structures on each Lot shall be of frame, stone, stucco or brick construction, and if other than stone or brick, shall be finished, painted and maintained in good repair. No Improvement shall be permitted to fall into disrepair, and each Improvement shall at all times be kept in good condition and repair. In the event that any Owner(s) permit any Improvement,

including but not limited to trees, landscaping and fencing, which is the responsibility of such Owner(s) to maintain, to fall into disrepair, so as to create a dangerous, unsafe, unsightly or unattractive condition, or damages property or facilities on or adjoining his or her Lot, the Association, upon thirty (30) days' prior written notice to the Owner(s) of such property, shall have the right to correct such condition and to enter upon such Owner's Lot(s) for the purpose of doing so, and such Owner(s) shall promptly reimburse the Association for the cost thereof (or an Owner's share of such costs). Any dispute between neighboring Owners regarding the sharing of such costs shall be resolved in accordance with Section 8.3. The costs incurred pursuant to this Section 6.5 may be treated by the Association as a Limited Assessment and constitute a lien enforceable in the same manner as other Assessments as set forth herein. The Owner(s) of the offending property(ies) shall be personally liable, and such Owner's property(ies) may be subject to a mechanic's lien for all costs and expenses incurred by the Association in taking such corrective acts, plus all costs incurred in collecting the amounts due. Each Owner shall pay all amounts due for such work within ten (10) days after receipt of written demand therefor, or in the event of a dispute between neighboring Owners that is resolved in accordance with Section 8.3, within ten (10) days of the decision by the respective board, or the amounts may, at the option of the Board, be added to the amounts payable by such Owner as Regular Assessments.

6.6 Landscaping. Each Owner agrees to maintain, improve, operate, repair and replace landscaping according to the Architectural Design Guidelines. Prior to construction of Improvements, the Owner shall remove weeds and maintain the Lot in a clean and safe condition free of debris or any hazardous condition. The Owner shall submit a landscaping plan to the Committee for written approval as part of the Owner's initial submittals to the Committee. The Owner shall landscape such Lot in conformance with the landscape plan approved by the Committee within thirty (30) days after substantial completion of the primary residential structure, provided however that if placement and planting of landscaping is made impractical by inclement weather, the completion of landscaping may be deferred a reasonable period of time in the discretion of the Committee (but shall be completed no later than the next April 30th following occupancy). All Owners shall install, maintain, repair and replace a timer-controlled automated irrigation system, which shall be operated in accordance with any rules adopted by the Association. All landscaping plan must comply with the applicable ordinances of the City of [REDACTED]. The rear yard landscaping must be completed within six (6) months of occupancy by Owner; provided however that if placement and planting of landscaping is made impractical by inclement weather, the completion of landscaping may be deferred a reasonable period of time in the discretion of the Committee (but shall be completed no later than the next April 30th following occupancy).

6.7 Mailboxes. The Owner shall maintain, repair and replace any mailbox, mailbox post or structure in good condition and repair. In accordance with Article 2 hereof, an Owner shall obtain prior written approval from the Committee before installing, modifying or replacing such Owner's mailbox or mailbox post, unless a replacement is identical to the original. Cluster mailboxes may be installed by Grantor if required for mail delivery, and if installed, they shall be maintained by the Association as Common Area.

6.8 Nuisances. No rubbish or debris of any kind shall be placed or permitted to accumulate anywhere upon the Property, including the Common Area or vacant Lots, and no odor shall be permitted to arise from any portion of the Property so as to render the Property or

any portion thereof unsanitary, unsightly, offensive or detrimental to the Property or to its occupants or residents, or to any other property in the vicinity thereof or to its occupants or residents. No business or home occupation, no noise, no exterior fires, no obstructions of pedestrian walkways, no unsightliness or other nuisance shall be permitted to exist or operate upon any portion of the Property so as to be offensive or detrimental to the Property or to its occupants or residents or to other property in the vicinity or to its occupants or residents, as determined by the Association, in its reasonable judgment, or in violation of any federal, state or local law, rule, regulation or ordinance. Without limiting the generality of any of the foregoing, no whistles, bells or other sound devices (other than security devices used exclusively for security purposes which have been approved by the Committee), flashing lights or search lights shall be located, used or placed on the Property without the prior written approval of the Committee. No unsightly articles shall be permitted to remain on any Lot so as to be visible from any other portion of the Property. Without limiting the generality of the foregoing, refuse, garbage, trash, equipment, gas canisters, propane gas tanks, barbecue equipment, heat pumps, compressors, containers, lumber, firewood, grass, shrub or tree clippings, plant ways, metals, bulk material and scrap shall be kept at all times in such containers and in areas approved by the Committee. No clothing or fabric shall be hung, dried or aired in such a way as to be visible to any other portion of the Property.

6.8.1 Basketball backboards or posts shall not be installed without prior approval of the Committee as to materials and positioning. At a minimum, backboards shall be constructed of Plexiglas or acrylic materials and shall be supported by metal posts. Backboards must be adjacent to the driveway or to the side of the house. Portable basketball stands must have a backboard constructed of Plexiglas or acrylic materials and must not be put on public or Association owned sidewalks and/or streets and must be kept in an upright position.

6.8.2 No major appliances, including without limitation clothes washers, dryers, refrigerators or freezers may be kept, stored or operated on any balcony, patio, porch or other exterior area of any Improvement. Window air-conditioning units are not allowed.

6.8.3 Windows shall be covered only by drapes, shades or shutters and shall not be painted or covered by foil, cardboard, sheets or similar materials.

6.9 No Hazardous Activities. No activities shall be conducted on the Property, and no Improvements shall be constructed on any Property which are or might be unsafe or hazardous to any Person or property.

6.10 Insurance Rates. Nothing shall be done or kept on any Lot which will increase the rate of or cancel any insurance on any other portion of the Property without the approval of the Owner of such other portion, nor shall anything be done or kept on the Property or a Lot which would result in the cancellation of insurance on any portion of the Property owned or managed by the Association or which would be in violation of any law.

6.11 Vehicles and Equipment. The use of all vehicles and equipment shall be subject to the Project Documents which prohibit or limit the use thereof within the Property. Without

limiting the foregoing, the following specific restrictions apply: (1) all on-street parking shall be limited to those specific areas where on-street parking is not expressly prohibited by the governmental or quasi-governmental agencies with responsibility therefor; (2) vehicles shall not extend or otherwise be permitted on or into any sidewalk, bicycle path or pedestrian path unless such vehicle is engaged in an emergency procedure, or as provided elsewhere in the Project Documents; (3) no motor homes, motor coaches, campers, trailers, snowmobiles, aircraft, boats, recreational vehicles, all-terrain vehicles, abandoned or inoperable vehicles (defined as any vehicle which has not been driven under its own propulsion for a period of seven days or longer), oversized vehicles (defined as vehicles which are too high or too wide to clear the entrance of a standard residential garage door opening), dilapidated or unrepaired and unsightly vehicles or similar equipment such as snow removal equipment, garden maintenance equipment and/or any other unsightly equipment and machinery shall be placed upon any portion of the Property, including but not limited to streets, parking areas and driveways, unless the same are located on a concrete pad and enclosed by a structure concealing them from view in a manner approved by the Committee; (4) to the extent possible, garage doors shall remain closed at all times; and (5) the use of any electric, gas or other fuel operated gardening, yard or snow removal equipment shall only be allowed from 8:00 a.m. to 9:00 p.m.

6.12 Animals/Pets. No animals, livestock or poultry of any kind shall be raised, bred or kept on any Lot except that Household Pets (defined below) may be kept for an Owner's personal use provided that (a) such Household Pets are not bred or maintained for any commercial purpose; (b) no more than three (3) of any combination of domesticated dogs or domesticated cats may be kept on a Lot; and (c) any such Household Pets shall be properly restrained and controlled at any time they are within the Property. "**Household Pets**" as permitted hereby shall mean generally recognized household pets customarily kept as indoor pets, such as domesticated dogs, domesticated cats, fish, birds, rodents and non-poisonous reptiles. Household Pets shall not include livestock, poultry, swine or waterfowl. Notwithstanding the foregoing, Household Pets shall not be kept which unreasonably bother or constitute a nuisance to other Owners. "Nuisance" shall mean any noisy animal (defined below), any vicious animal, any non-domestic household pet or any animal which damages or destroys property. Excessive, continued or untimely barking, molesting passersby, chasing vehicles, pursuing or attacking other animals, including wildlife, and trespassing upon private property in such a manner as to damage the property shall also be deemed a Nuisance. "Noisy animal" means any animal which habitually, constantly or frequently disturbs the sleep, peace or quiet of any Person. Owners shall contact Ada County Animal Control regarding noisy animals prior to complaining to the Board about such animals. Any costs associated with responding to complaints of a noisy animal or Nuisance pet may be levied against an Owner or Occupant as a Limited Assessment. The Owner of a Property where a Household Pet is kept, as well as the legal owner of the pet (if not such Owner), shall be jointly and severally liable for any and all damage and destruction caused by the pet, and for any clean-up of roads, Common Area or other property necessitated by such pet.

Assistance Animals are welcome in the Subdivision in accordance with the Fair Housing Act, 42 U.S.C. § 3601 et. seq., as amended, and the implementing regulations promulgated thereunder (the "**Fair Housing Act**"). An "**Assistance Animal**" is any animal needed by a disabled individual to have an equal opportunity to use and enjoy a dwelling. Examples of assistance animals are guide animals, animals that alert people who are deaf, animals that pull a wheelchair,

animals that alert and protect a guest who is having a seizure, animals that remind an individual with mental illness to take prescribed medications, animals that calm an individual with Post Traumatic Stress Disorder (PTSD) during an anxiety attack and animals that provide comfort or emotional support. Assistance animals in training are to be treated as Assistance Animals, even if the handler is not disabled. An Assistance Animal need not be licensed or certified by any government. Individuals with Assistance Animals shall not be treated less favorably than other residents or charged fees that are not charged to other residents without animals.

The Association shall have the right, to the extent permitted under the Fair Housing Act, to prohibit or restrict any Assistance Animal that (a) is out of control and the handler does not take effective action to control it, or (b) the animal's behavior poses a threat to the health or safety of others. Any individual who brings an Assistance Animal on the Property is financially and legally responsible for any injury or damage cause by such Assistance Animal, and for any clean-up of Common Areas, roads or other property necessitated by such Assistance Animal.

6.13 Construction and Temporary Structures. During the course of construction, no trailer houses or similar mobile units designed for overnight accommodations shall be parked on any street. No trailer, basement, tent, shack, garage, barn or other unattached structure erected on a Lot shall, at any time, be used as a residence, temporarily or permanently, nor shall any residence of a temporary character be permitted. No building of any kind shall be erected or maintained on a Lot prior to the construction of the Improvements thereon. The construction of Improvements shall be prosecuted diligently and continuously from the time of commencement thereof until such Improvements are fully completed and painted. The construction site shall be cleaned of trash and debris nightly and maintained in a non-nuisance condition.

6.14 Drainage. There shall be no interference with the established drainage pattern over any portion of the Property, unless an adequate alternative provision is made for proper drainage and is first approved in writing by the Committee. For the purposes hereof, "established" drainage is defined as the system of drainage, whether natural or otherwise, which exists at the time the overall grading of any portion of the Property is completed by Grantor, or that drainage which is shown on any plans approved by the Committee, which may include drainage from Common Area over any Lot in the Property.

6.15 Grading. Under no circumstances shall any Lot drain onto, over, across or under a Common Area Lot or an adjacent Lot. The Owner of any Lot within the Property in which grading or other work has been performed pursuant to a grading plan approved by any public agency, or by the Committee, shall maintain and repair all graded surfaces and erosion prevention devices, retaining walls, drainage structures, means or devices which are not the responsibility of any public agency, and plantings and ground cover installed or completed thereon. An Owner failing to perform the Owner's obligations under this Section shall be subject to Regular, Special and Limited Assessments provided for herein, as necessary for the Association to perform the Owner's responsibilities herein. Nevertheless, while the Association shall have the authority and power to take corrective actions by performing an Owner's obligations under this Section, the Association shall not have a duty or obligation to take such corrective actions.

6.16 Irrigation System. Each Owner is hereby required to connect its Lot(s) to the Irrigation System upon the earlier to occur of the issuance of a certificate of occupancy or nine (9) months after the issuance of a building permit to ensure that all required landscaping is maintained in a high quality manner and first class condition and in accordance with this Declaration. By accepting a deed to a Lot, each Owner acknowledges and agrees to pay for Irrigation System water, whether or not such Owner actually uses such water, and to abide by all rules and regulations relating to the Irrigation System imposed by the Association. Each Owner also acknowledges and agrees, by accepting a deed to a Lot, that the Irrigation System water may be inadequate, particularly during low water years and seasons, and that each Owner is not guaranteed any specific amount of water for use on such Owner's Lot(s).

6.17 Water Supply Systems. No separate or individual water supply system, regardless of the proposed use of the water to be delivered by such system, shall be permitted on any Lot unless such system is approved by all government authorities having jurisdiction and designed, located, constructed and equipped in accordance with the requirements, standards and recommendations of the Committee and Grantor (so long as Grantor owns one or more Lots).

6.18 Sewage Disposal Systems. No individual sewage disposal system shall be used on the Property. Each Owner shall connect the appropriate facilities on such Owner's Lot to the Meridian sewer system and pay all charges assessed thereon.

6.19 Energy Devices, Outside. No energy production devices, including but not limited to generators of any kind and solar energy devices, shall be constructed or maintained on any portion of the Property without the written approval of the Committee, except for mechanical equipment shown in the plans approved by the Committee. This Section shall not apply to passive solar energy systems incorporated into the approved design of a residential structure.

6.20 Signs. Except as specifically provided for in writing within the Project Documents, no more than one (1) sign shall be allowed on any Lot at any one time advertising the property for sale or to advertise the property during the course of construction. No sign of any kind shall be displayed to the public view more than six (6) square feet in size and not more than three (3) feet above grade. In addition, signs may also be allowed as follows:

6.20.1 The Association may erect and maintain uniform subdivision identification signs, street signs and other appropriate informational signs upon the Common Area or upon utility easements of a size and design approved by the Committee. No other signs shall be placed or maintained upon the Common Area.

6.20.2 Directional and open house signs may be used during open house time period only.

6.20.3 All lot signs must be removed within thirty (30) days after occupancy.

6.20.4 Signs advertising a property for rent are not allowed anywhere on the Property.

6.21 Antennae. All exterior radio antenna, television antenna, satellite dish antenna or other antenna of any type shall be screened by a fence, landscaping or similar structures in accordance with the Architectural Design Guidelines, or as otherwise required to ensure the safety of the residents of the Property, except that screening shall not be required where it would unreasonably delay installation or unreasonably increase the cost of installation, maintenance or use of the antennae, or preclude the reception of an acceptable quality signal. No antennae may be installed until after an Owner has received Committee approval for construction of residential Improvements on the Owner's Lot.

6.22 No Further Subdivision. No Lot may be further subdivided unless expressly approved in writing by Grantor, so long as Grantor owns a Lot in the Property, and the Board of the Association. Any such further subdivision shall be consistent with all applicable state and local laws, rules, regulations and ordinances.

6.23 Leasing. In order to foster and maintain the stable, residential character of [REDACTED] and to preserve the property values of the Owners of Lots within the Property, Grantor desires to have Owners reside in the residential dwellings located on their Lots. Accordingly, no Owner may lease, in whole or part, such Owner's Lot or the residential dwelling located thereon to any person or entity except as expressly permitted in this Section 6.23. For purposes of this Section 6.23, the term "lease" as applied to a Lot shall be deemed to include, without limitation, any rental, letting, subletting, demising or assignment of any interest, estate or right of use, enjoyment, occupancy or possession of any Lot (or portion thereof) to any entity or a person who is not a member of such Owner's family. For purposes of this Section 6.23, a "member of such Owner's family" shall be defined as any person who is related to the Owner by blood, legal marriage or legal adoption. By purchasing a Lot or Lots on the Property, an Owner agrees that the purpose of this Section 6.23 is worthy of protection and that the provisions hereof do not constitute an unreasonable restraint upon the alienation of Owner's Lot(s). Notwithstanding the foregoing, an Owner may lease its entire Lot to any tenant comprised as of a single housekeeping unit so long as such lease is for a term of one (1) year or greater. For purposes of this Section, the term "single housekeeping unit" shall be one or more individuals living together sharing household responsibilities and activities which may include, sharing expenses, chores, eating evening meals together and participating in recreational activities and having close social, economic and psychological commitments to each other. An Owner who leases a Lot shall be fully responsible for the conduct and activities of such Owner's tenant as if such Owner were the tenant. Any Owner who leases a Lot shall comply with the Fair Housing Act to the extent the same may be applicable to such Owner.

6.24 Compliance with Laws. Subject to the rights of reasonable contest, each Owner and any and all professionals retained by such Owner or any employees, contractors or subcontractors of such professionals, shall promptly comply with the provisions of all applicable laws, regulations, ordinances and other governmental or quasi-governmental regulations with respect to all or any portion of the Property, including but not limited to any and all portions of the Property subject to regulation by the U.S. Army Corps of Engineers as wetlands areas.

## ARTICLE 7. EASEMENTS

7.1 Recorded Easements. The Property, and all portions thereof, shall be subject to all easements shown on any recorded Plat affecting the Property, or any portion thereof, and to any other easements of record or of use.

7.2 Easements of Encroachment. There shall be reciprocal appurtenant easements of encroachment as between each Lot and such portion or portions of the Common Area adjacent thereto, or as between adjacent Lots, due to the unwillful placement or settling or shifting of the Improvements including but not limited to structures, walkways, bike paths, sidewalks and driveways constructed, reconstructed or altered thereon in accordance with the terms of this Declaration. Easements of encroachment shall be valid only so long as they exist, and the rights and obligations of Owners shall not be altered in any way because of encroachments, settling or shifting of the Improvements; provided, however, that in no event shall a valid easement for encroachment occur due to the willful or bad faith act(s) of an Owner. In the event a structure on any Lot is partially or totally destroyed, and then repaired or rebuilt, the Owners of each Lot agree that minor encroachments within and over adjoining Lots that existed prior to the encroachment may be reconstructed pursuant to the easement granted by this Section 7.4.

7.3 Easements of Access. Grantor expressly reserves for the benefit of all the Property reciprocal easements of ingress and egress for all Owners to and from their respective Lots for installation and repair of utility services and for necessary maintenance and repair of any Improvement including but not limited to fencing, retaining walls, lighting facilities, mailboxes and sidewalk abutments, trees and landscaping. Such easements may be used by Grantor, and by all Owners, their guests, tenants and invitees residing on or temporarily visiting the Property, for pedestrian walkways, vehicular access and such other purposes reasonably necessary for the use and enjoyment of a Lot or Common Area.

7.4 Drainage and Utility Easements. Notwithstanding anything expressly or impliedly contained herein to the contrary, this Declaration shall be subject to all easements heretofore or hereafter granted by Grantor for the installation and maintenance of utilities and drainage facilities that are required for the development of the [REDACTED]. In addition, Grantor hereby reserves for the benefit of the Association the right to grant additional easements and rights-of-way over the [REDACTED], as appropriate, to utility companies and public agencies as necessary or expedient for the proper development of the [REDACTED] until close of escrow for the sale of the last Lot in the [REDACTED], whichever occurs later.

The Owners of Lots are hereby restricted and enjoined from constructing or altering any Improvements upon any drainage or utility easement areas as shown on the Plat(s) or otherwise designated in any recorded document which would interfere with or prevent the easement from being used for its intended purpose; provided, however, that the Association, Grantor and any Owner or designated Person having an interest in any landscaping easement described in this Article 7, shall be entitled to install and maintain landscaping on such easement areas, subject to approval by the Committee, so long as the same would not interfere with or prevent the easement areas from being used for their intended purposes; provided, further, that any damage sustained to Improvements on the easement areas as a result of legitimate use of the easement area shall be the sole and exclusive obligation of the Owner of the Lot where Improvements were so damaged,

or in the event the easement area where Improvements were so damaged is located in a Common Area, the Association shall be responsible for the damage sustained and may impose a Special or Limited Assessment therefor.

7.5 Disputes as to Sharing of Costs. In the event of a dispute between Owners with respect to the repair, replacement or maintenance of any Improvement or utility connections, or with respect to the sharing of the cost therefor, upon written request of one of such Owners addressed to the Association, the matter shall be submitted to the Board, which shall decide the dispute and, if appropriate, make an appropriate Assessment against any or all of the Owners involved on behalf of the prevailing Owner(s), which Assessment shall be collected and enforced in the manner provided by this Declaration for Limited Assessments.

7.6 Easements Deemed Created. All conveyances of Lots made after the date of the recording of the Declaration, as amended and supplemented from time to time whether by Grantor or otherwise, shall be construed to grant and reserve the easements contained in this Article 7, even though no specific reference to such easements or to this Article 7 appears in the instrument for such conveyance.

7.7 Emergency Easement. A general easement is hereby granted to all police, sheriff, fire protection, ambulance and all other similar emergency agencies or Persons to enter upon the Property in the proper performance of their duties.

7.8 Maintenance Easement. An easement is hereby reserved to the Association upon, across, over, in and under the Lots and a right to make such use of the Lots as it may deem necessary or appropriate to make emergency repairs or to perform the duties and functions which the Association is obligated or permitted to perform pursuant to the Project Documents, including but not limited to the right to enter upon any Lot for the purpose of performing maintenance to sidewalks, pathways, landscaping, the Drainage System and the exterior of Improvements to such Lot. Nothing herein shall relieve each Owner's obligation to maintain Improvements on such Owner's Lot.

## ARTICLE 8. RESOLUTION OF DISPUTES

8.1 Agreement To Avoid Litigation. Grantor, the Association, its officers, Directors, and committee members, all Persons subject to this Declaration and any Person not otherwise subject hereto who agrees to submit to this Section (collectively, "**Bound Parties**") agree to encourage the amicable resolution of disputes within the Property and Red Tail Community between or among any of the Bound Parties without the emotional and financial costs of litigation. Accordingly, each Bound Party covenants and agrees that those claims, grievances or disputes described in Section 8.2 ("**Claims**") shall be submitted to the procedures set forth in Section 8.3 prior to filing suit in any court.

8.2 Claims. Unless specifically exempted below, all claims, grievances or disputes arising out of or relating to the interpretation, application or enforcement of the Project Documents or the rights, obligations and duties of any Bound Party under the Project Documents shall be subject to the provisions of Section 8.3.

Notwithstanding the above, unless all parties thereto otherwise agree, the following shall not be Claims and shall not be subject to the provisions of Section 8.3.

(i) any suit by the Committee against any Bound Party to enforce such Bound Party's compliance with this Declaration, the Architectural Design Guidelines or any other Project Document.

(ii) any suit by the Association against any Bound Party to enforce the obligation to pay any Assessment to the Association under this Declaration or the Project Documents;

(iii) any suit by Grantor or the Association to obtain a temporary restraining order or injunction (or equivalent emergency equitable relief) and such other ancillary relief as the court may deem necessary in order to maintain the status quo or enforce any provision of the Project Documents and preserve Grantor's or the Association's ability to act under and enforce rules under any applicable covenants;

(iv) any suit between or among Owners, which does not include Grantor or the Association or their owners, officers and Directors as a party, if such suit asserts a Claim which would constitute a cause of action independent of the Project Documents;

(v) any suit in which any indispensable party is not a Bound Party;

(vi) any suit which otherwise would be barred by any applicable statute of limitations; and

(vii) any suit related to claims, grievances or disputes arising out of or relating to the interpretation, application or enforcement of the builder agreements between Grantor and the builders of homes within Red Tail Community, or the rights, obligations and duties of any Bound Party under such builder agreements. The respective remedies provisions of those builder agreements shall control the resolution of any claims or disputes related thereto.

Provided, however, with the consent of all parties thereto, any of the above may be submitted to the alternative dispute resolution procedures set forth in Section 8.3.

### 8.3 Mandatory Procedures.

8.3.1 Notice. Any Bound Party having a Claim ("**Claimant**") against any other Bound Party ("**Respondent**") (the Claimant and the Respondent referred to herein individually as a "**Party**," or collectively as the "**Parties**") shall notify each Respondent in writing (the "**Notice**"), stating plainly and concisely the following: the nature of the Claim, including the Persons involved and Respondent's role in the Claim; the legal basis of the Claim (i.e., the specific authority out of which the Claim arises); Claimant's proposed remedy; and the fact that Claimant or an authorized representative of Claimant will meet with Respondent or an authorized representative of Respondent to discuss in good faith ways to resolve the Claim.

8.3.2 Negotiation and Mediation. The Parties shall make every reasonable effort to meet in person and confer for the purpose of resolving the Claim by good faith negotiation. If requested in writing, accompanied by a copy of the Notice, the Board may appoint a representative to assist the Parties in resolving the dispute by negotiation. If the Parties do not resolve the Claim within thirty (30) days of the date of the Notice (or within such other period as may be agreed upon by the Parties) ("**Termination of the Negotiations**"), Claimant shall have thirty (30) additional days to submit the Claim to mediation under the auspices of an independent mediation service designated by the Association or, if the Parties otherwise agree, to an independent agency providing dispute resolution services in the Ada County, Idaho area. If Claimant does not submit the Claim to mediation within thirty (30) days after Termination of Negotiations or does not appear for the mediation, either in person or through an authorized representative, Claimant shall be deemed to have waived the Claim. Any settlement of the Claim through mediation shall be documented in writing by the mediator. If the Parties do not settle the Claim within thirty (30) days after submission of the matter to the mediation process, or within such longer time as determined necessary by the mediator, the mediator shall issue a notice of termination of the mediation proceedings ("**Termination of Mediation**"). The Termination of Mediation notice shall set forth that the Parties are at an impasse and the date that mediation was terminated.

Upon Termination of Mediation, the Claimant shall thereafter be entitled to sue in any court of competent jurisdiction or to initiate proceedings before any appropriate administrative tribunal on the Claim. Each Party shall bear its own costs of the mediation, including attorneys' fees, and each Party shall share equally all charges rendered by the mediator.

8.3.3 Failure to Abide by Agreement Reached from Negotiation or Mediation. If the Parties agree to resolution of any Claim through negotiation or mediation in accordance with Section 8.3 and any Party thereafter fails to abide by the terms of such agreement, then any other Party may file suit or initiate administrative proceedings to enforce such agreement without the need to comply again with the procedures set forth in Section 8.3. In such event, the Party taking action to enforce the agreement shall be entitled to recover from the non-complying Party (or if more than one non-complying Party, from all such Parties pro rata) all costs incurred in enforcing such agreement, including but not limited to attorneys' fees and court costs.

## ARTICLE 9. INSPECTION OF ASSOCIATION BOOKS AND RECORDS

9.1 Member's Right of Inspection. The membership register, books of account and minutes of meetings of the board and committees of the Association shall be made available for inspection and copying (by the requesting Member at such Member's expense) by any Member, or by such Member's duly appointed representatives, at any reasonable time and for a purpose reasonably related to such Member's interest as a Member at the office of the Association or at such other place as the Board shall prescribe. No Member or any other Person shall copy the membership register for the purposes of solicitation of or direct mailing to any Member.

9.2 Rules Regarding Inspection of Books and Records. The Board shall establish reasonable rules with respect to (1) notice to be given to the custodians of the records by the Persons desiring to make the inspection; (2) hours and days of the week when such an inspection may be made; and (3) payment of the cost of reproducing copies of documents requested pursuant to this Article 9.

9.3 Director's Rights of Inspection. Every Director shall have the absolute right at any reasonable time during normal business hours to inspect all books, records and documents of the Association, and the physical properties owned or controlled by the Association. The right of inspection by a Director includes the right to make extracts and copies of documents.

#### ARTICLE 10. GRANTOR RIGHTS

10.1 Right of Development. Nothing contained in this Declaration shall limit the right of Grantor to grant licenses, to reserve rights-of-ways and easements for utility companies, public agencies or others, to complete excavation, grading and construction of Improvements to and on any portion of the Property owned by Grantor, to alter the foregoing and its construction plans and designs or to construct such additional Improvements as Grantor deems advisable in the course of development of the [REDACTED]. Such right shall include, but shall not be limited to, erecting, constructing and maintaining on the Property such structures and displays as may be reasonably necessary for the conduct of Grantor's business of completing the work and disposing of the same by sales, lease or otherwise. Grantor shall have the right at any time prior to acquisition of title to a Lot by a purchaser to grant, establish and/or reserve on that Lot additional licenses, reservations and rights-of-way to Grantor, to utility companies or to others as may from time to time be reasonably necessary for the proper development and disposal of the Property. Grantor may use any structures owned or controlled by Grantor on the Property as model home complexes or real estate sales or leasing offices. Grantor need not seek or obtain Association or Committee approval of any Improvement constructed or placed by Grantor, or its affiliated entities, on any portion of the Property. The rights of Grantor hereunder may be assigned by Grantor to any successor in interest, in connection with Grantor's interest in any portion of the Property, by an express written assignment recorded in the Ada County Recorder's Office.

Each Owner by acceptance of a deed to any Lot or other portion of the Property agrees that such Owner shall not object to or oppose any development of any portion of the Property, [REDACTED] or other property owned by Grantor and annexed to the Property. Such agreement not to oppose development is a material consideration to the conveyance of any portion of the Property by Grantor to any and all Owners.

No provision of this Declaration shall be construed as to prevent or limit Grantor's right to complete development of the [REDACTED], including any subdivision or re-subdivision of the [REDACTED], or to construct Improvements thereon, nor Grantor's right to maintain model homes, construction, sales or leasing offices or similar facilities on any portion of the [REDACTED], including the Common Area or any public right-of-way, nor Grantor's right to post signs incidental to construction, sales or leasing.

10.2 Rights Incident to Construction. Grantor, for itself and its successors and assigns, hereby retains a right and easement of ingress and egress over, in, upon, under and across the Property and the right to store materials thereon and to make such other use thereof as may be reasonably necessary or incident to the construction of the Improvements on the Property owned by Grantor; provided, however, that no such rights shall be exercised by Grantor in such a way as to unreasonably interfere with the occupancy, use, enjoyment or access to an Owner's Lot by that Owner or such Owner's family, tenants, employees, guests or invitees.

10.3 Water Rights Appurtenant to Subdivision Lands. Grantor owns certain water rights which are appurtenant to the Property and which may be utilized in the Irrigation System, which will supply non-potable irrigation water to the Property. Grantor hereby reserves unto itself any and all water rights appurtenant to the Property, and Owners of any and all Lots accordingly shall have no right, title or interest in any of said water or water rights. Grantor shall transfer to the Association sufficient water rights to enable the Association to operate the Irrigation System.

10.4 Exemption from Architectural Review. Any and all Improvements constructed by Grantor on or to the Property are not subject to review and approval by the Committee. Lots owned by Grantor may remain in an unimproved condition.

10.5 Construction and Temporary Structures. Grantor or its authorized agents, to facilitate Lot sales, may place a temporary sales office or construction trailer of a portable nature upon any Lot.

10.6 Signs. Grantor is entitled to place signs of such size, design and number, as Grantor may deem appropriate, to identify the project and display related information pertaining thereto, and to advertise Lots for sale, on any portion of the Property

10.7 Regular Assessments. For two (2) years following the date assessments are first assessed against the Owners of Lots, Grantor shall not be assessed any Regular Assessments for any Lots owned by Grantor. However, during such two (2) year period, Grantor shall pay an amount equal to the Operating Expenses shortfall of the Association (the "**Shortfall Payment**"), which Shortfall Payment shall be the lesser of (i) the actual Operating Expenses Shortfall, or (ii) the Regular Assessments that Grantor would otherwise be assessed as an Owner of a Lot multiplied by the total number of Lots owned by Grantor on the date Regular Assessments are assessed against the Owners of Lots. After the foregoing two (2) year period, Grantor shall be assessed Regular Assessments for each Lot of which Grantor is an Owner.

10.8 Membership Register. Grantor may copy the membership register for the purposes of solicitation of or direct mailing to any Member

10.9 Declaration Amendment. Until the recordation of the first deed to a Lot, the provisions of this Declaration may be amended, modified, clarified, supplemented, added to or terminated (collectively "amendment") by Grantor by recordation of a written instrument setting forth such amendment. In addition, Grantor, regardless of whether it has conveyed any Lot(s) to an Owner, shall have the exclusive right, power and authority to add to and/or amend this Declaration or any of the Project Documents, at any time and at its sole discretion, to comply

with any and all requirements and conditions of the Federal National Mortgage Association (“FNMA”), the Government National Mortgage Association (“GNMA”), the Federal Housing Administration (“FHA”), the Veterans Administration (“VA”) and the Federal Home Loan Mortgage Corporation (“FHLMC”).

10.10 Mortgage Protection. Notwithstanding any other provision of this Declaration, no amendment of this Declaration or any supplement hereto shall operate to defeat or render invalid the rights of the beneficiary under any first Mortgage upon a Lot made in good faith and for value, and recorded prior to the recordation of such amendment, provided that after foreclosure of any such first Mortgage, such Lot shall remain subject to this Declaration, as amended and/or supplemented. In order to induce the FHLMC, GNMA, FHA, VA and FNMA to participate in the financing of the sale of Lots, any provisions hereof or of the Association’s Articles of Incorporation and/or Bylaws, which conflict with or are not adequate to meet the requirements of FHLMC, GNMA, FHA, VA and FNMA, may be amended and supplemented by Grantor, in its sole discretion and without needing to obtain any approvals or consents, to meet such requirements.

In addition to the foregoing, Grantor may enter into such contracts or agreements on behalf of the Association as are required in order to satisfy the guidelines of FHLMC, GNMA, FHA, VA and FNMA, or any similar entity, so as to allow the purchase, guaranty or insurance, as the case may be, by such entities of First Mortgages encumbering Lots with residences thereon. Each Owner hereby agrees that it will benefit the Association and the membership of the Association, as a class of potential Mortgage borrowers and potential sellers of their Lots, if such agencies approve Red Tail Community as a qualifying subdivision under their respective policies, rules and regulations, as adopted from time to time. Mortgagees are hereby authorized to furnish information to Grantor concerning the status of any Mortgage encumbering a Lot.

#### ARTICLE 11. DEFINITIONS

11.1 “**Architectural Design Guidelines**” shall mean the Architectural Design Guidelines and rules promulgated, published, amended and supplemented from time to time pursuant to Article 2.

11.2 “**Articles**” shall mean the Articles of Incorporation of the Association, as the same may be amended or revised from time to time.

11.3 “**Assessments**” shall mean those payments required of Members or Owners, including Regular Assessments, Special Assessments, Limited Assessments or Irrigation System Assessments.

11.4 “**Association**” shall mean the [REDACTED] Homeowners Association, Inc., an Idaho nonprofit association.

11.5 “**Association Rules**” shall mean those rules and regulations promulgated by the Association governing conduct upon and use of the Property, the imposition of fines and forfeitures for violation of Association Rules, and procedural matters for use in the conduct of business of the Association.

11.6 “**Board**” shall mean the Board of Directors of the Association.

11.7 “**Building Envelope**” shall mean the area within a Lot where a residential structure and accessory structures may be located, always subject to the prior written approval of the Committee. Unless otherwise designated by Grantor, the Building Envelope shall be that portion of the Lot not located within legal setback areas, setbacks required by this Declaration, or easements.

11.8 “**Bylaws**” shall mean the Bylaws of the Association, as the same may be amended or revised from time to time.

11.10 “**Common Area**” shall mean (a) [REDACTED], according to the official plat thereof filed in the real property records of Ada County, Idaho; (b) any real property held by the Association or which is held or maintained for the benefit of the Association, including personal property or improvements located thereon and (c) any lease, license, use rights or agreement rights for amenities or facilities held by the Association from time-to-time. The Association may acquire any Common Area it deems necessary or beneficial to the Property.

11.11 “**Declaration**” shall mean this Master Declaration of Covenants, Conditions, Restrictions and Easements for Red Tail Community, as it may be amended and supplemented from time to time.

11.12 “**Discretion**” or “**discretion**” shall mean the freedom or authority to act according to one’s own judgment.

11.13 “**Expenses**” shall have the meaning ascribed to it in Section 3.3.1.

11.14 “**First Mortgage**” shall mean any Mortgage which is not subordinate to any financial lien or encumbrance except liens for taxes, assessments or other liens which are given priority by statute.

11.15 “**Grantor**” shall mean [REDACTED] limited liability company, its successors in interest or any Person to whom the rights under this Declaration are expressly transferred, in whole or in part, other than a transfer to individual Owners by [REDACTED] or its successors.

11.16 “**Improvement**” shall mean any structure, facility or system, or other improvement or object, whether permanent or temporary, which is erected, constructed, placed upon or allowed on, under or over any portion of the Property, including but not limited to residential structures, accessory buildings, club houses, pump or lift stations, fences, streets, drives, driveways, parking areas, sidewalks, bridges, bicycle paths, curbs, landscaping, walls, hedges, plantings, trees, wildlife habitat improvements, living and/or dead vegetation, rocks, signs, lights, mail boxes, electrical lines, pipes, pumps, ditches, recreational facilities, grading, road construction, utility improvements, trees, plantings, landscaping and any exterior construction or exterior improvement which may not be included in the foregoing. Improvement(s) includes both original improvements existing on the Property on the date hereof and all later changes and new Improvements.

11.17 **"Irrigation System"** shall mean and refer to the irrigation system contained within or delivering water to the Property, existing separate and apart from the potable water system, including all Improvements associated therewith, which supplies the entire Property with irrigation water and is more fully described in Section 6.16 hereof. The Irrigation System does not include any pipes, sprinklers, controls or other equipment within each Lot that is downstream from each Lot's connection point to the Irrigation System, such as the Lot's distribution lines, sprinklers and controls. The distribution lines, sprinklers and controls for each Lot shall be installed, owned, operated and maintained by the Owner of such Lot. The Irrigation System shall be Common Area owned and governed by the Association; provided however, that the Association may transfer such facilities, or any portion thereof, as contemplated in ARTICLE 3.

11.18 **"Irrigation System Assessment"** shall mean and refer to an Assessment levied by the Association in accordance with Article 3 against each Lot for the payment of the expenses incurred by the Association for the delivery of water through the Irrigation System, maintenance, repair and replacement of the Irrigation System and any and all assessments or related charges for the administration and enforcement of the rules, regulations and use schedules.

11.19 **"Limited Assessment"** shall mean a charge against a particular Owner and such Owner's Lot, directly attributable to the Owner, equal to the cost incurred by the Association in connection with corrective action or maintenance, repair, replacement and operation activities performed pursuant to the provisions of this Declaration, including but not limited to damage to or maintenance, repair, replacement and operation activities performed for any Common Area or the failure of an Owner to keep the Owner's Lot in proper repair, and including interest thereon as provided in this Declaration or for any goods or services provided by the Association benefiting less than all Owners.

11.20 **"Lot"** shall mean a lot depicted on the Plat upon which Improvements may be constructed. For voting, membership and Assessment purposes herein, "Lot" shall not include any lots owned by the Association as Common Area.

11.21 **"Member"** shall mean each Owner holding a membership in the Association, including Grantor.

11.22 **"Mortgage"** shall mean any mortgage, deed of trust, or other document pledging any portion of the Property or interest therein as security for the payment of a debt or obligation.

11.23 **"Occupant"** shall mean any resident or occupant of a Lot other than the Owner, including but not limited to family members, guests, invitees and tenants.

11.24 **"Owner"** shall mean the record owner, whether one or more Persons, including Grantor, holding fee simple interest of record to a Lot which is a part of the Property, and buyers under executory contracts of sale, but excluding those Persons having such interest merely as security for the performance of an obligation, unless and until such Person has acquired fee simple title pursuant to foreclosure or other proceedings.

11.25 **"Person(s)"** shall mean any individual, partnership, corporation, trust, estate or other legal entity, including Grantor.

11.26 "Plat" shall mean any subdivision plat covering any portion of the Property as recorded in the Ada County Recorder's Office, as the same may be amended by duly recorded amendments thereof.

11.27 "Project Documents" shall mean the basic documents creating and governing the Property, which shall include, but not limited to (a) this Declaration, (b) the Articles of Incorporation and Bylaws of the Association, (c) the Association Rules, (d) the Architectural Design Guidelines, and (e) any other procedures, rules, regulations or policies properly duly adopted under such documents by the Association or the Committee. In the event of any conflict between this Declaration and any other of the Project Documents, this Declaration shall control.

11.28 "Property" shall have the meaning set forth in the recitals to this Declaration.

11.29 "Regular Assessment" shall mean the portion of the cost of maintaining, improving, repairing, managing and operating the Common Area, including all Improvements located thereon, and the other costs and expenses incurred to conduct the business and affairs of the Association which is levied against the Lot of each Owner by the Association pursuant to the terms of this Declaration.

11.30 "Special Assessment" shall mean that portion of the costs of the capital improvements or replacements, equipment purchases and replacements or shortages in Regular Assessments which are authorized to be paid to the Association pursuant to the provisions of this Declaration.

## ARTICLE 12. MISCELLANEOUS

12.1 Term. The easements created hereunder shall be perpetual, subject only to extinguishment by the holders of such easements as provided by law. The covenants, conditions, restrictions and equitable servitudes of this Declaration shall run until December 31, 2040, unless amended as herein provided. After December 31, 2040, such covenants, conditions and restrictions shall be automatically extended for successive periods of ten (10) years each, unless amended or extinguished by a written instrument executed by Members holding at least a majority of the voting power of the Association and such written instrument is recorded with the Ada County Recorder's Office.

### 12.2 Amendment.

12.2.1 By Owners. Except as provided in Section 10.9, after the recordation of the first deed to a Lot, any amendment to any provision of this Declaration, other than to this Section 12.2, shall be by an instrument in writing signed and acknowledged by the president and secretary of the Association certifying and attesting that such amendment has been approved by the vote or written consent of Members representing more than sixty-five percent (65%) of the total voting power in the Association, except where a greater percentage is required by express provision in this Declaration, and such amendment shall be effective upon its recordation with the Ada County Recorder's Office. Any amendment to this Section 12.2 shall require the vote or written consent of Members holding ninety-five percent (95%) of the voting power of the Association.

12.2.2 Effect of Amendment. Any amendment of this Declaration approved in the manner specified above shall be binding on and effective as to all Owners and their respective properties notwithstanding that such Owners may not have voted for or consented to such amendment. Such amendments may add to and increase the covenants, conditions, restrictions and easements applicable to the Property but shall not prohibit or unreasonably interfere with the allowed uses of such Owner's property which existed prior to the said amendment.

12.3 Notices. Any notices permitted or required to be delivered as provided in this Declaration shall be in writing and may be delivered either personally, by fax or by mail. If delivery is made by mail, it shall be deemed to have been delivered seventy-two (72) hours after the same has been deposited in the United States mail, first class, postage prepaid, addressed to any Person at the address given by such Person to the Association for the purpose of service of such notice, or to the residence of such Person if no address has been given to the Association or to the address of such Person as contained in the Ada County tax assessor's rolls. Such address may be changed from time to time by notice in writing to the Association.

12.4 Enforcement and Non-Waiver.

12.4.1 Right of Enforcement. Except as otherwise provided herein, Grantor, the Association or any Owner shall have the right to enforce any or all of the provisions hereof against any property within the Property and against the Owners thereof.

12.4.2 Violations and Nuisances. The failure of any Owner of a Lot to comply with any provision hereof, or with any provision of the Project Documents, is hereby declared a nuisance and will give rise to a cause of action in Grantor, the Association or any Owner for recovery of damages or for negative or affirmative injunctive relief or both.

12.4.3 Violation of Law. Any violation of any federal, state or local law, ordinance or regulation pertaining to the ownership, occupation or use of any property within the Property is hereby declared to be a violation of this Declaration and subject to any or all of the enforcement procedures set forth in this Declaration and any or all enforcement procedures in law and equity.

12.4.4 Remedies Cumulative. Each remedy provided herein is cumulative and not exclusive.

12.4.5 Non-Waiver. The failure to enforce any of the provisions herein at any time shall not constitute a waiver of the right to enforce any such provision.

12.5 Interpretation. The provisions of this Declaration shall be liberally construed to effectuate its purpose of creating a uniform plan for the development and operation of the Property. This Declaration shall be construed and governed under the laws of the State of Idaho.

12.5.1 Restrictions Construed Together. All of the provisions hereof shall be liberally construed together to promote and effectuate the fundamental concepts of the development of the Property as set forth in the recitals of this Declaration.

12.5.2 Restrictions Severable. Notwithstanding the provisions of the foregoing Subsection 12.6.1, each of the provisions of this Declaration shall be deemed independent and severable, and the invalidity or partial invalidity of any provision or portion thereof shall not affect the validity or enforceability of any other provision herein.

12.5.3 Singular Includes Plural. Unless the context requires a contrary construction, the singular shall include the plural and the plural the singular; and the masculine, feminine or neuter shall each include the masculine, feminine and neuter.

12.5.4 Captions. All captions and titles used in this Declaration are intended solely for convenience of reference and shall not affect that which is set forth in any of the provisions hereof.

12.6 Successors and Assigns. All references herein to Grantor, the Association, Owners, Members or Persons shall be construed to include all successors, assigns, partners and authorized agents of such Grantor, Association, Owners, Members or Persons.

12.7 Owners' Acknowledgments. The following acknowledgments identify additional information currently known by Grantor about [REDACTED] which each Owner should consider when purchasing a Lot in [REDACTED]. Each Owner understands that these acknowledgments may not be a complete list of issues that an Owner may wish to consider prior to purchasing a Lot since Grantor cannot control future events and may not be aware of certain issues existing at this time, including without limitation, future development requirements of governmental or municipal organizations claiming jurisdiction over [REDACTED], or how such requirements may impact the future development plans of [REDACTED]. Each Owner, by accepting a deed to any Lot, acknowledges and agrees to the following:

12.7.1 Irrigation System. Each Owner understands that non-potable water supplied to the Property, including irrigation of the Common Area and Lots, will be supplied by the Association through an irrigation system which will be owned, operated and maintained by the Association or a separate irrigation district and that the Association or such district may promulgate rules and regulations, including water use schedules, controlling the allocation, distribution and flow of water among the various Lots, and each Owner hereby agrees to comply with such rules and regulations. In addition, each Owner acknowledges and agrees that it is the obligation of each such Owner to determine, in accordance with all Project Documents, the amount of water needed to irrigate each such Owner's Lot and to ensure that the grading and drainage pattern established on such Lot is adequate to drain irrigation water away from the residential dwelling Improvements located on such Lot.

12.7.2 Irrigation Water Quality. Water from the Irrigation System is unfit for human consumption. It contains untreated surface water that may contain disease causing organisms and/or other contaminants. Surface water can also contain agricultural chemicals that can be hazardous to health. Drinking the water from the Irrigation System will likely result in sickness, and in some cases, death or permanent disability. It is each Owner's responsibility to ensure that all irrigation water faucets and risers are adequately marked and/or identified for each such Owner's safety. It is also each Owner's

responsibility to ensure that no cross-connections are made (or have been made by previous Owners), between the Irrigation System and the potable water system.

12.7.3 Irrigation System Assessments. Each Owner agrees to pay when due all Irrigation System Assessments and related charges levied by the Association for the administration and enforcement of the rules, regulations and use schedules.

12.7.4 Adjacent Property. There are private and public property owners adjacent to the Property, and Grantor cannot predict or control any future development plans for these adjacent lands, including but not limited to the development of any adjacent properties, streets, roads or rights-of-way located within such property.

12.7.5 No Water Rights Transferred with Lot. Owner acknowledges that Grantor has reserved unto itself any and all water rights appurtenant to the Property and, accordingly, Owners have no right, title or interest in any of such water or water rights. Grantor shall transfer to the Association sufficient water rights to operate the Irrigation System.

12.7.6 Ongoing Development. Owner acknowledges that the development of the Property will occur over time and that construction activities will be present on the Property throughout the development process. No Owner shall object to, interfere with or otherwise impede the development of any remaining portion of the Property and that this acknowledgment and agreement is a material consideration to Grantor.

12.7.7 Due Diligence; Acceptance of Lots "As-Is". Owner acknowledges that the information contained in the Project Documents is not a complete or exhaustive collection of information about the Property or any Lot within the Property. Each prospective Owner must conduct a full and complete due diligence of Property and any Lot therein to such prospective Owner's satisfaction. Owner accepts title to the Lot(s) after conducting all necessary inquiries and due diligence. Owner further takes the Lot(s) "As-Is, Where-Is."

12.7.8 No Warranties. Owner acknowledges that no warranties, express or implied, written or verbal, or understandings other than those expressly contained in any written document between Grantor and an Owner.

Each Owner understands that these acknowledgments may not be a complete list of issues that an Owner may wish to consider prior to purchasing a Lot since Grantor cannot control future events and may not be aware of certain issues existing at this time, including but not limited to future development requirements of governmental or municipal organizations claiming jurisdiction over the Property or how such requirements may impact the future development plans of the Property.

[ end of text; signature page follows ]

IN WITNESS WHEREOF, the undersigned has duly executed this Declaration this [REDACTED]

"Grantor"

[REDACTED]

By:

[REDACTED]

Randy L. Fullmer, Manager

State of Idaho )  
 ) ss.  
County of Ada )

On this 24<sup>th</sup> day of July, 2013, before me, a Notary Public in and for said State, personally appeared **Randy L. Fullmer**, known or identified to me to be a **Manager** of [REDACTED], the person who subscribed said limited liability company's name to the foregoing instrument, and acknowledged to me that he executed the same in said limited liability company's name.

[REDACTED]

[REDACTED]

Notary Public for Idaho

Residing at: MERIDIAN, IDAHO

My commission expires: 2/21/19



## Sawtooth Land Surveying, LLC

2030 S. Washington Ave.  
Emmett, ID 83617  
P: (208) 398-8104  
F: (208) 398-8105

1044 Northwest Blvd., Ste. G  
Coeur d'Alene, ID 83814  
P: (208) 714-4544  
F: (208) 292-4453

141 1<sup>st</sup> Avenue East  
Jerome, ID 83338  
P: (208) 329-5303  
F: (208) 324-3821

June 18, 2018  
2.00 Acre Parcel Description

**BASIS OF BEARINGS** for this description is South 89°35'05" East, between an illegible aluminum cap marking the NW Corner of Section 19, and a brass cap PLS 8575, marking the North 1/4 Corner of said Section 19, both in T. 2 N., R. 1 E., B.M., Ada County, Idaho.

A parcel of land lying within Government Lot 1, Section 19, T. 2 N., R. 1 E., B.M., Ada County, Idaho, more particularly described as follows:

**COMMENCING** at an illegible aluminum cap marking the NW Corner of said Section 19;

Thence South 89°35'05" East, coincident with the north line of said Government Lot 1, Section 19, a distance of 1235.78 feet to the W1/16 of said Section 19;

Thence leaving said north line of Government Lot 1, Section 19, South 0°48'10" West, coincident with the east line of said Government Lot 1, Section 19, a distance of 35.00 feet to the south right of way of E. Deer Flat Road, and the **POINT OF BEGINNING**;

Thence continuing, South 0°48'10" West, coincident with the east line of said Government Lot 1, Section 19, a distance of 499.53 feet;

Thence leaving said east line of Government Lot 1, Section 19, North 47°20'47" West, 60.21 feet to the east bank of the Kuna Canal;

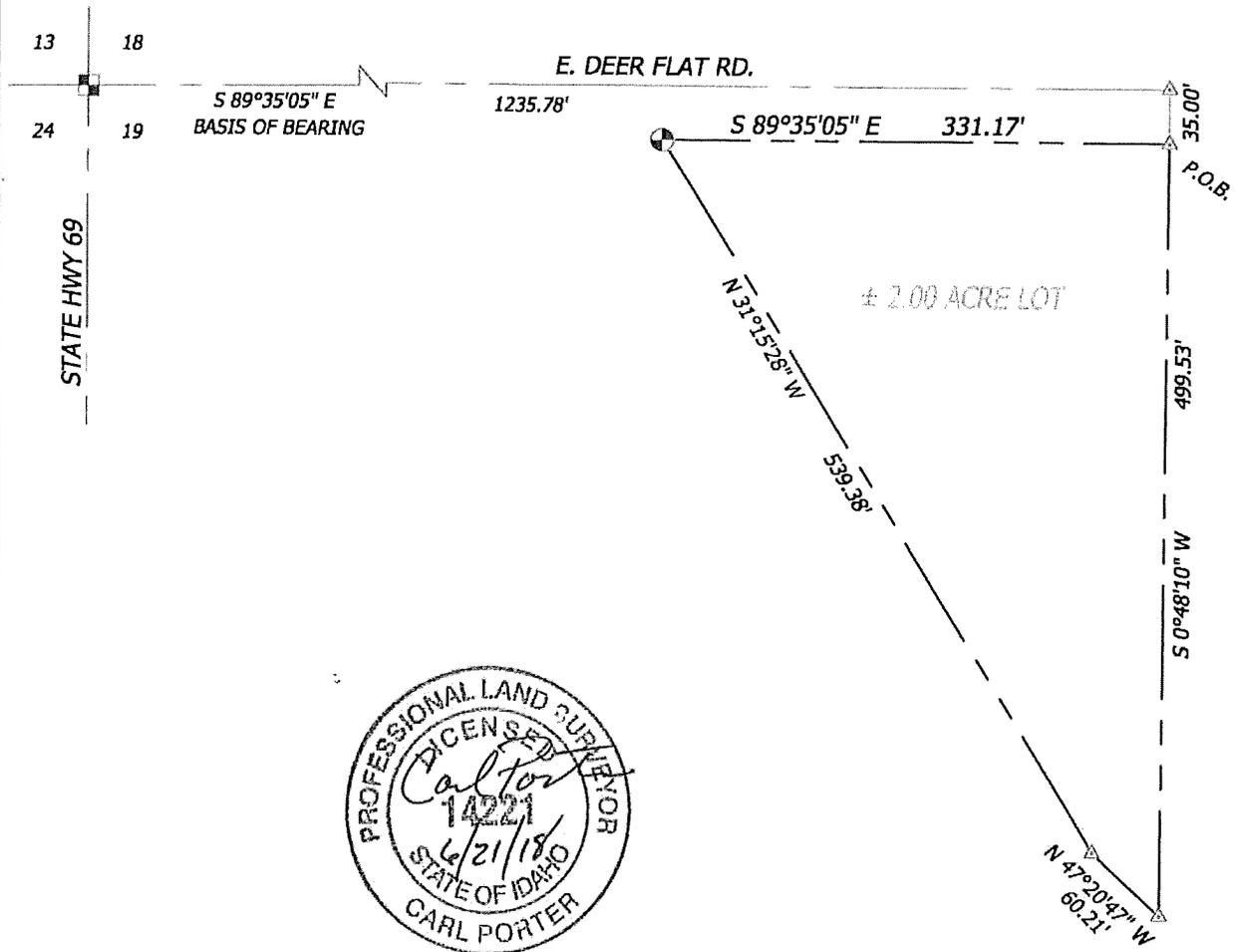
Thence North 31°15'28" West, coincident with said east bank of said Kuna Canal, 539.38 feet to the south right of way of E. Deer Flat Road;

Thence leaving said east bank of the Kuna Canal, South 89°35'05" East, coincident with said south right of way of E. Deer Flat Road, 331.17 feet to the **POINT OF BEGINNING**.

The above described parcel of land contains 2.00 acres, more or less.



SECTION 19, T. 2 N., R. 1 E.,  
 B.M., ADA COUNTY, IDAHO



|   |  |   |  |
|---|--|---|--|
| <p>PROJECT:<br/><br/> <b>LUGARNO SUBDIVISION<br/>         ADA COUNTY, IDAHO</b></p> | <p>CLIENT<br/><br/>         ROCK SOLID CIVIL<br/>         DERRITT KERNER</p> <p>DATE: 6/2018</p> |  <p>2030 S. WASHINGTON AVE.<br/>         EMMETT, ID 83617<br/>         P: (208) 398-8104<br/>         F: (208) 398-8105</p> <p><b>SAWTOOTH</b><br/>         Land Surveying, LLC</p> <p>WWW.SAWTOOTHLS.COM</p> | <p>DWG #<br/>         18050-EX</p> <p>PROJECT#<br/>         18050</p> <p>SHEET<br/>         1 OF 1</p> |
|---|--|---|--|



## Sawtooth Land Surveying, LLC

2030 S. Washington Ave.  
Emmett, ID 83617  
P: (208) 398-8104  
F: (208) 398-8105

1044 Northwest Blvd., Ste. G  
Coeur d'Alene, ID 83814  
P: (208) 714-4544  
F: (208) 292-4453

141 1<sup>st</sup> Avenue East  
Jerome, ID 83338  
P: (208) 329-5303  
F: (208) 324-3821

June 18, 2018  
40 Acre Parcel Description

**BASIS OF BEARINGS** for this description is South 89°35'05" East, between an illegible aluminum cap marking the SW Corner of Section 18, and a brass cap PLS 8575, marking the South 1/4 Corner of said Section 18, both in T. 2 N., R. 1 E., B.M., Ada County, Idaho.

A parcel of land lying within the SE1/4 of the SW1/4 of Section 18, T. 2 N., R. 1 E., B.M., Ada County, Idaho, more particularly described as follows:

**COMMENCING** at an illegible aluminum cap marking the SW Corner of said Section 18;

Thence South 89°35'05" East, coincident with the south line of the SW1/4 of said Section 18, a distance of 1235.78 feet to the W1/16 corner of said Section 18, the **POINT OF BEGINNING**;

Thence leaving said south line of said SW1/4 of Section 18, North 0°09'26" East, coincident with the west line of the SE1/4 of the SW1/4 of said Section 18, a distance of 1324.14 feet to the SW1/16 corner of said Section 18;

Thence leaving said west line of the SE1/4 of the SW1/4 of Section 18, South 89°32'05" East, coincident with the north line of said the SE1/4 of the SW1/4 of Section 18, a distance of 1325.47 feet to the CS1/16 corner of said Section 18;

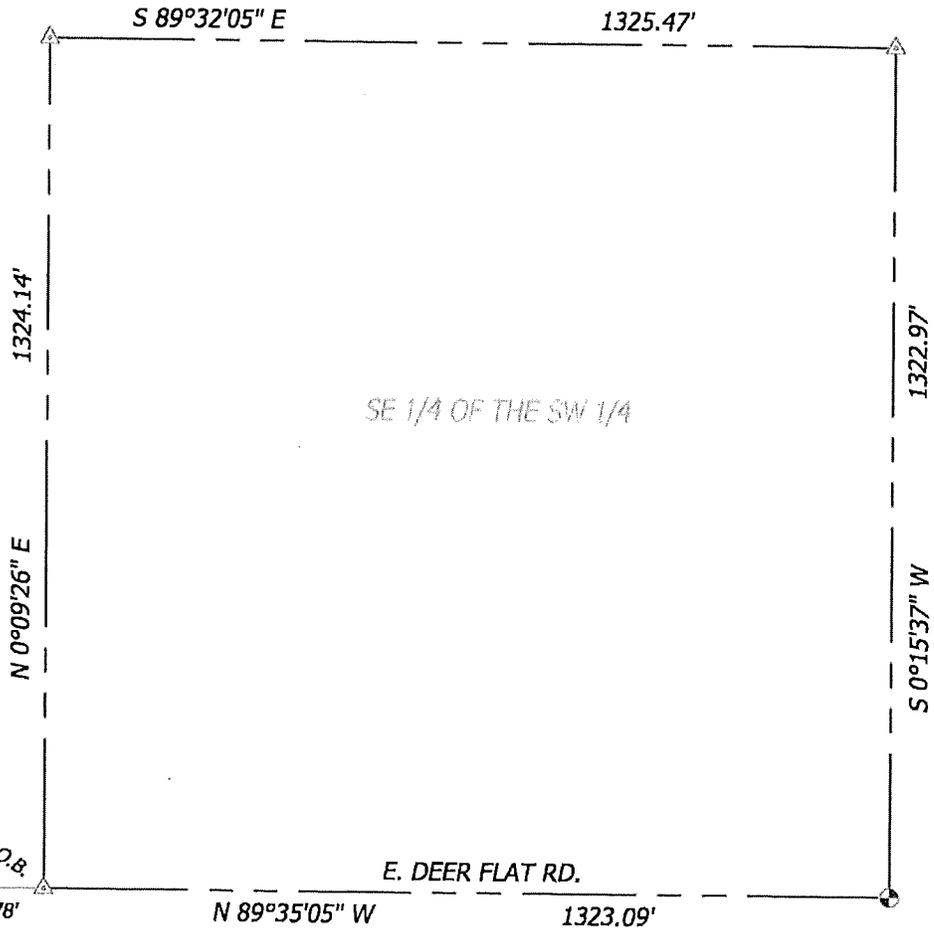
Thence leaving said north line of the SE1/4 of the SW1/4 of Section 18, South 0°15'37" West, coincident with the east line of said the SE1/4 of the SW1/4 of Section 18, a distance of 1322.97 feet to the brass cap PLS 8575, marking the S1/4 corner of said Section 18;

Thence leaving said east line of the SE1/4 of the SW1/4 of Section 18, North 89°35'05" West, coincident with said south line of the SW1/4 of Section 18, a distance of 1323.09 feet to the **POINT OF BEGINNING**.

The above described parcel of land contains 40.24 acres, more or less.



SECTION 18, T. 2 N., R. 1 E.,  
 B.M., ADA COUNTY, IDAHO



SE 1/4 OF THE SW 1/4

STATE HWY 69

13 18

24

S 89°35'05" E  
 19 BASIS OF BEARING

1235.78'

P.O.B.

N 89°35'05" W

E. DEER FLAT RD.

1323.09'

1324.14'

N 0°09'26" E

S 89°32'05" E  
 1325.47'

1322.97'

S 0°15'37" W

|   |   |  |                          |
|---|---|--|--------------------------|
| <b>PROJECT:</b><br><br>LUGARNO SUBDIVISION<br>ADA COUNTY, IDAHO | <b>CLIENT</b><br><br>ROCK SOLID CIVIL<br>DERRITT KERNER | <br>2030 S. WASHINGTON AVE.<br>EMMETT, ID 83617<br>P: (208) 398-8104<br>F: (208) 398-8105<br><b>SAWTOOTH</b><br><i>Land Surveying, LLC</i> | <b>DWG #</b><br>18050-EX |
|   | <b>DATE:</b> 6/2018                                     |  | WWW.SAWTOOTHLS.COM       |

ADA COUNTY RECORDER Christopher D. Rich  
BOISE IDAHO Pgs=2 NIKOLA OLSON  
FIRST AMERICAN TITLE INSURANCE COMPANY

2018-001545  
01/05/2018 11:33 AM  
\$15.00

AFTER RECORDING MAIL TO:

Select Development & Contracting, LLC  
PO Box 1030  
Meridian, ID 83680

ELECTRONICALLY RECORDED - DO NOT  
REMOVE THE COUNTY STAMPED FIRST  
PAGE AS IT IS NOW INCORPORATED AS  
PART OF THE ORIGINAL DOCUMENT

### WARRANTY DEED

File No.: **4103-2974647 (DS)**

Date: **December 28, 2017**

For Value Received, **Dave Stark and Brittany Stark, husband and wife who acquired title as Dave Stark and Brittany Stark, a married couple**, hereinafter referred to as Grantor, does hereby grant, bargain, sell and convey unto **Select Development & Contracting, LLC, an Idaho limited liability company**, hereinafter referred to as Grantee, whose current address is **PO Box 1030, Meridian, ID 83680**, the following described premises, situated in **Ada County, Idaho**, to wit:

**LEGAL DESCRIPTION:** Real property in the County of Ada, State of Idaho, described as follows:

**ALL THAT PORTION OF LOT 1 OF SECTION 19, TOWNSHIP 2 NORTH, RANGE 1 EAST, BOISE, MERIDIAN, ADA COUNTY, IDAHO, LYING NORTH AND EAST OF KUNA CANAL. EXCEPT THAT PORTION CONVEYED TO ADA COUNTY HIGHWAY DISTRICT ON AUGUST 27, 2002 AS INSTRUMENT NO. 102097128.**

APN: **S1419223000**

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto said Grantee, and to the Grantee's heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that the Grantor is the owner in fee simple of said premises; that said premises are free from all encumbrances except current years taxes, levies, and assessments, and except U.S. Patent reservations, restrictions, easements of record and easements visible upon the premises, and that Grantor will warrant and defend the same from all claims whatsoever.

Exhibit  
A29

AFTER RECORDING MAIL TO:

Select Development & Contracting, LLC  
PO Box 1030  
Meridian, ID 83680

ELECTRONICALLY RECORDED - DO NOT  
REMOVE THE COUNTY STAMPED FIRST  
PAGE AS IT IS NOW INCORPORATED AS  
PART OF THE ORIGINAL DOCUMENT

---

**WARRANTY DEED**

File No.: **4103-2974647 (DS)**

Date: **December 28, 2017**

For Value Received, **Dave Stark and Brittany Stark, husband and wife who acquired title as Dave Stark and Brittany Stark, a married couple**, hereinafter referred to as Grantor, does hereby grant, bargain, sell and convey unto **Select Development & Contracting, LLC, an Idaho limited liability company**, hereinafter referred to as Grantee, whose current address is **PO Box 1030, Meridian, ID 83680**, the following described premises, situated in **Ada County, Idaho**, to wit:

**LEGAL DESCRIPTION:** Real property in the County of Ada, State of Idaho, described as follows:

**ALL THAT PORTION OF LOT 1 OF SECTION 19, TOWNSHIP 2 NORTH, RANGE 1 EAST, BOISE, MERIDIAN, ADA COUNTY, IDAHO, LYING NORTH AND EAST OF KUNA CANAL. EXCEPT THAT PORTION CONVEYED TO ADA COUNTY HIGHWAY DISTRICT ON AUGUST 27, 2002 AS INSTRUMENT NO. 102097128.**

APN: **S1419223000**

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto said Grantee, and to the Grantee's heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that the Grantor is the owner in fee simple of said premises; that said premises are free from all encumbrances except current years taxes, levies, and assessments, and except U.S. Patent reservations, restrictions, easements of record and easements visible upon the premises, and that Grantor will warrant and defend the same from all claims whatsoever.



AFTER RECORDING MAIL TO:

Select Development & Contracting, LLC  
PO Box 1030  
Meridian, ID 83680

ELECTRONICALLY RECORDED - DO NOT  
REMOVE THE COUNTY STAMPED FIRST  
PAGE AS IT IS NOW INCORPORATED AS  
PART OF THE ORIGINAL DOCUMENT.

---

**WARRANTY DEED**

File No.: **4103-2956488 (DS)**

Date: **December 28, 2017**

For Value Received, **Bennett Properties, L.P., an Idaho limited partnership**, hereinafter referred to as Grantor, does hereby grant, bargain, sell and convey unto **Select Development & Contracting, LLC, an Idaho limited liability company**, hereinafter referred to as Grantee, whose current address is **PO Box 1030, Meridian, ID 83680**, the following described premises, situated in **Ada County, Idaho**, to wit:

**LEGAL DESCRIPTION:** Real property in the County of Ada, State of Idaho, described as follows:

**The Southeast Quarter of the Southwest Quarter of Section 18, Township 2 North, Range 1 East, Boise Meridian, Ada County, Idaho.**

APN: **S1418346600**

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto said Grantee, and to the Grantee's heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that the Grantor is the owner in fee simple of said premises; that said premises are free from all encumbrances except current years taxes, levies, and assessments, and except U.S. Patent reservations, restrictions, easements of record and easements visible upon the premises, and that Grantor will warrant and defend the same from all claims whatsoever.





City of Kuna  
P.O. Box 13  
Kuna, Idaho 83634

Phone: (208) 922-5274  
Fax: (208) 922-5989  
Web: www.kunacity.id.gov

# City of Kuna AFFIDAVIT OF LEGAL INTEREST

State of Idaho )  
) ss  
County of Ada )

I, SELECT DEVELOPMENT AND CONTRACTING, LLC  
Name Address

PO BOX 1030, MERIDIAN, ID 83680  
City State Zip Code

BY: RANDY FULLMER, MANAGER

being first duly sworn upon oath, depose and say:

(If Applicant is also Owner of Record, skip to B)

A. That I am the record owner of the property described on the attached, and I grant my

Permission to \_\_\_\_\_ Name Address  
to submit the accompanying application pertaining to that property.

B. I agree to indemnify, defend and hold City of Kuna and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

C. I hereby grant permission to the City of Kuna staff to enter the subject property for the purpose of site inspections related to processing said application(s).

Dated this 25<sup>th</sup> day of JUNE, 2018

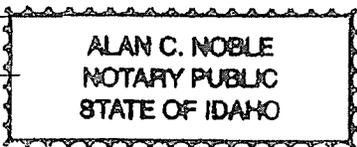
Signature [Handwritten Signature]

Subscribed and sworn to before me the day and year first above written.

[Handwritten Signature]  
Notary Public for Idaho

Residing at: MERIDIAN, ID

My commission expires: 2/21/19





# 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.kunacity.id.gov](http://www.kunacity.id.gov)

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.

William T. Edwards

Digitally signed by William T. Edwards  
DN: C=US,  
E=wedwards@selectmanagement.com,  
O=Select Development, OU=Project  
Manager, CN=William T. Edwards  
Date: 2018.06.27 10:40:24-0500

06.27.2018

Applicant/agent signature:

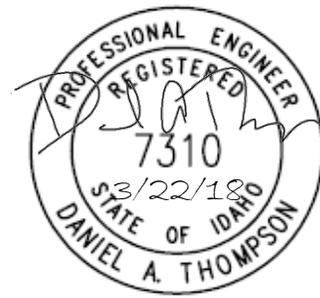
Date:



# Traffic Impact Study

Deer Flat Subdivision

Kuna, Idaho



Prepared For:

Select Development & Contracting, LLC  
P.O. Box 1030  
Meridian, ID 83680

March 1, 2018  
*Revised March 22, 2018*



181 East 50<sup>th</sup> St  
Garden City, ID 83714  
(208) 484-4410

**Table of Contents**

**EXECUTIVE SUMMARY ..... 1**

- Introduction ..... 1
- Proposed Development..... 1
- Improvements Needed to Mitigate 2018 Existing Traffic..... 1
- Improvements Needed to Mitigate 2025 (Build-Out Year) Background Traffic ..... 2
- Improvements Needed to Mitigate 2025 (Build-Out Year) Total Traffic ..... 2

**PROPOSED DEVELOPMENT..... 3**

**STUDY APPROACH ..... 5**

- Study Area..... 5
- Study Period ..... 5

**EXISTING CONDITIONS ..... 5**

- Road System..... 5
- Existing Traffic Volumes ..... 7
- Intersection Crash Data ..... 7
- Roadway Network Improvements..... 9

**PROJECTED TRAFFIC..... 10**

- 2025 Build-Out Year Background Traffic..... 10
- Site Traffic..... 10
  - Trip Generation ..... 10
  - Trip Capture, Pass-by Trips, and Modal Split..... 10
  - Trip Distribution and Assignment..... 12
- Total Traffic..... 12

**TRAFFIC ANALYSIS..... 17**

- 2018 Existing Traffic..... 17
  - Roadway Segment Level of Service ..... 17
  - Intersection Capacity Analysis and Level of Service..... 18
  - Mitigation..... 18
- 2025 Build-Out Year Background Traffic..... 20
  - Roadway Segment Level of Service ..... 20
  - Intersection Capacity Analysis and Level of Service..... 20
  - Mitigation..... 20
- 2025 Build-Out Year Total Traffic..... 22
  - Roadway Segment Level of Service ..... 22
  - Intersection Capacity Analysis and Level of Service..... 22
  - Mitigation..... 22
- Site Access and Circulation..... 24

**APPENDIX..... 27**

**List of Figures**

Figure 1 – Site Location and Vicinity ..... 3  
 Figure 2 – Preliminary Site Plan ..... 4  
 Figure 3 – Existing Intersection Control and Lane Configuration..... 6  
 Figure 4 – 2018 Existing Peak Hour Traffic ..... 8  
 Figure 5 – 2025 Build-Out Year Peak Hour Background Traffic..... 11  
 Figure 6 – Site Traffic Distribution..... 12  
 Figure 7 – Build-Out AM Peak Hour Site Traffic ..... 13  
 Figure 8 – Build-Out PM Peak Hour Site Traffic ..... 14  
 Figure 9 – 2025 Build-out Year AM Peak Hour Total Traffic ..... 15  
 Figure 10 – 2025 Build-Out Year PM Peak Hour Total Traffic ..... 16  
 Figure 11 – Proposed Access Locations and Internal Roadway ADTs ..... 25

**List of Tables**

Table 1 – 2017 Existing ADT Summary ..... 7  
 Table 2 – Intersection Crash Data (2012-2016)..... 9  
 Table 4 – Build-Out Site Trip Generation Summary ..... 10  
 Table 4 – Roadway Segment Level of Service – 2018 Existing Traffic..... 17  
 Table 5 – Intersection Level of Service – 2018 Existing Traffic ..... 19  
 Table 6 – Lane Group v/c Ratio – 2018 Existing Traffic ..... 19  
 Table 7 – Roadway Segment Level of Service – 2025 Build-Out Year Background Traffic..... 20  
 Table 8 – Intersection Level of Service – 2025 Build-Out Year Background Traffic..... 21  
 Table 9 – Lane Group v/c Ratio – 2025 Build-Out Year Background Traffic ..... 21  
 Table 10 – Roadway Segment Level of Service – 2025 Build-Out Year Total Traffic..... 22  
 Table 11 – Intersection Level of Service – 2025 Build-Out Year Total Traffic ..... 23  
 Table 12 – Lane Group v/c Ratio – 2025 Build-Out Year Total Traffic ..... 23  
 Table 13 – Site Access Intersection Level of Service – 2025 Build-Out Year Total Traffic ..... 26  
 Table 14 – Site Access Intersection Lane Group v/c Ratio – 2025 Build-Out Year Total Traffic ..... 26

## EXECUTIVE SUMMARY

### *Introduction*

Thompson Engineers, Inc. has been retained to prepare a traffic impact study for the proposed Deer Flat Subdivision located on Deer Flat Road between Meridian Road and Locust Grove Road in Kuna, Idaho, as shown in **Figure 1**. The TIS evaluates the potential traffic impacts resulting from the development and make recommendations for mitigation of the impacts. The scope of this report was determined through coordination with the Ada County Highway District (ACHD) and was prepared in accordance with ACHD Policy, Section 7106 – Traffic Impact Studies.

### *Proposed Development*

1. Deer Flat Subdivision is a proposed residential development containing 122 single-family dwelling units with an expected 2025 build-out year.
2. Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition), the development is estimated to generate approximately 1,152 trips per day, 91 trips during the AM peak hour and 121 trips during the PM peak hour.
  - The development is not expected to retain internal capture trips within the site or generate pass-by trips.
  - All trips generated by the development are assumed to be made by personal or commercial vehicles for the traffic analysis.
  - The estimated site traffic distribution patterns are:
    - 55% north of the site
    - 20% south of the site
    - 10% west of the site
    - 15% east of the site
3. The proposed driveway locations on Deer Flat Road meet ACHD’s access spacing:
  - None of the proposed driveway intersections are expected to warrant turn lanes.
  - Intersection sight distances at both driveway intersections are estimated to exceed ACHD minimum requirement of 555 feet for a 50 mph posted speed. Building setback and landscaping should be located and designed to ensure adequate intersection sight distance.
4. All proposed internal roadways are projected to carry less than 1,000 vehicles per day (vpd), except for the East access approach with an estimated ADT of 1,076 vpd.

### *Improvements Needed to Mitigate 2018 Existing Traffic*

5. All study area intersections meet ACHD’s minimum operational thresholds with 2018 existing traffic conditions analyzed with the existing intersection control and lane configurations. No improvements are needed to mitigate 2018 existing traffic.

## ***Improvements Needed to Mitigate 2025 (Build-Out Year) Background Traffic***

6. The Winfield Springs Subdivision, a proposed off-site development located in the northwest quadrant of the Meridian Road and Deer Flat Road intersection, is required to construct a southbound right-turn lane and signal modifications at the Meridian Road and Deer Flat Road intersection. According to the Engineer for the project, these improvements are currently under design and awaiting ITD's review and approval. Therefore, these improvements are expected to be constructed by 2025 and were included in the 2025 background traffic analysis.
7. All study area intersections are projected to meet ACHD's minimum operational thresholds with 2025 background traffic conditions analyzed with the existing intersection control and lane configurations or with the required improvements at the Meridian Road and Deer Flat Road intersection needed to mitigate the Winfield Springs Subdivision impacts. As a result, no additional improvements are needed to mitigate 2025 background traffic.

## ***Improvements Needed to Mitigate 2025 (Build-Out Year) Total Traffic***

8. All study area intersections are projected to meet ACHD's minimum operational thresholds with 2025 total traffic conditions analyzed with the existing intersection control and lane configurations or with the required improvements at the Meridian Road and Deer Flat Road intersection needed to mitigate the Winfield Springs Subdivision impacts. As a result, no additional improvements are needed to mitigate 2025 total traffic.

## PROPOSED DEVELOPMENT

The proposed Deer Flat Subdivision is located on Deer Flat Road between Meridian Road and Locust Grove Road in Kuna, Idaho. **Figure 1** shows the site location and its vicinity. Deer Flat Subdivision will be annexed into the City of Kuna limits.

**Figure 1 – Site Location and Vicinity**

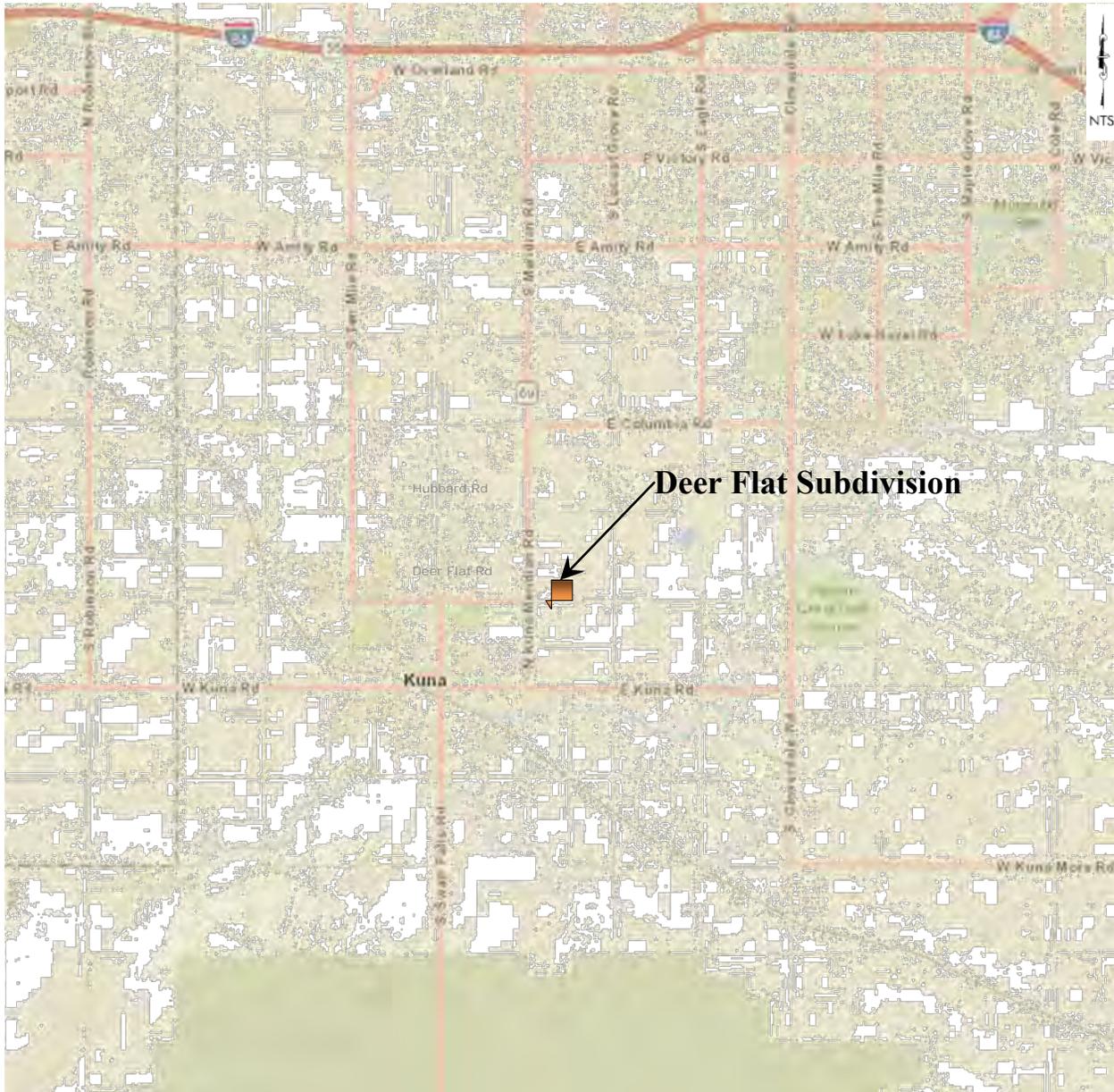
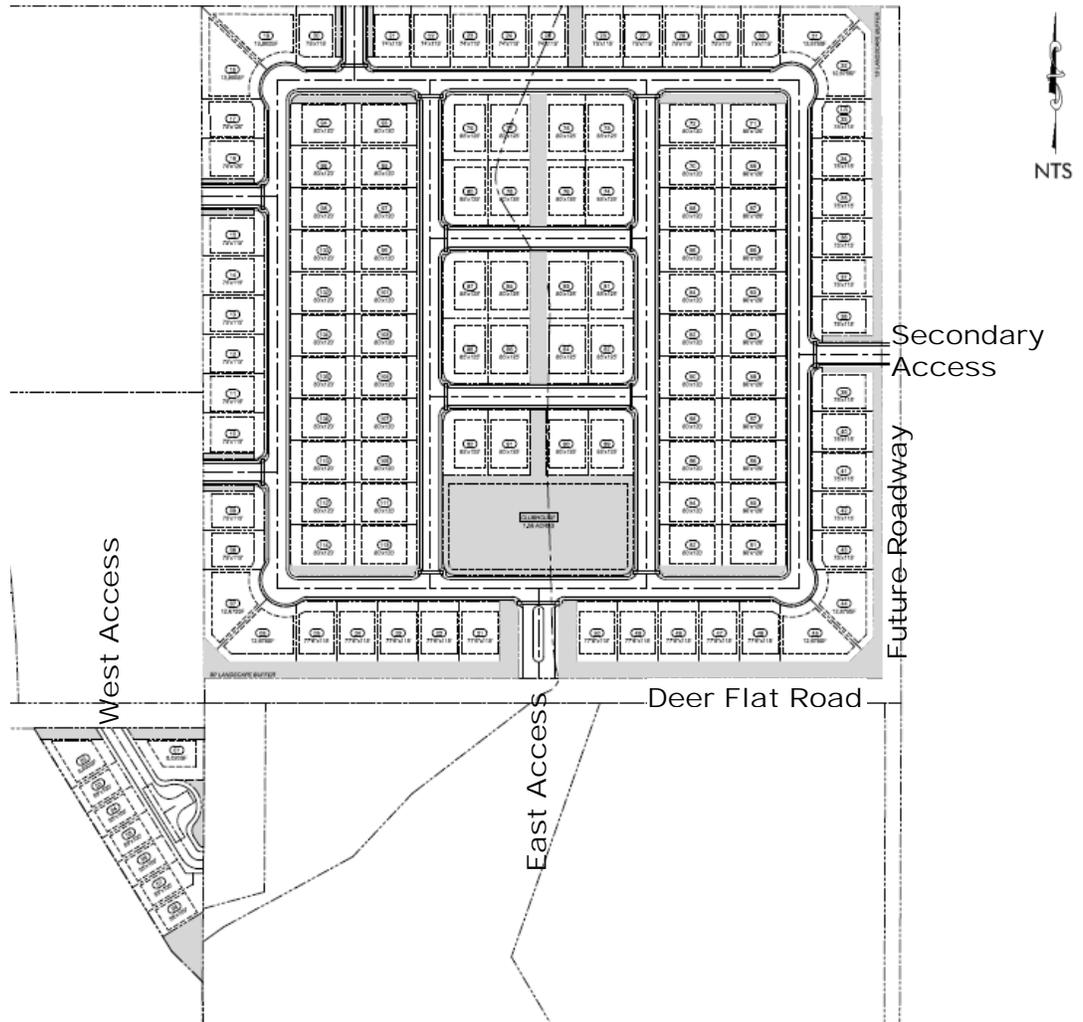


Figure 2 shows the preliminary site plan with proposed access locations. Deer Flat Subdivision is a proposed residential development containing 122 single-family lots, with 8 lots south of Deer Flat Road and 114 lots north of Deer Flat Road. The expected build-out year is 2025. The development is proposing one full access point on Deer Flat Road for the northern portion. For the southern portion, the development is consolidating three existing driveways into one full access approach.

Figure 2 – Preliminary Site Plan



## STUDY APPROACH

This study follows the ACHD's requirements for transportation impact studies. The study area, specific parameters and requirements for the study were coordinated with ACHD's staff. Scoping results from the Community Planning Association of Southwest Idaho (COMPASS) area of influence model runs are included in the appendix.

### Study Area

The following study area intersections were identified by ACHD for collecting peak hour turning movement counts and traffic impact analysis:

- Locust Grove Road and Hubbard Road
- Meridian Road and Deer Flat Road
- Locust Grove Road and Deer Flat Road
- Proposed access points on Deer Flat Road

The following study area roadway segments were identified by ACHD for collecting daily traffic counts and traffic impact analysis:

- Deer Flat Road between Meridian Road and Locust Grove Road
- Locust Grove Road between Hubbard Road and Deer Flat Road

### Study Period

The analysis peak periods will be the AM and PM peak hours of operation of the adjacent transportation system. The analysis years are:

- 2018 existing traffic
- 2025 build-out year background traffic
- 2025 build-out year total traffic

## EXISTING CONDITIONS

### Road System

A brief description of the existing roadways and intersections within the study area is described below. The roadway functional classification is based on COMPASS 2040 Functional Classification Map, which does not include collector or local streets. **Figure 3** summarizes the existing intersection control and lane configuration.

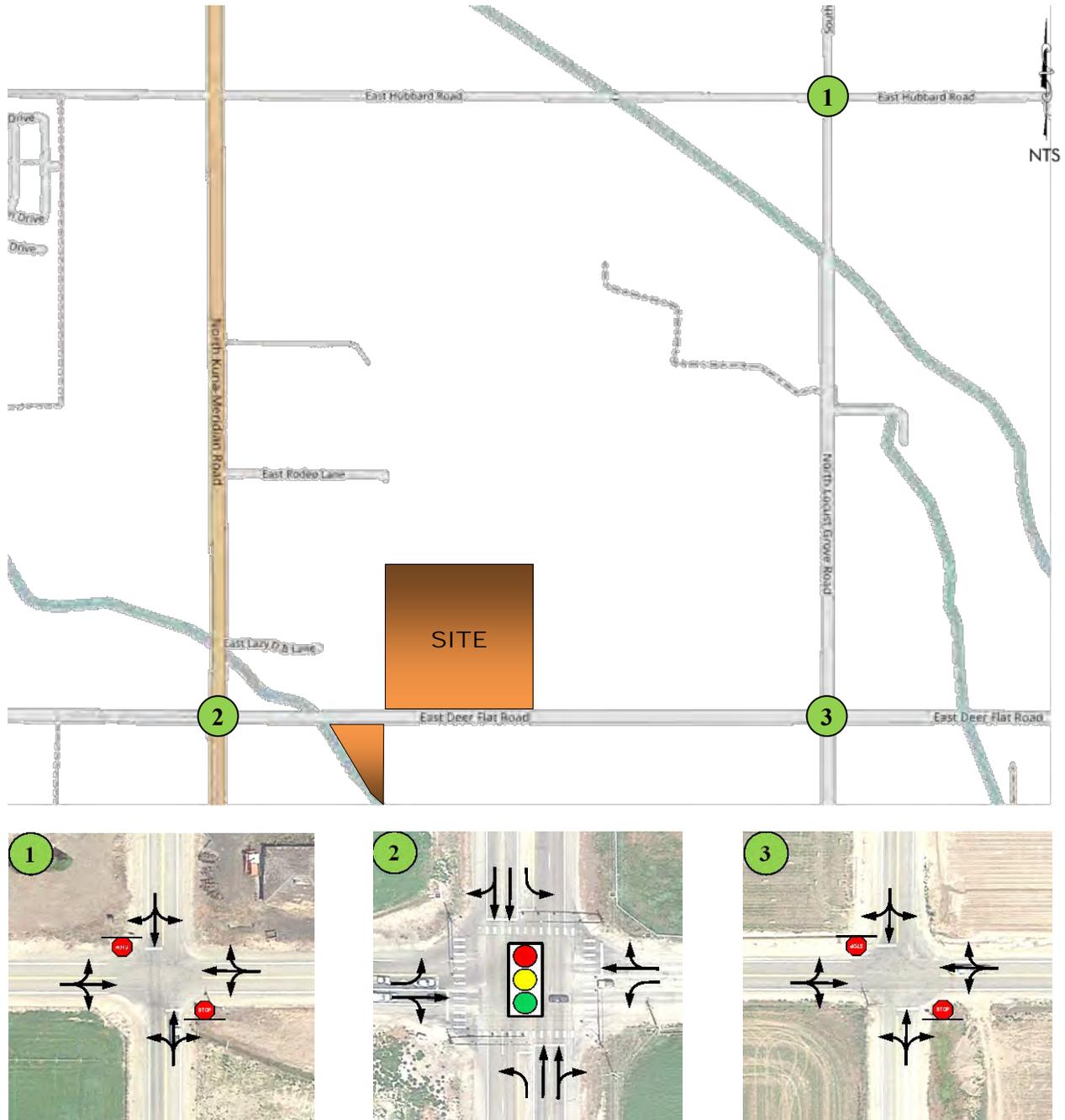
**Meridian Road** is a state highway (SH 69) functionally classified as a principal arterial with a posted speed limit of 55 miles per hour (mph). Meridian Road is under the ITD's jurisdiction and designated as a District Rout under IDAPA access and signal spacing policy. It has two travel lanes in each direction with a continuous center turn lane. It has a rural section without curb, gutter, sidewalk, or designated bike lane, except for a segment of sidewalk and gutter constructed along the Merrell Town Centre and Ensign Subdivision No. 1 developments.

**Deer Flat Road** is functionally classified as a minor arterial with a posted limit of 45 mph west of Meridian Road and 50 mph east of Meridian Road. It has one travel lane in each direction with a center turn lane west of Meridian Road and one travel lane in each direction east of Meridian Road. It has a rural section without curb, gutter, sidewalk or bike lane.

**Hubbard Road** is functionally classified as a minor arterial with a posted speed limit of 50 mph. It has one travel lane in each direction with a rural section without curb, gutter, sidewalk or bike lane.

**Locust Grove Road** is functionally classified as a minor arterial with a posted speed limit of 50 mph. It has one travel lane in each direction with a rural section without curb, gutter, sidewalk or bike lane.

**Figure 3 – Existing Intersection Control and Lane Configuration**



## Existing Traffic Volumes

AM and PM peak hour traffic counts were obtained at the study intersections on January 23, 2018. Peak hour traffic counts for the Meridian Road and Deer Flat Road intersection was collected on February 6, 2018. The peak hour intersection turning movement counts were collected on a weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 during the AM peak travel period hour and between 4:00 and 6:00 during the PM peak travel period, which are included in the appendix. Existing peak hour traffic volumes are summarized in **Figure 4**.

24-hour counts were also obtained for the study area roadway segments on January 23-24, 2018 – summarized in **Table 1**.

**Table 1 – 2018 Existing ADT Summary**

| Roadway Segment                             | ADT   |
|---|-------|
| Locust Grove Road – north of Deer Flat Road | 542   |
| Deer Flat Road – east of Meridian Road      | 1,750 |

## Intersection Crash Data

The most current five-year crash data (2012-2016) was obtained from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety/>). **Table 2** summarizes the crash data statistics for the study area intersections and roadway segments. The following bullets summarize the crash statistics for the five years period between 2012 and 2016:

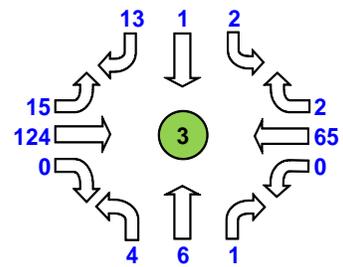
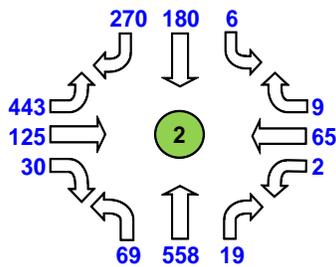
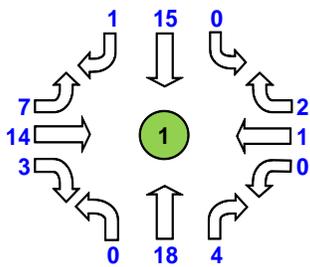
- **Locust Grove Road and Hubbard Road intersection** – There were three reported intersection related crashes.
- **Meridian Road and Deer Flat Road intersection** – There were 17 reported intersection related crashes. Sixteen out of the 17 reported crashes are rear-end crashes or angle/turning crashes. With the 2016 existing traffic volumes, the estimated existing crash rate is 0.41 crashes per million entering vehicles (ACC/MV), which is lower than the base rate.
- **Locust Grove Road and Deer Flat Road intersection** – There were five reported intersection related crashes. All five crashes were angle crashes resulting from failure to obey stop sign.
- **Deer Flat Road between Meridian Road and Locust Grove Road** – There were four reported intersection related crashes.
- **Locust Grove Road between Hubbard Road and Deer Flat Road** – There were one reported intersection related crash.

There were no reported crashes that resulted in fatalities or involved pedestrian or bicycle. Based on these crash statistics, the study area roadways and intersections do not have safety issues to warrant mitigations.

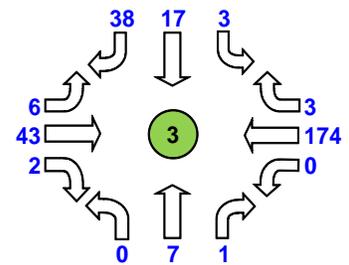
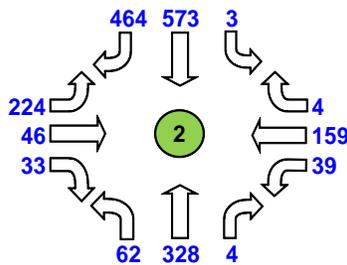
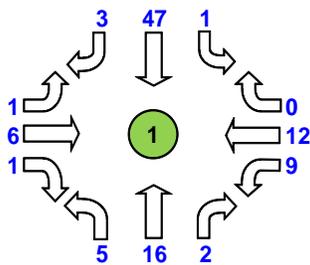
**Figure 4 – 2018 Existing Peak Hour Traffic**



AM Peak Hour



PM Peak Hour



**Table 2 – Intersection Crash Data (2012-2016)**

| Intersection or Roadway Segment                          | Total Crashes | Crash Severity       |        |       | Base <sup>1</sup> Crash Rate (ACC/MV)                          | Existing Crash Rate (ACC/MV) |
|--|---------------|----------------------|--------|-------|--|------------------------------|
|  |               | Property Damage Only | Injury | Fatal |  |                              |
| ① Locust Grove Road and Hubbard Road                     | 3             | 1                    | 2      | 0     | Existing crash rate is expected to be lower than the base rate |                              |
| ② Meridian Road and Deer Flat Road                       | 17            | 7                    | 10     | 0     | 0.56 (Type=72)   | 0.41                         |
| ③ Locust Grove Road and Deer Flat Road                   | 5             | 3                    | 2      | 0     | Existing crash rate is expected to be lower than the base rate |                              |
| Deer Flat Road (between Meridian Rd and Locust Grove Rd) | 4             | 3                    | 1      | 0     | Existing crash rate is expected to be lower than the base rate |                              |
| Locust Grove Road (between Deer Flat Rd and Hubbard Rd)  | 1             | 1                    | 0      | 0     | Existing crash rate is expected to be lower than the base rate |                              |

<sup>1</sup> Based on similar roadway type, width, and volume.

### Roadway Network Improvements

Future roadway network within the study area is expected to remain the same as existing, except for the required improvements at the Meridian Road and Deer Flat Road intersection for mitigating the impacts generated by the proposed Winfield Springs Subdivision. These improvements are:

- Construct a southbound right-turn lane on Meridian Road
- Modify the signal

These improvements are currently being designed and awaiting ITD’s review and approval. As a result, these improvements were included in the build-out year analysis.

There are also planned improvements on Deer Flat Road and the Meridian Road and Deer Flat Road intersection according the ACHD’s Capital Improvement Plan (CIP), which are:

- Reconstruct/widen Deer Flat Road from 3 to 5 lanes from Linder Road to Meridian Road (2026-2030)
- Replace/modify signal at Meridian Road and Deer Flat Road intersection (2031-2035)

ACHD has included the construction of a traffic signal at the intersection of Meridian Road and Hubbard Road in the current Five Year Work Plan. This signal will improve the capacity of the intersection and could impact traffic patterns at the intersection of Meridian Road and Deer Flat Road.

## PROJECTED TRAFFIC

### 2025 Build-Out Year Background Traffic

2025 background traffic was estimated by expanding the existing traffic counts at a 1.5% annual growth rate. This growth rate is based on historical traffic counts at Automatic Traffic Recorder (ATR) No. 110 located on Meridian Road approximately one mile north of Deer Flat Road. In addition to the traffic growth, traffic generated by five off-site development located in the vicinity of the site is included in the 2025 background traffic volumes:

- Merrell Town Centre (Profile Ridge Phase 1)
- Ensign Subdivision No. 1
- Ensign Subdivision No. 2
- Winfield Springs Subdivision
- Ashton Subdivision

Traffic data for these off-site developments was obtained from their traffic impact study reports. **Figure 5** summarizes the 2025 build-out year peak hour background turning movement traffic.

### Site Traffic

#### Trip Generation

Site trip generation is usually estimated using the procedures recommended in the latest edition of the Trip Generation Manual (10<sup>th</sup> edition), published by the Institute of Transportation Engineers, in the absence of site-specific data. The site trip generation is obtained by applying the trip generation rates obtained from the manual for the proposed land use within the development. **Table 3** summarizes the site trip generation. At full build-out, the development is estimated to generate approximately 1,152 trips per day, 91 trips during the AM peak hour and 121 trips during the PM peak hour.

**Table 3 – Build-Out Site Trip Generation Summary**

| Land Use                       | ITE Code | Size | Unit          | Period              | Trip Rate per Unit | Total Trips | Entering | Exiting |     |    |
|--------------------------------|----------|------|---------------|---------------------|--------------------|-------------|----------|---------|-----|----|
| Single-Family Detached Housing | 210      | 122  | Dwelling Unit | Weekday Daily (vpd) | 9.44               | 1,152       | 50%      | 576     |     |    |
|                                |          |      |               | AM Peak Hour (vph)  | 0.74               | 91          | 25%      | 23      | 75% | 68 |
|                                |          |      |               | PM Peak Hour (vph)  | 0.99               | 121         | 63%      | 76      | 37% | 45 |

#### Trip Capture, Pass-by Trips, and Modal Split

Based on the proposed land use, the development is not expected to retain trips within the site at full build-out. No trip reduction for internal capture trip was assumed in the traffic impact analysis.

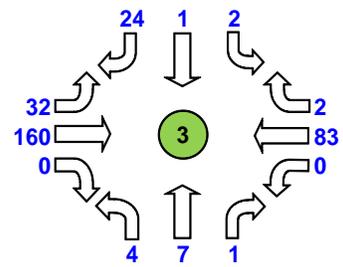
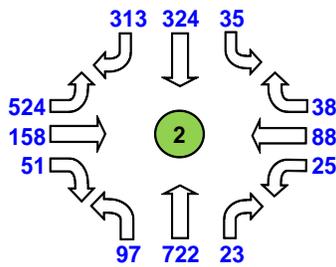
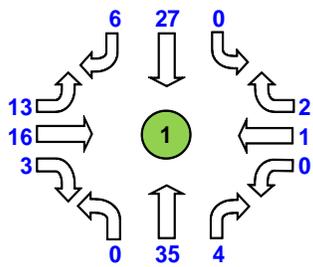
The development is residential and is not expected to attract pass-by trips. No pass-by trips were assumed in the traffic impact analysis.

All trips generated by the development were assumed to be made by personal and commercial vehicles for the traffic analysis purposes.

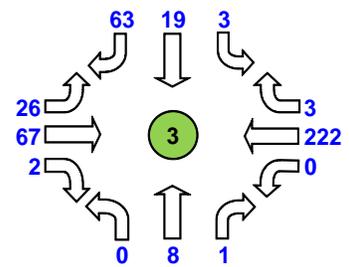
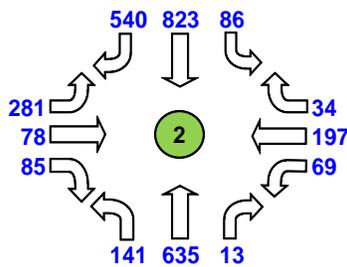
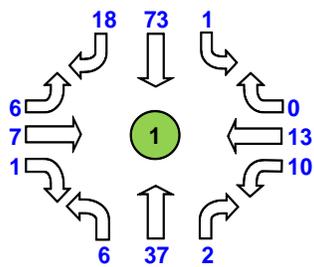
**Figure 5 – 2025 Build-Out Year Peak Hour Background Traffic**



**AM Peak Hour**



**PM Peak Hour**



### Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on the current travel patterns, site layout and the general location of the site within the area. **Figure 6** shows site traffic distribution patterns. **Figure 7** and **Figure 8** summarize the estimated build-out site traffic.

### Total Traffic

The site traffic is then added to the background traffic as determined above. **Figure 9** and **Figure 10** show the total traffic at each intersection for AM and PM peak hour traffic conditions for the 2025 build-out year.

**Figure 6 – Site Traffic Distribution Patterns**

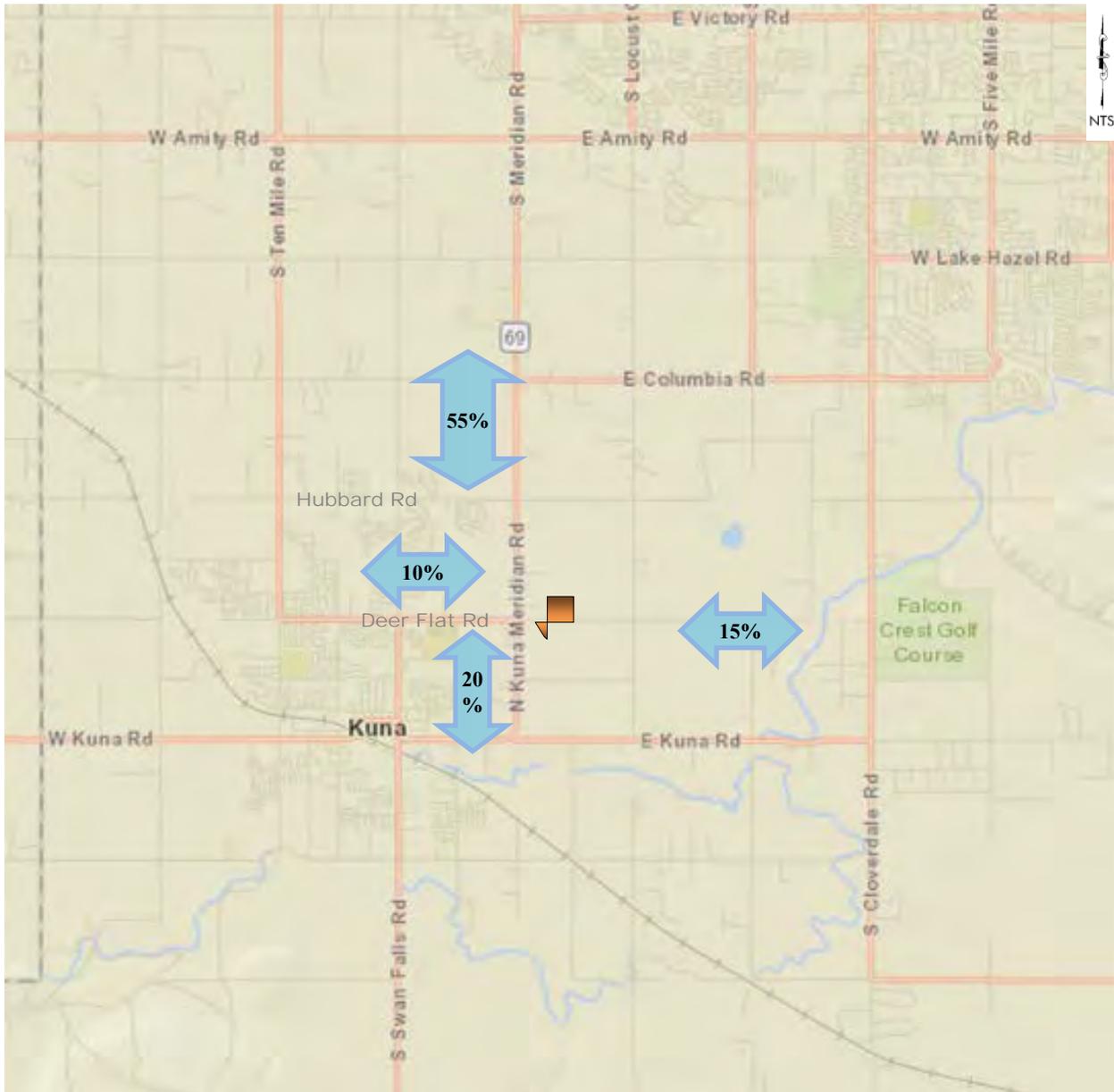


Figure 7 – Build-Out AM Peak Hour Site Traffic

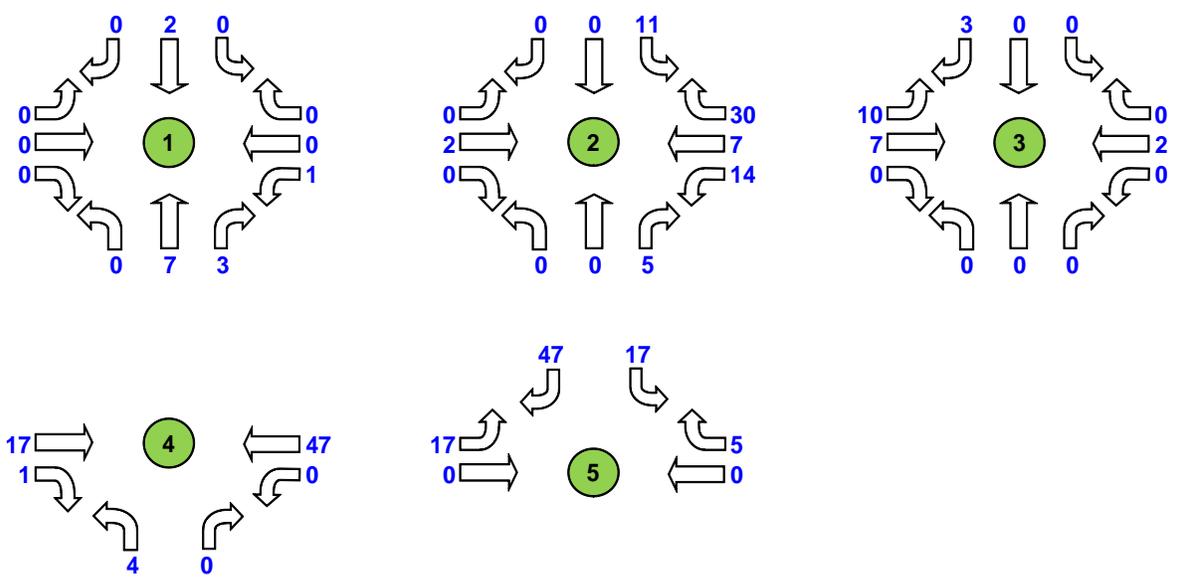
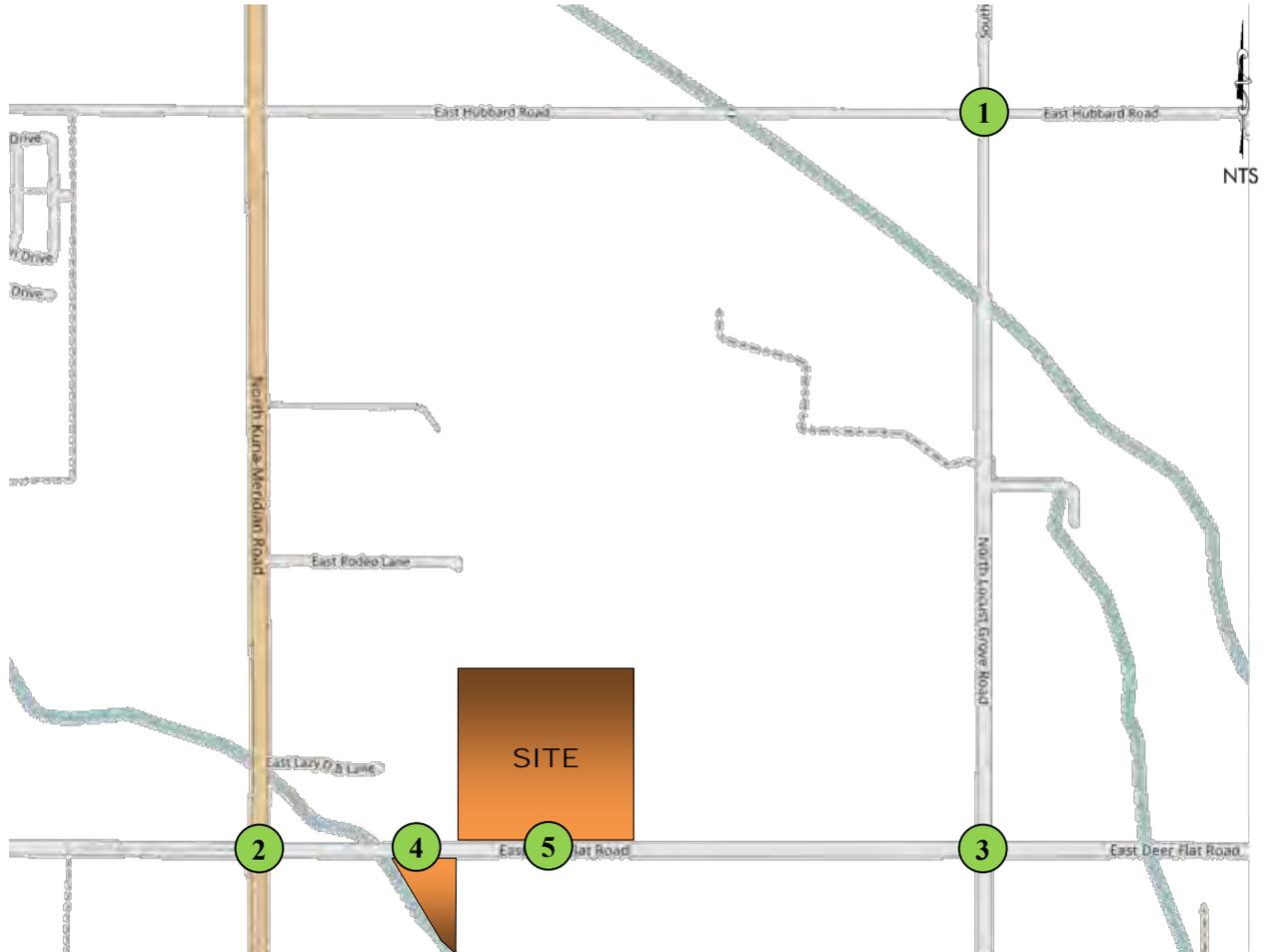
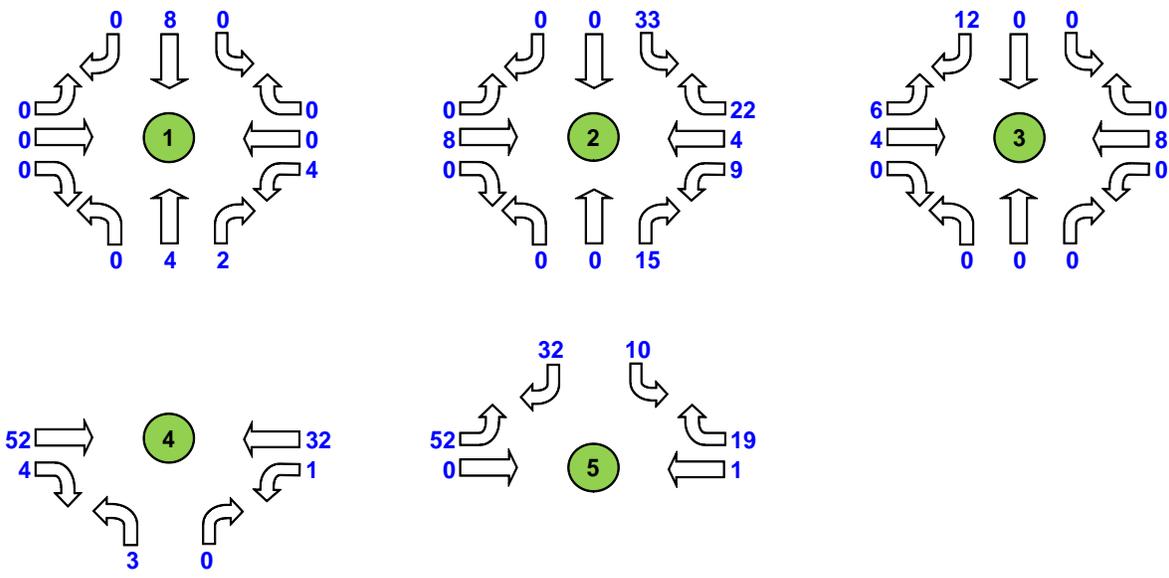
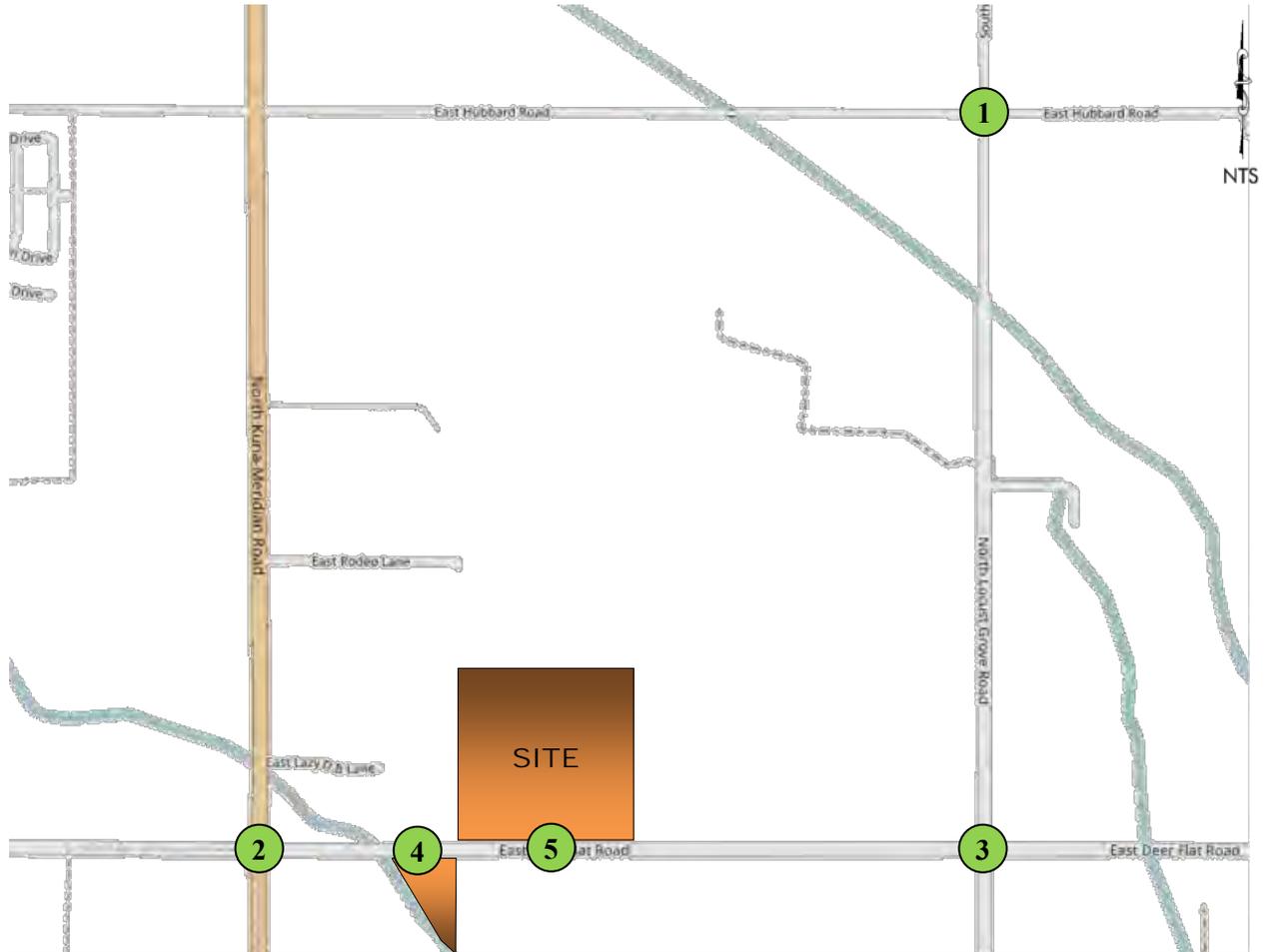
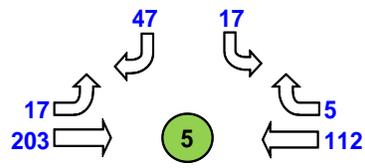
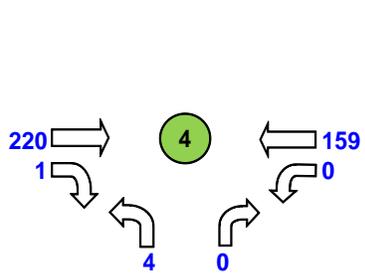
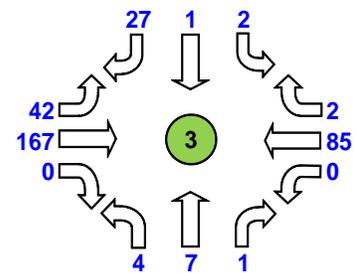
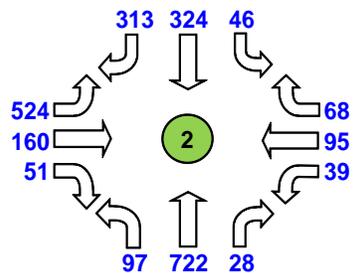
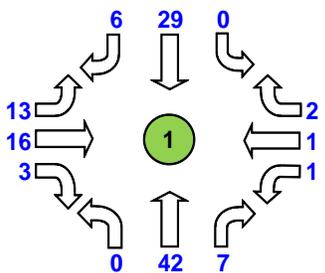
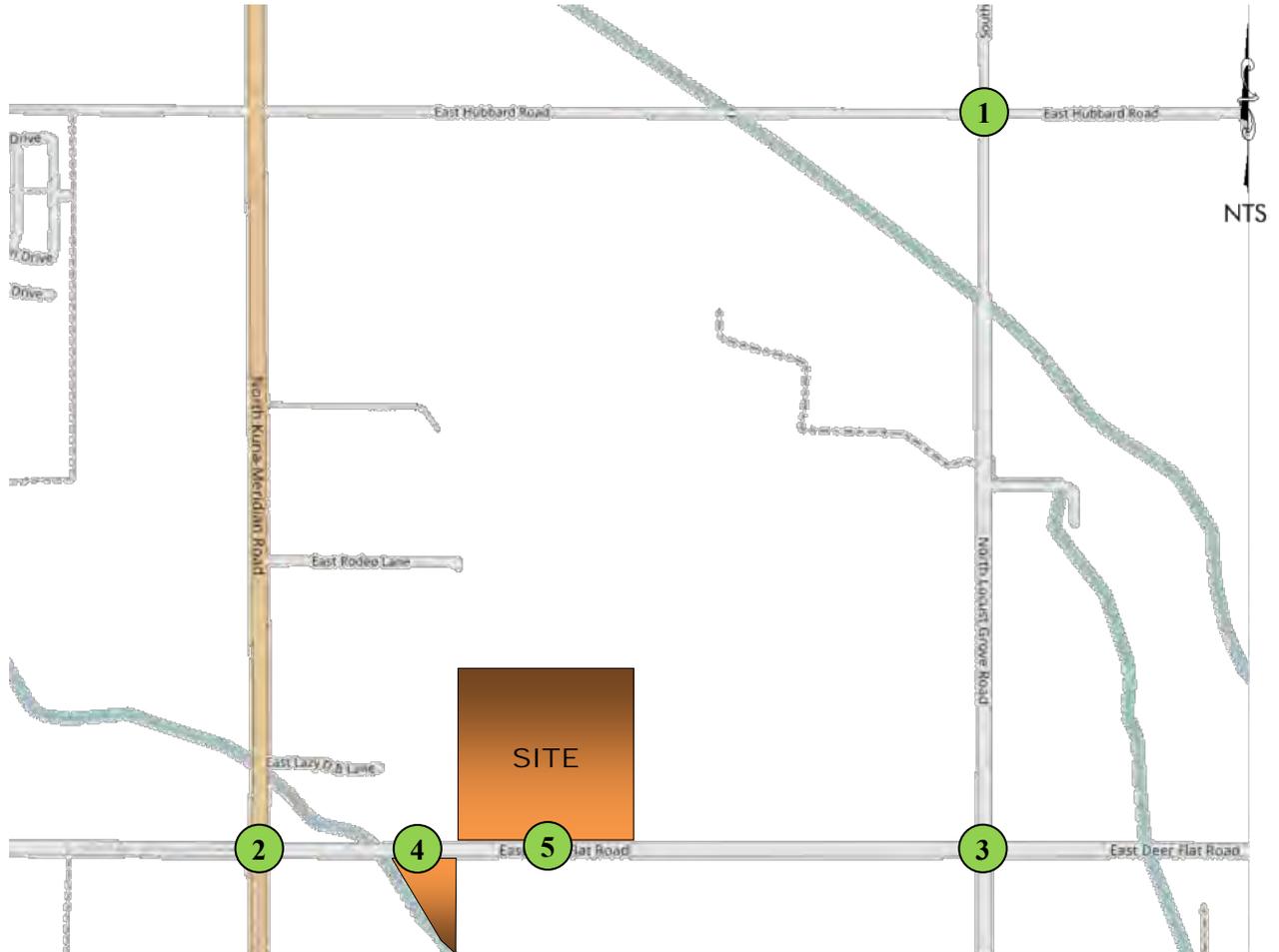


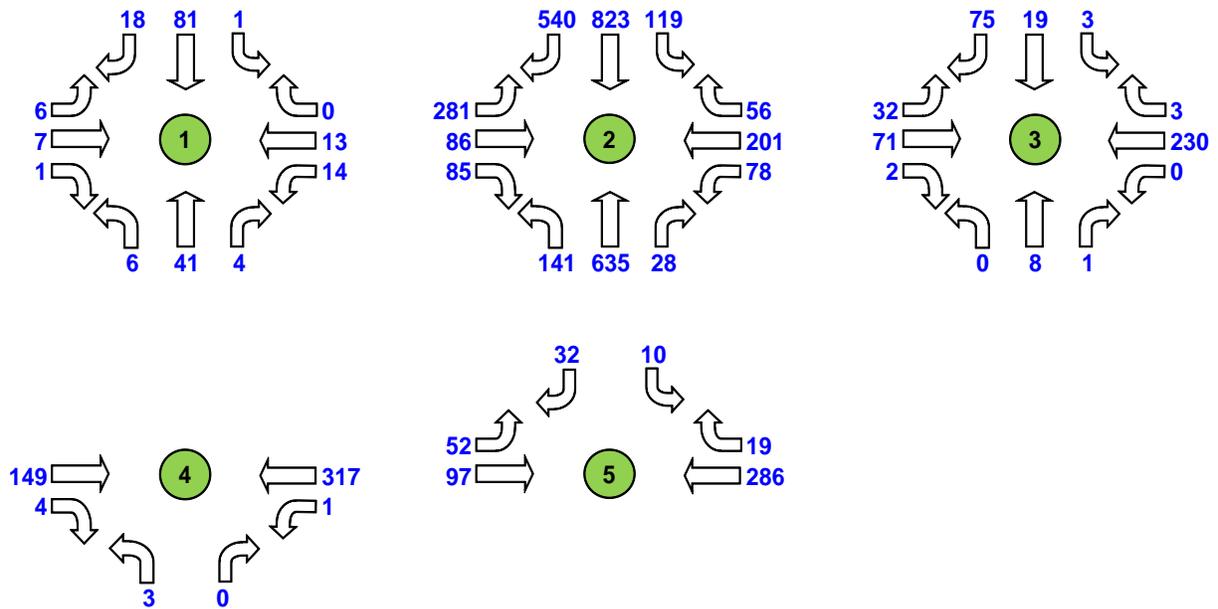
Figure 8 – Build-Out PM Peak Hour Site Traffic



**Figure 9 – 2025 Build-out Year AM Peak Hour Total Traffic**



**Figure 10 – 2025 Build-Out Year PM Peak Hour Total Traffic**



## TRAFFIC ANALYSIS

Roadway segment was evaluated based on ACHD level of service standards in accordance with Table C-4 of the 2016 Capital Improvement Plan Exhibit C. The roadway segment level of service is based on the maximum peak hour directional volume for different roadway functional classifications, number of through lanes, and left-turn type. The minimum acceptable level of service for arterials is LOS E.

Intersection capacity analysis was performed using the Synchro 10 (Version 10.1.2.20), which utilizes the 2010 Highway Capacity Manual methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values, when not available. Level of service for intersection is based on the average delay of vehicles traveling through the intersection. According to ACHD policy, the minimum acceptable level of service is LOS D with a v/c ratio of 0.90 for the intersection and 1.00 for a lane group. The HCM 2010 methodology does not include an overall intersection v/c ratio as a measure of effectiveness (MOE) for signalized intersection. For this study, the overall intersection v/c ratio was estimated based on HCM 2000 methodology.

### 2018 Existing Traffic

#### Roadway Segment Level of Service

The study area roadway segments level of service were evaluated with 2018 existing traffic. **Table 4** summarizes the results. All study area roadway segments currently meets minimum operational thresholds with the existing lane configuration. No roadway capacities improvements are needed to mitigate 2018 existing traffic.

**Table 4 – Roadway Segment Level of Service – 2018 Existing Traffic**

| Roadway Segment                              | Functional Classification | Left-Turn Lane Type | LOS E Directional Volume Threshold (vph) | Peak Hour Directional Volume (vph) |         | Meet Minimum Acceptable LOS? |
|--|---------------------------|---------------------|--|------------------------------------|---------|------------------------------|
|  |                           |                     |  | AM Peak                            | PM Peak |                              |
| Deer Flat Road<br>East of Meridian Road      | Minor Arterial            | None                | 575                                      | 150                                | 212     | Yes                          |
| Locust Grove Road<br>North of Deer Flat Road | Minor Arterial            | None                | 575                                      | 23                                 | 58      | Yes                          |

## Intersection Capacity Analysis and Level of Service

To determine the existing traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration and 2018 peak hour traffic. Copies of the calculations are included in the appendix. **Table 5** and **Table 6** summarize the MOE from the intersection capacity analysis. All study area intersections meet minimum operational thresholds with 2018 existing traffic during peak hour traffic:

- Locust Grove Road and Hubbard Road intersection
  - The northbound and southbound approaches are operating at LOS A with a v/c ratio of 0.08 or less.
- Meridian Road and Deer Flat Road intersection
  - The intersection is expected to operate at LOS C with an overall intersection v/c ratio of 0.69 or less.
  - All lane groups are expected to operate at LOS E or better with a v/c ratio of 0.84 or less.
- Locust Grove Road and Deer Flat Road intersection
  - The northbound and southbound approaches are operating at LOS B or better with a v/c ratio of 0.09 or less

## Mitigation

All study area roadway segments and intersections meet minimum operational thresholds with 2018 existing traffic. As a result, no roadway or intersection improvements are needed to mitigate 2018 existing traffic. Turn lane warrant was evaluated using ACHD guidelines – see the appendix for turn lane warrant worksheets. None of the study area intersections meet warrant for turn lanes with 2018 existing traffic.

**Table 5 – Intersection Level of Service – 2018 Existing Traffic**

| Intersection |                                      | Control                      | MOEs                     | AM Peak Hour | PM Peak Hour |
|--------------|--------------------------------------|------------------------------|--------------------------|--------------|--------------|
| ①            | Locust Grove Road and Hubbard Road   | 2-Way Stop (Locust Grove Rd) | LOS (NB / SB)            | A / A        | A / A        |
|              |                                      |                              | Delay (s/v) (NB / SB)    | 9 / 9        | 9 / 10       |
|              |                                      |                              | Worst Lane Group LOS     | A (SBTR)     | A (SBTR)     |
| ②            | Meridian Road and Deer Flat Road     | Signal                       | Intersection LOS         | C            | C            |
|              |                                      |                              | Intersection Delay (s/v) | 29           | 31           |
|              |                                      |                              | Intersection v/c         | 0.68         | 0.69         |
|              |                                      |                              | Worst Lane Group LOS     | D (WBTR)     | E (WBTR)     |
| ③            | Locust Grove Road and Deer Flat Road | 2-Way Stop (Locust Grove Rd) | LOS (NB / SB)            | B / A        | B / B        |
|              |                                      |                              | Delay (s/v) (NB / SB)    | 11 / 9       | 10 / 10      |
|              |                                      |                              | Worst Lane Group LOS     | B (NBTR)     | B (NBTR)     |

**Table 6 – Lane Group v/c Ratio – 2018 Existing Traffic**

| Intersection | Approach | AM Peak Hour |      |      | PM Peak Hour |      |      |
|--------------|----------|--------------|------|------|--------------|------|------|
|              |          | LT           | THRU | RT   | LT           | THRU | RT   |
| ①            | NB       | 0.04         |      |      | 0.04         |      |      |
|              | SB       | 0.03         |      |      | 0.08         |      |      |
|              | EB       | 0.01         |      |      | < 0.01       |      |      |
|              | WB       | --           |      |      | 0.01         |      |      |
| ②            | NB       | 0.23         | 0.46 | 0.46 | 0.28         | 0.19 | 0.19 |
|              | SB       | 0.02         | 0.32 | 0.54 | 0.01         | 0.69 | 0.69 |
|              | EB       | 0.84         | 0.28 |      | 0.75         | 0.22 |      |
|              | WB       | 0.01         | 0.69 |      | 0.16         | 0.83 |      |
| ③            | NB       | 0.02         |      |      | 0.01         |      |      |
|              | SB       | 0.02         |      |      | 0.09         |      |      |
|              | EB       | 0.01         |      |      | 0.01         |      |      |
|              | WB       | --           |      |      | --           |      |      |

## 2025 Build-Out Year Background Traffic

### Roadway Segment Level of Service

The study area roadway segments level of service were evaluated with 2025 background traffic. **Table 7** summarizes the results. All study area roadway segments are expected to meet minimum operational thresholds with the existing lane configuration. No roadway capacities improvements are needed to mitigate 2025 background traffic.

**Table 7 – Roadway Segment Level of Service – 2025 Build-Out Year Background Traffic**

| Roadway Segment                              | Functional Classification | Left-Turn Lane Type | LOS E Directional Volume Threshold (vph) | Peak Hour Directional Volume (vph) |         | Meet Minimum Acceptable LOS? |
|--|---------------------------|---------------------|--|------------------------------------|---------|------------------------------|
|  |                           |                     |  | AM Peak                            | PM Peak |                              |
| Deer Flat Road<br>East of Meridian Road      | Minor Arterial            | None                | 575                                      | 215                                | 301     | Yes                          |
| Locust Grove Road<br>North of Deer Flat Road | Minor Arterial            | None                | 575                                      | 41                                 | 85      | Yes                          |

### Intersection Capacity Analysis and Level of Service

To determine the 2025 background traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration or with the required improvements at the Meridian Road and Deer Flat Road intersection needed to mitigate the Winfield Springs Subdivision impacts. Copies of the calculations are included in the appendix. **Table 8 and Table 9** summarize the intersection capacity analysis results. All study area intersections are projected to meet minimum operational thresholds with 2025 background traffic during peak hour traffic:

- Locust Grove Road and Hubbard Road intersection
  - The northbound and southbound approaches are operating at LOS B or better with a v/c ratio of 0.15 or less.
- Meridian Road and Deer Flat Road intersection
  - The intersection is expected to operate at LOS D with an overall intersection v/c ratio of 0.85 or less.
  - All lane groups are expected to operate at LOS E or better with a v/c ratio of 0.93 or less.
- Locust Grove Road and Deer Flat Road intersection
  - The northbound and southbound approaches are operating at LOS B or better with a v/c ratio of 0.14 or less

### Mitigation

All study area roadway segments and intersections meet minimum operational thresholds with 2025 background traffic. As a result, no roadway or intersection improvements are needed to mitigate 2025 background traffic. Turn lane warrant was evaluated using ACHD guidelines – see the appendix for turn lane warrant worksheets. None of the study area intersections meet warrant for turn lanes with 2025 background traffic.

**Table 8 – Intersection Level of Service – 2025 Build-Out Year Background Traffic**

| Intersection |                                      | Control                      | MOEs                     | AM Peak Hour | PM Peak Hour |
|--------------|--------------------------------------|------------------------------|--------------------------|--------------|--------------|
| ①            | Locust Grove Road and Hubbard Road   | 2-Way Stop (Locust Grove Rd) | LOS (NB / SB)            | A / A        | A / B        |
|              |                                      |                              | Delay (s/v) (NB / SB)    | 10 / 10      | 10 / 10      |
|              |                                      |                              | Worst Lane Group LOS     | A (NBTR)     | B (SBTR)     |
| ②            | Meridian Road and Deer Flat Road     | Signal                       | Intersection LOS         | D            | C            |
|              |                                      |                              | Intersection Delay (s/v) | 37           | 32           |
|              |                                      |                              | Intersection v/c         | 0.85         | 0.74         |
|              |                                      |                              | Worst Lane Group LOS     | E (WBTR)     | D (WBTR)     |
| ③            | Locust Grove Road and Deer Flat Road | 2-Way Stop (Locust Grove Rd) | LOS (NB / SB)            | B / A        | B / B        |
|              |                                      |                              | Delay (s/v) (NB / SB)    | 11 / 9       | 12 / 11      |
|              |                                      |                              | Worst Lane Group LOS     | B (NBTR)     | B (NBTR)     |

**Table 9 – Lane Group v/c Ratio – 2025 Build-Out Year Background Traffic**

| Intersection | Approach | AM Peak Hour |      |      | PM Peak Hour |      |      |
|--------------|----------|--------------|------|------|--------------|------|------|
|              |          | LT           | THRU | RT   | LT           | THRU | RT   |
| ①            | NB       | 0.07         |      |      | 0.08         |      |      |
|              | SB       | 0.06         |      |      | 0.15         |      |      |
|              | EB       | 0.01         |      |      | 0.01         |      |      |
|              | WB       | --           |      |      | 0.01         |      |      |
| ②            | NB       | 0.31         | 0.67 | 0.67 | 0.62         | 0.48 | 0.48 |
|              | SB       | 0.18         | 0.32 | 0.36 | 0.27         | 0.66 | 0.69 |
|              | EB       | 0.93         | 0.35 |      | 0.83         | 0.38 |      |
|              | WB       | 0.12         | 0.81 |      | 0.22         | 0.87 |      |
| ③            | NB       | 0.02         |      |      | 0.02         |      |      |
|              | SB       | 0.04         |      |      | 0.14         |      |      |
|              | EB       | 0.03         |      |      | 0.02         |      |      |
|              | WB       | --           |      |      | --           |      |      |

## 2025 Build-Out Year Total Traffic

### Roadway Segment Level of Service

The study area roadway segments level of service were evaluated with 2025 total traffic. **Table 10** summarizes the results. All study area roadway segments are expected to meet minimum operational thresholds with the existing lane configuration. No roadway capacities improvements are needed to mitigate 2025 total traffic.

**Table 10 – Roadway Segment Level of Service – 2025 Build-Out Year Total Traffic**

| Roadway Segment                              | Functional Classification | Left-Turn Lane Type | LOS E Directional Volume Threshold (vph) | Peak Hour Directional Volume (vph) |         | Meet Minimum Acceptable LOS? |
|--|---------------------------|---------------------|--|------------------------------------|---------|------------------------------|
|  |                           |                     |  | AM Peak                            | PM Peak |                              |
| Deer Flat Road<br>East of Meridian Road      | Minor Arterial            | None                | 575                                      | 233                                | 336     | Yes                          |
| Locust Grove Road<br>North of Deer Flat Road | Minor Arterial            | None                | 575                                      | 51                                 | 97      | Yes                          |

### Intersection Capacity Analysis and Level of Service

To determine the 2025 total traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration or with the above mentioned mitigations. Copies of the calculations are included in the appendix. **Table 11 and Table 12** summarize the intersection capacity analysis results. All study area intersections are projected to meet minimum operational thresholds with 2025 total traffic during peak hour traffic:

- Locust Grove Road and Hubbard Road intersection
  - The northbound and southbound approaches are operating at LOS B or better with a v/c ratio of 0.17 or less.
- Meridian Road and Deer Flat Road intersection
  - The intersection is expected to operate at LOS D or better with an overall intersection v/c ratio of 0.87 or less.
  - All lane groups are expected to operate at LOS E or better with a v/c ratio of 0.96 or less.
- Locust Grove Road and Deer Flat Road intersection
  - The northbound and southbound approaches are operating at LOS B or better with a v/c ratio of 0.16 or less

### Mitigation

All study area roadway segments and intersections meet minimum operational thresholds with 2025 total traffic. As a result, no roadway or intersection improvements are needed to mitigate 2025 total traffic. Turn lane warrant was evaluated using ACHD guidelines – see the appendix for turn lane warrant worksheets. None of the study area intersections meet warrant for turn lanes with 2025 total traffic.

**Table 11 – Intersection Level of Service – 2025 Build-Out Year Total Traffic**

| Intersection |                                      | Control                      | MOEs                     | AM Peak Hour | PM Peak Hour |
|--------------|--------------------------------------|------------------------------|--------------------------|--------------|--------------|
| ①            | Locust Grove Road and Hubbard Road   | 2-Way Stop (Locust Grove Rd) | LOS (NB / SB)            | A / A        | B / B        |
|              |                                      |                              | Delay (s/v) (NB / SB)    | 10 / 10      | 10 / 10      |
|              |                                      |                              | Worst Lane Group LOS     | A (NBTR)     | B (SBTR)     |
| ②            | Meridian Road and Deer Flat Road     | Signal                       | Intersection LOS         | D            | C            |
|              |                                      |                              | Intersection Delay (s/v) | 39           | 0.34         |
|              |                                      |                              | Intersection v/c         | 0.87         | 0.76         |
|              |                                      |                              | Worst Lane Group LOS     | E (WBTR)     | E (WBTR)     |
| ③            | Locust Grove Road and Deer Flat Road | 2-Way Stop (Locust Grove Rd) | LOS (NB / SB)            | B / A        | B / B        |
|              |                                      |                              | Delay (s/v) (NB / SB)    | 12 / 9       | 12 / 11      |
|              |                                      |                              | Worst Lane Group LOS     | B (NBTR)     | B (NBTR)     |

**Table 12 – Lane Group v/c Ratio – 2025 Build-Out Year Total Traffic**

| Intersection | Approach                             | AM Peak Hour |        |      | PM Peak Hour |      |      |      |
|--------------|--------------------------------------|--------------|--------|------|--------------|------|------|------|
|              |                                      | LT           | THRU   | RT   | LT           | THRU | RT   |      |
| ①            | Locust Grove Road and Hubbard Road   | NB           | 0.09   |      |              | 0.09 |      |      |
|              |                                      | SB           | 0.06   |      |              | 0.17 |      |      |
|              |                                      | EB           | 0.01   |      |              | 0.01 |      |      |
|              |                                      | WB           | < 0.01 |      |              | 0.01 |      |      |
| ②            | Meridian Road and Deer Flat Road     | NB           | 0.33   | 0.71 | 0.71         | 0.64 | 0.53 | 0.53 |
|              |                                      | SB           | 0.26   | 0.34 | 0.37         | 0.38 | 0.68 | 0.71 |
|              |                                      | EB           | 0.96   | 0.34 |              | 0.84 | 0.39 |      |
|              |                                      | WB           | 0.17   | 0.85 |              | 0.23 | 0.88 |      |
| ③            | Locust Grove Road and Deer Flat Road | NB           | 0.03   |      |              | 0.02 |      |      |
|              |                                      | SB           | 0.04   |      |              | 0.16 |      |      |
|              |                                      | EB           | 0.03   |      |              | 0.03 |      |      |
|              |                                      | WB           | --     |      |              | --   |      |      |

## Site Access and Circulation

**Figure 11** summarizes the estimated ADTs on the internal roadways and proposed access locations. All proposed internal roadways are projected to carry less than 1,000 vpd except for the proposed East access approach. The East access approach segment is expected to carry approximately 1,076 vpd at the Deer Flat Road intersection. This road does not have front on housing.

Deer Flat Road is functionally classified as a minor arterial with a posted speed limit of 50 mph, which requires the following access spacing per ACHD Policy, Section 7205, Table 1a:

- 1,320 feet minimum separation for unsignalized collector streets
- 660 feet minimum separation for local streets
- 425 feet minimum driveways separation
- 330 feet from a signalized intersection with a single or dual left-turn lanes for a RIRO driveway
- 660 feet from a signalized intersection with a single left-turn lane for a full-movement driveway
- 710 feet from a signalized intersection with dual left-turn lanes for a full-movement driveway

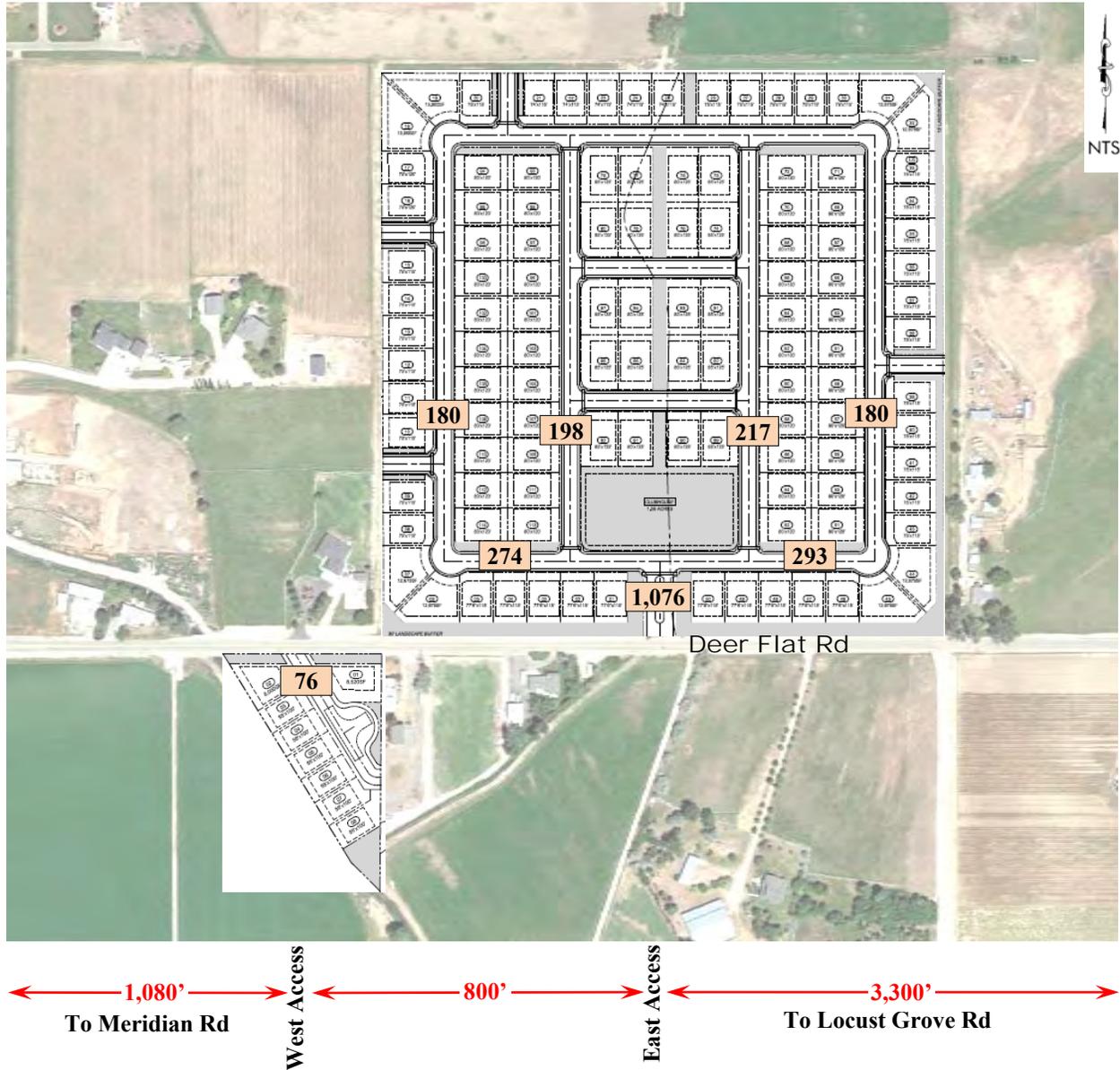
The proposed access locations on Deer Flat Road generally meet ACHD's access spacing. It should be noted that there are numerous existing single-family driveways on Deer Flat Road within the study area.

According to ACHD policy per AASHTO guidelines, the minimum sight distance for a 50 mph posted speed limit is 555 feet. The proposed driveways are located within a generally flat and straight segment of Deer Flat Road alignment and are expected to have adequate intersection sight distance. However, building setback and landscaping should be located and designed to ensure adequate intersection sight distance.

Turn lane warrant was evaluated for the proposed site access intersections using ACHD guidelines – see the appendix for turn lane warrant worksheets. None of the site access intersections are expected to warrant turn lanes.

**Table 13 and Table 14** summarize site access intersections capacity analysis results. All site access intersections are expected to operate at LOS B or better with a lane group v/c of 0.09 or less during the peak hours with 2025 total traffic.

**Figure 11 – Proposed Access Locations and Internal Roadway ADTs**



**Table 13 – Site Access Intersection Level of Service – 2025 Build-Out Year Total Traffic**

| Intersection |                                | Control            | MOEs                 | AM Peak Hour | PM Peak Hour |
|--------------|--------------------------------|--------------------|----------------------|--------------|--------------|
| 4            | West Access and Deer Flat Road | Stop (NB Approach) | LOS (NB)             | B            | B            |
|              |                                |                    | Delay (s/v) (NB)     | 11           | 12           |
|              |                                |                    | Worst Lane Group LOS | B (NB)       | B (NB)       |
| 5            | East Access and Deer Flat Road | Stop (SB Approach) | LOS (SB)             | A            | B            |
|              |                                |                    | Delay (s/v) (SB)     | 10           | 11           |
|              |                                |                    | Worst Lane Group LOS | A (SB)       | B (SB)       |

**Table 14 – Site Access Intersection Lane Group v/c Ratio – 2025 Build-Out Year Total Traffic**

| Intersection | Approach | AM Peak Hour |      |    | PM Peak Hour |      |    |
|--------------|----------|--------------|------|----|--------------|------|----|
|              |          | LT           | THRU | RT | LT           | THRU | RT |
| 4            | NB       | 0.01         |      |    | 0.01         |      |    |
|              | EB       | --           |      |    | --           |      |    |
|              | WB       | --           |      |    | < 0.01       |      |    |
| 5            | SB       | 0.09         |      |    | 0.07         |      |    |
|              | EB       | 0.01         |      |    | 0.05         |      |    |
|              | WB       | --           |      |    | --           |      |    |

**APPENDIX**  
**SCOPE AND COMPASS AREA OF INFLUENCE RESULTS**  
**TRAFFIC COUNTS**  
**CRASH RATES**  
**SYNCHRO REPORTS**  
**TURN LANE WARRANT WORKSHEETS**

## Deer Flat Property, TAZ 1184

The following summarizes the results of an area of influence model run for a proposed development located northwest of SH 69 and Deer Flat Road. The proposed development will consist of 126 single family units with an anticipated build out by 2025. See figure 1.

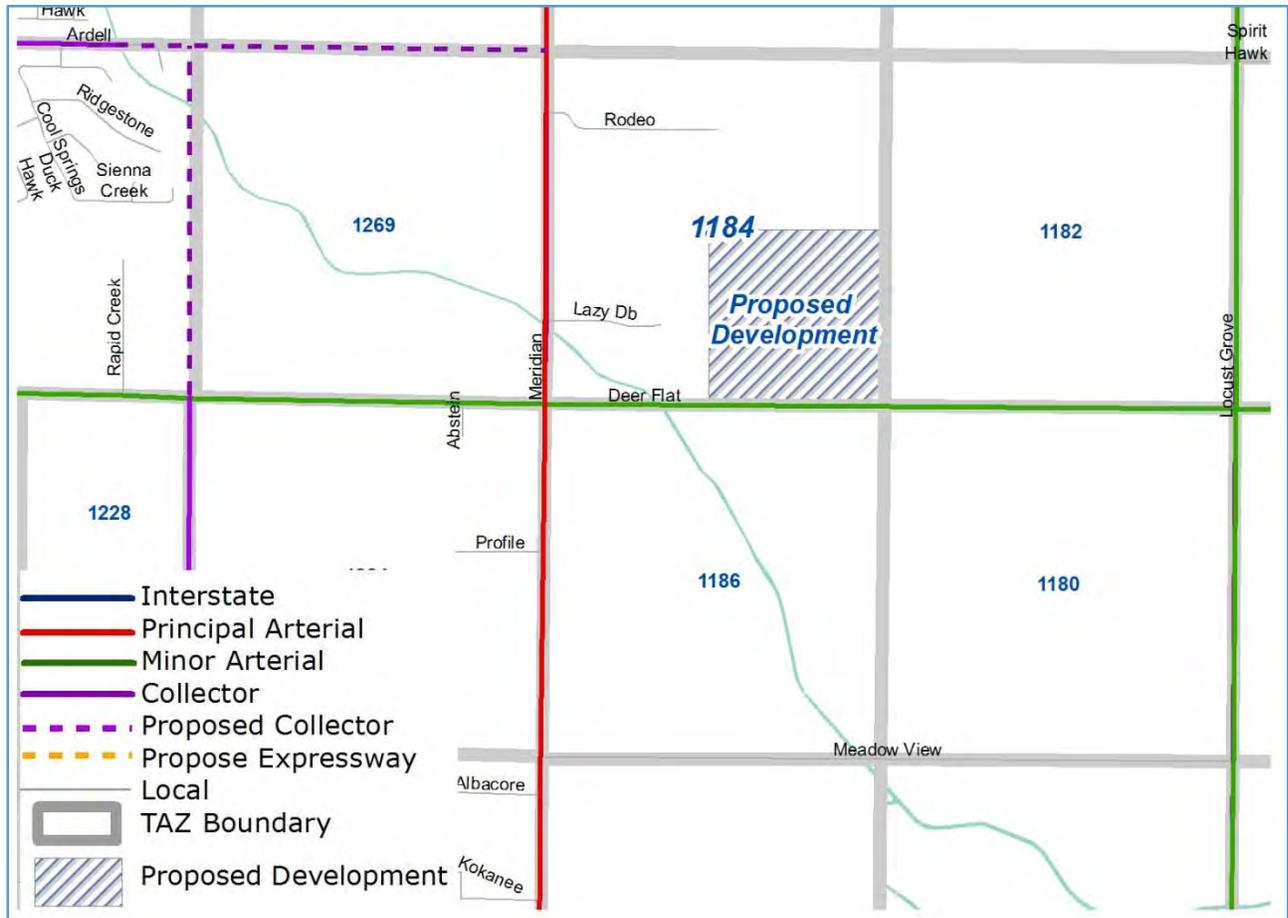


Figure 1: TAZ 1184

Table 1 provides the existing demographics for TAZ 1184 and the demographics for the proposed development that were used for the area of influence model run.

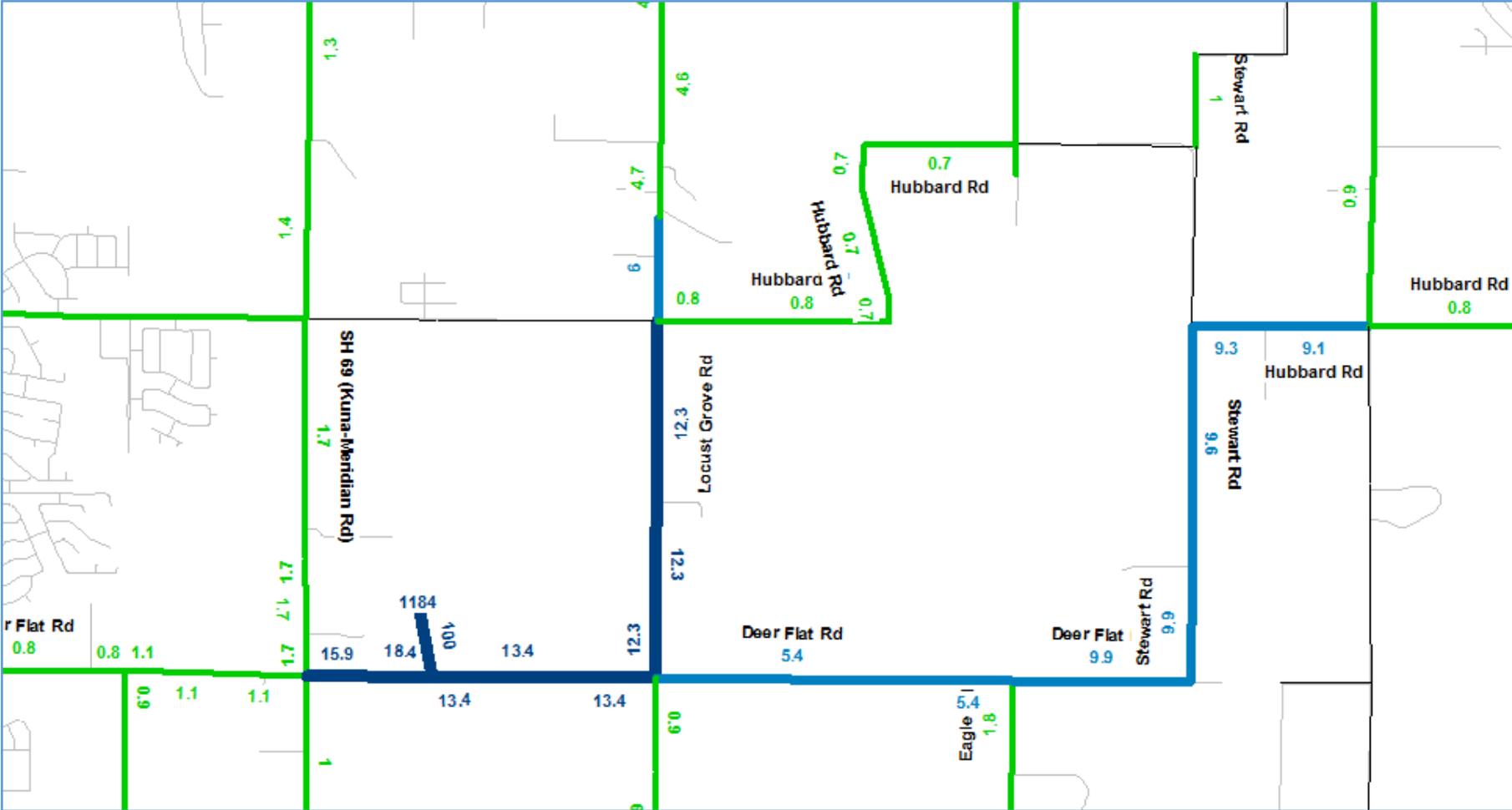
Table 1

|                 | 2017 |      | 2025 with proposal |      | 2040 |      |
|-----------------|------|------|--------------------|------|------|------|
|                 | HH   | Jobs | HH                 | Jobs | HH   | Jobs |
| <b>TAZ 1184</b> | 5    | 14   | 131                | 33   | 21   | 109  |

The area of influence results for the proposed development are shown in figures 2. The 2040 peak hour results are shown in figures 3 and 4.

A cumulative development model run was also completed for this area. See Table 2 for the demographics, figure 5 for the vicinity map and figures 6 and 7 for the peak hour results.

Figure 2: Area of Influence, Peak hour demand contribution to the total peak hour demand for 2025







**Table 2**

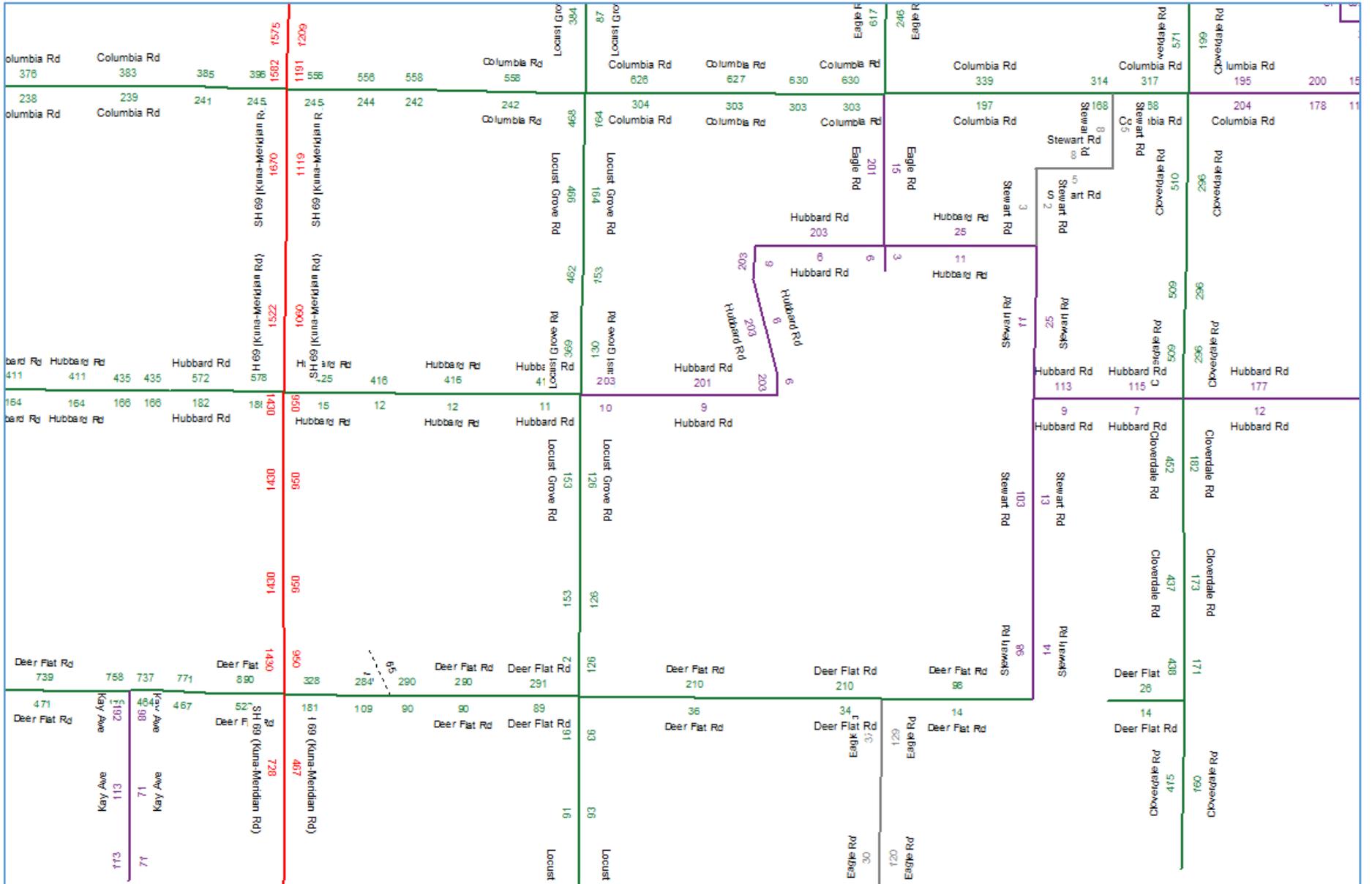
| TAZ          | 2017 |      | 2025 with proposals |      | 2040 |      |
|--------------|------|------|---------------------|------|------|------|
|              | HH   | Jobs | HH                  | Jobs | HH   | Jobs |
| <b>1184</b>  | 5    | 14   | 131                 | 33   | 21   | 109  |
| <b>1186*</b> | 8    | 2    | 310                 | 175  | 310  | 175  |
| <b>1269</b>  | 4    | 36   | 357                 | 180  | 407  | 450  |

\*Ashton Estates had an anticipated build out by year 2030 however, the area of influence included 100% of the development.



**Figure 5: Proposed development, Winfield Springs and Ashton Estates**

Figure 6: 2025 Cumulative Peak Hour results





---

Fwd: TAZ1184.docx

---

From : Mary Ann Waldinger <MWaldinger@compassidaho.org>  
Subject : Fwd: TAZ1184.docx  
To : thompsonengineers@cableone.net

Wed, Nov 15, 2017 02:09 PM

Hi Dan  
Here you go.  
Do you need/use the write up I send to ACHD? I'll forward it if so.  
M

Sent from my iPhone

Begin forwarded message:

From: Aimee Loudenslager <[Aloudenslager@achdidaho.org](mailto:Aloudenslager@achdidaho.org)>  
Date: November 15, 2017 at 1:07:18 PM CST  
To: 'Mary Ann Waldinger' <[MWaldinger@compassidaho.org](mailto:MWaldinger@compassidaho.org)>, Mindy Wallace <[Mwallace@achdidaho.org](mailto:Mwallace@achdidaho.org)>, Shona Tonkin <[Shona.Tonkin@itd.idaho.gov](mailto:Shona.Tonkin@itd.idaho.gov)>  
Cc: Shawn Martin <[smartin@achdidaho.org](mailto:smartin@achdidaho.org)>  
Subject: RE: TAZ1184.docx

Hi Mary Ann,

ACHD recommends the following segments and intersections to be included in the TIS for the residential development northwest of SH 69 and Deer Flat Road.

Intersections:

- SH 69 and Deer Flat Road
- Deer Flat Road and Locust Grove Road
- Locust Grove Road and Hubbard Road
- All site access points

Segments:

- Deer Flat Road from SH 69 to Locust Grove Road
- Locust Grove Road from Deer Flat Road to Hubbard Road
- All internal collector roadways

Let me know if you have any questions.

Thanks,

Aimee Loudenslager, P.E.  
Traffic Engineer  
Ada County Highway District  
(208) 387-6339

---

From: Mary Ann Waldinger [<mailto:MWaldinger@compassidaho.org>]  
Sent: Monday, November 13, 2017 10:43 AM  
To: Mindy Wallace; Aimee Loudenslager; Shona Tonkin

Cc: Shawn Martin  
Subject: TAZ1184.docx

Good morning,

Attached in an area of influence for 126 unit subdivision north of Deer Flat and east of SH 69. The write up also includes a cumulative model run and an area of influence with the additional developments as "background" traffic.

This was requested by Dan T. and I attached the site plan he provided.

Thank you,  
MaryAnn

---

# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove Rd / Hubbard  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Locust Grove Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 1

### Groups Printed- General Traffic

| Start Time         | Locust Grove Road From North |             |            |          |             | Hubbard Road From East |             |             |          |             | Locust Grove Road From South |             |            |          |            | Hubbard Road From West |             |             |          |             | Int. Total |
|--------------------|------------------------------|-------------|------------|----------|-------------|------------------------|-------------|-------------|----------|-------------|------------------------------|-------------|------------|----------|------------|------------------------|-------------|-------------|----------|-------------|------------|
|                    | Right                        | Thru        | Left       | Peds     | App. Total  | Right                  | Thru        | Left        | Peds     | App. Total  | Right                        | Thru        | Left       | Peds     | App. Total | Right                  | Thru        | Left        | Peds     | App. Total  |            |
| 07:00 AM           | 0                            | 5           | 0          | 0        | 5           | 1                      | 0           | 0           | 0        | 1           | 1                            | 4           | 0          | 0        | 5          | 1                      | 3           | 1           | 0        | 5           | 16         |
| 07:15 AM           | 0                            | 1           | 0          | 0        | 1           | 0                      | 0           | 0           | 0        | 0           | 0                            | 3           | 0          | 0        | 3          | 1                      | 5           | 0           | 0        | 6           | 10         |
| 07:30 AM           | 1                            | 8           | 0          | 0        | 9           | 0                      | 1           | 0           | 0        | 1           | 3                            | 7           | 0          | 0        | 10         | 0                      | 2           | 3           | 0        | 5           | 25         |
| 07:45 AM           | 0                            | 1           | 0          | 0        | 1           | 1                      | 0           | 0           | 0        | 1           | 0                            | 4           | 0          | 0        | 4          | 1                      | 4           | 3           | 0        | 8           | 14         |
| <b>Total</b>       | <b>1</b>                     | <b>15</b>   | <b>0</b>   | <b>0</b> | <b>16</b>   | <b>2</b>               | <b>1</b>    | <b>0</b>    | <b>0</b> | <b>3</b>    | <b>4</b>                     | <b>18</b>   | <b>0</b>   | <b>0</b> | <b>22</b>  | <b>3</b>               | <b>14</b>   | <b>7</b>    | <b>0</b> | <b>24</b>   | <b>65</b>  |
| 08:00 AM           | 2                            | 1           | 0          | 0        | 3           | 0                      | 0           | 0           | 0        | 0           | 1                            | 5           | 0          | 0        | 6          | 0                      | 1           | 0           | 0        | 1           | 10         |
| 08:15 AM           | 1                            | 0           | 0          | 0        | 1           | 0                      | 1           | 0           | 0        | 1           | 0                            | 4           | 0          | 0        | 4          | 0                      | 2           | 0           | 0        | 2           | 8          |
| 08:30 AM           | 1                            | 3           | 0          | 0        | 4           | 0                      | 3           | 0           | 0        | 3           | 0                            | 3           | 0          | 0        | 3          | 0                      | 4           | 0           | 0        | 4           | 14         |
| 08:45 AM           | 2                            | 6           | 0          | 0        | 8           | 0                      | 2           | 2           | 0        | 4           | 1                            | 5           | 0          | 0        | 6          | 1                      | 3           | 0           | 0        | 4           | 22         |
| <b>Total</b>       | <b>6</b>                     | <b>10</b>   | <b>0</b>   | <b>0</b> | <b>16</b>   | <b>0</b>               | <b>6</b>    | <b>2</b>    | <b>0</b> | <b>8</b>    | <b>2</b>                     | <b>17</b>   | <b>0</b>   | <b>0</b> | <b>19</b>  | <b>1</b>               | <b>10</b>   | <b>0</b>    | <b>0</b> | <b>11</b>   | <b>54</b>  |
| -----              |                              |             |            |          |             |                        |             |             |          |             |                              |             |            |          |            |                        |             |             |          |             |            |
| 04:00 PM           | 1                            | 7           | 0          | 0        | 8           | 1                      | 2           | 1           | 0        | 4           | 0                            | 7           | 0          | 0        | 7          | 0                      | 0           | 2           | 0        | 2           | 21         |
| 04:15 PM           | 0                            | 11          | 1          | 0        | 12          | 0                      | 2           | 2           | 0        | 4           | 1                            | 3           | 1          | 0        | 5          | 1                      | 0           | 0           | 0        | 1           | 22         |
| 04:30 PM           | 0                            | 8           | 0          | 0        | 8           | 1                      | 0           | 3           | 0        | 4           | 0                            | 1           | 0          | 0        | 1          | 0                      | 1           | 0           | 0        | 1           | 14         |
| 04:45 PM           | 0                            | 18          | 0          | 0        | 18          | 0                      | 4           | 1           | 0        | 5           | 0                            | 4           | 0          | 0        | 4          | 0                      | 2           | 0           | 0        | 2           | 29         |
| <b>Total</b>       | <b>1</b>                     | <b>44</b>   | <b>1</b>   | <b>0</b> | <b>46</b>   | <b>2</b>               | <b>8</b>    | <b>7</b>    | <b>0</b> | <b>17</b>   | <b>1</b>                     | <b>15</b>   | <b>1</b>   | <b>0</b> | <b>17</b>  | <b>1</b>               | <b>3</b>    | <b>2</b>    | <b>0</b> | <b>6</b>    | <b>86</b>  |
| 05:00 PM           | 0                            | 8           | 0          | 0        | 8           | 0                      | 3           | 3           | 0        | 6           | 0                            | 2           | 2          | 0        | 4          | 1                      | 0           | 1           | 0        | 2           | 20         |
| 05:15 PM           | 2                            | 15          | 1          | 0        | 18          | 0                      | 2           | 3           | 0        | 5           | 1                            | 6           | 3          | 0        | 10         | 0                      | 3           | 0           | 0        | 3           | 36         |
| 05:30 PM           | 1                            | 6           | 0          | 0        | 7           | 0                      | 3           | 2           | 0        | 5           | 1                            | 4           | 0          | 0        | 5          | 0                      | 1           | 0           | 0        | 1           | 18         |
| 05:45 PM           | 1                            | 8           | 0          | 0        | 9           | 2                      | 6           | 0           | 0        | 8           | 0                            | 2           | 0          | 0        | 2          | 2                      | 3           | 1           | 0        | 6           | 25         |
| <b>Total</b>       | <b>4</b>                     | <b>37</b>   | <b>1</b>   | <b>0</b> | <b>42</b>   | <b>2</b>               | <b>14</b>   | <b>8</b>    | <b>0</b> | <b>24</b>   | <b>2</b>                     | <b>14</b>   | <b>5</b>   | <b>0</b> | <b>21</b>  | <b>3</b>               | <b>7</b>    | <b>2</b>    | <b>0</b> | <b>12</b>   | <b>99</b>  |
| <b>Grand Total</b> | <b>12</b>                    | <b>106</b>  | <b>2</b>   | <b>0</b> | <b>120</b>  | <b>6</b>               | <b>29</b>   | <b>17</b>   | <b>0</b> | <b>52</b>   | <b>9</b>                     | <b>64</b>   | <b>6</b>   | <b>0</b> | <b>79</b>  | <b>8</b>               | <b>34</b>   | <b>11</b>   | <b>0</b> | <b>53</b>   | <b>304</b> |
| <b>Apprch %</b>    | <b>10</b>                    | <b>88.3</b> | <b>1.7</b> | <b>0</b> |             | <b>11.5</b>            | <b>55.8</b> | <b>32.7</b> | <b>0</b> |             | <b>11.4</b>                  | <b>81</b>   | <b>7.6</b> | <b>0</b> |            | <b>15.1</b>            | <b>64.2</b> | <b>20.8</b> | <b>0</b> |             |            |
| <b>Total %</b>     | <b>3.9</b>                   | <b>34.9</b> | <b>0.7</b> | <b>0</b> | <b>39.5</b> | <b>2</b>               | <b>9.5</b>  | <b>5.6</b>  | <b>0</b> | <b>17.1</b> | <b>3</b>                     | <b>21.1</b> | <b>2</b>   | <b>0</b> | <b>26</b>  | <b>2.6</b>             | <b>11.2</b> | <b>3.6</b>  | <b>0</b> | <b>17.4</b> |            |

# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136

Intersection: Locust Grove Rd / Hubbard Rd

City, State: Kuna, Idaho

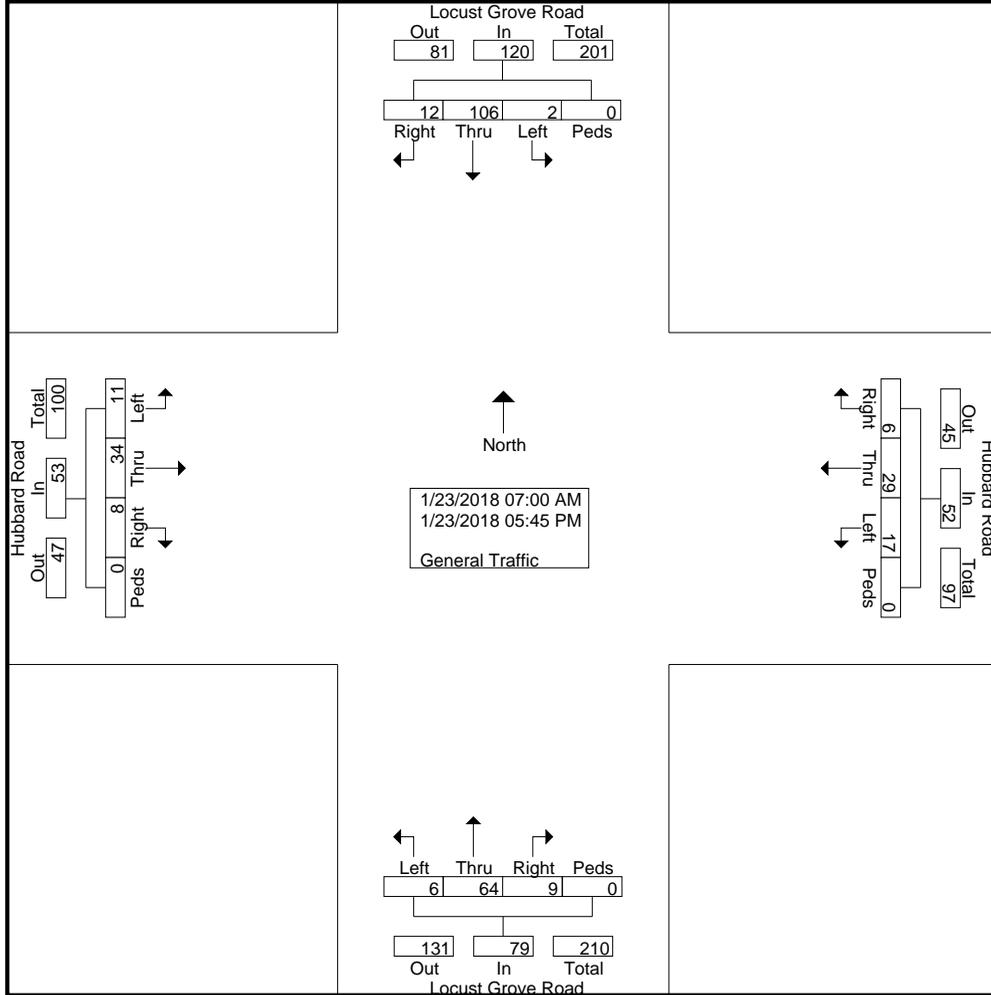
Control: Stop Sign

File Name : Locust Grove Rd & Hubbard Rd

Site Code :

Start Date : 1/23/2018

Page No : 2



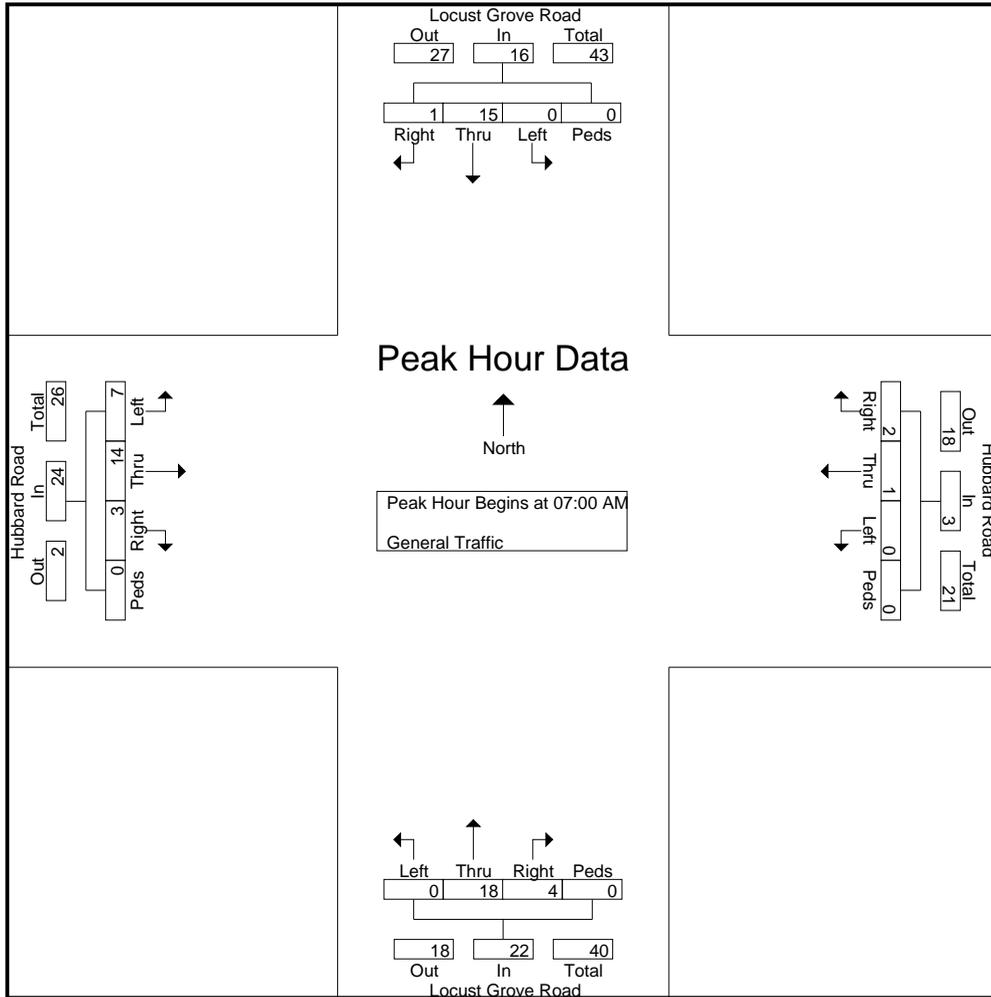
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove Rd / Hubbard Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Locust Grove Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 3

| Start Time  | Locust Grove Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Locust Grove Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|---|------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|   | Right                        | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |
| <b>Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1</b> |                              |      |      |      |            |                        |      |      |      |            |                              |      |      |      |            |                        |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM              |                              |      |      |      |            |                        |      |      |      |            |                              |      |      |      |            |                        |      |      |      |            |            |
| 07:00 AM  | 0                            | 5    | 0    | 0    | 5          | 1                      | 0    | 0    | 0    | 1          | 1                            | 4    | 0    | 0    | 5          | 1                      | 3    | 1    | 0    | 5          | 16         |
| 07:15 AM  | 0                            | 1    | 0    | 0    | 1          | 0                      | 0    | 0    | 0    | 0          | 0                            | 3    | 0    | 0    | 3          | 1                      | 5    | 0    | 0    | 6          | 10         |
| 07:30 AM  | 1                            | 8    | 0    | 0    | 9          | 0                      | 1    | 0    | 0    | 1          | 3                            | 7    | 0    | 0    | 10         | 0                      | 2    | 3    | 0    | 5          | 25         |
| 07:45 AM  | 0                            | 1    | 0    | 0    | 1          | 1                      | 0    | 0    | 0    | 1          | 0                            | 4    | 0    | 0    | 4          | 1                      | 4    | 3    | 0    | 8          | 14         |
| Total Volume  | 1                            | 15   | 0    | 0    | 16         | 2                      | 1    | 0    | 0    | 3          | 4                            | 18   | 0    | 0    | 22         | 3                      | 14   | 7    | 0    | 24         | 65         |
| % App. Total  | 6.2                          | 93.8 | 0    | 0    |            | 66.7                   | 33.3 | 0    | 0    |            | 18.2                         | 81.8 | 0    | 0    |            | 12.5                   | 58.3 | 29.2 | 0    |            |            |
| PHF   | .250                         | .469 | .000 | .000 | .444       | .500                   | .250 | .000 | .000 | .750       | .333                         | .643 | .000 | .000 | .550       | .750                   | .700 | .583 | .000 | .750       | .650       |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove Rd / Hubbard Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

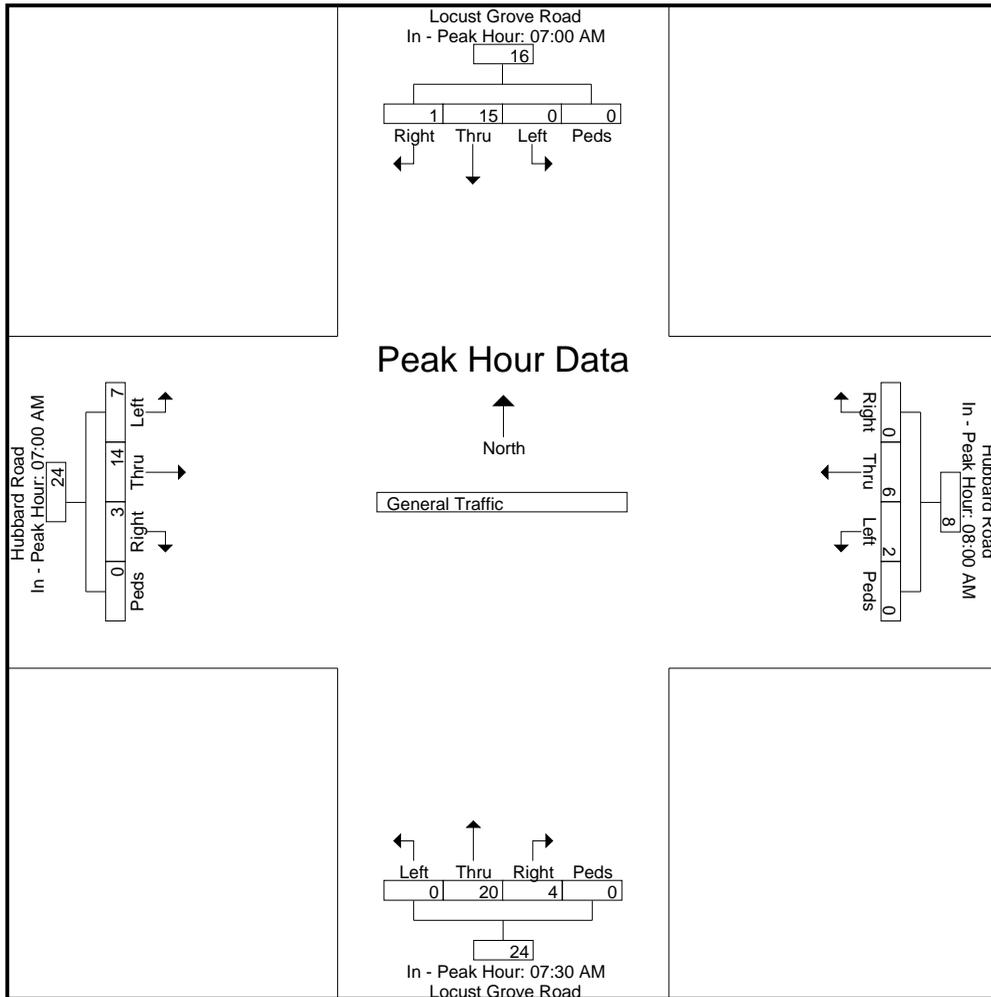
File Name : Locust Grove Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 4

| Start Time | Locust Grove Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Locust Grove Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|------------|------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|            | Right                        | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |

**Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

|              | 07:00 AM |      |      |      |      | 08:00 AM |      |      |      |      | 07:30 AM |      |      |      |      | 07:00 AM |      |      |      |      |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.     | 0        | 5    | 0    | 0    | 5    | 0        | 0    | 0    | 0    | 0    | 3        | 7    | 0    | 0    | 10   | 1        | 3    | 1    | 0    | 5    |
| +15 mins.    | 0        | 1    | 0    | 0    | 1    | 0        | 1    | 0    | 0    | 1    | 0        | 4    | 0    | 0    | 4    | 1        | 5    | 0    | 0    | 6    |
| +30 mins.    | 1        | 8    | 0    | 0    | 9    | 0        | 3    | 0    | 0    | 3    | 1        | 5    | 0    | 0    | 6    | 0        | 2    | 3    | 0    | 5    |
| +45 mins.    | 0        | 1    | 0    | 0    | 1    | 0        | 2    | 2    | 0    | 4    | 0        | 4    | 0    | 0    | 4    | 1        | 4    | 3    | 0    | 8    |
| Total Volume | 1        | 15   | 0    | 0    | 16   | 0        | 6    | 2    | 0    | 8    | 4        | 20   | 0    | 0    | 24   | 3        | 14   | 7    | 0    | 24   |
| % App. Total | 6.2      | 93.8 | 0    | 0    |      | 0        | 75   | 25   | 0    |      | 16.7     | 83.3 | 0    | 0    |      | 12.5     | 58.3 | 29.2 | 0    |      |
| PHF          | .250     | .469 | .000 | .000 | .444 | .000     | .500 | .250 | .000 | .500 | .333     | .714 | .000 | .000 | .600 | .750     | .700 | .583 | .000 | .750 |



| Start Time | Right | Thru | Left | Peds | App. Total |
|------------|-------|------|------|------|------------|
| 07:00 AM   | 1     | 15   | 0    | 0    | 16         |
| 08:00 AM   | 0     | 6    | 2    | 0    | 8          |
| 07:30 AM   | 4     | 20   | 0    | 0    | 24         |
| 07:00 AM   | 3     | 14   | 7    | 0    | 24         |

# L2 Data Collection

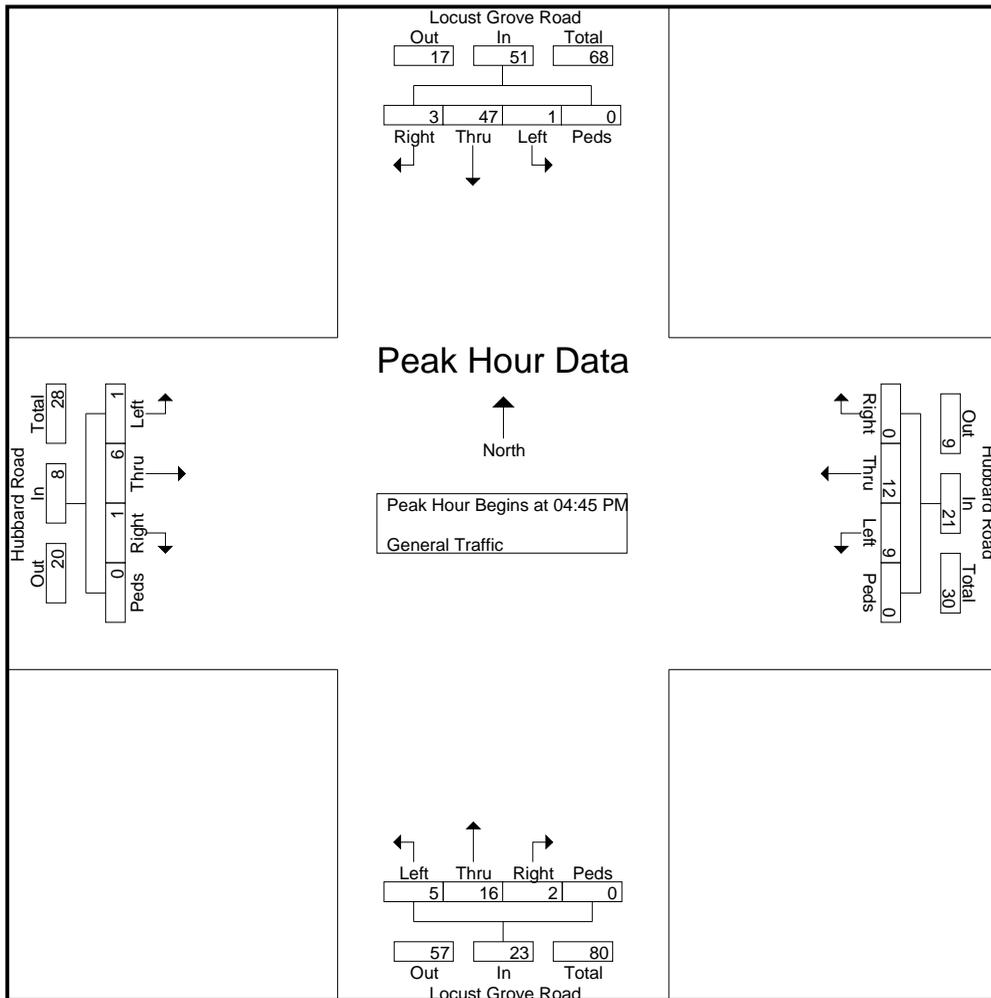
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove Rd / Hubbard Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Locust Grove Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 5

| Start Time  | Locust Grove Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Locust Grove Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|---|------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|   | Right                        | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |
| <b>Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1</b> |                              |      |      |      |            |                        |      |      |      |            |                              |      |      |      |            |                        |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM              |                              |      |      |      |            |                        |      |      |      |            |                              |      |      |      |            |                        |      |      |      |            |            |
| 04:45 PM  | 0                            | 18   | 0    | 0    | 18         | 0                      | 4    | 1    | 0    | 5          | 0                            | 4    | 0    | 0    | 4          | 0                      | 2    | 0    | 0    | 2          | 29         |
| 05:00 PM  | 0                            | 8    | 0    | 0    | 8          | 0                      | 3    | 3    | 0    | 6          | 0                            | 2    | 2    | 0    | 4          | 1                      | 0    | 1    | 0    | 2          | 20         |
| 05:15 PM  | 2                            | 15   | 1    | 0    | 18         | 0                      | 2    | 3    | 0    | 5          | 1                            | 6    | 3    | 0    | 10         | 0                      | 3    | 0    | 0    | 3          | 36         |
| 05:30 PM  | 1                            | 6    | 0    | 0    | 7          | 0                      | 3    | 2    | 0    | 5          | 1                            | 4    | 0    | 0    | 5          | 0                      | 1    | 0    | 0    | 1          | 18         |
| Total Volume  | 3                            | 47   | 1    | 0    | 51         | 0                      | 12   | 9    | 0    | 21         | 2                            | 16   | 5    | 0    | 23         | 1                      | 6    | 1    | 0    | 8          | 103        |
| % App. Total  | 5.9                          | 92.2 | 2    | 0    |            | 0                      | 57.1 | 42.9 | 0    |            | 8.7                          | 69.6 | 21.7 | 0    |            | 12.5                   | 75   | 12.5 | 0    |            |            |
| PHF   | .375                         | .653 | .250 | .000 | .708       | .000                   | .750 | .750 | .000 | .875       | .500                         | .667 | .417 | .000 | .575       | .250                   | .500 | .250 | .000 | .667       | .715       |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove Rd / Hubbard Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

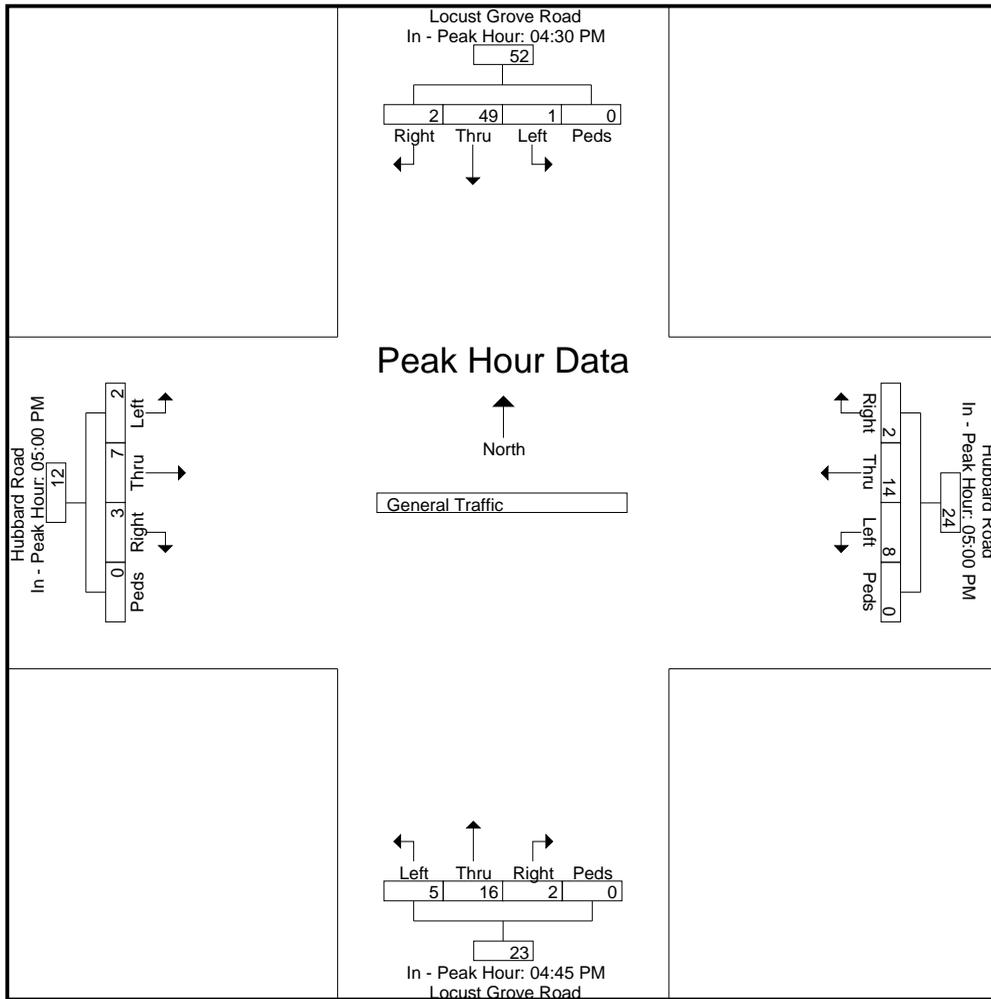
File Name : Locust Grove Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 6

| Start Time | Locust Grove Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Locust Grove Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|------------|------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|            | Right                        | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |

**Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

|              | 04:30 PM |      |      |      |      | 05:00 PM |      |      |      |      | 04:45 PM |      |      |      |      | 05:00 PM |      |      |      |      |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.     | 0        | 8    | 0    | 0    | 8    | 0        | 3    | 3    | 0    | 6    | 0        | 4    | 0    | 0    | 4    | 1        | 0    | 1    | 0    | 2    |
| +15 mins.    | 0        | 18   | 0    | 0    | 18   | 0        | 2    | 3    | 0    | 5    | 0        | 2    | 2    | 0    | 4    | 0        | 3    | 0    | 0    | 3    |
| +30 mins.    | 0        | 8    | 0    | 0    | 8    | 0        | 3    | 2    | 0    | 5    | 1        | 6    | 3    | 0    | 10   | 0        | 1    | 0    | 0    | 1    |
| +45 mins.    | 2        | 15   | 1    | 0    | 18   | 2        | 6    | 0    | 0    | 8    | 1        | 4    | 0    | 0    | 5    | 2        | 3    | 1    | 0    | 6    |
| Total Volume | 2        | 49   | 1    | 0    | 52   | 2        | 14   | 8    | 0    | 24   | 2        | 16   | 5    | 0    | 23   | 3        | 7    | 2    | 0    | 12   |
| % App. Total | 3.8      | 94.2 | 1.9  | 0    |      | 8.3      | 58.3 | 33.3 | 0    |      | 8.7      | 69.6 | 21.7 | 0    |      | 25       | 58.3 | 16.7 | 0    |      |
| PHF          | .250     | .681 | .250 | .000 | .722 | .250     | .583 | .667 | .000 | .750 | .500     | .667 | .417 | .000 | .575 | .375     | .583 | .500 | .000 | .500 |



| Start Time | Right | Thru | Left | Peds | App. Total | PHF  |
|------------|-------|------|------|------|------------|------|
| 04:30 PM   | 2     | 49   | 1    | 0    | 52         | .722 |
| 05:00 PM   | 2     | 14   | 8    | 0    | 24         | .583 |
| 04:45 PM   | 5     | 16   | 2    | 0    | 23         | .667 |
| 05:00 PM   | 3     | 7    | 2    | 0    | 12         | .500 |

# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
Intersection: Locust Grove Rd / Hubbard Rd  
City, State: Kuna, Idaho  
Control: Stop Sign

File Name : Locust Grove Rd & Hubbard Rd  
Site Code :  
Start Date : 1/23/2018  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove / Deer Flat  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Locust Grove Rd & Deer Flat Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 1

### Groups Printed- General Traffic

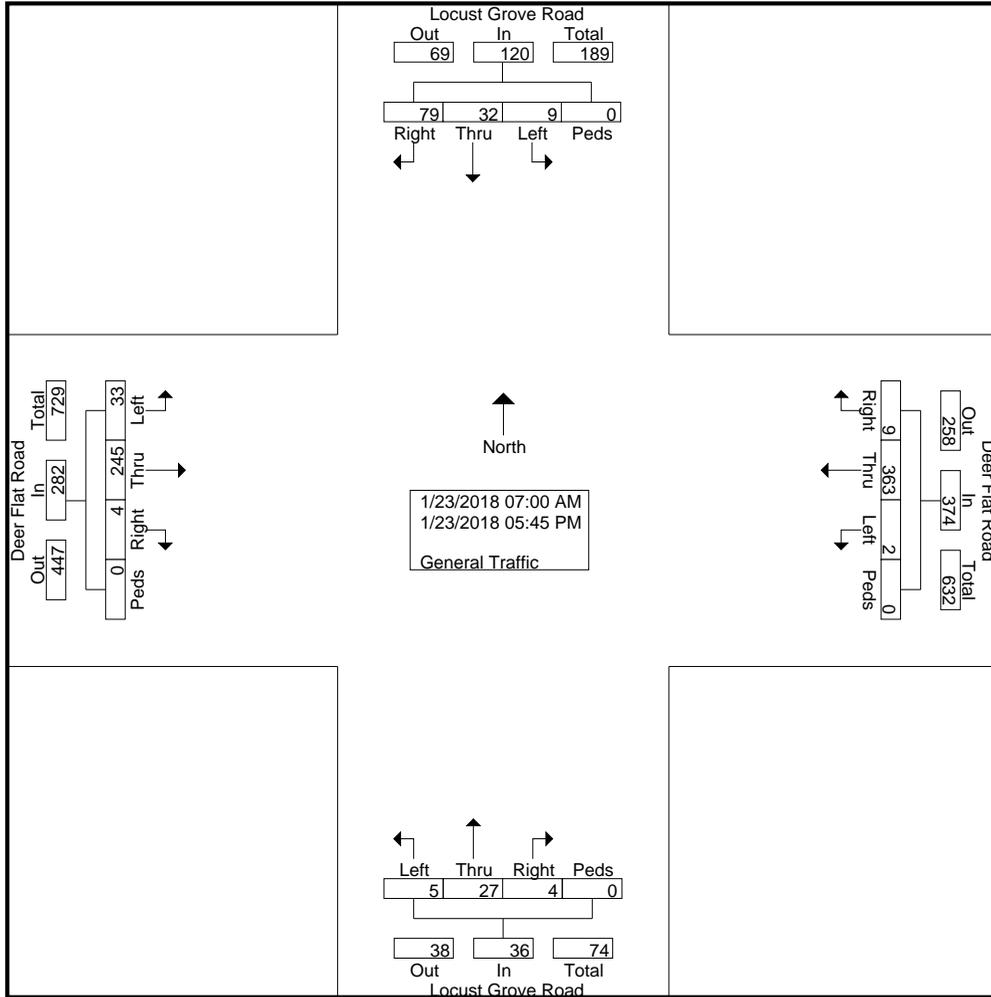
| Start Time         | Locust Grove Road From North |             |            |          |             | Deer Flat Road From East |             |            |          |             | Locust Grove Road From South |            |             |          |            | Deer Flat Road From West |             |             |          |             | Int. Total |
|--------------------|------------------------------|-------------|------------|----------|-------------|--------------------------|-------------|------------|----------|-------------|------------------------------|------------|-------------|----------|------------|--------------------------|-------------|-------------|----------|-------------|------------|
|                    | Right                        | Thru        | Left       | Peds     | App. Total  | Right                    | Thru        | Left       | Peds     | App. Total  | Right                        | Thru       | Left        | Peds     | App. Total | Right                    | Thru        | Left        | Peds     | App. Total  |            |
| 07:00 AM           | 3                            | 1           | 1          | 0        | 5           | 0                        | 13          | 0          | 0        | 13          | 0                            | 1          | 1           | 0        | 2          | 0                        | 32          | 3           | 0        | 35          | 55         |
| 07:15 AM           | 2                            | 0           | 0          | 0        | 2           | 0                        | 21          | 0          | 0        | 21          | 0                            | 1          | 1           | 0        | 2          | 0                        | 40          | 2           | 0        | 42          | 67         |
| 07:30 AM           | 7                            | 0           | 0          | 0        | 7           | 2                        | 17          | 0          | 0        | 19          | 0                            | 3          | 1           | 0        | 4          | 0                        | 24          | 6           | 0        | 30          | 60         |
| 07:45 AM           | 1                            | 0           | 1          | 0        | 2           | 0                        | 14          | 0          | 0        | 14          | 1                            | 1          | 1           | 0        | 3          | 0                        | 28          | 4           | 0        | 32          | 51         |
| <b>Total</b>       | <b>13</b>                    | <b>1</b>    | <b>2</b>   | <b>0</b> | <b>16</b>   | <b>2</b>                 | <b>65</b>   | <b>0</b>   | <b>0</b> | <b>67</b>   | <b>1</b>                     | <b>6</b>   | <b>4</b>    | <b>0</b> | <b>11</b>  | <b>0</b>                 | <b>124</b>  | <b>15</b>   | <b>0</b> | <b>139</b>  | <b>233</b> |
| 08:00 AM           | 0                            | 0           | 1          | 0        | 1           | 0                        | 6           | 0          | 0        | 6           | 0                            | 2          | 0           | 0        | 2          | 0                        | 19          | 5           | 0        | 24          | 33         |
| 08:15 AM           | 0                            | 0           | 0          | 0        | 0           | 0                        | 3           | 0          | 0        | 3           | 0                            | 1          | 0           | 0        | 1          | 0                        | 13          | 1           | 0        | 14          | 18         |
| 08:30 AM           | 1                            | 1           | 0          | 0        | 2           | 0                        | 0           | 0          | 0        | 0           | 0                            | 2          | 0           | 0        | 2          | 0                        | 9           | 0           | 0        | 9           | 13         |
| 08:45 AM           | 2                            | 2           | 1          | 0        | 5           | 2                        | 7           | 1          | 0        | 10          | 1                            | 2          | 0           | 0        | 3          | 1                        | 5           | 1           | 0        | 7           | 25         |
| <b>Total</b>       | <b>3</b>                     | <b>3</b>    | <b>2</b>   | <b>0</b> | <b>8</b>    | <b>2</b>                 | <b>16</b>   | <b>1</b>   | <b>0</b> | <b>19</b>   | <b>1</b>                     | <b>7</b>   | <b>0</b>    | <b>0</b> | <b>8</b>   | <b>1</b>                 | <b>46</b>   | <b>7</b>    | <b>0</b> | <b>54</b>   | <b>89</b>  |
| -----              |                              |             |            |          |             |                          |             |            |          |             |                              |            |             |          |            |                          |             |             |          |             |            |
| 04:00 PM           | 7                            | 3           | 0          | 0        | 10          | 1                        | 22          | 0          | 0        | 23          | 0                            | 3          | 0           | 0        | 3          | 0                        | 9           | 2           | 0        | 11          | 47         |
| 04:15 PM           | 5                            | 3           | 2          | 0        | 10          | 0                        | 26          | 0          | 0        | 26          | 0                            | 3          | 1           | 0        | 4          | 0                        | 4           | 2           | 0        | 6           | 46         |
| 04:30 PM           | 7                            | 2           | 0          | 0        | 9           | 1                        | 28          | 1          | 0        | 30          | 0                            | 0          | 0           | 0        | 0          | 0                        | 7           | 0           | 0        | 7           | 46         |
| 04:45 PM           | 11                           | 5           | 0          | 0        | 16          | 0                        | 36          | 0          | 0        | 36          | 1                            | 3          | 0           | 0        | 4          | 1                        | 9           | 0           | 0        | 10          | 66         |
| <b>Total</b>       | <b>30</b>                    | <b>13</b>   | <b>2</b>   | <b>0</b> | <b>45</b>   | <b>2</b>                 | <b>112</b>  | <b>1</b>   | <b>0</b> | <b>115</b>  | <b>1</b>                     | <b>9</b>   | <b>1</b>    | <b>0</b> | <b>11</b>  | <b>1</b>                 | <b>29</b>   | <b>4</b>    | <b>0</b> | <b>34</b>   | <b>205</b> |
| 05:00 PM           | 10                           | 5           | 2          | 0        | 17          | 1                        | 42          | 0          | 0        | 43          | 0                            | 1          | 0           | 0        | 1          | 1                        | 11          | 0           | 0        | 12          | 73         |
| 05:15 PM           | 10                           | 3           | 1          | 0        | 14          | 2                        | 40          | 0          | 0        | 42          | 0                            | 1          | 0           | 0        | 1          | 0                        | 11          | 4           | 0        | 15          | 72         |
| 05:30 PM           | 7                            | 4           | 0          | 0        | 11          | 0                        | 56          | 0          | 0        | 56          | 0                            | 2          | 0           | 0        | 2          | 0                        | 12          | 2           | 0        | 14          | 83         |
| 05:45 PM           | 6                            | 3           | 0          | 0        | 9           | 0                        | 32          | 0          | 0        | 32          | 1                            | 1          | 0           | 0        | 2          | 1                        | 12          | 1           | 0        | 14          | 57         |
| <b>Total</b>       | <b>33</b>                    | <b>15</b>   | <b>3</b>   | <b>0</b> | <b>51</b>   | <b>3</b>                 | <b>170</b>  | <b>0</b>   | <b>0</b> | <b>173</b>  | <b>1</b>                     | <b>5</b>   | <b>0</b>    | <b>0</b> | <b>6</b>   | <b>2</b>                 | <b>46</b>   | <b>7</b>    | <b>0</b> | <b>55</b>   | <b>285</b> |
| <b>Grand Total</b> | <b>79</b>                    | <b>32</b>   | <b>9</b>   | <b>0</b> | <b>120</b>  | <b>9</b>                 | <b>363</b>  | <b>2</b>   | <b>0</b> | <b>374</b>  | <b>4</b>                     | <b>27</b>  | <b>5</b>    | <b>0</b> | <b>36</b>  | <b>4</b>                 | <b>245</b>  | <b>33</b>   | <b>0</b> | <b>282</b>  | <b>812</b> |
| <b>Apprch %</b>    | <b>65.8</b>                  | <b>26.7</b> | <b>7.5</b> | <b>0</b> |             | <b>2.4</b>               | <b>97.1</b> | <b>0.5</b> | <b>0</b> |             | <b>11.1</b>                  | <b>75</b>  | <b>13.9</b> | <b>0</b> |            | <b>1.4</b>               | <b>86.9</b> | <b>11.7</b> | <b>0</b> |             |            |
| <b>Total %</b>     | <b>9.7</b>                   | <b>3.9</b>  | <b>1.1</b> | <b>0</b> | <b>14.8</b> | <b>1.1</b>               | <b>44.7</b> | <b>0.2</b> | <b>0</b> | <b>46.1</b> | <b>0.5</b>                   | <b>3.3</b> | <b>0.6</b>  | <b>0</b> | <b>4.4</b> | <b>0.5</b>               | <b>30.2</b> | <b>4.1</b>  | <b>0</b> | <b>34.7</b> |            |

# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove / Deer Flat  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Locust Grove Rd & Deer Flat Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 2



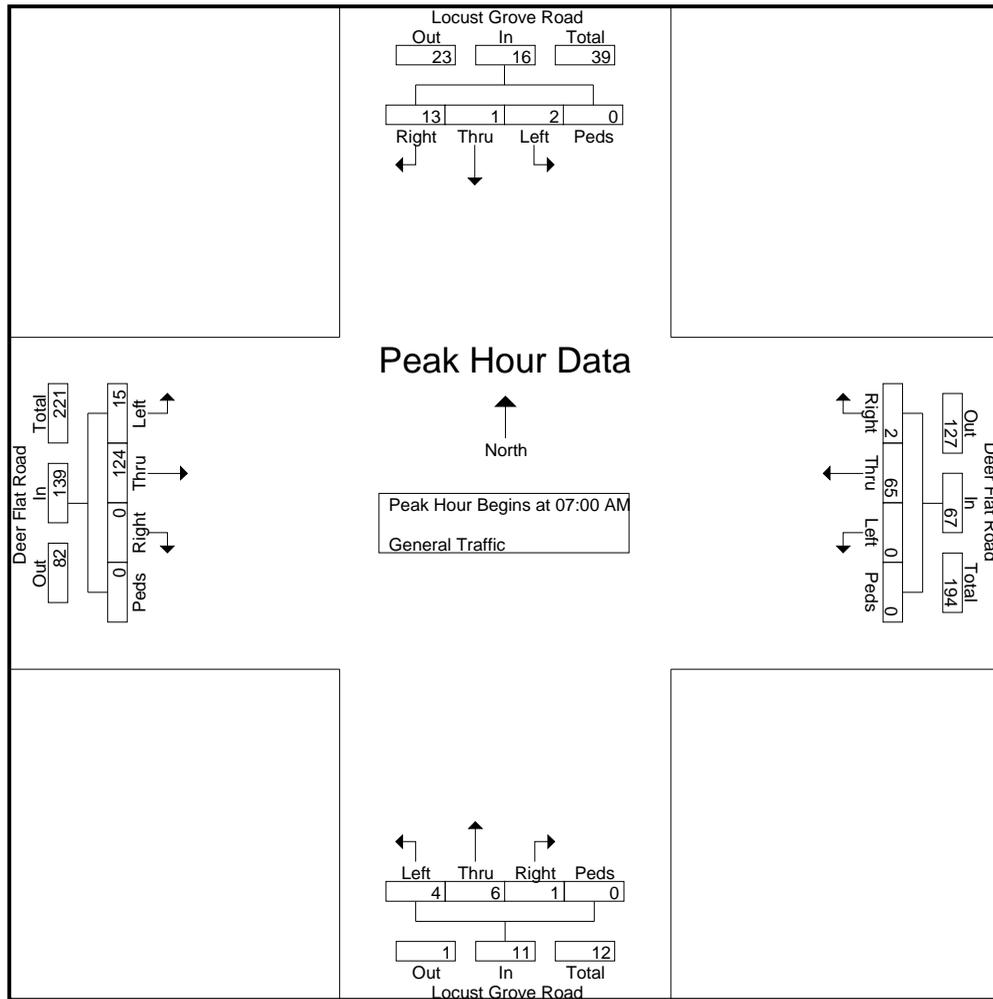
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove / Deer Flat  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Locust Grove Rd & Deer Flat Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 3

| Start Time  | Locust Grove Road From North |      |      |      |            | Deer Flat Road From East |      |      |      |            | Locust Grove Road From South |      |      |      |            | Deer Flat Road From West |      |      |      |            | Int. Total |
|---|------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
|   | Right                        | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total |            |
| <b>Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1</b> |                              |      |      |      |            |                          |      |      |      |            |                              |      |      |      |            |                          |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM              |                              |      |      |      |            |                          |      |      |      |            |                              |      |      |      |            |                          |      |      |      |            |            |
| 07:00 AM  | 3                            | 1    | 1    | 0    | 5          | 0                        | 13   | 0    | 0    | 13         | 0                            | 1    | 1    | 0    | 2          | 0                        | 32   | 3    | 0    | 35         | 55         |
| 07:15 AM  | 2                            | 0    | 0    | 0    | 2          | 0                        | 21   | 0    | 0    | 21         | 0                            | 1    | 1    | 0    | 2          | 0                        | 40   | 2    | 0    | 42         | 67         |
| 07:30 AM  | 7                            | 0    | 0    | 0    | 7          | 2                        | 17   | 0    | 0    | 19         | 0                            | 3    | 1    | 0    | 4          | 0                        | 24   | 6    | 0    | 30         | 60         |
| 07:45 AM  | 1                            | 0    | 1    | 0    | 2          | 0                        | 14   | 0    | 0    | 14         | 1                            | 1    | 1    | 0    | 3          | 0                        | 28   | 4    | 0    | 32         | 51         |
| Total Volume  | 13                           | 1    | 2    | 0    | 16         | 2                        | 65   | 0    | 0    | 67         | 1                            | 6    | 4    | 0    | 11         | 0                        | 124  | 15   | 0    | 139        | 233        |
| % App. Total  | 81.2                         | 6.2  | 12.5 | 0    |            | 3                        | 97   | 0    | 0    |            | 9.1                          | 54.5 | 36.4 | 0    |            | 0                        | 89.2 | 10.8 | 0    |            |            |
| PHF   | .464                         | .250 | .500 | .000 | .571       | .250                     | .774 | .000 | .000 | .798       | .250                         | .500 | 1.00 | .000 | .688       | .000                     | .775 | .625 | .000 | .827       | .869       |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove / Deer Flat  
 City, State: Kuna, Idaho  
 Control: Stop Sign

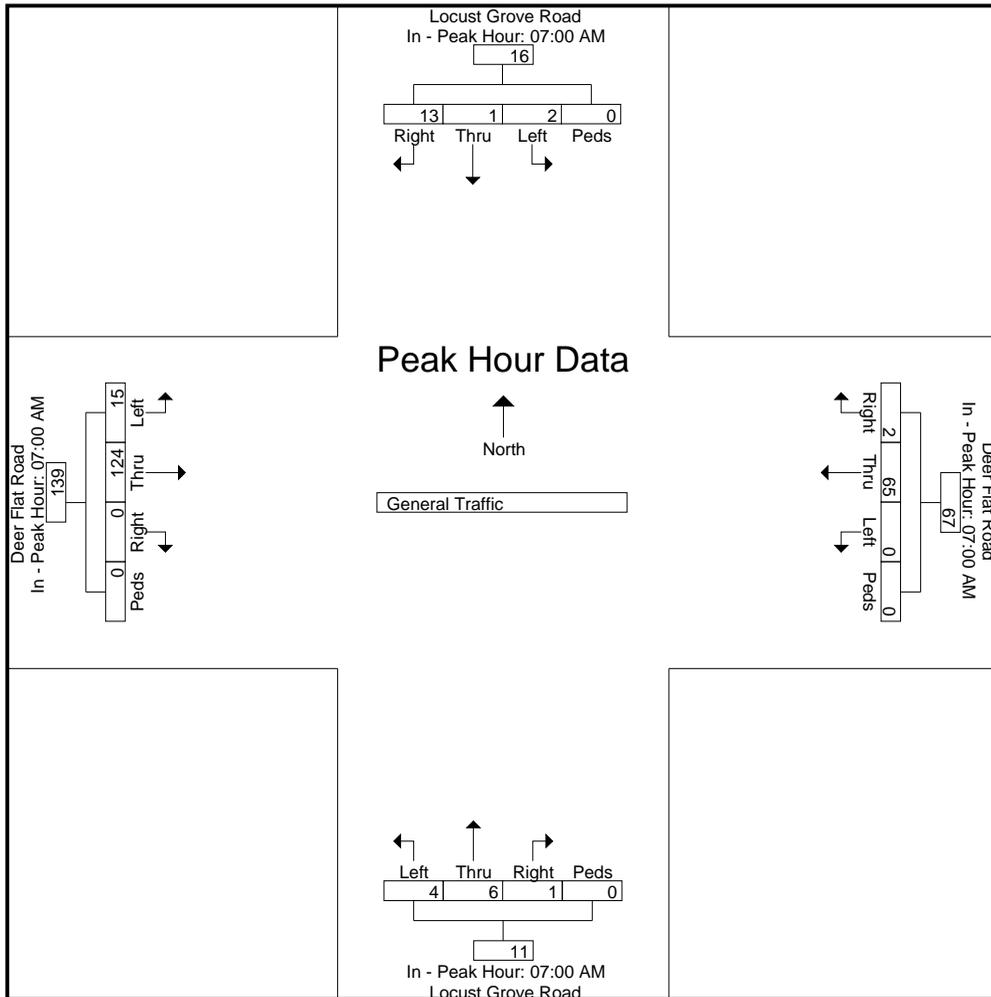
File Name : Locust Grove Rd & Deer Flat Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 4

| Start Time | Locust Grove Road From North |      |      |      |            | Deer Flat Road From East |      |      |      |            | Locust Grove Road From South |      |      |      |            | Deer Flat Road From West |      |      |      |            | Int. Total |
|------------|------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
|            | Right                        | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total |            |

**Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

|              | 07:00 AM |      |      |      |      | 07:00 AM |      |      |      |      | 07:00 AM |      |       |   |    | 07:00 AM |      |      |   |     |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|-------|---|----|----------|------|------|---|-----|
| +0 mins.     | 3        | 1    | 1    | 0    | 5    | 0        | 13   | 0    | 0    | 13   | 0        | 1    | 1     | 0 | 2  | 0        | 32   | 3    | 0 | 35  |
| +15 mins.    | 2        | 0    | 0    | 0    | 2    | 0        | 21   | 0    | 0    | 21   | 0        | 1    | 1     | 0 | 2  | 0        | 40   | 2    | 0 | 42  |
| +30 mins.    | 7        | 0    | 0    | 0    | 7    | 2        | 17   | 0    | 0    | 19   | 0        | 3    | 1     | 0 | 4  | 0        | 24   | 6    | 0 | 30  |
| +45 mins.    | 1        | 0    | 1    | 0    | 2    | 0        | 14   | 0    | 0    | 14   | 1        | 1    | 1     | 0 | 3  | 0        | 28   | 4    | 0 | 32  |
| Total Volume | 13       | 1    | 2    | 0    | 16   | 2        | 65   | 0    | 0    | 67   | 1        | 6    | 4     | 0 | 11 | 0        | 124  | 15   | 0 | 139 |
| % App. Total | 81.2     | 6.2  | 12.5 | 0    |      | 3        | 97   | 0    | 0    |      | 9.1      | 54.5 | 36.4  | 0 |    | 0        | 89.2 | 10.8 | 0 |     |
| PHF          | .464     | .250 | .500 | .000 | .571 | .250     | .774 | .000 | .000 | .798 | .250     | .500 | 1.000 |   |    |          |      |      |   |     |



# L2 Data Collection

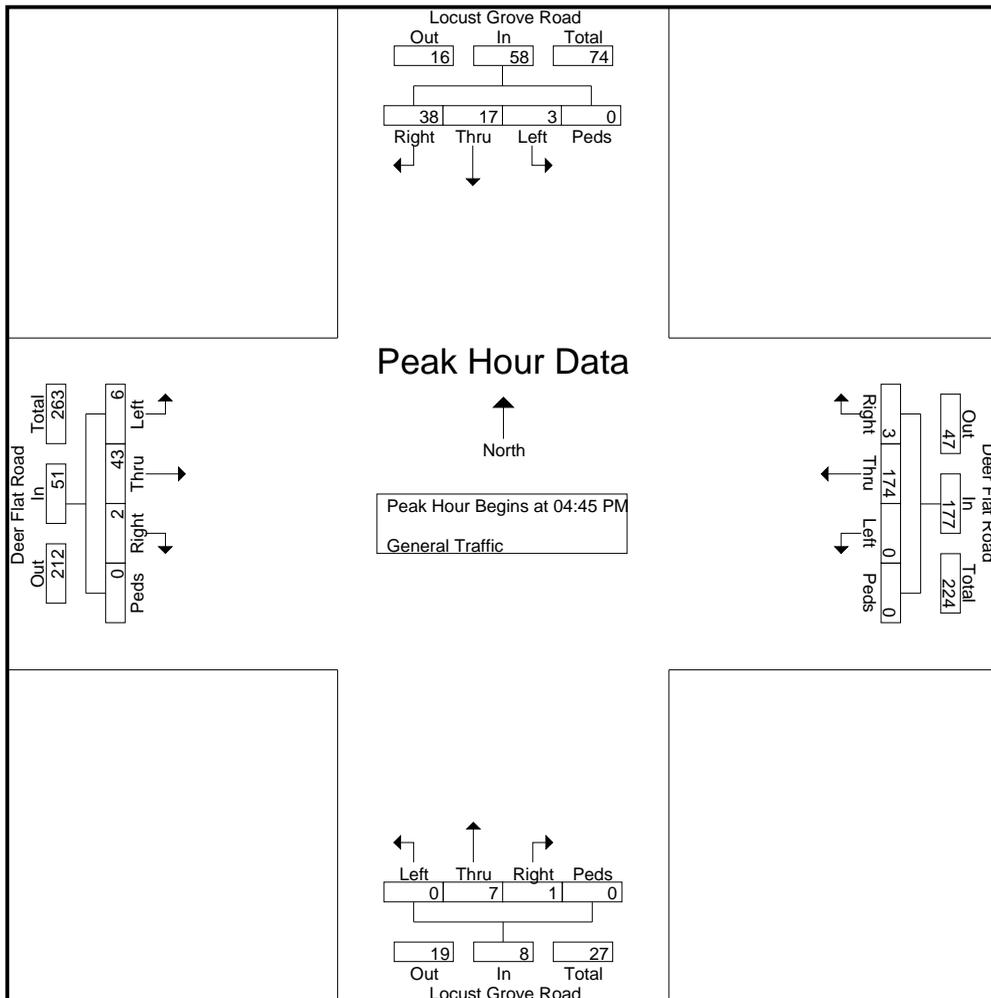
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove / Deer Flat  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Locust Grove Rd & Deer Flat Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 5

| Start Time  | Locust Grove Road From North |      |      |      |            | Deer Flat Road From East |      |      |      |            | Locust Grove Road From South |      |      |      |            | Deer Flat Road From West |      |      |      |            | Int. Total |
|---|------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
|   | Right                        | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total |            |
| <b>Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1</b> |                              |      |      |      |            |                          |      |      |      |            |                              |      |      |      |            |                          |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM              |                              |      |      |      |            |                          |      |      |      |            |                              |      |      |      |            |                          |      |      |      |            |            |
| 04:45 PM  | 11                           | 5    | 0    | 0    | 16         | 0                        | 36   | 0    | 0    | 36         | 1                            | 3    | 0    | 0    | 4          | 1                        | 9    | 0    | 0    | 10         | 66         |
| 05:00 PM  | 10                           | 5    | 2    | 0    | 17         | 1                        | 42   | 0    | 0    | 43         | 0                            | 1    | 0    | 0    | 1          | 1                        | 11   | 0    | 0    | 12         | 73         |
| 05:15 PM  | 10                           | 3    | 1    | 0    | 14         | 2                        | 40   | 0    | 0    | 42         | 0                            | 1    | 0    | 0    | 1          | 0                        | 11   | 4    | 0    | 15         | 72         |
| 05:30 PM  | 7                            | 4    | 0    | 0    | 11         | 0                        | 56   | 0    | 0    | 56         | 0                            | 2    | 0    | 0    | 2          | 0                        | 12   | 2    | 0    | 14         | 83         |
| Total Volume  | 38                           | 17   | 3    | 0    | 58         | 3                        | 174  | 0    | 0    | 177        | 1                            | 7    | 0    | 0    | 8          | 2                        | 43   | 6    | 0    | 51         | 294        |
| % App. Total  | 65.5                         | 29.3 | 5.2  | 0    |            | 1.7                      | 98.3 | 0    | 0    |            | 12.5                         | 87.5 | 0    | 0    |            | 3.9                      | 84.3 | 11.8 | 0    |            |            |
| PHF   | .864                         | .850 | .375 | .000 | .853       | .375                     | .777 | .000 | .000 | .790       | .250                         | .583 | .000 | .000 | .500       | .500                     | .896 | .375 | .000 | .850       | .886       |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Locust Grove / Deer Flat  
 City, State: Kuna, Idaho  
 Control: Stop Sign

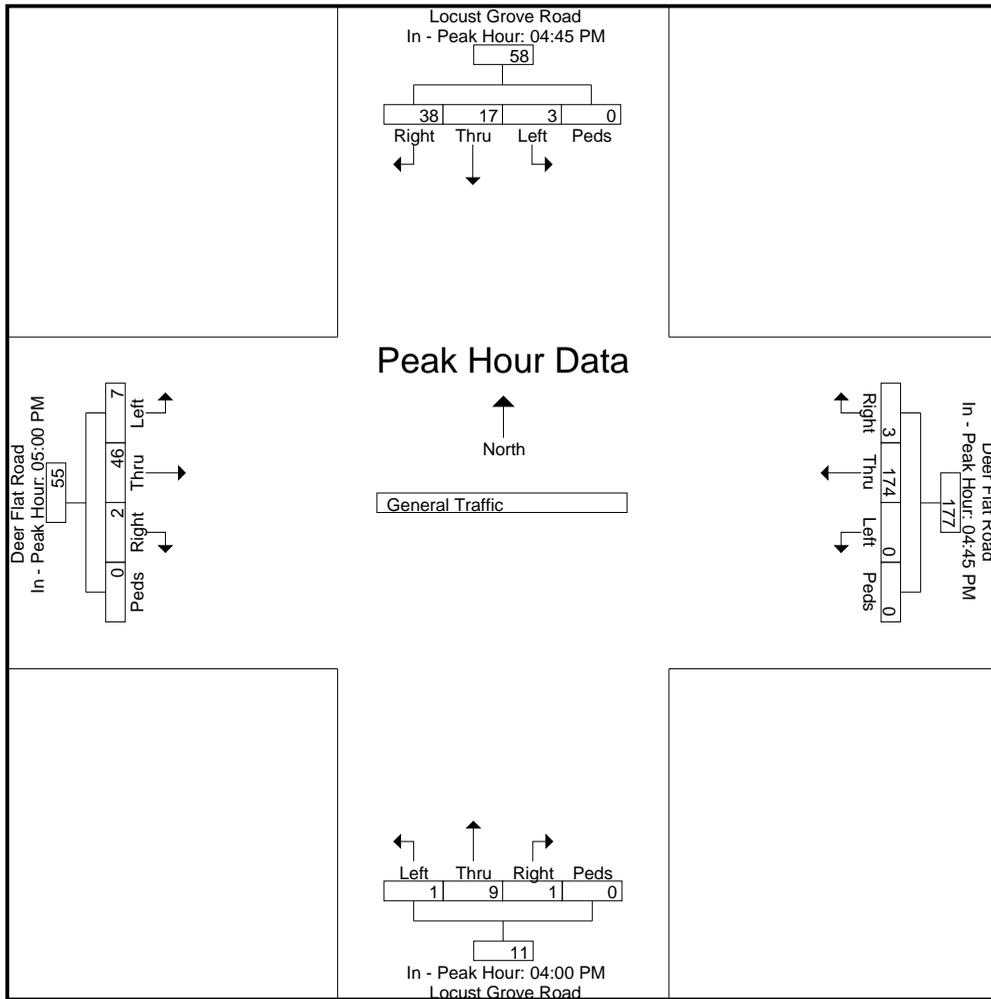
File Name : Locust Grove Rd & Deer Flat Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 6

| Start Time | Locust Grove Road From North |      |      |      |            | Deer Flat Road From East |      |      |      |            | Locust Grove Road From South |      |      |      |            | Deer Flat Road From West |      |      |      |            | Int. Total |
|------------|------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
|            | Right                        | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total |            |

**Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

|              | 04:45 PM  |          |          |          |           | 04:45 PM |           |          |          |           | 04:00 PM |          |          |          |          | 05:00 PM |           |          |          |           |
|--------------|-----------|----------|----------|----------|-----------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|-----------|
| +0 mins.     | <b>11</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>16</b> | <b>0</b> | <b>36</b> | <b>0</b> | <b>0</b> | <b>36</b> | <b>0</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>1</b> | <b>11</b> | <b>0</b> | <b>0</b> | <b>12</b> |
| +15 mins.    | 10        | 5        | 2        | 0        | 17        | 1        | 42        | 0        | 0        | 43        | 0        | 3        | 1        | 0        | 4        | 0        | 11        | 4        | 0        | 15        |
| +30 mins.    | 10        | 3        | 1        | 0        | 14        | 2        | 40        | 0        | 0        | 42        | 0        | 0        | 0        | 0        | 0        | 0        | 12        | 2        | 0        | 14        |
| +45 mins.    | 7         | 4        | 0        | 0        | 11        | 0        | <b>56</b> | 0        | 0        | <b>56</b> | <b>1</b> | 3        | 0        | 0        | 4        | 1        | 12        | 1        | 0        | 14        |
| Total Volume | 38        | 17       | 3        | 0        | 58        | 3        | 174       | 0        | 0        | 177       | 1        | 9        | 1        | 0        | 11       | 2        | 46        | 7        | 0        | 55        |
| % App. Total | 65.5      | 29.3     | 5.2      | 0        |           | 1.7      | 98.3      | 0        | 0        |           | 9.1      | 81.8     | 9.1      | 0        |          | 3.6      | 83.6      | 12.7     | 0        |           |
| PHF          | .864      | .850     | .375     | .000     | .853      | .375     | .777      | .000     | .000     | .790      | .250     | .750     | .250     | .000     | .688     | .500     | .958      | .438     | .000     | .917      |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136

Intersection: Locust Grove / Deer Flat

City, State: Kuna, Idaho

Control: Stop Sign

File Name : Locust Grove Rd & Deer Flat Rd

Site Code :

Start Date : 1/23/2018

Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Meridian Rd / Deer Flat Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Meridian Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 1

### Groups Printed- General Traffic

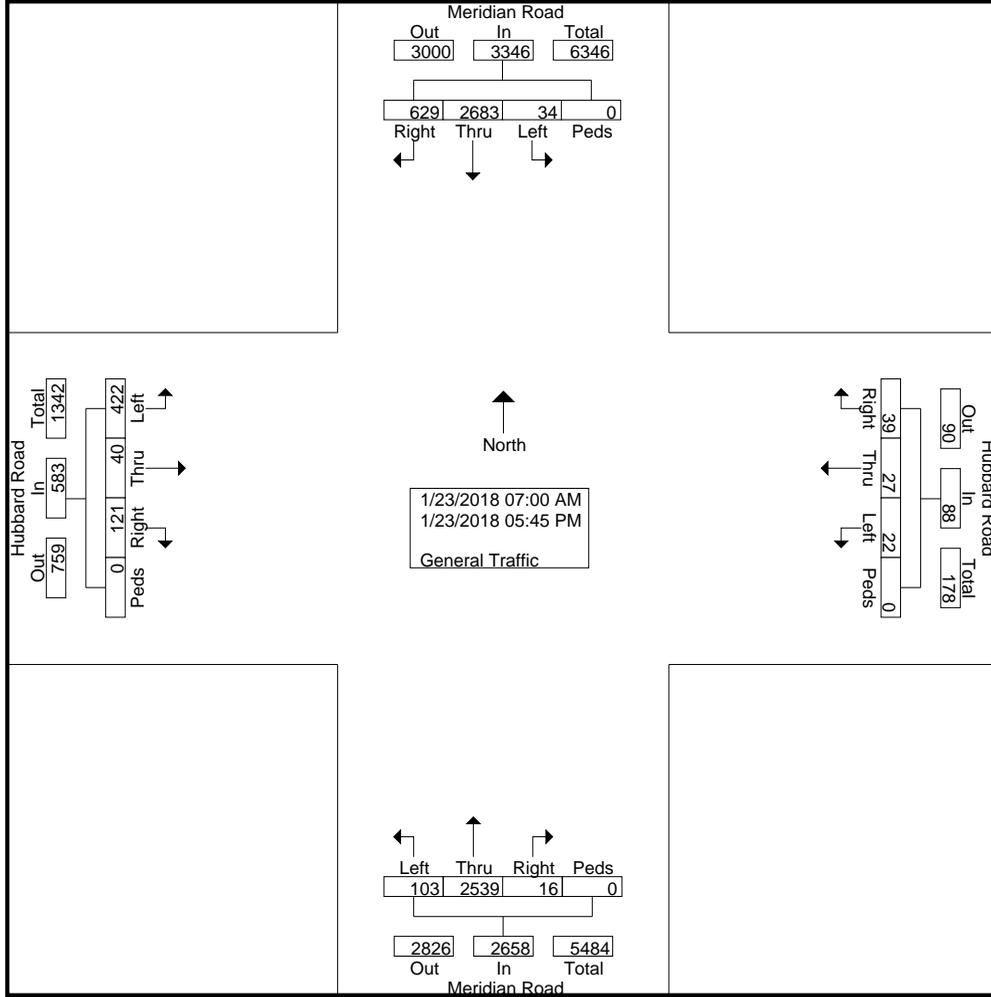
| Start Time  | Meridian Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Meridian Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|-------------|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|             | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |
| 07:00 AM    | 11                       | 66   | 2    | 0    | 79         | 1                      | 0    | 0    | 0    | 1          | 0                        | 261  | 2    | 0    | 263        | 7                      | 4    | 45   | 0    | 56         | 399        |
| 07:15 AM    | 15                       | 109  | 2    | 0    | 126        | 4                      | 0    | 0    | 0    | 4          | 0                        | 280  | 7    | 0    | 287        | 14                     | 4    | 43   | 0    | 61         | 478        |
| 07:30 AM    | 11                       | 123  | 2    | 0    | 136        | 3                      | 2    | 4    | 0    | 9          | 2                        | 216  | 7    | 0    | 225        | 32                     | 4    | 37   | 0    | 73         | 443        |
| 07:45 AM    | 8                        | 103  | 1    | 0    | 112        | 1                      | 1    | 0    | 0    | 2          | 1                        | 203  | 14   | 0    | 218        | 7                      | 9    | 46   | 0    | 62         | 394        |
| Total       | 45                       | 401  | 7    | 0    | 453        | 9                      | 3    | 4    | 0    | 16         | 3                        | 960  | 30   | 0    | 993        | 60                     | 21   | 171  | 0    | 252        | 1714       |
| 08:00 AM    | 15                       | 57   | 2    | 0    | 74         | 0                      | 0    | 1    | 0    | 1          | 2                        | 187  | 5    | 0    | 194        | 8                      | 2    | 33   | 0    | 43         | 312        |
| 08:15 AM    | 11                       | 65   | 1    | 0    | 77         | 4                      | 1    | 1    | 0    | 6          | 2                        | 150  | 4    | 0    | 156        | 3                      | 1    | 27   | 0    | 31         | 270        |
| 08:30 AM    | 17                       | 58   | 3    | 0    | 78         | 0                      | 1    | 2    | 0    | 3          | 0                        | 142  | 1    | 0    | 143        | 1                      | 3    | 37   | 0    | 41         | 265        |
| 08:45 AM    | 8                        | 68   | 7    | 0    | 83         | 3                      | 3    | 2    | 0    | 8          | 0                        | 135  | 5    | 0    | 140        | 7                      | 2    | 25   | 0    | 34         | 265        |
| Total       | 51                       | 248  | 13   | 0    | 312        | 7                      | 5    | 6    | 0    | 18         | 4                        | 614  | 15   | 0    | 633        | 19                     | 8    | 122  | 0    | 149        | 1112       |
| -----       |                          |      |      |      |            |                        |      |      |      |            |                          |      |      |      |            |                        |      |      |      |            |            |
| 04:00 PM    | 54                       | 230  | 0    | 0    | 284        | 2                      | 4    | 0    | 0    | 6          | 1                        | 128  | 9    | 0    | 138        | 5                      | 1    | 15   | 0    | 21         | 449        |
| 04:15 PM    | 53                       | 233  | 0    | 0    | 286        | 3                      | 0    | 1    | 0    | 4          | 1                        | 120  | 1    | 0    | 122        | 5                      | 1    | 22   | 0    | 28         | 440        |
| 04:30 PM    | 62                       | 237  | 3    | 0    | 302        | 1                      | 0    | 1    | 0    | 2          | 1                        | 146  | 7    | 0    | 154        | 3                      | 1    | 15   | 0    | 19         | 477        |
| 04:45 PM    | 73                       | 237  | 2    | 0    | 312        | 3                      | 2    | 1    | 0    | 6          | 2                        | 114  | 4    | 0    | 120        | 9                      | 1    | 16   | 0    | 26         | 464        |
| Total       | 242                      | 937  | 5    | 0    | 1184       | 9                      | 6    | 3    | 0    | 18         | 5                        | 508  | 21   | 0    | 534        | 22                     | 4    | 68   | 0    | 94         | 1830       |
| 05:00 PM    | 61                       | 254  | 2    | 0    | 317        | 6                      | 1    | 3    | 0    | 10         | 1                        | 117  | 8    | 0    | 126        | 6                      | 2    | 20   | 0    | 28         | 481        |
| 05:15 PM    | 81                       | 271  | 0    | 0    | 352        | 3                      | 5    | 4    | 0    | 12         | 2                        | 116  | 12   | 0    | 130        | 2                      | 0    | 12   | 0    | 14         | 508        |
| 05:30 PM    | 72                       | 293  | 4    | 0    | 369        | 1                      | 3    | 0    | 0    | 4          | 1                        | 111  | 8    | 0    | 120        | 8                      | 2    | 15   | 0    | 25         | 518        |
| 05:45 PM    | 77                       | 279  | 3    | 0    | 359        | 4                      | 4    | 2    | 0    | 10         | 0                        | 113  | 9    | 0    | 122        | 4                      | 3    | 14   | 0    | 21         | 512        |
| Total       | 291                      | 1097 | 9    | 0    | 1397       | 14                     | 13   | 9    | 0    | 36         | 4                        | 457  | 37   | 0    | 498        | 20                     | 7    | 61   | 0    | 88         | 2019       |
| Grand Total | 629                      | 2683 | 34   | 0    | 3346       | 39                     | 27   | 22   | 0    | 88         | 16                       | 2539 | 103  | 0    | 2658       | 121                    | 40   | 422  | 0    | 583        | 6675       |
| Apprch %    | 18.8                     | 80.2 | 1    | 0    |            | 44.3                   | 30.7 | 25   | 0    |            | 0.6                      | 95.5 | 3.9  | 0    |            | 20.8                   | 6.9  | 72.4 | 0    |            |            |
| Total %     | 9.4                      | 40.2 | 0.5  | 0    | 50.1       | 0.6                    | 0.4  | 0.3  | 0    | 1.3        | 0.2                      | 38   | 1.5  | 0    | 39.8       | 1.8                    | 0.6  | 6.3  | 0    | 8.7        |            |

# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Meridian Rd / Deer Flat Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Meridian Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 2



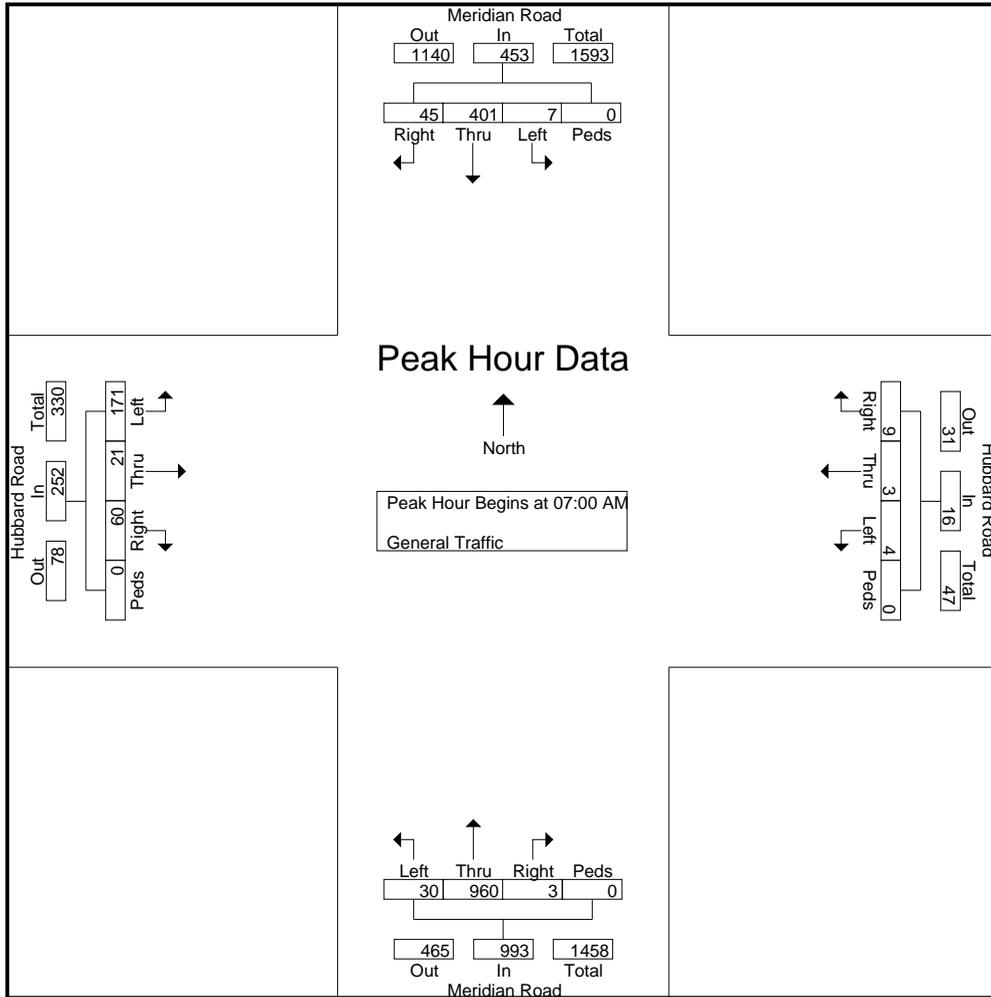
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Meridian Rd / Deer Flat Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Meridian Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 3

| Start Time  | Meridian Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Meridian Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|---|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|   | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |
| <b>Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1</b> |                          |      |      |      |            |                        |      |      |      |            |                          |      |      |      |            |                        |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM              |                          |      |      |      |            |                        |      |      |      |            |                          |      |      |      |            |                        |      |      |      |            |            |
| 07:00 AM  | 11                       | 66   | 2    | 0    | 79         | 1                      | 0    | 0    | 0    | 1          | 0                        | 261  | 2    | 0    | 263        | 7                      | 4    | 45   | 0    | 56         | 399        |
| 07:15 AM  | 15                       | 109  | 2    | 0    | 126        | 4                      | 0    | 0    | 0    | 4          | 0                        | 280  | 7    | 0    | 287        | 14                     | 4    | 43   | 0    | 61         | 478        |
| 07:30 AM  | 11                       | 123  | 2    | 0    | 136        | 3                      | 2    | 4    | 0    | 9          | 2                        | 216  | 7    | 0    | 225        | 32                     | 4    | 37   | 0    | 73         | 443        |
| 07:45 AM  | 8                        | 103  | 1    | 0    | 112        | 1                      | 1    | 0    | 0    | 2          | 1                        | 203  | 14   | 0    | 218        | 7                      | 9    | 46   | 0    | 62         | 394        |
| Total Volume  | 45                       | 401  | 7    | 0    | 453        | 9                      | 3    | 4    | 0    | 16         | 3                        | 960  | 30   | 0    | 993        | 60                     | 21   | 171  | 0    | 252        | 1714       |
| % App. Total  | 9.9                      | 88.5 | 1.5  | 0    |            | 56.2                   | 18.8 | 25   | 0    |            | 0.3                      | 96.7 | 3    | 0    |            | 23.8                   | 8.3  | 67.9 | 0    |            |            |
| PHF   | .750                     | .815 | .875 | .000 | .833       | .563                   | .375 | .250 | .000 | .444       | .375                     | .857 | .536 | .000 | .865       | .469                   | .583 | .929 | .000 | .863       | .896       |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Meridian Rd / Deer Flat Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

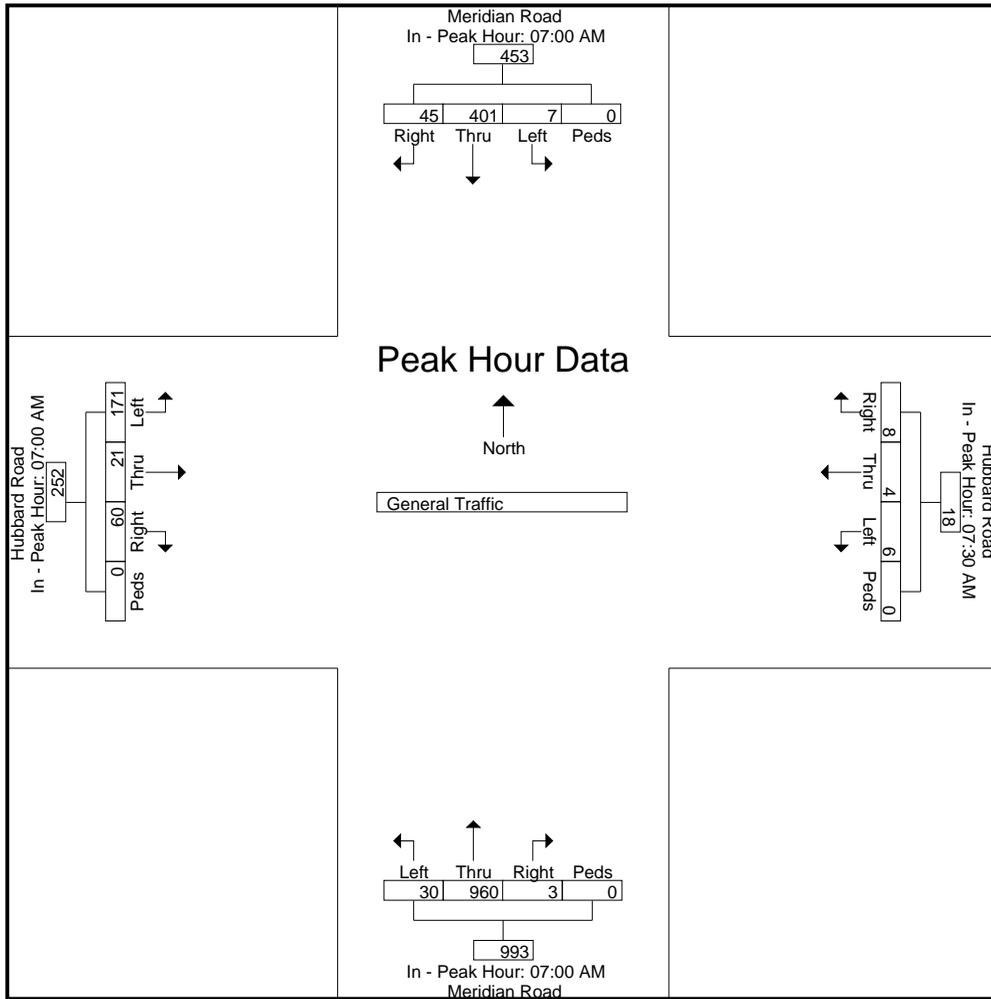
File Name : Meridian Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 4

| Start Time | Meridian Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Meridian Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|------------|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|            | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |

**Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

|              | 07:00 AM |      |      |      |      | 07:30 AM |      |      |      |      | 07:00 AM |      |      |      |      | 07:00 AM |      |      |      |      |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.     | 11       | 66   | 2    | 0    | 79   | 3        | 2    | 4    | 0    | 9    | 0        | 261  | 2    | 0    | 263  | 7        | 4    | 45   | 0    | 56   |
| +15 mins.    | 15       | 109  | 2    | 0    | 126  | 1        | 1    | 0    | 0    | 2    | 0        | 280  | 7    | 0    | 287  | 14       | 4    | 43   | 0    | 61   |
| +30 mins.    | 11       | 123  | 2    | 0    | 136  | 0        | 0    | 1    | 0    | 1    | 2        | 216  | 7    | 0    | 225  | 32       | 4    | 37   | 0    | 73   |
| +45 mins.    | 8        | 103  | 1    | 0    | 112  | 4        | 1    | 1    | 0    | 6    | 1        | 203  | 14   | 0    | 218  | 7        | 9    | 46   | 0    | 62   |
| Total Volume | 45       | 401  | 7    | 0    | 453  | 8        | 4    | 6    | 0    | 18   | 3        | 960  | 30   | 0    | 993  | 60       | 21   | 171  | 0    | 252  |
| % App. Total | 9.9      | 88.5 | 1.5  | 0    |      | 44.4     | 22.2 | 33.3 | 0    |      | 0.3      | 96.7 | 3    | 0    |      | 23.8     | 8.3  | 67.9 | 0    |      |
| PHF          | .750     | .815 | .875 | .000 | .833 | .500     | .500 | .375 | .000 | .500 | .375     | .857 | .536 | .000 | .865 | .469     | .583 | .929 | .000 | .863 |



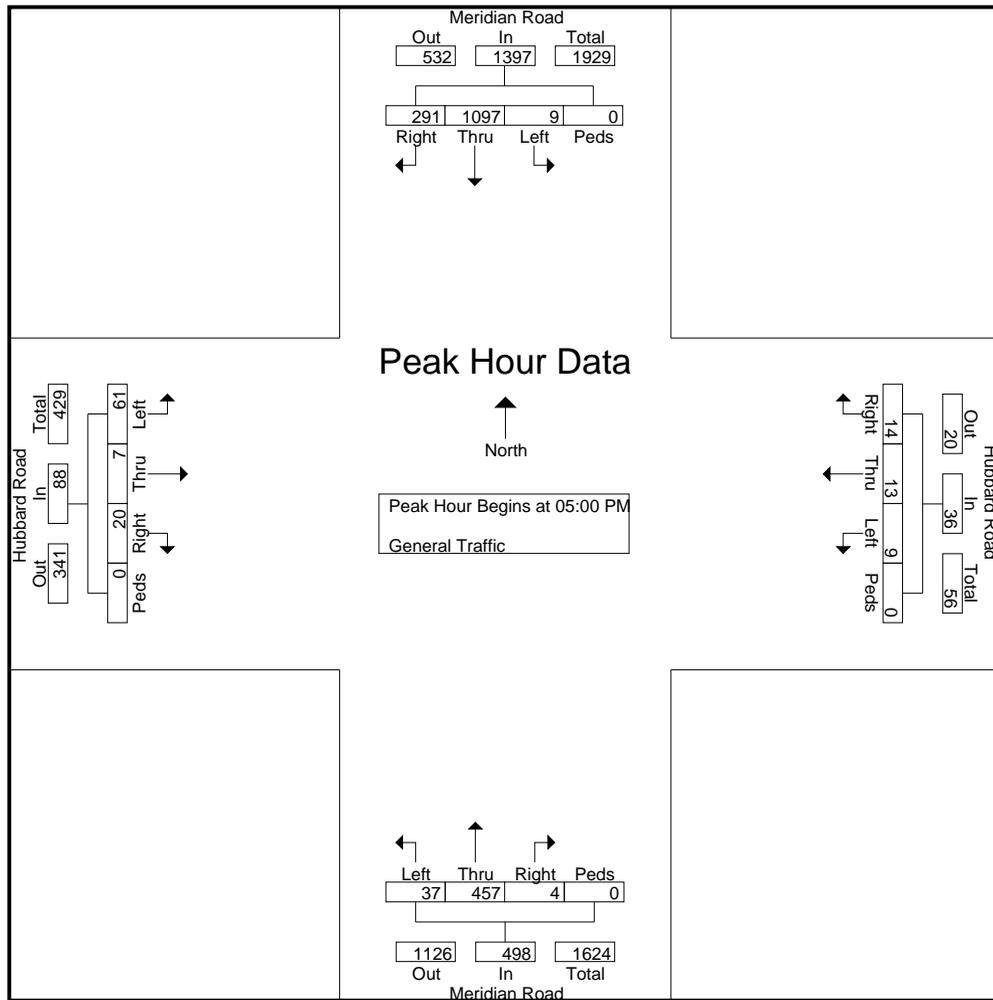
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Meridian Rd / Deer Flat Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

File Name : Meridian Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 5

| Start Time  | Meridian Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Meridian Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|---|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|   | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |
| <b>Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1</b> |                          |      |      |      |            |                        |      |      |      |            |                          |      |      |      |            |                        |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM              |                          |      |      |      |            |                        |      |      |      |            |                          |      |      |      |            |                        |      |      |      |            |            |
| 05:00 PM  | 61                       | 254  | 2    | 0    | 317        | 6                      | 1    | 3    | 0    | 10         | 1                        | 117  | 8    | 0    | 126        | 6                      | 2    | 20   | 0    | 28         | 481        |
| 05:15 PM  | 81                       | 271  | 0    | 0    | 352        | 3                      | 5    | 4    | 0    | 12         | 2                        | 116  | 12   | 0    | 130        | 2                      | 0    | 12   | 0    | 14         | 508        |
| 05:30 PM  | 72                       | 293  | 4    | 0    | 369        | 1                      | 3    | 0    | 0    | 4          | 1                        | 111  | 8    | 0    | 120        | 8                      | 2    | 15   | 0    | 25         | 518        |
| 05:45 PM  | 77                       | 279  | 3    | 0    | 359        | 4                      | 4    | 2    | 0    | 10         | 0                        | 113  | 9    | 0    | 122        | 4                      | 3    | 14   | 0    | 21         | 512        |
| Total Volume  | 291                      | 1097 | 9    | 0    | 1397       | 14                     | 13   | 9    | 0    | 36         | 4                        | 457  | 37   | 0    | 498        | 20                     | 7    | 61   | 0    | 88         | 2019       |
| % App. Total  | 20.8                     | 78.5 | 0.6  | 0    |            | 38.9                   | 36.1 | 25   | 0    |            | 0.8                      | 91.8 | 7.4  | 0    |            | 22.7                   | 8    | 69.3 | 0    |            |            |
| PHF   | .898                     | .936 | .563 | .000 | .946       | .583                   | .650 | .563 | .000 | .750       | .500                     | .976 | .771 | .000 | .958       | .625                   | .583 | .763 | .000 | .786       | .974       |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
 Intersection: Meridian Rd / Deer Flat Rd  
 City, State: Kuna, Idaho  
 Control: Stop Sign

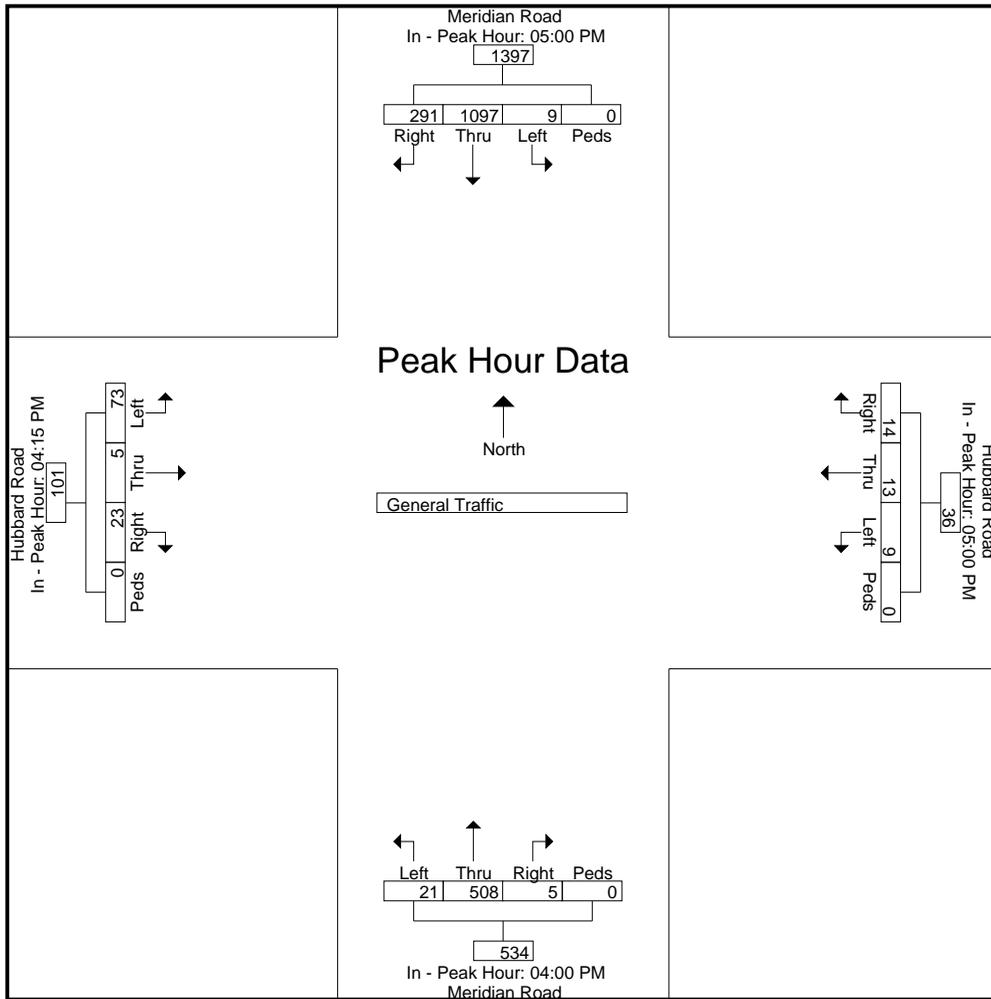
File Name : Meridian Rd & Hubbard Rd  
 Site Code :  
 Start Date : 1/23/2018  
 Page No : 6

| Start Time | Meridian Road From North |      |      |      |            | Hubbard Road From East |      |      |      |            | Meridian Road From South |      |      |      |            | Hubbard Road From West |      |      |      |            | Int. Total |
|------------|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
|            | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total |            |

**Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

|              | 05:00 PM |      |      |      |      | 05:00 PM |      |      |      |      | 04:00 PM |      |      |      |      | 04:15 PM |      |      |      |      |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.     | 61       | 254  | 2    | 0    | 317  | 6        | 1    | 3    | 0    | 10   | 1        | 128  | 9    | 0    | 138  | 5        | 1    | 22   | 0    | 28   |
| +15 mins.    | 81       | 271  | 0    | 0    | 352  | 3        | 5    | 4    | 0    | 12   | 1        | 120  | 1    | 0    | 122  | 3        | 1    | 15   | 0    | 19   |
| +30 mins.    | 72       | 293  | 4    | 0    | 369  | 1        | 3    | 0    | 0    | 4    | 1        | 146  | 7    | 0    | 154  | 9        | 1    | 16   | 0    | 26   |
| +45 mins.    | 77       | 279  | 3    | 0    | 359  | 4        | 4    | 2    | 0    | 10   | 2        | 114  | 4    | 0    | 120  | 6        | 2    | 20   | 0    | 28   |
| Total Volume | 291      | 1097 | 9    | 0    | 1397 | 14       | 13   | 9    | 0    | 36   | 5        | 508  | 21   | 0    | 534  | 23       | 5    | 73   | 0    | 101  |
| % App. Total | 20.8     | 78.5 | 0.6  | 0    |      | 38.9     | 36.1 | 25   | 0    |      | 0.9      | 95.1 | 3.9  | 0    |      | 22.8     | 5    | 72.3 | 0    |      |
| PHF          | .898     | .936 | .563 | .000 | .946 | .583     | .650 | .563 | .000 | .750 | .625     | .870 | .583 | .000 | .867 | .639     | .625 | .830 | .000 | .902 |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: THOM0136  
Intersection: Meridian Rd / Deer Flat Rd  
City, State: Kuna, Idaho  
Control: Stop Sign

File Name : Meridian Rd & Hubbard Rd  
Site Code :  
Start Date : 1/23/2018  
Page No : 7

Image 1



## L2 Data Collection

L2DataCollection.com

Study: THOM0136  
 Type: Volume / Direction  
 Tech: Judd / Klaren  
 Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993  
 Locust Grove Rd b Hubbard Rd & Deer Flat Rd VOL  
 Date Start: 23-Jan-18  
 Date End: 24-Jan-18  
 Locust Grove between Hubbard & Deer Flat  
 Kuna, Idaho

| Start Time     | 23-Jan-18<br>Tue | SB           | NB           |   |   |   |   |   |   | Total |            |
|----------------|------------------|--------------|--------------|---|---|---|---|---|---|-------|------------|
| 12:00 AM       |                  | *            | *            |   |   |   |   |   |   |       | *          |
| 12:15          |                  | *            | *            |   |   |   |   |   |   |       | *          |
| 12:30          |                  | *            | *            |   |   |   |   |   |   |       | *          |
| 12:45          |                  | *            | *            |   |   |   |   |   |   |       | *          |
| 01:00          |                  | *            | *            |   |   |   |   |   |   |       | *          |
| 01:15          |                  | *            | *            |   |   |   |   |   |   |       | *          |
| 01:30          |                  | *            | *            |   |   |   |   |   |   |       | *          |
| 01:45          |                  | *            | *            |   |   |   |   |   |   |       | *          |
| 02:00          |                  | 1            | 0            |   |   |   |   |   |   |       | 1          |
| 02:15          |                  | 0            | 0            |   |   |   |   |   |   |       | 0          |
| 02:30          |                  | 0            | 0            |   |   |   |   |   |   |       | 0          |
| 02:45          |                  | 0            | 0            |   |   |   |   |   |   |       | 0          |
| 03:00          |                  | 1            | 0            |   |   |   |   |   |   |       | 1          |
| 03:15          |                  | 0            | 0            |   |   |   |   |   |   |       | 0          |
| 03:30          |                  | 0            | 0            |   |   |   |   |   |   |       | 0          |
| 03:45          |                  | 0            | 0            |   |   |   |   |   |   |       | 0          |
| 04:00          |                  | 0            | 0            |   |   |   |   |   |   |       | 0          |
| 04:15          |                  | 1            | 0            |   |   |   |   |   |   |       | 1          |
| 04:30          |                  | 0            | 1            |   |   |   |   |   |   |       | 1          |
| 04:45          |                  | 1            | 0            |   |   |   |   |   |   |       | 1          |
| 05:00          |                  | 0            | 0            |   |   |   |   |   |   |       | 0          |
| 05:15          |                  | 3            | 4            |   |   |   |   |   |   |       | 7          |
| 05:30          |                  | 2            | 3            |   |   |   |   |   |   |       | 5          |
| 05:45          |                  | 1            | 1            |   |   |   |   |   |   |       | 2          |
| 06:00          |                  | 0            | 2            |   |   |   |   |   |   |       | 2          |
| 06:15          |                  | 0            | 4            |   |   |   |   |   |   |       | 4          |
| 06:30          |                  | 2            | 4            |   |   |   |   |   |   |       | 6          |
| 06:45          |                  | 3            | 2            |   |   |   |   |   |   |       | 5          |
| 07:00          |                  | 5            | 6            |   |   |   |   |   |   |       | 11         |
| 07:15          |                  | 2            | 4            |   |   |   |   |   |   |       | 6          |
| 07:30          |                  | 6            | 10           |   |   |   |   |   |   |       | 16         |
| 07:45          |                  | 2            | 5            |   |   |   |   |   |   |       | 7          |
| 08:00          |                  | 1            | 8            |   |   |   |   |   |   |       | 9          |
| 08:15          |                  | 0            | 2            |   |   |   |   |   |   |       | 2          |
| 08:30          |                  | 2            | 2            |   |   |   |   |   |   |       | 4          |
| 08:45          |                  | 8            | 5            |   |   |   |   |   |   |       | 13         |
| 09:00          |                  | 1            | 1            |   |   |   |   |   |   |       | 2          |
| 09:15          |                  | 2            | 3            |   |   |   |   |   |   |       | 5          |
| 09:30          |                  | 2            | 7            |   |   |   |   |   |   |       | 9          |
| 09:45          |                  | 6            | 3            |   |   |   |   |   |   |       | 9          |
| 10:00          |                  | 2            | 3            |   |   |   |   |   |   |       | 5          |
| 10:15          |                  | 1            | 2            |   |   |   |   |   |   |       | 3          |
| 10:30          |                  | 3            | 2            |   |   |   |   |   |   |       | 5          |
| 10:45          |                  | 3            | 4            |   |   |   |   |   |   |       | 7          |
| 11:00          |                  | 1            | 9            |   |   |   |   |   |   |       | 10         |
| 11:15          |                  | 3            | 2            |   |   |   |   |   |   |       | 5          |
| 11:30          |                  | 6            | 6            |   |   |   |   |   |   |       | 12         |
| 11:45          |                  | 4            | 1            |   |   |   |   |   |   |       | 5          |
| <b>Total</b>   |                  | <b>75</b>    | <b>106</b>   |   |   |   |   |   |   |       | <b>181</b> |
| <b>Percent</b> |                  | <b>41.4%</b> | <b>58.6%</b> |   |   |   |   |   |   |       |            |
| Peak           | -                | 06:45        | 07:15        | - | - | - | - | - | - | -     | 07:00      |
| Vol.           | -                | 16           | 27           | - | - | - | - | - | - | -     | 40         |
| P.H.F.         |                  | 0.667        | 0.675        |   |   |   |   |   |   |       | 0.625      |

## L2 Data Collection

L2DataCollection.com

Study: THOM0136  
 Type: Volume / Direction  
 Tech: Judd / Klaren  
 Count: Axle Hits / 2

Idaho (208) 860-7554    Utah (801) 431-2993  
 Locust Grove Rd b Hubbard Rd & Deer Flat Rd VOL  
 Date Start: 23-Jan-18  
 Date End: 24-Jan-18  
 Locust Grove between Hubbard & Deer Flat  
 Kuna, Idaho

| Start Time     | 23-Jan-18<br>Tue | SB    | NB    |   |   |   |   |   |   | Total |
|----------------|------------------|-------|-------|---|---|---|---|---|---|-------|
| 12:00 PM       |                  | 6     | 2     |   |   |   |   |   |   | 8     |
| 12:15          |                  | 4     | 8     |   |   |   |   |   |   | 12    |
| 12:30          |                  | 5     | 2     |   |   |   |   |   |   | 7     |
| 12:45          |                  | 6     | 2     |   |   |   |   |   |   | 8     |
| 01:00          |                  | 3     | 0     |   |   |   |   |   |   | 3     |
| 01:15          |                  | 4     | 5     |   |   |   |   |   |   | 9     |
| 01:30          |                  | 4     | 4     |   |   |   |   |   |   | 8     |
| 01:45          |                  | 2     | 0     |   |   |   |   |   |   | 2     |
| 02:00          |                  | 5     | 2     |   |   |   |   |   |   | 7     |
| 02:15          |                  | 6     | 2     |   |   |   |   |   |   | 8     |
| 02:30          |                  | 6     | 4     |   |   |   |   |   |   | 10    |
| 02:45          |                  | 10    | 4     |   |   |   |   |   |   | 14    |
| 03:00          |                  | 2     | 4     |   |   |   |   |   |   | 6     |
| 03:15          |                  | 3     | 3     |   |   |   |   |   |   | 6     |
| 03:30          |                  | 11    | 9     |   |   |   |   |   |   | 20    |
| 03:45          |                  | 11    | 6     |   |   |   |   |   |   | 17    |
| 04:00          |                  | 9     | 6     |   |   |   |   |   |   | 15    |
| 04:15          |                  | 10    | 5     |   |   |   |   |   |   | 15    |
| 04:30          |                  | 9     | 1     |   |   |   |   |   |   | 10    |
| 04:45          |                  | 18    | 4     |   |   |   |   |   |   | 22    |
| 05:00          |                  | 16    | 2     |   |   |   |   |   |   | 18    |
| 05:15          |                  | 14    | 6     |   |   |   |   |   |   | 20    |
| 05:30          |                  | 11    | 4     |   |   |   |   |   |   | 15    |
| 05:45          |                  | 9     | 2     |   |   |   |   |   |   | 11    |
| 06:00          |                  | 12    | 3     |   |   |   |   |   |   | 15    |
| 06:15          |                  | 5     | 2     |   |   |   |   |   |   | 7     |
| 06:30          |                  | 6     | 2     |   |   |   |   |   |   | 8     |
| 06:45          |                  | 3     | 2     |   |   |   |   |   |   | 5     |
| 07:00          |                  | 8     | 2     |   |   |   |   |   |   | 10    |
| 07:15          |                  | 4     | 1     |   |   |   |   |   |   | 5     |
| 07:30          |                  | 1     | 2     |   |   |   |   |   |   | 3     |
| 07:45          |                  | 3     | 2     |   |   |   |   |   |   | 5     |
| 08:00          |                  | 2     | 3     |   |   |   |   |   |   | 5     |
| 08:15          |                  | 1     | 2     |   |   |   |   |   |   | 3     |
| 08:30          |                  | 2     | 1     |   |   |   |   |   |   | 3     |
| 08:45          |                  | 2     | 0     |   |   |   |   |   |   | 2     |
| 09:00          |                  | 2     | 3     |   |   |   |   |   |   | 5     |
| 09:15          |                  | 1     | 3     |   |   |   |   |   |   | 4     |
| 09:30          |                  | 2     | 1     |   |   |   |   |   |   | 3     |
| 09:45          |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 10:00          |                  | 1     | 0     |   |   |   |   |   |   | 1     |
| 10:15          |                  | 1     | 0     |   |   |   |   |   |   | 1     |
| 10:30          |                  | 0     | 1     |   |   |   |   |   |   | 1     |
| 10:45          |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 11:00          |                  | 1     | 0     |   |   |   |   |   |   | 1     |
| 11:15          |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 11:30          |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 11:45          |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| <b>Total</b>   |                  | 241   | 117   |   |   |   |   |   |   | 358   |
| <b>Percent</b> |                  | 67.3% | 32.7% |   |   |   |   |   |   |       |
| Peak           | -                | 16:45 | 15:30 | - | - | - | - | - | - | 16:45 |
| Vol.           | -                | 59    | 26    | - | - | - | - | - | - | 75    |
| P.H.F.         |                  | 0.819 | 0.722 |   |   |   |   |   |   | 0.852 |

## L2 Data Collection

L2DataCollection.com

Study: THOM0136  
 Type: Volume / Direction  
 Tech: Judd / Klaren  
 Count: Axle Hits / 2

Idaho (208) 860-7554    Utah (801) 431-2993  
 Locust Grove Rd b Hubbard Rd & Deer Flat Rd VOL  
 Date Start: 23-Jan-18  
 Date End: 24-Jan-18  
 Locust Grove between Hubbard & Deer Flat  
 Kuna, Idaho

| Start Time   | 24-Jan-18<br>Wed | SB       | NB       | Total    |   |   |   |   |   |       |
|--------------|------------------|----------|----------|----------|---|---|---|---|---|-------|
| 12:00 AM     |                  | 1        | 0        | 1        |   |   |   |   |   |       |
| 12:15        |                  | 0        | 0        | 0        |   |   |   |   |   |       |
| 12:30        |                  | 0        | 0        | 0        |   |   |   |   |   |       |
| 12:45        |                  | 0        | 0        | 0        |   |   |   |   |   |       |
| 01:00        |                  | 1        | 0        | 1        |   |   |   |   |   |       |
| 01:15        |                  | 0        | 0        | 0        |   |   |   |   |   |       |
| 01:30        |                  | 0        | 0        | 0        |   |   |   |   |   |       |
| 01:45        |                  | 1        | 0        | 1        |   |   |   |   |   |       |
| 02:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 02:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 02:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 02:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 03:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 03:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 03:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 03:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 04:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 04:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 04:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 04:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 05:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 05:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 05:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 05:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 06:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 06:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 06:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 06:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 07:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 07:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 07:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 07:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 08:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 08:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 08:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 08:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 09:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 09:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 09:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 09:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 10:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 10:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 10:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 10:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| 11:00        |                  | *        | *        | *        |   |   |   |   |   |       |
| 11:15        |                  | *        | *        | *        |   |   |   |   |   |       |
| 11:30        |                  | *        | *        | *        |   |   |   |   |   |       |
| 11:45        |                  | *        | *        | *        |   |   |   |   |   |       |
| <b>Total</b> |                  | <b>3</b> | <b>0</b> | <b>3</b> |   |   |   |   |   |       |
| Percent      |                  | 100.0%   | 0.0%     |          |   |   |   |   |   |       |
| Peak         | -                | 01:00    | -        | -        | - | - | - | - | - | 01:00 |
| Vol.         | -                | 2        | -        | -        | - | - | - | - | - | 2     |
| P.H.F.       |                  | 0.500    |          |          |   |   |   |   |   | 0.500 |
| Grand Total  |                  | 319      | 223      |          |   |   |   |   |   | 542   |
| Percent      |                  | 58.9%    | 41.1%    |          |   |   |   |   |   |       |

## L2 Data Collection

L2DataCollection.com

Study: THOM0136  
 Type: Volume / Direction  
 Tech: Judd / Klaren  
 Count: Axle Hits / 2

Idaho (208) 860-7554    Utah (801) 431-2993  
 Deer Flat Rd b Meridian Rd & Locust Grove Rd VOL  
 Date Start: 23-Jan-18  
 Date End: 24-Jan-18  
 Deer Flat between Meridian & Locust Grov  
 Kuna, Idaho

| Start Time     | 23-Jan-18<br>Tue | WB    | EB    | Total |   |   |   |   |   |       |
|----------------|------------------|-------|-------|-------|---|---|---|---|---|-------|
| 12:00 AM       |                  | *     | *     | *     |   |   |   |   |   |       |
| 12:15          |                  | *     | *     | *     |   |   |   |   |   |       |
| 12:30          |                  | *     | *     | *     |   |   |   |   |   |       |
| 12:45          |                  | *     | *     | *     |   |   |   |   |   |       |
| 01:00          |                  | *     | *     | *     |   |   |   |   |   |       |
| 01:15          |                  | *     | *     | *     |   |   |   |   |   |       |
| 01:30          |                  | *     | *     | *     |   |   |   |   |   |       |
| 01:45          |                  | *     | *     | *     |   |   |   |   |   |       |
| 02:00          |                  | 0     | 0     | 0     |   |   |   |   |   |       |
| 02:15          |                  | 0     | 0     | 0     |   |   |   |   |   |       |
| 02:30          |                  | 0     | 1     | 1     |   |   |   |   |   |       |
| 02:45          |                  | 2     | 0     | 2     |   |   |   |   |   |       |
| 03:00          |                  | 1     | 0     | 1     |   |   |   |   |   |       |
| 03:15          |                  | 3     | 0     | 3     |   |   |   |   |   |       |
| 03:30          |                  | 0     | 0     | 0     |   |   |   |   |   |       |
| 03:45          |                  | 0     | 0     | 0     |   |   |   |   |   |       |
| 04:00          |                  | 0     | 1     | 1     |   |   |   |   |   |       |
| 04:15          |                  | 0     | 2     | 2     |   |   |   |   |   |       |
| 04:30          |                  | 2     | 2     | 4     |   |   |   |   |   |       |
| 04:45          |                  | 2     | 0     | 2     |   |   |   |   |   |       |
| 05:00          |                  | 0     | 3     | 3     |   |   |   |   |   |       |
| 05:15          |                  | 2     | 10    | 12    |   |   |   |   |   |       |
| 05:30          |                  | 4     | 18    | 22    |   |   |   |   |   |       |
| 05:45          |                  | 2     | 14    | 16    |   |   |   |   |   |       |
| 06:00          |                  | 6     | 15    | 21    |   |   |   |   |   |       |
| 06:15          |                  | 2     | 19    | 21    |   |   |   |   |   |       |
| 06:30          |                  | 7     | 21    | 28    |   |   |   |   |   |       |
| 06:45          |                  | 6     | 32    | 38    |   |   |   |   |   |       |
| 07:00          |                  | 20    | 34    | 54    |   |   |   |   |   |       |
| 07:15          |                  | 24    | 40    | 64    |   |   |   |   |   |       |
| 07:30          |                  | 27    | 32    | 59    |   |   |   |   |   |       |
| 07:45          |                  | 17    | 34    | 51    |   |   |   |   |   |       |
| 08:00          |                  | 9     | 23    | 32    |   |   |   |   |   |       |
| 08:15          |                  | 4     | 14    | 18    |   |   |   |   |   |       |
| 08:30          |                  | 1     | 9     | 10    |   |   |   |   |   |       |
| 08:45          |                  | 12    | 7     | 19    |   |   |   |   |   |       |
| 09:00          |                  | 6     | 6     | 12    |   |   |   |   |   |       |
| 09:15          |                  | 8     | 11    | 19    |   |   |   |   |   |       |
| 09:30          |                  | 6     | 10    | 16    |   |   |   |   |   |       |
| 09:45          |                  | 8     | 10    | 18    |   |   |   |   |   |       |
| 10:00          |                  | 11    | 9     | 20    |   |   |   |   |   |       |
| 10:15          |                  | 6     | 5     | 11    |   |   |   |   |   |       |
| 10:30          |                  | 12    | 11    | 23    |   |   |   |   |   |       |
| 10:45          |                  | 7     | 2     | 9     |   |   |   |   |   |       |
| 11:00          |                  | 6     | 19    | 25    |   |   |   |   |   |       |
| 11:15          |                  | 8     | 2     | 10    |   |   |   |   |   |       |
| 11:30          |                  | 14    | 12    | 26    |   |   |   |   |   |       |
| 11:45          |                  | 18    | 8     | 26    |   |   |   |   |   |       |
| <b>Total</b>   |                  | 263   | 436   | 699   |   |   |   |   |   |       |
| <b>Percent</b> |                  | 37.6% | 62.4% |       |   |   |   |   |   |       |
| Peak           | -                | 07:00 | 07:00 | -     | - | - | - | - | - | 07:00 |
| Vol.           | -                | 88    | 140   | -     | - | - | - | - | - | 228   |
| P.H.F.         |                  | 0.815 | 0.875 |       |   |   |   |   |   | 0.891 |

## L2 Data Collection

L2DataCollection.com

Study: THOM0136  
 Type: Volume / Direction  
 Tech: Judd / Klaren  
 Count: Axle Hits / 2

Idaho (208) 860-7554    Utah (801) 431-2993  
 Deer Flat Rd b Meridian Rd & Locust Grove Rd VOL  
 Date Start: 23-Jan-18  
 Date End: 24-Jan-18  
 Deer Flat between Meridian & Locust Grov  
 Kuna, Idaho

| Start Time | 23-Jan-18<br>Tue | WB    | EB    |   |   |   |   |   |   | Total |
|------------|------------------|-------|-------|---|---|---|---|---|---|-------|
| 12:00 PM   |                  | 6     | 10    |   |   |   |   |   |   | 16    |
| 12:15      |                  | 10    | 15    |   |   |   |   |   |   | 25    |
| 12:30      |                  | 6     | 11    |   |   |   |   |   |   | 17    |
| 12:45      |                  | 10    | 8     |   |   |   |   |   |   | 18    |
| 01:00      |                  | 4     | 5     |   |   |   |   |   |   | 9     |
| 01:15      |                  | 16    | 10    |   |   |   |   |   |   | 26    |
| 01:30      |                  | 10    | 8     |   |   |   |   |   |   | 18    |
| 01:45      |                  | 11    | 8     |   |   |   |   |   |   | 19    |
| 02:00      |                  | 12    | 11    |   |   |   |   |   |   | 23    |
| 02:15      |                  | 14    | 4     |   |   |   |   |   |   | 18    |
| 02:30      |                  | 15    | 13    |   |   |   |   |   |   | 28    |
| 02:45      |                  | 9     | 12    |   |   |   |   |   |   | 21    |
| 03:00      |                  | 14    | 13    |   |   |   |   |   |   | 27    |
| 03:15      |                  | 12    | 19    |   |   |   |   |   |   | 31    |
| 03:30      |                  | 16    | 28    |   |   |   |   |   |   | 44    |
| 03:45      |                  | 15    | 12    |   |   |   |   |   |   | 27    |
| 04:00      |                  | 30    | 8     |   |   |   |   |   |   | 38    |
| 04:15      |                  | 34    | 5     |   |   |   |   |   |   | 39    |
| 04:30      |                  | 35    | 7     |   |   |   |   |   |   | 42    |
| 04:45      |                  | 47    | 10    |   |   |   |   |   |   | 57    |
| 05:00      |                  | 53    | 12    |   |   |   |   |   |   | 65    |
| 05:15      |                  | 51    | 16    |   |   |   |   |   |   | 67    |
| 05:30      |                  | 61    | 17    |   |   |   |   |   |   | 78    |
| 05:45      |                  | 39    | 13    |   |   |   |   |   |   | 52    |
| 06:00      |                  | 24    | 12    |   |   |   |   |   |   | 36    |
| 06:15      |                  | 20    | 4     |   |   |   |   |   |   | 24    |
| 06:30      |                  | 12    | 6     |   |   |   |   |   |   | 18    |
| 06:45      |                  | 20    | 5     |   |   |   |   |   |   | 25    |
| 07:00      |                  | 11    | 4     |   |   |   |   |   |   | 15    |
| 07:15      |                  | 3     | 7     |   |   |   |   |   |   | 10    |
| 07:30      |                  | 6     | 3     |   |   |   |   |   |   | 9     |
| 07:45      |                  | 5     | 5     |   |   |   |   |   |   | 10    |
| 08:00      |                  | 1     | 6     |   |   |   |   |   |   | 7     |
| 08:15      |                  | 2     | 4     |   |   |   |   |   |   | 6     |
| 08:30      |                  | 5     | 3     |   |   |   |   |   |   | 8     |
| 08:45      |                  | 5     | 5     |   |   |   |   |   |   | 10    |
| 09:00      |                  | 3     | 14    |   |   |   |   |   |   | 17    |
| 09:15      |                  | 3     | 8     |   |   |   |   |   |   | 11    |
| 09:30      |                  | 3     | 4     |   |   |   |   |   |   | 7     |
| 09:45      |                  | 1     | 2     |   |   |   |   |   |   | 3     |
| 10:00      |                  | 2     | 5     |   |   |   |   |   |   | 7     |
| 10:15      |                  | 1     | 0     |   |   |   |   |   |   | 1     |
| 10:30      |                  | 1     | 6     |   |   |   |   |   |   | 7     |
| 10:45      |                  | 2     | 0     |   |   |   |   |   |   | 2     |
| 11:00      |                  | 1     | 0     |   |   |   |   |   |   | 1     |
| 11:15      |                  | 0     | 1     |   |   |   |   |   |   | 1     |
| 11:30      |                  | 0     | 2     |   |   |   |   |   |   | 2     |
| 11:45      |                  | 2     | 1     |   |   |   |   |   |   | 3     |
| Total      |                  | 663   | 382   |   |   |   |   |   |   | 1045  |
| Percent    |                  | 63.4% | 36.6% |   |   |   |   |   |   |       |
| Peak       | -                | 16:45 | 14:45 | - | - | - | - | - | - | 16:45 |
| Vol.       | -                | 212   | 72    | - | - | - | - | - | - | 267   |
| P.H.F.     |                  | 0.869 | 0.643 |   |   |   |   |   |   | 0.856 |

## L2 Data Collection

L2DataCollection.com

Study: THOM0136  
 Type: Volume / Direction  
 Tech: Judd / Klaren  
 Count: Axle Hits / 2

Idaho (208) 860-7554    Utah (801) 431-2993  
 Deer Flat Rd b Meridian Rd & Locust Grove Rd VOL  
 Date Start: 23-Jan-18  
 Date End: 24-Jan-18  
 Deer Flat between Meridian & Locust Grov  
 Kuna, Idaho

| Start Time  | 24-Jan-18<br>Wed | WB    | EB    |   |   |   |   |   |   | Total |
|-------------|------------------|-------|-------|---|---|---|---|---|---|-------|
| 12:00 AM    |                  | 1     | 0     |   |   |   |   |   |   | 1     |
| 12:15       |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 12:30       |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 12:45       |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 01:00       |                  | 1     | 1     |   |   |   |   |   |   | 2     |
| 01:15       |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 01:30       |                  | 0     | 0     |   |   |   |   |   |   | 0     |
| 01:45       |                  | 2     | 1     |   |   |   |   |   |   | 3     |
| 02:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 02:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 02:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 02:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 03:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 03:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 03:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 03:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 04:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 04:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 04:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 04:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 05:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 05:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 05:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 05:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 06:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 06:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 06:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 06:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 07:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 07:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 07:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 07:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 08:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 08:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 08:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 08:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 09:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 09:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 09:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 09:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 10:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 10:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 10:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 10:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| 11:00       |                  | *     | *     |   |   |   |   |   |   | *     |
| 11:15       |                  | *     | *     |   |   |   |   |   |   | *     |
| 11:30       |                  | *     | *     |   |   |   |   |   |   | *     |
| 11:45       |                  | *     | *     |   |   |   |   |   |   | *     |
| Total       |                  | 4     | 2     |   |   |   |   |   |   | 6     |
| Percent     |                  | 66.7% | 33.3% |   |   |   |   |   |   |       |
| Peak        | -                | 01:00 | 01:00 | - | - | - | - | - | - | 01:00 |
| Vol.        | -                | 3     | 2     | - | - | - | - | - | - | 5     |
| P.H.F.      |                  | 0.375 | 0.500 |   |   |   |   |   |   | 0.417 |
| Grand Total |                  | 930   | 820   |   |   |   |   |   |   | 1750  |
| Percent     |                  | 53.1% | 46.9% |   |   |   |   |   |   |       |



| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 6.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 7    | 14   | 3    | 0    | 1    | 2    | 0    | 18   | 4    | 0    | 15   | 1    |
| Future Vol, veh/h        | 7    | 14   | 3    | 0    | 1    | 2    | 0    | 18   | 4    | 0    | 15   | 1    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 11   | 22   | 5    | 0    | 2    | 3    | 0    | 28   | 6    | 0    | 23   | 2    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 5      | 0 | 0 | 27     | 0 | 0 | 63     | 52    | 25    | 68     | 53    | 4     |
| Stage 1              | -      | - | - | -      | - | - | 47     | 47    | -     | 4      | 4     | -     |
| Stage 2              | -      | - | - | -      | - | - | 16     | 5     | -     | 64     | 49    | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1616   | - | - | 1587   | - | - | 932    | 839   | 1051  | 925    | 838   | 1080  |
| Stage 1              | -      | - | - | -      | - | - | 967    | 856   | -     | 1018   | 892   | -     |
| Stage 2              | -      | - | - | -      | - | - | 1004   | 892   | -     | 947    | 854   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1616   | - | - | 1587   | - | - | 906    | 833   | 1051  | 892    | 832   | 1080  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 906    | 833   | -     | 892    | 832   | -     |
| Stage 1              | -      | - | - | -      | - | - | 960    | 850   | -     | 1011   | 892   | -     |
| Stage 2              | -      | - | - | -      | - | - | 977    | 892   | -     | 904    | 848   | -     |

| Approach             | EB  | WB | NB  | SB  |
|----------------------|-----|----|-----|-----|
| HCM Control Delay, s | 2.1 | 0  | 9.3 | 9.4 |
| HCM LOS              |     |    | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 866   | 1616  | -   | -   | 1587 | -   | -   | 844   |
| HCM Lane V/C Ratio    | 0.039 | 0.007 | -   | -   | -    | -   | -   | 0.029 |
| HCM Control Delay (s) | 9.3   | 7.2   | 0   | -   | 0    | -   | -   | 9.4   |
| HCM Lane LOS          | A     | A     | A   | -   | A    | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0    | -   | -   | 0.1   |

HCM 2000 Signalized Intersection Capacity Analysis  
2: Meridian Rd & Deer Flat Rd

2018 Existing  
AM Peak



| Movement               | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|-------|------|------|-------|------|------|-------|-------|------|-------|------|------|
| Lane Configurations    |       |      |      |       |      |      |       |       |      |       |      |      |
| Traffic Volume (vph)   | 443   | 125  | 30   | 2     | 65   | 9    | 69    | 558   | 19   | 6     | 180  | 270  |
| Future Volume (vph)    | 443   | 125  | 30   | 2     | 65   | 9    | 69    | 558   | 19   | 6     | 180  | 270  |
| Ideal Flow (vphpl)     | 1800  | 1800 | 1800 | 1800  | 1800 | 1800 | 1800  | 1800  | 1800 | 1800  | 1800 | 1800 |
| Total Lost time (s)    | 6.0   | 6.0  |      | 6.0   | 6.0  |      | 6.0   | 6.0   |      | 6.0   | 6.0  |      |
| Lane Util. Factor      | 1.00  | 1.00 |      | 1.00  | 1.00 |      | 1.00  | 0.95  |      | 1.00  | 0.95 |      |
| Frt                    | 1.00  | 0.97 |      | 1.00  | 0.98 |      | 1.00  | 1.00  |      | 1.00  | 0.91 |      |
| Flt Protected          | 0.95  | 1.00 |      | 0.95  | 1.00 |      | 0.95  | 1.00  |      | 0.95  | 1.00 |      |
| Satd. Flow (prot)      | 1676  | 1713 |      | 1676  | 1732 |      | 1676  | 3336  |      | 1676  | 3051 |      |
| Flt Permitted          | 0.47  | 1.00 |      | 0.65  | 1.00 |      | 0.36  | 1.00  |      | 0.37  | 1.00 |      |
| Satd. Flow (perm)      | 831   | 1713 |      | 1147  | 1732 |      | 627   | 3336  |      | 651   | 3051 |      |
| Peak-hour factor, PHF  | 0.91  | 0.91 | 0.91 | 0.91  | 0.91 | 0.91 | 0.91  | 0.91  | 0.91 | 0.91  | 0.91 | 0.91 |
| Adj. Flow (vph)        | 487   | 137  | 33   | 2     | 71   | 10   | 76    | 613   | 21   | 7     | 198  | 297  |
| RTOR Reduction (vph)   | 0     | 6    | 0    | 0     | 4    | 0    | 0     | 1     | 0    | 0     | 155  | 0    |
| Lane Group Flow (vph)  | 487   | 164  | 0    | 2     | 77   | 0    | 76    | 633   | 0    | 7     | 340  | 0    |
| Turn Type              | pm+pt | NA   |      | pm+pt | NA   |      | pm+pt | NA    |      | pm+pt | NA   |      |
| Protected Phases       | 1     | 6    |      | 5     | 2    |      | 3     | 8     |      | 7     | 4    |      |
| Permitted Phases       | 6     |      |      | 2     |      |      | 8     |       |      | 4     |      |      |
| Actuated Green, G (s)  | 49.8  | 42.8 |      | 13.1  | 12.1 |      | 55.2  | 48.5  |      | 44.6  | 43.2 |      |
| Effective Green, g (s) | 49.8  | 42.8 |      | 13.1  | 12.1 |      | 55.2  | 48.5  |      | 44.6  | 43.2 |      |
| Actuated g/C Ratio     | 0.42  | 0.36 |      | 0.11  | 0.10 |      | 0.47  | 0.41  |      | 0.38  | 0.37 |      |
| Clearance Time (s)     | 6.0   | 6.0  |      | 6.0   | 6.0  |      | 6.0   | 6.0   |      | 6.0   | 6.0  |      |
| Vehicle Extension (s)  | 3.0   | 2.0  |      | 3.0   | 3.0  |      | 3.0   | 2.0   |      | 5.0   | 2.0  |      |
| Lane Grp Cap (vph)     | 579   | 622  |      | 132   | 178  |      | 353   | 1374  |      | 258   | 1119 |      |
| v/s Ratio Prot         | c0.23 | 0.10 |      | 0.00  | 0.04 |      | c0.01 | c0.19 |      | 0.00  | 0.11 |      |
| v/s Ratio Perm         | c0.13 |      |      | 0.00  |      |      | 0.09  |       |      | 0.01  |      |      |
| v/c Ratio              | 0.84  | 0.26 |      | 0.02  | 0.43 |      | 0.22  | 0.46  |      | 0.03  | 0.30 |      |
| Uniform Delay, d1      | 27.9  | 26.4 |      | 46.5  | 49.6 |      | 18.0  | 25.1  |      | 22.9  | 26.5 |      |
| Progression Factor     | 1.00  | 1.00 |      | 1.00  | 1.00 |      | 1.00  | 1.00  |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  | 10.7  | 0.1  |      | 0.0   | 1.7  |      | 0.3   | 1.1   |      | 0.1   | 0.7  |      |
| Delay (s)              | 38.5  | 26.4 |      | 46.6  | 51.3 |      | 18.4  | 26.2  |      | 23.0  | 27.2 |      |
| Level of Service       | D     | C    |      | D     | D    |      | B     | C     |      | C     | C    |      |
| Approach Delay (s)     |       | 35.4 |      |       | 51.2 |      |       | 25.4  |      |       | 27.2 |      |
| Approach LOS           |       | D    |      |       | D    |      |       | C     |      |       | C    |      |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 30.3  | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio | 0.68  |                           |      |
| Actuated Cycle Length (s)         | 117.7 | Sum of lost time (s)      | 24.0 |
| Intersection Capacity Utilization | 68.7% | ICU Level of Service      | C    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group

HCM 2010 Signalized Intersection Summary  
2: Meridian Rd & Deer Flat Rd

2018 Existing  
AM Peak

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |   |  |  |   |  |  |   |
| Traffic Volume (veh/h)       | 443   | 125   | 30  | 2   | 65  | 9   | 69  | 558   | 19  | 6   | 180   | 270   |
| Future Volume (veh/h)        | 443   | 125   | 30  | 2   | 65  | 9   | 69  | 558   | 19  | 6   | 180   | 270   |
| Number                       | 1   | 6   | 16  | 5   | 2   | 12  | 3   | 8   | 18  | 7   | 4   | 14  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  |
| Adj Flow Rate, veh/h         | 487   | 137   | 33  | 2   | 71  | 10  | 76  | 613   | 21  | 7   | 198   | 297   |
| Adj No. of Lanes             | 1   | 1   | 0   | 1   | 1   | 0   | 1   | 2   | 0   | 1   | 2   | 0   |
| Peak Hour Factor             | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 581   | 485   | 117   | 157   | 103   | 15  | 334   | 1333  | 46  | 296   | 618   | 553   |
| Arrive On Green              | 0.29  | 0.35  | 0.35  | 0.00  | 0.07  | 0.07  | 0.04  | 0.40  | 0.40  | 0.01  | 0.37  | 0.37  |
| Sat Flow, veh/h              | 1681  | 1375  | 331   | 1681  | 1514  | 213   | 1681  | 3308  | 113   | 1681  | 1676  | 1500  |
| Grp Volume(v), veh/h         | 487   | 0   | 170   | 2   | 0   | 81  | 76  | 310   | 324   | 7   | 198   | 297   |
| Grp Sat Flow(s),veh/h/ln     | 1681  | 0   | 1706  | 1681  | 0   | 1727  | 1681  | 1676  | 1745  | 1681  | 1676  | 1500  |
| Q Serve(g_s), s              | 26.3  | 0.0   | 7.4   | 0.1   | 0.0   | 4.7   | 2.9   | 14.0  | 14.0  | 0.3   | 8.7   | 16.1  |
| Cycle Q Clear(g_c), s        | 26.3  | 0.0   | 7.4   | 0.1   | 0.0   | 4.7   | 2.9   | 14.0  | 14.0  | 0.3   | 8.7   | 16.1  |
| Prop In Lane                 | 1.00  |   | 0.19  | 1.00  |   | 0.12  | 1.00  |   | 0.06  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 581   | 0   | 601   | 157   | 0   | 118   | 334   | 676   | 703   | 296   | 618   | 553   |
| V/C Ratio(X)                 | 0.84  | 0.00  | 0.28  | 0.01  | 0.00  | 0.69  | 0.23  | 0.46  | 0.46  | 0.02  | 0.32  | 0.54  |
| Avail Cap(c_a), veh/h        | 768   | 0   | 961   | 397   | 0   | 536   | 506   | 676   | 703   | 526   | 618   | 553   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 28.7  | 0.0   | 24.0  | 44.5  | 0.0   | 46.9  | 20.0  | 22.5  | 22.5  | 20.6  | 23.3  | 25.6  |
| Incr Delay (d2), s/veh       | 6.3   | 0.0   | 0.1   | 0.0   | 0.0   | 6.9   | 0.3   | 2.2   | 2.2   | 0.1   | 1.4   | 3.7   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 19.0  | 0.0   | 6.3   | 0.1   | 0.0   | 4.5   | 2.4   | 11.2  | 11.6  | 0.2   | 7.6   | 11.6  |
| LnGrp Delay(d),s/veh         | 35.0  | 0.0   | 24.1  | 44.5  | 0.0   | 53.8  | 20.4  | 24.8  | 24.7  | 20.6  | 24.6  | 29.3  |
| LnGrp LOS                    | C   |   | C   | D   |   | D   | C   | C   | C   | C   | C   | C   |
| Approach Vol, veh/h          |   | 657   |   |   | 83  |   |   | 710   |   |   | 502   |   |
| Approach Delay, s/veh        |   | 32.1  |   |   | 53.6  |   |   | 24.3  |   |   | 27.3  |   |
| Approach LOS                 |   | C   |   |   | D   |   |   | C   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 35.6  | 13.0  | 10.4  | 44.0  | 6.3   | 42.3  | 6.9   | 47.5  |   |   |   |   |
| Change Period (Y+Rc), s      | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |   |   |   |   |
| Max Green Setting (Gmax), s  | 41.0  | 32.0  | 15.0  | 38.0  | 15.0  | 58.0  | 15.0  | 38.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 28.3  | 6.7   | 4.9   | 18.1  | 2.1   | 9.4   | 2.3   | 16.0  |   |   |   |   |
| Green Ext Time (p_c), s      | 1.3   | 0.3   | 0.1   | 1.6   | 0.0   | 0.6   | 0.0   | 1.9   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 29.0  |   |   |   |   |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | C   |   |   |   |   |   |   |   |   |   |

HCM 2010 TWSC  
 3: Logust Grove Rd/Locust Grove Rd & Deer Flat Rd

2018 Existing  
 AM Peak

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 15   | 124  | 0    | 0    | 65   | 2    | 4    | 6    | 1    | 2    | 1    | 13   |
| Future Vol, veh/h        | 15   | 124  | 0    | 0    | 65   | 2    | 4    | 6    | 1    | 2    | 1    | 13   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 17   | 143  | 0    | 0    | 75   | 2    | 5    | 7    | 1    | 2    | 1    | 15   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 77     | 0 | 0 | 143    | 0 | 0 | 261    | 254   | 143   | 257    | 253   | 76    |
| Stage 1              | -      | - | - | -      | - | - | 177    | 177   | -     | 76     | 76    | -     |
| Stage 2              | -      | - | - | -      | - | - | 84     | 77    | -     | 181    | 177   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1522   | - | - | 1440   | - | - | 692    | 650   | 905   | 696    | 650   | 985   |
| Stage 1              | -      | - | - | -      | - | - | 825    | 753   | -     | 933    | 832   | -     |
| Stage 2              | -      | - | - | -      | - | - | 924    | 831   | -     | 821    | 753   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1522   | - | - | 1440   | - | - | 674    | 642   | 905   | 683    | 642   | 985   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 674    | 642   | -     | 683    | 642   | -     |
| Stage 1              | -      | - | - | -      | - | - | 815    | 744   | -     | 922    | 832   | -     |
| Stage 2              | -      | - | - | -      | - | - | 909    | 831   | -     | 803    | 744   | -     |

| Approach             | EB  |  |  | WB |  |  | NB   |  |  | SB  |  |  |
|----------------------|-----|--|--|----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 0.8 |  |  | 0  |  |  | 10.5 |  |  | 9.1 |  |  |
| HCM LOS              |     |  |  |    |  |  | B    |  |  | A   |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 671   | 1522  | -   | -   | 1440 | -   | -   | 905   |
| HCM Lane V/C Ratio    | 0.019 | 0.011 | -   | -   | -    | -   | -   | 0.02  |
| HCM Control Delay (s) | 10.5  | 7.4   | 0   | -   | 0    | -   | -   | 9.1   |
| HCM Lane LOS          | B     | A     | A   | -   | A    | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0    | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 7.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 1    | 6    | 1    | 9    | 12   | 0    | 5    | 16   | 2    | 1    | 47   | 3    |
| Future Vol, veh/h        | 1    | 6    | 1    | 9    | 12   | 0    | 5    | 16   | 2    | 1    | 47   | 3    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 8    | 1    | 13   | 17   | 0    | 7    | 22   | 3    | 1    | 65   | 4    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 17     | 0 | 0 | 9      | 0 | 0 | 89     | 54    | 9     | 66     | 54    | 17    |
| Stage 1              | -      | - | - | -      | - | - | 11     | 11    | -     | 43     | 43    | -     |
| Stage 2              | -      | - | - | -      | - | - | 78     | 43    | -     | 23     | 11    | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1600   | - | - | 1611   | - | - | 896    | 837   | 1073  | 927    | 837   | 1062  |
| Stage 1              | -      | - | - | -      | - | - | 1010   | 886   | -     | 971    | 859   | -     |
| Stage 2              | -      | - | - | -      | - | - | 931    | 859   | -     | 995    | 886   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1600   | - | - | 1611   | - | - | 833    | 829   | 1073  | 899    | 829   | 1062  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 833    | 829   | -     | 899    | 829   | -     |
| Stage 1              | -      | - | - | -      | - | - | 1009   | 885   | -     | 970    | 852   | -     |
| Stage 2              | -      | - | - | -      | - | - | 849    | 852   | -     | 967    | 885   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB  |  |  | SB  |  |  |
|----------------------|-----|--|--|-----|--|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 0.9 |  |  | 3.1 |  |  | 9.4 |  |  | 9.7 |  |  |
| HCM LOS              |     |  |  |     |  |  | A   |  |  | A   |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 847   | 1600  | -   | -   | 1611  | -   | -   | 841   |
| HCM Lane V/C Ratio    | 0.038 | 0.001 | -   | -   | 0.008 | -   | -   | 0.084 |
| HCM Control Delay (s) | 9.4   | 7.3   | 0   | -   | 7.3   | 0   | -   | 9.7   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0     | -   | -   | 0.3   |

HCM 2000 Signalized Intersection Capacity Analysis  
2: Meridian Rd & Deer Flat Rd

2018 Existing  
PM Peak

|                                   |  |  |  |  |  |  |   |   |  |  |   |  |
|-----------------------------------|---|---|---|---|---|---|---|--|---|---|--|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT  | NBR   | SBL   | SBT  | SBR   |
| Lane Configurations               |  |  |   |  |  |   |  | <br> |   |  | <br> |   |
| Traffic Volume (vph)              | 224   | 46  | 33  | 39  | 159   | 4   | 62  | 328  | 4   | 3   | 573  | 464   |
| Future Volume (vph)               | 224   | 46  | 33  | 39  | 159   | 4   | 62  | 328  | 4   | 3   | 573  | 464   |
| Ideal Flow (vphpl)                | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800   | 1800  | 1800  | 1800   | 1800  |
| Total Lost time (s)               | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0  |   | 6.0   | 6.0  |   |
| Lane Util. Factor                 | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 0.95   |   | 1.00  | 0.95   |   |
| Frt                               | 1.00  | 0.94  |   | 1.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 0.93   |   |
| Flt Protected                     | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95  | 1.00   |   | 0.95  | 1.00   |   |
| Satd. Flow (prot)                 | 1676  | 1654  |   | 1676  | 1759  |   | 1676  | 3347   |   | 1676  | 3128   |   |
| Flt Permitted                     | 0.32  | 1.00  |   | 0.70  | 1.00  |   | 0.14  | 1.00   |   | 0.54  | 1.00   |   |
| Satd. Flow (perm)                 | 556   | 1654  |   | 1240  | 1759  |   | 251   | 3347   |   | 950   | 3128   |   |
| Peak-hour factor, PHF             | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93   | 0.93  | 0.93  | 0.93   | 0.93  |
| Adj. Flow (vph)                   | 241   | 49  | 35  | 42  | 171   | 4   | 67  | 353  | 4   | 3   | 616  | 499   |
| RTOR Reduction (vph)              | 0   | 17  | 0   | 0   | 1   | 0   | 0   | 0  | 0   | 0   | 83   | 0   |
| Lane Group Flow (vph)             | 241   | 67  | 0   | 42  | 174   | 0   | 67  | 357  | 0   | 3   | 1032   | 0   |
| Turn Type                         | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA   |   | pm+pt   | NA   |   |
| Protected Phases                  | 1   | 6   |   | 5   | 2   |   | 3   | 8  |   | 7   | 4  |   |
| Permitted Phases                  | 6   |   |   | 2   |   |   | 8   |  |   | 4   |  |   |
| Actuated Green, G (s)             | 42.0  | 29.7  |   | 24.2  | 17.9  |   | 76.7  | 70.3   |   | 66.7  | 65.3   |   |
| Effective Green, g (s)            | 42.0  | 29.7  |   | 24.2  | 17.9  |   | 76.7  | 70.3   |   | 66.7  | 65.3   |   |
| Actuated g/C Ratio                | 0.32  | 0.23  |   | 0.18  | 0.14  |   | 0.58  | 0.53   |   | 0.51  | 0.50   |   |
| Clearance Time (s)                | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0  |   | 6.0   | 6.0  |   |
| Vehicle Extension (s)             | 3.0   | 2.0   |   | 3.0   | 3.0   |   | 3.0   | 2.0  |   | 5.0   | 2.0  |   |
| Lane Grp Cap (vph)                | 331   | 372   |   | 248   | 239   |   | 215   | 1786   |   | 488   | 1550   |   |
| v/s Ratio Prot                    | c0.10   | 0.04  |   | 0.01  | 0.10  |   | c0.02   | 0.11   |   | 0.00  | c0.33  |   |
| v/s Ratio Perm                    | c0.13   |   |   | 0.02  |   |   | 0.17  |  |   | 0.00  |  |   |
| v/c Ratio                         | 0.73  | 0.18  |   | 0.17  | 0.73  |   | 0.31  | 0.20   |   | 0.01  | 0.67   |   |
| Uniform Delay, d1                 | 36.4  | 41.2  |   | 45.0  | 54.6  |   | 16.3  | 16.0   |   | 16.1  | 25.0   |   |
| Progression Factor                | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00   |   |
| Incremental Delay, d2             | 7.8   | 0.1   |   | 0.3   | 10.6  |   | 0.8   | 0.3  |   | 0.0   | 2.3  |   |
| Delay (s)                         | 44.2  | 41.3  |   | 45.3  | 65.1  |   | 17.1  | 16.3   |   | 16.1  | 27.3   |   |
| Level of Service                  | D   | D   |   | D   | E   |   | B   | B  |   | B   | C  |   |
| Approach Delay (s)                |   | 43.4  |   |   | 61.3  |   |   | 16.4   |   |   | 27.2   |   |
| Approach LOS                      |   | D   |   |   | E   |   |   | B  |   |   | C  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |  |   |   |  |   |
| HCM 2000 Control Delay            |   |   | 31.1  |   |   |   | HCM 2000 Level of Service   |  |   | C   |  |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.69  |   |   |   |   |  |   |   |  |   |
| Actuated Cycle Length (s)         |   |   | 131.7   |   |   |   | Sum of lost time (s)  |  |   | 24.0  |  |   |
| Intersection Capacity Utilization |   |   | 78.8%   |   |   |   | ICU Level of Service  |  |   | D   |  |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |  |   |   |  |   |

c Critical Lane Group

HCM 2010 Signalized Intersection Summary  
2: Meridian Rd & Deer Flat Rd

2018 Existing  
PM Peak

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |   |  |  |   |  |  |   |
| Traffic Volume (veh/h)       | 224   | 46  | 33  | 39  | 159   | 4   | 62  | 328   | 4   | 3   | 573   | 464   |
| Future Volume (veh/h)        | 224   | 46  | 33  | 39  | 159   | 4   | 62  | 328   | 4   | 3   | 573   | 464   |
| Number                       | 1   | 6   | 16  | 5   | 2   | 12  | 3   | 8   | 18  | 7   | 4   | 14  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  |
| Adj Flow Rate, veh/h         | 241   | 49  | 35  | 42  | 171   | 4   | 67  | 353   | 4   | 3   | 616   | 499   |
| Adj No. of Lanes             | 1   | 1   | 0   | 1   | 1   | 0   | 1   | 2   | 0   | 1   | 2   | 0   |
| Peak Hour Factor             | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 321   | 219   | 156   | 268   | 205   | 5   | 242   | 1827  | 21  | 561   | 891   | 720   |
| Arrive On Green              | 0.14  | 0.23  | 0.23  | 0.03  | 0.12  | 0.12  | 0.04  | 0.54  | 0.54  | 0.00  | 0.51  | 0.51  |
| Sat Flow, veh/h              | 1681  | 959   | 685   | 1681  | 1717  | 40  | 1681  | 3396  | 38  | 1681  | 1764  | 1425  |
| Grp Volume(v), veh/h         | 241   | 0   | 84  | 42  | 0   | 175   | 67  | 174   | 183   | 3   | 585   | 530   |
| Grp Sat Flow(s),veh/h/ln     | 1681  | 0   | 1644  | 1681  | 0   | 1758  | 1681  | 1676  | 1758  | 1681  | 1676  | 1513  |
| Q Serve(g_s), s              | 14.6  | 0.0   | 5.0   | 2.6   | 0.0   | 11.8  | 2.3   | 6.5   | 6.5   | 0.1   | 32.1  | 32.2  |
| Cycle Q Clear(g_c), s        | 14.6  | 0.0   | 5.0   | 2.6   | 0.0   | 11.8  | 2.3   | 6.5   | 6.5   | 0.1   | 32.1  | 32.2  |
| Prop In Lane                 | 1.00  |   | 0.42  | 1.00  |   | 0.02  | 1.00  |   | 0.02  | 1.00  |   | 0.94  |
| Lane Grp Cap(c), veh/h       | 321   | 0   | 375   | 268   | 0   | 210   | 242   | 902   | 946   | 561   | 847   | 764   |
| V/C Ratio(X)                 | 0.75  | 0.00  | 0.22  | 0.16  | 0.00  | 0.83  | 0.28  | 0.19  | 0.19  | 0.01  | 0.69  | 0.69  |
| Avail Cap(c_a), veh/h        | 378   | 0   | 476   | 424   | 0   | 422   | 388   | 902   | 946   | 763   | 847   | 764   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 37.9  | 0.0   | 37.9  | 44.7  | 0.0   | 52.0  | 18.1  | 14.4  | 14.4  | 14.6  | 22.7  | 22.8  |
| Incr Delay (d2), s/veh       | 6.8   | 0.0   | 0.1   | 0.3   | 0.0   | 8.4   | 0.6   | 0.5   | 0.5   | 0.0   | 4.6   | 5.1   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 11.8  | 0.0   | 4.1   | 2.2   | 0.0   | 10.3  | 2.0   | 5.6   | 5.9   | 0.1   | 22.4  | 20.7  |
| LnGrp Delay(d),s/veh         | 44.8  | 0.0   | 38.0  | 45.0  | 0.0   | 60.4  | 18.8  | 14.9  | 14.8  | 14.6  | 27.3  | 27.9  |
| LnGrp LOS                    | D   |   | D   | D   |   | E   | B   | B   | B   | B   | C   | C   |
| Approach Vol, veh/h          |   | 325   |   |   | 217   |   |   | 424   |   |   | 1118  |   |
| Approach Delay, s/veh        |   | 43.0  |   |   | 57.4  |   |   | 15.5  |   |   | 27.6  |   |
| Approach LOS                 |   | D   |   |   | E   |   |   | B   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 22.9  | 20.4  | 10.5  | 67.0  | 9.8   | 33.5  | 6.5   | 71.0  |   |   |   |   |
| Change Period (Y+Rc), s      | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |   |   |   |   |
| Max Green Setting (Gmax), s  | 21.0  | 29.0  | 15.0  | 61.0  | 15.0  | 35.0  | 15.0  | 61.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 16.6  | 13.8  | 4.3   | 34.2  | 4.6   | 7.0   | 2.1   | 8.5   |   |   |   |   |
| Green Ext Time (p_c), s      | 0.3   | 0.6   | 0.1   | 4.3   | 0.0   | 0.2   | 0.0   | 1.0   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 30.6  |   |   |   |   |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | C   |   |   |   |   |   |   |   |   |   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 6    | 43   | 2    | 0    | 174  | 3    | 0    | 7    | 1    | 3    | 17   | 38   |
| Future Vol, veh/h        | 6    | 43   | 2    | 0    | 174  | 3    | 0    | 7    | 1    | 3    | 17   | 38   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 7    | 48   | 2    | 0    | 196  | 3    | 0    | 8    | 1    | 3    | 19   | 43   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 199    | 0 | 0 | 50     | 0 | 0 | 292    | 262   | 49    | 266    | 262   | 198   |
| Stage 1              | -      | - | - | -      | - | - | 63     | 63    | -     | 198    | 198   | -     |
| Stage 2              | -      | - | - | -      | - | - | 229    | 199   | -     | 68     | 64    | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1373   | - | - | 1557   | - | - | 660    | 643   | 1020  | 687    | 643   | 843   |
| Stage 1              | -      | - | - | -      | - | - | 948    | 842   | -     | 804    | 737   | -     |
| Stage 2              | -      | - | - | -      | - | - | 774    | 736   | -     | 942    | 842   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1373   | - | - | 1557   | - | - | 610    | 640   | 1020  | 677    | 640   | 843   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 610    | 640   | -     | 677    | 640   | -     |
| Stage 1              | -      | - | - | -      | - | - | 943    | 838   | -     | 800    | 737   | -     |
| Stage 2              | -      | - | - | -      | - | - | 716    | 736   | -     | 927    | 838   | -     |

| Approach             | EB  |  |  | WB |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.9 |  |  | 0  |  |  | 10.4 |  |  | 10.2 |  |  |
| HCM LOS              |     |  |  |    |  |  | B    |  |  | B    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 671   | 1373  | -   | -   | 1557 | -   | -   | 762   |
| HCM Lane V/C Ratio    | 0.013 | 0.005 | -   | -   | -    | -   | -   | 0.086 |
| HCM Control Delay (s) | 10.4  | 7.6   | 0   | -   | 0    | -   | -   | 10.2  |
| HCM Lane LOS          | B     | A     | A   | -   | A    | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | 0     | -   | -   | 0    | -   | -   | 0.3   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh         | 7.3  |      |      |      |      |      |      |      |      |      |      |      |  |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |  |
| Traffic Vol, veh/h       | 13   | 16   | 3    | 0    | 1    | 2    | 0    | 35   | 4    | 0    | 27   | 6    |  |
| Future Vol, veh/h        | 13   | 16   | 3    | 0    | 1    | 2    | 0    | 35   | 4    | 0    | 27   | 6    |  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |  |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |  |
| RT Channelized           | -    | -    | None |  |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |  |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |  |
| Peak Hour Factor         | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   |  |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |  |
| Mvmt Flow                | 20   | 25   | 5    | 0    | 2    | 3    | 0    | 54   | 6    | 0    | 42   | 9    |  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 5      | 0 | 0 | 30     | 0 | 0 | 97     | 73    | 28    | 102    | 74    | 4     |
| Stage 1              | -      | - | - | -      | - | - | 68     | 68    | -     | 4      | 4     | -     |
| Stage 2              | -      | - | - | -      | - | - | 29     | 5     | -     | 98     | 70    | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1616   | - | - | 1583   | - | - | 885    | 817   | 1047  | 879    | 816   | 1080  |
| Stage 1              | -      | - | - | -      | - | - | 942    | 838   | -     | 1018   | 892   | -     |
| Stage 2              | -      | - | - | -      | - | - | 988    | 892   | -     | 908    | 837   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1616   | - | - | 1583   | - | - | 835    | 806   | 1047  | 821    | 805   | 1080  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 835    | 806   | -     | 821    | 805   | -     |
| Stage 1              | -      | - | - | -      | - | - | 930    | 827   | -     | 1005   | 892   | -     |
| Stage 2              | -      | - | - | -      | - | - | 934    | 892   | -     | 833    | 826   | -     |

| Approach             | EB  | WB | NB  | SB  |
|----------------------|-----|----|-----|-----|
| HCM Control Delay, s | 2.9 | 0  | 9.7 | 9.5 |
| HCM LOS              |     |    | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 825   | 1616  | -   | -   | 1583 | -   | -   | 844   |
| HCM Lane V/C Ratio    | 0.073 | 0.012 | -   | -   | -    | -   | -   | 0.06  |
| HCM Control Delay (s) | 9.7   | 7.3   | 0   | -   | 0    | -   | -   | 9.5   |
| HCM Lane LOS          | A     | A     | A   | -   | A    | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.2   | 0     | -   | -   | 0    | -   | -   | 0.2   |

HCM 2000 Signalized Intersection Capacity Analysis  
2: Meridian Rd & Deer Flat Rd

2025 Background  
AM Peak

| Movement               | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR   |
|------------------------|-------|------|------|-------|------|------|-------|-------|------|-------|------|-------|
| Lane Configurations    |       |      |      |       |      |      |       |       |      |       |      |       |
| Traffic Volume (vph)   | 524   | 158  | 51   | 25    | 88   | 38   | 97    | 722   | 23   | 35    | 324  | 313   |
| Future Volume (vph)    | 524   | 158  | 51   | 25    | 88   | 38   | 97    | 722   | 23   | 35    | 324  | 313   |
| Ideal Flow (vphpl)     | 1800  | 1800 | 1800 | 1800  | 1800 | 1800 | 1800  | 1800  | 1800 | 1800  | 1800 | 1800  |
| Total Lost time (s)    | 6.0   | 6.0  |      | 6.0   | 6.0  |      | 6.0   | 6.0   |      | 6.0   | 6.0  | 6.0   |
| Lane Util. Factor      | 1.00  | 1.00 |      | 1.00  | 1.00 |      | 1.00  | 0.95  |      | 1.00  | 0.95 | 1.00  |
| Frt                    | 1.00  | 0.96 |      | 1.00  | 0.95 |      | 1.00  | 1.00  |      | 1.00  | 1.00 | 0.85  |
| Flt Protected          | 0.95  | 1.00 |      | 0.95  | 1.00 |      | 0.95  | 1.00  |      | 0.95  | 1.00 | 1.00  |
| Satd. Flow (prot)      | 1676  | 1700 |      | 1676  | 1685 |      | 1676  | 3338  |      | 1676  | 3353 | 1500  |
| Flt Permitted          | 0.40  | 1.00 |      | 0.62  | 1.00 |      | 0.45  | 1.00  |      | 0.19  | 1.00 | 1.00  |
| Satd. Flow (perm)      | 701   | 1700 |      | 1086  | 1685 |      | 792   | 3338  |      | 338   | 3353 | 1500  |
| Peak-hour factor, PHF  | 0.91  | 0.91 | 0.91 | 0.91  | 0.91 | 0.91 | 0.91  | 0.91  | 0.91 | 0.91  | 0.91 | 0.91  |
| Adj. Flow (vph)        | 576   | 174  | 56   | 27    | 97   | 42   | 107   | 793   | 25   | 38    | 356  | 344   |
| RTOR Reduction (vph)   | 0     | 7    | 0    | 0     | 11   | 0    | 0     | 1     | 0    | 0     | 0    | 136   |
| Lane Group Flow (vph)  | 576   | 223  | 0    | 27    | 128  | 0    | 107   | 817   | 0    | 38    | 356  | 208   |
| Turn Type              | pm+pt | NA   |      | pm+pt | NA   |      | pm+pt | NA    |      | pm+pt | NA   | pm+ov |
| Protected Phases       | 1     | 6    |      | 5     | 2    |      | 3     | 8     |      | 7     | 4    | 1     |
| Permitted Phases       | 6     |      |      | 2     |      |      | 8     |       |      | 4     |      | 4     |
| Actuated Green, G (s)  | 61.7  | 51.6 |      | 21.7  | 17.6 |      | 55.2  | 44.7  |      | 49.2  | 41.7 | 79.8  |
| Effective Green, g (s) | 61.7  | 51.6 |      | 21.7  | 17.6 |      | 55.2  | 44.7  |      | 49.2  | 41.7 | 79.8  |
| Actuated g/C Ratio     | 0.47  | 0.39 |      | 0.16  | 0.13 |      | 0.42  | 0.34  |      | 0.37  | 0.32 | 0.61  |
| Clearance Time (s)     | 6.0   | 6.0  |      | 6.0   | 6.0  |      | 6.0   | 6.0   |      | 6.0   | 6.0  | 6.0   |
| Vehicle Extension (s)  | 3.0   | 2.0  |      | 3.0   | 3.0  |      | 3.0   | 2.0   |      | 5.0   | 2.0  | 3.0   |
| Lane Grp Cap (vph)     | 609   | 665  |      | 197   | 224  |      | 401   | 1131  |      | 202   | 1060 | 975   |
| v/s Ratio Prot         | c0.27 | 0.13 |      | 0.00  | 0.08 |      | c0.02 | c0.24 |      | 0.01  | 0.11 | 0.06  |
| v/s Ratio Perm         | c0.17 |      |      | 0.02  |      |      | 0.09  |       |      | 0.06  |      | 0.08  |
| v/c Ratio              | 0.95  | 0.33 |      | 0.14  | 0.57 |      | 0.27  | 0.72  |      | 0.19  | 0.34 | 0.21  |
| Uniform Delay, d1      | 29.1  | 28.1 |      | 46.8  | 53.6 |      | 24.1  | 38.2  |      | 27.9  | 34.5 | 11.8  |
| Progression Factor     | 1.00  | 1.00 |      | 1.00  | 1.00 |      | 1.00  | 1.00  |      | 1.00  | 1.00 | 1.00  |
| Incremental Delay, d2  | 23.7  | 0.1  |      | 0.3   | 3.5  |      | 0.4   | 4.0   |      | 0.9   | 0.9  | 0.1   |
| Delay (s)              | 52.8  | 28.2 |      | 47.1  | 57.1 |      | 24.4  | 42.2  |      | 28.8  | 35.4 | 11.9  |
| Level of Service       | D     | C    |      | D     | E    |      | C     | D     |      | C     | D    | B     |
| Approach Delay (s)     |       | 45.8 |      |       | 55.5 |      |       | 40.1  |      |       | 24.1 |       |
| Approach LOS           |       | D    |      |       | E    |      |       | D     |      |       | C    |       |

Intersection Summary

|                                   |       |                           |      |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay            | 38.3  | HCM 2000 Level of Service | D    |
| HCM 2000 Volume to Capacity ratio | 0.85  |                           |      |
| Actuated Cycle Length (s)         | 131.9 | Sum of lost time (s)      | 24.0 |
| Intersection Capacity Utilization | 84.0% | ICU Level of Service      | E    |
| Analysis Period (min)             | 15    |                           |      |

c Critical Lane Group

HCM 2010 Signalized Intersection Summary  
2: Meridian Rd & Deer Flat Rd

2025 Background  
AM Peak

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (veh/h)       | 524   | 158   | 51  | 25  | 88  | 38  | 97  | 722   | 23  | 35  | 324   | 313   |
| Future Volume (veh/h)        | 524   | 158   | 51  | 25  | 88  | 38  | 97  | 722   | 23  | 35  | 324   | 313   |
| Number                       | 1   | 6   | 16  | 5   | 2   | 12  | 3   | 8   | 18  | 7   | 4   | 14  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1765  |
| Adj Flow Rate, veh/h         | 576   | 174   | 56  | 27  | 97  | 42  | 107   | 793   | 25  | 38  | 356   | 344   |
| Adj No. of Lanes             | 1   | 1   | 0   | 1   | 1   | 0   | 1   | 2   | 0   | 1   | 2   | 1   |
| Peak Hour Factor             | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 617   | 504   | 162   | 217   | 119   | 52  | 340   | 1179  | 37  | 211   | 1098  | 966   |
| Arrive On Green              | 0.32  | 0.39  | 0.39  | 0.02  | 0.10  | 0.10  | 0.06  | 0.36  | 0.36  | 0.03  | 0.33  | 0.33  |
| Sat Flow, veh/h              | 1681  | 1280  | 412   | 1681  | 1169  | 506   | 1681  | 3318  | 105   | 1681  | 3353  | 1500  |
| Grp Volume(v), veh/h         | 576   | 0   | 230   | 27  | 0   | 139   | 107   | 401   | 417   | 38  | 356   | 344   |
| Grp Sat Flow(s),veh/h/ln     | 1681  | 0   | 1692  | 1681  | 0   | 1675  | 1681  | 1676  | 1746  | 1681  | 1676  | 1500  |
| Q Serve(g_s), s              | 36.0  | 0.0   | 11.6  | 1.7   | 0.0   | 9.9   | 5.1   | 24.7  | 24.7  | 1.8   | 9.8   | 12.9  |
| Cycle Q Clear(g_c), s        | 36.0  | 0.0   | 11.6  | 1.7   | 0.0   | 9.9   | 5.1   | 24.7  | 24.7  | 1.8   | 9.8   | 12.9  |
| Prop In Lane                 | 1.00  |   | 0.24  | 1.00  |   | 0.30  | 1.00  |   | 0.06  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 617   | 0   | 666   | 217   | 0   | 171   | 340   | 596   | 621   | 211   | 1098  | 966   |
| V/C Ratio(X)                 | 0.93  | 0.00  | 0.35  | 0.12  | 0.00  | 0.81  | 0.31  | 0.67  | 0.67  | 0.18  | 0.32  | 0.36  |
| Avail Cap(c_a), veh/h        | 649   | 0   | 776   | 382   | 0   | 411   | 449   | 596   | 621   | 367   | 1098  | 966   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 30.5  | 0.0   | 26.0  | 47.3  | 0.0   | 53.7  | 25.1  | 33.3  | 33.3  | 27.8  | 30.9  | 10.1  |
| Incr Delay (d2), s/veh       | 20.3  | 0.0   | 0.1   | 0.3   | 0.0   | 8.9   | 0.5   | 6.0   | 5.7   | 0.9   | 0.8   | 1.0   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 27.5  | 0.0   | 9.3   | 1.5   | 0.0   | 8.7   | 4.3   | 18.2  | 18.8  | 1.6   | 8.1   | 9.5   |
| LnGrp Delay(d),s/veh         | 50.7  | 0.0   | 26.1  | 47.6  | 0.0   | 62.6  | 25.6  | 39.3  | 39.1  | 28.7  | 31.7  | 11.1  |
| LnGrp LOS                    | D   |   | C   | D   |   | E   | C   | D   | D   | C   | C   | B   |
| Approach Vol, veh/h          |   | 806   |   |   | 166   |   |   | 925   |   |   | 738   |   |
| Approach Delay, s/veh        |   | 43.7  |   |   | 60.2  |   |   | 37.6  |   |   | 21.9  |   |
| Approach LOS                 |   | D   |   |   | E   |   |   | D   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 44.6  | 18.5  | 13.0  | 46.0  | 9.0   | 54.1  | 9.6   | 49.4  |   |   |   |   |
| Change Period (Y+Rc), s      | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |   |   |   |   |
| Max Green Setting (Gmax), s  | 41.0  | 30.0  | 15.0  | 40.0  | 15.0  | 56.0  | 15.0  | 40.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 38.0  | 11.9  | 7.1   | 14.9  | 3.7   | 13.6  | 3.8   | 26.7  |   |   |   |   |
| Green Ext Time (p_c), s      | 0.6   | 0.5   | 0.1   | 1.8   | 0.0   | 0.8   | 0.1   | 2.3   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 36.5  |   |   |   |   |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | D   |   |   |   |   |   |   |   |   |   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 32   | 160  | 0    | 0    | 83   | 2    | 4    | 7    | 1    | 2    | 1    | 24   |
| Future Vol, veh/h        | 32   | 160  | 0    | 0    | 83   | 2    | 4    | 7    | 1    | 2    | 1    | 24   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 37   | 184  | 0    | 0    | 95   | 2    | 5    | 8    | 1    | 2    | 1    | 28   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 97     | 0 | 0 | 184    | 0 | 0 | 369    | 355   | 184   | 359    | 354   | 96    |
| Stage 1              | -      | - | - | -      | - | - | 258    | 258   | -     | 96     | 96    | -     |
| Stage 2              | -      | - | - | -      | - | - | 111    | 97    | -     | 263    | 258   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1496   | - | - | 1391   | - | - | 588    | 571   | 858   | 596    | 571   | 960   |
| Stage 1              | -      | - | - | -      | - | - | 747    | 694   | -     | 911    | 815   | -     |
| Stage 2              | -      | - | - | -      | - | - | 894    | 815   | -     | 742    | 694   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1496   | - | - | 1391   | - | - | 558    | 555   | 858   | 576    | 555   | 960   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 558    | 555   | -     | 576    | 555   | -     |
| Stage 1              | -      | - | - | -      | - | - | 726    | 675   | -     | 885    | 815   | -     |
| Stage 2              | -      | - | - | -      | - | - | 867    | 815   | -     | 712    | 675   | -     |

| Approach             | EB  |  |  | WB |  |  | NB   |  |  | SB  |  |  |
|----------------------|-----|--|--|----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 1.2 |  |  | 0  |  |  | 11.4 |  |  | 9.2 |  |  |
| HCM LOS              |     |  |  |    |  |  | B    |  |  | A   |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 573   | 1496  | -   | -   | 1391 | -   | -   | 892   |
| HCM Lane V/C Ratio    | 0.024 | 0.025 | -   | -   | -    | -   | -   | 0.035 |
| HCM Control Delay (s) | 11.4  | 7.5   | 0   | -   | 0    | -   | -   | 9.2   |
| HCM Lane LOS          | B     | A     | A   | -   | A    | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | 0.1   | -   | -   | 0    | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 8.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 6    | 7    | 1    | 10   | 13   | 0    | 6    | 37   | 2    | 1    | 73   | 18   |
| Future Vol, veh/h        | 6    | 7    | 1    | 10   | 13   | 0    | 6    | 37   | 2    | 1    | 73   | 18   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 8    | 10   | 1    | 14   | 18   | 0    | 8    | 51   | 3    | 1    | 101  | 25   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 18     | 0 | 0 | 11     | 0 | 0 | 136    | 73    | 11    | 100    | 73    | 18    |
| Stage 1              | -      | - | - | -      | - | - | 27     | 27    | -     | 46     | 46    | -     |
| Stage 2              | -      | - | - | -      | - | - | 109    | 46    | -     | 54     | 27    | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1599   | - | - | 1608   | - | - | 835    | 817   | 1070  | 881    | 817   | 1061  |
| Stage 1              | -      | - | - | -      | - | - | 990    | 873   | -     | 968    | 857   | -     |
| Stage 2              | -      | - | - | -      | - | - | 896    | 857   | -     | 958    | 873   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1599   | - | - | 1608   | - | - | 729    | 806   | 1070  | 827    | 806   | 1061  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 729    | 806   | -     | 827    | 806   | -     |
| Stage 1              | -      | - | - | -      | - | - | 985    | 869   | -     | 963    | 849   | -     |
| Stage 2              | -      | - | - | -      | - | - | 763    | 849   | -     | 895    | 869   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB  |  |  | SB |  |  |
|----------------------|-----|--|--|-----|--|--|-----|--|--|----|--|--|
| HCM Control Delay, s | 3.1 |  |  | 3.2 |  |  | 9.9 |  |  | 10 |  |  |
| HCM LOS              |     |  |  |     |  |  | A   |  |  | B  |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 803   | 1599  | -   | -   | 1608  | -   | -   | 846   |
| HCM Lane V/C Ratio    | 0.078 | 0.005 | -   | -   | 0.009 | -   | -   | 0.151 |
| HCM Control Delay (s) | 9.9   | 7.3   | 0   | -   | 7.3   | 0   | -   | 10    |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh) | 0.3   | 0     | -   | -   | 0     | -   | -   | 0.5   |

HCM 2000 Signalized Intersection Capacity Analysis  
2: Meridian Rd & Deer Flat Rd

2025 Background  
PM Peak

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |   |  |  |  |  |  |  |
| Traffic Volume (vph)   | 281   | 78  | 85  | 69  | 197   | 34  | 141   | 635   | 13  | 86  | 823   | 540   |
| Future Volume (vph)    | 281   | 78  | 85  | 69  | 197   | 34  | 141   | 635   | 13  | 86  | 823   | 540   |
| Ideal Flow (vphpl)     | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  |
| Total Lost time (s)    | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   | 6.0   |
| Lane Util. Factor      | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 0.95  |   | 1.00  | 0.95  | 1.00  |
| Frt                    | 1.00  | 0.92  |   | 1.00  | 0.98  |   | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 1676  | 1627  |   | 1676  | 1725  |   | 1676  | 3343  |   | 1676  | 3353  | 1500  |
| Flt Permitted          | 0.27  | 1.00  |   | 0.65  | 1.00  |   | 0.17  | 1.00  |   | 0.27  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 478   | 1627  |   | 1141  | 1725  |   | 296   | 3343  |   | 470   | 3353  | 1500  |
| Peak-hour factor, PHF  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Adj. Flow (vph)        | 302   | 84  | 91  | 74  | 212   | 37  | 152   | 683   | 14  | 92  | 885   | 581   |
| RTOR Reduction (vph)   | 0   | 26  | 0   | 0   | 4   | 0   | 0   | 1   | 0   | 0   | 0   | 151   |
| Lane Group Flow (vph)  | 302   | 149   | 0   | 74  | 245   | 0   | 152   | 696   | 0   | 92  | 885   | 430   |
| Turn Type              | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  | pm+ov   |
| Protected Phases       | 1   | 6   |   | 5   | 2   |   | 3   | 8   |   | 7   | 4   | 1   |
| Permitted Phases       | 6   |   |   | 2   |   |   | 8   |   |   | 4   |   | 4   |
| Actuated Green, G (s)  | 53.9  | 40.3  |   | 32.8  | 25.2  |   | 60.7  | 49.0  |   | 60.3  | 48.8  | 71.5  |
| Effective Green, g (s) | 53.9  | 40.3  |   | 32.8  | 25.2  |   | 60.7  | 49.0  |   | 60.3  | 48.8  | 71.5  |
| Actuated g/C Ratio     | 0.41  | 0.30  |   | 0.25  | 0.19  |   | 0.46  | 0.37  |   | 0.46  | 0.37  | 0.54  |
| Clearance Time (s)     | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   | 6.0   |
| Vehicle Extension (s)  | 3.0   | 2.0   |   | 3.0   | 3.0   |   | 3.0   | 2.0   |   | 5.0   | 2.0   | 3.0   |
| Lane Grp Cap (vph)     | 399   | 495   |   | 313   | 328   |   | 257   | 1237  |   | 318   | 1235  | 878   |
| v/s Ratio Prot         | c0.13   | 0.09  |   | 0.01  | 0.14  |   | c0.05   | 0.21  |   | 0.03  | c0.26   | 0.08  |
| v/s Ratio Perm         | c0.18   |   |   | 0.04  |   |   | 0.22  |   |   | 0.11  |   | 0.20  |
| v/c Ratio              | 0.76  | 0.30  |   | 0.24  | 0.75  |   | 0.59  | 0.56  |   | 0.29  | 0.72  | 0.49  |
| Uniform Delay, d1      | 29.9  | 35.3  |   | 39.2  | 50.6  |   | 24.2  | 33.2  |   | 21.8  | 35.9  | 19.0  |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 8.0   | 0.1   |   | 0.4   | 8.9   |   | 3.6   | 1.9   |   | 1.1   | 3.6   | 0.4   |
| Delay (s)              | 37.9  | 35.4  |   | 39.6  | 59.5  |   | 27.8  | 35.0  |   | 22.8  | 39.5  | 19.5  |
| Level of Service       | D   | D   |   | D   | E   |   | C   | D   |   | C   | D   | B   |
| Approach Delay (s)     |   | 37.0  |   |   | 55.0  |   |   | 33.7  |   |   | 31.0  |   |
| Approach LOS           |   | D   |   |   | D   |   |   | C   |   |   | C   |   |

| Intersection Summary              |       |                             |
|-----------------------------------|-------|-----------------------------|
| HCM 2000 Control Delay            | 35.0  | HCM 2000 Level of Service D |
| HCM 2000 Volume to Capacity ratio | 0.74  |                             |
| Actuated Cycle Length (s)         | 132.4 | Sum of lost time (s) 24.0   |
| Intersection Capacity Utilization | 81.8% | ICU Level of Service D      |
| Analysis Period (min)             | 15    |                             |

c Critical Lane Group

HCM 2010 Signalized Intersection Summary  
 2: Meridian Rd & Deer Flat Rd

2025 Background  
 PM Peak

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (veh/h)       | 281   | 78  | 85  | 69  | 197   | 34  | 141   | 635   | 13  | 86  | 823   | 540   |
| Future Volume (veh/h)        | 281   | 78  | 85  | 69  | 197   | 34  | 141   | 635   | 13  | 86  | 823   | 540   |
| Number                       | 1   | 6   | 16  | 5   | 2   | 12  | 3   | 8   | 18  | 7   | 4   | 14  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1765  |
| Adj Flow Rate, veh/h         | 302   | 84  | 91  | 74  | 212   | 37  | 152   | 683   | 14  | 92  | 885   | 581   |
| Adj No. of Lanes             | 1   | 1   | 0   | 1   | 1   | 0   | 1   | 2   | 0   | 1   | 2   | 1   |
| Peak Hour Factor             | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 365   | 219   | 237   | 343   | 244   | 43  | 244   | 1415  | 29  | 345   | 1338  | 845   |
| Arrive On Green              | 0.16  | 0.28  | 0.28  | 0.05  | 0.17  | 0.17  | 0.07  | 0.42  | 0.42  | 0.05  | 0.40  | 0.40  |
| Sat Flow, veh/h              | 1681  | 776   | 841   | 1681  | 1464  | 256   | 1681  | 3360  | 69  | 1681  | 3353  | 1500  |
| Grp Volume(v), veh/h         | 302   | 0   | 175   | 74  | 0   | 249   | 152   | 341   | 356   | 92  | 885   | 581   |
| Grp Sat Flow(s),veh/h/ln     | 1681  | 0   | 1616  | 1681  | 0   | 1720  | 1681  | 1676  | 1753  | 1681  | 1676  | 1500  |
| Q Serve(g_s), s              | 17.2  | 0.0   | 10.5  | 4.3   | 0.0   | 17.0  | 6.3   | 17.8  | 17.8  | 3.8   | 25.9  | 33.2  |
| Cycle Q Clear(g_c), s        | 17.2  | 0.0   | 10.5  | 4.3   | 0.0   | 17.0  | 6.3   | 17.8  | 17.8  | 3.8   | 25.9  | 33.2  |
| Prop In Lane                 | 1.00  |   | 0.52  | 1.00  |   | 0.15  | 1.00  |   | 0.04  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 365   | 0   | 456   | 343   | 0   | 286   | 244   | 706   | 738   | 345   | 1338  | 845   |
| V/C Ratio(X)                 | 0.83  | 0.00  | 0.38  | 0.22  | 0.00  | 0.87  | 0.62  | 0.48  | 0.48  | 0.27  | 0.66  | 0.69  |
| Avail Cap(c_a), veh/h        | 480   | 0   | 645   | 470   | 0   | 500   | 336   | 706   | 738   | 473   | 1338  | 845   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 33.1  | 0.0   | 34.8  | 38.7  | 0.0   | 48.8  | 23.4  | 25.3  | 25.3  | 20.5  | 29.5  | 18.7  |
| Incr Delay (d2), s/veh       | 8.9   | 0.0   | 0.2   | 0.3   | 0.0   | 8.0   | 2.6   | 2.4   | 2.3   | 0.9   | 2.6   | 4.5   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 13.7  | 0.0   | 8.2   | 3.6   | 0.0   | 13.6  | 5.6   | 13.5  | 14.0  | 3.3   | 18.2  | 21.0  |
| LnGrp Delay(d),s/veh         | 42.0  | 0.0   | 35.0  | 39.0  | 0.0   | 56.8  | 26.0  | 27.6  | 27.5  | 21.4  | 32.1  | 23.2  |
| LnGrp LOS                    | D   |   | C   | D   |   | E   | C   | C   | C   | C   | C   | C   |
| Approach Vol, veh/h          |   | 477   |   |   | 323   |   |   | 849   |   |   | 1558  |   |
| Approach Delay, s/veh        |   | 39.4  |   |   | 52.7  |   |   | 27.3  |   |   | 28.2  |   |
| Approach LOS                 |   | D   |   |   | D   |   |   | C   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 25.8  | 26.0  | 14.5  | 54.0  | 11.9  | 39.9  | 11.8  | 56.6  |   |   |   |   |
| Change Period (Y+Rc), s      | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |   |   |   |   |
| Max Green Setting (Gmax), s  | 28.0  | 35.0  | 15.0  | 48.0  | 15.0  | 48.0  | 15.0  | 48.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 19.2  | 19.0  | 8.3   | 35.2  | 6.3   | 12.5  | 5.8   | 19.8  |   |   |   |   |
| Green Ext Time (p_c), s      | 0.6   | 1.1   | 0.2   | 3.9   | 0.1   | 0.6   | 0.3   | 2.1   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 32.1  |   |   |   |   |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | C   |   |   |   |   |   |   |   |   |   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3    |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 26   | 67   | 2    | 0    | 222  | 3    | 0    | 8    | 1    | 3    | 19   | 63   |
| Future Vol, veh/h        | 26   | 67   | 2    | 0    | 222  | 3    | 0    | 8    | 1    | 3    | 19   | 63   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 29   | 75   | 2    | 0    | 249  | 3    | 0    | 9    | 1    | 3    | 21   | 71   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 252    | 0 | 0 | 77     | 0 | 0 | 431    | 386   | 76    | 390    | 386   | 251   |
| Stage 1              | -      | - | - | -      | - | - | 134    | 134   | -     | 251    | 251   | -     |
| Stage 2              | -      | - | - | -      | - | - | 297    | 252   | -     | 139    | 135   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1313   | - | - | 1522   | - | - | 535    | 548   | 985   | 569    | 548   | 788   |
| Stage 1              | -      | - | - | -      | - | - | 869    | 785   | -     | 753    | 699   | -     |
| Stage 2              | -      | - | - | -      | - | - | 712    | 698   | -     | 864    | 785   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1313   | - | - | 1522   | - | - | 464    | 535   | 985   | 551    | 535   | 788   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 464    | 535   | -     | 551    | 535   | -     |
| Stage 1              | -      | - | - | -      | - | - | 849    | 767   | -     | 736    | 699   | -     |
| Stage 2              | -      | - | - | -      | - | - | 628    | 698   | -     | 833    | 767   | -     |

| Approach             | EB  | WB | NB   | SB   |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 2.1 | 0  | 11.5 | 10.9 |
| HCM LOS              |     |    | B    | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 564   | 1313  | -   | -   | 1522 | -   | -   | 703   |
| HCM Lane V/C Ratio    | 0.018 | 0.022 | -   | -   | -    | -   | -   | 0.136 |
| HCM Control Delay (s) | 11.5  | 7.8   | 0   | -   | 0    | -   | -   | 10.9  |
| HCM Lane LOS          | B     | A     | A   | -   | A    | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | 0.1   | -   | -   | 0    | -   | -   | 0.5   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh         | 7.6  |      |      |      |      |      |      |      |      |      |      |      |  |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |  |
| Traffic Vol, veh/h       | 13   | 16   | 3    | 1    | 1    | 2    | 0    | 42   | 7    | 0    | 29   | 6    |  |
| Future Vol, veh/h        | 13   | 16   | 3    | 1    | 1    | 2    | 0    | 42   | 7    | 0    | 29   | 6    |  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |  |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |  |
| RT Channelized           | -    | -    | None |  |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |  |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |  |
| Peak Hour Factor         | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   | 65   |  |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |  |
| Mvmt Flow                | 20   | 25   | 5    | 2    | 2    | 3    | 0    | 65   | 11   | 0    | 45   | 9    |  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 5      | 0 | 0 | 30     | 0 | 0 | 103    | 77    | 28    | 114    | 78    | 4     |
| Stage 1              | -      | - | - | -      | - | - | 68     | 68    | -     | 8      | 8     | -     |
| Stage 2              | -      | - | - | -      | - | - | 35     | 9     | -     | 106    | 70    | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1616   | - | - | 1583   | - | - | 877    | 813   | 1047  | 863    | 812   | 1080  |
| Stage 1              | -      | - | - | -      | - | - | 942    | 838   | -     | 1013   | 889   | -     |
| Stage 2              | -      | - | - | -      | - | - | 981    | 888   | -     | 900    | 837   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1616   | - | - | 1583   | - | - | 824    | 802   | 1047  | 793    | 801   | 1080  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 824    | 802   | -     | 793    | 801   | -     |
| Stage 1              | -      | - | - | -      | - | - | 930    | 827   | -     | 1000   | 888   | -     |
| Stage 2              | -      | - | - | -      | - | - | 923    | 887   | -     | 810    | 826   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB  |  |  | SB  |  |  |
|----------------------|-----|--|--|-----|--|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 2.9 |  |  | 1.8 |  |  | 9.8 |  |  | 9.6 |  |  |
| HCM LOS              |     |  |  |     |  |  | A   |  |  | A   |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 830   | 1616  | -   | -   | 1583  | -   | -   | 838   |
| HCM Lane V/C Ratio    | 0.091 | 0.012 | -   | -   | 0.001 | -   | -   | 0.064 |
| HCM Control Delay (s) | 9.8   | 7.3   | 0   | -   | 7.3   | 0   | -   | 9.6   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.3   | 0     | -   | -   | 0     | -   | -   | 0.2   |

HCM 2000 Signalized Intersection Capacity Analysis  
2: Meridian Rd & Deer Flat Rd

2025 Total  
AM Peak

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)              | 524   | 160   | 51  | 39  | 95  | 68  | 97  | 722   | 28  | 46  | 324   | 313   |
| Future Volume (vph)               | 524   | 160   | 51  | 39  | 95  | 68  | 97  | 722   | 28  | 46  | 324   | 313   |
| Ideal Flow (vphpl)                | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  |
| Total Lost time (s)               | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   | 6.0   |
| Lane Util. Factor                 | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 0.95  |   | 1.00  | 0.95  | 1.00  |
| Frt                               | 1.00  | 0.96  |   | 1.00  | 0.94  |   | 1.00  | 0.99  |   | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 1676  | 1701  |   | 1676  | 1654  |   | 1676  | 3334  |   | 1676  | 3353  | 1500  |
| Flt Permitted                     | 0.32  | 1.00  |   | 0.61  | 1.00  |   | 0.45  | 1.00  |   | 0.17  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 568   | 1701  |   | 1084  | 1654  |   | 790   | 3334  |   | 303   | 3353  | 1500  |
| Peak-hour factor, PHF             | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  |
| Adj. Flow (vph)                   | 576   | 176   | 56  | 43  | 104   | 75  | 107   | 793   | 31  | 51  | 356   | 344   |
| RTOR Reduction (vph)              | 0   | 7   | 0   | 0   | 19  | 0   | 0   | 1   | 0   | 0   | 0   | 139   |
| Lane Group Flow (vph)             | 576   | 225   | 0   | 43  | 160   | 0   | 107   | 823   | 0   | 51  | 356   | 205   |
| Turn Type                         | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  | pm+ov   |
| Protected Phases                  | 1   | 6   |   | 5   | 2   |   | 3   | 8   |   | 7   | 4   | 1   |
| Permitted Phases                  | 6   |   |   | 2   |   |   | 8   |   |   | 4   |   | 4   |
| Actuated Green, G (s)             | 64.4  | 52.5  |   | 25.2  | 19.3  |   | 54.0  | 43.3  |   | 49.0  | 40.8  | 79.9  |
| Effective Green, g (s)            | 64.4  | 52.5  |   | 25.2  | 19.3  |   | 54.0  | 43.3  |   | 49.0  | 40.8  | 79.9  |
| Actuated g/C Ratio                | 0.48  | 0.39  |   | 0.19  | 0.14  |   | 0.40  | 0.32  |   | 0.37  | 0.30  | 0.60  |
| Clearance Time (s)                | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   | 6.0   |
| Vehicle Extension (s)             | 3.0   | 2.0   |   | 3.0   | 3.0   |   | 3.0   | 2.0   |   | 5.0   | 2.0   | 3.0   |
| Lane Grp Cap (vph)                | 596   | 666   |   | 230   | 238   |   | 389   | 1078  |   | 194   | 1021  | 962   |
| v/s Ratio Prot                    | c0.28   | 0.13  |   | 0.01  | 0.10  |   | c0.02   | c0.25   |   | 0.02  | 0.11  | 0.06  |
| v/s Ratio Perm                    | c0.18   |   |   | 0.03  |   |   | 0.09  |   |   | 0.08  |   | 0.07  |
| v/c Ratio                         | 0.97  | 0.34  |   | 0.19  | 0.67  |   | 0.28  | 0.76  |   | 0.26  | 0.35  | 0.21  |
| Uniform Delay, d1                 | 29.0  | 28.5  |   | 45.3  | 54.3  |   | 25.7  | 40.7  |   | 29.4  | 36.2  | 12.5  |
| Progression Factor                | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 28.3  | 0.1   |   | 0.4   | 7.3   |   | 0.4   | 5.1   |   | 1.5   | 0.9   | 0.1   |
| Delay (s)                         | 57.3  | 28.6  |   | 45.7  | 61.6  |   | 26.1  | 45.8  |   | 30.9  | 37.2  | 12.6  |
| Level of Service                  | E   | C   |   | D   | E   |   | C   | D   |   | C   | D   | B   |
| Approach Delay (s)                |   | 49.0  |   |   | 58.5  |   |   | 43.6  |   |   | 25.5  |   |
| Approach LOS                      |   | D   |   |   | E   |   |   | D   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 41.4  |   |   |   |   |   |   |   |   | HCM 2000 Level of Service D   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.87  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 133.9   |   |   |   |   |   |   |   |   | Sum of lost time (s) 24.0   |
| Intersection Capacity Utilization |   |   | 86.5%   |   |   |   |   |   |   |   |   | ICU Level of Service E  |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

c Critical Lane Group

HCM 2010 Signalized Intersection Summary  
2: Meridian Rd & Deer Flat Rd

2025 Total  
AM Peak

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (veh/h)       | 524   | 160   | 51  | 39  | 95  | 68  | 97  | 722   | 28  | 46  | 324   | 313   |
| Future Volume (veh/h)        | 524   | 160   | 51  | 39  | 95  | 68  | 97  | 722   | 28  | 46  | 324   | 313   |
| Number                       | 1   | 6   | 16  | 5   | 2   | 12  | 3   | 8   | 18  | 7   | 4   | 14  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1765  |
| Adj Flow Rate, veh/h         | 576   | 176   | 56  | 43  | 104   | 75  | 107   | 793   | 31  | 51  | 356   | 344   |
| Adj No. of Lanes             | 1   | 1   | 0   | 1   | 1   | 0   | 1   | 2   | 0   | 1   | 2   | 1   |
| Peak Hour Factor             | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 602   | 521   | 166   | 257   | 122   | 88  | 327   | 1111  | 43  | 198   | 1048  | 932   |
| Arrive On Green              | 0.31  | 0.41  | 0.41  | 0.03  | 0.13  | 0.13  | 0.06  | 0.34  | 0.34  | 0.03  | 0.31  | 0.31  |
| Sat Flow, veh/h              | 1681  | 1284  | 409   | 1681  | 955   | 688   | 1681  | 3290  | 129   | 1681  | 3353  | 1500  |
| Grp Volume(v), veh/h         | 576   | 0   | 232   | 43  | 0   | 179   | 107   | 404   | 420   | 51  | 356   | 344   |
| Grp Sat Flow(s),veh/h/ln     | 1681  | 0   | 1693  | 1681  | 0   | 1643  | 1681  | 1676  | 1742  | 1681  | 1676  | 1500  |
| Q Serve(g_s), s              | 35.6  | 0.0   | 11.8  | 2.8   | 0.0   | 13.3  | 5.3   | 26.2  | 26.2  | 2.6   | 10.2  | 14.1  |
| Cycle Q Clear(g_c), s        | 35.6  | 0.0   | 11.8  | 2.8   | 0.0   | 13.3  | 5.3   | 26.2  | 26.2  | 2.6   | 10.2  | 14.1  |
| Prop In Lane                 | 1.00  |   | 0.24  | 1.00  |   | 0.42  | 1.00  |   | 0.07  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 602   | 0   | 686   | 257   | 0   | 211   | 327   | 566   | 588   | 198   | 1048  | 932   |
| V/C Ratio(X)                 | 0.96  | 0.00  | 0.34  | 0.17  | 0.00  | 0.85  | 0.33  | 0.71  | 0.71  | 0.26  | 0.34  | 0.37  |
| Avail Cap(c_a), veh/h        | 650   | 0   | 774   | 406   | 0   | 395   | 432   | 566   | 588   | 344   | 1048  | 932   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 29.7  | 0.0   | 25.5  | 45.2  | 0.0   | 53.2  | 26.8  | 36.0  | 36.0  | 29.8  | 33.0  | 11.6  |
| Incr Delay (d2), s/veh       | 24.2  | 0.0   | 0.1   | 0.3   | 0.0   | 9.2   | 0.6   | 7.5   | 7.2   | 1.5   | 0.9   | 1.1   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 27.8  | 0.0   | 9.3   | 2.3   | 0.0   | 10.8  | 4.5   | 19.3  | 19.9  | 2.3   | 8.4   | 10.1  |
| LnGrp Delay(d),s/veh         | 53.9  | 0.0   | 25.6  | 45.5  | 0.0   | 62.4  | 27.4  | 43.5  | 43.3  | 31.3  | 33.8  | 12.7  |
| LnGrp LOS                    | D   |   | C   | D   |   | E   | C   | D   | D   | C   | C   | B   |
| Approach Vol, veh/h          |   | 808   |   |   | 222   |   |   | 931   |   |   | 751   |   |
| Approach Delay, s/veh        |   | 45.8  |   |   | 59.1  |   |   | 41.6  |   |   | 24.0  |   |
| Approach LOS                 |   | D   |   |   | E   |   |   | D   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 44.5  | 22.0  | 13.3  | 45.0  | 9.9   | 56.6  | 10.1  | 48.1  |   |   |   |   |
| Change Period (Y+Rc), s      | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |   |   |   |   |
| Max Green Setting (Gmax), s  | 42.0  | 30.0  | 15.0  | 39.0  | 15.0  | 57.0  | 15.0  | 39.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 37.6  | 15.3  | 7.3   | 16.1  | 4.8   | 13.8  | 4.6   | 28.2  |   |   |   |   |
| Green Ext Time (p_c), s      | 0.9   | 0.7   | 0.1   | 1.7   | 0.0   | 0.8   | 0.1   | 2.1   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 39.4  |   |   |   |   |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | D   |   |   |   |   |   |   |   |   |   |

HCM 2010 TWSC  
 3: Logust Grove Rd/Locust Grove Rd & Deer Flat Rd

2025 Total  
 AM Peak

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 42   | 167  | 0    | 0    | 85   | 2    | 4    | 7    | 1    | 2    | 1    | 27   |
| Future Vol, veh/h        | 42   | 167  | 0    | 0    | 85   | 2    | 4    | 7    | 1    | 2    | 1    | 27   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 48   | 192  | 0    | 0    | 98   | 2    | 5    | 8    | 1    | 2    | 1    | 31   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 100    | 0 | 0 | 192    | 0 | 0 | 403    | 388   | 192   | 392    | 387   | 99    |
| Stage 1              | -      | - | - | -      | - | - | 288    | 288   | -     | 99     | 99    | -     |
| Stage 2              | -      | - | - | -      | - | - | 115    | 100   | -     | 293    | 288   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1493   | - | - | 1381   | - | - | 558    | 547   | 850   | 567    | 547   | 957   |
| Stage 1              | -      | - | - | -      | - | - | 720    | 674   | -     | 907    | 813   | -     |
| Stage 2              | -      | - | - | -      | - | - | 890    | 812   | -     | 715    | 674   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1493   | - | - | 1381   | - | - | 524    | 527   | 850   | 544    | 527   | 957   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 524    | 527   | -     | 544    | 527   | -     |
| Stage 1              | -      | - | - | -      | - | - | 694    | 650   | -     | 874    | 813   | -     |
| Stage 2              | -      | - | - | -      | - | - | 860    | 812   | -     | 680    | 650   | -     |

| Approach             | EB  |  |  | WB |  |  | NB   |  |  | SB  |  |  |
|----------------------|-----|--|--|----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 1.5 |  |  | 0  |  |  | 11.8 |  |  | 9.2 |  |  |
| HCM LOS              |     |  |  |    |  |  | B    |  |  | A   |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 543   | 1493  | -   | -   | 1381 | -   | -   | 888   |
| HCM Lane V/C Ratio    | 0.025 | 0.032 | -   | -   | -    | -   | -   | 0.039 |
| HCM Control Delay (s) | 11.8  | 7.5   | 0   | -   | 0    | -   | -   | 9.2   |
| HCM Lane LOS          | B     | A     | A   | -   | A    | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | 0.1   | -   | -   | 0    | -   | -   | 0.1   |

HCM 2010 TWSC  
4: West Access & Deer Flat Rd

2025 Total  
AM Peak

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 220  | 1    | 0    | 159  | 4    | 0    |
| Future Vol, veh/h        | 220  | 1    | 0    | 159  | 4    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 244  | 1    | 0    | 177  | 4    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |             |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0      | 0      | 245    | 0 | 422 245     |
| Stage 1              | -      | -      | -      | - | 245 -       |
| Stage 2              | -      | -      | -      | - | 177 -       |
| Critical Hdwy        | -      | -      | 4.12   | - | 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42 -      |
| Follow-up Hdwy       | -      | -      | 2.218  | - | 3.518 3.318 |
| Pot Cap-1 Maneuver   | -      | -      | 1321   | - | 588 794     |
| Stage 1              | -      | -      | -      | - | 796 -       |
| Stage 2              | -      | -      | -      | - | 854 -       |
| Platoon blocked, %   | -      | -      | -      | - | -           |
| Mov Cap-1 Maneuver   | -      | -      | 1321   | - | 588 794     |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 588 -       |
| Stage 1              | -      | -      | -      | - | 796 -       |
| Stage 2              | -      | -      | -      | - | 854 -       |

| Approach             | EB | WB | NB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 0  | 11.2 |
| HCM LOS              |    |    | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL  | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h)      | 588   | -   | -   | 1321 | -   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | -    | -   |
| HCM Control Delay (s) | 11.2  | -   | -   | 0    | -   |
| HCM Lane LOS          | B     | -   | -   | A    | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0    | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.9  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↕    | ↕    |      | ↕    |      |
| Traffic Vol, veh/h       | 17   | 203  | 112  | 5    | 17   | 47   |
| Future Vol, veh/h        | 17   | 203  | 112  | 5    | 17   | 47   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 19   | 226  | 124  | 6    | 19   | 52   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |             |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 130    | 0      | -      | 0 | 391 127     |
| Stage 1              | -      | -      | -      | - | 127 -       |
| Stage 2              | -      | -      | -      | - | 264 -       |
| Critical Hdwy        | 4.12   | -      | -      | - | 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | -      | - | 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1455   | -      | -      | - | 613 923     |
| Stage 1              | -      | -      | -      | - | 899 -       |
| Stage 2              | -      | -      | -      | - | 780 -       |
| Platoon blocked, %   |        | -      | -      | - |             |
| Mov Cap-1 Maneuver   | 1455   | -      | -      | - | 604 923     |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 604 -       |
| Stage 1              | -      | -      | -      | - | 886 -       |
| Stage 2              | -      | -      | -      | - | 780 -       |

| Approach             | EB  | WB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.6 | 0  | 9.9 |
| HCM LOS              |     |    | A   |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1455  | -   | -   | -   | 809   |
| HCM Lane V/C Ratio    | 0.013 | -   | -   | -   | 0.088 |
| HCM Control Delay (s) | 7.5   | 0   | -   | -   | 9.9   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.3   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 8.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 6    | 7    | 1    | 14   | 13   | 0    | 6    | 41   | 4    | 1    | 81   | 18   |
| Future Vol, veh/h        | 6    | 7    | 1    | 14   | 13   | 0    | 6    | 41   | 4    | 1    | 81   | 18   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   | 72   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 8    | 10   | 1    | 19   | 18   | 0    | 8    | 57   | 6    | 1    | 113  | 25   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 18     | 0 | 0 | 11     | 0 | 0 | 152    | 83    | 11    | 114    | 83    | 18    |
| Stage 1              | -      | - | - | -      | - | - | 27     | 27    | -     | 56     | 56    | -     |
| Stage 2              | -      | - | - | -      | - | - | 125    | 56    | -     | 58     | 27    | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1599   | - | - | 1608   | - | - | 815    | 807   | 1070  | 863    | 807   | 1061  |
| Stage 1              | -      | - | - | -      | - | - | 990    | 873   | -     | 956    | 848   | -     |
| Stage 2              | -      | - | - | -      | - | - | 879    | 848   | -     | 954    | 873   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1599   | - | - | 1608   | - | - | 700    | 793   | 1070  | 801    | 793   | 1061  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 700    | 793   | -     | 801    | 793   | -     |
| Stage 1              | -      | - | - | -      | - | - | 985    | 869   | -     | 951    | 838   | -     |
| Stage 2              | -      | - | - | -      | - | - | 734    | 838   | -     | 882    | 869   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 3.1 |  |  | 3.8 |  |  | 10 |  |  | 10.2 |  |  |
| HCM LOS              |     |  |  |     |  |  | B  |  |  | B    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 797   | 1599  | -   | -   | 1608  | -   | -   | 831   |
| HCM Lane V/C Ratio    | 0.089 | 0.005 | -   | -   | 0.012 | -   | -   | 0.167 |
| HCM Control Delay (s) | 10    | 7.3   | 0   | -   | 7.3   | 0   | -   | 10.2  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh) | 0.3   | 0     | -   | -   | 0     | -   | -   | 0.6   |

HCM 2000 Signalized Intersection Capacity Analysis  
2: Meridian Rd & Deer Flat Rd

2025 Total  
PM Peak

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |   |  |  |   |  |  |  |  |  |  |
| Traffic Volume (vph)              | 281   | 86  | 85  | 78  | 201   | 56  | 141   | 635   | 28  | 119   | 823   | 540   |
| Future Volume (vph)               | 281   | 86  | 85  | 78  | 201   | 56  | 141   | 635   | 28  | 119   | 823   | 540   |
| Ideal Flow (vphpl)                | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  | 1800  |
| Total Lost time (s)               | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   | 6.0   |
| Lane Util. Factor                 | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 0.95  |   | 1.00  | 0.95  | 1.00  |
| Frt                               | 1.00  | 0.93  |   | 1.00  | 0.97  |   | 1.00  | 0.99  |   | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 1676  | 1633  |   | 1676  | 1707  |   | 1676  | 3332  |   | 1676  | 3353  | 1500  |
| Flt Permitted                     | 0.23  | 1.00  |   | 0.64  | 1.00  |   | 0.17  | 1.00  |   | 0.24  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 406   | 1633  |   | 1133  | 1707  |   | 299   | 3332  |   | 432   | 3353  | 1500  |
| Peak-hour factor, PHF             | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Adj. Flow (vph)                   | 302   | 92  | 91  | 84  | 216   | 60  | 152   | 683   | 30  | 128   | 885   | 581   |
| RTOR Reduction (vph)              | 0   | 25  | 0   | 0   | 7   | 0   | 0   | 2   | 0   | 0   | 0   | 153   |
| Lane Group Flow (vph)             | 302   | 158   | 0   | 84  | 269   | 0   | 152   | 711   | 0   | 128   | 885   | 428   |
| Turn Type                         | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  | pm+ov   |
| Protected Phases                  | 1   | 6   |   | 5   | 2   |   | 3   | 8   |   | 7   | 4   | 1   |
| Permitted Phases                  | 6   |   |   | 2   |   |   | 8   |   |   | 4   |   | 4   |
| Actuated Green, G (s)             | 54.3  | 38.7  |   | 35.3  | 25.7  |   | 59.3  | 47.5  |   | 61.1  | 48.4  | 71.0  |
| Effective Green, g (s)            | 54.3  | 38.7  |   | 35.3  | 25.7  |   | 59.3  | 47.5  |   | 61.1  | 48.4  | 71.0  |
| Actuated g/C Ratio                | 0.41  | 0.29  |   | 0.27  | 0.19  |   | 0.45  | 0.36  |   | 0.46  | 0.37  | 0.54  |
| Clearance Time (s)                | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   |   | 6.0   | 6.0   | 6.0   |
| Vehicle Extension (s)             | 3.0   | 2.0   |   | 3.0   | 3.0   |   | 3.0   | 2.0   |   | 5.0   | 2.0   | 3.0   |
| Lane Grp Cap (vph)                | 383   | 476   |   | 341   | 331   |   | 256   | 1194  |   | 318   | 1224  | 871   |
| v/s Ratio Prot                    | c0.13   | 0.10  |   | 0.02  | 0.16  |   | c0.05   | 0.21  |   | 0.04  | c0.26   | 0.08  |
| v/s Ratio Perm                    | c0.19   |   |   | 0.05  |   |   | 0.21  |   |   | 0.15  |   | 0.20  |
| v/c Ratio                         | 0.79  | 0.33  |   | 0.25  | 0.81  |   | 0.59  | 0.60  |   | 0.40  | 0.72  | 0.49  |
| Uniform Delay, d1                 | 30.1  | 36.8  |   | 37.5  | 51.1  |   | 24.8  | 34.7  |   | 22.2  | 36.3  | 19.4  |
| Progression Factor                | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 10.3  | 0.2   |   | 0.4   | 14.0  |   | 3.7   | 2.2   |   | 1.7   | 3.7   | 0.4   |
| Delay (s)                         | 40.4  | 36.9  |   | 37.9  | 65.1  |   | 28.5  | 36.9  |   | 24.0  | 40.0  | 19.8  |
| Level of Service                  | D   | D   |   | D   | E   |   | C   | D   |   | C   | D   | B   |
| Approach Delay (s)                |   | 39.1  |   |   | 58.8  |   |   | 35.4  |   |   | 31.4  |   |
| Approach LOS                      |   | D   |   |   | E   |   |   | D   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 36.5  |   |   |   | HCM 2000 Level of Service   |   |   |   | D   |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.76  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 132.5   |   |   |   | Sum of lost time (s)  |   |   |   | 24.0  |   |
| Intersection Capacity Utilization |   |   | 83.5%   |   |   |   | ICU Level of Service  |   |   |   | E   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

c Critical Lane Group

HCM 2010 Signalized Intersection Summary  
2: Meridian Rd & Deer Flat Rd

2025 Total  
PM Peak

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (veh/h)       | 281   | 86  | 85  | 78  | 201   | 56  | 141   | 635   | 28  | 119   | 823   | 540   |
| Future Volume (veh/h)        | 281   | 86  | 85  | 78  | 201   | 56  | 141   | 635   | 28  | 119   | 823   | 540   |
| Number                       | 1   | 6   | 16  | 5   | 2   | 12  | 3   | 8   | 18  | 7   | 4   | 14  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1800  | 1765  | 1765  | 1765  |
| Adj Flow Rate, veh/h         | 302   | 92  | 91  | 84  | 216   | 60  | 152   | 683   | 30  | 128   | 885   | 581   |
| Adj No. of Lanes             | 1   | 1   | 0   | 1   | 1   | 0   | 1   | 2   | 0   | 1   | 2   | 1   |
| Peak Hour Factor             | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 358   | 238   | 235   | 370   | 245   | 68  | 239   | 1288  | 57  | 338   | 1295  | 821   |
| Arrive On Green              | 0.16  | 0.29  | 0.29  | 0.05  | 0.18  | 0.18  | 0.07  | 0.39  | 0.39  | 0.06  | 0.39  | 0.39  |
| Sat Flow, veh/h              | 1681  | 816   | 807   | 1681  | 1330  | 369   | 1681  | 3272  | 144   | 1681  | 3353  | 1500  |
| Grp Volume(v), veh/h         | 302   | 0   | 183   | 84  | 0   | 276   | 152   | 350   | 363   | 128   | 885   | 581   |
| Grp Sat Flow(s),veh/h/ln     | 1681  | 0   | 1622  | 1681  | 0   | 1700  | 1681  | 1676  | 1739  | 1681  | 1676  | 1500  |
| Q Serve(g_s), s              | 17.0  | 0.0   | 11.0  | 4.9   | 0.0   | 19.3  | 6.6   | 19.5  | 19.5  | 5.5   | 26.8  | 34.8  |
| Cycle Q Clear(g_c), s        | 17.0  | 0.0   | 11.0  | 4.9   | 0.0   | 19.3  | 6.6   | 19.5  | 19.5  | 5.5   | 26.8  | 34.8  |
| Prop In Lane                 | 1.00  |   | 0.50  | 1.00  |   | 0.22  | 1.00  |   | 0.08  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 358   | 0   | 473   | 370   | 0   | 313   | 239   | 660   | 685   | 338   | 1295  | 821   |
| V/C Ratio(X)                 | 0.84  | 0.00  | 0.39  | 0.23  | 0.00  | 0.88  | 0.64  | 0.53  | 0.53  | 0.38  | 0.68  | 0.71  |
| Avail Cap(c_a), veh/h        | 474   | 0   | 653   | 487   | 0   | 503   | 326   | 660   | 685   | 438   | 1295  | 821   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 32.5  | 0.0   | 34.4  | 37.2  | 0.0   | 48.4  | 24.8  | 28.3  | 28.3  | 21.6  | 31.2  | 20.4  |
| Incr Delay (d2), s/veh       | 10.1  | 0.0   | 0.2   | 0.3   | 0.0   | 10.5  | 2.8   | 3.0   | 2.9   | 1.5   | 2.9   | 5.1   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 13.7  | 0.0   | 8.6   | 4.1   | 0.0   | 15.1  | 5.7   | 14.5  | 15.1  | 4.8   | 18.8  | 22.0  |
| LnGrp Delay(d),s/veh         | 42.6  | 0.0   | 34.6  | 37.5  | 0.0   | 58.8  | 27.6  | 31.3  | 31.2  | 23.1  | 34.1  | 25.5  |
| LnGrp LOS                    | D   |   | C   | D   |   | E   | C   | C   | C   | C   | C   | C   |
| Approach Vol, veh/h          |   | 485   |   |   | 360   |   |   | 865   |   |   | 1594  |   |
| Approach Delay, s/veh        |   | 39.6  |   |   | 53.9  |   |   | 30.6  |   |   | 30.1  |   |
| Approach LOS                 |   | D   |   |   | D   |   |   | C   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 25.6  | 28.4  | 14.7  | 53.0  | 12.6  | 41.5  | 13.8  | 53.9  |   |   |   |   |
| Change Period (Y+Rc), s      | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |   |   |   |   |
| Max Green Setting (Gmax), s  | 28.0  | 36.0  | 15.0  | 47.0  | 15.0  | 49.0  | 15.0  | 47.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 19.0  | 21.3  | 8.6   | 36.8  | 6.9   | 13.0  | 7.5   | 21.5  |   |   |   |   |
| Green Ext Time (p_c), s      | 0.6   | 1.2   | 0.2   | 3.6   | 0.1   | 0.6   | 0.4   | 2.2   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 34.2  |   |   |   |   |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | C   |   |   |   |   |   |   |   |   |   |

HCM 2010 TWSC  
 3: Logust Grove Rd/Locust Grove Rd & Deer Flat Rd

2025 Total  
 PM Peak

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 32   | 71   | 2    | 0    | 230  | 3    | 0    | 8    | 1    | 3    | 19   | 75   |
| Future Vol, veh/h        | 32   | 71   | 2    | 0    | 230  | 3    | 0    | 8    | 1    | 3    | 19   | 75   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 36   | 80   | 2    | 0    | 258  | 3    | 0    | 9    | 1    | 3    | 21   | 84   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 261    | 0 | 0 | 82     | 0 | 0 | 465    | 414   | 81    | 418    | 414   | 260   |
| Stage 1              | -      | - | - | -      | - | - | 153    | 153   | -     | 260    | 260   | -     |
| Stage 2              | -      | - | - | -      | - | - | 312    | 261   | -     | 158    | 154   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1303   | - | - | 1515   | - | - | 508    | 529   | 979   | 545    | 529   | 779   |
| Stage 1              | -      | - | - | -      | - | - | 849    | 771   | -     | 745    | 693   | -     |
| Stage 2              | -      | - | - | -      | - | - | 699    | 692   | -     | 844    | 770   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1303   | - | - | 1515   | - | - | 429    | 514   | 979   | 525    | 514   | 779   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 429    | 514   | -     | 525    | 514   | -     |
| Stage 1              | -      | - | - | -      | - | - | 824    | 749   | -     | 723    | 693   | -     |
| Stage 2              | -      | - | - | -      | - | - | 604    | 692   | -     | 809    | 748   | -     |

| Approach             | EB  |  |  | WB |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.4 |  |  | 0  |  |  | 11.8 |  |  | 11.1 |  |  |
| HCM LOS              |     |  |  |    |  |  | B    |  |  | B    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 543   | 1303  | -   | -   | 1515 | -   | -   | 698   |
| HCM Lane V/C Ratio    | 0.019 | 0.028 | -   | -   | -    | -   | -   | 0.156 |
| HCM Control Delay (s) | 11.8  | 7.8   | 0   | -   | 0    | -   | -   | 11.1  |
| HCM Lane LOS          | B     | A     | A   | -   | A    | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | 0.1   | -   | -   | 0    | -   | -   | 0.6   |

HCM 2010 TWSC  
4: West Access & Deer Flat Rd

2025 Total  
PM Peak

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 149  | 4    | 1    | 317  | 3    | 0    |
| Future Vol, veh/h        | 149  | 4    | 1    | 317  | 3    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 166  | 4    | 1    | 352  | 3    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 170    | 0      | 522    |
| Stage 1              | -      | -      | -      | -      | 168    |
| Stage 2              | -      | -      | -      | -      | 354    |
| Critical Hdwy        | -      | -      | 4.12   | -      | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | -      | -      | 5.42   |
| Follow-up Hdwy       | -      | -      | 2.218  | -      | 3.518  |
| Pot Cap-1 Maneuver   | -      | -      | 1407   | -      | 515    |
| Stage 1              | -      | -      | -      | -      | 862    |
| Stage 2              | -      | -      | -      | -      | 710    |
| Platoon blocked, %   | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1407   | -      | 514    |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      | 514    |
| Stage 1              | -      | -      | -      | -      | 861    |
| Stage 2              | -      | -      | -      | -      | 710    |

| Approach             | EB | WB | NB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 0  | 12.1 |
| HCM LOS              |    |    | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 514   | -   | -   | 1407  | -   |
| HCM Lane V/C Ratio    | 0.006 | -   | -   | 0.001 | -   |
| HCM Control Delay (s) | 12.1  | -   | -   | 7.6   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↔    | ↔    |      | ↔    |      |
| Traffic Vol, veh/h       | 52   | 97   | 286  | 19   | 10   | 32   |
| Future Vol, veh/h        | 52   | 97   | 286  | 19   | 10   | 32   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 58   | 108  | 318  | 21   | 11   | 36   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 339    | 0      | -      | 0 | 553   |
| Stage 1              | -      | -      | -      | - | 329   |
| Stage 2              | -      | -      | -      | - | 224   |
| Critical Hdwy        | 4.12   | -      | -      | - | 6.42  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  |
| Follow-up Hdwy       | 2.218  | -      | -      | - | 3.518 |
| Pot Cap-1 Maneuver   | 1220   | -      | -      | - | 494   |
| Stage 1              | -      | -      | -      | - | 729   |
| Stage 2              | -      | -      | -      | - | 813   |
| Platoon blocked, %   |        | -      | -      | - |       |
| Mov Cap-1 Maneuver   | 1220   | -      | -      | - | 469   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 469   |
| Stage 1              | -      | -      | -      | - | 692   |
| Stage 2              | -      | -      | -      | - | 813   |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 2.8 | 0  | 11.1 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1220  | -   | -   | -   | 634   |
| HCM Lane V/C Ratio    | 0.047 | -   | -   | -   | 0.074 |
| HCM Control Delay (s) | 8.1   | 0   | -   | -   | 11.1  |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.2   |

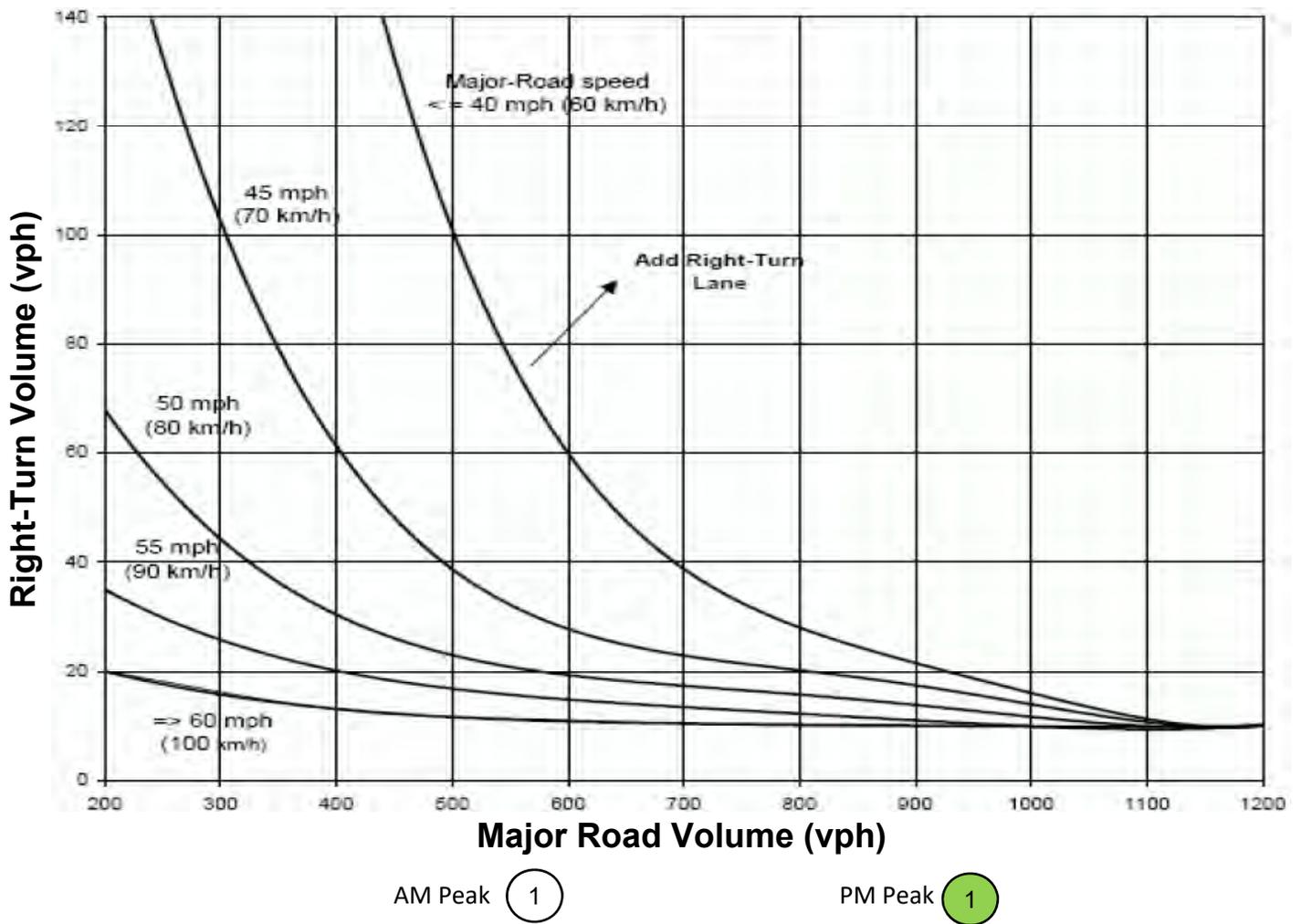
# Deer Flat Subdivision

## ACHD Right-Turn Lane Analysis - Two-Lane Road

### 2018 Existing Traffic

| Intersection                           | Approach | Speed Limit (mph) | Peak Hour | Right-Turn Volume (vph) | Major Road Volume (vph) | Meet Warrant?   |
|--|----------|-------------------|-----------|-------------------------|-------------------------|-----------------|
| ① Hubbard Road and Locust Grove Road   | EB       | 50                | AM        | 3                       | 24                      | No <sup>1</sup> |
|  |          |                   | PM        | 1                       | 8                       | No <sup>1</sup> |
| ② Hubbard Road and Locust Grove Road   | WB       | 50                | AM        | 2                       | 3                       | No <sup>1</sup> |
|  |          |                   | PM        | 0                       | 21                      | No <sup>1</sup> |
| ③ Deer Flat Road and Locust Grove Road | EB       | 50                | AM        | 0                       | 139                     | No <sup>1</sup> |
|  |          |                   | PM        | 2                       | 51                      | No <sup>1</sup> |
| ④ Deer Flat Road and Locust Grove Road | WB       | 50                | AM        | 2                       | 67                      | No <sup>1</sup> |
|  |          |                   | PM        | 3                       | 177                     | No <sup>1</sup> |

<sup>1</sup> Right-turn volume less than 10 vph and/or major road volume less than 200 vph - not warranted.



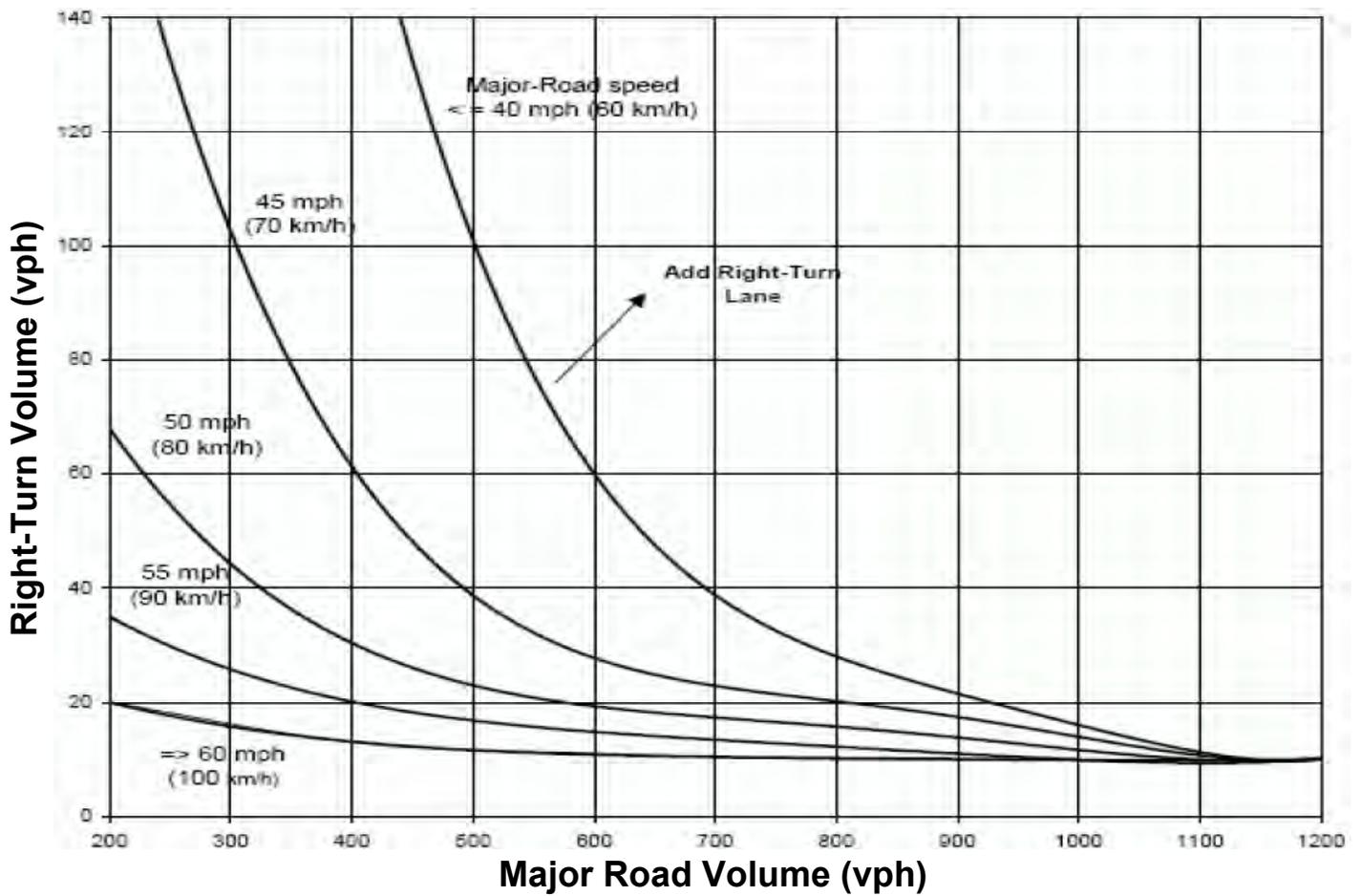
# Deer Flat Subdivision

## ACHD Right-Turn Lane Analysis - Two-Lane Road

### 2025 Background Traffic

| Intersection                           | Approach | Speed Limit (mph) | Peak Hour | Right-Turn Volume (vph) | Major Road Volume (vph) | Meet Warrant?   |
|--|----------|-------------------|-----------|-------------------------|-------------------------|-----------------|
| ① Hubbard Road and Locust Grove Road   | EB       | 50                | AM        | 3                       | 32                      | No <sup>1</sup> |
|  |          |                   | PM        | 1                       | 14                      | No <sup>1</sup> |
| ② Hubbard Road and Locust Grove Road   | WB       | 50                | AM        | 2                       | 3                       | No <sup>1</sup> |
|  |          |                   | PM        | 0                       | 23                      | No <sup>1</sup> |
| ③ Deer Flat Road and Locust Grove Road | EB       | 50                | AM        | 0                       | 191                     | No <sup>1</sup> |
|  |          |                   | PM        | 2                       | 95                      | No <sup>1</sup> |
| ④ Deer Flat Road and Locust Grove Road | WB       | 50                | AM        | 2                       | 85                      | No <sup>1</sup> |
|  |          |                   | PM        | 3                       | 225                     | No <sup>1</sup> |

<sup>1</sup> Right-turn volume less than 10 vph and/or major road volume less than 200 vph - not warranted.



AM Peak ①

PM Peak ①

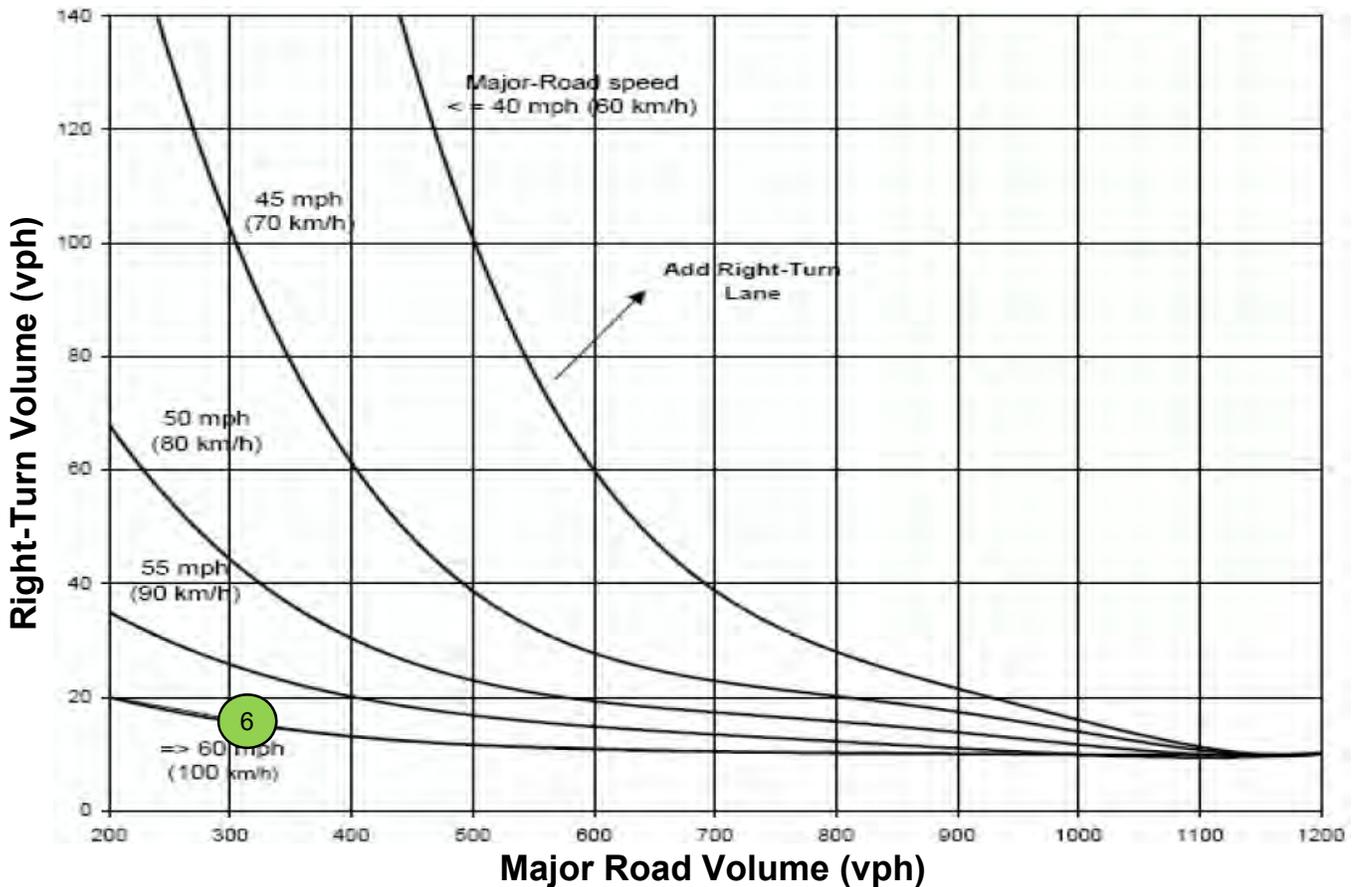
# Deer Flat Subdivision

## ACHD Right-Turn Lane Analysis - Two-Lane Road

### 2025 Total Traffic

| Intersection                           | Approach | Speed Limit (mph) | Peak Hour | Right-Turn Volume (vph) | Major Road Volume (vph) | Meet Warrant?   |
|--|----------|-------------------|-----------|-------------------------|-------------------------|-----------------|
|  |          |                   | AM        | PM                      |                         |                 |
| ① Hubbard Road and Locust Grove Road   | EB       | 50                | AM        | 3                       | 32                      | No <sup>1</sup> |
|  |          |                   | PM        | 1                       | 14                      | No <sup>1</sup> |
| ② Hubbard Road and Locust Grove Road   | WB       | 50                | AM        | 2                       | 4                       | No <sup>1</sup> |
|  |          |                   | PM        | 0                       | 27                      | No <sup>1</sup> |
| ③ Deer Flat Road and Locust Grove Road | EB       | 50                | AM        | 0                       | 208                     | No <sup>1</sup> |
|  |          |                   | PM        | 2                       | 105                     | No <sup>1</sup> |
| ④ Deer Flat Road and Locust Grove Road | WB       | 50                | AM        | 2                       | 87                      | No <sup>1</sup> |
|  |          |                   | PM        | 3                       | 233                     | No <sup>1</sup> |
| ⑤ West Access and Deer Flat Road       | EB       | 50                | AM        | 1                       | 221                     | No <sup>1</sup> |
|  |          |                   | PM        | 4                       | 153                     | No <sup>1</sup> |
| ⑥ East Access and Deer Flat Road       | WB       | 50                | AM        | 5                       | 117                     | No <sup>1</sup> |
|  |          |                   | PM        | 19                      | 305                     | No              |

<sup>1</sup> Right-turn volume less than 10 vph and/or major road volume less than 200 vph - not warranted.



AM Peak ①

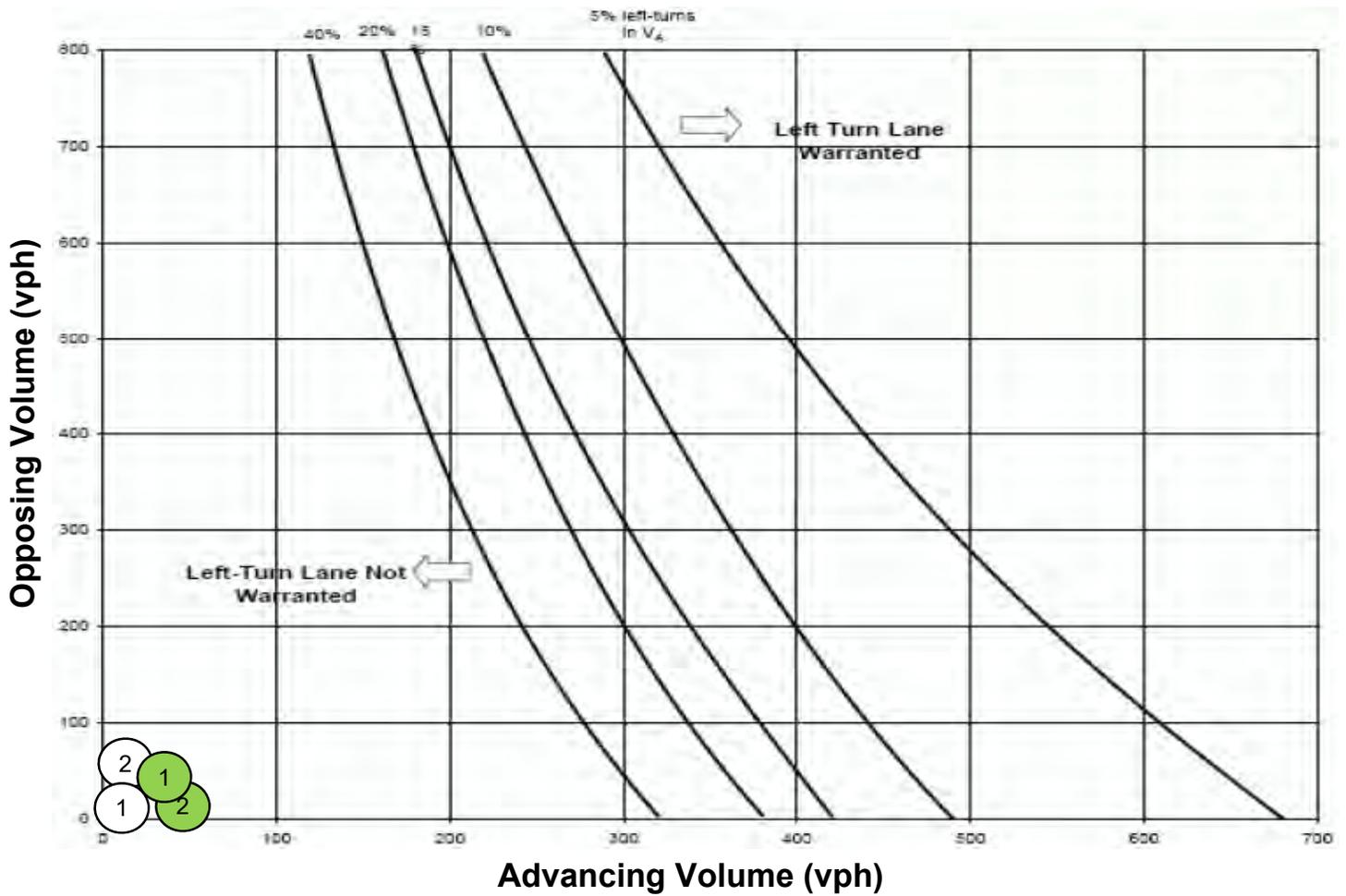
PM Peak ①

## Deer Flat Subdivision

ACHD Left-Turn Lane Analysis - 50 mph Two-Lane Road

### 2018 Existing Traffic

| Intersection                         | Approach | Speed Limit (mph) | Peak Hour | Advancing Volume (vph) | Opposing Volume (vph) | Left-Turn Volume (%) | Meet Warrant? |
|--------------------------------------|----------|-------------------|-----------|------------------------|-----------------------|----------------------|---------------|
| ① Hubbard Road and Locust Grove Road | EB       | 50                | AM        | 24                     | 3                     | 29%                  | No            |
|                                      |          |                   | PM        | 8                      | 12                    | 13%                  | No            |
| ② Hubbard Road and Locust Grove Road | WB       | 50                | AM        | 3                      | 17                    | 0%                   | No            |
|                                      |          |                   | PM        | 21                     | 7                     | 43%                  | No            |



AM Peak ①

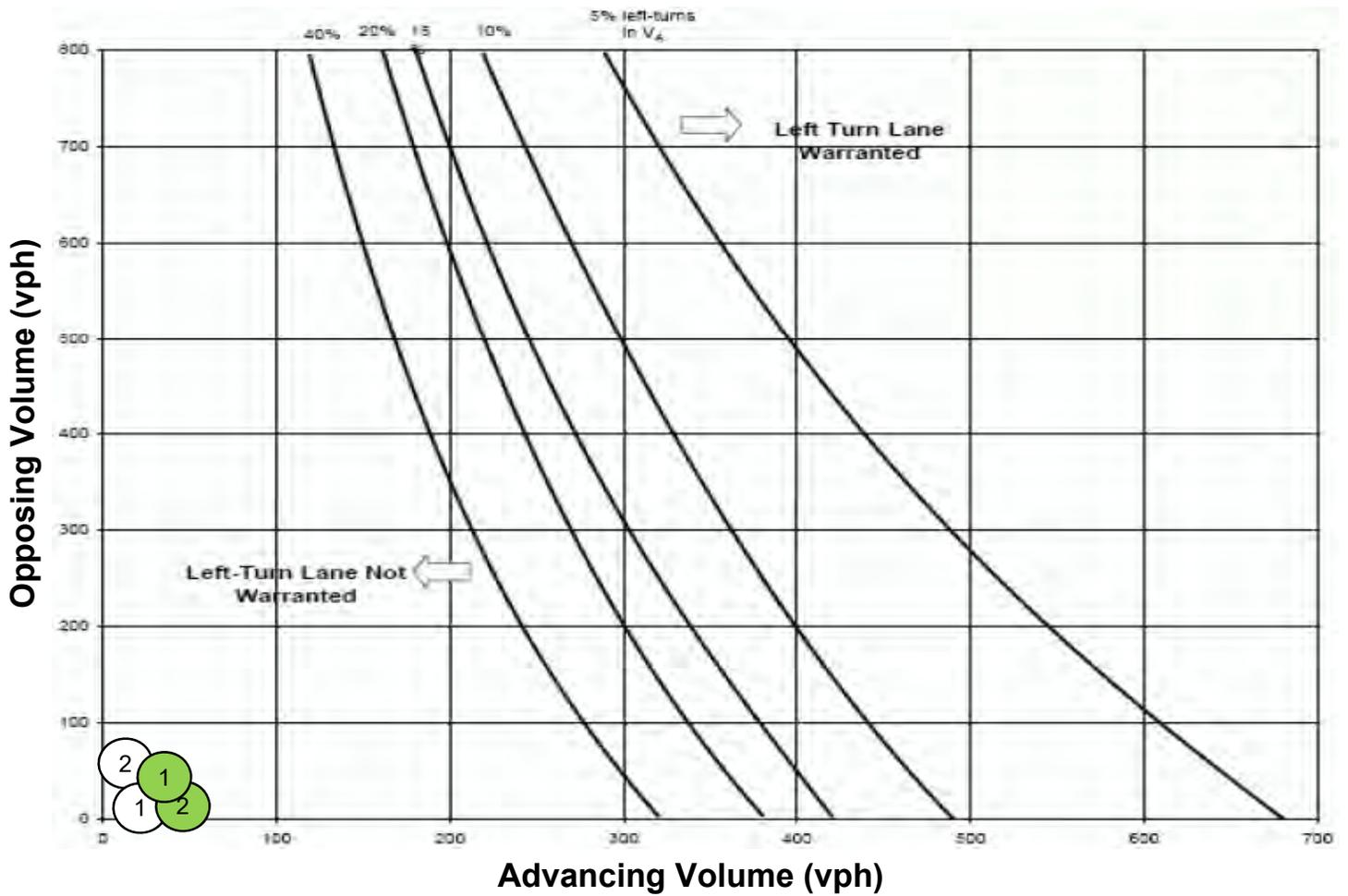
PM Peak ①

## Deer Flat Subdivision

ACHD Left-Turn Lane Analysis - 50 mph Two-Lane Road

### 2025 Background Traffic

| Intersection                         | Approach | Speed Limit (mph) | Peak Hour | Advancing Volume (vph) | Opposing Volume (vph) | Left-Turn Volume (%) | Meet Warrant? |
|--------------------------------------|----------|-------------------|-----------|------------------------|-----------------------|----------------------|---------------|
| ① Hubbard Road and Locust Grove Road | EB       | 50                | AM        | 32                     | 3                     | 40%                  | No            |
|                                      |          |                   | PM        | 14                     | 13                    | 44%                  | No            |
| ② Hubbard Road and Locust Grove Road | WB       | 50                | AM        | 3                      | 19                    | 0%                   | No            |
|                                      |          |                   | PM        | 23                     | 8                     | 43%                  | No            |



AM Peak ①

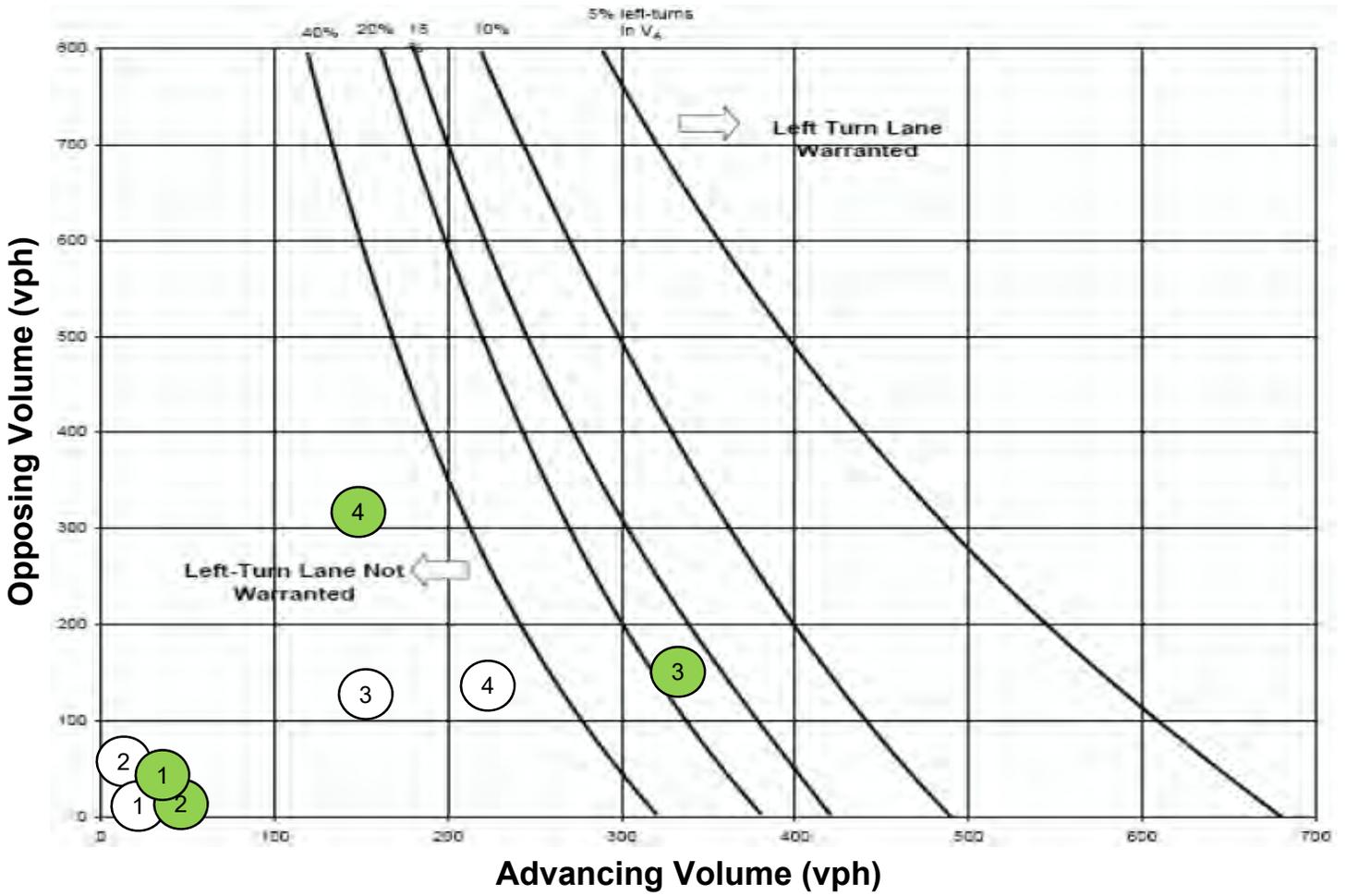
PM Peak ①

**Deer Flat Subdivision**

ACHD Left-Turn Lane Analysis - 50 mph Two-Lane Road

**2025 Total Traffic**

| Intersection                         | Approach | Speed Limit (mph) | Peak Hour | Advancing Volume (vph) | Opposing Volume (vph) | Left-Turn Volume (%) | Meet Warrant? |
|--------------------------------------|----------|-------------------|-----------|------------------------|-----------------------|----------------------|---------------|
| ① Hubbard Road and Locust Grove Road | EB       | 50                | AM        | 32                     | 3                     | 40%                  | No            |
|                                      |          |                   | PM        | 14                     | 13                    | 44%                  | No            |
| ② Hubbard Road and Locust Grove Road | WB       | 50                | AM        | 4                      | 19                    | 23%                  | No            |
|                                      |          |                   | PM        | 27                     | 8                     | 51%                  | No            |
| ③ West Access and Deer Flat Road     | WB       | 50                | AM        | 159                    | 221                   | 0%                   | No            |
|                                      |          |                   | PM        | 318                    | 153                   | 0%                   | No            |
| ④ East Access and Deer Flat Road     | EB       | 50                | AM        | 220                    | 117                   | 8%                   | No            |
|                                      |          |                   | PM        | 149                    | 305                   | 35%                  | No            |



AM Peak ①

PM Peak ①

## William Edwards

---

**From:** Derritt Kerner <dkerner@rocksolidcivil.com>  
**Sent:** Wednesday, June 06, 2018 3:51 PM  
**To:** William Edwards  
**Cc:** Jon Seel; Randy Fullmer; Randy Carpenter  
**Subject:** FW: Lugarno Village / Terra Subdivision Name Change

All – Below is the official name reservation for Lugarno Terra Subdivision. Thanks,

## Derritt Kerner, EIT



**ROCK SOLID  
CIVIL**

CIVIL ENGINEERING AND LAND DEVELOPMENT CONSULTING

270 N 27th Street Suite 100  
Boise, Idaho 83702-4741  
(208) 342-3277 Office Main  
(208) 391-7682 Direct  
(208) 376-1821 Fax  
[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)  
[www.rocksolidcivil.com](http://www.rocksolidcivil.com)

IDAHO / CALIFORNIA / OREGON / WASHINGTON / MONTANA / WYOMING / UTAH / NORTH DAKOTA  
THIS E-MAIL MAY BE CONFIDENTIAL: This e-mail, including any attachments, may contain information that is confidential and/or non-public information. It is intended to be conveyed only to the designated recipient or recipients. If you are not an intended recipient of this message, please (a) do not read, copy or disclose the contents of this communication to others, (b) notify the sender at (208) 342-3277, and (c) return the message and delete it from your system. Unauthorized use, dissemination, distribution, or reproduction of this message is strictly prohibited and may be unlawful. Thank you.

**From:** Sub Name Mail <subnamemail@adaweb.net>  
**Sent:** Wednesday, June 6, 2018 3:41 PM  
**To:** Derritt Kerner <dkerner@rocksolidcivil.com>  
**Subject:** RE: Lugarno Village / Terra Subdivision Name Change

Derritt;

The name has been changed in our reservations from Lugarno Village to LUGARNO TERRA SUB.



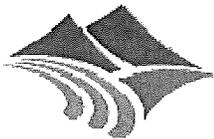
**Glen Smallwood**  
**Surveying Technician**  
**Ada County Development Services**  
200 W. Front St., Boise, ID 83702  
(208) 287-7926 office  
(208) 287-7909 fax

---

**From:** Derritt Kerner [<mailto:dkerner@rocksolidcivil.com>]  
**Sent:** Wednesday, June 06, 2018 3:30 PM  
**To:** Sub Name Mail  
**Subject:** [EXTERNAL] RE: Lugarno Village Subdivision Name Reservation

Glen – Either way. I'll use your email as proof of the authorized name change. Thank you Sir,

**Derritt Kerner, EIT**



**ROCK SOLID  
CIVIL**

CIVIL ENGINEERING AND LAND DEVELOPMENT CONSULTING

270 N 27th Street Suite 100  
Boise, Idaho 83702-4741  
(208) 342-3277 Office Main  
(208) 391-7682 Direct  
(208) 376-1821 Fax  
[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)  
[www.rocksolidcivil.com](http://www.rocksolidcivil.com)

IDAHO / CALIFORNIA / OREGON / WASHINGTON / MONTANA / WYOMING / UTAH / NORTH DAKOTA  
THIS E-MAIL MAY BE CONFIDENTIAL: This e-mail, including any attachments, may contain information that is confidential and/or non-public information. It is intended to be conveyed only to the designated recipient or recipients. If you are not an intended recipient of this message, please (a) do not read, copy or disclose the contents of this communication to others, (b) notify the sender at (208) 342-3277, and (c) return the message and delete it from your system. Unauthorized use, dissemination, distribution, or reproduction of this message is strictly prohibited and may be unlawful. Thank you.

**From:** Sub Name Mail <[subnamemail@adaweb.net](mailto:subnamemail@adaweb.net)>  
**Sent:** Wednesday, June 6, 2018 2:43 PM  
**To:** Derritt Kerner <[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)>  
**Subject:** RE: Lugarno Village Subdivision Name Reservation

Did you need a new letter, or can we just change the name?

---

**From:** Derritt Kerner [<mailto:dkerner@rocksolidcivil.com>]  
**Sent:** Monday, June 04, 2018 8:26 AM  
**To:** Sub Name Mail  
**Cc:** Carl Porter [Carl@sawtoothls.com](mailto:Carl@sawtoothls.com)  
**Subject:** [EXTERNAL] RE: Lugarno Village Subdivision Name Reservation

Glen – Sorry to be a pain. The clients would like to change our name reservation from “Lugarno Village Subdivision” to “Lugarno Terra Subdivision” and apologize for not selecting this name the first time. Would that be possible? Thank you Sir,

**Derritt Kerner, EIT**



# ROCK SOLID CIVIL

CIVIL ENGINEERING AND LAND DEVELOPMENT CONSULTING

270 N 27th Street Suite 100  
Boise, Idaho 83702-4741  
(208) 342-3277 Office Main  
(208) 391-7682 Direct  
(208) 376-1821 Fax  
[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)  
[www.rocksolidcivil.com](http://www.rocksolidcivil.com)

IDAHO / CALIFORNIA / OREGON / WASHINGTON / MONTANA / WYOMING / UTAH / NORTH DAKOTA  
THIS E-MAIL MAY BE CONFIDENTIAL: This e-mail, including any attachments, may contain information that is confidential and/or non-public information. It is intended to be conveyed only to the designated recipient or recipients. If you are not an intended recipient of this message, please (a) do not read, copy or disclose the contents of this communication to others, (b) notify the sender at (208) 342-3277, and (c) return the message and delete it from your system. Unauthorized use, dissemination, distribution, or reproduction of this message is strictly prohibited and may be unlawful. Thank you.

**From:** Sub Name Mail <[subnamemail@adaweb.net](mailto:subnamemail@adaweb.net)>  
**Sent:** Wednesday, May 23, 2018 2:54 PM  
**To:** Derritt Kerner <[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)>; Sub Name Mail <[subnamemail@adaweb.net](mailto:subnamemail@adaweb.net)>  
**Cc:** Carl Porter [Carl@sawtoothls.com](mailto:Carl@sawtoothls.com) <[Carl@sawtoothls.com](mailto:Carl@sawtoothls.com)>  
**Subject:** RE: Lugarno Village Subdivision Name Reservation

Derritt;

The title of the plat must state "Lugarno Village Subdivision", as stated in the reservation letter.



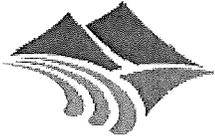
**Glen Smallwood**  
**Surveying Technician**  
Ada County Development Services  
200 W. Front St., Boise, ID 83702  
(208) 287-7926 office  
(208) 287-7909 fax

---

**From:** Derritt Kerner [<mailto:dkerner@rocksolidcivil.com>]  
**Sent:** Wednesday, May 23, 2018 1:24 PM  
**To:** Sub Name Mail  
**Cc:** Carl Porter [Carl@sawtoothls.com](mailto:Carl@sawtoothls.com)  
**Subject:** [EXTERNAL] RE: Lugarno Village Subdivision Name Reservation

Glen & Jerry – Just to clarify, the final plat can simply state "Lugarno Village" and not "Lugarno Village Subdivision", correct? It seem redundant and out of place (like using the word "Estates"). Let me know. Thank you both,

**Derritt Kerner, EIT**



# ROCK SOLID CIVIL

CIVIL ENGINEERING AND LAND DEVELOPMENT CONSULTING

270 N 27th Street Suite 100  
Boise, Idaho 83702-4741  
(208) 342-3277 Office Main  
(208) 391-7682 Direct  
(208) 376-1821 Fax  
[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)  
[www.rocksolidcivil.com](http://www.rocksolidcivil.com)

IDAHO / CALIFORNIA / OREGON / WASHINGTON / MONTANA / WYOMING / UTAH / NORTH DAKOTA  
THIS E-MAIL MAY BE CONFIDENTIAL: This e-mail, including any attachments, may contain information that is confidential and/or non-public information. It is intended to be conveyed only to the designated recipient or recipients. If you are not an intended recipient of this message, please (a) do not read, copy or disclose the contents of this communication to others, (b) notify the sender at (208) 342-3277, and (c) return the message and delete it from your system. Unauthorized use, dissemination, distribution, or reproduction of this message is strictly prohibited and may be unlawful. Thank you.

**From:** Sub Name Mail <[subnamemail@adaweb.net](mailto:subnamemail@adaweb.net)>  
**Sent:** Tuesday, May 22, 2018 3:34 PM  
**To:** Derritt Kerner <[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)>  
**Cc:** Carl Porter [Carl@sawtoothls.com](mailto:Carl@sawtoothls.com) <[Carl@sawtoothls.com](mailto:Carl@sawtoothls.com)>  
**Subject:** Lugarno Village Subdivision Name Reservation

May 22, 2018

Carl Porter, Sawtooth Land Surveying  
Derritt Kerner, Rock Solid Civil

RE: Subdivision Name Reservation: **LUGARNO VILLAGE SUBDIVISION**

At your request, I will reserve the name **Lugarno Village 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:** Derritt Kerner [<mailto:dkerner@rocksolidcivil.com>]  
**Sent:** Monday, May 21, 2018 12:52 PM  
**To:** Sub Name Mail

**Cc:** Carl Porter  
**Subject:** Lugarno Village Subdivision Name Reservation

Glen – Carl Porter will be the surveyor of record for this one. Thank you Sir,

**Derritt Kerner, EIT**



**ROCK SOLID  
CIVIL**

CIVIL ENGINEERING AND LAND DEVELOPMENT CONSULTING

270 N 27th Street Suite 100  
Boise, Idaho 83702-4741  
(208) 342-3277 Office Main  
(208) 391-7682 Direct  
(208) 376-1821 Fax  
[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)  
[www.rocksolidcivil.com](http://www.rocksolidcivil.com)

IDAHO / CALIFORNIA / OREGON / WASHINGTON / MONTANA / WYOMING / UTAH / NORTH DAKOTA  
THIS E-MAIL MAY BE CONFIDENTIAL: This e-mail, including any attachments, may contain information that is confidential and/or non-public information. It is intended to be conveyed only to the designated recipient or recipients. If you are not an intended recipient of this message, please (a) do not read, copy or disclose the contents of this communication to others, (b) notify the sender at (208) 342-3277, and (c) return the message and delete it from your system. Unauthorized use, dissemination, distribution, or reproduction of this message is strictly prohibited and may be unlawful. Thank you.

**From:** Sub Name Mail <[subnamemail@adaweb.net](mailto:subnamemail@adaweb.net)>  
**Sent:** Monday, May 21, 2018 10:16 AM  
**To:** Derritt Kerner <[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)>  
**Subject:** RE: Subdivision Name Reservation

Derritt;  
I also need a surveyor of record for this project.

Glen Smallwood

---

**From:** Derritt Kerner [<mailto:dkerner@rocksolidcivil.com>]  
**Sent:** Friday, May 18, 2018 11:52 AM  
**To:** Sub Name Mail  
**Cc:** William Edwards; Randy Fullmer  
**Subject:** Subdivision Name Reservation

Jerry & Glen - I'd like to reserve the name "Lugarno Village" on behalf Billy and Randy with Select Development for a subdivision of parcel # S1418346600 (40 acres) in Kuna. I don't believe Randy or Billy reserved this name yet. Let us know if that will work. Thank you both,

**Derritt Kerner, EIT**



## ROCK SOLID CIVIL

CIVIL ENGINEERING AND LAND DEVELOPMENT CONSULTING

270 N 27th Street Suite 100  
Boise, Idaho 83702-4741  
(208) 342-3277 Office Main  
(208) 391-7682 Direct  
(208) 376-1821 Fax  
[dkerner@rocksolidcivil.com](mailto:dkerner@rocksolidcivil.com)  
[www.rocksolidcivil.com](http://www.rocksolidcivil.com)

IDAHO / CALIFORNIA / OREGON / WASHINGTON / MONTANA / WYOMING / UTAH / NORTH DAKOTA  
THIS E-MAIL MAY BE CONFIDENTIAL: This e-mail, including any attachments, may contain information that is confidential and/or non-public information. It is intended to be conveyed only to the designated recipient or recipients. If you are not an intended recipient of this message, please (a) do not read, copy or disclose the contents of this communication to others, (b) notify the sender at (208) 342-3277, and (c) return the message and delete it from your system. Unauthorized use, dissemination, distribution, or reproduction of this message is strictly prohibited and may be unlawful. Thank you.







# 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: Annexation of two properties into the City of Kuna; Stark TBD and Bennett Property Single Family Subdivision

Date and time of neighborhood meeting: Wednesday May 30, 2018 @ 6:00pm

Location of neighborhood meeting: Kuna Public Library, Meeting Room

## SITE INFORMATION:

Location: Quarter: \_\_\_\_\_ Section: 19 & 18 Township: 2N Range: 1E Total Acres: 40

Subdivision Name: Lugarno Terra Lot: \_\_\_\_\_ Block: \_\_\_\_\_

Site Address: 1919 E. Deer Flat Rd. Township/Range/Section 2N1E19 Tax Parcel Number(s): S1419223000

Farm Land No Address Township/Range/Section 2N1E18 S1418346600

Please make sure to include **all** parcels & addresses included in your proposed use.

## CURRENT PROPERTY OWNER:

Name: Select Development & Contracting, LLC.

Address: P.O. Box 1030 City: Meridian State: Idaho Zip: 83680

## CONTACT PERSON (Mail recipient and person to call with questions):

Name: Billy Edwards, Project Manager Business (if applicable): Select Development

Address: P.O. Box 1030 City: Meridian State: Idaho Zip: 83680

Exhibit  
A21

**PROPOSED USE:**

I request a neighborhood meeting list for the following proposed use of my property (check all that apply):

**Application Type**

**Brief Description**

|   |   |
|---|---|
| Annexation                                    | Annex two parcels into City of Kuna   |
| Re-zone                                       |   |
| Subdivision (Sketch Plat and/or Prelim. Plat) | Stark Property future development TBD; Bennett Property Single Family Subdivision |
| Special Use                                   |   |
| Variance                                      |   |
| Expansion of Extension of a Nonconforming Use |   |
| Zoning Ordinance Map Amendment                | Stark Property R-6; Bennett Property R-4  |

**APPLICANT:**

Name: Billy Edwards, Project Manager with Select Development

Address: P.O. Box 1030

City: Meridian State: Idaho Zip: 83680

Telephone: 208-288-0700 Fax: 208-898-9527

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)

William T. Edwards

Digitally signed by William T. Edwards  
 DN: c=US,  
 email=BillEdwards@selectmanagement.com,  
 ou=Select Development, OU=Project  
 Manager, CN=William T. Edwards  
 Date: 2018.06.25 12:28:36 -0600

Date 06.25.2018

# SIGN IN SHEET

PROJECT NAME: LUCIANO VILLAGE

Date: 5.30.18

|    | <u>Name</u>                       | <u>Address</u>              | <u>Zip</u>   | <u>Phone</u>        |
|----|-----------------------------------|-----------------------------|--------------|---------------------|
| 1  | <u>Larry Hansen</u>               | <u>622 N. Mundstone</u>     | <u>83634</u> | <u>208-866-0346</u> |
| 2  | <u>Danny Celfort</u>              | <u>410 S. Ordahl</u>        |              | <u>208-344-1980</u> |
| 3  | <u>Rob Wiens</u>                  | <u>2329 E. Deer Flat Rd</u> | <u>83634</u> | <u>661-345-6333</u> |
| 4  | <u>DAN &amp; SHIRLEY GADTHAUS</u> | <u>2404 E. DEER FL</u>      | <u>83634</u> | <u>208-890-2234</u> |
| 5  | <u>Flynn Kohn</u>                 | <u>2311 E. Deer Flat</u>    | <u>83634</u> | <u>208-922-3454</u> |
| 6  | <u>Dave &amp; Rosemary Adams</u>  | <u>1928 E. Deer Flat</u>    | <u>83634</u> | <u>208-484-3620</u> |
| 7  | <u>Austin Manning</u>             | <u>2800 E. Deer Flat</u>    | <u>83634</u> | <u>208-421-1377</u> |
| 8  | <u>Debbie Doll</u>                | <u>1920 E. Lazy D Ln</u>    | <u>83634</u> | <u>406-799-5058</u> |
| 9  | <u>Paul Abbott</u>                | <u>4255 E. Deer Flat</u>    | <u>83634</u> | <u>208-861-1081</u> |
| 10 |                                   |                             |              |                     |
| 11 |                                   |                             |              |                     |
| 12 |                                   |                             |              |                     |
| 13 |                                   |                             |              |                     |
| 14 |                                   |                             |              |                     |
| 15 |                                   |                             |              |                     |
| 16 |                                   |                             |              |                     |
| 17 |                                   |                             |              |                     |
| 18 |                                   |                             |              |                     |
| 19 |                                   |                             |              |                     |
| 20 |                                   |                             |              |                     |
| 21 |                                   |                             |              |                     |
| 22 |                                   |                             |              |                     |
| 23 |                                   |                             |              |                     |
| 24 |                                   |                             |              |                     |
| 25 |                                   |                             |              |                     |
| 26 |                                   |                             |              |                     |
| 27 |                                   |                             |              |                     |
| 28 |                                   |                             |              |                     |
| 29 |                                   |                             |              |                     |
| 30 |                                   |                             |              |                     |



---

Billy Edwards  
P.O. Box 1030  
Meridian, ID 83680  
208-288-0700

22 May 2018

RE: Lugarno Village (East Deer Flat Road)

Dear Property Owners,

Kuna City Code requires an opportunity for a meeting between applicant of the proposed development and the property owners located within 300 feet of the proposed project. Please come to a neighborhood meeting for the property located  $\frac{1}{4}$  &  $\frac{1}{2}$  mile east of Meridian Road along East Deer Flat Road. The site and location of the meeting is shown below.

Lugarno Village is proposed to be 114 single family residential lots and 17 common lots on 40.24 acre site. The applications applied for are Annexation, Comprehensive Plan Amendment, and Preliminary Plat. The purpose of this neighborhood meeting is to provide you with information about the proposed subdivision. Parcel located at 1919 East Deer Flat Road is a part of these applications and will be developed at a later time.

Meeting Location: Kuna Public Library, Meeting Room  
457 North Locust Avenue  
Kuna, ID 83634

Meeting Date & Time: Wednesday May 30, 2018 @ 6:00pm

Project Applications: Annexation, Comprehensive Plan Amendment, Preliminary Plat

Attachments: Vicinity Map

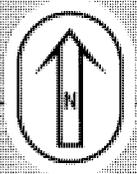
Representatives of the applicant will be present at the meeting to answer any questions you have about the proposed subdivision. Please contact me if you have any questions. I can be reached at (208) 288-0700 or at [wedwards@selectdev.com](mailto:wedwards@selectdev.com).

Thank you in advance for your interest.

Sincerely,

Billy Edwards  
Project Manager

# 300 FT PROPERTY MAP



E Rodeo Ln

E Lazy D6 Ln

E Deer Flat Rd

N Meridian Rd

**LEGEND**

-  SUBJECT SITE
-  300 FT PROPERTIES
-  PARCEL LINES
-  ROADS
-  WATER FEATURES

JMH

PRIMOWNER

ANDRUS DAVID L  
DOLL FAMILY REVOCABLE TRUST DATED 12/8/11  
GOLDEN JANE C  
GROTHAUS DANIEL LEE &  
KOHN CHRISTOPHER WILLIAM  
KOHN HARRY C  
PERRY RICHARD S  
SANDSTONE FARMS LLC  
SCHENK DEBORAH K  
SELECT DEVELOPMENT & CONTRACTING LLC  
TANG SANH D  
WIENS RODNEY & KAREN FAMILY TRUST

SECOWNER

ANDRUS ROSLYN  
DOLL DEBRA A TRUSTEE  
  
GROTHAUS SHIRLEY LOUISE  
KOHN DANNELLE  
KOHN PENNY L  
PERRY TERESA R  
  
TANG MIMI  
WIENS RODNEY H TRUSTEE

ADDCONCAT

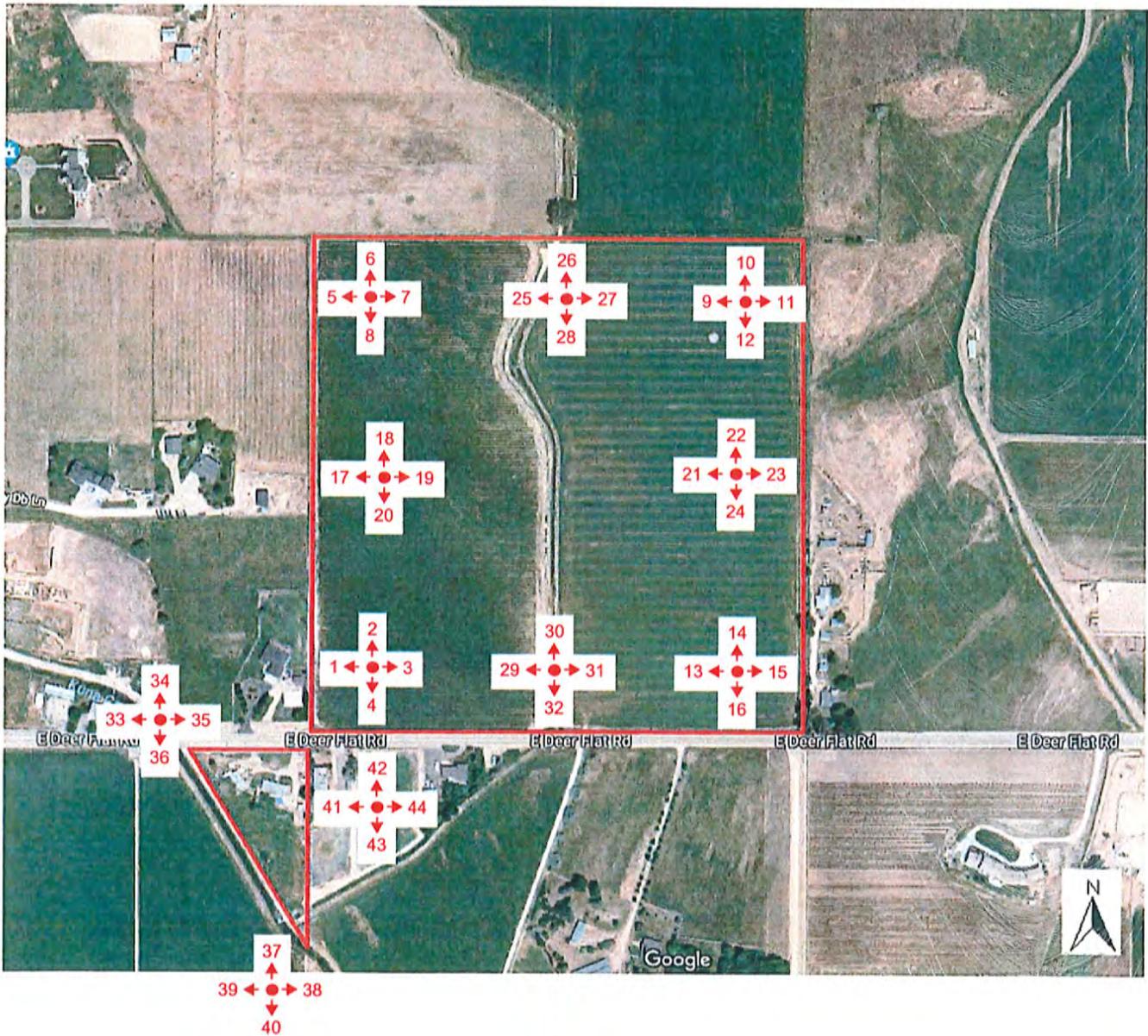
1928 E DEER FLAT RD  
PO BOX 56  
1863 E RODEO LN  
2404 DEER FLAT  
2095 E DEER FLAT RD  
2211 E DEER FLAT RD  
2151 E DEER FLAT RD  
1888 E RODEO LN  
PO BOX 721  
PO BOX 1030  
2725 E DEER FLAT RD  
2329 E DEER FLAT RD

STATCONCAT

KUNA, ID 83634-1324  
KUNA, ID 83634-0000  
KUNA, ID 83634-1325  
KUNA, ID 83634-0000  
JOSEPH, OR 97846-0000  
MERIDIAN, ID 83680-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000

# AERIAL PHOTO

LUGARNO TERRA SUBDIVISION  
E. DEER FLAT ROAD, KUNA, ID 83634  
SE 1/4, SW 1/4, SEC-18, T-2N, R-1E, B.M



**ROCK SOLID CIVIL**  
Civil Engineering and Land Development Consulting

Exhibit

A3



**Bennett Property – 40 Acres – Pictures**



**#1**



**#2**



#3



#4



#5



#6



#7



#8



#9



#10



#11



#12



#13



#14



#15



#16



#17



#18



#19



#20



#21



#22



#23



#24



#25



#26



#27



#28



#29



#30

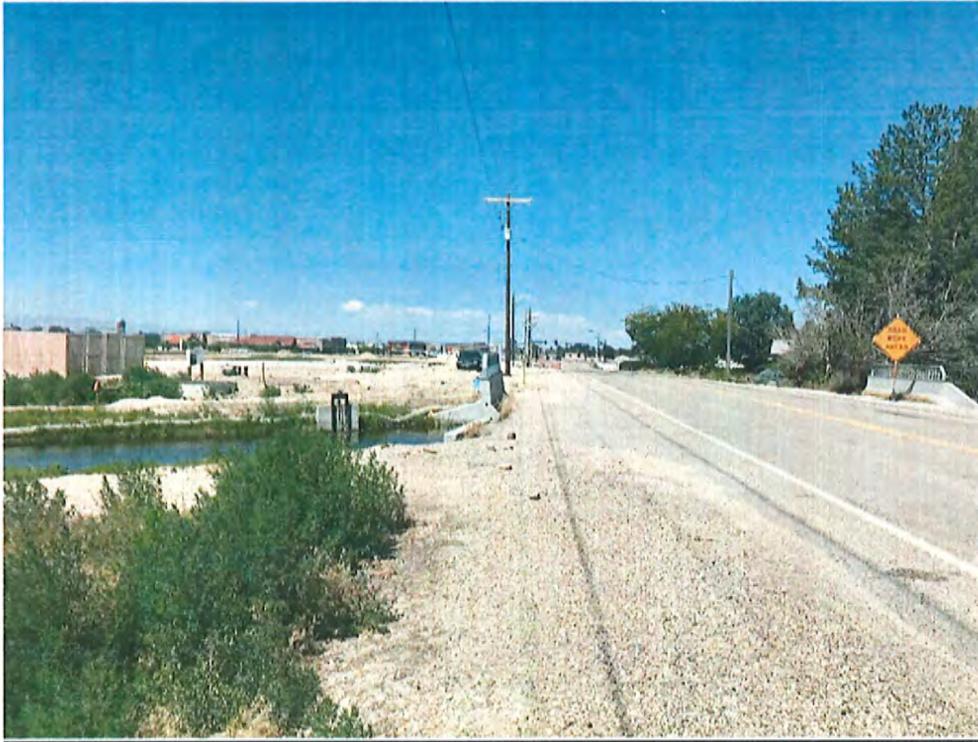


#31



#32

**Stark Property – 1.725 Acres – Pictures**



**#33**



**#34**



#35



#36



#37



#38



#39



#40



#41



#42



#43



#44



Billy Edwards  
P.O. Box 1030  
Meridian, ID 83680  
208-288-0700

Jace Hellman, Planner II  
City of Kuna, Planning Department  
751 West 4<sup>th</sup> Street  
Kuna, ID 83634  
208-922-5274

28 September 2018

RE: Lugarno Village – Proof of Posting

Dear Jace Hellman,

Per City of Kuna City Code Ordinance 5-1A-8 Sign Posting Procedures, please accept this notarized statement and dated pictures as proof of posting. Signage was posted at both parcels (S1419223000 & S1418346600) related to our annexation and preliminary plat applications under review with City of Kuna. Signage was placed on 09.27.2018 in preparation for our Public Hearing on 10.09.2018

Please contact me if you have any questions. I can be reached at (208) 288-0700 or at [wedwards@selectdev.com](mailto:wedwards@selectdev.com).

Thank you in advance for your interest.

Sincerely,

William T. Edwards  
Project Manager

Dated this 28<sup>th</sup> day of SEPT. 2018

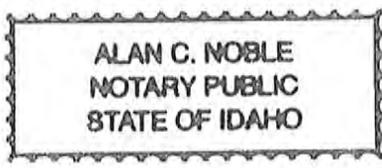
Signature William T. Edwards

Subscribed and sworn to before me the day and year first above written

Notary Public for Idaho Alan C. Noble

Residing at: MERIDIAN, IDAHO

My Commission Expires: 2/21/19



# CITY OF KUNA PUBLIC HEARING NOTICE

Kuna Planning & Zoning Commission

THE CITY OF KUNA will have a public hearing on Oct. 9, 2018  
at 8:00 AM at Kuna City Hall - 751 W. 4th St. Kuna, HI 96859

PURPOSE: Annexation of 40 acre parcel into Kuna City Limits with  
an R-1 zoning designation and to subdivide the 40 acres into 134  
total lots, 114 buildable lots and 20 easement lots.  
Area of 1,722 acre parcel into Kuna City Limits with an  
R-1 zoning designation.

PROPERTY LOCATION: 1918 E. Deer Flat Rd. & East Deer Flat Rd.

APPLICATION OR: Select Development and Contracting

CASE Nos.: 18-06-A0 (Annexation) & 18-03-S (Preliminary Plat)

CONTACT: Jack Richman, (808) 621-5214

annexation@kuna.gov, with any questions.

# CITY OF KUNA PUBLIC HEARING NOTICE

**PROPERTY OF KUNA** will hold a public hearing on Dec. 8, 2018  
at 6:00 PM at Kuna City Hall - 700 W. 4th St. - Kuna, ID 83625

**PROPERTY:** Acquisition of 40 acre parcel into Kuna City limits with  
an 8-2-2000 designation and to subdivide the 40 acres into 100  
lots with 1 1/4 acre lots and 20 common lots.

**APPLICANT:** 1700 East parcel into Kuna City limits with an  
8-2-2000 designation.

**PROPERTY LOCATION:** 1913 E. Sunnyside Rd. & East Sunnyside Park

**APPLICATION BY:** General Development and Engineering

**CONTACT:** 336-64-45 (Development) & 336-62-4 (Preliminary Plan)

**FOR MORE INFORMATION:** Call 336-62-4574  
Submittals should be at the office.

# CITY OF KUNA PUBLIC HEARING NOTICE

Kuna Planning & Zoning Commission

THE CITY OF KUNA will hold a public hearing on Oct. 9, 2018  
at 6:00 PM at Kuna City Hall - 751 W. 4th St. Kuna, ID 83844

PURPOSE: Annexation of 40 acre parcel into Kuna City Limits with  
an R-4 zoning designation and to subdivide the 40 acres into 134  
total lots, 114 buildable lots and 20 common lots.  
Annex a 1.725 acre parcel into Kuna City Limits with an  
R-6 zoning designation.

PROPERTY LOCATION: 1919 E. Deer Flat Rd. & East Deer Flat Rd.

APPLICATION BY: Select Development and Contracting

CASE Nos: 18-04-AM (Annexation) & 18-03-S (Preliminary Plat)

CONTACT: Jace Hellman (208) 922-5274  
hellman@kunaid.gov with any questions

# CITY OF KUNA PUBLIC HEARING NOTICE

Kuna Planning & Zoning Commission

THE CITY OF KUNA will hold a public hearing on Oct. 9, 2018  
at 6:00 PM at Kuna City Hall - 751 W. 4th St. Kuna, Id 83634

**PURPOSE:** Annexation of 40 acre parcel into Kuna City Limits with  
an R-4 zoning designation and to subdivide the 40 acres into 134  
total lots, 114 buildable lots and 20 common lots.

Annex a 1.725 acre parcel into Kuna City Limits with an  
R-6 zoning designation.

**PROPERTY LOCATION:** 1919 E. Deer Flat Rd. & East Deer Flat Rd.

**APPLICATION BY:** Select Development and Contracting

**CASE Nos :** 18-04-AN (Annexation) & 18-03-S (Preliminary Plat)

**CONTACT:** Jace Hellman, (208) 922.5274  
jhellman@kunaid.gov, with any questions.

LUGARHO TERRA  
E. DEER FLAT



# City of Kuna Design Review Application

P.O. Box 13  
Kuna, Idaho 83634  
(208) 922.5274  
Fax: (208) 922.5989  
Website: www.kunacity.id.gov

FILE NO.: 18-23-DR

CROSS REF.: 18-04-AN; 18-03-S

FILES: 18-04-AN, 18-03-S, 18-23-DR

The City of Kuna has adopted a Design Review process whose purpose is to make Kuna a pleasant and comfortable place to live and work. This Design Review process is based on standards and guidelines found in the Design Review Ordinance No. 2007-02 and the Architecture and Site Design Booklet. Both of these documents can be found online ([www.cityofkuna.com](http://www.cityofkuna.com)) or are picked up in the City's Planning and zoning department is located at 763 W Avalon, Kuna ID. Staff is glad to assist you with your application form.

**The Design Review application applies to the following land use actions:**

- ▶ Multi- family dwellings (3 or more)
- ▶ Commercial
- ▶ Industrial
- ▶ Institutional
- ▶ Office
- ▶ Common Area
- ▶ Subdivision Signage
- ▶ Proposed Conversions
- ▶ Proposed changes in land use and/or building use or exterior remodeling
- ▶ Exterior restoration, and enlargement or expansion of existing buildings, signs or sites.

## Application Submittal Requirements

| Applicant Use                       |  | Staff Use                           |
|-------------------------------------|--|-------------------------------------|
| <input checked="" type="checkbox"/> | Date of pre- application meeting : _____<br><i>Note: Pre-Applications are valid for a period of three (3) months.</i>  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | A complete Design Review Application form<br><i>Note: It is the applicant's responsibility to use a current application.</i>   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Detailed letter of explanation or justification for the application, describing the project and design elements, and how the project complies with Design Review standards.  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | One (1) Vicinity Map (8 ½" x 11") at 1" = 300' scale (or similar), label the location of the property and adjacent streets.  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | One 8 ½" x 11" colored aerial photo depicting proposed site, street names, and surrounding area within five-hundred feet (500').   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Copy of Deed; and, if the applicant is not the owner, an <b>original</b> notarized statement (affidavit of legal interest) from the owner (and all interested parties) stating the applicant is authorized to submit this application. | <input checked="" type="checkbox"/> |

Exhibit  
B6



Detailed site, landscape, drainage plan, ~~elevation~~ and to scale. (No smaller than 1"=30', unless otherwise approved.)



**One of each plan** (site, landscape, drainage plan and elevations) is required to be submitted in the following plan sizes:

- (1) 24" X 36" TO SCALE COPIES
- (1) 11" X 17" REDUCTIONS
- (1) 8 1/2" X 11" REDUCTIONS



Provide a color rendering and material sample board specifically noting where each color and material is to be located on the structure.



*Note: Provide photo of the colored rendering and material samples board to City Staff electronically in a JPG or PDF format.*

The Applicant is obligated to provide a site plan that graphically portrays the site and includes the following features:

### Site Plan

| Applicant Use                       |  | Staff Use                           |
|-------------------------------------|--|-------------------------------------|
| <input checked="" type="checkbox"/> | North Arrow  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | To scale drawings  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Property lines   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of "Plan Preparer" with contact information   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of project and date   | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Existing structures, identify those which are to be relocated or removed   | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | On-site and adjoining streets, alleys, private drives and rights-of-way  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Drainage location and method of on-site retention / detention  | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Location of public restrooms   | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | Existing / proposed utility service and any above-ground utility structures and their location                             | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and width of easements, canals and drainage ditches   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and dimension of off-street parking   | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Locations and sizes of any loading area, docks, ramps and vehicle storage or service areas                                 | <input type="checkbox"/>            |
| <input type="checkbox"/>            | Trash storage areas and exterior mechanical equipment, with proposed method of screening                                   | <input type="checkbox"/>            |
| <input type="checkbox"/>            | Sign locations (a separate sign application must be submitted with this application)                                       | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | On-site transportation circulation plan for motor vehicles, pedestrians and bicycles                                       | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Locations and uses of ALL open spaces  | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Locations, types and sizes of sound and visual buffers (Note: all buffers must be located outside the public right-of-way) | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | Parking layout including spaces, driveways, curb cuts, circulation patterns, pedestrian walks and vision triangle          | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Locations of subdivision lines (if applicable)   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Illustration that demonstrates adequate sight distance is provided for motor vehicles, pedestrians and bicycles            | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location of walls and fences and indication of their height and material of construction                                   | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Roofline and foundation plan of building, location on the site   | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | Location and designations of all sidewalks   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and designation of all rights-of-way and property lines   | <input checked="" type="checkbox"/> |

## Landscape and Streetscape Plan

The landscape and streetscape plans need to be drawn by the project architect, professional landscape architect, landscape designer, or qualified nurseryman for development's possessing more than twelve thousand (12,000) square feet of private land. The landscaped and streetscape plans must be colored. The Planning Director or City Forester may require the preparation of a landscape plan for smaller developments by one of the noted individuals if the lot(s) have unique attributes.

| Applicant Use                       |  | Staff Use                           |
|-------------------------------------|--|-------------------------------------|
| <input checked="" type="checkbox"/> | North Arrow  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | To scale drawings  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Boundaries, property lines and dimensions  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of "Plan Preparer" with contact information   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of project and date   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Type and location of all plant materials and other ground covers.<br><i>Please review the City's plant list and rely upon it to identify the site's planting strategy. Include botanical and common name, quantity, spacing and sizes of all proposed landscape materials at the time of planting, and at maturity. A list of acceptable trees is available upon request from City Planning Staff. If there are any questions, please contact the City Forester, Natalie Reeder, at 208.880.0953</i> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> N/A        | Existing vegetation identified by specific size. Identify those which are proposed to be relocated or removed.   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Method of irrigation.<br><i>Note: All plant materials, except existing native plants not damaged during construction or xeriscape species shown not to require regular watering, shall be irrigated by underground sprinkler systems set on a timer in order to obtain proper watering duration and ease of maintenance.</i>   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location, description, materials, and cross-sections of special features, including berming, retaining walls, hedges, fences, fountains street/pathway furniture (benches, etc.), etc.   | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> N/A        | Sign locations<br><i>Note: A separate sign application must be submitted with this application</i>   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Locations and uses for open spaces   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Parking layout including spaces, driveways, curb cuts, circulation patterns, pedestrian walks and vision triangle  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Illustration that demonstrates adequate sight distance is provided for motor vehicles, pedestrians and bicycles  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and designations of all sidewalks   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Engineered grading and drainage plans: A generalized drainage plan showing direction drainage with proposed on-site retention. Upon submission of building/construction plans for an approved design review application, a detailed site grading and drainage plan, prepared by a registered professional engineer (PE) shall be submitted to the City for review and approval by the City Engineer.   | <input checked="" type="checkbox"/> |

### Building Elevations

Applicant  
Use

Detailed elevation plans of each side of any proposed building(s) or additions(s)  
*Note: Four (4) elevations to include all sides of development and must be in color*

Identify the elevations as to north, south, east, and west orientation

Colored copies of all proposed building materials and indication where each material and color application is to be located  
*Note: Submit as 11"x17" reductions*

Screening/treatment of mechanical equipment

Provide a cross-section of the building showing any roof top mechanical units and their roof placement

Detailed elevation plans showing the materials to be used in construction of trash enclosures

Staff  
Use







N/A

### Lighting Plan

Applicant  
Use

Exterior lighting including detained cut sheets and photometric plan (pedestrian, vehicle, security, decoration)

Types and wattage of all light fixtures  
*Note: The City encourages use of "dark sky" lighting fixtures*

Placement of all light fixtures shown on elevations and landscaping plans

Staff  
Use




N/A

### Roof Plans

Applicant  
Use

Size and location of all roof top mechanical units

Staff  
Use

N/A

# Design Review Application

Applicant: Select Development & Contracting, LLC. Phone: 208-288-0700

Owner  Representative Fax/Email: 208-898-9527

Applicant's Address: P.O. Box 1030  
Meridian, Idaho Zip: 83680

Owner: Randy Fullmer, Owner Phone: 208-288-0700

Owner's Address: P.O. Box 1030 Email: randy@selectmanagement.com  
Meridian, Idaho Zip: 83680

Represented By: *(if different from above)* Billy Edwards, Project Manager Phone: 208-288-0700

Address: P.O. Box 1030 Email: wedwards@selectdev.com  
Meridian, Idaho Zip: 83680

Address of Property: 40 Acre Farmland on East Deer Flat Road (No Address Given) Parcel #: S1418346600  
Kuna, Idaho Zip: 83634

Distance from Major Cross Street: 1/4 & 1/2 mile east of North Meridian Road on East Deer Flat Road Street Name(s): East Deer Flat Road

*Please check the box that reflects the intent of the application*

- BUILDING DESIGN REVIEW  
 SUBDIVISION / COMMON AREA LANDSCAPE

- DESIGN REVIEW MODIFICATION  
 STAFF LEVEL APPLICATION

This Design Review application is a request to construct, add or change the following: *(Briefly explain the nature of the request.)*

Subdivision Landscape at All Common Lots (Clubhouse, Pool, Playground, Sports Court, and Monument Sign to be submitted at a later time)

1. Dimension of Property: 40 Acre Parcel (+/-1325' x +/-1324')

2. Current Land Use(s): Current Use Farmland (Ada County RR Designation)

3. What are the land uses of the adjoining properties?

North: Farmland (Ada County RR & RUT Designation)

South: Farmland & Single Family Residence (Ada County RR Designation)

East: Farmland & Single Family Residence (Ada County RR Designation)

West: Single Family Residence (Ada County RUT Designation)

4. Is the project intended to be phased, if so what is the phasing time period? Possibly 2 Phases

Please explain: Refer to Letter of Intent/Narrative for further details clarification. Preference is to do entire project in 1 Phase but depending on separate jurisdiction review 2 Phases might be necessary

5. The number and use(s) of all structures: Subdivision to be 114 Buildable Lots and 18 Common Lots. Vertical construction (Clubhouse, Pool, Playground, Sports Court, and Monument Sign) to be submitted at a later time.

6. Building heights: N/A Number of stories: N/A

The height and width relationship of new structures shall be compatible and consistent with the architectural character of the area and proposed use.

Note: The maximum building height for each zoning district is as follows:

|          |          |          |          |        |
|----------|----------|----------|----------|--------|
| L-O: 35' | C-2: 60' | CBD: 80' | M-2: 60' | P: 60' |
| C-1: 35' | C-3: 60' | M-1: 60' | M-3: 60' |        |

7. What is the percentage of building space on the lot when compared to the total lot area? N/A

8. Exterior building materials & colors: *(Note: This section must be completed in compliance with the City of Kuna Ordinance No. 2007-21A (as amended); found online at [www.cityofkuna.com](http://www.cityofkuna.com)) under the City Code.*

**MATERIAL**

**COLOR**

Roof: N/A / N/A

Walls: (State percentage of wall coverage fro each type of building material below for each frontage wall) If there is not adequate space to identify the various building materials and applications, please list them on the attached sheet of this application. Please attach photos to support application types.

N/A

% of Wood application: \_\_\_\_\_ / \_\_\_\_\_

% EIFS: \_\_\_\_\_ / \_\_\_\_\_  
*(Exterior Insulation Finish System)*

% Masonry: \_\_\_\_\_ / \_\_\_\_\_

% Face Block: \_\_\_\_\_ / \_\_\_\_\_

% Stucco: \_\_\_\_\_ / \_\_\_\_\_

& other material(s): \_\_\_\_\_ / \_\_\_\_\_

List all other materials: \_\_\_\_\_

Windows/Doors: \_\_\_\_\_ / \_\_\_\_\_  
*(Type of window frames & styles / doors & styles, material)*

Soffits and fascia material: \_\_\_\_\_ / \_\_\_\_\_

Trim, etc.: \_\_\_\_\_ / \_\_\_\_\_

Other: \_\_\_\_\_ / \_\_\_\_\_

9. Please identify Mechanical Units: N/A

Type/Height: \_\_\_\_\_

Proposed Screening Method: \_\_\_\_\_

10. Please identify trash enclosure: (size, location, screening & construction materials) N/A

11. Are there any irrigation ditches/canals on or adjacent to the property? Yes

If yes, what is the name of the irrigation or drainage provider? Perry Lateral

12. Fencing: (Please provide information about new fencing material as well as any exiting fencing material)

Two Types of Fencing are being used; Solid Vinyl and Unscreened "Wrought-Iron". Locations are identified on Landscape Plan

Type: Solid Vinyl and Unscreened "Wrought-Iron"

Size: 6'-0" and 3'-0" Tall Solid Vinyl and 4'-0" Tall Unscreened "Wrought-Iron"

Location: Solid Vinyl Perimeter of Subdivision & Adjacent to ACHD ROW. "Wrought-Iron" Adjacent to Irrigation Easements

(Please note that the City has height limitations of fencing material and requires a fence permit to be obtained prior to installation)

13. Proposed method of On-site Drainage Retention/Detention:

Underground Seepage Beds, see Preliminary Plat for Locations

14. Percentage of Site Devoted to Building Coverage: N/A

% of Site Devoted to Landscaping: 11.3% (4.55 Acres) Square Footage: 198,198 SF  
(Including landscaped rights-of-way)

% of Site that is Hard Surface: \_\_\_\_\_ Square Footage: \_\_\_\_\_  
(Paving, driveways, walkways, etc.)

% of Site Devoted to other uses: \_\_\_\_\_

Describe: \_\_\_\_\_

% of landscaping within the parking lot (landscaped islands, etc.): \_\_\_\_\_

15. For details, please provide dimensions of landscaped areas within public rights-of-way:

N/A

16. Are there any existing trees of 4" or greater in caliper on the property? (Please provide the information on the site plans.)

If yes, what type, size and the general location? (The City's goal is to preserve existing tree with greater than a four inch (4") caliper whenever possible):

No

17. Dock Loading Facilities:

Number of docking facilities and their location: N/A

Method of screening: N/A

18. Pedestrian Amenities: (bike racks, receptacles, drinking fountains, benches, etc.) N/A (To be submitted at a later time)

19. Setbacks of the proposed building from property lines:



**LANDSCAPE NOTES:**

1. REGULATIONS & STANDARDS
  - 1.1. All contractor work shall be conducted in accordance with the City of Lakeland Standard Public Works Construction, 2010, and Florida Department of Transportation, 2010, standards and state and local regulations.
2. EXISTING CONDITIONS
  - 2.1. All utilities shall be located prior to construction and protected. Any damage to structures, utilities or concrete will be replaced at contractor's expense.
  - 2.2. The site has many existing improvements such as underground utilities, curb and gutter, light poles and sidewalks.
  - 2.3. See Engineer's plans for information about existing features, all drainage pipes and locations. Protect and retain drainage at all times.
3. GRADING & SITE PREPARATION
  - 3.1. Prepare final grades for planting by grading and removing weeds. If necessary, apply Round-up for equivalent herbicide, using a certified application. Remove rocks and other materials over 3".
  - 3.2. All gravel overprep to be removed and disposed of off site.
  - 3.3. Finish grade to be smooth transition to allow for entire site to be a natural flowing surface.
  - 3.4. Refer to Engineer's plans for grading information for all drainage pipes and locations. Protect and retain drainage at all times.
  - 3.5. No pooling or standing water will be accepted per industry standards.
4. SOILS
  - 4.1. All planter beds to receive a minimum of 1.0' depth of screened topsoil. Spread, compact, and fine grade to smooth and uniform grade 2.5' below adjacent surfaces.
  - 4.2. All lawn areas to receive a minimum of 1.2' depth of screened topsoil. Spread, compact, and fine grade topsoil to a smooth uniform grade 1" below adjacent surfaces.
  - 4.3. Remove or existing topsoil that has been stockpiled on site is permitted.
  - 4.3.1. Topsoil is tested and analyzed to ensure a proper grading. Provide additional amendments as determined by soil tests. And
  - 4.3.2. Topsoil is to be loose, friable sandy loam that is clean and free of toxic materials, noxious weeds, used seeds, rocks, grass or other foreign materials.
  - 4.3.3. Topsoil should have a pH of 6.5 to 7.0.
  - 4.3.4. If on site topsoil does not meet these minimum standards, contractor is responsible for providing approved imported topsoil per the approval of the project manager.
  - 4.4. If imported topsoil is used it must be from a local source and be screened free of any debris or foreign matter. Topsoil must not contain rocks, sticks, lumps, or toxic matter.
- 4.5. Smooth, compact, and fine grade topsoil in lawn areas to smooth and uniform grade 5' below adjacent surfaces.
- 4.6. Prepare final grade of topsoil to elevations set by Engineer's plans with positive or drainage away from structures. Refer to Civil Engineer's plans for grading information.
- 4.7. Amend all new plantings with 2 parts topsoil and 1 part compost.

**LANDSCAPE REQUIREMENTS:**

**(PER LUNA MUNICIPAL CODE)**

- (2) 1" CAL. TREE PER 100 LF
- (3) 4" - 7" DBH TREES PER 100 LF
- (1) 22 GALLON POT MINOR SHRUBS PER 100 LF

| STREET                   | LENGTH (INCH DUMB CUTS) | DEMAND TREES REQ./PROVIDED | MINOR TREES REQ./PROVIDED | SHRUBS REQ./PROVIDED |
|--------------------------|-------------------------|----------------------------|---------------------------|----------------------|
| • DEER CREEK RD          | 1,147                   | 23/23                      | 23/23                     | 131/143              |
| • S. B. THOMAS BLVD      | 1,162                   | 24/24                      | 24/24                     | 135/141              |
| • HILARIOUS AVE (EAST)   | 1,117                   | 23                         | 23                        | 147/16               |
| • E. RYDER BLVD          | 410                     | 9/9                        | 12/12                     | 49/75                |
| • E. HANLEY ST (NORTH)   | 109                     | 2/2                        | 2/2                       | 12/12                |
| • E. HANLEY ST (SOUTH)   | 109                     | 2/2                        | 2/2                       | 12/12                |
| • E. CONCORD ST (NORTH)  | 109                     | 2/2                        | 2/2                       | 12/12                |
| • E. CONCORD ST (SOUTH)  | 109                     | 2/2                        | 2/2                       | 12/12                |
| • N. HORTON AVE (EAST)   | 109                     | 2/2                        | 2/2                       | 12/12                |
| • N. HORTON AVE (WEST)   | 109                     | 2/2                        | 2/2                       | 12/12                |
| • E. BELLEVUE BLVD       | 410                     | 9/9                        | 12/12                     | 49/75                |
| • E. BELLEVUE ST (NORTH) | 109                     | 2/2                        | 2/2                       | 12/12                |
| • E. BELLEVUE ST (SOUTH) | 109                     | 2/2                        | 2/2                       | 12/12                |

**COMMON LOT LANDSCAPING**

7" TREE PER 1,000 SF

| COMMON LOT     | AREA (SQ FT) | TREES DEMAND | TREES PROVIDED |
|----------------|--------------|--------------|----------------|
| • BLOCK 3/1-13 | 4,574        | 4            | 4              |
| • BLOCK 3/1-4  | 4,400        | 4            | 4              |
| • BLOCK 4/1-1  | 4,440        | 4            | 4              |
| • BLOCK 4/1-2  | 4,500        | 4            | 4              |
| • BLOCK 4/1-3  | 10,000       | 10           | 10             |
| • BLOCK 4/1-5  | 4,500        | 4            | 4              |

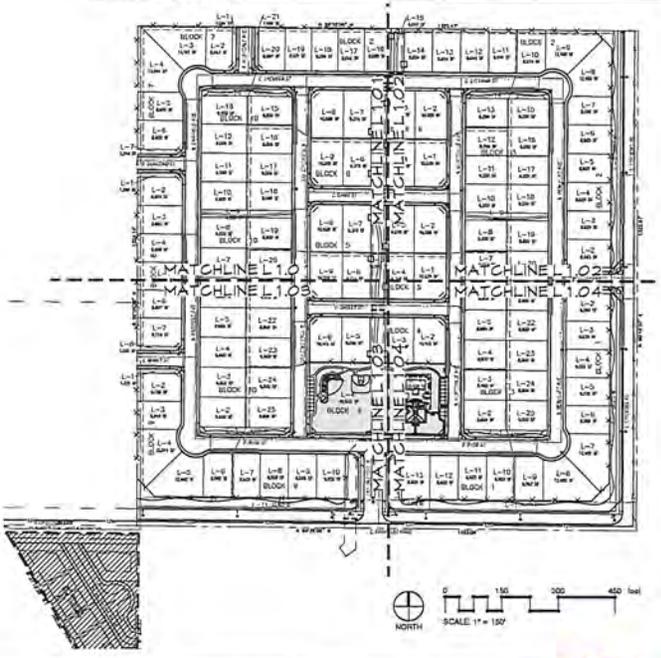
**GENERAL REQUIREMENTS**

- TREES: 7" TREE PER 1,000 SF
- SHRUBS: 1" TREE PER 1,000 SF
- CONCRETE TREES: 18" x 18" x 36"
- COPPER TREES: 18" x 18" x 36"
- SHRUBS: 1" TREE PER 1,000 SF
- MOODY SHRUBS: 2 GAL

**PLANT SCHEDULE**

| TREES  | BOTANICAL NAME / COMMON NAME  | CONT                         | CAL  | SIZE      | QTY           | REMARKS     |
|--------|---|------------------------------|------|-----------|---------------|-------------|
| +      | Acer x Freemanii 'Jeffers' / Autumn Blaze Maple                     | B4B                          | 2"   |           | 20            | 30" x 40" W |
| +      | Fraxinus pennsylvanica 'Patmore' / Patmore Green Ash                | B4B                          | 2"   |           | 20            | 40" x 20" W |
| +      | Gleditsia triacanthos 'Inermis' 'Seedmaster' TM / Seedmaster Locust | B4B                          | 2"   |           | 14            | 30" x 30" W |
| +      | Liquidambar styraciflua 'Floripesana' / Floripesana Sweet Gum       | B4B                          | 2"   |           | 21            | 40" x 25" W |
| +      | Picea omorika 'Bruno' / Bruno Spruce                                | B4B                          | 2"   | 0" x 1" H | 14            | 30" x 10" W |
| +      | Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Pine   | B4B                          | 2"   | 0" x 1" H | 44            | 25" x 12" W |
| +      | Pinus virginiana 'Canada Red' / Canada Red Cherry                   | B4B                          | 2"   |           | 30            | 25" x 20" W |
| +      | Quercus robur x alba 'Crimson Spire' / Crimson Spire Oak            | B4B                          | 2"   |           | 40            | 40" x 20" W |
| +      | Tilia americana 'Recompit' / Recompit American Linden               | B4B                          | 2"   |           | 14            | 30" x 30" W |
| SHRUBS |   | BOTANICAL NAME / COMMON NAME | CONT | QTY       | REMARKS       |             |
| +      | Eucalyptus fortunei 'Emerald' / Emerald Eucalyptus                  | 2 gal                        |      | 137       | 2 1/2" x 5" W |             |
| +      | Perovskia atriplicifolia 'Blue Spire' / Russian Sage                | 2 gal                        |      | 261       | 4 1/2" x 4" W |             |
| +      | Pinus laurocarpa 'Otto Luyken' / Otto Luyken English Laurel         | 2 gal                        |      | 46        | 3 1/2" x 6" W |             |
| +      | Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac                   | 5 gal                        |      | 114       | 2 1/2" x 6" W |             |

**PLAN OVERVIEW:**



Stack Rock logo and contact information:  
 (208) 343-0500  
 404 S 305 St. 154  
 Boise, ID 83710  
 StackRockGroup.com  
 HILLET 2 HOWARD, FLA  
 OFFICE (208) 343-0500  
 EMAIL: info@stackrock.com  
 11411 N. HARRISON AVE  
 BOISE, ID 83713



NOT FOR CONSTRUCTION

LUGARNO TERRA SUBDIVISION  
KUNIA, ID

| REV | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |

LANDSCAPE OVERVIEW  
 SHEET NUMBER  
**L1.00**

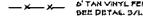
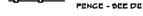
Exhibit  
 B7

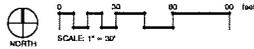
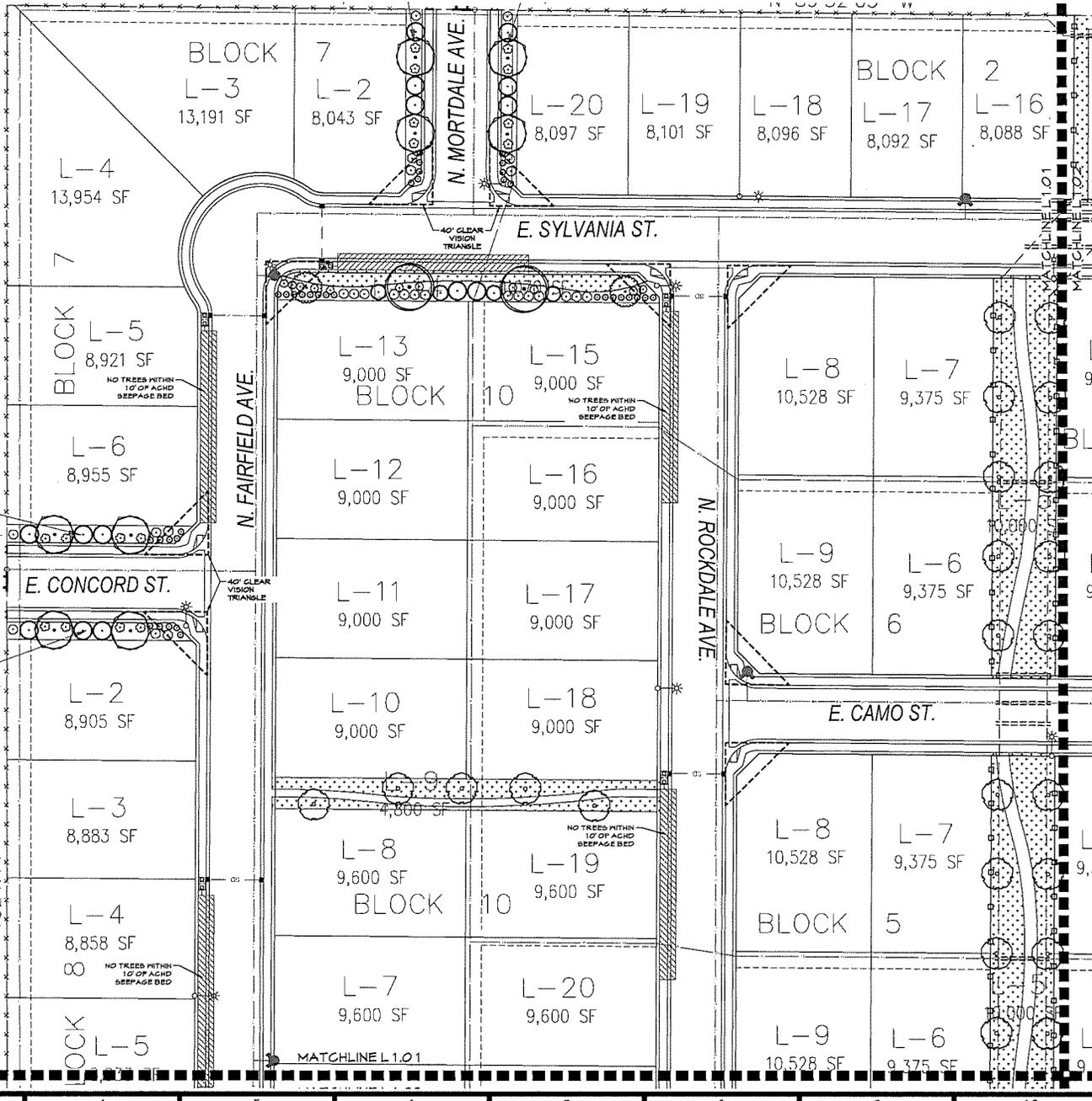
P:\Projects\10-10-10\10-10-10.dwg, 11/11/2010 10:00 AM

This document is the property of Stack Rock Group and is not to be copied, reproduced, distributed, altered, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Stack Rock Group.

| PLANT SCHEDULE |   |
|----------------|---|
| <b>TREES</b>   |   |
| (+)            | BOTANICAL NAME / COMMON NAME<br>Acer x freemanii 'Jefferson' / Autumn Blaze Maple |
| (•)            | Prunus pennsylvanica 'Patmore' / 'Patmore' Green Ash                              |
| (+)            | Gleditsia triacanthos inermis 'Shademaster' TM / Shademaster Locust               |
| (+)            | Liquidambar styraciflua 'Horseshoedon' / Horseshoedon Sweet Gum                   |
| (•)            | Picea omorika 'Bruna' / Bruna Spruce  |
| (•)            | Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Pine                 |
| (•)            | Prunus virginiana 'Canada Red' / Canada Red Cherry                                |
| (•)            | Quercus robur x alba 'Crimson Spire' / Crimson Spire Oak                          |
| (•)            | Tilia americana 'Redmond' / Redmond American Linden                               |
| <b>SHRUBS</b>  |   |
| (•)            | Buoninus fortunei 'Emerald 'n Gold' TM / Wintercreeper                            |
| (•)            | Perovskia atriplicifolia 'Blue Spires' / Russelst Sage                            |
| (•)            | Prunus laurocerasus 'Otto Luyken' / Otto Luykens English Laurel                   |
| (•)            | Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac                                 |

**LANDSCAPE MATERIALS LEGEND:**

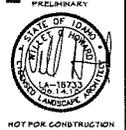
-  LAWN 600 PER NOTE 6/L1.00
-  6\" data-bbox="42 495 110 505"/>
-  4\" data-bbox="42 515 110 525"/>



**STACK ROCK GROUP**  
 LANDSCAPE ARCHITECTURE  
 4 MASTER PLANNING  
 (208) 348-0500  
 404 S 28th St #134  
 Dodge ID 50102  
 stackrockgroup.com

WELT C HONARD, P.L.A.  
 OFFICE: (208) 348-0500  
 EMAIL: [WELT@STACKROCKGROUP.COM](mailto:WELT@STACKROCKGROUP.COM)  
 WELT@STACKROCKGROUP.COM

THE GRAPHICS AND DESIGN ON THIS SHEET ARE DELIVERABLES THAT REMAIN AT ALL TIMES PROPERTY OF STACK ROCK GROUP, INC.  
 REPRODUCTION OR REUSE OF THIS PRODUCT CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF STACK ROCK GROUP, INC.  
 820 10 STACK ROCK GROUP, INC.



PRELIMINARY  
 NOT FOR CONSTRUCTION

LUGARNO TERRA SUBDIVISION  
 KUNA, ID

| REVISIONS |             |
|-----------|-------------|
| DATE      | DESCRIPTION |
|           |             |
|           |             |

JOB NO. 10-10-10  
 DATE: 10/14/2010  
 DRAWN BY: JH  
 CHECKED BY: JH

DRAWING TITLE  
**LANDSCAPE PLAN**

SHEET NUMBER  
**L1.01**

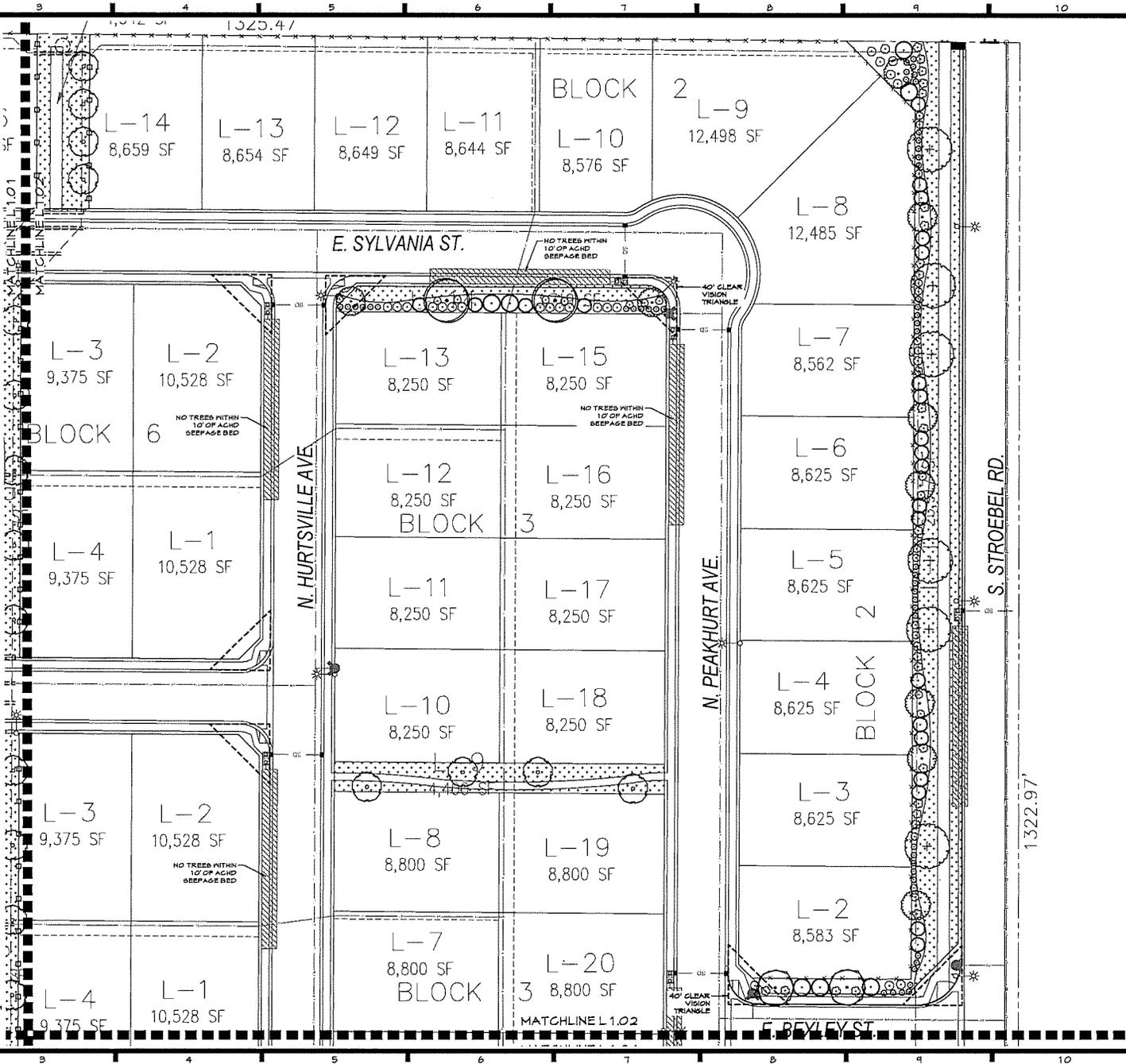
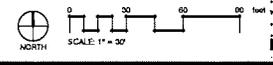
STACK ROCK GROUP - CITY RELEASED

18/01/25/2024 11:58 AM User: [unreadable]

This drawing is the property of Stack Rock Group and is not to be reproduced, distributed, or used for any purpose other than that intended without the written consent of Stack Rock Group.

| PLANT SCHEDULE |  |
|----------------|--|
| TREES          | BOTANICAL NAME / COMMON NAME   |
| (+)            | Acer x freemanii 'Jeffers' / Autumn Blaze Maple                      |
| (•)            | Fraxinus pennsylvanica 'Patriot' / 'Patriot' Green Ash               |
| (+)            | Bleditisia triacanthos inermis 'Bhademaster' TM / Bhademaster Locust |
| (+)            | Liquidambar styraciflua 'Horriplesdon' / Horriplesdon Sweet Gum      |
| (•)            | Picea omorika 'Bruns' / Brun's Spruce                                |
| (•)            | Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Pine    |
| (•)            | Prunus virginiana 'Canada Red' / Canada Red Cherry                   |
| (•)            | Quercus robur x alba 'Crimson Spire' / Crimson Spire Oak             |
| (•)            | Tilia americana 'Redmond' / Redmond American Linden                  |
| SHRUBS         | BOTANICAL NAME / COMMON NAME   |
| (•)            | Euonymus fortunei 'Emerald 'n Gold' TM / Wintercreeper               |
| (•)            | Perovskia atriplicifolia 'Blue Spire' / Russian Sage                 |
| (•)            | Prunus laurocerasus 'Otto Luyken' / Otto Luyken's English Laurel     |
| (•)            | Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac                    |

| LANDSCAPE MATERIALS LEGEND: |   |
|-----------------------------|---|
|                             | LAWN, 600 PER<br>NOTE 0.1/1.00                            |
|                             | 6' TAN VINYL FENCE -<br>SEE DETAIL 3/L 1.03               |
|                             | 4' OPEN BLACK WROUGHT IRON<br>FENCE - SEE DETAIL 4/L 1.03 |



**STACK ROCK GROUP**  
LANDSCAPE ARCHITECTURE & MASTER PLANNING

(202) 345-0900  
404 S 8th St #154  
Dulles, VA 20112  
#STACKROCKGROUP

MILLET C. HOWARD, P.L.A.  
OFFICE: (202) 345-0300  
EMAIL: [unreadable]

THE GRAPHICS AND DESIGNS ON THIS SHEET ARE DELIVERABLES THAT REMAIN AT ALL TIMES PROPERTY OF STACK ROCK GROUP, INC. REPRODUCTION OR REUSE OF THIS PROJECT CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF STACK ROCK GROUP, INC.

820 10 STACK ROCK GROUP, INC.

PRELIMINARY



NOT FOR CONSTRUCTION

LUGARNO TERRA SUBDIVISION

| REVISIONS |      |             |
|-----------|------|-------------|
| NO.       | DATE | DESCRIPTION |
|           |      |             |

JOB NO: 18-1042  
DATE: JUN 14 2010  
DRAWN BY: CH  
CHECKED BY: [unreadable]

DRAWING TITLE

LANDSCAPE PLAN

SHEET NUMBER

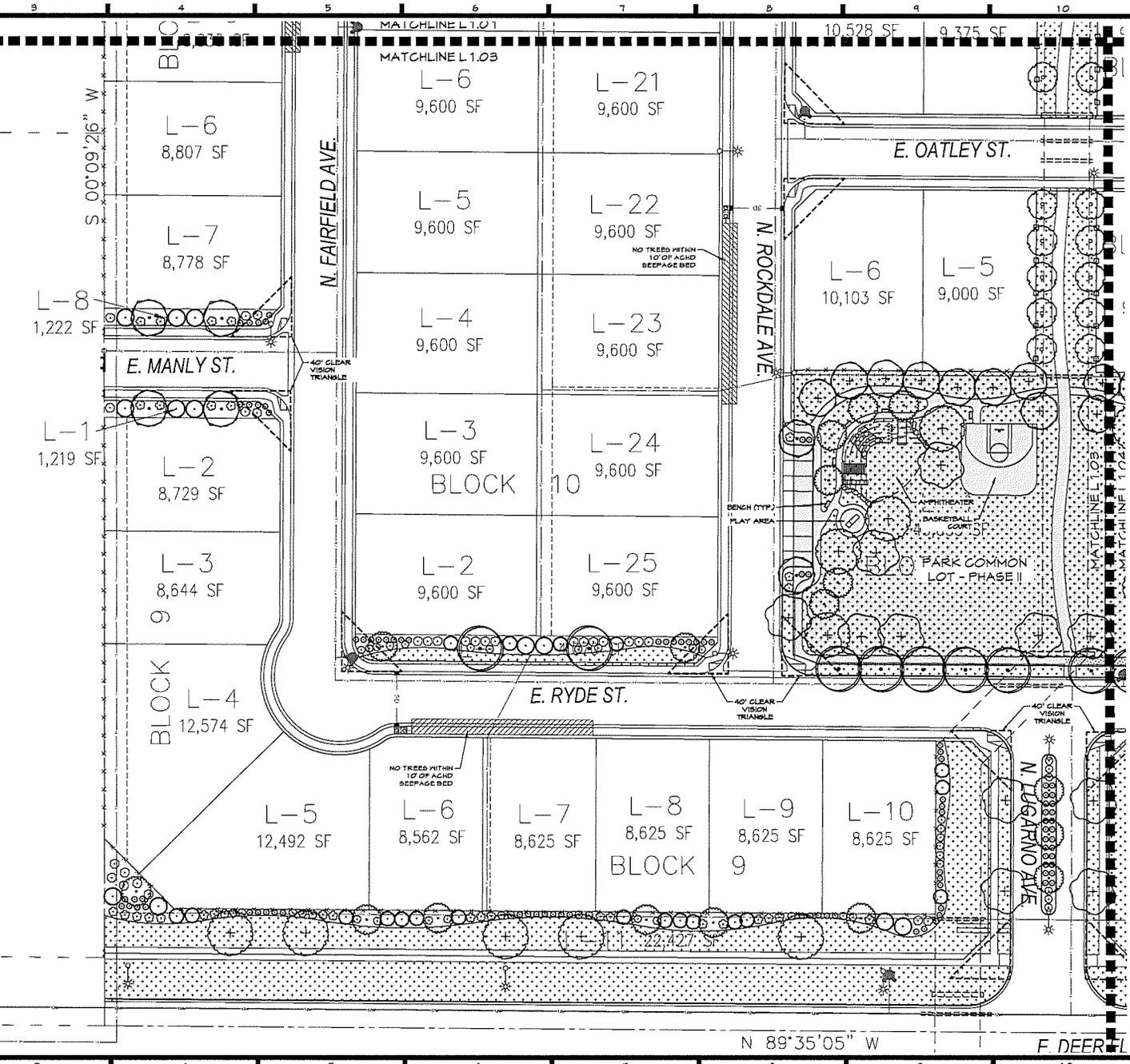
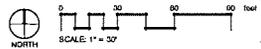
L1.02

STACK ROCK GROUP - CITY ENGINEER

This drawing is the property of Stack Rock Group, Inc. and is not to be reproduced, copied, or used in any way without the written consent of Stack Rock Group, Inc.

| PLANT SCHEDULE |   |
|----------------|---|
| TREES          | BOTANICAL NAME / COMMON NAME                                      |
| (+)            | Acer x freemanii 'Jeffers' / Autumn Blaze Maple                   |
| (+)            | Prunus pennsylvanica 'Palmore' / 'Palmore' Green Ash              |
| (+)            | Quercula triacanthos 'Shademaster' TM / Shademaster Locust        |
| (+)            | Liquidambar styraciflua 'Horriplesdon' / Horriplesdon Sweet Gum   |
| (+)            | Picea omorika 'Bruna' / Bruna spruce                              |
| (+)            | Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Pine |
| (+)            | Prunus virginiana 'Canada Red' / Canada Red Cherry                |
| (+)            | Quercus robur x alba 'Crimson Spire' / Crimson Spire Oak          |
| (+)            | Tilia americana 'Redmond' / Redmond American Linden               |
| SHRUBS         | BOTANICAL NAME / COMMON NAME                                      |
| (+)            | Buonymus fortunei 'Emerald 'n Gold' TM / Winter Creeper           |
| (+)            | Perovskia atriplicifolia 'Blue Spire' / Russian Sage              |
| (+)            | Prunus laurocerasus 'Otto Luyken' / Otto Luyken English Laurel    |
| (+)            | Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac                 |

| LANDSCAPE MATERIALS LEGEND: |  |
|-----------------------------|--|
|                             | LAWN SOD PER NOTE 6/L 1.00                             |
|                             | 6" TAN VINYL FENCE - DEP DETAIL 3/L 1.00               |
|                             | 4" OPEN BLACK WROUGHT IRON FENCE - SEE DETAIL 4/L 1.00 |



(303) 345-0500  
 404 S. 21st St. #114  
 Boise, ID 83702  
 STACKROCKGROUP.COM

MILLET C. HOWARD, P.L.A.  
 OFFICE: (208) 345-0500  
 EMAIL: MILLET@STACKROCKGROUP.COM  
 WWW.STACKROCKGROUP.COM

THE GRAPHICS AND DESIGNS ON THIS SHEET ARE DELIVERABLES THAT REMAIN AT ALL TIMES PROPERTY OF STACK ROCK GROUP, INC. REPRODUCTION OR RESUE OF THIS PRODUCT CONTAINED HERE IN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF STACK ROCK GROUP, INC.

620 1st STAG, ROCK GROUP, INC.



NOT FOR CONSTRUCTION

PRELIMINARY  
 LUGARNO TERRA SUBDIVISION  
 KUNA, ID

| REVISIONS |      |             |
|-----------|------|-------------|
| NO.       | DATE | DESCRIPTION |
|           |      |             |
|           |      |             |
|           |      |             |

LSN NO: 18-1040  
 DATE: June 14, 2018  
 DRAWN BY: JH  
 CHECKED BY: JH

DRAWING TITLE  
 LANDSCAPE PLAN

SHEET NUMBER  
 L1.03

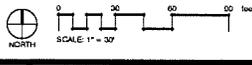
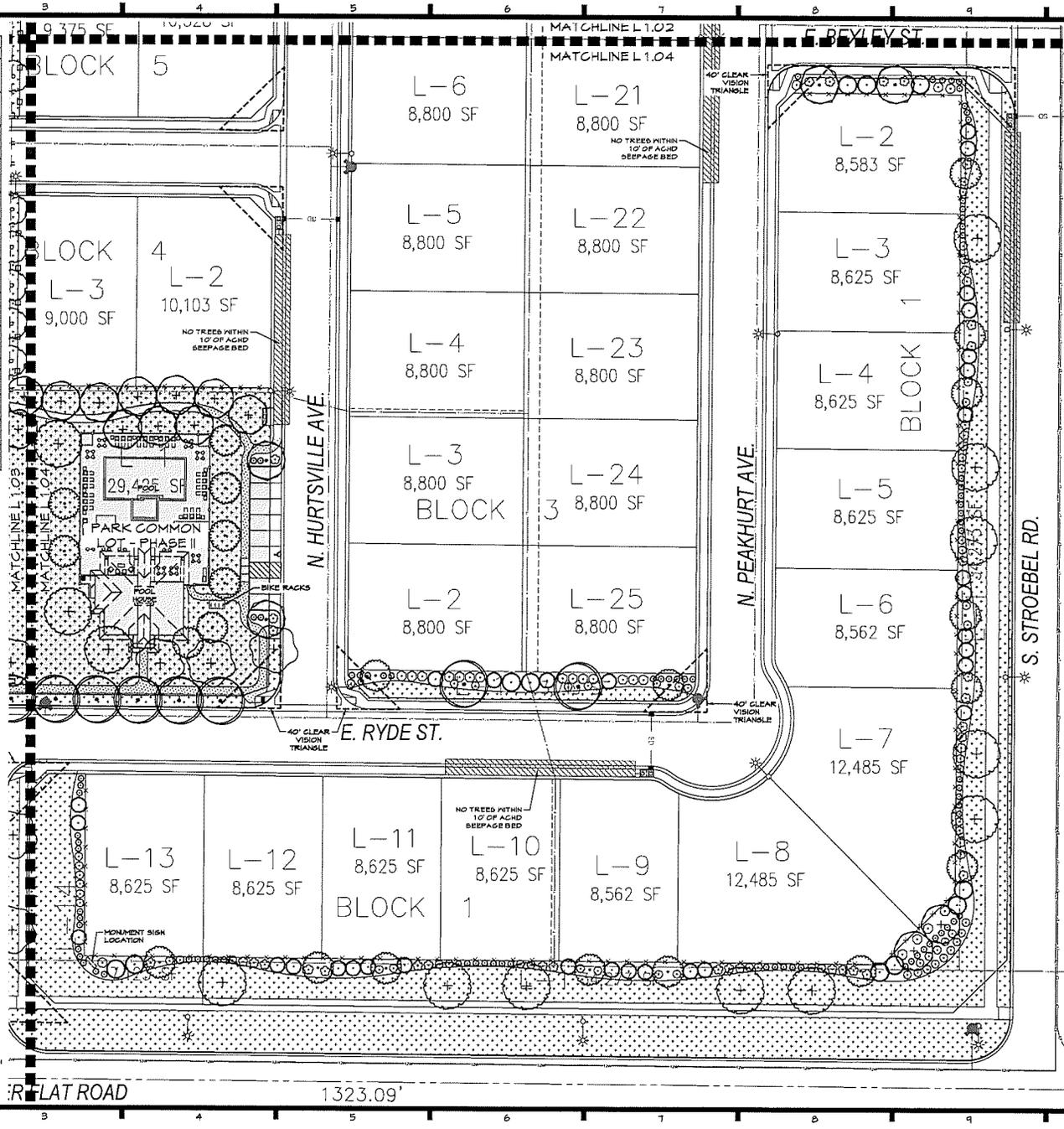
STACKROCKGROUP-COPYRIGHT RESERVED

These documents are the property of Stack Rock Group and are not to be copied, reproduced, distributed, loaned, altered, or used for any other project or purpose without the written permission of Stack Rock Group.

| PLANT SCHEDULE |   |
|----------------|---|
| TREES          | BOTANICAL NAME / COMMON NAME  |
| (+)            | Acer x freemanii 'Jeffers' / Autumn Blaze Maple                     |
| (•)            | Fraxinus pennsylvanica 'Patmore' / 'Patmore' Green Ash              |
| (+)            | Gleditsia triacanthos Inermis 'Shademaster' TM / Shademaster Locust |
| (+)            | Liquidambar styraciflua 'Norplendon' / Norplendon Sweet Gum         |
| (•)            | Picea omorika 'Bruna' / Bruns Spruce                                |
| (•)            | Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Pine   |
| (•)            | Prunus virginiana 'Canada Red' / Canada Red Cherry                  |
| (•)            | Quercus robur x alba 'Crimson Spire' / Crimson Spire Oak            |
| (•)            | Tilia americana 'Redmond' / Redmond American Linden                 |
| SHRUBS         | BOTANICAL NAME / COMMON NAME  |
| (•)            | Buonymus fortunei 'Emerald 'n Gold' TM / Wintercreeper              |
| (•)            | Parovakia atriplicifolia 'Blue Spruce' / Russian Sage               |
| (•)            | Prunus laurocerasus 'Otto Luyken' / Otto Luykens English Laurel     |
| (•)            | Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac                   |

**LANDSCAPE MATERIALS LEGEND:**

- LAWN: 800 PER NOTE 6/1.100
- 6" TAN VINYL FENCE - SEE DETAIL 3/1.100
- 4" OPEN BLACK PLYWOOD SIGN FENCE - SEE DETAIL 4/1.100



**STACK ROCK GROUP**  
 LANDSCAPE ARCHITECTURE & HARDSHIP PLANNING  
 (209) 345-0500  
 404 S. 9th St. #114  
 Boise, ID 83702  
 STACKROCKGROUP.COM  
 WILEY C. HOWARD, P.L.A.  
 OFFICE: (209) 345-0500  
 EMAIL: WILEY@STACKROCKGROUP.COM

THE GRAPHICS AND DESIGNS ON THIS SHEET ARE DELIVERABLES THAT REMAIN AT ALL TIMES PROPERTY OF STACK ROCK GROUP, INC.  
 REPRODUCTION OR REUSE OF THIS PRODUCT CONTAINED HERE IN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF STACK ROCK GROUP, INC.  
 ©2010 STACK ROCK GROUP, INC.



NOT FOR CONSTRUCTION

LUGARNO TERRA SUBDIVISION

PRELIMINARY

| REV | DATE | DESCRIPTION |
|-----|------|-------------|
| 1   |      |             |

JOB NO: 10-1042  
 DATE: JUNE 14, 2010  
 DRAWN BY: JWH  
 CHECKED BY: JWH

DRAWING TITLE  
**LANDSCAPE PLAN**

SHEET NUMBER  
**L1.04**

STACK ROCK GROUP - OFFICE USE ONLY



**PLANT SCHEDULE**

| TREES  | BOTANICAL NAME / COMMON NAME                                      |
|--------|---|
|        | Acer x freemanii 'Jeffered' / Autumn Blaze Maple                  |
|        | Fraxinus pennsylvanica 'Patmore' / 'Patmore' Green Ash            |
|        | Gleditsia triacanthos inermis 'Shademaster'™ / Shademaster Locust |
|        | Liquidambar styraciflua 'Norplesdon' / Norplesdon Sweet Gum       |
|        | Picea omorika 'Bruns' / Brun's Spruce                             |
|        | Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Pine |
|        | Prunus virginiana 'Canada Red' / Canada Red Cherry                |
|        | Quercus robur x alba 'Crimson Spire' / Crimson Spire Oak          |
|        | Tilia americana 'Redmond' / Redmond American Linden               |
| SHRUBS | BOTANICAL NAME / COMMON NAME                                      |
|        | Euonymus fortunei 'Emerald 'n Gold'™ / Wintercreeper              |
|        | Perovskia atriplicifolia 'Blue Spires' / Russian Sage             |
|        | Prunus laurocerasus 'Otto Luyken' / Otto Luykens English Laurel   |
|        | Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac                 |

**LANDSCAPE MATERIALS LEGEND:**



**STACK ROCK GROUP**  
 LANDSCAPE ARCHITECTURE  
 & MASTER PLANNING  
 (208) 345-0500  
 404 S 8th St, #154  
 Boise, ID 83702  
 StackRockGroup.com  
 WILLET CHONARD, FLA OFFICE: (208) 345-0500  
 EMAIL: [www@stackrockgroup.com](mailto:www@stackrockgroup.com)  
[www.stackrockgroup.com](http://www.stackrockgroup.com)

THE GRAPHICS AND DESIGNS ON THIS SHEET ARE DELIVERABLES THAT REMAIN AT ALL TIMES PROPERTY OF STACK ROCK GROUP, INC.  
 REPRODUCTION OR REUSE OF THIS PRODUCT CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF STACK ROCK GROUP, INC.

©2018 STACK ROCK GROUP, INC.

Scale: PRELIMINARY



NOT FOR CONSTRUCTION

**LUGARNO VILLAGE**  
 KUNA, ID

REVISIONS

| MRK | DATE | Description |
|-----|------|-------------|
| ▲   | **   | **          |

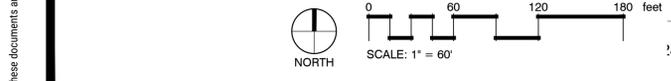
JOB NO: 18-1042  
 DATE: JUNE 14, 2018  
 DRAWN BY: DW  
 CHECKED BY: JB

DRAWING TITLE

**OVERALL LANDSCAPE COLOR PLAN**

SHEET NUMBER

**L1.05**



These documents are the property of Stack Rock Group and are not to be copied, reproduced, distributed, either directly or indirectly, used for another project or any purpose whatsoever without express and written permission of Stack Rock Group.

STACK ROCK GROUP - CITY REVIEW SET

**Jace Hellman**

---

**From:** Jace Hellman  
**Sent:** Friday, August 17, 2018 2:19 PM  
**To:** ACHD; Ada County Engineer; Adam Ingram; Attorney Icloud; Becky Rone - Kuna USPS Addressing; Bob Bachman; Boise Project Board of Control (TRitthaler@boiseproject.org); Cable One t.v.; Central District Health Dept. CDHD; COMPASS; DEQ (Alicia.martin@deq.idaho.gov); Eric Adolfson; Idaho Power; Idaho Power; Idaho Power Easements 1; 'Idaho Power Easments 2'; Intermountain Gas; J&M Sanitation - Chad Gordon; jmcDaniel@adaweb.net; Julie Stanely - Regional Address Mgmt.; Ken Couch: Idaho Transportation Department; Kuna Postmaster - Marc C. Boyer; Kuna School District; Kuna School District; Kuna School District; Megan Leatherman; Nampa Meridian Irrigation District; New York Irrigation; Paul Stevens; Perry Palmer; Planning Mgr: Ada County Development Services; Terry Gammel  
**Subject:** Kuna Planning and Zoning Request for Comment - Case Nos. 18-04-AN (Annexation) & 18-03-S (Preliminary Plat)  
**Attachments:** Agency Notification Packet.pdf

August 17, 2018

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

|                                     |   |
|-------------------------------------|---|
| <b>File Number &amp; Case Name:</b> | 18-04-AN (Annexation) & 18-03-S (Preliminary Plat) Lugarno Terra.   |
| <b>Project Description</b>          | Billy Edwards, with Select Development and Contracting, requests approval to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000). |
| <b>Site Location</b>                | 1919 East Deer Flat Road and East Deer Flat Road, Kuna, ID 83634 (North Meridian Road and East Deer Flat Road).   |
| <b>Representative</b>               | <b>Select Development &amp; Contracting, LLC.</b><br>Billy Edwards<br>P.O. Box 1030<br>Meridian, ID 83680<br>208-288-0700<br><a href="mailto:wedwards@selectdev.com">wedwards@selectdev.com</a>   |
| <b>Public Hearing Date</b>          | Tuesday, <b>October 9, 2018</b><br>6:00 pm<br>Kuna City Hall is located at 751 W. 4 <sup>th</sup> Street, Kuna, ID 83634  |



**Staff Contact**

Jace Hellman, Planner II  
[jhellman@kunaaid.gov](mailto:jhellman@kunaaid.gov)  
Phone: 208.922.5274  
Fax: 208.922.5989

Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. **If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you.** If your agency needs additional time for review, please let our office know as soon as possible. *No response within 15 business days will indicate you have no objection or comments for this project.*

Thank you,

Jace Hellman  
Planner II  
751 W 4<sup>th</sup> St  
Kuna, ID 83634  
[jhellman@kunaaid.gov](mailto:jhellman@kunaaid.gov)





City of Kuna  
Planning & Zoning Department

**City of Kuna**  
P.O. Box 13  
Kuna, Idaho 83634  
Phone: (208) 922-5274  
Fax: (208) 922-5989  
[www.kunacity.id.gov](http://www.kunacity.id.gov)

## Agency Transmittal

August 17, 2018

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

|                                     |   |
|-------------------------------------|---|
| <b>File Number &amp; Case Name:</b> | 18-04-AN (Annexation) & 18-03-S (Preliminary Plat) Lugarno Terra.   |
| <b>Project Description</b>          | Billy Edwards, with Select Development and Contracting, requests approval to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000). |
| <b>Site Location</b>                | 1919 East Deer Flat Road and East Deer Flat Road, Kuna, ID 83634 (North Meridian Road and East Deer Flat Road).   |
| <b>Representative</b>               | <b>Select Development &amp; Contracting, LLC.</b><br>Billy Edwards<br>P.O. Box 1030<br>Meridian, ID 83680<br>208-288-0700<br><a href="mailto:wedwards@selectdev.com">wedwards@selectdev.com</a>   |
| <b>Public Hearing Date</b>          | Tuesday, <b>October 9, 2018</b><br>6:00 pm<br>Kuna City Hall is located at 751 W. 4 <sup>th</sup> Street, Kuna, ID 83634  |
| <b>Staff Contact</b>                | Jace Hellman, Planner II<br><a href="mailto:jhellman@kunaid.gov">jhellman@kunaid.gov</a><br>Phone: 208.922.5274<br>Fax: 208.922.5989  |

- Page 2

Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. **If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you.** If your agency needs additional time for review, please let our office know as soon as possible. *No response within 15 business days will indicate you have no objection or comments for this project.*

**Jace Hellman**

---

**From:** Brenda Saxton <bsaxton@kunaschools.org>  
**Sent:** Saturday, August 18, 2018 10:57 AM  
**To:** Jace Hellman  
**Subject:** Re: Kuna Planning and Zoning Request for Comment - Case Nos. 18-04-AN (Annexation) & 18-03-S (Preliminary Plat)

Hello Jace,

Request in plans for a place for students to wait, such as a sidewalk for the bus back from Deer Flat Rd otherwise no concerns.

Thank you,  
Brenda

On Fri, Aug 17, 2018 at 2:19 PM, Jace Hellman <jhellman@kunaid.gov> wrote:

August 17, 2018

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

|                                     |   |
|-------------------------------------|---|
| <b>File Number &amp; Case Name:</b> | 18-04-AN (Annexation) & 18-03-S (Preliminary Plat) Lugarno Terra.   |
| <b>Project Description</b>          | Billy Edwards, with Select Development and Contracting, requests approval to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000). |
| <b>Site Location</b>                | 1919 East Deer Flat Road and East Deer Flat Road, Kuna, ID 83634 (North Meridian Road and East Deer Flat Road).   |



|  |   |
|--|---|
| <b>Representative</b>  | <b>Select Development &amp; Contracting, LLC.</b><br><br>Billy Edwards<br><br>P.O. Box 1030<br><br>Meridian, ID 83680<br><br>208-288-0700<br><br><a href="mailto:wedwards@selectdev.com">wedwards@selectdev.com</a> |
| <b>Public Hearing Date</b>   | Tuesday, <b>October 9, 2018</b><br><br>6:00 pm<br><br>Kuna City Hall is located at 751 W. 4 <sup>th</sup> Street, Kuna, ID 83634  |
| <b>Staff Contact</b>   | Jace Hellman, Planner II<br><br><a href="mailto:jhellman@kunaid.gov">jhellman@kunaid.gov</a><br><br>Phone: 208.922.5274<br><br>Fax: 208.922.5989  |
| <p>Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. <b>If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you.</b> If your agency needs additional time for review, please let our office know as soon as possible. <i>No response within 15 business days will indicate you have no objection or comments for this project.</i></p> |   |

Thank you,

Jace Hellman

Planner II

751 W 4<sup>th</sup> St

Kuna, ID 83634

[jhellman@kunaid.gov](mailto:jhellman@kunaid.gov)



**CITY OF KUNA**  
**P.O. BOX 13**  
**KUNA, ID 83634**  
[www.kunacity.id.gov](http://www.kunacity.id.gov)

Paul A. Stevens, P.E.  
Kuna City Engineer  
208-287-1727

## MEMORANDUM

**Date:** 24 August 2018  
**From:** Paul A. Stevens, P.E.  
**To:** Wendy Howell, Planning and Zoning Director  
**RE:** Lugarno Terra Subdivision

The City Engineer has reviewed the Lugarno Terra Subdivision Preliminary Plat request dated 8 August 2018. It is noted that while the application outlines the applicant's general development intent, specific development plans are not provided except those implied as allowed or permitted in a "R-4 and R-6" zone. These comments apply to the Preliminary Plat and do not apply to the design review. The design review request rests with the Planning and Zoning Department. Review of civil design drawings is accomplished separately.

Recommendation: proceed with this Preliminary Plat consistent with the enclosed comments but to keep in mind that these comments may be expanded or refined in connection with the future land-use actions. The following comments apply:

### 1. Sanitary Sewer & Potable Water

- a) The applicant's property is presently in an undeveloped state, is not connected to City services and would be subject to connection fees for the ultimate connected sewer load and water demand as provided in the City's Standard Tables. City Code (6-4-2) requires connection to the City sewer system for all sanitary sewer needs. City Code (6-4-2X) requires connection to City water services.
- b) City code 5-16-3: B.2 states that applicant shall extend public sewer and water to each parcel when water and sewer are available within three hundred (300) feet of the parcels.
- c) In this case, the water and sewer utilities are available in E. Deer Flat Road
- d) Recommendation: connect the water and sewer to infrastructure in E. Deer Flat Road.

## 2. Pressure Irrigation

- a) The applicant's property is not connected to the City pressure irrigation system. Relying on drinking water for irrigation purposes is contrary to City Code (6-4-2). Pressurized irrigation extends to E. Deer Flat Road and has been configured to allow connection and extension.
- b) The development is subject to connection fees based on the number of dwellings and lot size for the residential area and based on ultimate landscaped area and lot size for the common lot, as provided in City Resolutions.
- c) It is recommended that annexation into the municipal irrigation district and pooling of water rights is a requirement at the time of final platting.
- d) For any connected load, it is recommended that this application be conditioned to conform to the Pressure Irrigation Master Plan.

## 3. Grading and Storm Drainage

The following provisions apply to Lugarno Terra Subdivision:

- a) Provide a grading and drainage plan which supports and maintains all upstream drainage rights and all downstream irrigation delivery rights as they presently exist for this property.
- b) Runoff from public right-of-way is regulated by ACHD. On site storm water retention shall be reviewed in conjunction with the Civil Engineering review by ACHD.
- c) 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.
- d) If impervious area is increased, provide a storm water disposal plan acceptable to the City Engineer which accounts for the increased storm water drainage. Provide detailed drawings of drainage facilities for review.

## 4. General

- a) With the development of this property and its connection to water, sewer, and pressurized irrigation services, this property will be placing demand not only on constructed facilities but on water & irrigation rights provided by others. It is the reasonable expectation, in return, that this property transfer to the City at time of connection (development) any conveyable water rights by deed and "Change of Ownership" form from IDWR, that are presently associated with the property. 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.
- b) A plan approval letter will be required if this project affects any local irrigation districts. Specifically, the relocation of gravity irrigation to the midpoint of the subdivision.
- c) Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties.
- d) State the vertical datum used for elevations on all drawings.
- e) Provide engineering certification on all final engineering drawings.

## **5. Inspection Fees**

An inspection fee will be required for City inspection of the construction of any water, sewer and irrigation facilities 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 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 approval of final construction plans.

## **6. Right-of-Way**

The subject property fronts on its south side by a section line principal arterial street (E. Deer Flat - ACHD). The following conditions are related to E. Deer Flat Road.

- a) Sufficient half right-of-way on the quarter line and section line for existing and future classified streets should be provided pursuant to City & ACHD standards.
- b) Approaches onto classified streets must comply with ACHD approach policies.
- c) It is recommended that sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, are provided in connection with property development.

## **7. 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.

## **8. Property Description**

- a) The applicant provided a preliminary and supporting documents as part of the application.



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 8028 • Boise, ID 83707-2028  
(208) 334-8300 • itd.idaho.gov

August 28, 2018

Troy Behunin  
City of Kuna, Planning and Zoning Department  
P.O. Box 13  
Kuna, ID 83634

**VIA EMAIL**

|                                |   |
|--------------------------------|---|
| <b>Development Application</b> | <b>18-04-AN, 18-03-S</b>  |
| <b>Project Name</b>            | <b>LUGARNO TERRA SUBDIVISION</b>  |
| <b>Project Location</b>        | North of East Deer Flat Road, 0.40 miles east of SH-69 milepost 3.21  |
| <b>Project Description</b>     | Annex a 40 acre parcel into Kuna City limits with R-4 zoning and subdivide the 40 acres into 134 total lots and approve preliminary plat consisting of 114 single family lots and 20 common lots. |
| <b>Applicant</b>               | Billy Edwards with Select Development and Contracting   |

The Idaho Transportation Department (ITD) reviewed the referenced annexation and preliminary plat applications and has the following comments:

1. This project does not abut the State highway system.
2. ITD requests a right turn warrant for the intersection of East Deer Flat Road/ SH-69 to determine if a right turn lane is required. If warranted, the right turn lane is required to be constructed prior to the start of any other construction.
3. The City is reminded that the SH-69 corridor is already congested. This project will increase the number of vehicle trips in the corridor. As the City continues to add additional trips to the corridor through development, the congestion will worsen until the roadway system is ultimately overloaded and fails. ITD has no current funding assigned to mitigate traffic congestion in the SH-69 corridor in this area.
4. IDAPA 39.03.60 rules govern advertising along the State highway system. The applicant may contact Justin Pond, Right-of-Way Section Program Manager, at (208) 334-8832 for more information.

Exhibit  
C4



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 8028 • Boise, ID 83707-2028  
(208) 334-8300 • [itd.idaho.gov](http://itd.idaho.gov)

5. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State highway.
6. ITD objects to the proposed application due to traffic concerns noted above. ITD respectfully requests that all building permits be withheld until such time that all traffic concerns are resolved. ITD will withdraw any objection to the proposed application once all traffic concerns are resolved.

If you have any questions, you may contact Tom Haynes at (208) 334-8944 or me at (208) 332-7190.

Sincerely,

Ken Couch  
Development Services Coordinator  
[Ken.Couch@itd.idaho.gov](mailto:Ken.Couch@itd.idaho.gov)

---



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 8028 • Boise, ID 83707-2028  
(208) 334-8300 • itd.idaho.gov

October 2, 2018

Troy Behunin  
City of Kuna, Planning and Zoning Department  
P.O. Box 13  
Kuna, ID 83634

**VIA EMAIL**

|                                |   |
|--------------------------------|---|
| <b>Development Application</b> | <b>18-04-AN, 18-03-S</b>  |
| <b>Project Name</b>            | <b>LUGARNO TERRA SUBDIVISION</b>  |
| <b>Project Location</b>        | North of East Deer Flat Road, 0.40 miles east of SH-69 milepost 3.21  |
| <b>Project Description</b>     | Annex a 40 acre parcel into Kuna City limits with R-4 zoning and subdivide the 40 acres into 134 total lots and approve preliminary plat consisting of 114 single family lots and 20 common lots. |
| <b>Applicant</b>               | Billy Edwards with Select Development and Contracting   |

The Idaho Transportation Department (ITD) reviewed the referenced annexation and preliminary plat applications and has the following comments:

1. ITD received a right turn warrant for the intersection of East Deer Flat Road/ SH-69. The right turn lane is not required.
2. The City is reminded that the SH-69 corridor is already congested. This project will increase the number of vehicle trips in the corridor. As the City continues to add additional trips to the corridor through development, the congestion will worsen until the roadway system is ultimately overloaded and fails. ITD has no current funding assigned to mitigate traffic congestion in the SH-69 corridor in this area.
3. ITD withdraws the objection to the proposed application. The traffic concerns are resolved.

If you have any questions, you may contact Tom Haynes at (208) 334-8944 or me at (208) 332-7190.

Sincerely,

Exhibit  
C4



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 8028 • Boise, ID 83707-2028  
(208) 334-8300 • [itd.idaho.gov](http://itd.idaho.gov)

A handwritten signature in blue ink that reads "Ken Couch".

Ken Couch  
Development Services Coordinator  
[Ken.Couch@itd.idaho.gov](mailto:Ken.Couch@itd.idaho.gov)





STATE OF IDAHO  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
BOISE REGIONAL OFFICE  
1445 North Orchard Street • Boise, ID 83706-2239 • (208) 373-0550

## *DEQ Response to Request for Environmental Comment*

Date: August 29, 2018  
Agency Requesting Comments: City of Kuna  
Date Request Received: August 17, 2018  
Applicant/Description: 18-04-AN (Annexation) & 18-03-S (Preliminary Plat)  
Lugarno Terra

*Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at <http://www.deq.idaho.gov/ieq/>.*

*The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:*

### **1. Air Quality**

- *Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).*

*The property owner, developer, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.*

*Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.*

*For questions, contact David Luft, Air Quality Manager, at 373-0550.*

### **2. Wastewater and Recycled Water**

- *DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.*
- *IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.*

*All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects*

Exhibit

C5

*require separate permits as well.*

- *DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.*
- *DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

*For questions, contact Todd Crutcher, Engineering Manager, at 373-0550.*

### **3. Drinking Water**

- *DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.*
- *IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.*

*All projects for construction or modification of public drinking water systems require preconstruction approval.*

- *DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at <http://www.deq.idaho.gov/water-quality/drinking-water.aspx>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.*
- *If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.*
- *DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.*
- *DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

*For questions, contact Todd Crutcher, Engineering Manager at 373-0550.*

### **4. Surface Water**

- *A DEQ short-term activity exemption (STAE) from this office is required if the project will involve de-watering of ground water during excavation and discharge back into surface water, including a description of the water treatment from this process to prevent excessive sediment and turbidity from entering surface water.*
- *Please contact DEQ to determine whether this project will require a National Pollution Discharge Elimination System (NPDES) Permit. If this project disturbs more than one*

acre, a stormwater permit from EPA may be required.

- *If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.*
- *The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call 208-334-2190 for more information. Information is also available on the IDWR website at: <http://www.idwr.idaho.gov/WaterManagement/StreamsDams/Streams/AlterationPermit/AlterationPermit.htm>*
- *The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.*

*For questions, contact Lance Holloway, Surface Water Manager, at 373-0550.*

#### **5. Hazardous Waste And Ground Water Contamination**

- **Hazardous Waste.** *The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.*
- *No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards, Rules and Regulations for Hazardous Waste, and Rules and Regulations for the Prevention of Air Pollution.*
- **Water Quality Standards.** *Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852).*

*Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.*

- **Ground Water Contamination.** *DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in*

*accordance with a permit, consent order or applicable best management practice, best available method or best practical method."*

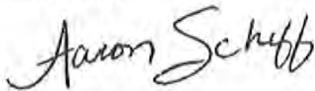
*For questions, contact Albert Crawshaw, Waste & Remediation Manager, at 373-0550.*

**6. Additional Notes**

- *If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at 373-0550, or visit the DEQ website (<http://www.deq.idaho.gov/waste-mgmt-remediation/storage-tanks.aspx>) for assistance.*
- *If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.*

*We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any our technical staff at 208-373-0550.*

Sincerely,



Aaron Scheff  
[aaron.scheff@deq.idaho.gov](mailto:aaron.scheff@deq.idaho.gov)  
Regional Administrator  
Boise Regional Office  
Idaho Department of Environmental Quality

ec: TRIM 2018AEK119



**CENTRAL DISTRICT HEALTH DEPARTMENT**  
**Environmental Health Division**

Return to:

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

Rezone # \_\_\_\_\_

Conditional Use # \_\_\_\_\_

Preliminary / Final / Short Plat 18-03-S

*Lugarno Terra*

RECEIVED

AUG 31 2018

CITY OF KUNA

- 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
  - bedrock from original grade
  - waste flow characteristics
  - 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
  - interim sewage
  - individual sewage
  - community sewage system
  - central water
  - individual water
  - community water well
- 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
  - central sewage
  - sewage dry lines
  - community sewage system
  - central water
  - community 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
  - beverage establishment
  - swimming pools or spas
  - grocery store
  - child care center
- 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.

14. \_\_\_\_\_

Reviewed By:

*Lowrey*

Date: 8/27/18



# Communities in Motion 2040 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review 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. This checklist is not intended to be prescriptive, but rather a guidance document based on [CIM 2040 goals](#).

**Development Name: Lugarno Terra (18-04-AN)**

**Agency: Kuna**

**CIM Vision Category: Future Neighborhood**

**New households: 114**

**New jobs: 0**

**Exceeds CIM forecast: No**

|  |   |  |
|--|---|--|
|    | <p>CIM Corridor: <b>NA</b><br/>                 Pedestrian level of stress: <b>R-Deer Flat Rd</b><br/>                 Bicycle level of stress: <b>R-Deer Flat Rd</b></p>   | <p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with <b>G or PG</b> ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>  |
|    | <p>Housing within 1 mile: <b>386</b><br/>                 Jobs within 1 mile: <b>310</b><br/>                 Jobs/Housing Ratio: <b>0.8</b></p>  | <p>A good jobs/housing balance – a ratio between <b>1 and 1.5</b> – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>                                     |
|   | <p>Nearest police station: <b>2.8 miles</b><br/>                 Nearest fire station: <b>1.9 miles</b></p>   | <p>Developments within <b>1.5 miles</b> of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>  |
|  | <p>Farmland consumed: <b>Yes</b><br/>                 Farmland within 1 mile: <b>1,491</b></p>  | <p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>                                |
|  | <p>Nearest bus stop: <b>&gt;4 miles</b><br/>                 Nearest public school: <b>1 miles</b><br/>                 Nearest public park: <b>1.3 mi</b><br/>                 Nearest grocery store: <b>0.6 miles</b></p> | <p>Residents who live or work less than <b>1/2 mile</b> from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p> |

## Recommendations

This location is still in a largely farmland area. Nearby services, such as schools, parks, emergency services, grocery, and other stores are likely accessed only by vehicle and the site is not currently served by public transportation. ValleyConnect 2.0 has planned a bus route from downtown Kuna to the Boise Research Center with 20-minute frequencies in the peak hours. The nearest stop would be about ¾ mile from the site near Deer Flat Road & Kay Street when that route is operational.

Although the site is more than one mile from public parks, the development has provided open space and recreational amenities. The proposal provides existing stub roads to promote automobile and non-motorized connectivity.

More information about COMPASS and *Communities in Motion 2040*:

Web: [www.compassidaho.org](http://www.compassidaho.org)

Email [info@compassidaho.org](mailto:info@compassidaho.org)

More information about the development review process:

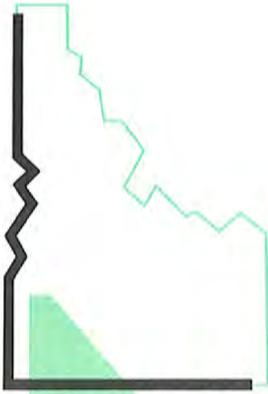
<http://www.compassidaho.org/dashboard/devreview.htm>



**COMPASS**  
 COMMUNITY PLANNING ASSOCIATION  
 of Southwest Idaho

Exhibit

C7



ORGANIZED 1904

# Nampa & Meridian Irrigation District

1503 FIRST STREET SOUTH  
FAX #208-463-0092

NAMPA, IDAHO 83651-4395  
nmid.org

OFFICE: Nampa 208-466-7861  
SHOP: Nampa 208-466-0663

August 31, 2018

**RECEIVED**

**SEP 10 2018**

**CITY OF KUNA**

Jace Hellman, Planner II  
City of Kuna  
751 W. 4<sup>th</sup> St.  
Kuna, ID 83634

**RE: 18-04-AN & 18-03-S/ Lugarno Terra; 1919 E. Deer Flat Road**

Dear Jace:

Nampa & Meridian Irrigation District (NMID) has no comment on the above referenced application as it lies outside of our district boundaries. Therefore, no NMID facilities will be affected.

All private laterals and waste ways must be protected. All municipal surface drainage must be retained on-site. If any surface drainage leaves the site NMID must review drainage plans. Developers must comply with Idaho Code 31-3805.

Sincerely,

David T. Duvall  
Crew Foreman  
Nampa & Meridian Irrigation District  
DTD/gnf

Cc: Office/ File



APPROXIMATE IRRIGABLE ACRES  
RIVER FLOW RIGHTS - 23,000  
BOISE PROJECT RIGHTS - 40,000

Exhibit  
C8



Sara M. Baker, President  
Rebecca W. Arnold, Vice President  
Jim D. Hansen, Commissioner  
Kent Goldthorpe, Commissioner  
Paul Woods, Commissioner

September 26, 2018

To: Select Development & Contracting  
Randy Fullmer  
660 E Franklin Road, Ste. 270  
Meridian, ID 83642

Subject: **Lugarno Terra/ KPP18-0009/ 18-04-AZ/ 18-03-S/ 18-22-DR**  
1919 E Deer Flat Road

On September 26, 2018 the Ada County Highway District Commission acted on your application for the above referenced project. The attached report includes site specific conditions of approval.

If you have any questions, please feel free to contact me at (208) 387-6171.

Sincerely,

Stacey Yarrington  
Planner III  
Development Services  
Ada County Highway District

CC: Project File  
City of Kuna (via email)  
Jonathan R Seel (via email)  
Rock Solid Civil (via email)





**Project/File:** Lugarno Terra/ KPP18-0009/ 18-04-AZ/ 18-03-S/ 18-22-DR  
*This is an annexation from RR to R-6 and R-4, a preliminary plat consisting of 114 single family lots, located on 41.73-acres.*

**Lead Agency:** City of Kuna

**Site address:** 1919 E Deer Flat Road

**Staff Approval:** September 26, 2018

**Applicant:** Select Development & Contracting  
 Randy Fullmer  
 660 E Franklin Road, Ste. 270  
 Meridian, ID 83642

**Representative:** Select Development & Contracting  
 Billy Edwards  
 660 E Franklin Road, Ste. 270  
 Meridian, ID 83642

**Staff Contact:** Stacey Yarrington, Planner III  
 Phone: 387-6171  
 E-mail: [syarrington@achdidaho.org](mailto:syarrington@achdidaho.org)



### A. Findings of Fact

- Description of Application:** The applicant is requesting approval of an annexation with zoning from RR (Rural Residential) to R-6 and R-4 (Medium density Residential) and a preliminary plat consisting of 114 single family lots located on 41.73-acres. The site consists of 2 separate parcels along Deer Flat Road a 1.73-acre parcel on the south side of Deer Flat Road and a 40-acre parcel on the north side of Deer Flat Road.

The City of Kuna's Future Land Use Map designates the smaller parcel as Medium density Residential and the larger parcel as Professional Office.

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

| Direction | Land Use   | Zoning   |
|-----------|--|----------|
| North     | Rural Urban Transition, Rural Residential (Ada County)                 | RUT, RR  |
| South     | Medium density Residential (Kuna), Rural Residential (Ada County)      | R-6, RR  |
| East      | Rural Residential (Ada County)   | RR       |
| West      | Medium density Residential (Kuna), Rural Urban Transition (Ada County) | R-6, RUT |

- 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:

- Ashton Estates, a mixed-use development, located west of the site was approved by ACHD in July 2017.
- Profile Ridge, a mixed-use development, located directly west of the site is in various phases of development and was approved by ACHD on November 7, 2007.
- Winfield Springs Subdivision, located on the NWC of Deer Flat & SH-69, consisting of 348 single residential lots, is currently under review by ACHD.
- KJ's Superstore, a convenient store/ gas station and carwash, located directly west of the site was approved by ACHD on June 21, 2017.

**5. Transit:** Transit services are not available to serve this site.

**6. Pathway Crossings:** United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs, and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

**7. New Center Lane Miles:** The proposed development includes 1.04 centerline miles of new public road.

**8. 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. The impact fee assessment will not be released until the civil plans are approved by ACHD.

**9. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**

There are no roadways, bridges or intersections in the general vicinity of the project that are in the Integrated Five Year Work Plan (IFYWP).

- The intersection of Linder Road and Deer Flat Road is scheduled in the IFYWP to be widened to 5-lanes on the north leg, 4-lanes on the south, 5-lanes east, and 5-lanes on the west leg, and reconstructed/signalized in 2020.
- Deer Flat Road is listed in the CIP to be widened to 5-lanes from Linder Road to SH-69/ Meridian Road between 2026 and 2030.
- The intersection of Deer Flat Road and SH-69/ Meridian Road is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 6-lanes east, and 6-lanes on the west leg, and signalized between 2031 and 2035.

## **B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 1,067 additional vehicle trips per day (9 existing); 113 additional vehicle trips per hour in the PM peak hour (1 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 10<sup>th</sup> edition. The trip generation trips in the traffic impact study were based on the project having 122 single family dwelling units.
2. **Traffic Impact Study**  
Thompson Engineers, Inc., prepared a traffic impact study for the proposed Lugarno Terra Subdivision. Below is an executive summary of the findings **as presented by Thompson Engineers, Inc.** The following executive summary is **not the opinion of ACHD staff**. 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.

### **Executive Summary**

#### Proposed Development

1. Lugarno Terra Subdivision is a proposed residential development containing 122 single family dwelling units with an expected 2025 build-out year.
2. Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition), the development is estimated to generate approximately 1,152 trips per day, 91 trips during the AM peak hour and 121 trips during the PM peak hour.
  - The development is not expected to retain internal capture trips within the site or generate pass-by trips.
  - All trips generated by the development are assumed to be made by personal or commercial vehicles for the traffic analysis.
  - The estimated site traffic distribution patterns are:
    - 55% north of the site
    - 20% south of the site
    - 10% west of the site
    - 15% east of the site
3. The proposed driveway locations on Deer Flat Road meet ACHD's access spacing:
  - None of the proposed driveway intersections are expected to warrant turn lanes.
  - Intersection sight distances at both driveway intersections are estimated to exceed ACHD minimum requirement of 555 feet for a 50 mph posted speed. Building setback and landscaping should be located and designed to ensure adequate intersection sight distance.
4. All proposed internal roadways are projected to carry less than 1,000 vehicles per day (vpd), except for the East access approach with an estimated ADT of 1,076 vpd.

#### Improvements Needed to Mitigate 2018 Existing Traffic

5. All study area intersections meet ACHD's minimum operational thresholds with 2018 existing traffic conditions analyzed with the existing intersection control and lane configurations. No improvements are needed to mitigate 2018 existing traffic.

#### Improvements Needed to Mitigate 2025 (Build-Out Year) Background Traffic

6. The Winfield Springs Subdivision, a proposed off-site development located in the northwest quadrant of the Meridian Road and Deer Flat intersection, is required to construct a southbound

right-turn lane and signal modification at the Meridian Road and Deer Flat Road intersection. According to the Engineer for the project, these improvements are currently under design and awaiting ITD's review and approval. Therefore, these improvements are expected to be constructed by 2025 and were included in the 2025 background traffic analysis.

7. All study area intersections are projected to meet ACHD's minimum operational thresholds with 2025 background traffic conditions analyzed with the existing intersection control and lane configurations or with the required improvements at the Meridian Road and Deer Flat Road intersection needed to mitigate the Winfield Springs Subdivision impacts. As a result, no additional improvements are needed to mitigate 2025 background traffic.

Improvements Needed to Mitigate 2025 (Build-Out Year) Total Traffic

8. All study area intersections are projected to meet ACHD's minimum operational thresholds with 2025 total traffic conditions analyzed with the existing intersection control and lane configurations or with the required improvements at the Meridian Road and Deer Flat Road intersection needed to mitigate the Winfield Springs Subdivision impacts. As a result, no additional improvements are needed to mitigate 2025 total traffic.

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

**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 | Existing Plus Project |
|-----------------------------------|------------|---------------------------|----------------------------|-------------------------------|-----------------------|
| **State Highway 69/ Meridian Road | 0-feet     | Principal Arterial        | 1,032                      | N/A                           | N/A                   |
| Deer Flat Road                    | 1,650-feet | Minor Arterial            | 140                        | Better than "E"               | Better than "E"       |
| Locust Grove Road                 | 0-feet     | Minor Arterial            | 59                         | Better than "E"               | Better than "E"       |

\* 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 south of Hubbard Road was 18,402 on 10/26/2017.
- The average daily traffic count for Deer Flat Road west of Locust Grove Road was 1,750 on 01/24/20158 (24 hr. count).
- The average daily traffic count for Locust Grove Road north of Deer Flat Road was 542 on 01/24/2018 (24 hr. count).

**C. Findings for Consideration**

**1. Deer Flat Road**

- a. **Existing Conditions:** Deer Flat Road is improved with 2-travel lanes, 24-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is between 50 to 80-feet of right-of-way for Deer Flat Road (25 to 35-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

**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 Deer Flat Road is designated in the MSM as a Transitional/ Commercial Arterial with 5-lanes and on-street bike lanes, a 69-foot street section within 87-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to construct Deer Flat Road as ½ of a 36-foot wide street section with vertical curb, gutter, pavement widening, a 26-foot wide parkway strip, and 8-foot wide detached concrete sidewalk within 48-feet of right-of-way. Right-of-way is shown to middle of sidewalk with an easement for the remaining sidewalk.
- d. **Staff Comments/Recommendations:** The applicant's proposal does not meet District policy because the applicant is proposing ½ of a 36-foot street section and Deer Flat Road is designated to be a 5-lane arterial. ACHD and the City of Kuna have an agreement in place

regarding arterial street sections within the City of Kuna's Impact Area since the City desires to have curb and gutter constructed prior to ACHD widening the roadway. On arterial streets that are planned as a future 5-lane street, but are not currently within ACHD's CIP, the arterial street is to be constructed as a 3-lane arterial roadway in the interim (attachment 3). Since this segment of Deer Flat Road is not in the CIP, improvements should be constructed along Deer Flat Road (north parcel only). Right-of-way will be compensated as ACHD is preserving for 5-lanes.

Therefore, if the City of Kuna requires the applicant to construct curb and gutter on Deer Flat Road, then the improvement should be constructed as ½ of a 49-foot street section with vertical curb, gutter, a 19-foot wide buffer, and detached 8-foot wide concrete sidewalk within 53.5 feet of right-of-way, or a minimum 37.5-feet of right-of-way with a permanent right of way easement to 2-feet behind back of sidewalk.

If the City does not require curb and gutter, then District policy requires improving Deer Flat Road abutting the site with 17-feet of pavement widening from centerline with 3-foot wide gravel shoulders, borrow ditch, and a detached minimum 5-foot wide concrete sidewalk within 48-feet of right-of-way.

A permanent easement to 2-feet behind back of sidewalk should be provided for any public sidewalk located outside of the dedicated right-of-way. Sidewalk is to be wholly within the dedicated right-of-way or within an easement.

Improvements are not required on the smaller southern parcel as there is no change in use proposed for that portion of the development.

## 2. **Stroebe Road (New North-South Collector)**

a. **Existing Conditions:** There are no existing roadways internal to the site.

b. **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 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.

**Half Street Policy:** District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including vertical curb, gutter and concrete sidewalk (minimum 7-feet attached, or 5-foot detached), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should align with Stroebel Road on the south side of Kuna Road and continue through the property stubbing to the north. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 36-foot street section within 50-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to construct Stroebel Road as ½ of a 36-foot street section with vertical curb, gutter, detached 8-foot wide concrete sidewalk abutting the site; and 12-feet of additional pavement and 3-foot wide gravel shoulder with 5-foot wide borrow ditch within 40-feet of right-of-way along the east property line. The 8-foot wide detached sidewalk is proposed to be placed in a permanent right-of-way easement.
- d. **Staff Comments/Recommendations:** There is a new mid-mile collector designated on the MSM along the east property line of this site, that will extend between Deer Flat Road and Hubbard Road. The applicant's proposal meets District policy and should be approved, as proposed.

The permanent right-of-way easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk.

### 3. Internal Local Streets

- a. **Existing Conditions:** There are no existing roadways internal to the site.
- b. **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 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

**Standard Urban Local Street—33-foot Street Section and Right-of-way Policy:** District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to 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 wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to 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 wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

**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.

**Landscape Medians Policy:** District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
  - The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
  - At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
  - The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
  - The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
  - Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.
- c. **Applicant's Proposal:** The applicant is proposing to construct the internal streets as 36-foot street sections with curb, gutter, and attached 5-foot wide sidewalk within 50-feet of right-of-way.

The applicant is proposing to construct the entrance of Lugarno Avenue with two 21-foot wide travel lanes, an 8-foot wide by 100-foot long landscape median, 8-foot wide parkway strip, and detached 5-foot wide concrete sidewalk within 80-feet of right-of-way.

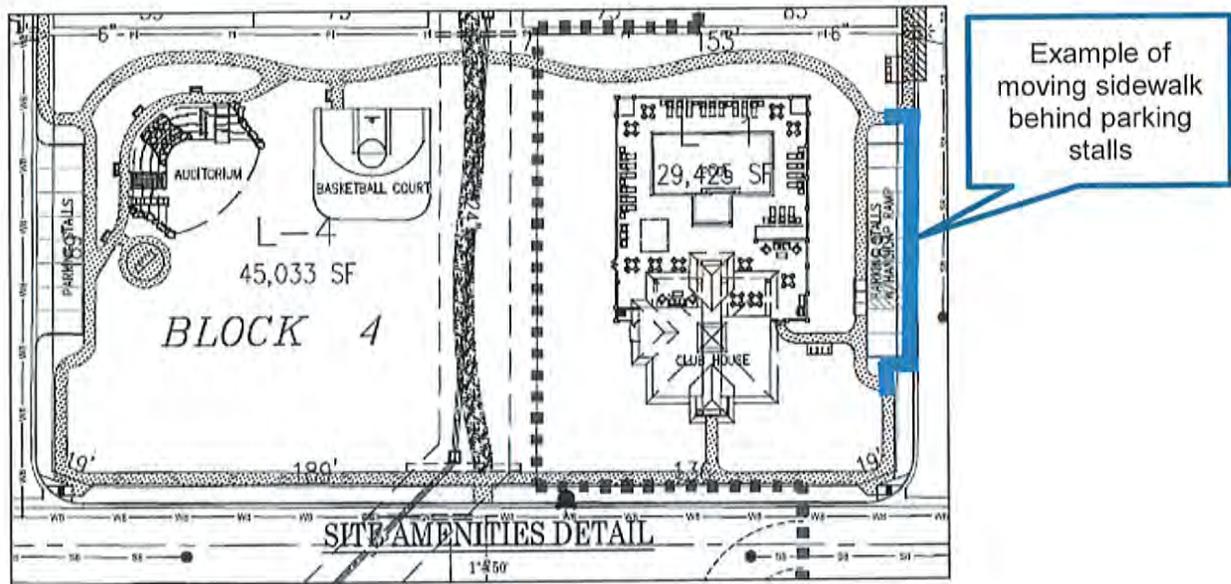
The applicant is proposing to construct parking stalls that back onto the local street from the open space/park area as shown below.

- d. **Staff Comments/Recommendations:** The applicant's proposal to construct the internal streets as 36-foot street sections with curb, gutter, and attached 5-foot wide sidewalk within 50-feet of right-of-way; and to construct the entrance of Lugarno Avenue with two 21-foot wide travel lanes, an 8-foot wide by 100-foot long landscape median, 8-foot wide parkway strip, and detached 5-foot wide concrete sidewalk within 80-feet of right-of-way, meets District policy and should be approved as proposed.

The applicant should provide the District with a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk located outside of the dedicated right-of-way.

The applicant should plat the landscape median on Lugarno Avenue as right-of-way owned by ACHD; and the Developer or Homeowners Association should apply for a license agreement if landscaping is to be placed within the median.

The applicant's proposal to construct parking stalls that back onto the local street does not meet District policy because the stalls are shown to be half-in/half-out of the dedicated right-of-way. Therefore, the applicant should be required to construct the parking stalls out of the dedicated right-of-way and construct the 5-foot wide sidewalk around the rear of the parking stalls. Design should be coordinated with District staff.



#### 4. Roadway Offsets

a. **Existing Conditions:** There are no existing streets onto Deer Flat Road from the site.

b. **Policy:**

**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.

**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).

c. **Applicant's Proposal:** The applicant is proposing to construct a new mid-mile collector street, Stroebel Road, along the east property line, located approximately 2,530-feet east of SH-69/Meridian Road (measured centerline to centerline).

The applicant is proposing to construct a new local road, Lugarno Avenue to intersect Deer Flat Road, located approximately 1,150-feet east of Magellan Avenue, and 678-feet west of the proposed Stroebel Road (measured centerline to centerline).

The applicant is proposing to construct a new local road, Bexley Street, to intersect the proposed Stroebel Road, located approximately 680-feet north of Deer Flat Road (measured centerline to centerline).

The applicant is proposing to construct the internal local streets with minimum 125-foot offsets.

d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

## 5. Stub Streets

a. **Existing Conditions:** There are no existing stub streets to the site.

b. **Policy:**

**Stub Street Policy:** District policy 7206.2.4 (collector)/ 7207.2.4 (local) states 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 7206.2.5.4 (collector)/ 7207.2.5.4 (local), 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 policy 7206.2.4 (collector)/ 7207.2.4 (local) requires 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 shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement 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.

c. **Applicant Proposal:** The applicant is proposing to construct four stub streets as follows:

- A collector stub street, Stroebel Road, to the north along the east property line, approximately 660-feet in length.
- A local stub street, Mortdale Avenue, to the north, located between Block 7, Lot 1 and Block 2, Lot 21, 140-feet in length.
- A local stub street, Concord Street, to the west, located between Block 7, Lot 7 and Block 8, Lot 1, 140-feet in length.
- A local stub street, Manly Street, to the west, located between Block 8, Lot 8 and Block 9, Lot 1, 140-feet in length.

d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. The applicant should be required to install signs at the terminus of Mortdale Avenue, Concord Street, and Manly Street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." A sign stating that "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE", should be installed at the terminus of Stroebel Road.

The applicant should be required to construct a temporary cul-de-sac turnaround at the terminus of Stroebel Road, as it extends greater than 150-feet in length. The temporary cul-de-sac turnaround should be paved with a minimum 45-foot turning radius. If the temporary turnaround 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.

## 6. Driveways

### Deer Flat Road

a. **Existing Conditions:** There are two existing residential driveways onto Deer Flat Road from the site.

b. **Policy**

**Access Points Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

**Access Policy:** District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

**Driveway Location Policy:** District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

**Successive Driveways:** District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 50 MPH to align or offset a minimum of 425-feet from any existing or proposed driveway.

**Driveway Width Policy:** District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

**Cross Access Easements/Shared Access Policy:** District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

c. **Applicant's Proposal:** The applicant is not proposing any change in use to the parcel located on the south side of Deer Flat Road; and therefore, is not proposing any change to the existing two driveways onto Deer Flat Road from the site.

d. **Staff Comments/Recommendations:** Staff recommends to the City of Kuna that 1 on the 2 driveways onto Deer Flat Road be required to be closed. The existing driveways do not meet District Successive Driveway policy because they do not meet the minimum offset of 425-feet from another driveway. However, staff recommends a modification of policy to allow one residential driveway, located approximately 240-feet west of an existing driveway to align with the driveway directly to the north, and 175-feet east of the west property line; due to the fact that the site does not have access to a lesser street. This is a 44% modification to the dimensional standard and is approved at the Development Services Manager's discretion.

IF the City of Kuna requires only one driveway to remain, then the applicant should be required to construct the driveway as a 30-foot wide curb return type driveway and pave it its entire width and at least 30-feet into the site beyond the edge of pavement of the roadway.

## **7. 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.

## **8. 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.

## **9. Other Access**

Deer Flat Road is classified as a minor arterial roadway, Stroebel Road 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. Comply with Shared Pathway Crossings requirements.
2. Dedicate 53.5 feet of right-of-way and construct Deer Flat Road as ½ of a 49-foot street section with vertical curb, gutter, a 19-foot wide buffer, and detached 8-foot wide concrete sidewalk, OR dedicate a minimum 37.5-feet of right-of-way with a permanent right of way easement to 2-feet behind back of sidewalk. Improvements should be constructed along Deer Flat Road (north side only) abutting the site. Right-of-way is to be compensated.
3. OR, construct Deer Flat Road with 17-feet of pavement widening from centerline abutting the site with 3-foot wide gravel shoulders, borrow ditch, and a detached minimum 5-foot wide concrete sidewalk within 48-feet of right-of-way. Right-of-way is to be compensated.
4. A permanent easement to 2-feet behind back of sidewalk should be provided for any public sidewalk located outside of the dedicated right-of-way. Sidewalk is to be wholly within the dedicated right-of-way or within an easement.
5. Construct Stroebel Road as ½ of a 36-foot street section with vertical curb, gutter, detached 8-foot wide concrete sidewalk abutting the site; and 12-feet of additional pavement and 3-foot wide gravel shoulder with 5-foot wide borrow ditch within 40-feet of right-of-way along the east property line. The 8-foot wide detached sidewalk is to be placed in a permanent right-of-way easement to 2-feet behind back of sidewalk.
6. Construct the internal streets as 36-foot street sections with curb, gutter, and attached 5-foot wide sidewalk within 50-feet of right-of-way.
7. Construct the entrance of Lugarno Avenue with two 21-foot wide travel lanes, an 8-foot wide by 100-foot long landscape median, 8-foot wide parkway strip, and detached 5-foot wide concrete sidewalk within 80-feet of right-of-way.
8. Provide the District with a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk located outside of the dedicated right-of-way.

9. Provide the District with a permanent right-of-way easement for the landscape island. The applicant should enter into a license agreement with the District for any landscaping in the proposed landscape island.
10. Construct the parking stalls out of the dedicated right-of-way and construct the 5-foot wide sidewalk around the rear of the parking stalls. Design should be coordinated with District staff.
11. Construct a new mid-mile collector street, Stroebel Road, along the east property line, located 2,530-feet east of SH-69/Meridian Road.
12. Construct a new local road, Lugarno Avenue to intersect Deer Flat Road, located 1,150-feet east of Magellan Avenue, and 678-feet west of the proposed Stroebel Road.
13. Construct a new local road, Bexley Street, to intersect the proposed Stroebel Road, located 680-feet north of Deer Flat Road.
14. Construct the internal local streets with minimum 125-foot offsets.
15. Construct a new collector stub street, Stroebel Road, to the north and north of Beckley Street along the east property line, 660-feet in length.
16. Construct a new local stub street, Mortdale Avenue, to the north, located between Block 7, Lot 1 and Block 2, Lot 21, 140-feet in length.
17. Construct a new local stub street, Concord Street, to the west, located between Block 7, Lot 7 and Block 8, Lot 1, 140-feet in length.
18. Construct a new local stub street, Manly Street, to the west, located between Block 8, Lot 8 and Block 9, Lot 1, 140-feet in length.
19. Construct a temporary cul-de-sac turnaround at the north terminus of Stroebel Road. The temporary cul-de-sac turnaround should be paved with a minimum 45-foot turning radius. If the temporary turnaround 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. (If north section beyond Beckley Street is constructed.)
20. Install signs at the terminus of Mortdale Avenue, Concord Street, and Manly Street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
21. Install a sign at the terminus of Stroebel Road stating that "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE".
22. IF the City of Kuna requires only one driveway to remain on the southern portion of the site, then construct the driveway as a 30-foot wide curb return type driveway, located 175-feet east of the west property line; and pave it its entire width and at least 30-feet into the site beyond the edge of pavement of the roadway.
23. Direct lot access is prohibited to Deer Flat Road and Stroebel Road and shall be noted on the final plat.
24. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
25. Payment of impact fees is due prior to issuance of a building permit.
26. 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.
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.

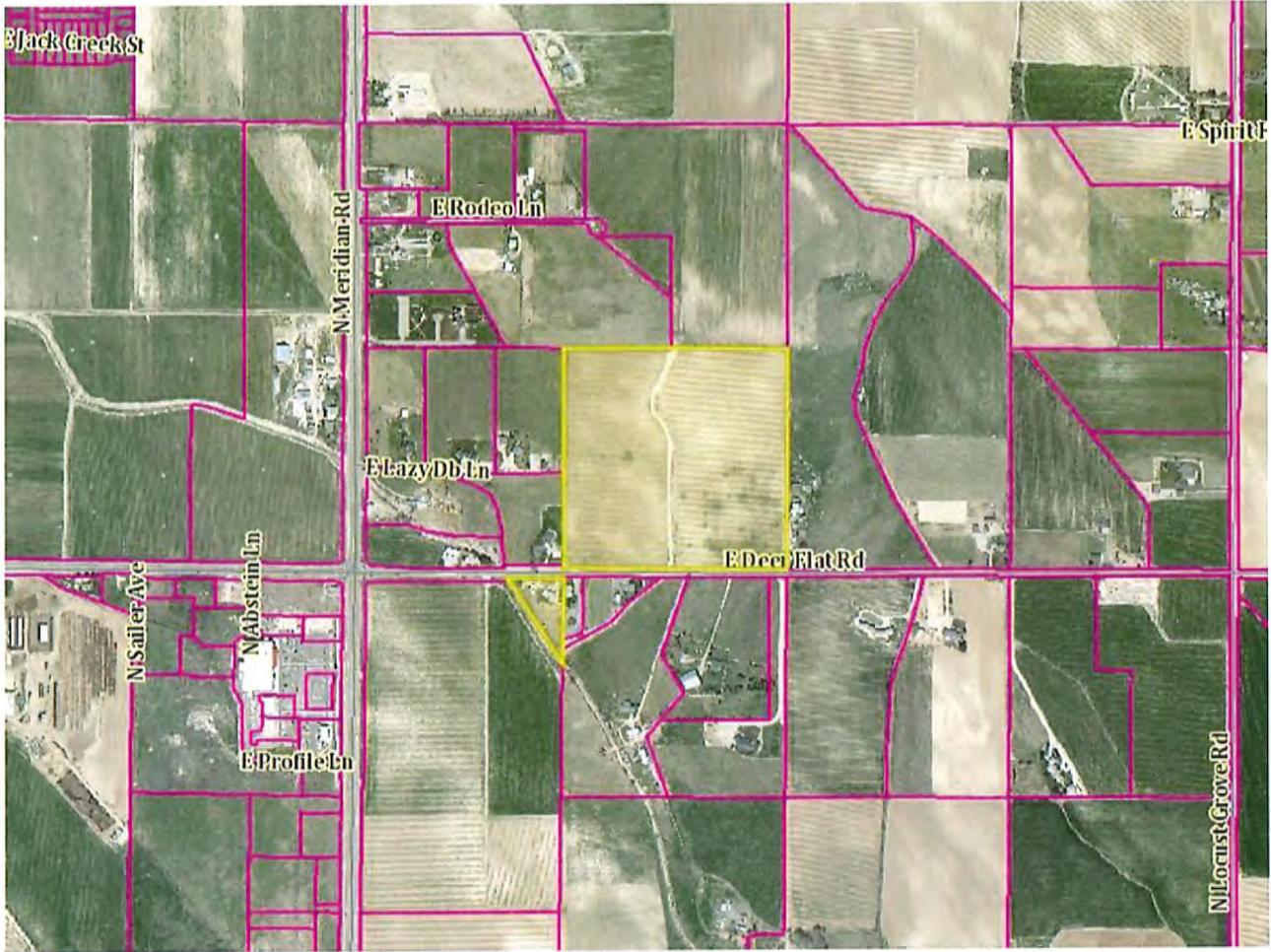
## **F. Conclusions of Law**

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. Kuna Arterial Street Sections
4. Utility Coordinating Council
5. Development Process Checklist
6. Appeal Guidelines

VICINITY MAP

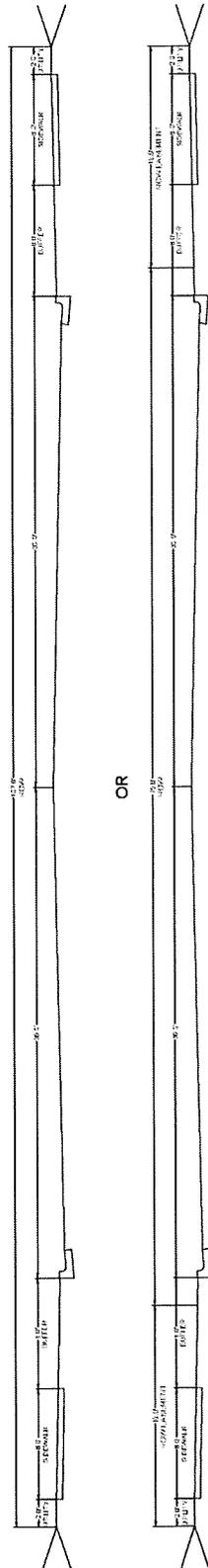




# KUNA ARTERIAL STREET SECTIONS

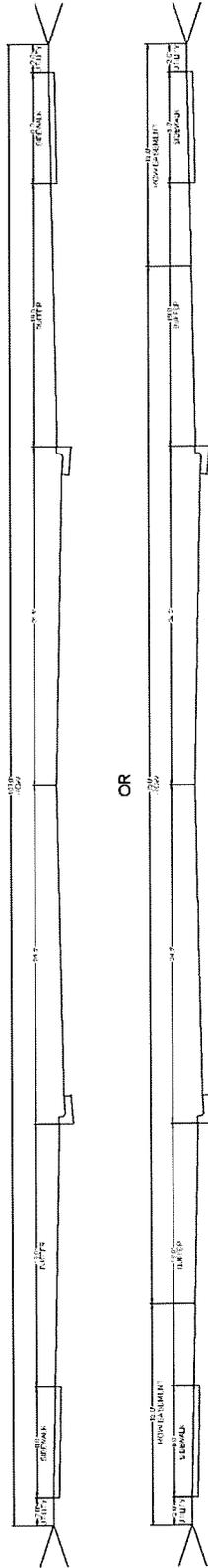
## KUNA RESIDENTIAL ARTERIAL WITH 8' SIDEWALKS

5 LANES WITH BIKE LANES



OR

INTERIM 3 LANE SECTION WITH BIKE LANES



OR

## Ada County Utility Coordinating Council

### Developer/Local Improvement District Right of Way Improvements Guideline Request

*Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.*

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

**Notification to the Ada County UCC can be sent to:** 50 S. Cole Rd. Boise 83707, or Visit [iducc.com](http://iducc.com) for e-mail notification information.

# Development Process Checklist

## Items Completed to Date:

- Submit a development application to a City or to Ada County
- The City or the County will transmit the development application to ACHD
- The ACHD **Planning Review Section** will receive the development application to review
- The **Planning Review Section** will do one of the following:
  - Send a **"No Review"** letter to the applicant stating that there are no site specific conditions of approval at this time.
  - Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  - Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

## **Items to be completed by Applicant:**

- For **ALL** development applications, including those receiving a **"No Review"** letter:
  - The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  - The applicant is required to get a permit from Construction Services (ACHD) for **ANY** work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.
- Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

### DID YOU REMEMBER:

#### *Construction (Non-Subdivisions)*

##### **Driveway or Property Approach(s)**

- Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

##### **Working in the ACHD Right-of-Way**

- Four business days prior to starting work have a bonded contractor submit a "Temporary Highway Use Permit Application" to ACHD Construction – Permits along with:
  - a) Traffic Control Plan
  - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50' or you are placing >600 sf of concrete or asphalt.

#### *Construction (Subdivisions)*

##### **Sediment & Erosion Submittal**

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

##### **Idaho Power Company**

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

- Final Approval from Development Services is required** prior to scheduling a Pre-Con.

## Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
  - a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
  - b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
  - c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
  - d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
  - e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

**RICHARD DURRANT**  
CHAIRMAN OF THE BOARD

**CLINTON PLINE**  
VICE CHAIRMAN OF THE BOARD

**ROBERT D. CARTER**  
PROJECT MANAGER

**THOMAS RITTHALER**  
ASSISTANT PROJECT MANAGER

**APRYL GARDNER**  
SECRETARY-TREASURER

**MARY SUE CHASE**  
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

03 October 2018

City of Kuna  
P.O. Box 13  
Kuna, Idaho 83634

RE: Lugarno Terra Subdivision  
1919 East Deer Flat Rd

18-04-AN & 18-03-S

Jace Hellman, PlannerII:

Boise Project approves of the plans for the Lugarno Terra Sub. We have worked out all the issues in question with the developer.

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

Sincerely,



Thomas Ritthaler  
Assistant Project Manager

tbr/tr

Exhibit  
C11



**CITY OF KUNA**  
PLANNING & ZONING DEPARTMENT

751 West 4<sup>th</sup> Street  
P.O. Box 13  
Kuna, ID 83634  
Phone: 208-922-5274  
Fax: 208-922-5989  
[www.kunacity.id.gov](http://www.kunacity.id.gov)

**CERTIFICATE OF MAILING**

Date: 9/19/18

To:  400' Property Owners  Other \_\_\_\_\_

Planner: Jace Hellman, planner 11

Case Name: Lugarro Terra sub

---

I HEREBY CERTIFY that on this 19<sup>th</sup> day of Sept. 2018, I caused a true and correct copy of the foregoing instrument to be deposited in the United States mail, with prepaid postage.

\_\_\_\_\_  
Signature

Dawn Stephens  
Attest

Exhibit  
**DI**

**David & Roslyn Andrus**  
1928 E Deer Flat Road  
Kuna, ID 83634

**Doll Family Revocable Trust Dated 12/8/11**  
Debra Doll Trustee  
PO Box 56  
Kuna, ID 83634

**Jane Golden**  
1863 E Rodeo Ln  
Kuna, ID 83634

**Beth Grabinski**  
2151 E Deer Flat Road  
Kuna, ID 83634

**Daniel & Shirley Grothaus**  
2404 E Deer Flat Road  
Kuna, ID 83634

**Japheth LLC**  
715 W Blue Spruce Road  
Apline, UT 84004

**Thomas & Toni Jones**  
PO Box 231  
Kuna, ID 83634

**Christopher & Dannelle Kohn**  
2095 E Deer Flat Road  
Kuna, ID 83634

**Harry & Penny Kohn**  
2211 E Deer Flat Road  
Kuna, ID 83634

**Austin & Rosie Manning**  
2800 E Deer Flat Road  
Kuna, ID 83634

**Sandstone Farms LLC**  
1888 E Rodeo Ln  
Kuna, ID 83634

**Deborah Schenk**  
PO Box 721  
Joseph, OR 97846

**SDN LLC**  
PO Box 1939  
Eagle, ID 83616

**Select Development & Contracting LLC**  
PO Box 1030  
Meridian, ID 83680

**Sanh & Mimi Tang**  
2725 E Deer Flat Road  
Kuna, ID 83634

**Rodney & Karen Wiens Family Trust**  
Rodney Wiens Trustee  
2329 E Deer Flat Road  
Kuna, ID 83634



**CITY OF KUNA**  
**PLANNING & ZONING DEPARTMENT**  
PO Box 13 • 751 W. 4th St • Kuna, Idaho • 83634  
Phone (208) 922-5274 • Fax: (208) 922-5989  
www.kunacity.id.gov

Dear Property Owner:

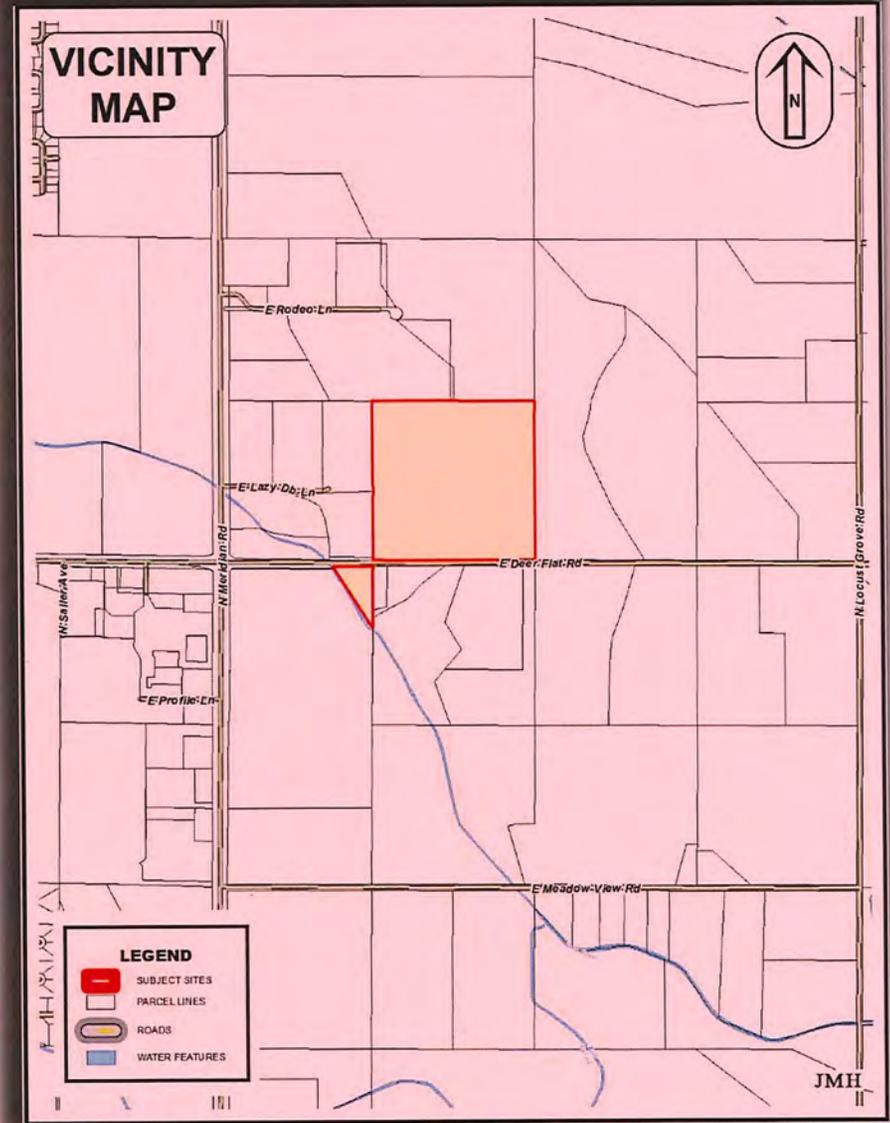
NOTICE IS HEREBY GIVEN that the City of Kuna **Planning and Zoning Commission** is scheduled to hold a public hearing on **October 9, 2018**, beginning at **6:00 pm** on the following case:

An **Annexation (AN)** and **Preliminary Plat (S)** request from Billy Edwards, with Select Development and Contracting, LLC., to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant also requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000).

The hearing will be held at **6:00 PM in the Council Chambers at City Hall located at 751 W. 4th Street, Kuna, Idaho.**

You are invited to provide oral or written comments at the hearing. Written testimony received by the close of business on **October 3, 2018** will be included in the packets that is distributed to the governing body prior to the hearing. Late submissions (must submit six (6) copies) will be presented to the governing body at time of the hearing. Please note oral comments made during the public hearing will be restricted to three (3) minutes per person. Mail written comments to PO Box 13, Kuna, ID 83634 or drop them off at City Hall, 751 West 4<sup>th</sup> Street, Kuna, ID.

If you have questions or need special assistance, please contact the Planning and Zoning Division at (208) 922-5274.



In all correspondence concerning this case, please refer to the case name: **18-04-AN (Annexation) & 18-03-S (Preliminary Plat) – Lugarno Terra Subdivision**

MAILED 9/19/18

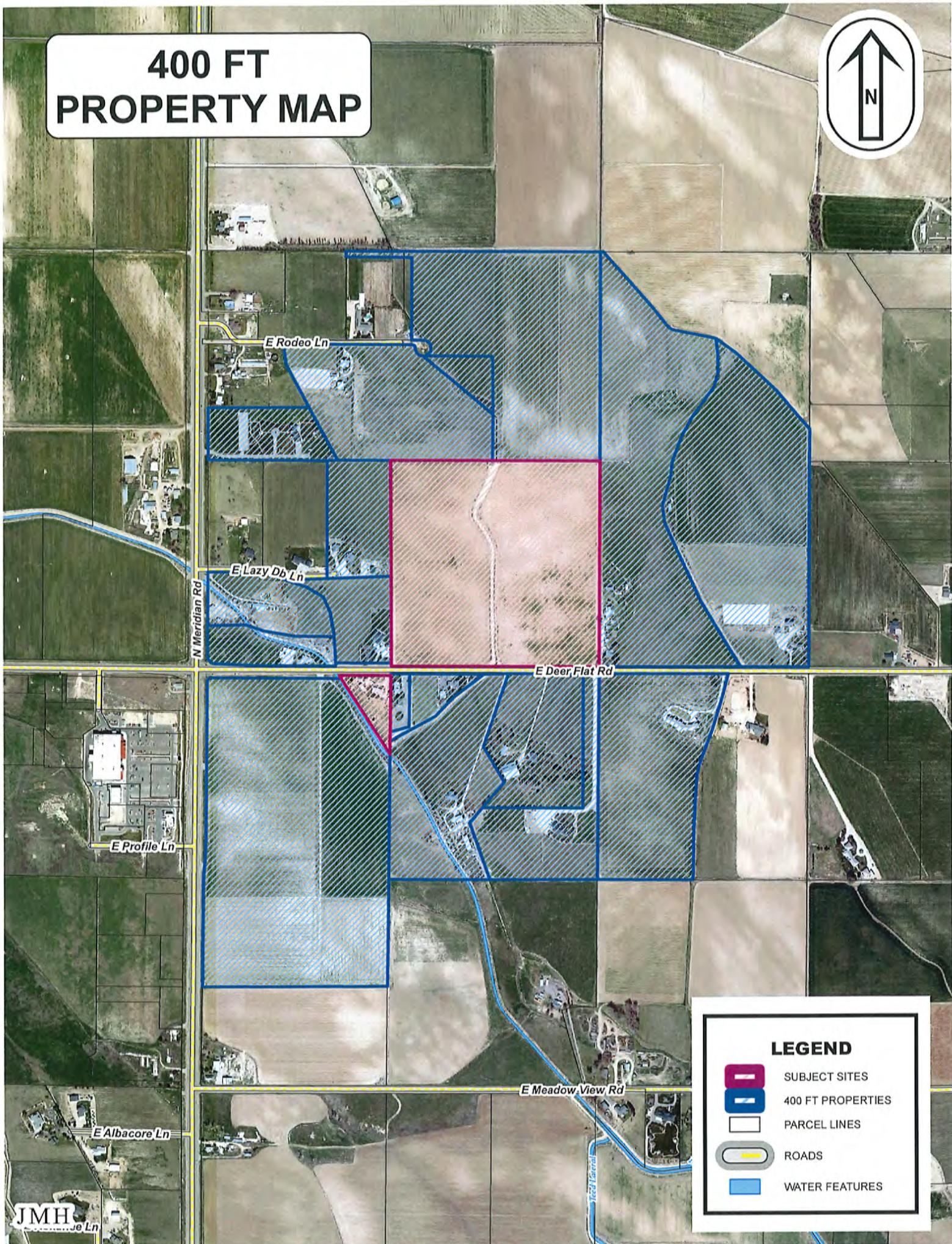
PRIMOWNER  
ANDRUS DAVID L  
DOLL FAMILY REVOCABLE TRUST DATED 12/8/11  
GOLDEN JANE C  
GRABINSKI BETH LYNNE  
GROTHAUS DANIEL LEE &  
JAPHETH LLC  
JONES THOMAS  
KOHN CHRISTOPHER WILLIAM  
KOHN HARRY C  
MANNING AUSTIN  
SANDSTONE FARMS LLC  
SCHENK DEBORAH K  
SDN LLC  
SELECT DEVELOPMENT & CONTRACTING LLC  
TANG SANH D  
WIENS RODNEY & KAREN FAMILY TRUST

SECOWNER  
ANDRUS ROSLYN  
DOLL DEBRA A TRUSTEE  
  
GROTHAUS SHIRLEY LOUISE  
  
JONES TONI  
KOHN DANIELLE  
KOHN PENNY L  
MANNING ROSIE  
  
TANG MIMI  
WIENS RODNEY H TRUSTEE

ADDCONCAT  
1928 E DEER FLAT RD  
PO BOX 56  
1863 E RODEO LN  
2151 E DEER FLAT RD  
2404 DEER FLAT  
715 W BLUE SPRUCE RD  
PO BOX 231  
2095 E DEER FLAT RD  
2211 E DEER FLAT RD  
2800 E DEER FLAT RD  
1888 E RODEO LN  
PO BOX 721  
P O BOX 1939  
PO BOX 1030  
2725 E DEER FLAT RD  
2329 E DEER FLAT RD

STATCONCAT  
KUNA, ID 83634-1324  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
ALPINE, UT 84004-0000  
KUNA, ID 83634-0231  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
JOSEPH, OR 97846-0000  
EAGLE, ID 83616-0000  
MERIDIAN, ID 83680-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000

# 400 FT PROPERTY MAP



## LEGEND

-  SUBJECT SITES
-  400 FT PROPERTIES
-  PARCEL LINES
-  ROADS
-  WATER FEATURES

**Jace Hellman**

---

**From:** Sharon Jessen <sjessen@idahopress.com>  
**Sent:** Thursday, September 13, 2018 11:32 AM  
**To:** Jace Hellman  
**Subject:** Re: City of Kuna Request for Legal Publication

**LEGAL E-MAIL INITIAL RECIEPT**

Good Day,  
I have received your request and will get this processed as soon as possible. Please check your email occasionally for a copy of the pending invoice and proof.

Idaho Press, Emmett Messenger-Index, Kuna-Melba News and Meridian Press-Tribune

Legal Clerk  
[legals@idahopress.com](mailto:legals@idahopress.com)  
208-465-8129  
Monday through Friday 8:00am– 12:00pm

---

**From:** Jace Hellman <jhellman@kunaID.gov>  
**Sent:** Thursday, September 13, 2018 9:59 AM  
**To:** IPT Legals  
**Subject:** City of Kuna Request for Legal Publication

Greetings:

We would like to request that you publish both of the attached legal notifications in the **September 19<sup>th</sup>, 2018** cycle of Kuna Melba News on behalf of the City of Kuna, Planning & Zoning Department. These notifications needs to only be published for one (1) cycle.

The Kuna P.O. for these requests is #7556 (if you need it).  
Thank you.

Jace Hellman  
Planner II  
751 W 4<sup>th</sup> St  
Kuna, ID 83634  
[jhellman@kunaid.gov](mailto:jhellman@kunaid.gov)



CITY OF KUNA  
PO Box 13 - Kuna, ID 83634  
Phone: 208.922.5274 - Fax: 208.922.5989

**File #'s 18-04-AN & 18-03-S, Lugarno Terra Subdivision**

NOTICE IS HEREBY GIVEN, that the Kuna Planning & Zoning Commission will hold a public hearing, **Tuesday, October 9, 2018 at 6:00 pm**, or as soon as can be heard at Kuna City Hall, 751 W. 4<sup>th</sup> St, Kuna, ID; in connection with an **Annexation (AN)** and **Preliminary Plat (S)** request from Billy Edwards, with Select Development and Contracting, LLC., to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant also requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000).

The public is invited to present written or oral comments. Written testimony received by the close of business on **October 3, 2018** will be included in the packets distributed to the governing body. Late submissions (must include six (6) copies) will be presented to the governing body at the time of the hearing. Please mail written comments to PO Box 13, Kuna, ID 83634, or drop them off at City Hall: 751 West 4<sup>th</sup> Street, Kuna, ID.

Please do not contact anyone who would be involved in this decision making process, which would include the Planning & Zoning Commissioners, City Council Members, or the Mayor; as such private conversations would be considered ex parte (one sided) and could jeopardize the public hearing process.

If you have any questions or require special accommodations, please contact the Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning Department

---

*(No need to print this portion) Please publish one time on September 19, 2018.*

(Sent 9/13/18)

Kuna P.O. #7556

## Jace Hellman

---

**From:** IDAHO PRESS TRIBUNE <legals@idahopress.com>  
**Sent:** Friday, September 14, 2018 12:17 PM  
**To:** Jace Hellman  
**Cc:** legals@idahopress.com  
**Subject:** Confirmation: Ad 1813233 for 1 KUNA, CITY OF  
**Attachments:** AD1813233\_jnl.pdf

LEGAL E-MAIL FINAL APPROVAL RECIEPT

Good Day,

Attached is an invoice which shows proof, price and publication dates. Please check spelling and run dates for accuracy. PLEASE RESPOND by 10:00 am to confirm or make changes in order to meet deadline. You can simply reply to this email.

Idaho Press, Emmett Messenger-Index, Kuna-Melba News and Meridian Press-Tribune

Legal Clerk

legals@idahopress.com

208-465-8129

Monday through Friday 8:00am– 12:00pm

---

IDAHO PRESS TRIBUNE  
MERIDIAN PRESS, KUNA MELBA NEWS  
C/O ISJ PAYMENT PROCESSING CENTER  
PO BOX 1570  
POCATELLO ID 83204  
(208)467-9251  
Fax (208)475-2338

ORDER CONFIRMATION

Salesperson: LEGALS

Printed at 09/14/18 11:16 by sje14

Acct #: 345222

Ad #: 1813233

Status: New WHOLD

1 KUNA, CITY OF  
P.O. BOX 13  
KUNA ID 83634

Start: 09/19/2018 Stop: 09/19/2018  
Times Ord: 1 Times Run: \*\*\*  
LEG 1.00 X 79.00 Words: 333  
Total LEG 79.00  
Class: 0006 GOVERNMENT NOTICES  
Rate: LG Cost: 63.46  
# Affidavits: 1

Contact: CHRIS ENGLER  
Phone: (208)387-7727

Ad Descrpt: 18-04-AN, 18-03-S  
Given by: JACE HELLMAN  
P.O. #: 7556

Fax#:  
Email: awelker@kunaid.gov; gsmith@k  
Agency:

Created: sje14 09/14/18 11:12  
Last Changed: sje14 09/14/18 11:15

PUB ZONE EDT TP RUN DATES  
KMN A 96 S 09/19

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Jace Hellman

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)

IDAHO PRESS TRIBUNE  
MERIDIAN PRESS, KUNA MELBA NEWS  
C/O ISJ PAYMENT PROCESSING CENTER  
PO BOX 1570  
POCATELLO ID 83204  
(208)467-9251  
Fax (208)475-2338

ORDER CONFIRMATION (CONTINUED)

Salesperson: LEGALS

Printed at 09/14/18 11:16 by sjel4

Acct #: 345222

Ad #: 1813233

Status: New WHOLD WHOI

LEGAL NOTICE

File #'s 18-04-AN & 18-03-S,  
Lugaro Terra Subdivision

NOTICE IS HEREBY GIVEN, that the Kuna Planning & Zoning Commission will hold a public hearing, **Tuesday, October 9, 2018 at 6:00 pm**, or as soon as can be heard at Kuna City Hall, 751 W. 4th St, Kuna, ID; in connection with an **Annexation (AN) and Preliminary Plat (S)** request from Billy Edwards, with Select Development and Contracting, LLC., to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant also requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000).

*Looks great!*

The public is invited to present written or oral comments. Written testimony received by the close of business on October 3, 2018 will be included in the packets distributed to the governing body. Late submissions (must include six (6) copies) will be presented to the governing body at the time of the hearing. Please mail written comments to PO Box 13, Kuna, ID 83634, or drop them off at City Hall: 751 West 4th Street, Kuna, ID.

Please do not contact anyone who would be involved in this decision making process, which would include the Planning & Zoning Commissioners, City Council Members, or the Mayor; as such private conversations would be considered ex parte (one sided) and could jeopardize the public hearing process.

If you have any questions or require special accommodations, please contact the Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning  
Department

September 19, 2018  
1813233

345222 1813233

1 KUNA, CITY OF

P.O. BOX 13  
KUNA ID 83634

RECEIVED  
OCT 03 2018  
CITY OF KUNA

LEGAL NOTICE

File #'s 18-04-AN & 18-03-S,  
Lugarno Terra Subdivision

NOTICE IS HEREBY GIVEN, that the Kuna Planning & Zoning Commission will hold a public hearing, Tuesday, October 9, 2018 at 6:00 pm, or as soon as can be heard at Kuna City Hall, 751 W. 4th St, Kuna, ID; in connection with an Annexation (AN) and Preliminary Plat (S) request from Billy Edwards, with Select Development and Contracting, LLC., to annex a 40-acre parcel on East Deer Flat Road into Kuna City Limits with an R-4 zoning designation and to subdivide the 40-acres into 134 total lots, consisting of 114 single family buildable lots, and 20 Common lots. The subject site is located at East Deer Flat Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN# S1418346600). Additionally, the applicant also requests to annex a 1.725-acre parcel into Kuna City Limits with an R-6 zoning designation. The subject site is located at 1919 East Deer Flat Road, Kuna, ID 83634, within Section 19, Township 2 North, Range 1 East; (APN# S1419223000).

The public is invited to present written or oral comments. Written testimony received by the close of business on October 3, 2018 will be included in the packets distributed to the governing body. Late submissions (must include six (6) copies) will be presented to the governing body at the time of the hearing. Please mail written comments to PO Box 13, Kuna, ID 83634, or drop them off at City Hall: 751 West 4th Street, Kuna, ID.

Please do not contact anyone who would be involved in this decision making process, which would include the Planning & Zoning Commissioners, City Council Members, or the Mayor; as such private conversations would be considered ex parte (one sided) and could jeopardize the public hearing process.

If you have any questions or require special accommodations, please contact the Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning  
Department

September 19, 2018  
1813233

AFFIDAVIT OF PUBLICATION  
STATE OF IDAHO

County of Ada

} SS.  
}

Sharon Jessen  
of Nampa, Canyon County, Idaho, being  
first duly sworn, deposes and says:

1. That I am a citizen of the United States, and at all times hereinafter mentioned was over the age of eighteen years, and not a party to the above entitled action.
2. That I am the Principle Clerk of the Kuna Melba News, a weekly newspaper published in the City of Kuna, in the County of Ada, State of Idaho; that the said newspaper is in general circulation in the said County of Ada, and in the vicinity of Kuna and Melba, and has been uninterruptedly published in said County during a period of seventy-eight consecutive weeks prior to the first publication of this notice, a copy of which is hereto attached.
3. That the notice, of which the annexed is a printed copy, was published in said newspaper 1 time(s) in the regular and entire issue of said paper, and was printed in the newspaper proper, and not in a supplement.

That said notice was published the following:  
09/19/2018

*Sharon Jessen*  
STATE OF IDAHO  
County of Canyon

On this 24th day of September in the year of 2018 before me a Notary Public, personally appeared Sharon Jessen, known or identified to me to be the person whose name is subscribed to the within instrument, and being by me first duly sworn, declared that the statements therein are true, and acknowledged to me that he/she executed the same.

*Colleen R. Nielsen*  
Notary Public for Idaho  
Residing at Canyon County  
My Commission expires 06/28/2023





# City of Kuna

## Staff Report

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

**To:** Kuna Planning and Zoning Commission

**File Numbers:** 18-11-SUP (Special Use Permit)  
& 18-27-DR (Design Review)

**Location:** 156 & 120 W. Main Street  
Kuna, Idaho 83634

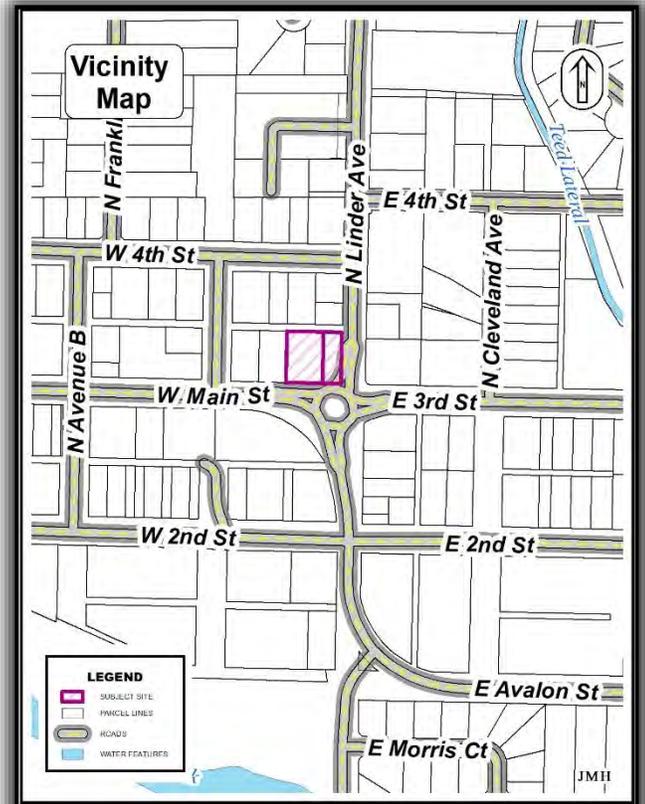
**Planner:** Jace Hellman, Planner II

**Hearing date:** October 9, 2018

**Owner:** ACHD – Paul Daigle  
3775 Adams St.  
Garden City, ID 83714

**Applicant:** Pinson's LLC. – Darrell Pinson  
356 Chapparosa Dr  
Kuna, ID 83634  
208-901-1632  
[Darrellwpinson@gmail.com](mailto:Darrellwpinson@gmail.com)

**Representative:** BRS Architects – Marcellus Clark  
1010 S. Allante Pl.  
Boise, ID 83709  
208-336-8370  
[Marcellus@brsarchitects.com](mailto:Marcellus@brsarchitects.com)



### Table of Contents:

- |                          |  |
|--------------------------|--|
| A. Course Proceedings    | G. Applicable Standards                |
| B. Applicants Request    | H. Comprehensive Plan Analysis         |
| C. Aerial map            | I. Proposed Findings of Fact           |
| D. History               | J. Proposed Kuna City Code Analysis    |
| E. General Project Facts | K. Proposed Conclusions of Law         |
| F. Staff Analysis        | L. Proposed Decision by the Commission |

### A. Course of Proceedings:

1. Applicant is proposing an automobile maintenance shop as described in Kuna City Code 5-3-2 and 5-1-6-2 (Zoning District Regulations; Definitions). Kuna City Code (KCC) requires obtaining a Special Use Permit (SUP) and Design Review (DR) approval within the Central Business District.
2. In accordance with KCC Title 5, Chapters 1 and 3, this application seeks SUP and Design Review approval for an automobile maintenance shop.

#### a. Notifications

- i. Neighborhood Meeting August 7, 2018 (No attendees)

- |                                     |                    |
|-------------------------------------|--------------------|
| ii. Agencies                        | August 27, 2018    |
| iii. 300' Notice to Property Owners | August 19, 2018    |
| iv. Kuna, Melba Newspaper           | August 19, 2018    |
| v. Site Posted                      | September 28, 2018 |

**B. Applicants Request:**

Applicant Darrell Pinson, requests special use permit approval in order to operate an automobile maintenance shop within the Central Business District. The subject sites are located at 156 and 120 West Main Street, Kuna, ID 83634, within Section 23, Township 2 North, Range 1 West; (APN# R5070000315 and R5070000350).

**C. Aerial Map:**



**D. History:**

This site is part of Kuna’s Central Business District, and has served as a self-serve carwash, owned and operated by Ada County Highway District, for the last few years.

**E. General Projects Facts:**

**1. Surrounding Land Uses:**

|              |     |                                       |
|--------------|-----|---------------------------------------|
| <b>North</b> | CBD | Central Business District – Kuna City |
| <b>South</b> | P   | Public – Kuna City                    |
| <b>East</b>  | CBD | Central Business District – Kuna City |
| <b>West</b>  | CBD | Central Business District – Kuna City |

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

- Parcel Size: 0.481 acres
- Zoning: Commercial Business District (CBD)
- Parcel #: R5070000350 & R5070000315

**3. Services:**

Sanitary Sewer– City of Kuna  
 Potable Water – City of Kuna

Irrigation District – City of Kuna (KMID)  
 Fire Protection – Kuna Rural Fire District  
 Police Protection – Kuna Police (Ada County Sheriff)  
 Sanitation Services – J&M Sanitation

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

Currently a self-serve carwash exists on the property. A large portion of the subject site is improved with pavement. The remaining section exists as an unimproved dirt lot.

5. **Transportation / Connectivity:**

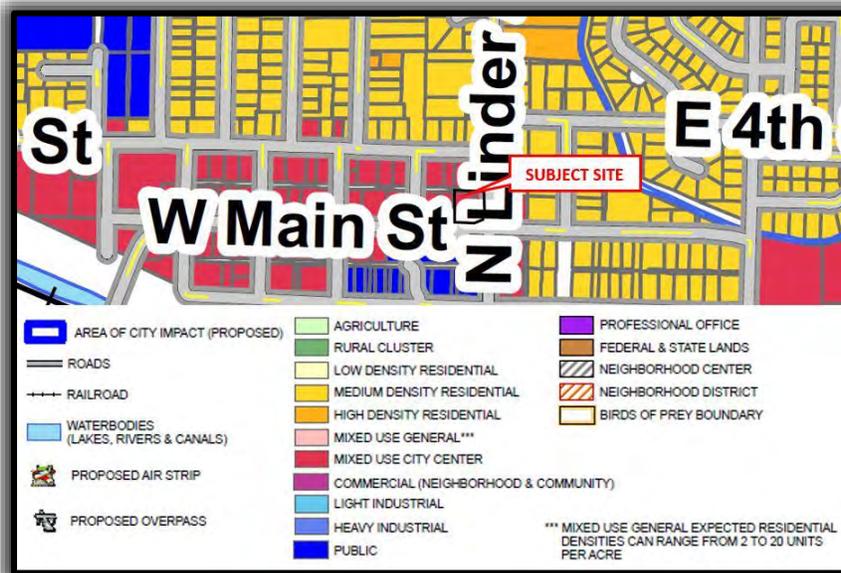
An existing improved right-in/right-out ingress/egress serves as the subject site’s main access point. An alternative access point exists at the rear of the lot via an existing alley way. Curb, gutter and sidewalk around the site have previously been installed with the installation of the roundabout at the intersection of West Main Street and North Linder Road.

6. **Environmental Issues:**

Apart from being in the nitrate priority area, staff is not aware of any environmental issues, health or safety conflicts at this time. This site’s topography is generally flat.

7. **Comprehensive Future Land Use Map:**

The Future Land Use Map (FLU) identifies this site as mixed-use city center.



8. **Agency Responses:**

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

- Department of Environmental Quality (August 31, 2018) – Exhibit B4
- Nampa Meridian Irrigation District (September 4, 2018) – Exhibit B5
- J&M Sanitation (September 6, 2018) – Exhibit B6
- Idaho Transportation Department (September 6, 2018) – Exhibit B7

F. **Staff Analysis:**

The applicant proposes to remodel the existing 2,301 square foot self-serve car wash by adding a 1,217 square foot addition in order to operate an automobile maintenance shop within the Central Business District. Per Kuna

City Code, in order to operate an automobile maintenance shop within the Central Business District, special use permit and design review approval are required.

The subject site is located on the main entrance into Downtown Kuna on the northwest corner of the roundabout at the intersection of West Main Street and North Linder Road. Street lights, curb, gutter and sidewalk were installed around the site as apart of the roundabout project in 2016.\

Kuna City Code 5-4-6 encourages earthen tones with flat or low gloss finishes. The applicant has indicated that he intends to match the existing roof. Split face CMU will be used for the construction of the proposed addition and added as an accent throughout the exterior of the buildings. A band of smooth face CMU is proposed to wrap around the building as an accent. Existing concrete walls will be painted to match the corresponding CMU. Staff finds that the proposed commercial building for the automobile maintenance shop to be in general conformance with the Design Review Ordinance (Kuna City Code [KCC] Title 5, Chapter 4).

Staff would note these parcels are included in phase two of Kuna's downtown revitalization project. As a result of the overall revitalization effort, a specific list of plants has been created and approved to be used within the downtown area. The applicant has proposed a ten-foot landscape buffer along Linder Road and an additional landscape island on the east side of the main ingress/egress on Main Street. The applicant has proposed one shade tree and five shrubs every 35 feet of street frontage. Staff finds the proposed Landscaping to be in conformance with the KCC Title 5 Chapter 17, the Landscaping Ordinance, however as a part of the downtown revitalization effort staff the applicant will be required to work with staff in order to provide a landscape plan that conforms to the approved plant list for the downtown revitalization project.

According to the site plan dated August 23, 2018, 14 parking spaces, one of which will be designated handicapped parking, has been proposed. KCC Title 5, Chapter 9 specifies that for this type of use, two parking spaces are required for each service bay. The applicant has proposed to have four service bays on site. Staff would note that KCC 5-4-6-2 requires, within the CBD, off street parking to be located behind buildings where physically possible. A majority of the proposed parking spots located in the rear of the lot, staff would recommend that the applicant be required to keep all "project" vehicles in the parking space proposed behind the building.

Comments received from J&M sanitation indicates that the proposed location of the enclosure meets their needs. However, staff will require the applicant to work with J&M sanitation in order to build the enclosure to their standards. Staff would note the applicant has submitted a new site plan illustrating CMU with steel gates as the proposed construction materials for the enclosure.

Applicant is subject to design review inspections and fees (post construction), for compliance verification of the building, parking lot, landscaping and signage, prior to the Certificate of Occupancy being issued.

Staff has determined that this application complies with Title 5 of Kuna City Code and the Kuna Comprehensive Plan; Staff will rely on the Commission's determination as to whether or not to approve or deny Case No. 18-11-SUP (Special Use Permit) and 18-27-DR (Design Review), subject to the recommended conditions of approval.

**G. Applicable Standards:**

1. Kuna City Code, Title 5, Zoning Regulations
2. City of Kuna Comprehensive Plan
3. Idaho Code, Title 67, Chapter 65, Local Land Use Planning Act

**H. Comprehensive Plan Analysis:**

The Kuna Planning and Zoning Commission may accept or deny the Comprehensive Plan components as described below:

1. The proposed Special Use Permit and Design Review applications for the site are consistent with the following comprehensive plan components:

#### **2.0 – 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 proposed actions may result in private property “takings”.*

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

#### **5.0 – Economic Development**

**Goal 1:** *Promote and support a diverse and sustainable economy that will allow more Kuna residents to work in their community.*

Policy: The City will develop a policy to provide incentives and/or assistance in order to competitively attract firms.

**Goal 2:** *Expand Kuna’s shopping and entertainment opportunities.*

Objective 2.1:

Assist in retaining or expanding sales opportunities in entertainment, sit-down restaurants, and neighborhood/convenience shopping categories. Encourage neighborhood and community-scale retail

Objective 2.2:

Promote the development of neighborhood retail centers throughout the City.

#### **6.0 – Land Use**

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

Objective 2.2:

Plan for areas designed to accommodate a diverse range of businesses and commercial activity – within both the community-scale and neighborhood-scale centers – to strengthen the local economy and to provide more opportunities for social interaction.

Policy: Retail and residential land uses should be appropriately mixed and balanced with professional offices and service facilities to provide residents with a broader mix of services within walking distance from their homes.

### **I. Proposed Findings of Fact:**

1. Based on the record contained in Case No’s 18-11-SUP and 18-27-DR, including the exhibits, staff’s report and any public testimony at the public hearing, the Planning and Zoning Commission of Kuna, Idaho, hereby **approves/conditionally approves/denies** the Findings of Fact and Conclusions of Law, and the conditions of approval for Case No’s 18-11-SUP and 18-27-DR.
2. The Kuna Planning and Zoning Commission **approves/conditionally approves/denies** the facts as outlined in the staff report, the public testimony and the supporting evidence list presented.

**Comment:** *The Kuna Commission held a public hearing on the subject applications on October 9, 2018, 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.*

3. Based on the evidence contained in Case No's 18-11-SUP and 18-27-DR, this proposal **does / does not** appear to generally comply with the Comprehensive Plan and Future Land Use Map.

**Comment:** *The Comp Plan Future Land Use Map designates the approximately 0.481 acres (project site) as Mixed-Use City Center. The proposed automobile maintenance shop is allowed in this zone after obtaining a Special Use Permit.*

4. The Kuna Planning and Zoning Commission has the authority to approve or deny these applications.

**Comment:** *On October 9, 2018, Kuna's Planning and Zoning Commission will vote to **approve/conditionally approve/deny** Case No's 18-11-SUP and 18-27-DR.*

5. 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 section, notice requirements were met to hold a public hearing on October 9, 2018.*

#### **J. Proposed Kuna City Code Analysis:**

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

**Comment:** *The proposed application adheres to the applicable requirements of Title 5, Chapters 4 and 6, of the KCC.*

2. The site is physically suitable for the proposed automobile maintenance shop.

**Comment:** *The approximately 0.481-acre project site remains suitable for an automobile maintenance shop.*

3. The Special Use Permit **is / is not** likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat

**Comment:** *The subject site is not used as wildlife habitat. Roads, structures and open space already exist and will therefore not cause environmental damage or loss of habitat.*

4. The Special Use Permit application **is / is not** likely to cause adverse public health problems.

**Comment:** *The automobile maintenance shop is hereby required to connect to Kuna public sewer and water 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 Special Use Permit request considers the location of the property and adjacent uses. The adjacent uses are Commercial – as referenced in the Kuna Comprehensive Plan Future Land Use Map.*

6. The existing and proposed utility services in proximity to the site are suitable and adequate for this use.

**Comment:** *Utility services are available to the automobile maintenance shop and adequate for this use.*

**K. Proposed Conclusions of Law:**

1. Based on the evidence contained in Case No's 18-11-SUP and 18-27-DR, Commission finds Case No's 18-11-SUP and 18-27-DR, generally **do / do not** comply with Kuna City Code.
2. Based on the evidence contained in Case No's 18-11-SUP and 18-27-DR, Commission finds Case No's 18-11-SUP and 18-27-DR **are/are not** 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.

**L. Proposed Decision by the Commission:**

*Note: This motion is for approval, conditional approval or denial of this request. However, 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 as presented, the Planning and Zoning Commission of Kuna, Idaho, hereby (approves, conditionally approves or denies) Case No. 18-11-SUP, a Special Use Permit and 18-27-DR, a Design Review request by Darrell Pinson, (with or without) the following conditions of approval:

1. The applicant shall obtain a building permit for required building modifications, remodeling, or additions to the existing structure, prior to construction.
2. In the event the uses or the building on this parcel are enlarged, expanded upon or altered in anyway (even for temporary purposes), the applicant shall seek an amendment to the approvals of this Special Use Permit through the public hearing process.
3. The applicant shall obtain written approval of the construction plans from the agencies noted below. The approval may be either on agency letterhead referring to the approved special use or may be written or stamped upon a copy of the approved plans. All site improvements are prohibited prior to approval of these agencies and the issuance of a building permit:
  - 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 KMID 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).
4. 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.
5. 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.
6. Lighting on site shall comply with current Kuna City Code. All street lighting within and for the site shall be LED lighting and establish dark skies practices.
7. Landscaping on site shall comply with KCC Title 5 Chapter 17.
8. Applicant shall work with staff in order to provide a landscape plan that conforms to the approved plant list for the downtown revitalization project.
9. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace any unhealthy or dead plant material immediately (within 3 days as weather

permits) 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 and/or private entities owning the property.

10. Parking on site shall comply with Kuna City Code.
11. Applicant shall construct onsite trash enclosure with CMU brick wall and with steel gates on the front.
12. Applicant shall work with J&M Sanitation to build the trash enclosure to their standards.
13. This development is subject to building and landscaping design review inspections. Inspections shall be completed prior to receiving a Certificate of Occupancy.
14. This special use permit is valid if the conditions of approval are adhered to continuously. In the event the conditions are not continuously followed; the special use permit approval may be revoked by the Planning and Zoning Commission.
15. The special use permit is not transferable from one parcel of land to another.
16. A separate design review will be required for all signage.
17. Applicant shall follow staff, City Engineer and other agency recommended requirements, as applicable.
18. Applicant shall comply with all local, state and federal laws.

**DATED** this 9th day of October, 2018

**received**  
9.13.19



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

### Special Use Checklist

Special Use requires a public hearing with the Planning & Zoning Commission. A public hearing sign will be required to be posted by the applicant for the meeting. Sign posting regulations are available online.

**Project name:** Muffler shop "Pinson's"  
**Applicant:** Darrell Pinson

All applications are required to contain one copy of the following:

| Applicant (✓) | Description  | Staff (✓) |
|---------------|--|-----------|
| X             | Completed and signed Commission & Council Review Application.  | /         |
| X             | Detailed submittal letter explaining how the project enhances and beautifies the community and types of services the project will provide.   | /         |
| X             | Legal description of the property: Include a metes & bounds description to the section line of all adjacent roadways stamped & signed by a registered professional land surveyor with a calculated closure sheet & a map showing the boundaries of the legal description.  | /         |
| X             | Proof of ownership—A copy of your deed and Affidavit of Legal Interest (for all interested parties).   | /         |
| X             | 8 1/2 x 11 vicinity map showing streets, driveways, property lines, etc.   | /         |
| X             | Landscape plan drawn to scale as the same size as the site development plan with the following details:<br><ul style="list-style-type: none"> <li>◇ Type, size and location of all existing &amp; proposed plant materials and other ground covers. The size of plants at planting and maturity should be included.</li> <li>◇ Existing vegetation labeled to remain or to be removed with landscaping on adjacent properties by area (s) to be considered.</li> <li>◇ Method of irrigation.</li> <li>◇ Cross-sections through areas of special features, berms, retaining walls, etc.</li> <li>◇ Footprints of all structures to be constructed.</li> </ul>   | /         |
| X             | Site development plan on 24x36 to scale (not smaller than 1=30 unless otherwise approved) with the following information:<br><ul style="list-style-type: none"> <li>◇ Building locations—existing and proposed with spare-footages.</li> <li>◇ Fences—existing, surrounding and proposed.</li> <li>◇ Off-street parking, circulation and driveway locations and types.</li> <li>◇ Location and size of adjacent streets and driveways.</li> <li>◇ North arrow and property lines.</li> <li>◇ Drawings of major exterior elevations.</li> <li>◇ Building materials and color scheme.</li> <li>◇ Existing grades and proposed new grades.</li> <li>◇ Existing lighting and proposed lighting.</li> </ul> | /         |
|               | Commitment of Property Posting form signed by the applicant/agent.   | /         |
| X             | Neighborhood meeting certification (certification & neighborhood meeting list forms shall accompany this application).   | /         |

Note: Only one copy of the above items need to be submitted when applying for multiple applications.

This application shall not be considered complete (nor will a Public Hearing be set) until staff has received all required information. Once the application is deemed complete, staff will notify the applicant of the scheduled hearing date, fees due, additional copies needed, etc.





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

| For Office Use Only       |                       |
|---------------------------|-----------------------|
| File Number (s)           | 18-11-SUP<br>18-27-DR |
| Project name              | Pinson's Mutter Shop  |
| Date Received             | 8/13/18               |
| Date Accepted/Complete    | 8/27/18               |
| Cross Reference Files     |                       |
| Commission Hearing Date   | 10/9/18               |
| City Council Hearing Date |                       |

### 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

### Contact/Applicant Information

|  |   |
|--|---|
| Owners of Record: <u>ACHD - PAUL DAIGLE</u>            | Phone Number: _____                       |
| Address: <u>3775 ADAMS ST.</u>                         | E-Mail: _____                             |
| City, State, Zip: <u>GARDEN CITY, ID 83714</u>         | Fax #: _____                              |
| Applicant (Developer): <u>PINSON'S LLC - DARELL P.</u> | Phone Number: <u>208-901-1632</u>         |
| Address: <u>356 CHAPPAROSA DR.</u>                     | E-Mail: <u>DARELLWPINSON@GMAIL.COM</u>    |
| City, State, Zip: <u>KUNA, ID 83634</u>                | Fax #: _____                              |
| Engineer/Representative: <u>MARCELLUS CLARK</u>        | Phone Number: <u>208-336-8370</u>         |
| Address: <u>1010 S. ALLAN ST., PL.</u>                 | F-Mail: <u>208-336-8380</u>               |
| City, State, Zip: <u>BOISE, ID 83709</u>               | Fax #: <u>MARCELLUS@BRSARCHITECTS.COM</u> |

### Subject Property Information

|  |  |
|--|--|
| Site Address: <u>156 + 120 W. MAIN ST KUNA, ID 83634</u>                   |  |
| Site Location (Cross Streets): <u>LINDER RD, MAIN ST.</u>                  |  |
| Parcel Number (s): <u>R5070000350 + <del>R5070000315</del> R5070000315</u> |  |
| Section, Township, Range: <u>23, 2N, 1W</u>                                |  |
| Property size: <u>0.481 ACRES</u>  |  |
| Current land use: <u>CBD - COMMERCIAL</u> <sup>AUTO MAINTENANCE</sup>      | Proposed land use: <u>CBD - COMMERCIAL</u> |
| Current zoning district: <u>CBD</u>  | Proposed zoning district: <u>CBD</u>       |

**Project Description**

Project / subdivision name: PINSON'S BRAKE + MUFFLER / KUNA TOWNSITE AND  
 General description of proposed project / request: ADDITION + REMODEL OF EXIST BLDG FOR AUTO MAINTENANCE FACILITY

Type of use proposed (check all that apply):  
 Residential  
 Commercial AUTOMOBILE MAINTENANCE  
 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: SELF SPRAY CARWASH - CONCRETE  
 Any existing buildings to remain?  Yes  No  
 Number of residential units: 0 Number of building lots: 2  
 Number of common and/or other lots: 0  
 Type of dwellings proposed:  
 Single-Family  
 Townhouses  
 Duplexes  
 Multi-Family  
 Other

Minimum Square footage of structure (s): \_\_\_\_\_  
 Gross density (DU/acre-total property): \_\_\_\_\_ Net density (DU/acre-excluding roads): \_\_\_\_\_  
 Percentage of open space provided: \_\_\_\_\_ Acreage of open space: \_\_\_\_\_  
 Type of open space provided (i.e. landscaping, public, common, etc.): \_\_\_\_\_

**Non-Residential Project Summary (if applicable)**

Number of building lots: 2 Other lots: 0  
 Gross floor area square footage: ~~3518~~ Existing (if applicable): 2301  
 Hours of operation (days & hours): \_\_\_\_\_ Building height: 23'-6"  
 Total number of employees: \_\_\_\_\_ Max. number of employees at one time: \_\_\_\_\_  
 Number and ages of students/children: \_\_\_\_\_ Seating capacity: 10  
 Fencing type, size & location (proposed or existing to remain): EXISTING CONCRETE WALL TO REMAIN. PROPOSED VINYL FENCING  
 Proposed Parking:  
 a. Handicapped spaces: 1 Dimensions: 9'x20'  
 b. Total Parking spaces: 15 Dimensions: 9'x20'  
 c. Width of driveway aisle: 24'-2"  
 Proposed Lighting: BUILDING MOUNTED  
 Proposed Landscaping (berms, buffers, entrances, parking areas, common areas, etc.): APPROPRIATE FRONTAL LANDSCAPING 10' FROM SIDEWALK - SEE SITE PLAN.

Applicant's Signature: Charles W. Pinson Date: 8-13-18



Date: August 10, 2018

To: City of Kuna  
Planning and Zoning Services  
751 W. 4<sup>th</sup> St  
Kuna, ID 83634

From: Marcellus Clark  
Project Manager - BRS Architects  
[marcellus@brsarchitects.com](mailto:marcellus@brsarchitects.com)

RE: Design Review Submittal for Pinson's Brake and Muffler  
Project location: 156 & 120 w. Main St.  
Kuna, ID 83634  
Developer: Pinson's LLC - Darrell Pinson  
Owner: ACHD  
BRS Project No: 18082

To whom it may concern:

Darrell Pinson with Pinson's LLC is requesting Design Review approval for the remodel of the existing 2,301 square foot existing self-spray car wash and 1217 square foot addition to complete an automobile maintenance project.

The design intent and philosophy are to provide the necessary length of bays for the function of the business. The shape and size of the site provides constraints for the circulation of the properties especially for fire apparatus access. The existing covered front space will be enclosed to provide an inviting element and will stand as a feature. The addition to the rear will be of concrete block to compliment and architecturally tie in the existing concrete structure.

Material variations are incorporated into the design to avoid blank walls and provide attractive architectural aesthetics. Textured, split face, block is accented with bands of smooth block to compliment the concrete that will be painted to match. The landscaping design will provide a buffer from the existing sidewalk and roundabout to the site.

This project will improve the aesthetics of the building and help beautify the main street roundabout area.

If you have any questions, please call me at 336-8370.

Thank you,

Marcellus Clark  
BRS Architect



Ada County Highway District  
Project No. 313043  
Linder Avenue/Main Street/3<sup>rd</sup> Street  
Roundabout

• Parcels 4 and 13 •  
**Combined Parcel Boundary Description**

A parcel located in the SE ¼ of the SE ¼ of Section 23, Township 2 North, Range 1 West, Boise Meridian, and being a part of Lots 19 through 24 of Block 3 of the *KUNA TOWNSITE (AMENDED)* as shown in Book 4 of Plats at Page 187 on file in the office of the Recorder, Ada County, Idaho, more particularly described as follows:

Commencing at a 5/8 inch diameter iron pin marking the southeasterly corner of said SE ¼ of the SE ¼, from which a brass cap monument marking the northeasterly corner of said SE ¼ of the SE ¼ bears N 1°13'54" E a distance of 1328.63 feet;

Thence N 1°13'54" E along the easterly boundary of said SE ¼ of the SE ¼ a distance of 819.95 feet to a point;

Thence leaving said easterly boundary N 88°26'31" W a distance of 74.91 feet to a point on the southerly boundary of said Block 3 and the POINT OF BEGINNING;

Thence continuing N 88°26'31" W along said southerly boundary a distance of 99.82 feet to the southwesterly corner of said Lot 19;

Thence leaving said southerly boundary N 1°16'23" E along the westerly boundary of said Lot 19 a distance of 139.99 feet to the northwesterly corner of said Lot 19;

Thence S 88°26'28" E along the northerly boundary of said Lots 19 through 24 a distance of 144.43 feet to a point;

Thence leaving said northerly boundary S 7°45'46" W a distance of 58.08 feet to a point;

Thence S 21°48'14" W a distance of 18.73 feet to a point;

Thence S 9°29'43" W a distance of 15.79 feet to a point;

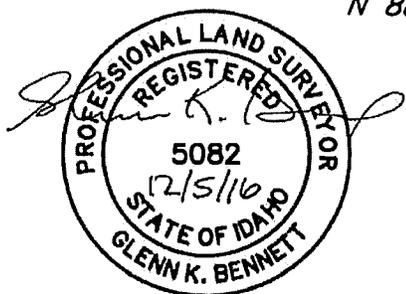
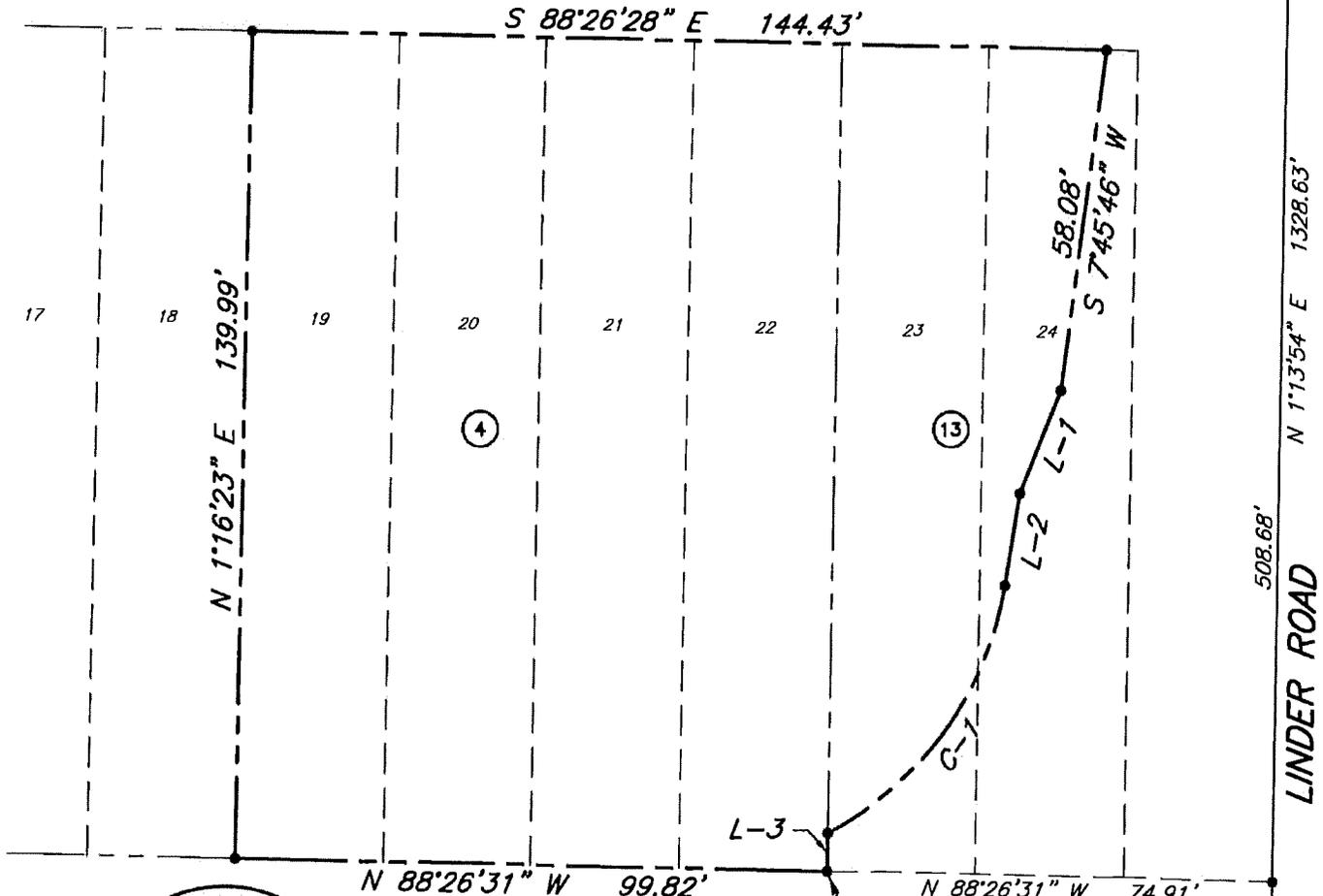
Thence a distance of 53.35 feet along the arc of a 58.00 foot radius curve right, said curve having a central angle of 52°42'23" and a long chord bearing S 35°50'54" W a distance of 51.49 feet to a point on the easterly boundary of said Lot 22;

Thence S 1°14'44" W along said easterly boundary a distance of 6.49 feet to the POINT OF BEGINNING.

EXHIBIT MAP TO ACCOMPANY COMBINED PARCEL BOUNDARY DESCRIPTION  
 AND BEING A PART OF LOTS 19 - 24 OF BLOCK 3 OF THE  
 KUNA TOWNSITE (AMENDED) LOCATED IN THE SE 1/4 OF THE SE 1/4 OF  
 SECTION 23, TOWNSHIP 2 NORTH, RANGE 1 WEST, BOISE MERIDIAN,  
 ADA COUNTY, IDAHO

S 1/16

BLOCK 3  
 KUNA TOWNSITE (AMENDED)



MAIN STREET

POINT OF BEGINNING

LINDER ROAD



CIVIL SURVEY CONSULTANTS, INC.  
 2893 SOUTH MERIDIAN ROAD  
 MERIDIAN, IDAHO 83642  
 (208)888-4312



SCALE: 1"=30'

| LINE DATA |               |          |
|-----------|---------------|----------|
| LINE      | BEARING       | DISTANCE |
| L-1       | S 21°48'14" W | 18.73'   |
| L-2       | S 9°29'43" W  | 15.79'   |
| L-3       | S 1°14'44" W  | 6.49'    |

| CURVE DATA |           |        |       |         |       |               |
|------------|-----------|--------|-------|---------|-------|---------------|
| CURVE      | DELTA     | RADIUS | ARC   | TANGENT | CHORD | CHORD BRNG.   |
| C-1        | 52°42'23" | 58.00  | 53.35 | 28.73   | 51.49 | S 35°50'54" W |



# City of Kuna AFFIDAVIT OF LEGAL INTEREST

City of Kuna  
P.O. Box 13  
Kuna, Idaho 83634

Phone: (208) 922-5274  
Fax: (208) 922-5989  
Web: www.cityofkuna.com

State of Idaho )  
                          ) ss.  
County of Ada )

I, Paul Daigle \_\_\_\_\_, 3775 Adams Street  
Name Address  
Garden City \_\_\_\_\_, Idaho 83714  
City State Zip Code

being first duly sworn upon oath, depose and say:

(If Applicant is also Owner of Record, skip to B)

A. That I am the record owner of the property described on the attached, and I grant my permission to BRS Architects 1010 S. Allante Place, Suite 100, Boise, ID 83709  
Name Address  
to submit the accompanying application pertaining to that property.

B. I agree to indemnify, defend and hold City of Kuna and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

C. I hereby grant permission to the City of Kuna staff to enter the subject property for the purpose of site inspections related to processing said application(s).

Dated this 26<sup>th</sup> day of July, 2018

Paul R Daigle  
Signature

Subscribed and sworn to before me the day and year first above written.

Lorie L. Baird  
Notary Public for Idaho

Residing at: Meridian

My commission expires: 11-27-22

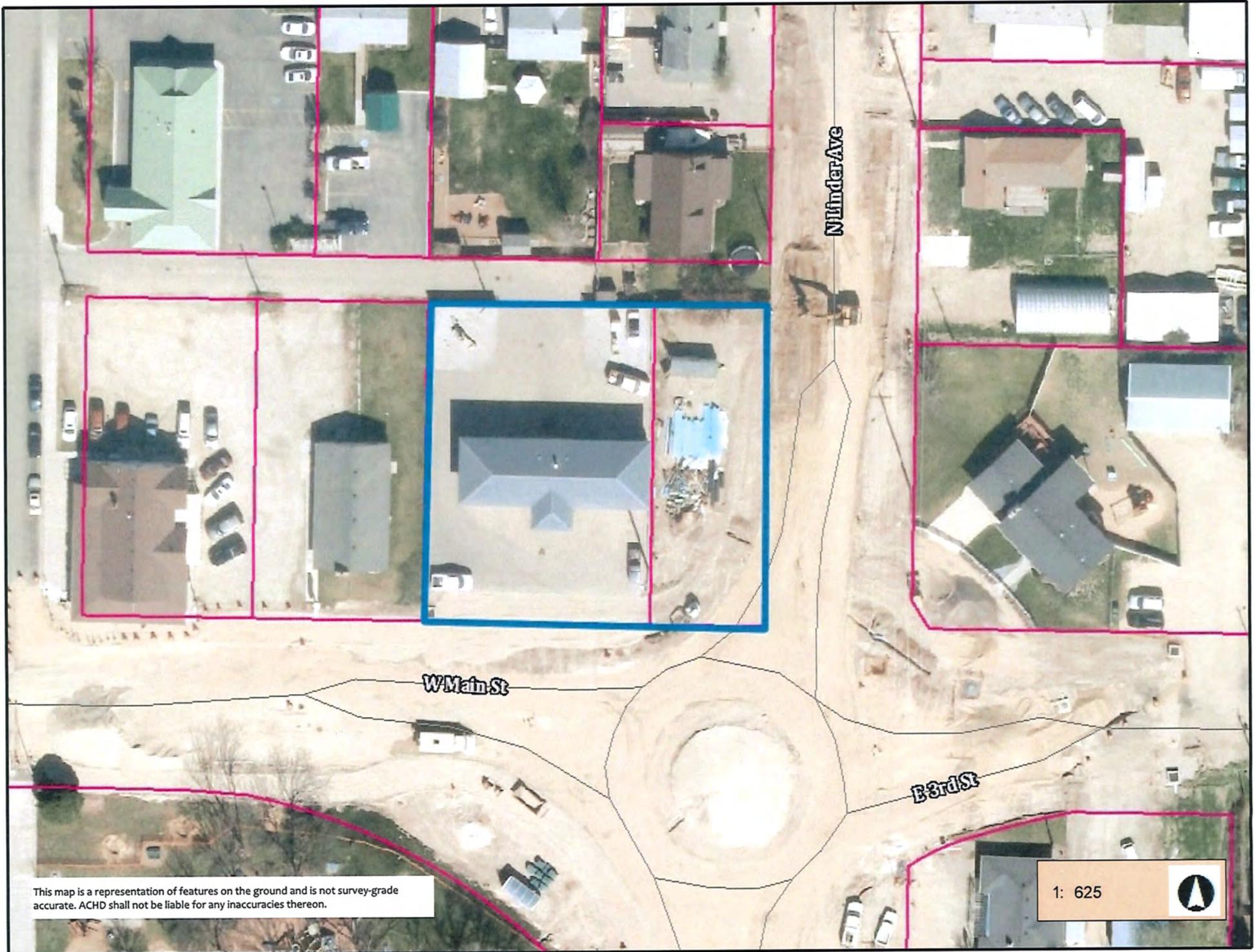


Exhibit  
A2d



PROJECT  
LOCATION

Exhibit  
A22

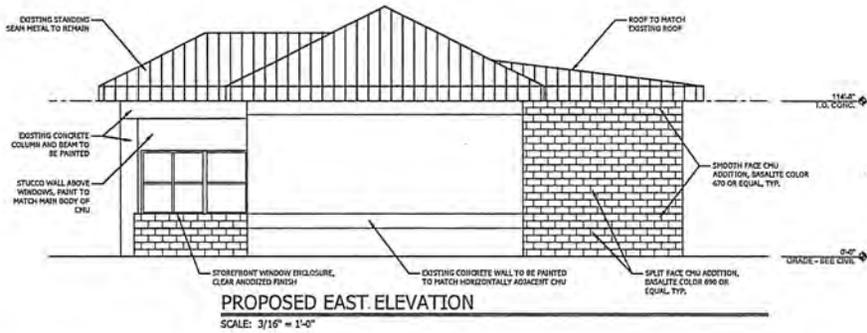


This map is a representation of features on the ground and is not survey-grade accurate. ACHD shall not be liable for any inaccuracies thereon.

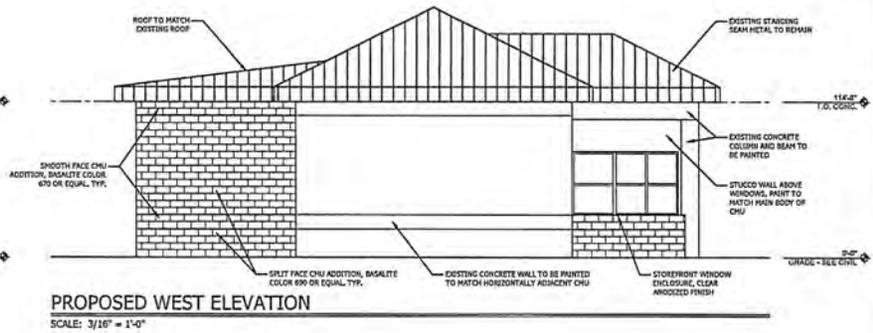
1: 625







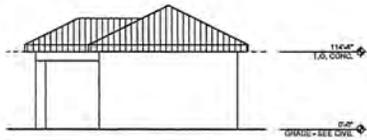
**PROPOSED EAST ELEVATION**  
SCALE: 3/16" = 1'-0"



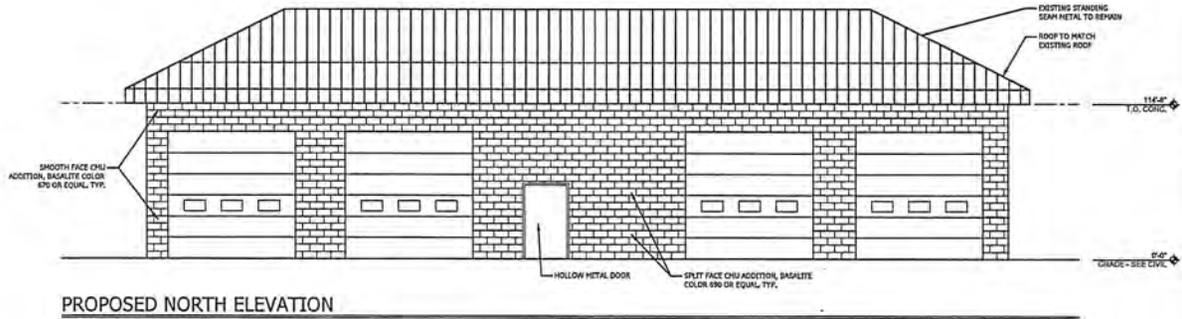
**PROPOSED WEST ELEVATION**  
SCALE: 3/16" = 1'-0"



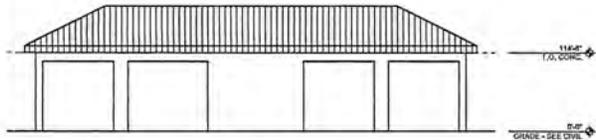
**EXISTING WEST ELEVATION**  
SCALE: 3/32" = 1'-0"



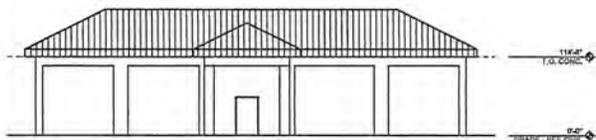
**EXISTING EAST ELEVATION**  
SCALE: 3/32" = 1'-0"



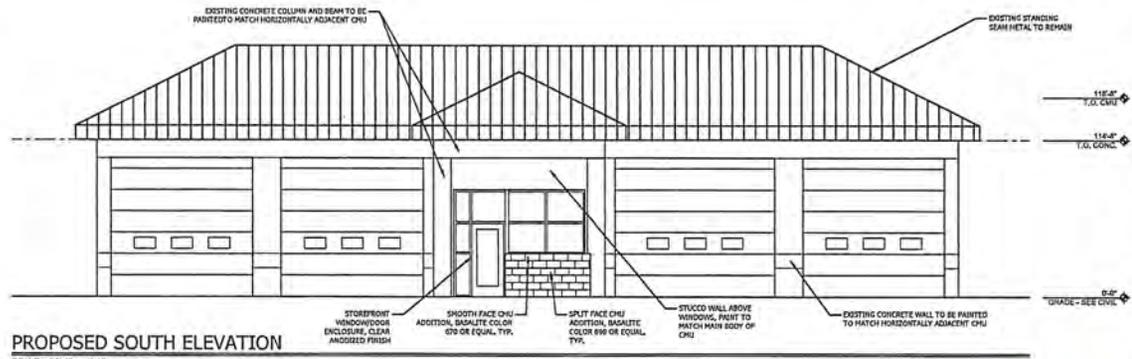
**PROPOSED NORTH ELEVATION**  
SCALE: 3/16" = 1'-0"



**EXISTING NORTH ELEVATION**  
SCALE: 3/32" = 1'-0"



**EXISTING SOUTH ELEVATION**  
SCALE: 3/32" = 1'-0"



**PROPOSED SOUTH ELEVATION**  
SCALE: 3/16" = 1'-0"

| NO. | REVISIONS | DATE |
|-----|-----------|------|
|     |           |      |
|     |           |      |
|     |           |      |

1010 S. ALLANTE PL.  
SUITE 100  
BOISE, IDAHO 83709  
PHONE (208) 338-4380  
FAX (208) 338-4380



PROPOSED DESIGN FOR:  
**PINSON REMODEL**  
**BRAKE AND MUFFLER SHOP**  
KUNA, IDAHO 83854  
156 S. 120 W. MAIN ST.

|         |          |
|---------|----------|
| DRAWN   | JMC      |
| DATE    | 08/10/16 |
| CHECKED | AGD      |
| JOB NO. | 10022    |

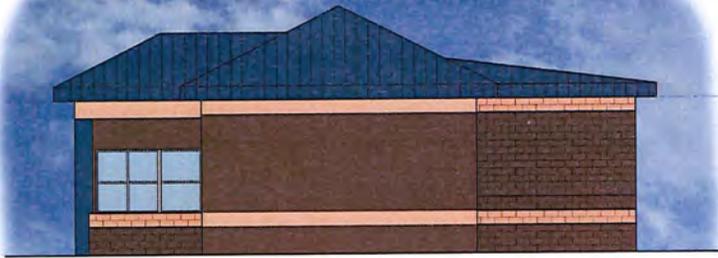
ELEVATIONS

A2.1

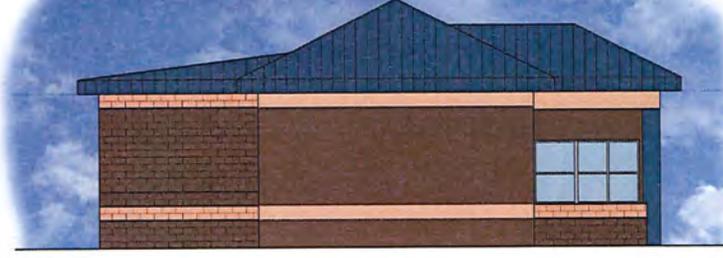
Exhibit  
A2g

NOTHING TO BE CONSIDERED. REPRODUCTION OF ANY PART OF THIS DRAWING OR ANYTHING THEREON BY ANY MEANS WITHOUT THE WRITTEN PERMISSION OF BRS ARCHITECTS IS STRICTLY PROHIBITED.





**PROPOSED EAST ELEVATION**  
SCALE: 3/16" = 1'-0"



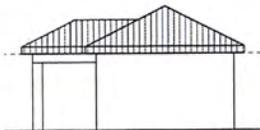
**PROPOSED WEST ELEVATION**  
SCALE: 3/16" = 1'-0"



**EXISTING WEST ELEVATION**  
SCALE: 3/32" = 1'-0"



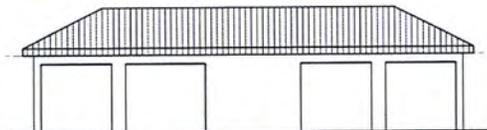
SMOOTH FACE CMU:  
BASALITE COLOR 670 OR EQUAL



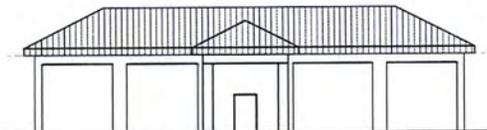
**EXISTING EAST ELEVATION**  
SCALE: 3/32" = 1'-0"



SPLIT FACE CMU:  
BASALITE COLOR 690 OR EQUAL



**EXISTING NORTH ELEVATION**  
SCALE: 3/32" = 1'-0"



**EXISTING SOUTH ELEVATION**  
SCALE: 3/32" = 1'-0"



**PROPOSED NORTH ELEVATION**  
SCALE: 3/16" = 1'-0"



**PROPOSED SOUTH ELEVATION**  
SCALE: 3/16" = 1'-0"

| NO. | REVISIONS | DATE |
|-----|-----------|------|
|     |           |      |
|     |           |      |
|     |           |      |
|     |           |      |
|     |           |      |
|     |           |      |
|     |           |      |
|     |           |      |
|     |           |      |
|     |           |      |

1010 S. ALLANTE PL.  
SUITE 100  
BOISE, IDAHO 83709  
(208) 336-8370  
FAX (208) 336-8360

**ABR ARCHITECTS**

PROPOSED DESIGN FOR:

**PINSON REMODEL**  
BRAKE AND MUFFLER SHOP

156 & 100 W. MAIN ST.  
KUNA, IDAHO 83634

|         |          |
|---------|----------|
| DRAWN   | JMC      |
| DATE    | 08/16/18 |
| CHECKED | AGD      |
| JOB NO. | 18082    |

ELEVATIONS

**A2.1**

COPYRIGHT BY ABR ARCHITECTS • ALL RIGHTS RESERVED. REPRODUCTION OR TRANSLATION OF ANY PART OF THIS DOCUMENT WITHOUT WRITTEN PERMISSION OF ABR ARCHITECTS IS UNLAWFUL AND SUBJECT TO CRIMINAL PROSECUTION.





*City of Kuna*  
**COMMITMENT TO  
PROPERTY POSTING**

P.O. Box 13  
Kuna, Idaho 83634  
208.922.5274  
Fax: 208.922.5989  
Website:  
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

Carroll W. Purson

Applicant/agent signature

8-13-18

Date



# 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 5-1A-2 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: ADDITION AND REMODEL OF EXISTING BUILDING

Date and time of neighborhood meeting: 8-7-18 6PM-7PM

Location of neighborhood meeting: KUNA CITY LIBRARY, CONF ROOM "C"

### SITE INFORMATION:

Location: Quarter: \_\_\_\_\_ Section: 23 Township: 2N Range: 1W Total Acres: 0.481

Subdivision Name: KUNA TOWNSITE AND Lot: 23+24 Block: 3

Site Address: 156+120 W. MAIN ST. Tax Parcel Number(s): RS070000350

KUNA, ID 83634 RS070000315

Please make sure to include all parcels & addresses included in your proposed use.

### CURRENT PROPERTY OWNER:

Name: ACHD - PAUL DAIGLE

Address: 3775 ADAMS ST. City: GARDEN CITY State: ID Zip: 83714

### CONTACT PERSON (Mail recipient and person to call with questions):

Name: MARCELLOUS CLARK Business (if applicable): BRS ARCHITECTS

Address: 1010 S. ALLANTE PL. City: BOISE State: ID Zip: 83709



**PROPOSED USE:**

I request a neighborhood meeting list for the following proposed use of my property (check all that apply):

**Application Type**

**Brief Description**

Annexation

Re-zone

Subdivision (Sketch Plat and/or Prelim. Plat)

Special Use

Variance

Expansion of Extension of a Nonconforming Use

Zoning Ordinance Map Amendment

AUTO MAINTENANCE ON CBD ZONING

**APPLICANT:**

Name: PINSON'S LLC - DARRELL PINSON

Address: 356 E. CHAPARROSA DR

City: KUNA State: ID Zip: 83634

Telephone: 208-901-1632 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 8-13-18

# SIGN IN SHEET

**PROJECT NAME:** \_\_\_\_\_

**Date:** \_\_\_\_\_

|    | <u>Name</u> | <u>Address</u> | <u>Zip</u> | <u>Phone</u> |
|----|-------------|----------------|------------|--------------|
| 1  | _____       | _____          | _____      | _____        |
| 2  | _____       | _____          | _____      | _____        |
| 3  | _____       | _____          | _____      | _____        |
| 4  | _____       | _____          | _____      | _____        |
| 5  | _____       | _____          | _____      | _____        |
| 6  | _____       | _____          | _____      | _____        |
| 7  | _____       | _____          | _____      | _____        |
| 8  | _____       | _____          | _____      | _____        |
| 9  | _____       | _____          | _____      | _____        |
| 10 | _____       | _____          | _____      | _____        |
| 11 | _____       | _____          | _____      | _____        |
| 12 | _____       | _____          | _____      | _____        |
| 13 | _____       | _____          | _____      | _____        |
| 14 | _____       | _____          | _____      | _____        |
| 15 | _____       | _____          | _____      | _____        |
| 16 | _____       | _____          | _____      | _____        |
| 17 | _____       | _____          | _____      | _____        |
| 18 | _____       | _____          | _____      | _____        |
| 19 | _____       | _____          | _____      | _____        |
| 20 | _____       | _____          | _____      | _____        |
| 21 | _____       | _____          | _____      | _____        |
| 22 | _____       | _____          | _____      | _____        |
| 23 | _____       | _____          | _____      | _____        |
| 24 | _____       | _____          | _____      | _____        |
| 25 | _____       | _____          | _____      | _____        |
| 26 | _____       | _____          | _____      | _____        |
| 27 | _____       | _____          | _____      | _____        |
| 28 | _____       | _____          | _____      | _____        |
| 29 | _____       | _____          | _____      | _____        |
| 30 | _____       | _____          | _____      | _____        |



**ARCHITECTS**

1010 S. Allante Place, Suite 100  
Boise, Idaho 83709  
Telephone 208 336-8370  
Fax 208 336-8380  
www.brsarchitects.com

Neighborhood Meeting Sign-In Sheet

|                |   |                |                      |
|----------------|---|----------------|----------------------|
| Project Name:  | <u>Pinson Brake and Muffler</u>   | BRS Project #: | <u>18082</u>         |
| Meeting Date:  | <u>08/07/18</u>   | Meeting Time:  | <u>6:00pm-7:00pm</u> |
| Meeting Place: | <u>Kuna city library conference room "C" at 457 N. Locust Ave. Kuna, ID 83634</u> |                |                      |

Name

Address

- |     |  |  |
|-----|--|--|
| 1.  | <u>DARREN PINSON (APPLICANT)</u>       | <u>356 E. CHAMPAGNE DR. KUNA, ID 83634</u> |
| 2.  | <u>MARCELUS CLARK (BRS ARCHITECTS)</u> | <u>1010 S. ALLANTE PL, BOISE, ID 83709</u> |
| 3.  |  |  |
| 4.  |  |  |
| 5.  |  |  |
| 6.  |  |  |
| 7.  |  |  |
| 8.  |  |  |
| 9.  |  |  |
| 10. |  |  |
| 11. |  |  |
| 12. |  |  |
| 13. |  |  |
| 14. |  |  |
| 15. |  |  |
| 16. |  |  |
| 17. |  |  |
| 18. |  |  |
| 19. |  |  |
| 20. |  |  |
| 21. |  |  |
| 22. |  |  |
| 23. |  |  |



**ARCHITECTS**

1010 S. Allante Place, Suite 100  
Boise, Idaho 83709  
Telephone 208 336-8370  
Fax 208 336-8380  
www.brsarchitects.com

**MEETING MINUTES**

Project Name: Pinson Brake and Muffler BRS Project #: 18082  
Location: 156 & 120 W. Main St. Kuna ID 83634 Date & Time: 08/07/18 6:00pm-7:00pm  
Type of Meeting: Neighborhood Notification Meeting Prepared By: Marcellus Clark  
Attendees: \_\_\_\_\_

Meeting Notes:

*NO ATTENDEES*



1010 S. Allante Place, Suite 100  
Boise, Idaho 83709  
Telephone 208 336-8370  
Fax 208 336-8380  
www.brsarchitects.com

July 31, 2018

Dear Resident:

Kuna City Code requires that an opportunity for a meeting between the applicant of a development proposal and the residents of the neighborhood, in which the development site is located, be provided prior to formal submittal of the development application to the city of Kuna.

This letter is such notice of an opportunity to review and discuss a proposed remodel and new use for the self-spray car wash 156 & 120 W. Main St. Kuna ID 83634 (located on the NW corner of Main St and Liner Rd, at the new round-about). This is not a public hearing; public officials will not be present.

If you have any questions regarding this Kuna City Code pre-application meeting requirement, then please contact the Planning and Zoning Division of Kuna's city services at (208) 922-5274.

If you have questions regarding the project, please contact the person listed below.

Purpose: Conditional use permit application  
Date and Time: Tuesday August 7, 2018 between 6pm-7pm  
Place: Kuna city library conference room "C" at 457 N. Locust Ave. Kuna, ID 83634  
(208) 922-1025  
Project Description: New brake and muffler shop

If you should have any questions about the meeting and/or project, please contact:

*Marcellus Clark*  
BRS Architects  
(208) 336-8370

Thank you,

Marcellus Clark



# City of Kuna Design Review Application

P.O. Box 13  
Kuna, Idaho 83634  
(208) 922.5274  
Fax: (208) 922.5989  
Website: www.kunacity.id.gov

FILE NO.: 18-27-DR (Design Review)

CROSS REF.: \_\_\_\_\_

FILES: 18-11-SUP (special use permit)

The City of Kuna has adopted a Design Review process whose purpose is to make Kuna a pleasant and comfortable place to live and work. This Design Review process is based on standards and guidelines found in the Design Review Ordinance No. 2007-02 and the Architecture and Site Design Booklet. Both documents can be found online ([www.cityofkuna.com](http://www.cityofkuna.com)) or are picked up in the City's Planning and zoning department is located at 751 W 4<sup>th</sup> Street, Kuna ID.

### The Design Review application applies to the following land use actions:

- ▶ Multi- family dwellings (3 or more)
- ▶ Commercial
- ▶ Industrial
- ▶ Institutional
- ▶ Office
- ▶ Common Area
- ▶ Subdivision Signage
- ▶ Proposed Conversions
- ▶ Proposed changes in land use and/or building use or exterior remodeling
- ▶ Exterior restoration, and enlargement or expansion of existing buildings, signs or sites.

## Application Submittal Requirements

| Applicant Use                       |  | Staff Use                           |
|-------------------------------------|--|-------------------------------------|
| <input checked="" type="checkbox"/> | Date of pre- application meeting : <u>6-14-18</u><br><i>Note: Pre-Applications are valid for a period of three (3) months.</i>   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | A complete Design Review Application form<br><i>Note: It is the applicant's responsibility to use a current application.</i>   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Detailed letter of explanation or justification for the application, describing the project and design elements, and how the project complies with Design Review standards.  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | One (1) Vicinity Map (8 1/2" x 11") at 1" = 300' scale (or similar), label the location of the property and adjacent streets.  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | One 8 1/2" x 11" colored aerial photo depicting proposed site, street names, and surrounding area within five-hundred feet (500').   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Copy of Deed; and, if the applicant is not the owner, an <b>original</b> notarized statement (affidavit of legal interest) from the owner (and all interested parties) stating the applicant is authorized to submit this application. | <input checked="" type="checkbox"/> |





Detailed site, landscape, drainage plan, elevation and to scale. *(No smaller than 1"=30', unless otherwise approved.)*



**One of each plan** (site, landscape, drainage plan and elevations) is required to be submitted in the following plan sizes:

- (2) 24" x 36" LARGE FORMAT PLANS*
- (1) 11" X 17" PLAN REDUCATIONS*
- (1) 8 ½" x 11" PLAN REDUCATIONS*



Provide a color rendering and material sample board specifically noting where each color and material is to be located on the structure.



*Note: Provide photo of the colored rendering and material samples board to City Staff electronically in a JPG or PDF format.*

The Applicant is obligated to provide a site plan that graphically portrays the site and includes the following features:

### Site Plan

| Applicant Use                       |   | Staff Use                           |
|-------------------------------------|---|-------------------------------------|
| <input checked="" type="checkbox"/> | North Arrow   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | To scale drawings   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Property lines  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of "Plan Preparer" with contact information  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of project and date  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Existing structures, identify those which are to be relocated or removed  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | On-site and adjoining streets, alleys, private drives and rights-of-way   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Drainage location and method of on-site retention / detention   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location of public restrooms  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Existing / proposed utility service and any above-ground utility structures and their location                                    | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and width of easements, canals and drainage ditches  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and dimension of off-street parking  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Locations and sizes of any loading area, docks, ramps and vehicle storage or service areas  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Trash storage areas and exterior mechanical equipment, with proposed method of screening  | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Sign locations <i>(a separate sign application must be submitted with this application)</i>                                       | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | On-site transportation circulation plan for motor vehicles, pedestrians and bicycles  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Locations and uses of ALL open spaces   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Locations, types and sizes of sound and visual buffers <i>(Note: all buffers must be located outside the public right-of-way)</i> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Parking layout including spaces, driveways, curb cuts, circulation patterns, pedestrian walks and vision triangle                 | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Locations of subdivision lines <i>(if applicable)</i>   | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | Illustration that demonstrates adequate sight distance is provided for motor vehicles, pedestrians and bicycles                   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location of walls and fences and indication of their height and material of construction  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Roofline and foundation plan of building, location on the site  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and designations of all sidewalks  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and designation of all rights-of-way and property lines  | <input checked="" type="checkbox"/> |

## Landscape and Streetscape Plan

The landscape and streetscape plans need to be drawn by the project architect, professional landscape architect, landscape designer, or qualified nurseryman for development's possessing more than twelve thousand (12,000) square feet of private land. The landscaped and streetscape plans must be colored. The Planning Director or City Forester may require the preparation of a landscape plan for smaller developments by one of the noted individuals if the lot(s) have unique attributes.

| Applicant<br>Use                    |  | Staff<br>Use                        |
|-------------------------------------|--|-------------------------------------|
| <input checked="" type="checkbox"/> | North Arrow  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | To scale drawings  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Boundaries, property lines and dimensions  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of "Plan Preparer" with contact information   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Name of project and date   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Type and location of all plant materials and other ground covers.<br><i>Please review the City's plant list and rely upon it to identify the site's planting strategy. Include botanical and common name, quantity, spacing and sizes of all proposed landscape materials at the time of planting, and at maturity. A list of acceptable trees is available upon request from City Planning Staff.</i> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Existing vegetation identified by specific size. Identify those which are proposed to be relocated or removed  | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | Method of irrigation<br><i>Note: All plant materials, except existing native plants not damaged during construction or xeriscape species shown not to require regular watering, shall be irrigated by underground sprinkler systems set on a timer in order to obtain proper watering duration and ease of maintenance.</i>  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location, description, materials, and cross-sections of special features, including berming, retaining walls, hedges, fences, fountains street/pathway furniture (benches, etc.), etc.   | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Sign locations<br><i>Note: A separate sign application must be submitted with this application</i>   | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> | Locations and uses for open spaces   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Parking layout including spaces, driveways, curb cuts, circulation patterns, pedestrian walks and vision triangle  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Illustration that demonstrates adequate sight distance is provided for motor vehicles, pedestrians and bicycles  | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Location and designations of all sidewalks   | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | Clearly identify pressurized irrigation lines and underground water storage  | <input type="checkbox"/>            |
| <input type="checkbox"/>            | Engineered grading and drainage plans: A generalized drainage plan showing direction drainage with proposed on-site retention. Upon submission of building/construction plans for an approved design review application, a detailed site grading and drainage plan, prepared by a registered professional engineer (PE) shall be submitted to the City for review and approval by the City Engineer.   | <input type="checkbox"/>            |

### Building Elevations

Applicant  
Use

Detailed elevation plans of each side of any proposed building(s) or additions(s)  
*Note: Four (4) elevations to include all sides of development and must be in color*

Identify the elevations as to north, south, east, and west orientation

Colored copies of all proposed building materials and indication where each material and color application is to be located  
*Note: Submit as 11"x17" reductions*

Screening/treatment of mechanical equipment

Provide a cross-section of the building showing any roof top mechanical units and their roof placement

Detailed elevation plans showing the materials to be used in construction of trash enclosures

Staff  
Use

### Lighting Plan

Applicant  
Use

Exterior lighting including detailed cut sheets and photometric plan (pedestrian, vehicle, security, decoration)

Types and wattage of all light fixtures

*Note: The City encourages use of "dark sky" lighting fixtures*

Placement of all light fixtures shown on elevations and landscaping plans

Staff  
Use

### Roof Plans

Applicant  
Use

Size and location of all roof top mechanical units

Staff  
Use

# Design Review Application

Applicant: MARCELUS CLARK Phone: 208-336-8370

Owner  Representative

Fax/Email: 208-336-8380

MARCELUS@BRSARCHITECTS.COM

Applicant's Address: 1010 S. ALLANIE PL

BOISE, ID 83709 Zip: \_\_\_\_\_

Owner: ACHD - PAUL DAIGLE Phone: \_\_\_\_\_

Owner's Address: 3775 ADAMS ST. Email: \_\_\_\_\_

GARDEN CITY, ID Zip: 83714

Represented By: *(If different from above)* DARRELL PINSON - PINSON'S LLC Phone: 208-901-1632

Address: 356 E. CHAPPAROSA DR. Email: DARRELLWPINSON@GMAIL.COM

KUNA, ID 83634 Zip: \_\_\_\_\_

Address of Property: 156+120 W. MAIN ST.

KUNA, ID 83634 Zip: \_\_\_\_\_

Distance from Major Cross Street: CORNER OF Street Name(s): LINDER RD / MAIN ST.

*Please check the box that reflects the intent of the application*

- BUILDING DESIGN REVIEW  DESIGN REVIEW MODIFICATION  
 SUBDIVISION / COMMON AREA LANDSCAPE  STAFF LEVEL APPLICATION

This Design Review application is a request to construct, add or change the following: *(Briefly explain the nature of the request.)*

REMODEL OF EXISTING BUILDING AND ADDITION TO FOR AUTO MAINTENANCE BUSINESS

1. Dimension of Property: 144' x 140'

2. Current Land Use(s): CAR WASH

3. What are the land uses of the adjoining properties?

North: BRAND KILBY / RESIDENTIAL

South: PARK

East: DAYCARE

West: BUSINESS

4. Is the project intended to be phased, if so what is the phasing time period? NO

Please explain: N/A

5. The number and use(s) of all structures: EXIST SELF SPRAY CAR WASH TO BE  
AUTO MAINTENANCE

6. Building heights: 23'-6" Number of stories: 1  
The height and width relationship of new structures shall be compatible and consistent with the architectural character of the area and proposed use.

Note: The maximum building height for each zoning district is as follows:

|          |          |          |          |        |
|----------|----------|----------|----------|--------|
| L-O: 35' | C-2: 60' | CBD: 80' | M-2: 60' | P: 60' |
| C-1: 35' | C-3: 60' | M-1: 60' | M-3: 60' |        |

7. What is the percentage of building space on the lot when compared to the total lot area? 19.25%

8. Exterior building materials & colors: (Note: This section must be completed in compliance with the City of Kuna Ordinance No. 2007-21A (as amended); found online at [www.cityofkuna.com](http://www.cityofkuna.com)) under the City Code.

MATERIAL COLOR

Roof: SSM / BLUE

Walls: (State percentage of wall coverage for each type of building material below for each frontage wall) If there is not adequate space to identify the various building materials and applications, please list them on the attached sheet of this application. Please attach photos to support application types.

THE EXISTING CONCRETE AND EIFS WILL BE PAINTED TO MATCH THE  
BODY COLOR OF THE CMU FOR THE ELEVATIONS

% of Wood application: 0 / \_\_\_\_\_

% EIFS: 4% / PAINT TO MATCH DARK CMU  
(Exterior Insulation Finish System)

% Masonry: 3% / DARK-BASALITE 690, LIGHT BASALITE 670

% Face Block: \_\_\_\_\_ / \_\_\_\_\_

% Stucco: \_\_\_\_\_ / \_\_\_\_\_

& other material(s): CONCRETE (EXISTING) / PAINT TO MATCH CMU

List all other materials: \_\_\_\_\_

Windows/Doors: 67% / WHITE OVERHEAD / CLEAR ANODIZED STAINLESS  
(Type of window frames & styles / doors & styles, material)

Soffits and fascia material: (EX) METAL / WHITE

Trim, etc.: \_\_\_\_\_ / \_\_\_\_\_

Other: \_\_\_\_\_ / \_\_\_\_\_

9. Please identify Mechanical Units: ATTIC MOUNTED

Type/Height: \_\_\_\_\_

Proposed Screening Method: NOT VISIBLE

10. Please identify trash enclosure: (size, location, screening & construction materials) SEE SITE PLAN, VINYL FENCE  
ENCLOSURE

11. Are there any irrigation ditches/canals on or adjacent to the property? NO

If yes, what is the name of the irrigation or drainage provider? \_\_\_\_\_

12. Fencing: (Please provide information about new fencing material as well as any existing fencing material)

(EX) CONCRETE, NEW VINYL FENCING

Type: VINYL

Size: 6'  
Location: NORTH SIDE OF PROPERTY

*(Please note that the City has height limitations of fencing material and requires a fence permit to be obtained prior to installation)*

13. Proposed method of On-site Drainage Retention/Detention:

EXISTING

14. Percentage of Site Devoted to Building Coverage: 19.25

% of Site Devoted to Landscaping: 6.75 Square Footage: 1,160  
*(Including landscaped rights-of-way)*

% of Site that is Hard Surface: ~~74~~ 74 Square Footage: 13,598  
*(Paving, driveways, walkways, etc.)*

% of Site Devoted to other uses: ∅

Describe: \_\_\_\_\_

% of landscaping within the parking lot (landscaped islands, etc.): \_\_\_\_\_

15. For details, please provide dimensions of landscaped areas within public rights-of-way:

SEE SITE PLAN

16. Are there any existing trees of 4" or greater in caliper on the property? *(Please provide the information on the site plans.)*  
If yes, what type, size and the general location? *(The City's goal is to preserve existing trees with a four inch (4") or greater caliper whenever possible):*

NO

17. Dock Loading Facilities:

Number of docking facilities and their location: ∅

Method of screening: N/A

18. Pedestrian Amenities: *(bike racks, receptacles, drinking fountains, benches, etc.)* ∅

19. Setbacks of the proposed building from property lines:

Front 54'-0" -feet      Rear 44'-3" -feet      Side 15'-4" -feet      Side 33' -feet

20. Parking requirements: 11 SPACES

Total Number of Parking Spaces: 15      Width and Length of Spaces: 9' x 20'

Total Number of Compact Spaces 8'x17': ∅

21. Is any portion of the property subject to flooding conditions?      Yes \_\_\_\_\_      No X

**IF THE PLANNING DIRECTOR OR DESIGNEE, THE DESIGN REVIEW BOARD AND/OR THE CITY COUNCIL DETERMINE THAT ADDITIONAL AND/OR REVISED INFORMATION IS NEEDED, AND/OR IF OTHER UNFORESEEN CIRCUMSTANCES ARISE, ANY DATES OUTLINED FOR PROCESSING MAY BE RE-SCHEDULED BY THE CITY. APPLICANT/REPRESENTATIVE MUST ATTEND THE DESIGN REVIEW BOARD MEETING/PLANNING AND ZONING MEETINGS.**

The Ada County Highway District may also conduct public meetings regarding this application. If you have questions about the meeting date or the traffic that this development may generate or the impact of that traffic on streets in the area, please contact the Ada County Highway District at 208.387.6170. In order to expedite your request, please have ready the file number indicated in this notice.

Signature of Applicant  Date 8-12-18

City staff comments:  
\_\_\_\_\_  
\_\_\_\_\_

Signature of receipt by City Staff \_\_\_\_\_ Date \_\_\_\_\_

**FOR ADDITIONAL INFORMATION:**  
(Please list page number and item in reference)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# D-Series Size 1 LED Wall Luminaire



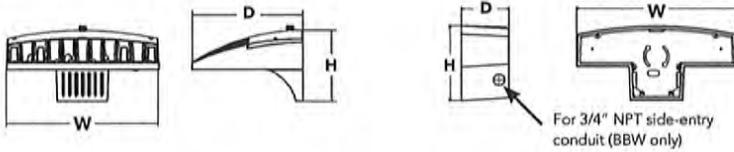
d-series

## Specifications Luminaire

|                |                      |                |                    |
|----------------|----------------------|----------------|--------------------|
| <b>Width:</b>  | 13-3/4"<br>(34.9 cm) | <b>Weight:</b> | 12 lbs<br>(5.4 kg) |
| <b>Depth:</b>  | 10"<br>(25.4 cm)     |                |                    |
| <b>Height:</b> | 6-3/8"<br>(16.2 cm)  |                |                    |

## Back Box (BBW, ELCW)

|                |                      |                     |                    |
|----------------|----------------------|---------------------|--------------------|
| <b>Width:</b>  | 13-3/4"<br>(34.9 cm) | <b>BBW Weight:</b>  | 5 lbs<br>(2.3 kg)  |
| <b>Depth:</b>  | 4"<br>(10.2 cm)      | <b>ELCW Weight:</b> | 10 lbs<br>(4.5 kg) |
| <b>Height:</b> | 6-3/8"<br>(16.2 cm)  |                     |                    |



Catalog  
Number

Notes

Type  
WL1

Hit the Tab key or mouse over the page to see all interactive elements.

## Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

## Ordering Information

**EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD**

| Series    | LEDs                            | Drive Current                  | Color temperature   | Distribution              | Voltage            | Mounting   | Control Options   |
|-----------|---------------------------------|--------------------------------|---------------------|---------------------------|--------------------|--|---|
| DSXW1 LED | 10C 10 LEDs (one engine)        | 350 350 mA                     | 30K 3000 K          | T2S Type II Short         | MVOLT <sup>2</sup> | <b>Shipped included</b><br>(blank) Surface mounting bracket<br><br>BBW Surface-mounted back box (for conduit entry) <sup>5</sup> | <b>Shipped installed</b><br>PE Photoelectric cell, button type <sup>6</sup><br>DMG 0-10V dimming driver (no controls; wires pulled outside fixture)<br>PIR 180° motion/ambient light sensor, <15' mtg ht. <sup>1,7</sup><br>PIRH 180° motion/ambient light sensor, 15-30' mtg ht. <sup>1,7</sup><br>PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc. <sup>1,7</sup><br>PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc. <sup>1,7</sup><br>ELCW Emergency battery backup (includes external component enclosure), non CEC compliant <sup>9</sup> |
|           |                                 | 530 530 mA                     | 40K 4000 K          | T2M Type II Medium        | 120 <sup>3</sup>   |  |   |
|           | 700 700 mA                      | 50K 5000 K                     | T3S Type III Short  | 208 <sup>3</sup>          |                    |  |   |
|           | 1000 1000 mA (1 A) <sup>1</sup> | AMBPC Amber phosphor converted | T3M Type III Medium | 240 <sup>3</sup>          |                    |  |   |
|           |                                 |                                |                     | T4M Type IV Medium        | 277 <sup>3</sup>   |  |   |
|           |                                 |                                |                     | TFTM Forward Throw Medium | 347 <sup>3,4</sup> |  |   |
|           |                                 |                                |                     | ASYDF Asymmetric diffuse  | 480 <sup>3,4</sup> |  |   |

| Other Options                                    | Finish (required)                      |
|--|--|
| <b>Shipped installed</b>                         | <b>Shipped separately<sup>10</sup></b> |
| SF Single fuse (120, 277 or 347V) <sup>3,9</sup> | BSW Bird-deterrent spikes              |
| DF Double fuse (208, 240 or 480V) <sup>3,9</sup> | WG Wire guard                          |
| HS House-side shield <sup>10</sup>               | VG Vandal guard                        |
| SPD Separate surge protection                    | DDL Diffused drop lens                 |
|  | DDBXD Dark bronze                      |
|  | DBLXD Black                            |
|  | DNAXD Natural aluminum                 |
|  | DWHXD White                            |
|  | DSSXD Sandstone                        |
|  | DDBTXD Textured dark bronze            |
|  | DBLTXD Textured black                  |
|  | DNATXD Textured natural aluminum       |
|  | DWHGXD Textured white                  |
|  | DSSTXD Textured sandstone              |

## Accessories

Ordered and shipped separately.

|           |  |
|-----------|--|
| DSXWHS U  | House-side shield (one per light engine) |
| DSXWBSW U | Bird-deterrent spikes                    |
| DSXWVG U  | Wire guard accessory                     |
| DSXWVGD U | Vandal guard accessory                   |

## NOTES

- 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRH1FC3V.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- Reference Motion Sensor table on page 3.
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at [www.lithonia.com](http://www.lithonia.com)
- Not available with ELCW.
- Also available as a separate accessory; see Accessories information.



## Performance Data

### Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

| Ambient |       | Lumen Multiplier |
|---------|-------|------------------|
| 0°C     | 32°F  | 1.02             |
| 10°C    | 50°F  | 1.01             |
| 20°C    | 68°F  | 1.00             |
| 25°C    | 77°F  | 1.00             |
| 30°C    | 86°F  | 1.00             |
| 40°C    | 104°F | 0.98             |

### Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the DSXW1 LED 20C 1000 platform in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

| Operating Hours          | 0   | 25,000 | 50,000 | 100,000 |
|--------------------------|-----|--------|--------|---------|
| Lumen Maintenance Factor | 1.0 | 0.95   | 0.93   | 0.88    |

### Electrical Load

| LEDs | Drive Current (mA) | System Watts | Current (A) |      |      |      |      |      |
|------|--------------------|--------------|-------------|------|------|------|------|------|
|      |                    |              | 120V        | 208V | 240V | 277V | 347V | 480V |
| 10C  | 350                | 14W          | 0.13        | 0.07 | 0.06 | 0.06 | -    | -    |
|      | 530                | 20W          | 0.19        | 0.11 | 0.09 | 0.08 | -    | -    |
|      | 700                | 27W          | 0.25        | 0.14 | 0.13 | 0.11 | -    | -    |
|      | 1000               | 40W          | 0.37        | 0.21 | 0.19 | 0.16 | -    | -    |
| 20C  | 350                | 24W          | 0.23        | 0.13 | 0.12 | 0.10 | -    | -    |
|      | 530                | 36W          | 0.33        | 0.19 | 0.17 | 0.14 | -    | -    |
|      | 700                | 47W          | 0.44        | 0.25 | 0.22 | 0.19 | 0.15 | 0.11 |
|      | 1000               | 74W          | 0.69        | 0.40 | 0.35 | 0.30 | 0.23 | 0.17 |

### Motion Sensor Default Settings

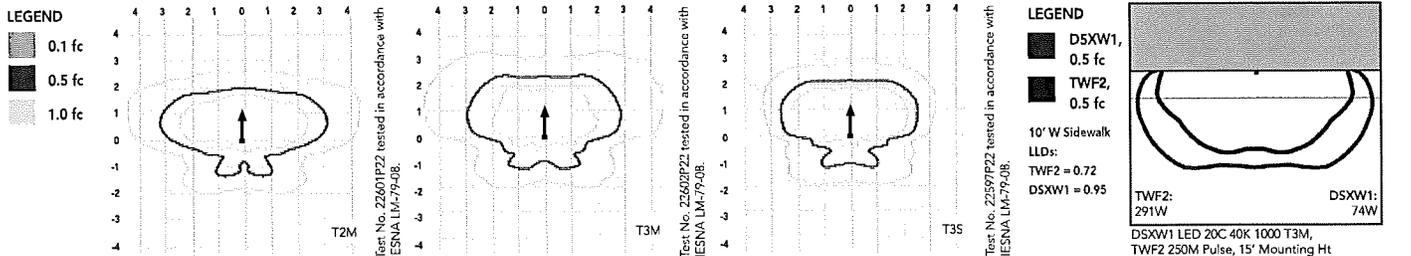
| Option                | Dimmed State    | High Level (when triggered) | Photocell Operation | Dwell Time | Ramp-up Time | Ramp-down Time |
|-----------------------|-----------------|-----------------------------|---------------------|------------|--------------|----------------|
| *PIR or PIRH          | 3V (37%) Output | 10V (100%) Output           | Enabled @ 5FC       | 5 min      | 3 sec        | 5 min          |
| PIR1FC3V or PIRH1FC3V | 3V (37%) Output | 10V (100%) Output           | Enabled @ 1FC       | 5 min      | 3 sec        | 5 min          |

\*for use with Inline Dusk to Dawn or timer

## Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Wall Size 1 homepage.

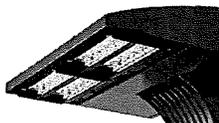
Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



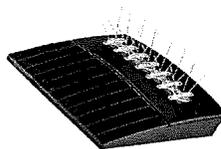
## Options and Accessories



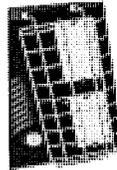
T3M (left), ASYDF (right) lenses



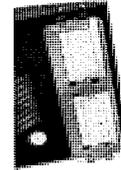
HS - House-side shields



BSW - Bird-deterrent spikes



WG - Wire guard



VG - Vandal guard



DDL - Diffused drop lens

## FEATURES & SPECIFICATIONS

### INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

### CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

### FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

### OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (70 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 min. CRI) configurations.

### ELECTRICAL

Light engine(s) consist of 10 high-efficiency LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

### INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

### LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at [www.designlights.org](http://www.designlights.org) to confirm which versions are qualified.

### WARRANTY

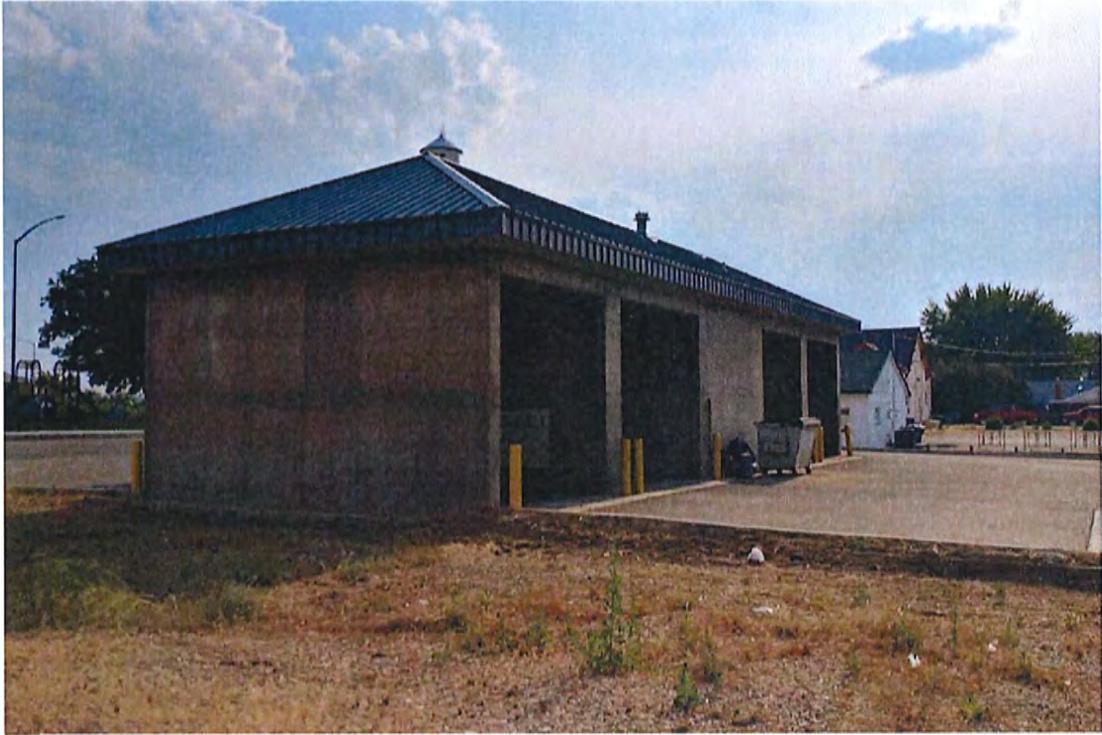
Five-year limited warranty. Complete warranty terms located at [www.acuitybrands.com/CustomerResources/Terms\\_and\\_conditions.aspx](http://www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx).

**Note:** Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.





Exhibit  
A6





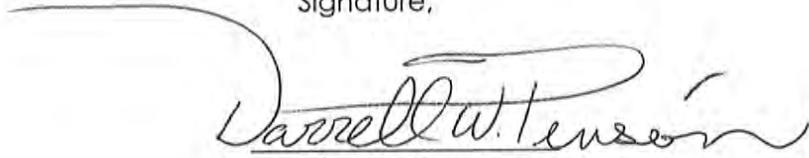
# City of Kuna PROOF OF PROPERTY POSTING

City of Kuna  
P.O. Box 13  
Kuna, Idaho 83634  
Phone: (208) 922-5274  
Fax: (208) 922-5989  
Web: www.kunacity.id.gov

This notice shall confirm that the Public Hearing Notice for 156 W. MAIN STREET, KUNA, ID  
(NAME OF SUBDIVISION OR ADDRESS) was posted as required per Kuna City Ordinance  
5-1A-8. Sign posted 9-28-18 (DAY OF THE WEEK, MONTH,  
DATE AND YEAR). This form is required to be returned three (3) calendar days  
subsequent to posting and signs are to be removed from the site three (3) calendar  
days after the hearing.

DATED this 1 day of OCTOBER, 2018

Signature,

  
Owner/Developer

STATE OF IDAHO )  
County of Ada ) : ss  
)

On this 1<sup>st</sup> day of Oct, 2018 before me the  
undersigned, a Notary Public in and for said State, personally appeared before me  
(Owner, Developer). DARRELL W. PINSON

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal  
the day and year in this certificate first above written.

  
Notary Public  
Residing at Kuna  
Commission Expires 11/21/24

MARK EHLHARDT  
Notary Public - State of Idaho  
Commission Number 48650  
My Commission Expires 11-21-2024





**CITY OF KUNA**  
PLANNING & ZONING DEPARTMENT

751 West 4<sup>th</sup> Street  
P.O. Box 13  
Kuna, ID 83634  
Phone: 208-922-5274  
Fax: 208-922-5989  
[www.kunacity.id.gov](http://www.kunacity.id.gov)

**CERTIFICATE OF MAILING**

Date: 9/19/18

To:  300' Property Owners  Other \_\_\_\_\_

Planner: Jace Hellman, Planner II

Case Name: Pinson's Mutter

---

I HEREBY CERTIFY that on this 19<sup>th</sup> day of sept. 2018, I caused a true and correct copy of the foregoing instrument to be deposited in the United States mail, with prepaid postage.

\_\_\_\_\_  
Signature

Dawn Stephens  
Attest

Exhibit  
B1



**CITY OF KUNA**  
**PLANNING & ZONING DEPARTMENT**  
PO Box 13 • 751 W. 4th St • Kuna, Idaho • 83634  
Phone (208) 922-5274 • Fax: (208) 922-5989  
www.kunacity.id.gov

Dear Property Owner:

NOTICE IS HEREBY GIVEN that the City of Kuna **Planning and Zoning Commission** is scheduled to hold a public hearing on **October 9, 2018**, beginning at **6:00 pm** on the following case:

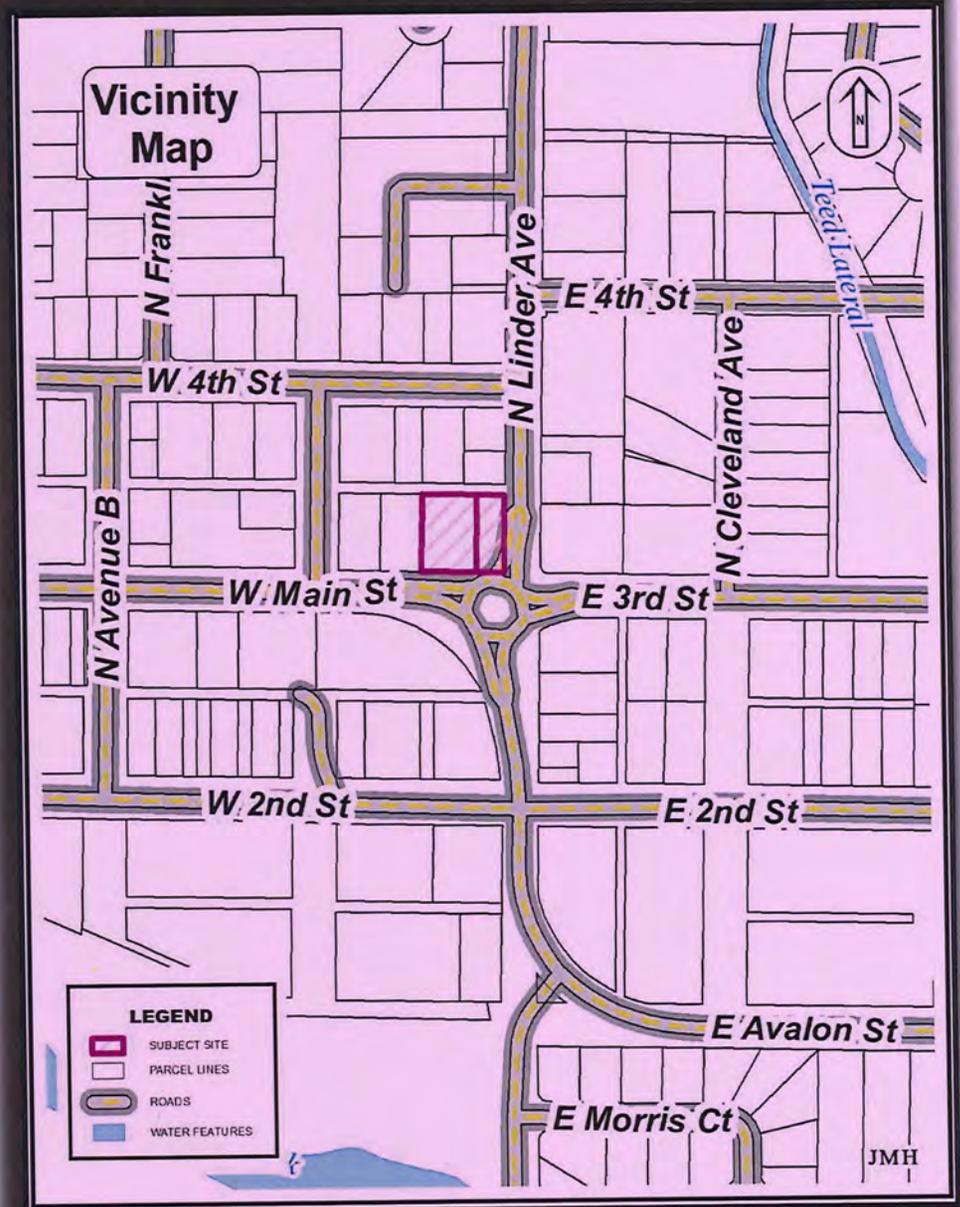
A **Special Use Permit (SUP)** request from Darrell Pinson, to operate an automobile maintenance shop within the Central Business District. The subject sites are located at 156 and 120 West Main Street, Kuna, ID 83634, within Section 23, Township 2 North, Range 1 West; (APN# R5070000315 and R5070000350).

The hearing will be held at **6:00 PM** in the **Council Chambers at City Hall** located at **751 W. 4th Street, Kuna, Idaho**.

You are invited to provide oral or written comments at the hearing. Written testimony received by the close of business on **Wednesday, October 3, 2018** will be included in the packet that is distributed to the governing body prior to the hearing. Late submissions (must submit six (6) copies) will be presented to the governing body at time of the hearing. Please note oral comments made during the public hearing will be restricted to three (3) minutes per person. Mail written comments to PO Box 13, Kuna, ID 83634 or drop them off at City Hall, 751 West 4<sup>th</sup> Street, Kuna, ID.

If you have questions or need special assistance, please contact the Planning and Zoning Division at (208) 922-5274.

In all correspondence concerning this case, please refer to the case name: **18-11-SUP (Special Use Permit) – Pinson's Muffler Shop**



MAILED 09/19/18

PRIMOWNER  
1111 KUNA LLC  
ADA COUNTY HIGHWAY DISTRICT  
BELL DALE A  
BELL DALE ALAN  
CASE DAVID L  
CITY OF KUNA  
CROMWELL RICHARD WAYNE  
DAVIS IDA M  
DOWNUM DOUGLAS L  
EEA PROPERTIES LLC  
EEA PROPERTIES LLC  
FBK PROPERTIES LLC  
FERGUSON ERIC B  
FERGUSON RONALD S  
FINCH DENNIS C SR  
FORREY ALBERT R  
GIBBONS WADE A  
GODFREY W R  
JR LLC  
KUNA ZAMZOWS LLC  
LARSON MARK B  
MOTT GLENN E  
OLSON FISHER ENTERPRISES L C  
OSWALD MEGAN A  
SCHMILLEN KEN & DIANE TRUST  
THORNTON LAYNE  
WIMER TED

SECOWNER  
  
BELL SANDIE L  
  
CASE LYNETTE  
  
CROMWELL BARBARA MARLENE  
DAVIS NORMAN R  
  
FERGUSON KAREN S  
FINCH KATHERINE M  
  
GIBBONS DONNA J  
GODFREY LOIS E  
  
LARSON KAROL  
MOTT CHARLOTTE  
  
SCHMILLEN DIANE R TRUSTEE  
THORNTON LORI  
WIMER SHARON

ADDCONCAT  
P O BOX 905  
3775 N ADAMS ST  
388 N LINDER AVE  
388 S LINDER RD  
7866 S MCLINTOCK PL  
PO BOX 13  
PO BOX 202  
371 N CLEVELAND AVE  
139 W 4TH ST  
173 W 4TH ST  
1207 W KIMRA ST  
157 W 4TH ST  
341 N CLEVELAND AVE  
5435 N CHOPIN AVE  
182 W 4TH ST  
153 E 3RD ST  
4203 E BOREAL CT  
325 N CLEVELAND AVE  
1201 FRANKLIN BLVD  
1201 FRANKLIN BLVD  
PO BOX 7346  
158 W 4TH ST  
P O BOX 68  
144 W 4TH ST  
427 LINDER AVE  
3224 S SWAN FALLS RD  
2400 W HUBBARD RD

STATCONCAT  
KUNA, ID 83634-0000  
GARDEN CITY, ID 83714-6447  
KUNA, ID 83634-2058  
KUNA, ID 83634-2058  
MERIDIAN, ID 83642-0000  
KUNA, ID 83634-0013  
KUNA, ID 83634-0202  
KUNA, ID 83634-2143  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
MERIDIAN, ID 83642-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
MERIDIAN, ID 83646-4719  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
NAMPA, ID 83687-0000  
KUNA, ID 83634-2143  
NAMPA, ID 83687-0000  
NAMPA, ID 83687-0000  
BOISE, ID 83707-0000  
KUNA, ID 83616-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-0000  
KUNA, ID 83634-2061  
KUNA, ID 83634-1732  
KUNA, ID 83634-0000

1111 Kuna LLC  
PO Box 905  
Kuna, ID 83634

Ada County Highway District  
3775 N Adams St  
Garden City, ID 83714

Dale & Sandie Bell  
388 N Linder Ave  
Kuna, ID 83634

Dale Bell  
388 S Linder Road  
Kuna, ID 83634

David & Lynette Case  
7866 S McLintock Pl  
Meridian, ID 83642

City of Kuna  
PO Box 13  
Kuna, ID 83634

Richard & Barbara Cromwell  
Po Box 202  
Kuna, ID 83634

Ida & Norman Davis  
371 N Cleveland Ave  
Kuna, ID 83634

Douglas Downum  
139 W 4<sup>th</sup> St  
Kuna, ID 83634

EEA Properties LLC  
173 W 4<sup>th</sup> St  
Kuna, ID 83634

EEA Properties LLC  
1207 W Kimra St  
Meridian, ID 83642

FBK Properties LLC  
157 W 4<sup>th</sup> St  
Kuna, ID 83634

Eric Ferguson  
341 N Cleveland Ave  
Kuna, ID 83634

Ronald & Karen Ferguson  
5435 N Chopin Ave  
Meridian, ID 83646

Dennis & Katherine Finch  
182 W 4<sup>th</sup> St  
Kuna, ID 83634

Albert Forrey  
153 E 3<sup>rd</sup> St  
Kuna, ID 83634

Wade & Donna Gibbons  
4203 E Boreal Ct  
Nampa, ID 83687

Lois Godfrey  
325 N Cleveland Ave  
Kuna, ID 83634

JR LLC  
1201 Franklin Blvd  
Nampa, ID 83687

Kuna Zamzows LLC  
1201 Franklin Blvd  
Nampa, ID 83687

Mark & Karol Larson  
PO Box 7346  
Boise, ID 83707

Glenn & Charlotte Mott  
158 W 4<sup>th</sup> St  
Kuna, ID 83634

Olson Fisher Enterprises LC  
PO Box 68  
Kuna, ID 83634

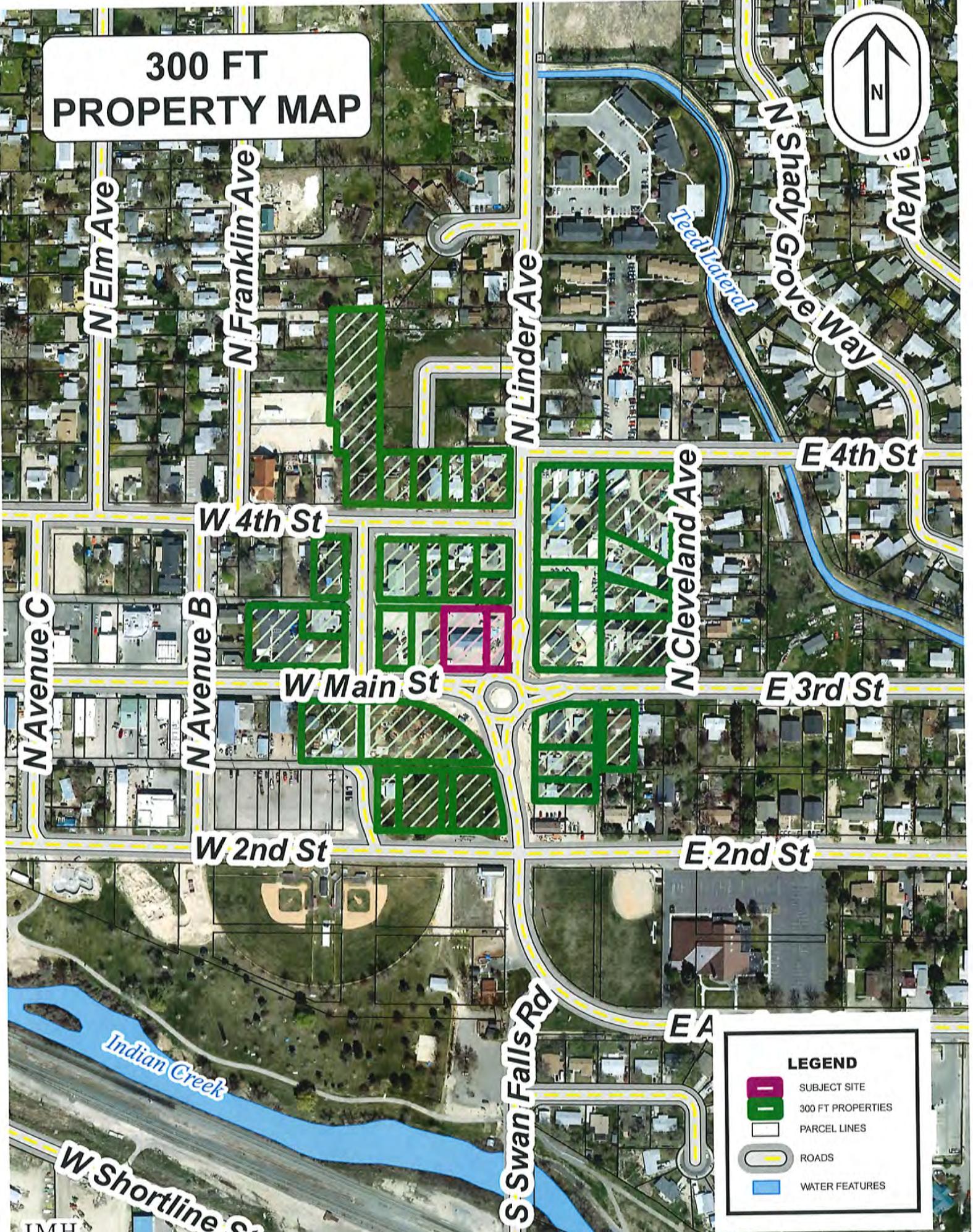
Megan Oswald  
144 W 4<sup>th</sup> St  
Kuna, ID 83634

Ken & Diane Schmillen Trust  
Diane Schmillen Trustee  
427 Linder Ave  
Kuna, ID 83634

Layne & Lori Thorton  
3224 S Swan Falls Rd  
Kuna, ID 83634

Ted & Sharon Wimer  
2400 W Hubbard Road  
Kuna, ID 83634

# 300 FT PROPERTY MAP



**LEGEND**

-  SUBJECT SITE
-  300 FT PROPERTIES
-  PARCEL LINES
-  ROADS
-  WATER FEATURES

**Jace Hellman**

---

**From:** Sharon Jessen <sjessen@idahopress.com>  
**Sent:** Thursday, September 13, 2018 11:32 AM  
**To:** Jace Hellman  
**Subject:** Re: City of Kuna Request for Legal Publication

**LEGAL E-MAIL INITIAL RECIEPT**

Good Day,  
I have received your request and will get this processed as soon as possible. Please check your email occasionally for a copy of the pending invoice and proof.

Idaho Press, Emmett Messenger-Index, Kuna-Melba News and Meridian Press-Tribune

Legal Clerk  
[legals@idahopress.com](mailto:legals@idahopress.com)  
208-465-8129  
Monday through Friday 8:00am– 12:00pm

---

**From:** Jace Hellman <jhellman@kunaID.gov>  
**Sent:** Thursday, September 13, 2018 9:59 AM  
**To:** IPT Legals  
**Subject:** City of Kuna Request for Legal Publication

Greetings:

We would like to request that you publish both of the attached legal notifications in the **September 19<sup>th</sup>, 2018** cycle of Kuna Melba News on behalf of the City of Kuna, Planning & Zoning Department. These notifications needs to only be published for one (1) cycle.

The Kuna P.O. for these requests is #7556 (if you need it).  
Thank you.

Jace Hellman  
Planner II  
751 W 4<sup>th</sup> St  
Kuna, ID 83634  
[jhellman@kunaid.gov](mailto:jhellman@kunaid.gov)



CITY OF KUNA  
PO Box 13 - Kuna, ID 83634  
Phone: 208.922.5274 - Fax: 208.922.5989

**File # 18-11-SUP, Pinson's Muffler Shop**

NOTICE IS HEREBY GIVEN, that the Kuna Planning & Zoning Commission will hold a public hearing, **Tuesday, October 9, 2018 at 6:00 pm**, or as soon as can be heard at Kuna City Hall, 751 W. 4<sup>th</sup> St, Kuna, ID; in connection with a **Special Use Permit (SUP)** request from Darrell Pinson, to operate an automobile maintenance shop within the Central Business District. The subject sites are located at 156 and 120 West Main Street, Kuna, ID 83634, within Section 23, Township 2 North, Range 1 West; (APN# R5070000315 and R5070000350).

The public is invited to present written or oral comments. Written testimony received by the close of business on **Wednesday, October 3, 2018** will be included in the packets distributed to the governing body. Late submissions (must include six (6) copies) will be presented to the governing body at the time of the hearing. Please mail written comments to PO Box 13, Kuna, ID 83634, or drop them off at City Hall: 751 West 4<sup>th</sup> Street, Kuna, ID.

Please do not contact anyone who would be involved in this decision making process, which would include the Planning & Zoning Commissioners, City Council Members, or the Mayor; as such private conversations would be considered ex parte (one sided) and could jeopardize the public hearing process.

If you have any questions or require special accommodations, please contact the Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning Department

---

*(No need to print this portion) Please publish one time on September 19, 2018.*

(Sent 09/13/2018)

Kuna P.O. #7556

## Jace Hellman

---

**From:** IDAHO PRESS TRIBUNE <legals@idahopress.com>  
**Sent:** Friday, September 14, 2018 12:21 PM  
**To:** Jace Hellman  
**Cc:** legals@idahopress.com  
**Subject:** Confirmation: Ad 1813236 for 1 KUNA, CITY OF  
**Attachments:** AD1813236\_jnl.pdf

### LEGAL E-MAIL FINAL APPROVAL RECIEPT

Good Day,

Attached is an invoice which shows proof, price and publication dates. Please check spelling and run dates for accuracy. PLEASE RESPOND by 10:00 am to confirm or make changes in order to meet deadline. You can simply reply to this email.

Idaho Press, Emmett Messenger-Index, Kuna-Melba News and Meridian Press-Tribune

Legal Clerk

legals@idahopress.com

208-465-8129

Monday through Friday 8:00am– 12:00pm

---

IDAHO PRESS TRIBUNE  
MERIDIAN PRESS, KUNA MELBA NEWS  
C/O ISJ PAYMENT PROCESSING CENTER  
PO BOX 1570  
POCATELLO ID 83204  
(208)467-9251  
Fax (208)475-2338

ORDER CONFIRMATION

Salesperson: LEGALS

Printed at 09/14/18 11:20 by sje14

Acct #: 345222

Ad #: 1813236

Status: New WHOLD

1 KUNA, CITY OF  
P.O. BOX 13  
KUNA ID 83634

Start: 09/19/2018 Stop: 09/19/2018  
Times Ord: 1 Times Run: \*\*\*  
LEG 1.00 X 64.00 Words: 256  
Total LEG 64.00  
Class: 0006 GOVERNMENT NOTICES  
Rate: LG Cost: 52.36  
# Affidavits: 1

Contact: CHRIS ENGLER  
Phone: (208)387-7727  
Fax#:  
Email: awelker@kunaaid.gov; gsmith@k  
Agency:

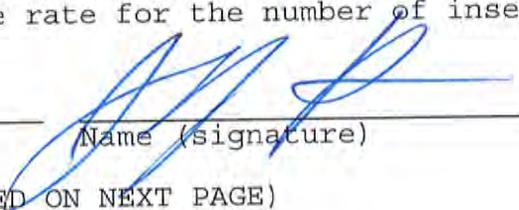
Ad Descrpt: 18-11-SUP  
Given by: JACE HELLMAN  
P.O. #: 7556  
Created: sje14 09/14/18 11:17  
Last Changed: sje14 09/14/18 11:19

PUB ZONE EDT TP RUN DATES  
KMN A 96 S 09/19

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Jace Hellman  
Name (print or type)

  
Name (signature)

(CONTINUED ON NEXT PAGE)

IDAHO PRESS TRIBUNE  
MERIDIAN PRESS, KUNA MELBA NEWS  
C/O ISJ PAYMENT PROCESSING CENTER  
PO BOX 1570  
POCATELLO ID 83204  
(208)467-9251  
Fax (208)475-2338

ORDER CONFIRMATION (CONTINUED)

Salesperson: LEGALS

Printed at 09/14/18 11:20 by sje14

Acct #: 345222

Ad #: 1813236

Status: New WHOLD WHOI

**LEGAL NOTICE**

**File # 18-11-SUP  
Pinson's Muffler Shop**

NOTICE IS HEREBY GIVEN, that the Kuna Planning & Zoning Commission will hold a public hearing, **Tuesday, October 9, 2018 at 6:00 pm**, or as soon as can be heard at Kuna City Hall, 751 W. 4th St, Kuna, ID; in connection with a **Special Use Permit (SUP)** request from Darrell Pinson, to operate an automobile maintenance shop within the Central Business District. The subject sites are located at 156 and 120 West Main Street, Kuna, ID 83634, within Section 23, Township 2 North, Range 1 West; (APN# R5070000315 and R5070000350).

*Looks Great!*

The public is invited to present written or oral comments. Written testimony received by the close of business on **Wednesday, October 3, 2018** will be included in the packets distributed to the governing body. Late submissions (must include six (6) copies) will be presented to the governing body at the time of the hearing. Please mail written comments to PO Box 13, Kuna, ID 83634, or drop them off at City Hall: 751 West 4th Street, Kuna, ID.

Please do not contact anyone who would be involved in this decision making process, which would include the Planning & Zoning Commissioners, City Council Members, or the Mayor; as such private conversations would be considered ex parte (one sided) and could jeopardize the public hearing process.

If you have any questions or require special accommodations, please contact the Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning  
Department

September 19, 2018  
1813236

345222 1813236

1 KUNA, CITY OF

P.O. BOX 13  
KUNA ID 83634

RECEIVED  
OCT 03 2018  
CITY OF KUNA

LEGAL NOTICE

File # 18-11-SUP  
Pinson's Muffler Shop

NOTICE IS HEREBY GIVEN, that the Kuna Planning & Zoning Commission will hold a public hearing, Tuesday, October 9, 2018 at 6:00 pm, or as soon as can be heard at Kuna City Hall, 751 W. 4th St, Kuna, ID; in connection with a Special Use Permit (SUP) request from Darrell Pinson, to operate an automobile maintenance shop within the Central Business District. The subject sites are located at 156 and 120 West Main Street, Kuna, ID 83634, within Section 23, Township 2 North, Range 1 West; (APN# R5070000315 and R5070000350).

The public is invited to present written or oral comments. Written testimony received by the close of business on Wednesday, October 3, 2018 will be included in the packets distributed to the governing body. Late submissions (must include six (6) copies) will be presented to the governing body at the time of the hearing. Please mail written comments to PO Box 13, Kuna, ID 83634, or drop them off at City Hall: 751 West 4th Street, Kuna, ID.

Please do not contact anyone who would be involved in this decision making process, which would include the Planning & Zoning Commissioners, City Council Members, or the Mayor; as such private conversations would be considered ex parte (one sided) and could jeopardize the public hearing process.

If you have any questions or require special accommodations, please contact the Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning  
Department

September 19, 2018  
1813236

AFFIDAVIT OF PUBLICATION  
STATE OF IDAHO )

County of Ada )

Sharon Jessen  
of Nampa, Canyon County, Idaho, being  
first duly sworn, deposes and says:

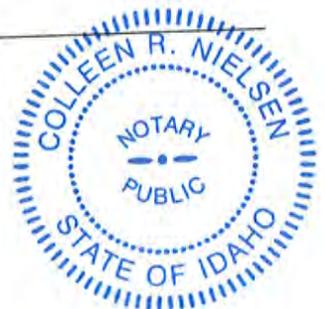
1. That I am a citizen of the United States, and at all times hereinafter mentioned was over the age of eighteen years, and not a party to the above entitled action.
2. That I am the Principle Clerk of the Kuna Melba News, a weekly newspaper published in the City of Kuna, in the County of Ada, State of Idaho; that the said newspaper is in general circulation in the said County of Ada, and in the vicinity of Kuna and Melba, and has been uninterruptedly published in said County during a period of seventy-eight consecutive weeks prior to the first publication of this notice, a copy of which is hereto attached.
3. That the notice, of which the annexed is a printed copy, was published in said newspaper 1 time(s) in the regular and entire issue of said paper, and was printed in the newspaper proper, and not in a supplement.

That said notice was published the following:  
09/19/2018

*Sharon Jessen*  
STATE OF IDAHO  
County of Canyon

On this 24th day of September in the year of 2018 before me a Notary Public, personally appeared Sharon Jessen, known or identified to me to be the person whose name is subscribed to the within instrument, and being by me first duly sworn, declared that the statements therein are true, and acknowledge to me that he/she executed the same.

*Colleen R. Nielsen*  
Notary Public for Idaho  
Residing at Canyon County  
My Commission expires 06/28/2023





STATE OF IDAHO  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
BOISE REGIONAL OFFICE  
1445 North Orchard Street • Boise, ID 83706-2239 • (208) 373-0550

## *DEQ Response to Request for Environmental Comment*

|                             |  |
|-----------------------------|--|
| Date:                       | August 31, 2018  |
| Agency Requesting Comments: | City of Kuna   |
| Date Request Received:      | August 27, 2018  |
| Applicant/Description:      | 18-11-SUP Special Use Permit request for Pinson's Muffler Shop |

*Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at <http://www.deq.idaho.gov/ieg/>.*

*The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:*

### **1. Air Quality**

- *Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).*

*The property owner, developer, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.*

*Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.*

*For questions, contact David Luft, Air Quality Manager, at 373-0550.*

### **2. Wastewater and Recycled Water**

- *DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.*
- *IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.*

*All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects*

*require separate permits as well.*

- *DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.*
- *DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

*For questions, contact Todd Crutcher, Engineering Manager, at 373-0550.*

### **3. Drinking Water**

- *DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.*
- *IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.*

*All projects for construction or modification of public drinking water systems require preconstruction approval.*

- *DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at <http://www.deq.idaho.gov/water-quality/drinking-water.aspx>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.*
- *If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.*
- *DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.*
- *DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

*For questions, contact Todd Crutcher, Engineering Manager at 373-0550.*

### **4. Surface Water**

- *A DEQ short-term activity exemption (STAE) from this office is required if the project will involve de-watering of ground water during excavation and discharge back into surface water, including a description of the water treatment from this process to prevent excessive sediment and turbidity from entering surface water.*
- *Please contact DEQ to determine whether this project will require a National Pollution Discharge Elimination System (NPDES) Permit. If this project disturbs more than one*

acre, a stormwater permit from EPA may be required.

- *If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.*
- *The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call 208-334-2190 for more information. Information is also available on the IDWR website at: <http://www.idwr.idaho.gov/WaterManagement/StreamsDams/Streams/AlterationPermit/AlterationPermit.htm>*
- *The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.*

*For questions, contact Lance Holloway, Surface Water Manager, at 373-0550.*

#### **5. Hazardous Waste And Ground Water Contamination**

- **Hazardous Waste.** *The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.*
- *No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards, Rules and Regulations for Hazardous Waste, and Rules and Regulations for the Prevention of Air Pollution.*
- **Water Quality Standards.** *Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852).*

*Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.*

- **Ground Water Contamination.** *DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in*

*accordance with a permit, consent order or applicable best management practice, best available method or best practical method.”  
For questions, contact Albert Crawshaw, Waste & Remediation Manager, at 373-0550.*

**6. Additional Notes**

- *If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at 373-0550, or visit the DEQ website (<http://www.deq.idaho.gov/waste-mgmt-remediation/storage-tanks.aspx>) for assistance.*
- *If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.*

*We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any our technical staff at 208-373-0550.*

Sincerely,



Aaron Scheff  
[aaron.scheff@deq.idaho.gov](mailto:aaron.scheff@deq.idaho.gov)  
Regional Administrator  
Boise Regional Office  
Idaho Department of Environmental Quality

ec: TRIM 2018AEK123



ORGANIZED 1904

# Nampa & Meridian Irrigation District

1503 FIRST STREET SOUTH  
FAX #208-463-0092

NAMPA, IDAHO 83651-4395  
nmid.org

OFFICE: Nampa 208-466-7861  
SHOP: Nampa 208-466-0663

30 August 2018

Jace Hellman, Planner II  
City of Kuna  
751 W. 4<sup>th</sup> St.  
Kuna, ID 83634

RECEIVED  
SEP 04 2018  
CITY OF KUNA

**RE: 18-11-SUP/Pinson's Muffler Shop; 156 & 120 W. Main St. Kuna, ID**

Dear Jace Hellman:

Nampa & Meridian Irrigation District (NMID) has no comment on the above referenced application as it lies outside of our district boundaries. Please contact Bob Carter, Boise Project- Board of Control, at 208-344-1141 or 2465 Overland Road Room 202 Boise, ID 83705-3173.

All private laterals and waste ways must be protected. All municipal surface drainage must be retained on-site. If any surface drainage leaves the site NMID must review drainage plans. Developers must comply with Idaho Code 31-3805.

Sincerely,

David T. Duvall  
Crew Foreman  
Nampa & Meridian Irrigation District  
DTD/cmg

Cc: Office/ File  
B. Carter, Board of Control



APPROXIMATE IRRIGABLE ACRES  
RIVER FLOW RIGHTS - 23,000  
BOISE PROJECT RIGHTS - 40,000



**Jace Hellman**

---

**From:** Chad Gordon <chad.gordon@jmsanitation.com>  
**Sent:** Thursday, September 6, 2018 2:30 PM  
**To:** Jace Hellman  
**Subject:** Re: Kuna Planning and Zoning Request for Comment - Case No. 18-11-SUP (Special Use Permit)

Jace,

The enclosure location looks like it will work for our needs. The applicant will need to build the enclosure to the dimensions outlined in our requirements. They will also need to build the enclosure out of the materials required. I saw that they had the materials as vinyl fence which is not an approved material. If you need anything else let me know.

Thanks,

On Mon, Aug 27, 2018 at 12:41 PM, Jace Hellman <jhellman@kunaaid.gov> wrote:

August 27, 2018

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

|                            |  |
|----------------------------|--|
| <b>File Number &amp;</b>   | 18-11-SUP (Special Use Permit)   |
| <b>Case Name:</b>          | Pinson's Muffler Shop  |
| <b>Project Description</b> | Darrell Pinson requests approval of a Special Use Permit in order to operate an automobile maintenance shop within the Central Business District.          |
| <b>Site Location</b>       | 156 & 120 West Main Street, Kuna, ID 83634   |
| <b>Applicant</b>           | <b>Darrell Pinson</b><br>356 E. Chapparosa Dr.<br>Kuna, ID 83634<br>208-901-1632<br><a href="mailto:darrellwpinson@gmail.com">darrellwpinson@gmail.com</a> |



|  |   |
|--|---|
| <b>Public Hearing Date</b>   | <p>Tuesday, <b>October 9, 2018</b></p> <p>6:00 pm</p> <p>Kuna City Hall is located at 751 W. 4<sup>th</sup> Street, Kuna, ID 83634</p>                  |
| <b>Staff Contact</b>   | <p>Jace Hellman, Planner II</p> <p><a href="mailto:jhellman@kunaid.gov">jhellman@kunaid.gov</a></p> <p>Phone: 208.922.5274</p> <p>Fax: 208.922.5989</p> |
| <p>Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. <b>If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you.</b> If your agency needs additional time for review, please let our office know as soon as possible. <i>No response within 15 business days will indicate you have no objection or comments for this project.</i></p> |   |

Thank you,

Jace Hellman

Planner II

751 W 4<sup>th</sup> St

Kuna, ID 83634

[jhellman@kunaid.gov](mailto:jhellman@kunaid.gov)



Chad J. Gordon  
J&M Sanitation Inc.  
Office # (208) 922-3313  
Fax # (208) 922-4033  
Cell # (208) 941-6371  
E-mail : [chad.gordon@jmsanitation.com](mailto:chad.gordon@jmsanitation.com)



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 8028 • Boise, ID 83707-2028  
(208) 334-8300 • itd.idaho.gov

September 6, 2018

Troy Behunin  
City of Kuna, Planning and Zoning Department  
P.O. Box 13  
Kuna, ID 83634

**VIA EMAIL**

|                                |   |
|--------------------------------|---|
| <b>Development Application</b> | <b>18-11-SUP</b>  |
| <b>Project Name</b>            | <b>PINSON'S MUFFLER SHOP</b>  |
| <b>Project Location</b>        | 156 & 120 West Main Street, northwest of SH-69 milepost 0.0                 |
| <b>Project Description</b>     | Operate an automobile maintenance shop within the Central Business District |
| <b>Applicant</b>               | Darrell Pinson  |

The Idaho Transportation Department (ITD) reviewed the referenced special use permit application and has the following comments:

1. This project does not abut the State highway system.
2. IDAPA 39.03.60 rules govern advertising along the State highway system. The applicant may contact Justin Pond, Right-of-Way Section Program Manager, at (208) 334-8832 for more information.
3. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State highway.
4. ITD does not object to the operation of an automobile maintenance shop as presented in the application.

If you have any questions, you may contact Tom Haynes at (208) 334-8944 or me at (208) 332-7190.

Sincerely,

Ken Couch  
Development Services Coordinator  
Ken.Couch@itd.idaho.gov

