OFFICIALS

Joe Stear, Mayor
Briana Buban-Vonder Haar, Council President
Richard Cardoza, Council Member
Warren Christensen, Council Member
Greg McPherson, Council Member

CITY OF KUNA

Kuna City Hall Council Chamber, 751 W 4th Street, Kuna, Idaho 83634

City Council Meeting
AGENDA
Tuesday, February 5, 2019

6:00 P.M. REGULAR CITY COUNCIL

1. ***Call to Order and Roll Call***

2. ***Invocation:*** Stan Johnson, Changed Life Church

3. ***Pledge of Allegiance:*** Mayor Stear

4. ***Consent Agenda:*** ALL OF THE LISTED CONSENT AGENDA ITEMS ARE ACTION ITEMS

All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the City Council. There will be no separate discussion on these items unless the Mayor, Council Member, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Business or as instructed by the City Council.

A. City Council Meeting Minutes:

1. Regular City Council Minutes, January 15, 2019

B. Accounts Payable Dated January 31, 2019 in the Amount of $615,511.04

C. Resolutions

1. Consideration to approve Resolution No. R03-2019

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO ACCEPTING THE DEED OF PUBLIC IRRIGATION EASEMENT AND GRANT AND COVEYANCE OF MUNICIPAL IRRIGATION SYSTEM UTILITY PIPELINES FROM SDN LLC.

2. Consideration to approve Resolution No. R04-2019

A RESOLUTION OF THE CITY COUNCIL FOR KUNA, IDAHO APPROVING A PERFORMANCE BOND BY BLACK CREEK LP, FOR THE MERLIN POINTE SUBDIVISION NO. 1 FOR UNCOMPLETED WORK INCLUDING LANDSCAPING, STREET LIGHTS AND PRESSURE

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IRRIGATION BORING PURSUANT TO THE TERMS OF THIS RESOLUTION.

3. Consideration to approve Resolution No. R05-2019

A RESOLUTION OF THE CITY COUNCIL FOR KUNA, IDAHO APPROVING A PERFORMANCE BOND BY RRC CONTRACTORS INC, FOR THE ENSIGN SUBDIVISION NO. 2 FOR UNCOMPLETED WORK INCLUDING LANDSCAPING PURSUANT TO THE TERMS OF THIS RESOLUTION.

4. Consideration to approve Resolution No. R06-2019

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO ACCEPTING THE DEED OF PUBLIC UTILITIES EASEMENT, GRANT AND CONVEYANCE OF UTILITY PIPELINES USE AGREEMENT, ASSIGNMENT OF PUBLIC UTILITY RIGHTS TO CONSENT TO USE AGREEMENT FROM TOLL ID I LLC.

5. Consideration to approve Resolution No. R07-2019

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO ACCEPTING THE DEED OF PUBLIC UTILITY EASEMENT FROM JOSEPH JOHN KOUDELKA, III AND JUDY KOUDELKA BLACKETT.

D. Finds of Fact and Conclusions of Law

1. Consideration to approve Findings of Fact and Conclusions of Law for Case No. 18-05-S (Preliminary Plat) for Lete Commercial Subdivision.

2. Consideration to approve Findings of Fact and Conclusions of Law for Case No. 18-02-S (Preliminary Plat) for Madrone Heights

3. Consideration to approve Findings of Fact and Conclusions of Law for Case No's 18-03-AN (Annexation), 18-01-CPM (Comp Map Change),18-04-ZC (rezone), 18-02-PUD (Planned Unit Develop), 18-04-S (Preliminary Plat) and DA (Development Agreement) for Falcon Crest Subdivision

4. Consideration to approve Findings of Fact and Conclusions of Law for 18-03-ZC (Rezone) for Kuna School District New CTE High School

5. Community Reports or Requests:

None

6. ***Public Hearings:*** (6:00 p.m. or as soon thereafter as matters may be heard.)

A. Public Hearing and First Reading of Ordinance No. 2019-04 – Wendy Howell, Planning & Zoning Director ACTION ITEM

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KUNA:

- MAKING CERTAIN FINDINGS; AND

- AMENDING SUBSECTION 2 OF SECTION 6 OF CHAPTER 1 OF TITLE 5 KUNA CITY CODE BY THE ADDITION OF THE FOLLOWING: "DATA PROCESSING FACILITY", "OFFICE (HOME OCCUPATION)," "REPAIR SERVICE," RESEARCH AND DEVELOPMENT BUSINESS," AND "RESEARCH AND DEVELOPMENT FACILITY" TO "MEANINGS OF TERMS OR WORDS"; AND

- AMENDING SECTION 2, CHAPTER 3, TITLE 5 OF THE KUNA CITY CODE, REGARDING THE DEFINITION BOOK TITLED, "A PLANNERS DICTIONARY" UTILIZED FOR LAND USE DEFINITIONS; THE OFFICIAL SCHEDULE OF ZONING DISTRICT REGULATIONS AND THE "LAND USE TABLE" THEREIN; AND AMENDING DESIGNATIONS OF THE ZONING DISTRICT PERMITTED LAND USES AND DESIGNATIONS OF LAND USES WITHIN ZONING DISTRICTS THAT REQUIRE A SPECIAL USE PERMIT; AND MAKING TECHNICAL AMENDMENTS TO THE "LAND USE TABLE FOOTNOTES"; AND

- ADDING CHAPTER 5, TITLE 5 OF THE KUNA CITY CODE, BY ADDING A NEW SECTION 7 BY RECODIFYING SECTION 5-5-6 TO SECTION 5-5-7 WITHOUT ANY AMENDMENT TO THE PROVISIONS THEREIN; AND
- AMENDING CHAPTER 5, TITLE 5 BY THE ADDITION THERETO OF A NEW SECTION 6 PROVIDING FOR ZONING REGULATIONS FOR SOLID WASTE ENCLOSURES AND LOCATIONS; AND

- AMENDING SECTION 3, CHAPTER 9, TITLE 5 TITLED "PARKING SPACE REQUIREMENTS" MAKING TECHNICAL AMENDMENTS TO THE PARKING SPACE REQUIREMENTS FOR APARTMENTS AND MULTI-FAMILY DWELLINGS DEVELOPMENTS;

- AMENDING SECTION 12 OF CHAPTER 17, TITLE 5 TITLED "BUFFER AREAS; COMMON LOTS" PROVIDING FOR DESIGN REQUIREMENTS AND ADDING DESIGN REQUIREMENTS FOR APARTMENTS AND MULTI-FAMILY DEVELOPMENTS;

- PROVIDING A SEVERABILITTY CLAUSE
- DIRECTING THE CITY CLERK; AND
- PROVIDING AN EFFECTIVE DATE.

- *Open Public Hearing*
- *Receive evidence*

Potential Motions:

- *Consideration to close evidence presentation and proceed to deliberation*
- *Consideration to either:*

  Option 1:
  - *Waive three readings*
  - *Approve ordinance*
  - *Approve ordinance summary*

  Option 2: Continue the Public Hearing to a time and date certain.

B. Public Hearing and consideration to approve 18-01-S (Preliminary Plat) for Whisper Meadows Subdivision – Troy Behunin, Planner III ACTION ITEM

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).

- *Continue Public Hearing*
- *Receive evidence*

Potential Motions:

- *Consideration to close evidence presentation and proceed to deliberation*
- *Consideration to either:*

  Option 1: Approve a Decision and Order and Close the Public Hearing and direct staff to prepare Findings of Fact, Conclusions of Law and Order of Decision for approval by the Council on the next Council Meeting Consent Agenda.

  Option 2: Continue the Public Hearing to a time and date certain, direct staff to prepare a draft Findings of Fact, Conclusions of Law and Order of Decision for consideration by the Council.

7. Business Items:

A. Quarterly Budget Report – Jared Empey, City Treasurer

B. Consideration to approve Resolution No. R08-2019 – Nancy Stauffer, Human Resources Director ACTION ITEM

A RESOLUTION OF THE CITY OF KUNA, IDAHO AMENDING THE STEP AND GRADE POLICY FOR THE CITY CLERK'S OFFICE, UTILITY BILLING AND PLANNING AND ZONING AND LONGEVITY FOR THE CITY OF KUNA, IDAHO AS ATTACHED HERETO; AMENDING R44-2014; AND DECLARING THE EFFECTIVE DATE.

C. Request for time extension for Granite Excavation on Orchard Lift Station Project – Bob Bachman, Public Works Director ACTION ITEM

D. Consideration to approve the expenditure of contingency funds in the amount of $9,750 for the purchase of an inspection camera for the Sewer Department Staff – Bob Bachman, Public Works Director ACTION ITEM

E. Review the proposed Area of City Impact Boundary between the City of Kuna and Meridian – Wendy Howell, Planning & Zoning Director

8. Ordinances:

A. Consideration to approve Ordinance No. 2019-03 ACTION ITEM

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KUNA:

- MAKING CERTAIN FINDINGS; and

- ENLARGING THE BOUNDARIES OF THE KUNA MUNICIPAL IRRIGATION SYSTEM BY THE INCLUSION OF ADA COUNTY ASSESSOR'S PARCEL NOS. R0615254601 AND A PORTION OF S1324449005 [MERLIN POINT SUBDIVISION NO. 1]; AND

- DECLARING WATER RIGHTS APPURTENANT THERETO ARE POOLED FOR DELIVERY PURPOSES; and

- DIRECTING THE CITY CLERK TO RECORD THIS ORDINANCE AS PROVIDED BY LAW; and

- DIRECTING THE CITY ENGINEER TO PROVIDE NOTICE OF THIS ORDINANCE TO THE BOISE-KUNA IRRIGATION DISTRICT, THE OWNERS AND UPDATE THE IRRIGATION SYSTEM MAP; and

- PROVIDING AN EFFECTIVE DATE.

Consideration to waive three readings
Consideration to approve ordinance

9. Mayor/Council Announcements:

10. Executive Session:

None

11. Adjournment:

OFFICIALS

Joe Stear, Mayor
Briana Buban-Vonder Haar, Council President
Richard Cardoza, Council Member
Warren Christensen, Council Member
Greg McPherson, Council Member

CITY OF KUNA

Kuna City Hall Council Chamber, 751 W 4th Street, Kuna, Idaho 83634

City Council Meeting
MINUTES
Tuesday, January 15, 2019

6:00 P.M. REGULAR CITY COUNCIL

1. *Call to Order and Roll Call*

COUNCIL MEMBERS PRESENT:
Mayor Joe Stear
Council President Briana Buban-Vonder Haar
Council Member Richard Cardoza - Absent
Council Member Warren Christensen
Council Member Greg McPherson

CITY STAFF PRESENT:
Bob Bachman, Public Works Director
Jared Empey, City Treasurer
Chris Engels, City Clerk
Wendy Howell, Planning & Zoning Director
Bobby Withrow, Parks Director
Paul Stevens, City Engineer
Troy Behunin, Planner III
Jace Hellman, Planner II

2. ***Invocation:*** D. Scott Allen, Kuna United Methodist Church

3. ***Pledge of Allegiance:*** Mayor Stear

4. ***Consent Agenda:*** ALL OF THE LISTED CONSENT AGENDA ITEMS ARE ACTION ITEMS

(Timestamp 00:01:29)

All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the City Council. There will be no separate discussion on these items unless the Mayor, Council Member, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Business or as instructed by the City Council.

A. City Council Meeting Minutes:

1. Regular City Council Minutes, January 2, 2019

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B. Accounts Payable Dated January 10, 2019 in the Amount of $886,768.71

C. Resolutions

1. Consideration to approve Resolution No. R02-2019

A RESOLUTION OF THE CITY COUNCIL FOR KUNA, IDAHO AUTHORIZING THE DESTRUCTION OF CERTAIN RECORDS.

D. Finds of Fact and Conclusions of Law

1. Consideration to approve Findings of Fact and Conclusions of Law for Case No. 18-03-V (Variance) for Desert Hawk No. 4 Subdivision

Council President Buban-Vonder Haar moved to approve the consent agenda. Seconded by Council Member McPherson. Approved by the following roll call vote:
Voting Aye: Council Members Christensen, Buban-Vonder Haar, and McPherson
Voting No: None
Absent: Council Member Cardoza
Motion carried 3-0-1.

6. Community Reports or Requests:

None

7. Public Hearings: (6:00 p.m. or as soon thereafter as matters may be heard.)

A. Public Hearing and Consideration to approve 18-05-S (Preliminary Plat) – Jace Hellman, Planner II ACTION ITEM
(Timestamp 00:02:10)

The applicant, Inaki Lete, requests to subdivide approximately 12.19-acres into 19 total lots, consisting of 10 commercial buildable lots, and 9 Common lots and has reserved the name Lete Commercial Subdivision. The subject site is located at 1795 West Deer Flat Road, Kuna, ID 83634, within Section 22, Township 2 North, Range 1 West; (APN# S1322111056).

Will Mason from Mason and Associates, representing Inaki Lete, presented the application and stood for questions.

Mayor Stear opened the public hearing.

Planner II Jace Hellman presented the staff report and stood for questions.

Mayor Stear commented it would be nice to have sidewalks in that area. That had been a problem for many years.

Support: None

Against: None

Neutral: None

Rebuttal: None

Council President Buban-Vonder Haar moved to close the evidence presentation and proceed to deliberation. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

Council President Buban-Vonder Haar noted staff was recommending approval and agreed this appeared to comply with the comprehensive plan and hit on some of the City's goals regarding economic development and land use and was in compliance with Kuna City Code.

Council President Buban-Vonder Haar moved to approve 18-05-S and directed staff to prepare Findings of Fact, Conclusions of Law and Order of Decision for approval by the Council on the next Council Meeting Consent Agenda. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

B. Continuation of Public Hearing to receive evidence including but not limited to evidence regarding health and safety issues, sewer capacity and build out of the proposed subdivision, and traffic safety issues and build out of the proposed subdivision and consideration to approve Case No. 18-02-S (Preliminary Plat) Madrone Heights Subdivision – Troy Behunin, Planner III ACTION ITEM *(Timestamp 00:10:49)*

Kristi Garbo, KM Engineering, on behalf of applicant Tim Eck, requests approval to subdivide approximately 39.50 ac. into 206 single home lots, an additional 27 common lots, and one shared driveway. The address is 2030 W. Kuna Road, Kuna Idaho, and is located near the NWC of Ten Mile and Kuna Roads, in Section 22, T 2N, R 1W, APN #: S1322438400.

Jeff Bower, KM Engineering, 601 W Bannock Street, Boise, Idaho 83702, was there on behalf of the applicant, Tim Eck. Mr. Eck was there and available for questions but was planning on using their rebuttal time so they could ask him questions then as well. Mr. Bower discussed the project and reviewed the history of the matter. He stood for questions.

Council Member Christensen was thankful for the adjustments and clarified the sidewalks Mr. Bower was talking about would be on Kuna Road in front of the property.

Mr. Bower stated they would be doing all internal sidewalks as well as a separated 5-foot sidewalk along their frontage on Kuna Road as well as their frontage on the collector street; so significant interior and exterior sidewalks.

Mayor Stear reopened the public hearing.

Support:

Tim Gordon, 1206 N Black Cat Road, Kuna, Idaho 83634, reviewed the letter he submitted that was included in the packet regarding his support for this project and concerns that had been expressed.

Mayor Stear noted a letter in the packet from Dick Deutsche and asked Mr. Gordon if he had spoken with Mr. Deutsche in regards to financing.

Mr. Gordon replied he had not.

Mayor Stear said he would ask Tim Eck later.

Planner III Troy Behunin pointed out there were some other letters or emails that were received after the packet was submitted to Council. He passed out copies of those letters and noted that, other than the letters, staff had nothing to add to what they presented at previous hearings for the record.

Against:

Paula Grigg, 1350 W Avalon Street, Kuna, Idaho 83634, lived in Kuna on Avalon for 33 years and worked for the post office on the south side of the track for 26 years so she had dealt with the train issue the whole time. She sited a COMPASS report from 2013 that stated delays of 3.5 minutes at train crossings, the average train speed of 40 - 70 MPH, and guessed the population in 2040 would be 11,306. This was the supposed record that they based the need for an overpass on. As someone who had lived on Avalon for 33 years, not one of those items was correct. They never account for double trains, changing cars, slow trains, crossing malfunctions, and long trains. The results are traffic backups which causes delays to school, work, and appointments and delays for emergency services.

Ms. Grigg shared she was actually late that day for a doctor's appointment. Her doctor's office was only 3 minutes away. She asked who would leave 15 minutes early to go there. Everyday she would get in the car and listen for a train. If she heard one, she would think "oh crap, can I make it before the train gets there". There were 2,100 houses on the south side of the tracks. That translated to 4,000 cars. The backups were horrible. Avalon backed up down to Ten Mile, Ten Mile to Yukon, Ash Street to Armond, School to Recess, Swan Falls up to Stage Coach plus all the other collector streets. After the train they would all head out only to be stopped by stop signs on both sides. Sometimes clearing the congestion would take 15 to 20

minutes not 3 minutes. On the return home the congestion continued. Avalon would back up to Albertsons and Main backed up to the roundabout.

Ms. Griggs stated developers never understood the mess they left the town in. They planned to build and leave. The City Council, Planning & Zoning, and the Mayor did not deal with this on a daily basis. Those on the south side did. They were still part of the Kuna city. She asked that they listen to the residents about this quality of life issue.

City Clerk Chris Engels asked Mayor Stear to read who the letters where from for the record.

Mayor Stear stated the letters were from Kay Albers and Rebecca Ward.

Nancy Simper, 4597 W Deer Flat Road, Kuna, Idaho 83634, thanked Council for the opportunity. She noted her previous testimony opposing Madrone Heights was already on the record. She just wanted to restate her opinion that the traffic and safety issues went against the goals stated in the comprehensive plan as well as City Code and she did not think the applicant presented enough evidence that addressed those traffic and safety issues.

Ms. Simper stated they did estimate an increase of 2,013 vehicle trips per day. As they heard, there was already a lot of congestion, especially with the trains during times when children were being driven or bussed to or from school. By Councilman Cardoza's estimate, the 206-house development could have around 300 children. She called the School District Transportation Department and they estimated a neighborhood with 300 children would need an extra 10 school buses. That would clog traffic even more because the school buses would have to stop and wait before they could cross the tracks. Increased drive times to school meant earlier mornings and lengthening already long bus rides.

Ms. Simper had received an email from the superintendent earlier in the year when they were trying to figure out how to get all the kids, especially those on the south side of the tracks where bus rides were longer, to and from school. They were really long routes. She said part of the problem was they were already short 10 buses in the district and getting 10 buses would cost $1 million.

Ms. Simper explained the point she really wanted to hammer home was the traffic impact study the applicant submitted only evaluated the 1-mile section they were on and the Kuna Road and Black Cat intersection. That was westbound so that would only be people leaving the Kuna area. She asked about the traffic going east into Kuna. That was what all the discussion about the railroad crossing addressed. She thought it was important to note when ACHD and ITD gave their approval for this they were only basing it on the traffic impact study that did not address these issues with the railroad crossing.

Ms. Simper further stated in the letter from their lawyers, the applicant asked this matter to be reconsidered with all of the relevant evidence before the Council. She was interested to hear any additional evidence they were presenting and, if it didn't include a formal traffic study on the area between the development and the railroad tracks, it should include an impact report from the fire department, police department, and school district. Otherwise she did not feel the applicant was fully representing how the development would impact the city. She knew she was not the only one in the area south of the railroad tracks but she might be the only one ok with coming multiple times. She wished she would have come during the Planning and Zoning time period when all of this was overlooked. They denied this once and she asked that they stand by that vote.

Kelly Simper did not want to testify.

Mayor Stear asked City Attorney Bill Gigray if the letters needed to be read into the record. He was assuming they didn't because they came in late.

Mr. Gigray believed it had been the practice of Planning & Zoning to let them know if they received communications in between the hearings. They were trying be transparent. He thought that was the purpose in which they had been presented. He would have to speak with Mr. Behunin to find out if those persons requested their letters be included in the record.

Mr. Behunin explained both the letters were submitted late. Because of the nature of these letters, they addressed the Council directly, he assumed they wanted the letters to be part of the record.

Neutral: None

Rebuttal:

Tim Eck, the applicant, 6152 W Half Moon Lane, Eagle, Idaho 83616, stated the school and fire districts had no comment on the project. He noted the area or scope of traffic study was defined by ACHD. They were the experts. The study did identify traffic clear out to State Highway 69. ITD's only concern was the impact to Highway 69. Once they read the traffic impact study, they realized there was little to no impact on State Highway 69. He thought it was less than 1%. The study went beyond the 1-mile statement that was referred to.

Mr. Eck reviewed, as presented by Mr. Gordon, the majority of the roadways, sidewalks, sewer, water, and irrigation infrastructure improvements completed in Kuna were the result of subdivision improvement. The resulting tax base generated by the roof tops provided funding and increased fire, safety, and city services. Sidewalks were the result of residential subdivision and commercial improvement. With an almost non-existent exception, all of the sidewalks within Kuna were built as part of subdivision improvements.

Mr. Eck noted Mr. Gordon provided a small sample of road segments without sidewalks. The sample was consistent throughout all of Kuna and Idaho. The sidewalks were constructed across all subdivision boundaries as they were built and, as development filled in, sidewalks became continuous. They would have boundary sidewalks, about a quarter mile of frontage sidewalk on Kuna Road and about a quarter mile of frontage sidewalk on the mid mile connector, plus all of their internal sidewalks. Beyond the subdivision boundaries, deficiencies in offsite sidewalk networks were system improvements under the Idaho Development Impact Fee Act.

Mr. Eck explained every lot in the subdivision made impact fee payments to ACHD to fund system improvements. The right-of-way for Kuna Road was approximately 66 – 68 feet wide, the road width from fog line to fog line was approximately 22 feet thus there was significant gravel shoulder on both sides of Kuna Road from Black Cat to Ten Mile for pedestrian traffic. The Traffic Impact Study, on pages 35 and 36, showed the wide shoulders on Kuna Road. On Ten Mile extending west, right-of-way had been widened and sidewalks had been constructed where development had occurred. At Madrone Heights Kuna Road frontage right-of-way would be widened to 37 feet from center line, eventually resulting in a 74-foot right-of-way. Paving would be widened 17 feet from center line plus a 3-foot gravel shoulder and a 5-foot sidewalk would be constructed across the frontage on top of other improvements they had to make to that road; those right turns, left turns, center lanes.

Mr. Eck reviewed Public Works had assessed and would provide a well-served letter for 5.2 dwelling units per gross acre which was what they applied for. He noted Kuna had previously presold sewer connections in an effort to kick start funding of major sewer system improvements including the Kuna North Waste Water Treatment Plant. A large block of prepaid connections was sold by Kuna for $2,000, $2 million conditioned on guaranteed connections to the Kuna South Waste Water Treatment System. Subsequently, through purchase agreements, it was ratified by Kuna as Resolution No. R53-2015 that they acquired ownership of the majority of these prepaid Kuna South Waste Water Treatment Connections. He noted the history of the LID and LID assessment. Ultimately, the payment of the EDU assessments guaranteed the property owner capacity in the waste water treatment facilities. Currently, they still owned 182 south plant connections and approximately 1,600 north plant connections. Denial of development south of the tracks deprived them of their right to use those south plant connections they owned. In addition, it made all of the south plant EDUs valueless including those owned by Key Bank.

Mr. Eck stated traffic safety had been addressed. Upon review of the Traffic Impact Study, ITD withdrew any concerns or objections they had about the project. The Traffic Impact Study identified any and all areas of concern and proposed mitigation. ACHD reviewed the Traffic Impact Study, accepted it, and rendered their staff report. The staff report identified all mitigation required by the applicant in order to maintain all acceptable levels of service and safety. The property was approximately 1.8 miles from Station 1 and EMS services so the property met average response times in the city limits which was 4 – 6 minutes. He referred to a

crossing study done by Kuna and reviewed the data relating to railroad crossings in Kuna. He explained how the railroad crossings affected response time for emergency services. They were well within the first responder response time and they met all the conditions, ACHD policies and conditions of approval and City Code and conditions of approval. They were not a one and done. They were there and they spent a lot of money improving the road infrastructure. He stood for questions.

Mayor Stear noted Mr. Dick Deutsche's letter and his concerns regarding cattle and fencing that he had discussed with Mr. Eck. He asked if they had come to a resolution.

Mr. Eck explained the agreement they reached and stated Mr. Deutsche was thrilled with it. He noted the same solution would be applied for another neighbor as well.

Council Member Christensen noted everything they saw in the Traffic Impact Study talked about Kuna Road west bound of Black Cat and Mr. Eck referenced Highway 69 but nowhere in the study did it reference any streets or corridors in between. He asked what the study had to say about east bound traffic.

Mr. Eck reiterated ACHD established the study area. Kittleson would come back in with a scope of work of all of the travel lanes and intersections in a very broad area around the planned development. ACHD would then come back and amend the scope of work and tell them exactly what they needed to study. This was based on their years of expertise and all of their traffic personnel at the highway district already had a good feeling of what things would be like in the areas that had to be studied. They focused the study on the areas they knew would be impacted. Areas beyond the impact study were believed to be of insignificant impact. Then they address everything they need to study and, when the study came in, ACHD would go over the results and, based on the information, decide if more areas needed to be studied. If they did, they would kick out a supplement instruction to study a few more intersections and road segments. In this case they were satisfied with the original study and did not feel any further areas needed to be studied.

Mayor Stear asked Planning & Zoning Director Wendy Howell about Police and Fire coming to meetings.

Ms. Howell explained they came to pre-app meetings to look at the developer's concept plan so they could make suggestions of changes at that point that would be needed for their agencies.

Council President Buban-Vonder Haar noted Council Member Christensen had voted no last time and had some specific concerns. She asked if they had been addressed to his liking.

Council Member Christensen replied they did ease some of those concerns but he still had questions, especially concerning east bound traffic. He asked the ACHD

representative present how they determined an area did not need to be studied in a traffic study.

David Corcoran from ACHD, 3775 N Adams Street, Garden City, Idaho 83714, explained they looked at the broader COMPASS models and the projected traffic volumes within an area. When a developer came in with a Traffic Impact Study, they looked at the extent to which they forecast those traffic impacts would occur. In this case what was proposed was what was determined to be necessary by their traffic engineers. He was not a traffic engineer so he couldn't get to much into why that was their determination but the broader transportation models they were working off of was kind of the basis of why.

Council Member Christensen had no further questions but he still had concerns so if questions arose from those, he would answer them. He was still concerned about the east bound traffic and the shoulder expansion. Mr. Eck had mentioned 22-foot gravel and extended gravel shoulders that went all the way down. He drove that route that morning and there was only about a foot of shoulder and then it was dirt and it went from 35 to 50 right there. He acknowledged it was a small percentage of kids that would be attending the school there but there was also an open field park that the neighborhood took care of. Kids would still be up and down the street. People did not slow down to 35 at that 35-mph mark. This neighborhood did extend into that 50-mph mark and there was no requirement to lower that speed limit. He still had a strong safety concern. A lot of his sidewalk concerns were taken care of but not his and Council Member Cardoza's concern regarding the kids walking to the school on 50-mph roads. The shoulders were only about 18 inches at most and then extended with just dirt. So, he was still worried about that safety stand point. From the safety stand point of how often the railroad crossing arms were down, he was on the south side of the traffics for only an hour but still had to wait for 2 trains back to back for 10 minutes and had to wait 5 minutes just to pull out on Kuna Road. There were still traffic and safety concerns there.

Council President Buban-Vonder Haar asked what he thought the applicant could specifically do to remediate those issues. She thought the answer for one of them might be working with ACHD to get the speed limit changed to 35 mph for a specific section of road.

Council Member Christensen stated they had to look at the bigger picture. He reiterated concerns regarding wait times at the railroad crossings and stated there was nothing they could do to satisfy that concern.

Mr. Gigray reminded Council that any deliberation and decision they made had to be based on testimony and evidence presented during the public hearings. They could use personal knowledge to assist them in understanding evidence that was produced but they could not rely on their own inspections as a basis for decision.

Council Member Christensen noted in the record it was stated there would be 2,013 trips per day that came out of this but there was no traffic impact study done for east bound traffic. Some traffic would go west and some would go east. From a traffic stand point, those added trips would add a dilemma when it came to those train crossings. The speed limit was on record as stating there was no warranted reason to lower the speed limit based on the studies. It did hit 50 mph at that subdivision from 35 mph. That was asking people to slow down coming east bound but they didn't hit that until after the subdivision.

Council President Buban-Vonder Haar understood what he was saying but the developer had no control over people following the law. The reason this was continued and reopened was, in order for the prior decision to be legally defensible, they needed to be able to provide specific remedial actions the applicant could take that would make the application acceptable. That was what she was trying to flush out; specific things they could add as conditions of approval.

Council Member Christensen stated he had voted no since the first initial vote on this for concerns like this due to City Code and Ordinance 6.2.3 section F. He didn't feel that the accommodation of these 2,013 trips would suffice from a public standpoint when it came to schooling, from the added buses that Ms. Simper brought up, it did put a strain on the school system. There was nothing he could tell the developer right then that said "please satisfy these conditions" based on how he had felt about this development from the beginning.

Council President Buban-Vonder Haar understood that but she was trying to explain what they needed to provide from a legally defensible point of view. They continued the first hearing so they could get more information so they could address some concerns. Her concern was they couldn't just say or, maybe he was just saying, he wouldn't approve any subdivisions moving forward.

Council Member Christensen replied he was saying this subdivision specifically. He clarified the issue was the location and the traffic issue and the strain on the school system. He would talk about this development but not others.

Mayor Stear stated the only problem he had with that was the school district didn't comment even though the City asked them to make comment. When ITD denied it, it was because they hadn't seen something and when they did see it, they reversed their opinion. Before the schools went to bond the City provided them with what growth they thought would occur with the number of people and homes. The school district based their bond on those numbers and they did not seem concerned. It was their issue, same as fire and police. Council may have those concerns but if they don't comment it makes it hard to say there is problem.

Council Member Christensen wanted to know who asked for them to comment on this specific development.

Planner III Troy Behunin explained the agency notification process and comment period for development applications. They followed that procedure for this project and did not receive anything from the school district.

Mayor Stear added that the problem for Council was they could not deny something because they wanted to or because someone told them too. They had to have some kind of legal basis for that and certainly safety concerns could provide for a legal basis but they had to give a developer the chance to mediate and some direction on what they could do to make the project move forward. That was why this came back. Council didn't do that last time and the developer asked that they do that. They deserved a chance to mitigate whatever problems needed to be mitigated as long as they were reasonable.

Council Member Christensen noted reasonable was a little different than what they could actually do and they stated time and time again what their restrictions were. He reiterated his concerns regarding the shoulders, speed limits, and sidewalks.

Council Member McPherson replied the road was what it was. He drove that way the other day too. When the developer went down the side of the road or down the middle of the road or however they have to get their utilities to this project, if approved, they would have to reconstruct back to a wider standard than what it was now. The developer stated that and said what the gravel impact would be versus what it was now. It was going to be wider than what it was now. He was concerned about the kids walking up and down the road too. Like Mr. Gordon said in his letter, there were sections like that all over where kids were walking down the side of the road where it was 50 mph. Hubbard between Linder and Ten Mile was a prime example. He didn't approve of that and he wished there was something they could do but, until growth punched a sidewalk through, what could they do.

Mayor Stear explained something they had done to mediate that in the past, and they were just coming up on it now, was through the 5-year plan with ACHD. The City listed projects on there that needed to happen. A good project to go on there was to put sidewalks in where development would not likely occur. A lot of the houses along Avalon had been there for a lot of years and, chances were, they wouldn't be torn out to do something different with them. They could go through things like that in the 5-year plan. Like Mr. Eck mentioned, they pay impact fees and that was where those dollars went, projects like that to help mediate safety concerns. There were things they could do about it but maybe not that day. The one point to mention was these projects didn't build out immediately so that gave them some time to work on other projects to help mediate the safety issues.

Council Member Christensen saw the reasonable things they could do and the things they couldn't do but he was still concerned and didn't have anything he could add to what he had already said.

Council President Buban-Vonder Haar asked if it would be helpful to delay this one more time for specific feed back from ACHD on why they determined they didn't need to look at traffic outside of the area that was looked at.

Council Member Christensen said that would help answer one of the questions he had that night but that was just one of the few concerns he had from the beginning. He did not think there was anything else they could do to push forward with this.

Mr. Corcoran shared ACHD was currently working on sidewalk plans for Avalon east of Ten Mile. He also clarified why the traffic study seemed to focus mainly on the west. If you looked at the Exhibit of Influence Map it showed pretty well how the trips would be shifted. It showed a lot of them going west and north on Black Cat. The remainder, while 2,013 trips seemed like a lot, really wasn't that many. Traffic counts of residential collectors tended to be in the four figures already. The sudden percentage of 2,013 was not a huge number.

Mayor Stear asked, if someone came and said why ACHD didn't go further, would that really change anything.

Council Member Christensen said it would not change anything. He just wanted to see what if they went further. He truly thought the east bound concern going over the tracks was what people wanted to see.

Mayor Stear clarified he wanted to see a larger Traffic Impact Study.

Council Member Christensen replied that would have been helpful.

Council President Buban-Vonder Haar asked, if traffic engineers came in and explained why, from their expert perspective, additional study was not necessary, would he still vote no until that study was done.

Council Member Christensen explained that was not the only reason he was looking at a no vote. That data might have helped if he had seen it but he didn't know because he didn't know what that data would have said.

Mayor Stear suggested they could look at level of service maps from ACHD for future developments. They wouldn't help with this one but it could help him get a broader picture of what ACHD was looking at.

Council Member Christensen thought that could be important.

Mayor Stear said they would need to decide if they were going to move forward that night or where they were at.

Jeff Bower stated, as ACHD indicated, there was a study in the Traffic Impact Study as an appendix that he did not believe was in the packet but he did attach it to his

letter. It showed the traffic impacts going east. It did not do a full study or analysis of level of service or safety but it analyzed the percentage of traffic that would increase based on their project.

Mayor Stear found the letter on page 287 of the overall packet.

Council reviewed the study.

Council Member Christensen said it made sense. It was a percentage base of overall traffic headed that way if he read it right. He added furthering detail going forward to include east bound traffic studies would be important to get the detailed figures on things because, ultimately, that was where a lot of people's concerns were.

Council President Buban-Vonder Haar clarified he was talking about other future applications.

Council Member Christensen affirmed that was correct.

Council President Buban-Vonder Haar asked legal counsel if this was still a normal vote where they only needed a majority vote.

Mr. Gigray said that was correct.

Council President Buban-Vonder Haar asked Council Member Christensen if there was additional information that would be helpful to him.

Council Member Christensen's response was inaudible.

Council President Buban-Vonder Haar asked if they needed to close the evidence presentation before they started deliberating.

Mr. Gigray confirmed they would need to close the evidence presentation prior to moving on to deliberation and then reopen it if necessary.

Council President Buban-Vonder Haar moved to close the evidence presentation. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

Council President Buban-Vonder Haar stated the only open question in her mind was whether it would be beneficial to get a definitive answer from ACHD engineers on why they chose the scope of study they did. However, she also acknowledged they were they experts and the traffic engineers so whether they explained to her why they chose to do that or not would not make a huge difference in the sense that Council had to differ to them in terms of traffic. She asked Council for their thoughts.

Council Member McPherson agreed. He was not a traffic engineer and, from what they presented to Council and Planning & Zoning staff, they were in approval of it. He was set where he was at now.

Council Member Christensen stated the only reason to move on was to allow Council Member Cardoza back into the mix and there was no purpose for that.

Mayor Stear didn't think there would be any difference in testimony and they would be in the same position they were in. He thought continuing it was just continuing it and they wouldn't get anywhere by dragging it out.

Council President Buban-Vonder Haar stated over all she understood the concerns that were raised. The challenging part for Council was they had to look to their partner agencies whose jobs it was, literally, to figure out some of these concerns. In terms of traffic studies and their scope and what sort of impacts would need to be looked at they had to defer to ACHD. In terms of safety they had to defer to the fire department and police department. In terms of busing and schools and things of that nature they had to differ to the school district. They continued this initially because ITD had raised an objection and they wanted to find out from that agency, because traffic was their bailiwick, what those concerns were and how they could be mitigated. When ITD responded they withdrew their objection. She did not feel like it was legally defensible for her to second guess agencies whose entire responsibility it was to make these decisions and considerations and provide feedback. She heard the concerns and did not want folks to think they were not listening to them. Council Member Christensen had been particularly concerned and they have tried to figure out if there were specific remedial actions that could be taken and they were not able to uncover any. Legally they would need to be able to do that if they were going to say no. The Planning & Zoning Commission did review this and also forwarded a recommendation of approval. That made a difference to her in terms of yet another entity that was tasked with specific functions weighing in and educating their deliberation. It appeared to her that the request was incompliance with the comp plan. It did not appear to violate Idaho State Code or Kuna City Code. Her preference or suggestion was to move ahead with having staff prepare Findings of Fact, Conclusions of Law and Order of Decision for approval for the proposal.

Council Member McPherson agreed.

Council President Buban-Vonder Haar moved to direct staff to prepare Findings of Fact, Conclusions of Law and an Order of Decision for approval by the Council on the next Council Meeting that supports approving Case No. 18-02-S. Seconded by Council Member McPherson. Motion carried 2-1-1. Council Member Christensen voted no. Council Member Cardoza was absent.

C. Continuation of Public Hearing to accept testimony regarding the final draft of the Development Agreement and the additional emails entered into evidence at the public hearing held January 2, 2019 and consideration to approve 18-03-AN (Annexation), 18-01-CPM (Comp Map Change),18-04-ZC (rezone), 18-02-PUD (Planned Unit Develop), 18-04-S (Preliminary Plat) and DA (Development Agreement) for Falcon Crest Subdivision – Troy Behunin, Planner III ACTION ITEM
(Timestamp 01:28:29)

Mark Tate, with M3 Companies (Owner), requests approval to Annex approximately 990 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 (net), 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 private roads. This site is located at the NEC of Cloverdale and Kuna Roads, Kuna, Idaho.

Mark Tate, with M3 Companies, summarized the conclusion of the previous public hearing. He did not have a lot to add regarding the development agreement but would be able answer any questions on it. Regarding the letters, it looked like a lot of the same comments and concerns that were brought up during the public hearing that they discussed at great length, namely the question of density and traffic and ruralness of the area. In his mind that was all kind of combined into one issue of density and change to the neighborhood. The last item in front of Council was a 40-acre subdivision at 5 units per acre. That was a suburban density development of single-family houses. He reminded Council their project was 2.25 units per acre, less than half of the density of that project they just had in front of them. It was a low-density project. The total number of units on the project with the maximum of about 2,300 sounded enormous but it was going to be built out in phases over many years.

Mr. Tate explained their project was going to be master planned and thoughtfully designed. It was contiguous development to each other which was a wonderful aspect of master plan development where you don't have these gaps in sidewalks and transportation concerns that you run into with hopscotch type development where there are smaller pieces developing over time. That was why they loved the idea of this site as a master plan community. It was one large contiguous ownership. The golf courses were already there, 36 holes of golf. It really was the perfect setting for an upscale community. He reminded Council their first phase plat was part of an age restricted portion. There were other parts that would not be age restricted.

Mr. Tate noted they had been approved by ACHD. The other theme that was addressed in the letters that they discussed at length in the last hearing was the issue of water. He really appreciated the City's consultant being at the last meeting. He thought that added a lot of valuable expert testimony on the issue of water and reviewed some of his comments and testimony. He noted the plan B called for in the development agreement and stood for questions.

Planner III Troy Behunin noted Council's packet was reformatted to give them the requested information from the January 2, 2019 meeting and reviewed the updated information in the development agreement. Staff had nothing more to add to the discussion and stood by the presentation made last time. He stood for questions.

Mayor Stear reopened the public hearing.

Support: None

Neutral:

Scott Erickson, 653 Reining Horse Drive, Kuna, Idaho 83634, had been living on the corner of Reining Horse Drive and Cloverdale Road for 23 years very happily. He had really grown quite fond of the sunrises out there. He brought up lighting.

Mayor Stear reminded Mr. Erickson some of these things were already discussed and closed out on. They were down to the development agreement and the letters that came.

Mr. Erickson felt all those involved deserved some credit for building incredible golf courses in three phases. There was the small course he and kids of all ages enjoyed playing. There was a championship course and he felt if they really thought about it long term, they could consider high rise hotels and competing PGA tournaments in that part of the valley. He encouraged some comments and very careful thought about whether they were thinking big enough about what they might consider part of the valley, were they calling it east Kuna or South Kuna or South Urban Center, and what do they prepare for. Right now, he was really enjoying the raptors and the bees. His neighbor grew the best honey on the planet. Things that they as people want should get voiced. He asked what were they doing for their kids and the generations to come. There was a reason Kuna was the second fastest growing town in the nation. He struggled to wrap his head around that. He loved Falcon Crest and he loved living there. He loved this town but he was not sure they were thinking big enough. Every single day everywhere he needed a service, a doctor appointment, a school, groceries, a six pack of beer, gasoline, anything he needed he had to drive to get it. Everybody had to drive. Whether it was 50 homes, 1000, or 2,500, it was irrelevant to him. Everybody had to drive everywhere for everything. They should think very carefully and develop out the services in line with any kind of development.

Mayor Stear commented that was one reason the City had hired on an economic development director. A lot of those things came to a community based on population. That was why Kuna did not have a lot of those things. They were looking to the future for that type of thing.

Against:

Bill Terry, 6169 Reining Horse Drive, Kuna, Idaho 83634, as part of the Cloverdale Ridge Water Corporation and the residents around there, had a presentation but it was longer than 3 minutes so they had divided it up between three of them. He had submitted a letter and that was part of this. He passed out copies of a slide show to Council. He explained this was for the Cloverdale Ridge Water Corporation and Affected Residents of the Proposed Falcon Crest Subdivision.

Mayor Stear stopped the testimony and the clock. He noted this went way deeper than what they were going to hear that night. He was not opposed to that but he wanted to ask Council's blessing if they were going to go this deep again. If they did that they would have to accept rebuttals in the same format.

Mr. Terry responded that may be. He thought they already got some rebuttal from him at the start to the letters and what was said last time so he thought that door was already open. He also noticed Council Member Cardoza, who golfs out there, was visibly absent for surgery. All that said they would like to speak their minds. If that was available at another time, they would be happy to be there then or do it now. However they would like to do it.

Council President Buban-Vonder Haar stated having not seen the presentation yet she was not sure what all it included.

Mr. Terry replied it was all right there. They were going to do an overhead projector but there were all sorts of requirements they didn't meet for that so they were doing it that way and were all sticking to 3 minutes.

Council President Buban-Vonder Haar said leafing through and looking at some of the headings, assuming the headings were accurate, it appeared to largely, if not totally, she couldn't say for sure because she hadn't looked at every page, meet with what she thought they said. The trouble with having a really clearly defined scope of what tonight's hearing was to encompass was one of the things they said they would accept additional testimony on was the emails but, having not read the emails yet because they were ex parte, they didn't know what was all in there and they weren't read into the record at that point. It wasn't clearly defined if they were just talking about the fact that they were received or the content. Given that lack of clarity she felt they should err on side of allowing more and then deciding if anything should be excluded after they heard it. You don't know if its relevant until you hear it.

Council agreed to hear more.

Mr. Terry started the presentation. The Cloverdale Ridge Water Corporation and the residents around there urged the Council to create an opportunity for the City to work with the affected community and to hear their request to ensure that this subdivision would not use the ground water that affected them as neighbors. They

asked that they set up a ground water trust fund to ensure that the wells of Falcon Crest neighbors were not negatively impacted. They had done some research and found that the City of Kuna had done a ground water trust fund before. He knew, according to the expert that came in, there had been these existing wells out there for years and years but after living out there for 25 years he had never seen Cloverdale Nursery water year-round, it was strictly during in season, same as them. They urged Council to slow this down and not approve the R-12 rezoning development. On Channel 7 that night he heard the developer say 2.2 per was what they wanted. He asked why have an R-12 in there then. Why not pull that down to an R-4 or, if they don't do that, an R-6. They didn't need that many people in there. It was to many. They urged the Council to study the impacts before approving the development. There had been nothing done to determine impacts. Their subdivision drilled a new well 8 years ago and ran into a high sulfur content. When they irrigated, they could smell that sulfur. They also ran into geothermal and it was to hot to use. He asked what they were going to run into. He stood for questions and passed it on to the next person.

John Lawson, 1357 Cow Horse Drive, Kuna, Idaho 83634, continued the Cloverdale Ridge Water Corporation presentation. He explained they did not see the development agreement until the 7th which was a little over a week ago. They had received no information on what was changed so none of them had seen the development agreement at all except for what they saw online. A key thing for them in the development agreement was the Council was handing the allocation of residential densities to M3 and they could change the master plan at any time. There was no reduction in maximum density so if they approved something that was less the developer could come in and increase it. The key thing was what Council approved with this lasted forever. It was not just a date and time and we will see how it goes. The City Council totally advocated their rights to change the density to this to R-12 densities and they did not think R-12 densities fit in rural settings. R-12 would bring 10,000 to 15,000 people, cars, and water use in their area. It was 5 miles from Kuna and not in the City. It was the definition of Urban Sprawl. The development agreement did not preclude them from changing anything from senior housing to 4-plexes. As soon as they signed it the door was open for M3 to do what they needed to and along the way the City would absorb the cost to do this water development. There were 2 municipal wells planned for this and they really wanted to work with the City and the developer to see if they could come up with a reasonable solution to address their well issues. He stood for questions and passed the presentation off to the next person.

Elise Daniel, 10781 S Cloverdale Road, Kuna, Idaho 83634, urged the Council to limit this development. She believed the 2.25 units per acre was a misnomer because the current development plan included 807 acres of R-6 and 189 acres of R-12 densities. That could mean up to 7,000 homes if they made use of all that was in the development plan. Their development, the Cloverdale Ridge Estates, had 1 home for every 7 acres so it was a pretty dramatic difference. They urged Council to stop Urban Sprawl and reconsider the plan and do the necessary testing for water and the

roads to support the plan. They understood it was going to be developed but they wanted it to be developed in a way that worked for everybody in the area. They were not saying they wanted to choose their neighbors but they would be sharing limited resources out there. Water and traffic were 2 of their biggest concerns. From what she understood there was no substantive plan to expand Cloverdale Road and the amount of cars that would be going up and down Cloverdale Road was unsustainable with this development.

Ms. Daniel stated the development looked like it was going to be a town of its own so she did not know what they were bringing to Kuna. Adjacent homes, farms, and families had supported Kuna for decades. They worked in Kuna and supported the schools and businesses. They were really the roots of this town. They could not vote for City Council and yet their vote affected their lives. She felt it was really unacceptable to have someone come from Arizona, out of town people, that had a lot more influence over Council than they did when they were the ones living in the community and supporting the community. They were the friends. They were the neighbors. They wanted to work with people. They just didn't want to see Council hand the keys to the kingdom to some people from Arizona. She asked that they consider the real cost to the city of Kuna as they decided whether or not they were going to pass this and support the current development agreement. They urged Council to conduct a full well test and evaluate all impacts before approving the annexation of the town. They wanted them to have a really full picture before making a decision.

Mike Apostulou, 5783 E Barrel Horse Lane, Kuna, Idaho 83634, still had the same concerns he had at the previous hearing and shared the concerns Ms. Daniel expressed regarding the influence of out of town people with money had versus local folks. He reiterated they understood development was going to happen whether they wanted it to or not. It was telling how animated Council got when a development was closer to their own homes. They didn't have very many questions when it was not near theirs. They spent about an hour when it seemed to be impacting others. He asked for the same consideration. He knew it was hard because it wasn't impacting them. This was being portrayed as a retirement community with 2.2 homes per acre so why did they need an R-6 or an R-12. He asked if it was a safety valve in case it didn't work out so they could build more. He wanted the developer to address that at rebuttal. He asked that if Council approved this, they not approve those zoning classifications. For perspective, if there was a 2.5 home per acre restriction on his piece of land, at 14.5 acres he could build 30 homes on his property. He only had 1 house on it. He did not know if that rang true with everyone there but it did for them because they were in the direct line of sight of this. He thanked Council for their time and consideration.

Tyler Dibbal, 1425 Cow Horse Drive, Kuna, Idaho 83634, stated just listening to Council that night it seemed that Council pushed back, as with the City, with R-6. It was heard that R-8 was trying to be pushed on the other development and they had R-12 trying to be pushed on this one. Same thing as a lot of other people, R-6 and R-

12 seemed really dense. When the developer said 2.2 homes per acre that included all 36 holes of that golf course and the driving range. They included all that open space in the development agreement. He would really consider how dense it was without the golf course and driving range included in it. As with the other subdivision up that night, City Council demanded a traffic study. He really stressed a good one was requested for this development as it was putting a lot of cars on Cloverdale and Kuna Road. Also, just to touch on the water again, they at Cloverdale Ridge Water Corporation urged Council to create a bond or a trust fund as a provision of the development agreement so any impact to the wells could be studied and for mitigation if surrounding wells were impacted.

Mayor Stear stated they would ask that they address the R-6 and the R-12.

Rex Hiatt, 10699 S Cloverdale Road, Kuna, Idaho 83634, right across from the golf course, presented an article from the Statesman that stated there would 18,000 vehicle trips per day and at least half of that would be down Cloverdale. That was a lot without any adjustment to that road beforehand. He knew it wasn't going to hit all at once but it was a big deal to those who lived there. They also stated that with 2 people per household this development alone would boost the population by 20%. That was a huge burden on those that lived out there.

Quincy Holton, 6000 E Deer Flat Road, Kuna, Idaho 83634, did not have any credentials. He was just a kid born and raised in Idaho that grew up on a farm. He was continuing the farm life with his family on a small farm. He commented Council had a lot of concerns and deliberation on the previous issue with 200 single lots being built in Kuna. He asked that they take a proportionate amount of consideration for a 2000 home development or more going in their area. He thanked Council.

Meg Lawson, 1357 Cow Horse Drive, Kuna, Idaho 83634, had some concerns with the Falcon Crest Development mostly related to the schools. She was a school nurse for 13 years in Kuna and saw the problems they had with the incredible number of students in each school; more than each school was designed for. With this development they were saying thousands more homes which they all knew meant more than 2 people. That would be a huge number of students. She had not read in the development agreement that they had addressed the impact on the school system. Previously they had discussed the problem of 10 school buses costing about $1 million dollars. They would need at least 10 buses out there for that many students. She thought it was incredible that a development of this magnitude wasn't addressing the schools. To say they would address it in the future wasn't realistic. It would happen now. The students were there when the homes were built and the students came. It put a burden on every teacher, nurse, counselor, and employee in the district. She thought that was a really important thing to take into consideration. Personally, she thought there was a problem with the water issue. When the developer said they would drill wells after the approval she thought they should be drilled before this plat was given a huge approval because what if they couldn't find the right amount of water and truly what if it did impact their wells. She asked who

would pay for that, them. They did not want this huge development so should they as land owners be responsible for that kind of development and interruption in their water supply. Lastly, the amount of traffic that would be on Cloverdale Road would be unbelievable. They just heard someone say 18,000 trips. They were really concerned about 2,000 trips a day when they were talking about the other subdivision. She thought this would be a big concern for everyone.

Dean McWeilly, 1220 Cow Horse Drive, Kuna, Idaho 83634, had left.

Council President Buban-Vonder Haar commented on the Statesman article provided during testimony. She had an article from the Statesman and saw where it mentioned the potential 20% population boost but she did not see a mention of 18,000 road trips or road trips in general mentioned.

Rex Hiatt provided a copy of the article to Council and the City Clerk to be added to the record and pointed out where vehicle trips was mentioned.

Planner III Troy Behunin reconfirmed staff had been through the development agreement with the developer, their attorney, and the City Attorney multiple times and the allocations of density were not loosie goosey. They were well defined. There was a definition section, 1.30 and 1.31, which talked about and defined what reallocation of densities meant. The densities would never exceed R-6 or R-12, whatever the underlying zoning was. Even with a planned unit development they didn't have that ability, it wasn't what they were proposing, and they wouldn't be able to do that anyways. There were some safe guards in place. There was a density maximum which he mentioned was in 1.30 and was also in 4.42. It talked about no change to the existing uses or changes to the development plan as proposed which was included in the packet which was submitted. In addition to that, the first safe guard was they had to file a planning and development application that defined everything, which they already did. Then they had to file a subdivision application for each of their plats and staff would review it to see if it exceeded the R-6 or R-12. Then they would have to go through design review for those subdivisions so the densities would never increase over what they were requesting unless they filed a separate application and did this all over again to ask for an increase in that density.

Mayor Stear asked Mr. Behunin to clarify if the overall project with 2.2 would not change.

Mr. Behunin replied they had submitted an application for 2,322 homes. That number would not be able to be increased unless they went through the public hearing process again. That was the maximum they would be allowed.

Mayor Stear explained the concern was where there was R-6 and R-12 they could expand that and do that throughout the whole project.

Mr. Behunin responded they could not. They had defined the areas where they wanted the R-6 and R-12 throughout the development fulfilling one of the development agreement requirements. In order for them to change that and expand on an R-6 and R-12 they would have to go through this process all over again. What they asked for they were stuck with.

Council Member Christensen was a little confused still. He understood they were stuck at the 2,322 lots but he was also saying they were stuck at the R-6 or R-12. Their concern was the R-12 said they could build 12 homes per acre. Sure, they couldn't expand beyond that but the concern was expanding beyond the 2.2 homes per acre he had said was in it. He believed that was their concern and it was a question he was going to bring up. He got that they couldn't expand on the R-6 and R-12 zone designation but that allowed for many more homes in that designation than the 2.2 they committed to. He clarified Mr. Behunin was saying they could go above the 2.2 homes per acre but they had to stick to the R-6 and the total amount of 2,322.

Mr. Behunin explained they weren't limited to 2.25 units per acre. That was just an overall project average. It was what the 2,322 came out to with their development application acreage. In the R-12 zones they could develop up to 12 units per acre but they could not exceed the 2,322. They could not exceed the R-12. That was the maximum they could develop. Same with the R-6. Unless they came back and went through the public hearing process all over again. It was defined many times through out the development agreement that that was how it was. They had decided R-6 was what they wanted to do in that area and gave staff a legal description signed by a licensed land surveyor that defined the R-6 and R-12 areas. The underlying zoning for those areas would always be R-6 or R-12.

Mayor Stear stated the jist was they could not go beyond the 2,322 residential units. There was no way they would build 100 acres of R-12. The development agreement would not allow it.

Mr. Behunin added if they had 800 acres of R-6 that didn't mean it would be 800 acres of R-6 because there were roads, open space, trails, the golf course, ACHD retention ponds, and things like that. All of that was built into the 860 acres. All of that was built into the R-12. It did not mean you were getting that many homes on that much acreage because they had to meet the requirements of ACHD and the City and the City required sidewalks and streets and all of the necessary things to make a subdivision work and function. The other thing he wanted to touch on when it came to roads, in 5.1 and 5.1.1.1 they were required to get a master plan road map approved and the City had a number of items and subsections in the private roads and public streets section which was in 5.1. They would have a lot of requirements placed on them in order to design to the necessary standards from ACHD and the City and that was in the development agreement. There were 11 or 12 subsections. He also noted the Kuna School District was given a request for comment and did not

provide any for this subdivision either. However, Kuna School District was aware of this project and was making adjustments to their own plan. He stood for questions.

Rebuttal:
(Timestamp 02:15:20)

Mark Tate, with M3 Companies, 1087 W River Street, Suite 310 Boise, Idaho 83702, started with the comments on water. He reiterated an additional well in this location would be no different than all of the other wells in the city of Kuna that have been developed over the years. There were private and public wells throughout the city and the valley. Idaho Department of Water Resources (IDWR) and the Department of Environmental Quality (DEQ) had processes to deal with this across the valley. It was not a unique thing to Kuna. He did understand as neighbors it was very personal. He felt Ed Squires was very clear and knowledgeable at the last hearing. He would not go through that again but the impact probability was very, very low and the City had the best monitoring and testing available which was key.

Mr. Tate stated, in regards to the density, he appreciated Mr. Behunin clarifying that. In the development agreement there was a term defined called maximum density, that was in 1.3.1. It was clearly defined as that 2,322 units across the entire project which came out to 2.25 units per acre. There were sections of the property that would be zoned R-12, there was some commercial on the corner, and everything else would be zoned R-6. The reason they did that was because, as they developed along the golf course, they had no density planned for those golf courses. On their master plan there was a table in the corner divided into villages with little boundaries on them and each of those villages, which were also defined in the development agreement, had units of density allocated to them. When the development agreement talked about the reallocation of units it was within those villages that they would develop. For instance, the first villages included their preliminary plat, if they were under that number, they could move some units to another village. They could never go over that 2,322 units for the entire project. While they might have some high-density stuff at R-12 which was right around their village areas, where they were going to have a mix of uses, entertainment and all those sorts of things, they wanted that R-12 designation for the product type, for attached product. They were looking at retirees. Not everybody wanted yards at all. Their amenities would be part of the community. That was what that zone allowed them to do. They were not going to build 12 units per acre across that entire thing. When you looked at the densities allocated to those villages in their master plan it was much lower.

Mr. Tate did understand their concern. It was sort of a difficult concept to explain and maybe a little bit different than they were used to. Certainly, when someone came in with a preliminary plat for an entire thing it was a lot less to wrap your head around. They were trying to master plan it and build in flexibility to make the community nice, to adapt to changing market conditions, but it did give neighbors and Council certainty. The limit was 2,322 with 2.25 units per acre over the entire project. If they were developing at 12 units per acre in one part of the project, they

would have to be way, way, way lower or at zero on big portions of the project in other areas. That was how the allocation concept worked. There couldn't be 6,000 houses out there. He reviewed the public process they would have to follow to change the number of houses they could have.

Mr. Tate reviewed there were some concerns about whether they would be part of Kuna and he had his Idaho credentials questioned a little bit. He was a native Idahoan, 6th generation, and quite proud of it. Their office was located here so he did not feel like he needed to defend that. As far as the project goes, they would be a big part of Kuna. The shopping, the dining, all of that made the most sense to be a part of Kuna. Kuna Road was the main corridor to get to downtown and they would have mixed uses inside the project including a restaurant and shopping which would take trips off the road. Instead of driving out, as part of the project, they would build the restaurant as part of the golf course. He stood for questions.

Mayor Stear stated they addressed in the last meeting the reason they did not want the developers drilling their own wells was because the City of Kuna needed to own those. The City had really tight restrictions on what was done with the water systems and was well ahead of any other cities in the area as far as what was done with wells and water because of the City's concerns with that and wanting to have quality water.

Council President Buban-Vonder Haar asked Public Works Director Bob Bachman if he knew of the City ever entering into a water trust fund at some point in the past with an entity.

Mr. Bachman replied he did not know but he and City Engineer Paul Stevens had been chatting during the hearing and Mr. Stevens believed IDWR had safe guards in place for that.

Mayor Stear explained what he believed they were referring to was the well mitigation fund and the need for that went away when IDWR implemented their system for that. The City had since phased out the well mitigation fund and did not have it anymore. He also believed they never used a penny out of that fund.

Council Member McPherson said it was a lot of development and he saw the neighbors concern. In relation to the last one, if they built out to 5.2 that would be 5,000 homes minus of course parks and trails like Mr. Behunin discussed. At 2.25, it was a lot better in his eyes. He hoped it was clear to the crowd what Mr. Behunin was stating about it being sections that were a certain zoning; it was only a small section not 800 acres worth. He understood their concern on the water issue. Specifically, some had already had to re-drill wells in recent years and the cost of that was tremendous. His biggest concern was the well issue. He did not know the best solution at that point.

Council President Buban-Vonder Haar asked Mr. Bachman if they had any more information about the program or resources that IDWR would have that replaced the need for a well mitigation fund.

Mr. Bachman responded they would have to research that a little bit to answer accurately.

Council Member Christensen stated it sounded like the main thing everyone talked about was water. He did find comfort in IDWR. Without that added detail there was not that full confidence but in the same respect it was there to protect things moving forward if this development were to go through. There was brief discussion again on the traffic but he believed last time it was squared away that ACHD had that in their 5-year plan to work up and down Cloverdale to make sure that traffic was mitigated. Then it just went to the overall growth and development. It was no secret, sitting up there, it was hard to look at this growth and the change it brought to Kuna and the strain it put on Kuna's schools and roads but each development was unique and they had to look at the bigger picture. Things were squared away with having the roads taken care of and the water was protected moving forward. He did not have any added questions in that respect.

Mayor Stear noted, because Kuna was the one to put in the wells and would drill a test well, if those test wells did not pan out IDWR would not allow a well to be drilled out there. They would have to hook into another source. They were pretty well assured when they did their test wells as to what water was out there.

Mr. Bachman had just looked at IDWR's website and found something that might help. He read, "The priority date is the date when the water right was established and it determines who gets water when there is a shortage. If there is not enough water available to satisfy all of the water rights, then the oldest (or senior) water rights are satisfied first and so on (in order) until there is no water left. When there is not enough water to satisfy all the water rights, new (or junior) water rights holders do not get water." He found that on the Idaho Department of Water Resources Website under the subsection titled Priority Dates. That permitting process was why they developed a plan B. If the permitting didn't get approved because of the priority dates, that was where plan B came in.

City Attorney Bill Gigray stood for any questions about the development agreement.

Council had no further questions.

City Clerk Chris Engels reminded Council they had not closed the evidence presentation yet.

Council President Buban-Vonder Haar moved to close the evidence presentation and proceed to deliberation. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

Council President Buban-Vonder Haar stated in speaking to some of the concerns that were brought up that evening, some sort of consideration for the schools and any impact this would have on the schools, under Idaho Code schools could not charge impact fees and the City could not charge them for schools because they were separate taxing entities. It was something a lot of people found frustrating including her. The only remedy for that would be talking to their legislators to see if they were interested in changing Idaho Code on that point. To provide extra clarity she explained the reason they could not do test wells. The City had to pull the permits for doing any drilling and with the City being the permit holder the City had to do the drilling but they couldn't pull permits until the land was annexed into the city. She believed Mr. Bachman had testified about the exacting specifications for the wells so they also would not want anyone else to do them for that reason as well.

Mr. Bachman verified Council President Buban-Vonder Haar's recollection of his testimony and added that, if they were to pull the permits and allow them to drill on their behalf, the City became liable for their work that the City would not be overseeing because they were not within City limits. It created a lot of potential problems for the City to deal with.

Council President Buban-Vonder Haar also recalled that they were doing a 24- or 48-hour test run of continuous pumping and that was how they were going to establish whether there was sufficient water. If there wasn't, at that point they would abandon the well plan and move forward with just extending water lines. She also recalled reading in one of the letters someone suggested, since they were already running sewer out there, why not run potable water at the same time. She explained sewer lines and potable water could not be run through the same trench or hole. They had to have separate trenches dug so the cost would still be double. She also noted something important to be aware of was this whole proposal was not just coming forward on the heels of the big housing boom in the valley and because so many people want to move here. As it was noted in the Statesmen article in the packet, a development was conceived to adjoin the golf course since before the golf course opened 17 years ago. It was part of a greater, long-term plan and was not necessarily just to capitalize on the boom they were experiencing.

Council Member McPherson stated Council President Buban-Vonder Haar already touched on the schools. He did not know how many people there had kids in school still but he hoped they went to school board meetings and addressed some of the concerns with them that they addressed with the Council. He knew it was tough with meeting schedules and dates for meetings if they did have kids in sports and whatever else but it really did help when people showed up and showed that they cared about the area they lived in. He thanked everyone for coming and for the testimony given. Their input did not go unheard. It was tough to make these decisions based on a personal feeling when they had guidelines they had to follow. It was nice to see such an audience. They usually got 5 people for a meeting and 1 of them was always the paper girl. He felt their pain in this situation, if not to this magnitude. He had a development come through that was right out his backyard. He

didn't want to see it go in because now it was what he saw out his back window but it met the provisions so he was part of the approving Council on that. He thanked everyone again for coming and participating. It didn't make the decision any easier but it was nice to see.

Council Member Christensen felt Council Member McPherson was spot on. He hoped some of their concerns were answered. He reiterated they did not go unheard and they never did, even if some people felt that way. He thanked everyone as well for showing up and discussing this with them.

Council President Buban-Vonder Haar wanted to make sure it was clear and on the record the water expert from the last time explained, based on the way Kuna drilled their wells, they were solid columns so they extracted water from the very bottom and would not pull in water from the side which should impact the cone of depression. Based on that, it sounded like there was a pretty low chance that existing wells would be impacted. She understood that was not the way individual land owners' wells were drilled. She understood they were permeable sides. She found that testimony helpful and hoped that it allayed some concerns in that regard.

Mayor Stear also thought the distance from where these wells would be to the nearest well beyond them was notable. He couldn't remember for sure what that was but he thought it was something like 1,000 feet.

Council President Buban-Vonder Haar requested sub-bookmarks for the packet. She stated the proposed development and the whole packet appeared to comply with Kuna's comprehensive plan. It included the variety of housing densities and that sort of thing that they expressed they would like to see. It also touched on some of their economic development goals with respect to getting some more commercial, especially mixed in with various types of housing. She did appreciate that overall the density of this project was lower and included a variety of interesting options in terms of larger or smaller homes and not having to have a yard or having yard. It did seem to be an interesting development with the resort style community which she thought would be a unique addition to the area. It appeared to be consistent with Kuna City Code. The Planning & Zoning Commission recommended approval. None of the agencies contacted regarding the application raised any concerns.

Council President Buban-Vonder Haar moved to direct staff to prepare Findings of Fact, Conclusions of Law and Order of Decision for approval by the Council on the next Council Meeting Consent Agenda to approve 18-03-AN, 18-01-CPM, 18-04-ZC, 18-02-PUD, 18-04-S and the Development Agreement for Falcon Crest Subdivision. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

8. Business Items:

None

9. Ordinances:

None

10. Mayor/Council Announcements:

(Timestamp 02:46:40)

Council Member McPherson reminded everyone to send cards to Council Member Cardoza.

11. Executive Session:

None

12. Adjournment: **8:49 P.M.**

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

Minutes prepared by Ariana Welker, Deputy City Clerk
Date Approved: CCM 02.05.2019

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SIGN-UP SHEET

January 15, 2019 – City Council Public Hearing

Case Name: **18-05-S (Preliminary Plat) – Lete Commercial Subdivision**

Case Type: The applicant, Inaki Lete, requests to subdivide approximately 12.19-acres into 19 total lots, consisting of 10 commercial buildable lots, and 9 Common lots and has reserved the name Lete Commercial Subdivision. A Design Review application for site landscaping, and an addition to an existing on-site mini storage facility, which features eight (8) additional storage buildings on approximately 4.93-acres, accompanies this application. The subject site is located at 1795 West Deer Flat Road, Kuna, ID 83634, within Section 22, Township 2 North, Range 1 West; (APN# S1322111056).

Please print your name below if you would like to present oral testimony or written exhibits about this item to the Commission or City Council.

IN FAVOR	NEUTRAL	IN OPPOSITION
☒ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify
William Mason - Mason & Associates		
Print Name	Print Name	Print Name
924 3rd St. So, Suite B		
Print Address	Print Address	Print Address
Nampa ID 83651		
City State, Zip	City State, Zip	City State, Zip
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify
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SIGN-UP SHEET

Tues. January 15, 2019 – Council, Public Hearing

Case Name: Pre Plat – Madrone Heights Sub; Request by Kevin McCarthy, KM Eng.

Case Type: Applicant requests approval to subdivide approximately 39.50 acres (previously zoned R-6) into 206 single home lots, an additional 27 common lots, and one shared driveway. A Design Review application for the landscaping for the 27 common lots accompanies this application. The address is 2030 W. Kuna Road, Kuna Idaho, and is located near the NWC of Ten Mile and Kuna Roads, in Section 22, T 2N, R 1W, APN #: S1322438400.

Case No.: 18-02-S – Preliminary Plat for 206 new Home lots in an R-6 zone.

Please print your name below if you would like to present oral testimony or written exhibits about this item to the Commission/Council.

IN FAVOR	NEUTRAL	IN OPPOSITION
☒ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
✓ TIM GORDON		✓ Paula Grigg
Print Name	Print Name	Print Name
1206 N. Black CAT		1350 W. Avalon St
Print Address	Print Address	Print Address
Kuna Id. 83634		Kuna ID 83634
City State, Zip	City State, Zip	City State, Zip
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
		Meg LAWSON
Print Name	Print Name	Print Name
	Falcon Crest	1357 Cow Horse
Print Address	Print Address	Print Address
		Kuna Id 83634
City State, Zip	City State, Zip	City State, Zip
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
		DEAN MCWEILLY
Print Name	Print Name	Print Name
	Falcon Crest	1220 Cow Horse DR
Print Address	Print Address	Print Address
		KUNA ID 83634
City State, Zip	City State, Zip	City State, Zip
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☒ Not Testify
		Nancy Simper
Print Name	Print Name	Print Name
		✓ 4597 W. Deer Flat Rd.
Print Address	Print Address	Print Address
		Kuna ID 83634
City State, Zip	City State, Zip	City State, Zip

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Print Name Matthew Taplin
Print Address	Print Address	Print Address 1142 Cow Horse Dr
City State, Zip	City State, Zip	City Kuna, ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Print Name Kelly Simper
Print Address	Print Address	Print Address 4547 W. Deer Flat
City State, Zip	City State, Zip	City Kuna ID 83634
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Print Name	Print Name	Print Name
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Falcon Crest

Exhibit C-11

received
01/11/19

Jan 9th 2018

Kuna City Council - Planning N Zoning,
Madrone Heights subdivision —
(2030 W. Kuna Rd)

I have been in large RV parks that offer more for children (of all ages), safety, and traffic patterns than the lay out of this subdivision. With 5½ houses on an acre there is no place for young children to play out side — play catch, ride bikes safely, — 206 houses means over 400 cars/trucks entering on and off Kuna road daily.

No fire or first responders south side of tracks.

Family and friends already notice traffic and waiting to get onto Kuna road from School and Ash streets — especially when a train blocks both crossings.

Schools are already at capacity, children are on buses longer as more subdivisions mean longer rides.

A survey months ago to Kuna people, wanted to preserve our ag ground — my concern is water — if a low water year, who and how will there be enough water. We have lived here 30 years and already had to put in a deeper well.

Why 206 houses on 39.48 acres? Half would be more reasonable for our rural area, even

four to an acre & offer 1/3 acres if people want a bit of country.

Safety, traffic, schools, our youth, children, water, roads - all concerns.

Kay Albers
8165 Mc Dermott
Kuna

No, we are not in city limits, but Kuna is our town, our children all graduated from Kuna. I coached youth soccer, was a boy scout mom and active with the club. Two of our children and families live in Kuna. Yes, I miss our small town, and realize there is growth - but lets put our town and community first and take care of what we have now.

Exhibit C-12

Troy Behunin

To: Wendy Howell
Subject: Madrone Heights letter of concern

From: Rebecca Ward <welove2laugh3@yahoo.com>
Sent: Monday, January 14, 2019 8:55 PM
To: Wendy Howell <whowell@kunaid.gov>
Subject: Madrone Heights letter of concern

To whom it may concern,

I am writing in regards to the potential development of Madrone Heights subdivision.

As a citizen of Kuna I have several concerns when discussing a development this large and in this location. There have been numerous subdivisions, housing tracks, developments, whatever you'd like to call them, popping up all around Kuna in the last several years and many are in progress of being built now. Some might say the growth is 'good for our community', 'it bring in revenue', 'it's nice to see out little town flourish.' But if you happen to drive around our 'growing town' during the busiest times of the day, you'll see we are ill prepared for the growth and it would see that our town leaders are more concerned with how to grow in numbers than the well being of the community as a whole and how it can endure and maintain the rapid growth it is under going.

On the weekday mornings, there are several areas of congestion on the north side of the rail road tracks, a couple of them are Deer Flat and Ten Mile and the worst is Linder and Deer Flat at the traffic light. These two intersections are extremely backed up without the addition of yet another subdivision added to it (especially since there are 2 large subdivision being built just up Deer Flat at the Meridian light). The vehicles from the Madrone Heights sub. may or may not impact these intersections but they will impact all the commuters attempting to pull out onto Avalon St. from the adjacent streets on the south side of the tracks. I drive down School St and need to turn right onto Avalon towards town around 7:30am and at times it can take four to five minutes to do this. An even gibber feat is when, not if, there is a train and the traffic is backed up from the tracks, around the curve, passed the irrigation office and continues down the street. My only hope in getting out onto Avalon, getting my son to school on time and myself to work, is the act of a kind driver letting me into the everlasting parade of vehicles. A bigger challenge yet is if there is a train stopped and blocking the Swan Falls Rd. tracks and all those commuters are now attempting to travel the same road all me and my regulars are, the congestion continues to worsen...now add the vehicles of 209 homes and their commuters from Madrone Heights sub.

Speaking of trains, the two main entrances/exits to town are train crossings. These crossings are very busy and more then the 'south siders' would like, there are trains that move very slowly and even stop on the tracks completely blocking off the Swan Falls crossing and occasionally the Avalon crossing. Not only is this extremely inconvenient but dangerous due to the fact that the only Emergency 1st Respondents are on the north side of the tracks. With no emergency facility/1st respondents on the south side or an overpass over the busy rail road tracks the citizens of Kuna are at risk of having 0 emergency services. With a subdivision going in of 209 more homes that number of 'at risk citizens' increases greatly.

Another large concern of mine is one that seems to be forgotten when our city leaders speak of 'how lovely our growing community is', 'how it's become such a beautiful bedroom community', how 'business opportunities are flourishing' and how the growth is bringing in 'so many great choices for the citizens of Kuna'. What about our schools? Are they equipped and ready for the surge of children all the subdivisions will bring? NO. They aren't equipped and are struggling to handle the students that are enrolled now. The teachers and staff are doing their very best but classrooms are over crowed with children, schools are under

staffed, there aren't enough text books for each student to have one, there is a shortage of bus drivers and buses and because of this the transportation dept. has had to get creative with scheduling, leaving students waiting at schools 30+ minutes after school is dismissed for their bus to arrive and riding on the bus for 1+ hour before and/or after school. The elementary school my daughter attends and I have ties to, alone had 6 new students start the Monday after Christmas break, 6+ more calls regarding enrollments before 9am that same day, new students starting each day all week long and a couple new students began today, Jan. 14th.

I understand that a city/town doesn't have or can't cap the population that it has, but how far does its leaders look into the capacity that their town has to withstand fast growing numbers. How much research goes into what the schools are prepared to do to be able to properly educate? What effect will Madrone Heights have on Indian Creek Elementary, Ross Elementary and Kuna Middle, their zone schools? Are those schools prepared for the impact and increase of students that will more then likely be enrolled there?

I am a creature of habit and change comes difficult for me but I also know that it is inevitable. I know that change can be good when dealt with properly, researched and prepared for. I feel that Kuna isn't prepared for the fast paced growth that is upon it. From the outside things look great and the growth appears exciting. When you're on the inside and fully involved in an aspect that is completely affected by the growth and you have no say, it takes on a whole different view, one of frustration, sometimes impatience, and disorientation and confusion when changes are made that aren't best for your part of the community. I really hope that this subdivision is being considered seriously and the negative impact it could have on the community as a whole, regarding the traffic and schools. I hope that the changes this subdivision will make will be seen for what it realistically is and not just for a sun shiny vision of a growing community.

thank you for your time,
Rebecca P.
a concerned Kuna resident

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SIGN-UP SHEET

January 15, 2019 – Council, Public Hearing Continued

NOTE: Testimony will only be accepted for the two items of the Development Agreement not previously available, as requested by Council; and testimony on Exhibits G-7 and G-8 *(Emails and late letters for the 1.2.19 Council Meeting).*

Case Name: Falcon Crest Master Planned Community: Request by Mark Tate, M3 Companies

Case Type: Applicant requests to Annex approximately 996 acres into Kuna City limits, Change the Comprehensive Plan Map (CPM) from Agriculture to Mixed-Use for approximately 163 acres, 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.

Case No's: **18-03-AN, 18-01-CPM, 18-04-S, 18-02-ZC, 18-02-PUD, D.A. – Annexation, Comp. Plan Map Change, Preliminary Plat, Rezone, Planned Unit Develop & Develop Agreement.**

Please print your name below if you would like to present oral testimony or written exhibits about this item the Commission/Council.

IN FAVOR	NEUTRAL	IN OPPOSITION
☒ Testify ☐ Not Testify	☒ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Scott Erickson	BILL TERRY
Print Address	Print Name	Print Address
City State, Zip	6350 Reining Horse	6169 RAINING HORSE
☐ Testify ☐ Not Testify	Print Address	City KUNA State, Zip 83634
Print Name	Kuna ID 83634	☒ Testify ☐ Not Testify
Print Address	City State, Zip	John Lawson
City State, Zip	☐ Testify ☐ Not Testify	Print Name
☐ Testify ☐ Not Testify	Print Name	1357 Gun Horse Dr
Print Name	Print Address	Print Address
Print Address	City State, Zip	Kuna ID
City State, Zip	☐ Testify ☐ Not Testify	City State, Zip
	Print Name	☒ Testify ☐ Not Testify
	Print Address	Elise Daniel
	City State, Zip	Print Name
		10781 S. Cloverdale
		Print Address
		Kuna ID 83634
		City State, Zip

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Richard S. Vick
Print Address	Print Address	11457 S. Cloverdale Rd
City State, Zip	City State, Zip	Kuna ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Liane Kerting-Vick
Print Address	Print Address	11457 S. Cloverdale Rd.
City State, Zip	City State, Zip	Kuna, ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify
Print Name	Print Name	Bruce Collier
Print Address	Print Address	9545 Kuna Rd
City State, Zip	City State, Zip	Kuna ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Patricia Collier
Print Address	Print Address	9545 Kuna Rd
City State, Zip	City State, Zip	Kuna ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Jennifer Erickson
Print Address	Print Address	6350 Reining Horse Dr
City State, Zip	City State, Zip	Kuna ID 83634

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	B.J. Henningfeld
Print Address	Print Address	Print Address 11893 S. Cloverdale Rd
City State, Zip	City State, Zip	City State, Zip Kuna ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	Print Name MIKE APOSTOLOU
Print Address	Print Address	Print Address 5783 E. BARREL HORSE CT.
City State, Zip	City State, Zip	City State, Zip KUNA. ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	Print Name Tyler Dibble
Print Address	Print Address	Print Address 1425 Cow Horse Dr
City State, Zip	City State, Zip	City State, Zip Kuna ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify ✓	☒ Testify ☐ Not Testify
Print Name	Print Name	Print Name REX HIATT
Print Address	Print Address	Print Address 10699 S Cloverdale Rd
City State, Zip	City State, Zip	City State, Zip Kuna ID 83634
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify ✓	☒ Testify ☐ Not Testify
Print Name	Print Name	Print Name Quincy Holton
Print Address	Print Address	Print Address 6000 E. Deer Flat Rd
City State, Zip	City State, Zip	City State, Zip Kuna ID 83634

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	Meg Lawson Print Name
Print Address	Print Address	Print Address
City State, Zip	City State, Zip	City State, Zip
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	Dean McWeilly Print Name
Print Address	Print Address	Print Address
City State, Zip	City State, Zip	City State, Zip
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Matthew Taplin Print Name
Print Address	Print Address	Print Address
City State, Zip	City State, Zip	City State, Zip
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify
Print Name	Print Name	Print Name
Print Address	Print Address	Print Address
City State, Zip	City State, Zip	City State, Zip
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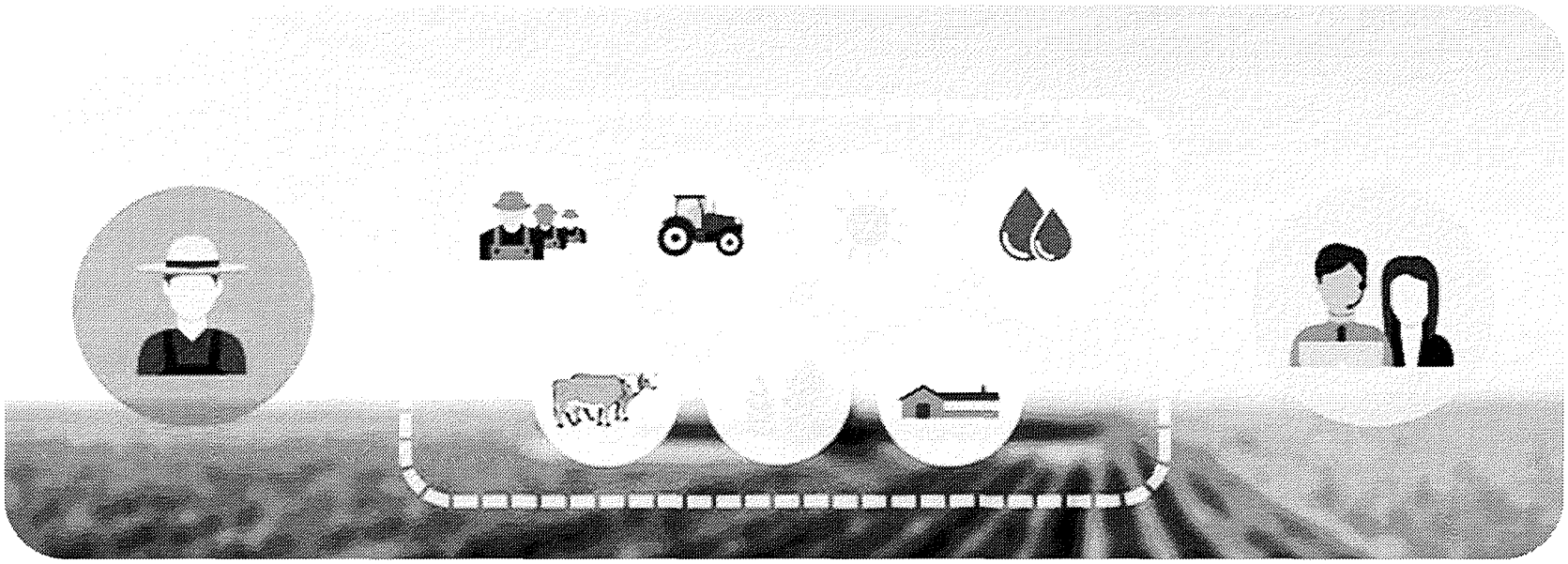
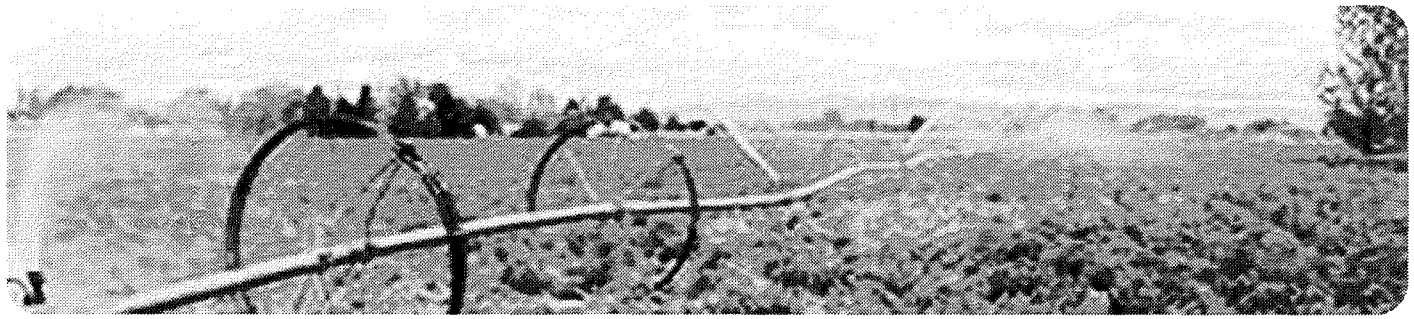
Print Name	Print Name	Print Name
Print Address	Print Address	Print Address
City State, Zip	City State, Zip	City State, Zip

Cloverdale Ridge Water Corporation and Affected Residents of the Proposed Falcon Crest Subdivision

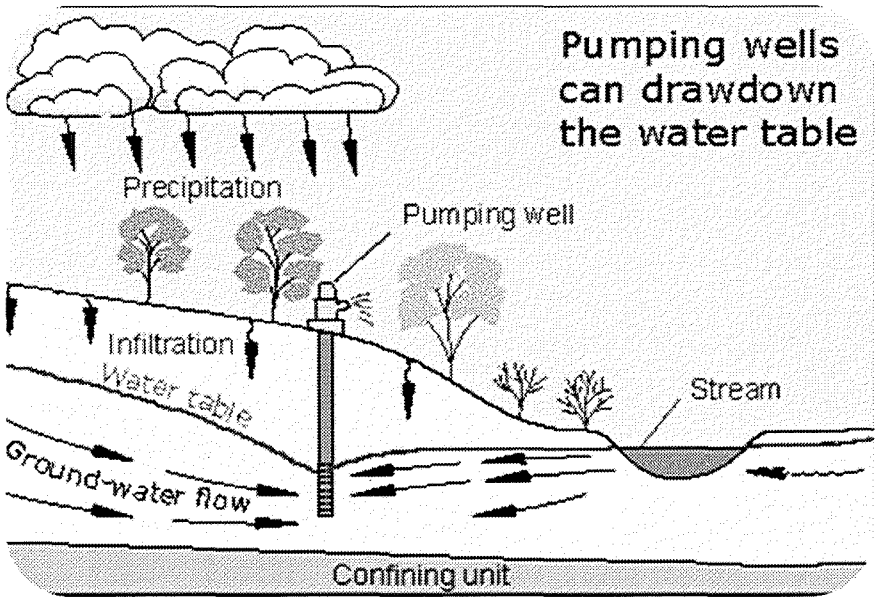
We urge the Council to create an opportunity for the City to work with the Affected Community.



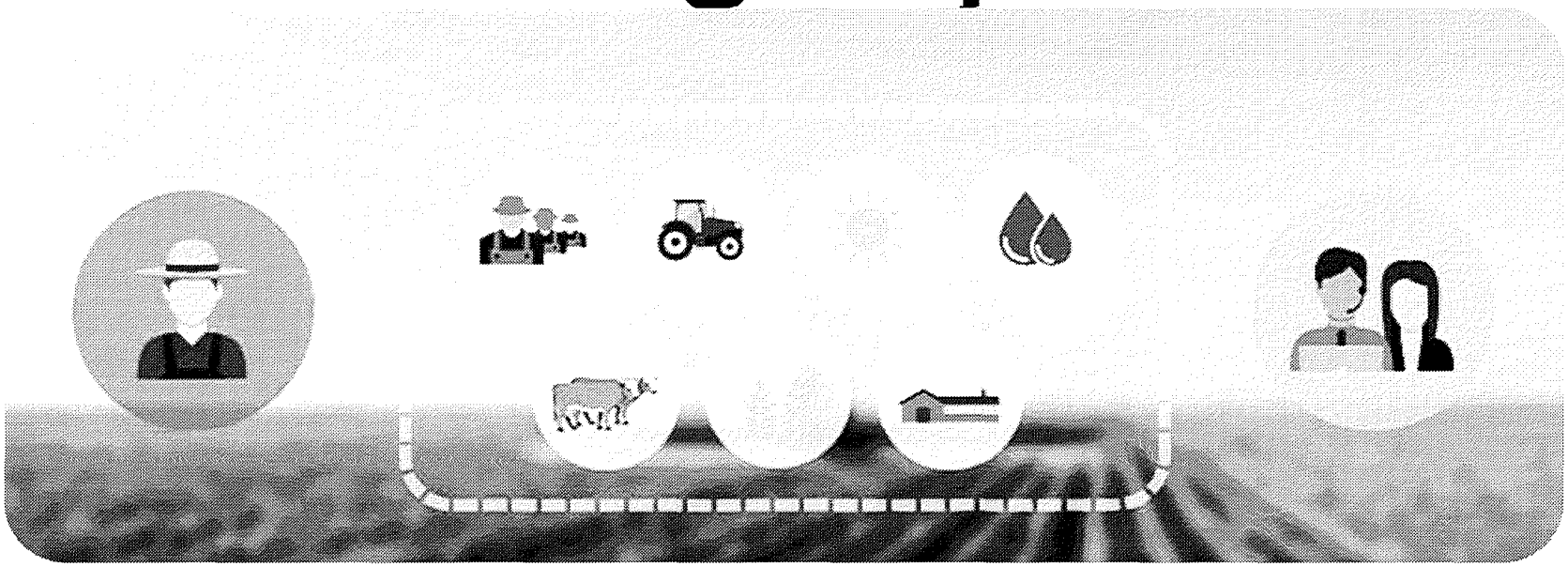
We urge the City of Kuna to hear our request to ensure that this subdivision's use of ground water WILL NOT affect us as neighbors.



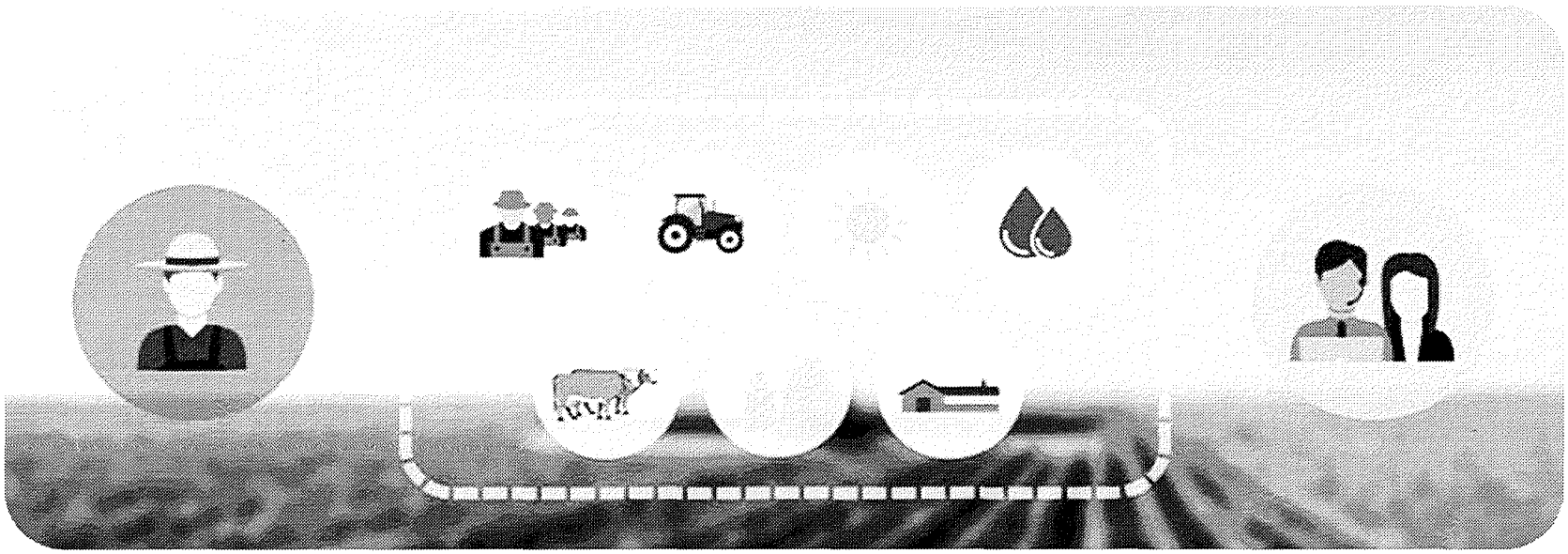
Set up a Ground Water Trust Fund to Ensure that wells of Falcon Crest Neighbors are not Negatively Impacted



We urge the Council to slow down this development. Do NOT approve the R-12 rezoning request.



We urge the Council to study the impacts before approving the development. There has been NOTHING done to determine impacts



DEVELOPMENT AGREEMENT

- M3 BUILDERS FROM PHOENIX, ARIZONA
- CITY OF KUNA
- FALCON CREST LLC – BOISE

- RELEASED TO THE PUBLIC ON 1/7/2019
  - AFTER THE LAST CITY COUNCIL MEETING
  - NO REPORT OR NOTICE FROM THE CITY ABOUT THE DEVELOPMENT AGREEMENT

DEVELOPMENT AGREEMENT

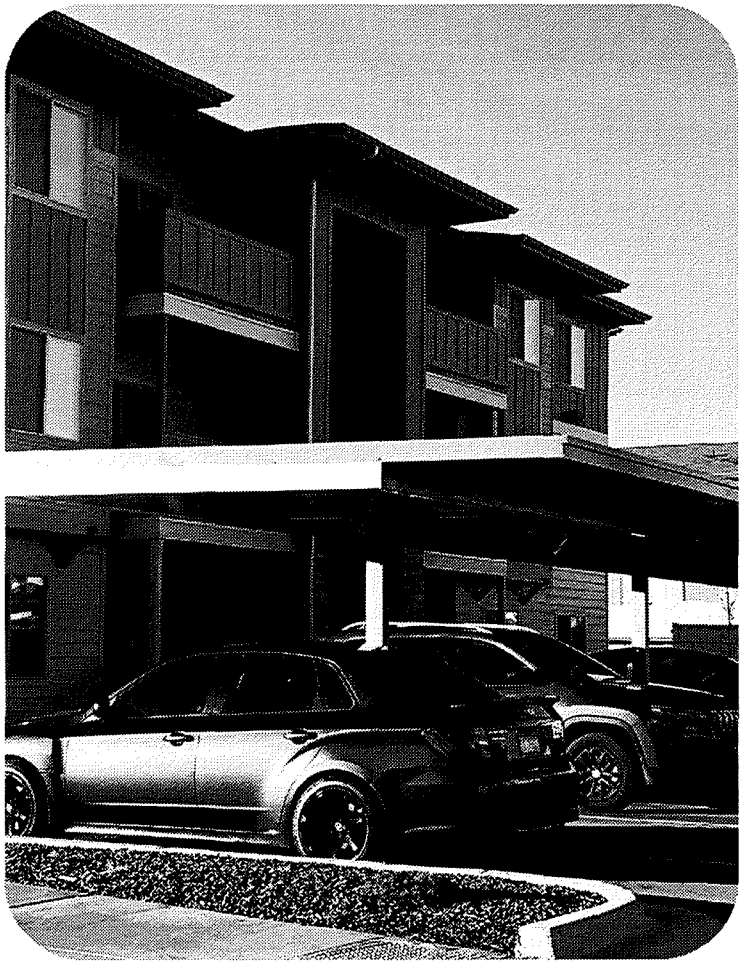
- Allocation of Density.
  - Developer shall have the right to allocate residential density, and the Development Rights associated with such residential density, from Parcels or Villages as shown on the Master Plan to other Villages as shown on the Master Plan at any time,
  - No Reduction of Maximum Density. The approval of any Village that contains less density than is allocated to that area on the Master Plan shall not have the effect of reducing the Project's overall Maximum Density.

DEVELOPMENT AGREEMENT

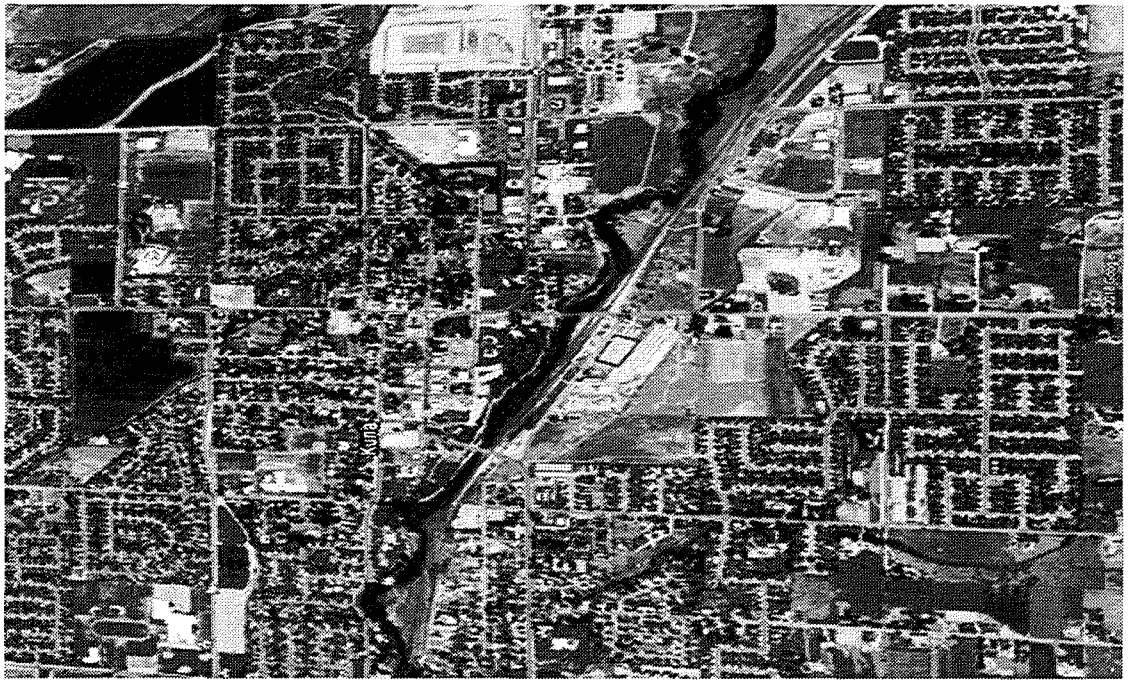
CITY ABDICATES THEIR RIGHTS TO M3

FOR FUTURE DENSITIES

4.5.1 Allocation of Density. **Developer shall have the right to allocate residential density, and the Development Rights associated with such residential density,** from Parcels or Villages as shown on the Master Plan to other Villages as shown on the Master Plan **at any time,** and **Developer may reallocate any unused residential density originally allocated to a Village** in the event that the preliminary or final platting of a Village results in unused residential density, provided such allocation:



R-12 = 10,000-15,000 more people, cars & water use. The Developer has not proposed ANY mitigation to actions to relieve the impacts of SPRAWL over FIVE Miles from Kuna.



City of Kuna

THE DEVELOPMENT AGREEMENT

- ✓ DOES NOT PRECLUDE THE DEVELOPER FROM PUTTING IN MULTI UNIT HOUSING
- ✓ DOES NOT PUT THE BURDEN OF SUPPLYING INFRASTRUCTURE AND WATER TO THE 2300 HOMES - THE CITY OF KUNA MUST ABSORB ALL THE COSTS.

DEVELOPMENT AGREEMENT

- Potable Water Supply
  - It is anticipated that two (2) municipal wells will be needed to serve the Project. One or two well(s) will be constructed with the first phase of development ("Phase One Wells"),
  - Neither the City nor the Developer have talked to any of the adjacent neighbors about mitigation of groundwater impacts
  - The City does not have the appropriate water rights to use water at this location

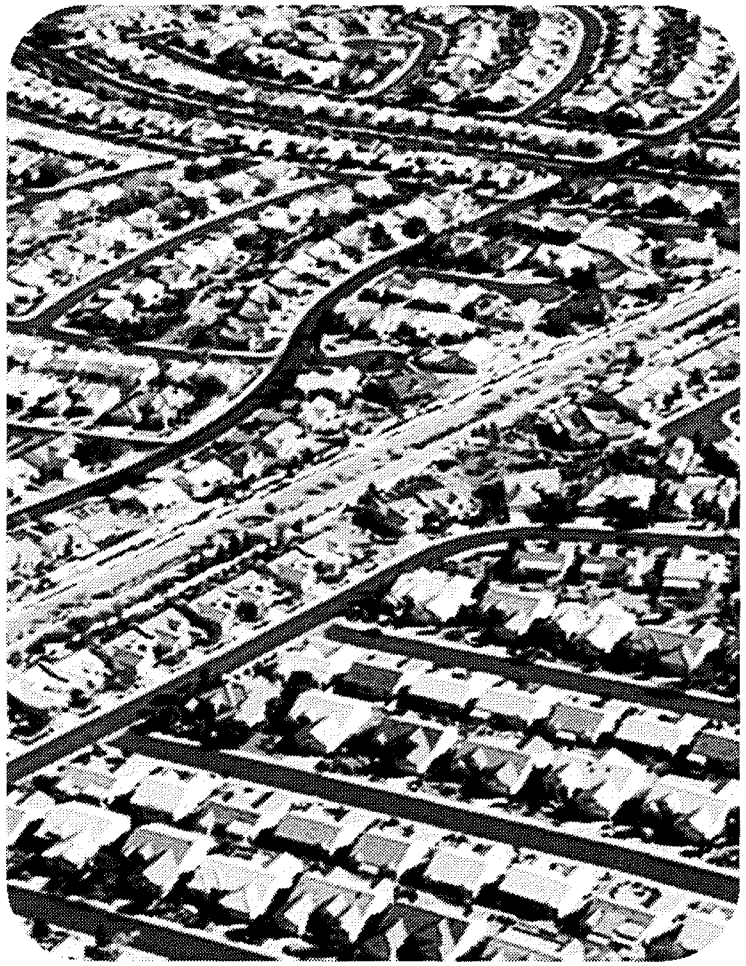
DEVELOPMENT AGREEMENT

- City Responsibilities
  - Provide all Potable Water Rights
  - Reimburse the Developer for: any portion of the cost of the Project Potable Water System Improvements and Offsite Potable Water System constructed by the Developer
  - Developer shall be eligible for reimbursement of the portion of the cost of the Offsite Sewerage in excess of the capacity needed to serve the Developed Project.

We the residents adjacent to this subdivision urge the city to slow this down development.

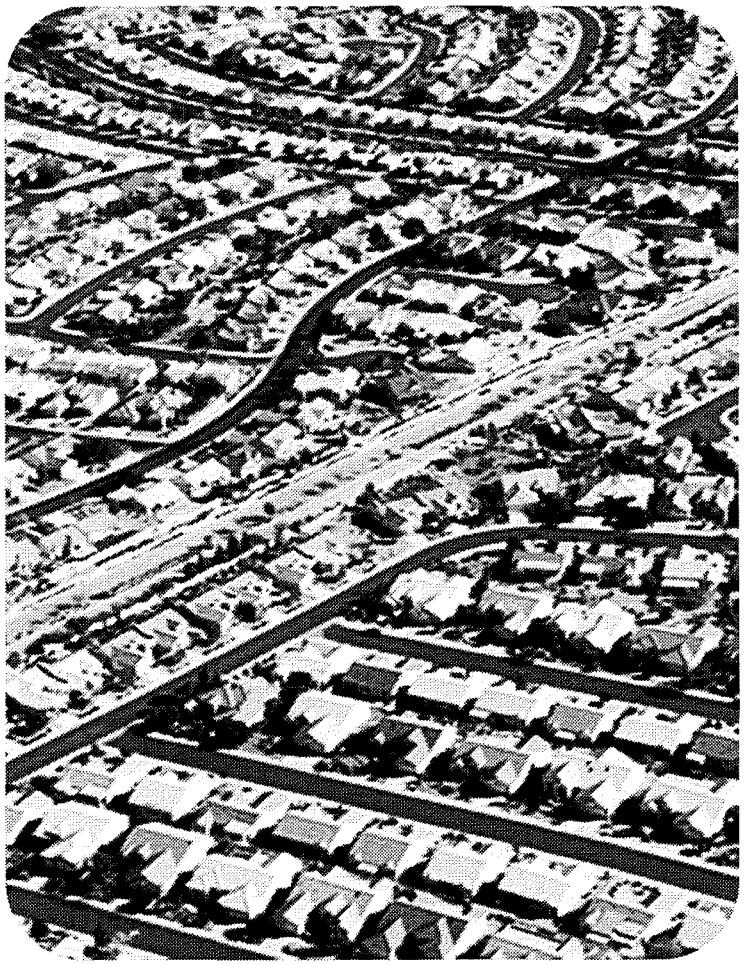
URBAN HOMES IN AG AREAS

We understand that we can't choose our neighbors, but we will have to share our limited water resources and roads with 10,000 homes that should be in town.



The City's plan includes 807 acres of R-6 and 189 acres of R-12 densities.

Currently the Cloverdale Ridge Estates has a density of 1 home per every 7 acres



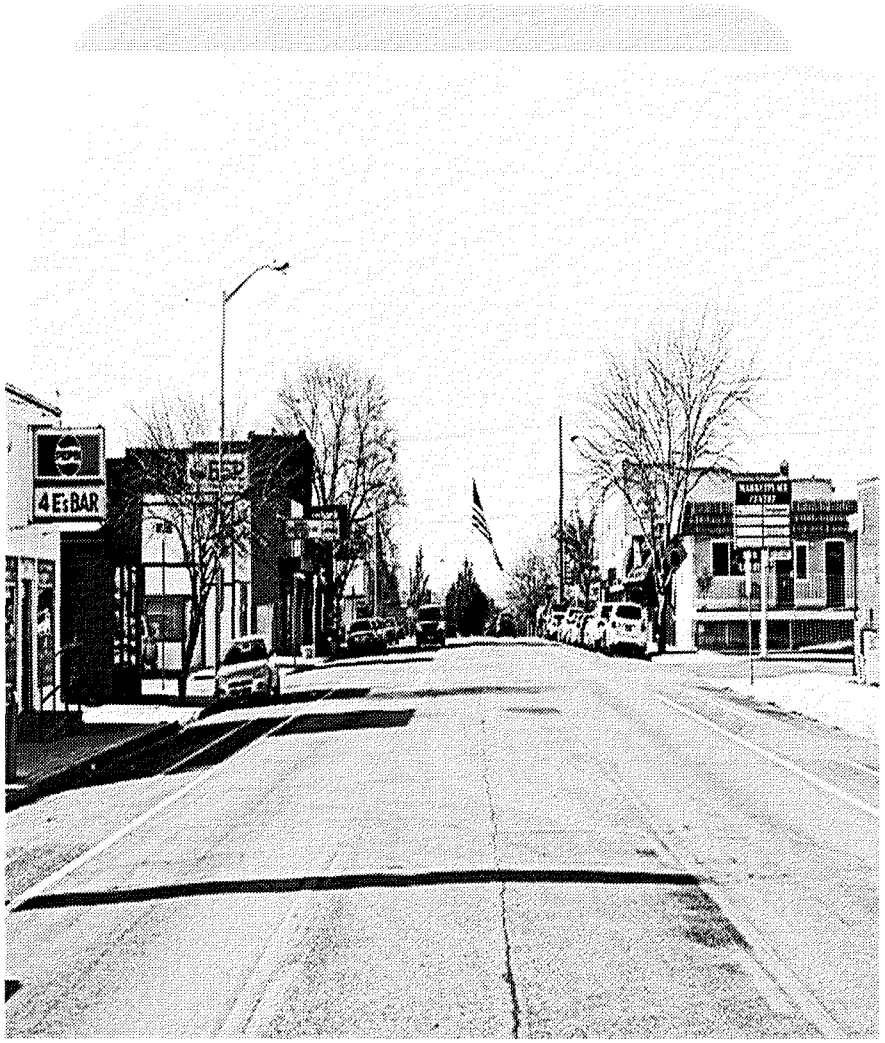
STOP URBAN SPRAWL IN SW ADA COUNTY...Reconsider the Development Agreement. Set Limits ! TEST the PLAN

STOP URBAN SPRAWL IN KUNA, IDAHO

Adjacent homes, farms and families have supported Kuna for decades. We work in Kuna, support the schools, businesses. We are the roots of the community.

But we can't vote the City Council in or out. Your vote affects our lives.

M3 from Arizona has more influence than loyal Kuna families.



We are your fiends and neighbors and we urge you to not be swayed by outside influences.

Consider the real costs to the City of Kuna to support the Development Agreement.

We urge you to conduct a full well test and evaluate all impacts before you approve this annexation. The Council must have a full idea of what the full costs will be – for the city and associated residences. 2 meetings can not give you enough information to make this monumental decision

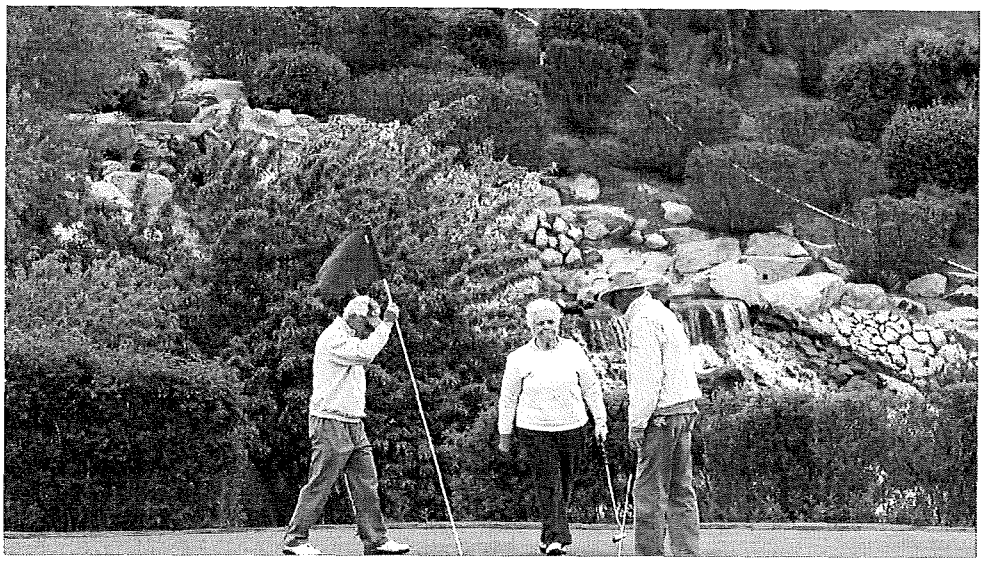
Idaho Statesman

LOCAL

This development may bring more than 2,000 homes to Kuna

BY BRANDON RASMUSSEN

OCTOBER 22, 2018 06:31 PM, UPDATED OCTOBER 23, 2018 01:17 PM



The Falcon Crest Golf Club is the main attraction for the proposed Falcon Crest Subdivision north of Kuna Road and east of Cloverdale Road.
DARIN OSWALD *DARIN OSWALD/IDAHO STATESMAN*

Kuna could soon get a giant development of golf-course homes.

Falcon Crest Golf Course could have more than 2,000 homes added under a proposal made by M3 Companies, a developer, on behalf of the owners of the 17-year-old golf course and its adjoining land. The development would cover 1,025 acres immediately north of Kuna Road and east of File Mile Road.

The development, dubbed the Falcon Crest Subdivision, would include lots for single families, homes targeted at people ages 55 or older, and golf villages. It would include almost 19 acres for commercial use. The proposal also includes a public city park and public pathways, as well as private parks and a private swimming pool.

Drivers would access the subdivision at multiple points on Kuna Road and South Cloverdale Road. The proposal relies on a central road within the development for residents to navigate quickly rather than creating much more access to main roads.

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The proposed land and golf course are owned by Terry Cook and Hansgeorge Borbonus, who also own Cloverdale Nursery at 2528 N Cloverdale Road in Kuna. Construction and management would be executed by M3 Companies, a housing developer based in Idaho and Arizona.

M3 has built several other developments in the Treasure Valley, including Red Hawk Ridge, another golf community in Nampa and Hillsdale Park in Meridian. It was a partner in the failed Spring Valley Ranch development north of Eagle until the other partner, the Dallas Police and Fire Pension System, bought out M3's interest in 2016.

"They want an active recreation-type housing development," said Troy Behunin, senior planner with the City of Kuna Planning Department. "I'm not sure if there's anything (in the area) that rivals a golf course community on this scale."

Falcon Crest's application does not say how many housing units would be built, but an analysis by the Ada County Highway District estimates more than 2,300, including about 1,700 detached houses aimed at 55-and-up residents and 600 for families. With two persons per household, the development would boost the 19,700-population city by more than 20 percent.

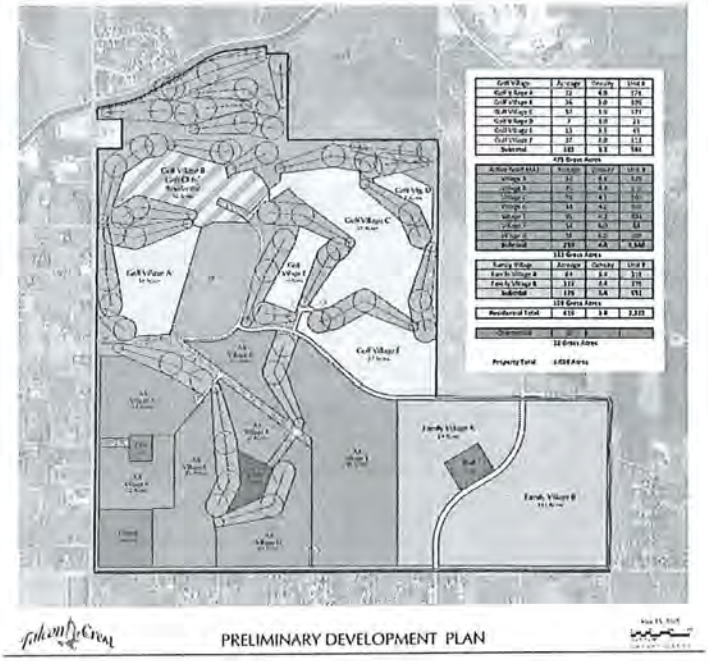
Mike Rapp, Falcon Crest's general manager, said plans to build this community have been in the works since Falcon Crest was conceived. The recession in 2008 was a factor in its delay.

"This has always been a part of the deal," Rapp said. "(A golf course community) means you have a built-in customer base."

Falcon Crest and M3 will make their proposal to the Kuna Planning and Zoning Commission on Tuesday, Nov. 27. The proposal had been scheduled to be heard Oct. 9 but was tabled at the city staff's request until Oct. 23, and then tabled again.

The development would require annexation by Kuna, meaning the proposal will need to pass the Kuna City Council. The annexed land would be rezoned from rural residential to medium- and high-density residential.

Development would begin immediately after approval, according to documents submitted to the city.



This map appears in the Ada County Highway District's analysis of the proposal for the Falcon Crest golf community in Kuna. More than 2,000 homes could be built on more than 1,000 acres.
Provided by Ada County Highway District

A report by ACHD said the development would generate nearly 18,000 vehicle trips per day, more than half of which would be on Cloverdale Road north of Kuna Road. Both roads would be expanded. Road construction would begin in 2023, with most of the Cloverdale expansion taking place between 2031 and 2035. Roundabouts would be added on Cloverdale Road's intersections with Kuna, Columbia and Amity roads.

Construction of the first plat would consist of nine phases, starting with the age-restricted living and commercial developments, and the phases completed within five to 10 years. The entire development could take 20 years, depending on market conditions.

The golf course itself would get a new clubhouse. Houses in the golf villages would be built between the golf courses themselves, meaning for those residents, a round of golf is just outside the front door.

The development was first reported by the Kuna Melba News.

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IDAHO Department of Water Resources

Water Rights

OVERVIEW

A water right is authorization to use water in a prescribed manner, not to own the water itself. Without *diversion* and *beneficial use*, there is no water right.

Listed below are terms frequently used in the water right process. For a complete list, visit the Terminology page.

Water Right

A water right is the right to divert public waters and put them to a beneficial use in accordance with one's priority date. See Idaho Code § 42-230.

Public Waters

Idaho's constitution and statutes declare all waters of the state when flowing in their natural channels, including the waters of all natural springs and lakes within the boundaries of the state and groundwaters of the state, to be public waters. Idaho's constitution and statutes also guarantee the right to appropriate those public waters. When a private right for the use of public waters is established by appropriation, a water right is established that is a real property right (much like property rights in land), and Idaho law protects real property rights. See Idaho Constitution Article XV and Idaho Code § 42 et al.

Priority Date

The priority date is the date when the water right was established and it determines who gets water when there is a shortage. If there is not enough water available to satisfy all of the water rights, then the oldest (or senior) water rights are satisfied first and so on (in order) until there is no water left. When there is not enough water to satisfy all the water rights, new (or junior) water rights holders do not get water.

Beneficial Use

Beneficial uses include domestic use, irrigation, stock-watering, manufacturing, mining, hydropower, municipal, aquaculture, recreation, as well as fish and wildlife. The amount of the water right is the amount of water put to beneficial use. Because of the beneficial use requirement, a water right (or a portion of a water right) might be lost if it is not used for a continuous five-year period.

Diversion

A diversion is a structure used to divert the water from its natural source. Typical diversion structures include pumps, headgates, ditches, pipelines, and dams—or some combination. A diversion is generally required to establish a water right. The Idaho Water Resource Board is authorized to acquire water rights without diversions. These water rights are called "instream flow" water rights and are typically authorized for purposes of protecting some public interest in a natural stream or lake such as recreation, wildlife, or natural beauty. A water right may also be acquired to water livestock directly from the stream which is called an "instream livestock" water right.

Appropriated Water

Idaho water law is based on the appropriation doctrine because water rights in Idaho are based upon diversion and beneficial use of water. The appropriation doctrine has also been called "first in time is first in right" because the priority date determines who gets water when there is a shortage. A water right under Idaho law can be established only by appropriation, and once established, it can be lost if it is not used. See Idaho Code § 42-1502.

Domestic Right

A domestic right is a right to the use of water for homes, organization camps, public campgrounds, livestock, and for any other purpose in connection with these uses including irrigation of up to one-half acre of land. See Idaho Code § 42-111.

Instream Flow Water Right

An instream flow water right is a water right typically authorized for the purposes of protecting some public interest in a natural stream or lake such as recreation, wildlife, or natural beauty.

Instream Livestock Water Right

An instream livestock water right is a water right acquired to water livestock directly from the stream.

Riparian Rights

In some states, a land owner has the right to make "reasonable use" of groundwater beneath his or her land, or water naturally flowing on, through, or along the borders of his or her land. A riparian right to make use of that water is not limited by priority date and it cannot be lost by non-use. Idaho law does not recognize a "riparian right" to divert and use water. A water right under Idaho law can be established only by appropriation, and once established, it can be lost if it is not used.

Groundwater

Groundwater is water that is located beneath the ground surface in soil pore spaces and in the fractures of lithologic formations. A unit of rock or an unconsolidated deposit is called an aquifer when it can yield a usable quantity of water. Groundwater is recharged from, and eventually flows to, the surface naturally; natural discharge often occurs at springs and seeps, and can form oases or wetlands. Groundwater is also often withdrawn for agricultural, municipal, and industrial use by constructing and operating extraction wells. The study of the distribution and movement of groundwater is hydrogeology (or groundwater hydrology). See Idaho Code § 42-230.

Surface Water

Water collecting on the ground or in a stream, river, lake, wetland, or ocean is surface water, and is related to water collecting as groundwater or atmospheric water. Surface water is naturally replenished by precipitation and naturally lost through discharge to evaporation and subsurface seepage into the groundwater.

Additional Information

Water Use Information - Standards used by IDWR to evaluate water right applications and claims.

Water Rights Overview - Printable brochure about water rights in Idaho.

Water Supply Bank - Water rights holders who are not using all or a portion of their water rights in a given year can place their rights into the bank and make water available to others.

Statutes & Rules

Idaho Code § 42-226 - Groundwaters are Public Waters

Idaho Code § 42-201(2) - When a Water Right is Required

Idaho Code § 42-229 - Methods of Appropriation

IDAPA 37.01.01 - Rules of Procedure

IDAPA 37.03.02 - Beneficial Use Examination Rules

IDAPA 37.03.08 - Water Appropriation Rules

IDAPA 37.03.11 - Conjunctive Management Rules

City of Kuna | Payment Approval Report - City Council Approval | Page: 1
Report dates: 1/11/2019-1/31/2019 | Jan 31, 2019 03:37PM

Report Criteria:
Detail report.
Invoices with totals above $0.00 included.
Paid and unpaid invoices included.

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
A COMPANY, INC.												
1463	A COMPANY, INC.	114-7893353		STANDARD RESTROOM RENTAL #T273, BI-WEEKLY SERVICE, 12/10/18-1/06/19 - ITY FARM	01/10/2019	92.13	.00	01-6212 RENT-EQUIPMENT	1004	1/19		
Total 114-7893353:						92.13	.00					
1463	A COMPANY, INC.	114-7893354		ADA WHEELCHAIR ACCESSIBLE RESTROOM RENTAL #ADA493, WEEKLY SERVICE, STANDARD RESTROOM RENTAL #KK099, WEEKLY SERVICE, 12/10/18-1/06/19 - CITY HALL	01/10/2019	303.05	.00	01-6212 RENT-EQUIPMENT	1004	1/19		
Total 114-7893354:						303.05	.00					
1463	A COMPANY, INC.	114-7893355		ADA WHEELCHAIR ACCESSIBLE RESTROOM RENTAL #ADANO10, WEEKLY SERVICE, 12/10/18-1/6/19, THE FARM PARK	01/10/2019	198.12	.00	01-6212 RENT-EQUIPMENT	1004	1/19		
Total 114-7893355:						198.12	.00					
1463	A COMPANY, INC.	114-7893356		ADA WHEELCHAIR ACCESSIBLE RESTROOM RENTAL #ADA188, 12/10/18-1/6/19, ARBOR RIDGE PARK	01/10/2019	198.12	.00	01-6212 RENT-EQUIPMENT	1004	1/19		
Total 114-7893356:						198.12	.00					
1463	A COMPANY, INC.	114-7893357		ADA WHEELCHAIR ACCESSIBLE RESTROOM RENTAL #ADA392, 12/10/18-1/6/19, SADIE CREEK PARK	01/10/2019	160.00	.00	01-6212 RENT-EQUIPMENT	1004	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 114-7893357:						160.00	.00					
1463	A COMPANY, INC.	114-7893359		ADA WHEELCHAIR ACCESSIBLE RESTROOM RENTAL #ADA412, 12/10/18-1/6/19, NICHOLSON PARK	01/10/2019	202.36	.00	01-6212 RENT-EQUIPMENT	1004	1/19		
Total 114-7893359:						202.36	.00					
1463	A COMPANY, INC.	114-7893360		STANDARD RESTROOM RENTAL #ADA397, BI-WEEKLY SERVICE, 12/10/18-1/6/19, WINCHESTER PARK	01/10/2019	160.00	.00	01-6212 RENT-EQUIPMENT	1004	1/19		
Total 114-7893360:						160.00	.00					
Total A COMPANY, INC.:						1,313.78	.00					
ABC STAMP, SIGNS & AWARDS												
277	ABC STAMP, SIGNS & AWARDS	0526374	7959	STAMP FOR CITY ENGINEER, P.STEVENS, JAN.'19 - ADMIN	01/10/2019	7.77	.00	01-6165 OFFICE SUPPLIES	0	1/19		
277	ABC STAMP, SIGNS & AWARDS	0526374	7959	STAMP FOR CITY ENGINEER, P.STEVENS, JAN.'19 - WATER	01/10/2019	10.26	.00	20-6165 0FFICE SUPPLIES	0	1/19		
277	ABC STAMP, SIGNS & AWARDS	0526374	7959	STAMP FOR CITY ENGINEER, P.STEVENS, JAN.'19 - SEWER	01/10/2019	10.26	.00	21-6165 OFFICE SUPPLIES	0	1/19		
277	ABC STAMP, SIGNS & AWARDS	0526374	7959	STAMP FOR CITY ENGINEER, P.STEVENS, JAN.'19 - PI	01/10/2019	2.79	.00	25-6165 OFFICE SUPPLIES	0	1/19		
277	ABC STAMP, SIGNS & AWARDS	0526374	7959	NAMEPLATE AND BASE FOR CITY H.R. DIRECTOR, N.STAUFFER, JAN.'19 - ADMIN	01/10/2019	10.94	.00	01-6165 OFFICE SUPPLIES	0	1/19		
277	ABC STAMP, SIGNS & AWARDS	0526374	7959	NAMEPLATE AND BASE FOR CITY H.R DIRECTOR, N.STAUFFER, JAN.'19 - WATER	01/10/2019	6.59	.00	20-6165 0FFICE SUPPLIES	0	1/19		
277	ABC STAMP, SIGNS & AWARDS	0526374	7959	NAMEPLATE AND BASE FOR CITY H.R DIRECTOR, N.STAUFFER, JAN.'19 - SEWER	01/10/2019	6.59	.00	21-6165 OFFICE SUPPLIES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
277	ABC STAMP, SIGNS & AWARDS	0526374	7959	NAMEPLATE AND BASE FOR CITY H.R DIRECTOR, N.STAUFFER, JAN.'19 - P.I	01/10/2019	1.79	.00	25-6165 OFFICE SUPPLIES	0	1/19		
Total 0526374:						56.99	.00					
Total ABC STAMP, SIGNS & AWARDS:						56.99	.00					
ADA COUNTY HIGHWAY DISTRICT (RENT)												
1037	ADA COUNTY HIGHWAY DISTRICT (RENT)	15289		SHOP RENT FOR FEBRUARY 2019 - PARKS	01/16/2019	148.50	.00	01-6211 RENT-BUILDINGS & LAND	1004	1/19		
1037	ADA COUNTY HIGHWAY DISTRICT (RENT)	15289		SHOP RENT FOR FEBRUARY 2019 - WATER	01/16/2019	126.00	.00	20-6211 RENT-BUILDINGS & LAND	0	1/19		
1037	ADA COUNTY HIGHWAY DISTRICT (RENT)	15289		SHOP RENT FOR FEBRUARY 2019 - SEWER	01/16/2019	121.50	.00	21-6211 RENT - BUILDINGS & LAND	0	1/19		
1037	ADA COUNTY HIGHWAY DISTRICT (RENT)	15289		SHOP RENT FOR FEBRUARY 2019 - P.I	01/16/2019	54.00	.00	25-6211 RENT - BUILDINGS & LAND	0	1/19		
Total 15289:						450.00	.00					
Total ADA COUNTY HIGHWAY DISTRICT (RENT):						450.00	.00					
ADA COUNTY PROSECUTING ATTORNE												
176	ADA COUNTY PROSECUTING ATTORNE	01222019ACP		PROSECUTORIAL SERVICES FOR JANUARY 2019	01/22/2019	4,630.83	.00	01-6203 PROSECUTORIAL SERVICES	0	1/19		
Total 01222019ACPA:						4,630.83	.00					
Total ADA COUNTY PROSECUTING ATTORNE:						4,630.83	.00					
ASSOCIATION OF IDAHO CITIES												
8	ASSOCIATION OF IDAHO CITIES	200005000	7888	CODC LUNCHEON, J. STEAR, DEC.'18	12/13/2018	50.00	.00	01-6155 MEETINGS/COMMITTEES	1031	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 200005000:						50.00	.00					
Total ASSOCIATION OF IDAHO CITIES:						50.00	.00					
BOISE OFFICE EQUIPMENT												
22	BOISE OFFICE EQUIPMENT	IN1891161	8003	SERVICE ON UB PRINTER, HP 4000N, B. JACKSON, JAN. '19 - ADMIN	01/24/2019	23.75	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	1/19		
22	BOISE OFFICE EQUIPMENT	IN1891161	8003	SERVICE ON UB PRINTER, HP 4000N, B. JACKSON, JAN. '19 - WATER	01/24/2019	31.35	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/19		
22	BOISE OFFICE EQUIPMENT	IN1891161	8003	SERVICE ON UB PRINTER, HP 4000N, B. JACKSON, JAN. '19 - SEWER	01/24/2019	31.35	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
22	BOISE OFFICE EQUIPMENT	IN1891161	8003	SERVICE ON UB PRINTER, HP 4000N, B. JACKSON, JAN. '19 - P.I	01/24/2019	8.55	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
Total IN1891161:						95.00	.00					
Total BOISE OFFICE EQUIPMENT:						95.00	.00					
BUYWYZ LLC												
1795	BUYWYZ LLC	131828	7967	HIGHLIGHTERS, SHARPIES, AND SCISSORS FOR PARKS OFFICE, JAN.'19	01/09/2018	20.48	.00	01-6165 OFFICE SUPPLIES	1004	1/19		
1795	BUYWYZ LLC	131828	7967	STAPLE REMOVER, CORRECTION TAPE, EXPANDING FILE FOLDERS, AND STANDARD STAPLES FOR CITY HALL SUPPLIES, JAN.'19	01/09/2018	38.78	.00	01-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	131828	7967	2 CARTONS FOAM SOAP REFILLS FOR CITY HALL BATHROOMS, JAN.'19	01/09/2018	98.32	.00	01-6025 JANITORIAL	0	1/19		
Total 131828:						157.58	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1795	BUYWYZ LLC	131843	7969	TUBULAR WIRE ROLL FILE FOR T. FLEMING, JAN.'19 - SEWER	01/09/2019	130.08	.00	21-6165 OFFICE SUPPLIES	0	1/19		
Total 131843:						130.08	.00					
1795	BUYWYZ LLC	131954	7973	TRASH BAGS FOR SENIOR CENTER, B. PRICE, JAN. '19	01/10/2019	83.07	.00	01-6025 JANITORIAL	1001	1/19		
Total 131954:						83.07	.00					
1795	BUYWYZ LLC	132218	7988	WALL FILE POCKETS FOR THE ADMIN OFFICES AT THE TREATMENT PLANT, D.CROSSLEY, JAN.'19 - WATER	01/16/2019	22.67	.00	20-6165 0FFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132218	7988	WALL FILE POCKETS FOR THE ADMIN OFFICES AT THE TREATMENT PLANT, JAN.'19 - SEWER	01/16/2019	22.67	.00	21-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132218	7988	WALL FILE POCKETS FOR THE ADMIN OFFICES AT THE TREATMENT PLANT, JAN.'19 - P.I	01/16/2019	8.63	.00	25-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132218	7988	1 DOZ GREEN PENS, FOR CITY HALL STOCK, JAN.'19	01/16/2019	16.99	.00	01-6165 OFFICE SUPPLIES	0	1/19		
Total 132218:						70.96	.00					
1795	BUYWYZ LLC	132285	7991	CHAIRS FOR CITY COUNCIL, B.BACHMAN, JAN.'19	01/17/2019	286.36	.00	01-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132285	7991	MECHANICAL PENCIL LEAD, P.STEVENS, JAN.'19	01/17/2019	6.75	.00	01-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132285	7991	AIR FRESHENER FOR CITY HALL BATHROOMS, B.PRICE, JAN.'19	01/17/2019	9.18	.00	01-6025 JANITORIAL	0	1/19		
1795	BUYWYZ LLC	132285	7991	CHAIRS FOR CITY COUNCIL, B.BACHMAN, JAN.'19 - WATER	01/17/2019	378.00	.00	20-6165 0FFICE SUPPLIES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1795	BUYWYZ LLC	132285	7991	CHAIRS FOR CITY COUNCIL, B.BACHMAN, JAN.'19 - SEWER	01/17/2019	378.00	.00	21-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132285	7991	CHAIRS FOR CITY COUNCIL, B.BACHMAN, JAN.'19 - P.I	01/17/2019	103.08	.00	25-6165 OFFICE SUPPLIES	0	1/19		
Total 132285:						1,161.37	.00					
1795	BUYWYZ LLC	132541	7997	4 EA DAILY APPOINTMENT BOOKS, JAN.'19 - PARKS	01/24/2019	70.40	.00	01-6165 OFFICE SUPPLIES	1004	1/19		
1795	BUYWYZ LLC	132541	7997	3 EA LETTER OPENERS, STOCK, JAN.'19	01/24/2019	4.65	.00	01-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132541	7997	2 EA NOTEBOOKS, D.CROSSLEY, JAN.'18 - WATER	01/24/2019	17.37	.00	20-6165 0FFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132541	7997	2 EA NOTEBOOKS, D.CROSSLEY, JAN.'19 - SEWER	01/24/2019	17.37	.00	21-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132541	7997	2 EA NOTEBOOKS, D.CROSSLEY, JAN.'19 - P.I	01/24/2019	6.62	.00	25-6165 OFFICE SUPPLIES	0	1/19		
Total 132541:						116.41	.00					
1795	BUYWYZ LLC	132639	8002	2 EA INK CARTRIDGES FOR UB PRINTER AND SUCKERS FOR CUSTOMER SERVICE, B. PRICE, JAN. '19 - ADMIN	01/24/2019	39.79	.00	01-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132639	8002	2 EA INK CARTRIDGES FOR UB PRINTER AND SUCKERS FOR CUSTOMER SERVICE, JAN.'19 - WATER	01/24/2019	52.52	.00	20-6165 0FFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132639	8002	2 EA INK CARTRIDGES FOR UB PRINTER AND SUCKERS FOR CUSTOMER SERVICE, JAN.'19 - SEWER	01/24/2019	52.52	.00	21-6165 OFFICE SUPPLIES	0	1/19		
1795	BUYWYZ LLC	132639	8002	2 EA INK CARTRIDGES FOR UB PRINTER AND SUCKERS FOR CUSTOMER SERVICE, JAN.'19 - P.I	01/24/2019	14.31	.00	25-6165 OFFICE SUPPLIES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 132639:						159.14	.00					
Total BUYWYZ LLC:						1,878.61	.00					
CENTURYLINK												
62	CENTURYLINK	208922917901		DEDICATED LANDLINE TO ELEVATOR AT CITY HALL, 01/07-02/06/19 - ADMIN	01/07/2019	13.58	13.58	01-6255 TELEPH0NE	0	1/19	01/25/2019	
62	CENTURYLINK	208922917901		DEDICATED LANDLINE TO ELEVATOR AT CITY HALL, 01/07-02/06/19 - P & Z	01/07/2019	4.84	4.84	01-6255 TELEPH0NE	1003	1/19	01/25/2019	
62	CENTURYLINK	208922917901		DEDICATED LANDLINE TO ELEVATOR AT CITY HALL, 01/07-02/06/19 - WATER	01/07/2019	12.61	12.61	20-6255 TELEPH0NE EXPENSE	0	1/19	01/25/2019	
62	CENTURYLINK	208922917901		DEDICATED LANDLINE TO ELEVATOR AT CITY HALL, 01/07-02/06/19 - SEWER	01/07/2019	12.61	12.61	21-6255 TELEPH0NE EXPENSE	0	1/19	01/25/2019	
62	CENTURYLINK	208922917901		DEDICATED LANDLINE TO ELEVATOR AT CITY HALL, 01/07-02/06/19 - P.I	01/07/2019	4.84	4.84	25-6255 TELEPH0NE EXPENSE	0	1/19	01/25/2019	
Total 20892291790107020619:						48.48	48.48					
Total CENTURYLINK:						48.48	48.48					
CODE ENFORCEMENT PROFESSIONALS OF IDAHO												
1979	CODE ENFORCEMENT PROFESSIONALS OF IDAHO	01112019CEPI	7987	CEPI, MEMBERSHIP/TUITION FOR CODE ENFORCEMENT PROFESSIONALS, A.MCCLELLAND, JAN.'19	01/11/2019	125.00	.00	01-6265 TRAINING & SCH00LING	1003	1/19		
Total 01112019CEPI:						125.00	.00					
Total CODE ENFORCEMENT PROFESSIONALS OF IDAHO:						125.00	.00					
CORE & MAIN LP												
63	CORE & MAIN LP	J957744	7980	1 EA. 2" METER, STOCK, B. BURR, JAN.'19 - WATER	01/15/2019	757.10	.00	20-6020 CAPITAL IMPR0VEMENTS	1089	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total J957744:						757.10	.00					
63	CORE & MAIN LP	J998067	7958	12 EA 3/4" METERS, 10 EA 5/8" REGISTERS, 2 ROLLS MASTIC, B. BURR, JAN. '19	01/09/2019	5,355.18	.00	20-6020 CAPITAL IMPR0VEMENTS	1089	1/19		
Total J998067:						5,355.18	.00					
63	CORE & MAIN LP	K014828	7980	100 EA. 3/4" METERS, STOCK, B.BURR, JAN.'19 - WATER	01/15/2019	27,494.00	.00	20-6020 CAPITAL IMPR0VEMENTS	1089	1/19		
Total K014828:						27,494.00	.00					
Total CORE & MAIN LP:						33,606.28	.00					
ED STAUB & SONS PETROLEUM, INC												
1731	ED STAUB & SONS PETROLEUM, INC	91942T-IN		130 GALLONS OF PROPANE, REFILL AT SHOP, JAN.'19 - ADMIN	01/22/2019	130.65	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	0	1/19		
1731	ED STAUB & SONS PETROLEUM, INC	91942T-IN		130 GALLONS OF PROPANE, REFILL AT SHOP, JAN.'19 - WATER	01/22/2019	52.26	.00	20-6150 M & R - SYSTEM	0	1/19		
1731	ED STAUB & SONS PETROLEUM, INC	91942T-IN		130 GALLONS OF PROPANE, REFILL AT SHOP, JAN.'19 - SEWER	01/22/2019	52.26	.00	21-6150 M & R - SYSTEM	0	1/19		
1731	ED STAUB & SONS PETROLEUM, INC	91942T-IN		130 GALLONS OF PROPANE, REFILL AT SHOP, JAN.'19 - P.I	01/22/2019	26.13	.00	25-6150 MAINT. & REPAIRS - SYSTEM (PI)	0	1/19		
Total 91942T-IN:						261.30	.00					
Total ED STAUB & SONS PETROLEUM, INC:						261.30	.00					
FERGUSON ENTERPRISES INC												
219	FERGUSON ENTERPRISES INC	0703906		HYDRANT REPAIR AUTOMONY PLACE, JAN. '19	01/04/2019	175.00	.00	20-6150 M & R - SYSTEM	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 0703906:						175.00	.00					
219	FERGUSON ENTERPRISES INC	0704051	7956	2 FT VALVE ASSEMBLY FOR HYDRANT, STOCK, B. BURR, JAN. '19	01/16/2019	1,204.11	.00	20-6150 M & R - SYSTEM	0	1/19		
Total 0704051:						1,204.11	.00					
219	FERGUSON ENTERPRISES INC	0704480		REPAIR POLY FOR SERVICES, JAN. '19	01/16/2019	53.79	.00	20-6150 M & R - SYSTEM	0	1/19		
Total 0704480:						53.79	.00					
Total FERGUSON ENTERPRISES INC:						1,432.90	.00					
FLUID CONNECTOR PRODUCTS, INC.												
1083	FLUID CONNECTOR PRODUCTS, INC.	7191242	7962	HOSE FOR ICE MELT PUMP, M. MEADE, JAN. '19	01/09/2019	115.81	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	1/19		
Total 7191242:						115.81	.00					
Total FLUID CONNECTOR PRODUCTS, INC.:						115.81	.00					
GRANITE EXCAVATION INC												
1907	GRANITE EXCAVATION INC	217070-000-01		PROFESSIONAL SERVICES, 12/14/18-01/03/19 - ORCHARD REGIONAL LIFT STATION	01/07/2019	344,620.38	.00	21-6020 CAPITAL IMPR0VEMENTS	1104	1/19		
Total 217070-000-01072019:						344,620.38	.00					
Total GRANITE EXCAVATION INC:						344,620.38	.00					
H.D. FOWLER COMPANY												
1552	H.D. FOWLER COMPANY	I5047541	7933	2 EA 2-INCH PRESSURE REDUCING VALVES FOR SPLASH PAD, J. MORFIN, JAN. '19	01/08/2019	1,254.58	.00	01-6045 C0NTINGENCY	1067	1/19		

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Total I5047541:						1,254.58	.00					
Total H.D. FOWLER COMPANY:						1,254.58	.00					
HYDRO LOGIC, INC.												
1314	HYDRO LOGIC, INC.	01162019H		GEOTECHNICAL CONSULTATION, P.STEVENS, JAN.'19	01/16/2019	5,606.25	.00	20-6202 PROFESSIONAL SERVICES	0	1/19		
Total 01162019H:						5,606.25	.00					
Total HYDRO LOGIC, INC.:						5,606.25	.00					
IDAHO POWER CO												
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - ADMIN	01/29/2019	448.38	.00	01-6290 UTILITIES	0	1/19		
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - P & Z	01/29/2019	34.25	.00	01-6290 UTILITIES	1003	1/19		
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - SENIOR CENTER	01/29/2019	298.20	.00	01-6290 UTILITIES	1001	1/19		
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - STREET LIGHTS	01/29/2019	6,006.04	.00	01-6290 UTILITIES	1002	1/19		
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - PARKS	01/29/2019	1,295.17	.00	01-6290 UTILITIES	1004	1/19		
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - WATER	01/29/2019	7,975.57	.00	20-6290 UTILITIES EXPENSE	0	1/19		
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - SEWER	01/29/2019	20,511.19	.00	21-6290 UTILITIES EXPENSE	0	1/19		
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - FARM	01/29/2019	337.75	.00	21-6090 FARM EXPENDITURES	0	1/19		
38	IDAHO POWER CO	01292019I		ELECTRIC SERVICE FOR JANUARY 2019 - P.I	01/29/2019	975.34	.00	25-6290 UTILITIES EXPENSE	0	1/19		

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Total 01292019I:						37,881.89	.00					
Total IDAHO POWER CO:						37,881.89	.00					
IDAHO PRESS TRIBUNE, LLC												
1802	IDAHO PRESS TRIBUNE, LLC	1143734	7935	AD#1853397 & 1853422, SUMMARY PUBLICATIONS OF ORDINANCE NOS 2019-01 & 2019-02, A. WELKER, JAN. '19	01/09/2019	783.25	.00	25-6125 LEGAL PUBLICATI0NS	0	1/19		
1802	IDAHO PRESS TRIBUNE, LLC	1143734	7925	AD#1853649, LEGAL NOTICE, 18-01-S, WHISPER MEADOWS, PRE PLAT PUBLIC HEARING, T. BEHUNIN, JAN.'19	01/09/2019	54.58	.00	01-6125 LEGAL PUBLICATI0NS	1003	1/19		
Total 1143734:						837.83	.00					
1802	IDAHO PRESS TRIBUNE, LLC	1144325	7965	AD#1855457, LEGAL NOTICE, RED CLOUD SUB AND CASPIAN ADDITION REZONE, T.BEHUNIN, JAN.'19	01/16/2019	51.62	.00	01-6125 LEGAL PUBLICATI0NS	1003	1/19		
Total 1144325:						51.62	.00					
1802	IDAHO PRESS TRIBUNE, LLC	1145033	7964	AD# 1855527, LEGAL NOTICE, 18-06-ZOA, ZONING ORDINANCE AMENDMENT, J. HELLMAN, JAN. '19	01/23/2019	209.86	.00	01-6125 LEGAL PUBLICATI0NS	1003	1/19		
1802	IDAHO PRESS TRIBUNE, LLC	1145033	7990	AD# 1858382, LEGAL NOTICE, 18-09-S, SAPPHIRE RANCH SUBDIVISION, J. HELLMAN, JAN. '19	01/23/2019	50.88	.00	01-6125 LEGAL PUBLICATI0NS	1003	1/19		
1802	IDAHO PRESS TRIBUNE, LLC	1145033	7990	AD# 1857007, LEGAL NOTICE, 18-05-AN & 18-06-S, T.BEHUNIN, JAN.'19	01/23/2019	54.58	.00	01-6125 LEGAL PUBLICATI0NS	1003	1/19		
Total 1145033:						315.32	.00					
Total IDAHO PRESS TRIBUNE, LLC:						1,204.77	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
INDUSTRIAL ASSET MANAGEMENT COUNCIL INC												
1980	INDUSTRIAL ASSET MANAGEMENT COUNCIL INC	146890		FALL 2020 PROFESSIONAL FORUM SPONSORSHIP, HOST COMMITTEE SPONSORSHIP, IAMC CONFERENCE, L.HOLLAND, ECONOMIC DEVELOPMENT	10/25/2018	4,000.00	.00	01-6155 MEETINGS/COMMITTEES	4000	1/19		
Total 146890:						4,000.00	.00					
Total INDUSTRIAL ASSET MANAGEMENT COUNCIL INC:						4,000.00	.00					
INTEGRINET SOLUTIONS, INC.												
1595	INTEGRINET SOLUTIONS, INC.	111873		PRO-ACTION PROGRAM, EXTRA LABOR - SET UP NEW PC IN P & Z, REPAIRED SCAN ISSUE W/H.R, REMOVED PRINTING CODES PER J.EMPEY, JAN.'19 - ADMIN	01/06/2019	21.50	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	111873		PRO-ACTION PROGRAM, EXTRA LABOR - SET UP NEW PC IN P & Z, REPAIRED SCAN ISSUE W/H.R, REMOVED PRINTING CODES PER J.EMPEY, JAN.'19 - P & Z	01/06/2019	7.68	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	1/19		
1595	INTEGRINET SOLUTIONS, INC.	111873		PRO-ACTION PROGRAM, EXTRA LABOR - SET UP NEW PC IN P & Z, REPAIRED SCAN ISSUE W/H.R, REMOVED PRINTING CODES PER J.EMPEY, JAN.'19 - WATER	01/06/2019	19.97	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	111873		PRO-ACTION PROGRAM, EXTRA LABOR - SET UP NEW PC IN P & Z, REPAIRED SCAN ISSUE W/H.R, REMOVED PRINTING CODES PER J.EMPEY, JAN.'19 - SEWER	01/06/2019	19.97	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	111873		PRO-ACTION PROGRAM, SET UP NEW PC IN P & Z, REPAIRED SCAN ISSUE W/H.R, REMOVED PRINTING CODES PER J.EMPEY, JAN.'19 - P.I	01/06/2019	7.68	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 111873:						76.80	.00					
1595	INTEGRINET SOLUTIONS, INC.	111951		PRO-ACTION SERVICE AND MAINTENANCE, SERVER AND STATUS MONITORING FOR 2 SERVERS, ANTI-VIRUS/ANTI-SPAM FOR THE MONTH OF FEBRUARY 2019 - ADMIN	01/15/2019	304.95	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	111951		PRO-ACTION SERVICE AND MAINTENANCE, SERVER AND STATUS MONITORING FOR 2 SERVERS, ANTI-VIRUS/ANTI-SPAM FOR THE MONTH OF FEBRUARY 2019 - P & Z	01/15/2019	108.91	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	1/19		
1595	INTEGRINET SOLUTIONS, INC.	111951		PRO-ACTION SERVICE AND MAINTENANCE, SERVER AND STATUS MONITORING FOR 2 SERVERS, ANTI-VIRUS/ANTI-SPAM FOR FEBRUARY 2019 - WATER	01/15/2019	283.17	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	111951		PRO-ACTION SERVICE AND MAINTENANCE, SERVER AND STATUS MONITORING FOR 2 SERVERS, ANTI-VIRUS/ANTI-SPAM FOR FEBRUARY 2019 - SEWER	01/15/2019	283.17	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	111951		PRO-ACTION SERVICE AND MAINTENANCE, SERVER AND STATUS MONITORING FOR 2 SERVERS, ANIT-VIRUS/ANTI-SPAM FOR FEBRUARY 2019 - P.I	01/15/2019	108.90	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
Total 111951:						1,089.10	.00					
1595	INTEGRINET SOLUTIONS, INC.	112144	7936	ITHACA SERIES 9000 RECEIPT PRINTER, FOR CLERKS OFFICE, J. REID, JAN. '19 - ADMIN	01/12/2019	327.12	.00	01-6175 SMALL TOOLS	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	112144	7936	ITHACA SERIES 9000 RECEIPT PRINTER, FOR CLERKS OFFICE, J. REID, JAN. '19 - WATER	01/12/2019	6.96	.00	20-6175 SMALL TOOLS	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1595	INTEGRINET SOLUTIONS, INC.	112144	7936	ITHACA SERIES 9000 RECEIPT PRINTER, FOR CLERKS OFFICE, J. REID, JAN. '19 - SEWER	01/12/2019	6.96	.00	21-6175 SMALL TOOLS	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	112144	7936	ITHACA SERIES 9000 RECEIPT PRINTER, FOR CLERKS OFFICE, J. REID, JAN. '19 - P.I	01/12/2019	6.96	.00	25-6175 SMALL TOOLS	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	112144		2 YEAR SSL FOR MAIL.KUNAID.GOV	01/12/2019	160.00	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	1/19		
Total 112144:						508.00	.00					
1595	INTEGRINET SOLUTIONS, INC.	112171		LICENSE FOR TIMECLOCK PLUS SUPPORT, J.SNOW-INTEGRINET, REPAIRED SCANNING ISSUE AT PLANT, JAN.'19 - ADMIN	01/20/2019	25.54	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	112171		LICENSE FOR TIMECLOCK PLUS SUPPORT, J.SNOW-INTEGRINET, REPAIRED SCANNING ISSUE AT PLANT, JAN.'19 - P & Z	01/20/2019	9.12	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	1/19		
1595	INTEGRINET SOLUTIONS, INC.	112171		LICENSE FOR TIMECLOCK PLUS SUPPORT, J.SNOW - INTEGRINET, REPAIRED SCANNING ISSUE AT PLANT, JAN.'19 - WATER	01/20/2019	23.71	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	112171		LICENSE FOR TIMECLOCK PLUS SUPPPORT, J.SNOW - INTEGRINET, REPAIRED SCANNING ISSUE AT PLANT, JAN.'19 - SEWER	01/20/2019	23.71	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
1595	INTEGRINET SOLUTIONS, INC.	112171		LICENSE FOR TIMECLOCK PLUS SUPPORT, J.SNOW-INTEGRINET, REPAIRED SCANNING ISSUE AT PLANT, JAN.'19 - P.I	01/20/2019	9.12	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 112171:						91.20	.00					
Total INTEGRINET SOLUTIONS, INC.:						1,765.10	.00					
INTERMOUNTAIN GAS CO												
37	INTERMOUNTAIN GAS CO	482135196121		NATURAL GAS CONSUMPTION AT THE SENIOR CENTER, 12/11/18-01/11/19	01/14/2019	475.12	475.12	01-6290 UTILITIES	1001	1/19	01/25/2019	
Total 482135196121111119:						475.12	475.12					
37	INTERMOUNTAIN GAS CO	482327707121		NATURAL GAS CONSUMPTION AT THE ORCHARD PARK OFFICE, 12/13/18-01/11/19	01/14/2019	48.31	48.31	01-6290 UTILITIES	1004	1/19	01/25/2019	
Total 4823277071213011119:						48.31	48.31					
37	INTERMOUNTAIN GAS CO	482634665121		NATURAL GAS CONSUMPTION AT CITY HALL, 12/11/18-01/11/19 - ADMIN	01/14/2019	115.68	115.68	01-6290 UTILITIES	0	1/19	01/25/2019	
37	INTERMOUNTAIN GAS CO	482634665121		NATURAL GAS CONSUMPTION AT CITY HALL, 12/11/18-01/11/19 - P & Z	01/14/2019	41.31	41.31	01-6290 UTILITIES	1003	1/19	01/25/2019	
37	INTERMOUNTAIN GAS CO	482634665121		NATURAL GAS CONSUMPTION AT CITY HALL, 12/11/18-01/11/19 - WATER	01/14/2019	107.42	107.42	20-6290 UTILITIES EXPENSE	0	1/19	01/25/2019	
37	INTERMOUNTAIN GAS CO	482634665121		NATURAL GAS CONSUMPTION AT CITY HALL, 12/11/18-01/11/19 - SEWER	01/14/2019	107.42	107.42	21-6290 UTILITIES EXPENSE	0	1/19	01/25/2019	
37	INTERMOUNTAIN GAS CO	482634665121		NATURAL GAS CONSUMPTION AT CITY HALL, 12/11/18-01/11/19 - P.I	01/14/2019	41.31	41.31	25-6290 UTILITIES EXPENSE	0	1/19	01/25/2019	
Total 482634665121111119:						413.14	413.14					
Total INTERMOUNTAIN GAS CO:						936.57	936.57					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
J & M SANITATION, INC.												
230	J & M SANITATION, INC.	01042019-011		SANITATION RECEIPT TRANSFER, 01/04/2019-01/10/2019	01/11/2019	59,615.26	59,615.26	26-7000 SOLID WASTE SERVICE FEES	0	1/19	01/11/2019	
230	J & M SANITATION, INC.	01042019-011		SANITATION RECEIPT TRANSFER LESS FRANCHISE FEES, 01/04/2019-01/10/2019	01/11/2019	-5,889.99	-5,889.99	01-4170 FRANCHISE FEES	0	1/19	01/11/2019	
Total 01042019-01102019:						53,725.27	53,725.27					
230	J & M SANITATION, INC.	01112019-011		SANITATION RECEIPT TRANSFER, 01/11/2019-01/17/2019	01/18/2019	67,238.43	67,238.43	26-7000 SOLID WASTE SERVICE FEES	0	1/19	01/18/2019	
230	J & M SANITATION, INC.	01112019-011		SANITATION RECEIPT TRANSFER LESS FRANCHISE FEES, 01/11/2019-01/17/2019	01/18/2019	-6,643.16	-6,643.16	01-4170 FRANCHISE FEES	0	1/19	01/18/2019	
Total 01112019-01172019:						60,595.27	60,595.27					
230	J & M SANITATION, INC.	01182019-012		SANITATION RECEIPT TRANSFER, 01/18/2019-01/24/2019	01/25/2019	25,993.49	25,993.49	26-7000 SOLID WASTE SERVICE FEES	0	1/19	01/25/2019	
230	J & M SANITATION, INC.	01182019-012		SANITATION RECEIPT TRANSFER LESS FRANCHISE FEES, 01/18/2019-01/24/2019	01/25/2019	-2,568.16	-2,568.16	01-4170 FRANCHISE FEES	0	1/19	01/25/2019	
Total 01182019-01242019:						23,425.33	23,425.33					
Total J & M SANITATION, INC.:						137,745.87	137,745.87					
JACK HENRY & ASSOCIATES, INC.												
1328	JACK HENRY & ASSOCIATES, INC.	3029282		BANK FEES, JAN.'19 - ADMIN	01/01/2019	33.06	.00	01-6505 BANK FEES	0	1/19		
1328	JACK HENRY & ASSOCIATES, INC.	3029282		BANK FEES, JAN.'19 - P & Z	01/01/2019	11.81	.00	01-6505 BANK FEES	1003	1/19		
1328	JACK HENRY & ASSOCIATES, INC.	3029282		BANK FEES, JAN.'19 - WATER	01/01/2019	30.70	.00	20-6505 BANK FEES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1328	JACK HENRY & ASSOCIATES, INC.	3029282		BANK FEES, JAN.'19 - SEWER	01/01/2019	30.70	.00	21-6505 BANK FEES	0	1/19		
1328	JACK HENRY & ASSOCIATES, INC.	3029282		BANK FEES, JAN.'19 - P.I	01/01/2019	11.80	.00	25-6505 BANK FEES	0	1/19		
Total 3029282:						118.07	.00					
Total JACK HENRY & ASSOCIATES, INC.:						118.07	.00					
J-U-B ENGINEERS, INC.												
1236	J-U-B ENGINEERS, INC.	0121427		PROFESSIONAL SERVICES FROM 10/1-11/3/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH	11/26/2018	2,747.44	.00	01-6045 C0NTINGENCY	1119	1/19		
1236	J-U-B ENGINEERS, INC.	0121427		PROFESSIONAL SERVICES FROM 10/1-11/3/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH - PARKS	11/26/2018	2,060.58	.00	01-6045 C0NTINGENCY	1004	1/19		
1236	J-U-B ENGINEERS, INC.	0121427		PROFESSIONAL SERVICES FROM 10/1-11/3/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH - WATER	11/26/2018	824.23	.00	20-6045 C0NTINGENCY	1119	1/19		
1236	J-U-B ENGINEERS, INC.	0121427		PROFESSIONAL SERVICES FROM 10/1-11/3/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH - SEWER	11/26/2018	824.23	.00	21-6045 C0NTINGENCY	1119	1/19		
1236	J-U-B ENGINEERS, INC.	0121427		PROFESSIONAL SERVICES FROM 10/1-11/3/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH - P.I	11/26/2018	412.12	.00	25-6045 C0NTINGENCY FUND	1119	1/19		
Total 0121427:						6,868.60	.00					
Total J-U-B ENGINEERS, INC.:						6,868.60	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
KELLER ASSOCIATES, INC.												
429	KELLER ASSOCIATES, INC.	214112-006-00		PROFESSIONAL SERVICES, 12/1-31/18 - KUNA LAGOON NO.7 SEEPAGE TEST	01/09/2019	1,014.90	.00	21-6020 CAPITAL IMPR0VEMENTS	1183	1/19		
Total 214112-006-0000004:						1,014.90	.00					
429	KELLER ASSOCIATES, INC.	217070-000-00		PROFESSIONAL SERVICES 12/01-31/18 - ORCHARD REGIONAL LIFT STATION PROJECT	01/14/2019	1,650.00	.00	21-6020 CAPITAL IMPR0VEMENTS	1104	1/19		
Total 217070-000-0000018:						1,650.00	.00					
429	KELLER ASSOCIATES, INC.	217086-029-00		PROFESSIONAL SERVICES, 12/1-31/18 - KUNA 2018 USER RATE/CONNECTION FEE STUDY - WATER	01/14/2019	1,637.50	.00	20-6045 C0NTINGENCY	1060	1/19		
429	KELLER ASSOCIATES, INC.	217086-029-00		PROFESSIONAL SERVICES 12/1-31/18 - KUNA 2018 USER RATE/CONNECTION FEE STUDY - SEWER	01/14/2019	1,637.50	.00	21-6045 C0NTINGENCY	1059	1/19		
Total 217086-029-0000005:						3,275.00	.00					
Total KELLER ASSOCIATES, INC.:						5,939.90	.00					
KENDALL FORD OF MERIDIAN LLC												
1616	KENDALL FORD OF MERIDIAN LLC	2304558	7950	WINDOW MOULDING REPLACED, TRUCK #23, S. HOWELL, JAN. '19 - SEWER	01/07/2019	93.42	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
Total 2304558:						93.42	.00					
1616	KENDALL FORD OF MERIDIAN LLC	R1CS75336	7950	TURBO REPAIRED ON TRUCK #23, S.HOWELL, JAN.'19 - SEWER	01/07/2019	3,369.62	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total R1CS75336:						3,369.62	.00					
Total KENDALL FORD OF MERIDIAN LLC:						3,463.04	.00					
KUNA LUMBER												
499	KUNA LUMBER	A104457	7978	COUPLER NUT FOR VAC TRAILER REPAIR, J. WEBB, JAN. '19 - WATER	01/11/2019	.98	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/19		
499	KUNA LUMBER	A104457	7978	COUPLER NUT FOR VAC TRAILER REPAIR, J. WEBB, JAN. '19 - P.I.	01/11/2019	.24	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
Total A104457:						1.22	.00					
499	KUNA LUMBER	A104517	7985	WINDOW SCRAPER, SNOW SHOVEL, J. MORFIN, JAN. '19	01/15/2019	35.80	.00	01-6175 SMALL TOOLS	1004	1/19		
Total A104517:						35.80	.00					
499	KUNA LUMBER	B122372	7996	BATTERIES FOR SHOP EQUIPMENT, PAINT FOR GRAFFITTI REPAIR, 2 BAGS OF CONCRETE AND 12 EA. WEDGE ANCHORS FOR TRASH CAN INSTALLATION, S. JONES, JAN. '19	01/23/2019	41.10	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	1/19		
Total B122372:						41.10	.00					
Total KUNA LUMBER:						78.12	.00					
LES SCHWAB TIRES												
221	LES SCHWAB TIRES	12800345569	7992	TIRE FOR YARD WAGON, FLEET, S. HOWELL, JAN. '19 - ADMIN	01/18/2019	16.69	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	1/19		
221	LES SCHWAB TIRES	12800345569	7992	TIRE FOR YARD WAGON, FLEET, S. HOWELL, JAN. '19 - WATER	01/18/2019	6.67	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
221	LES SCHWAB TIRES	12800345569	7992	TIRE FOR YARD WAGON, FLEET, S. HOWELL, JAN. '19 - SEWER	01/18/2019	6.68	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
221	LES SCHWAB TIRES	12800345569	7992	TIRE FOR YARD WAGON, FLEET, S. HOWELL, JAN. '19 - P.I.	01/18/2019	3.34	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
Total 12800345569:						33.38	.00					
Total LES SCHWAB TIRES:						33.38	.00					
LOCAHAN LLC												
1619	LOCAHAN LLC	AR704393		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER FOR COPIERS AT CITY HALL, MODEL #MPC4504EX, SERIAL #C737M540155 & C737M540938, 1/3-2/2/19 - ADMIN	01/10/2019	111.69	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	1/19		
1619	LOCAHAN LLC	AR704393		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER FOR COPIERS AT CITY HALL, MODEL #MPC4504EX, SERIAL #C737M540155 & C737M540938, 1/3-2/2/19 - P & Z	01/10/2019	39.89	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	1/19		
1619	LOCAHAN LLC	AR704393		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER FOR COPIERS AT CITY HALL, MODEL #MPC4504EX, SERIAL #C737M540155 & C737M540938, 1/3-2/2/19 - WATER	01/10/2019	103.71	.00	20-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/19		
1619	LOCAHAN LLC	AR704393		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER FOR COPIERS AT CITY HALL, MODEL #MPC4504EX, SERIAL #C737M540155 & C737M540938, 1/3-2/2/19 - SEWER	01/10/2019	103.71	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
1619	LOCAHAN LLC	AR704393		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER FOR COPIERS AT CITY HALL, MODEL								

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
				#MPC4504EX, SERIAL #C737M540155 & C737M540938, 1/3-2/2/19 - P.I	01/10/2019	39.88	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
Total AR704393:						398.88	.00					
Total LOCAHAN LLC:						398.88	.00					
METROQUIP, INC.												
196	METROQUIP, INC.	100690	7979	NEW HOSE REEL FOR VAC TRUCK, T. FLEMING, JAN. '19	01/07/2019	708.05	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19		
Total 100690:						708.05	.00					
Total METROQUIP, INC.:						708.05	.00					
MISCELLANEOUS VENDORS 2												
1849	MISCELLANEOUS VENDORS 2	01162019LH		MILEAGE REIMBURSEMENT, 11/1/18-1/9/19 - MEETINGS IN BOISE, L.HOLLAND	01/16/2019	73.58	.00	01-6270 TRAVEL	4000	1/19		
1849	MISCELLANEOUS VENDORS 2	01162019LH		MEALS AND INCIDENTALS FOR VARIOUS MEETINGS, 11/1/18-1/9/19, L. HOLLAND	01/16/2019	198.96	.00	01-6155 MEETINGS/COMMITTEES	4000	1/19		
1849	MISCELLANEOUS VENDORS 2	01162019LH		REIMBURSEMENT MEALS AND INCIDENTALS, PER DIEM, NW FOOD SHOW-PORTLAND, 1/11-15/19, L.HOLLAND	01/16/2019	209.08	.00	01-6270 TRAVEL	4000	1/19		
Total 01162019LH:						481.62	.00					
1849	MISCELLANEOUS VENDORS 2	01222019MM		EMPLOYEE REIMBURSEMENT, PARKING FEES FOR THE EXPO CLASS IN BOISE, M.MEADE, JAN.'19	01/22/2019	60.00	.00	01-6265 TRAINING & SCH00LING	1004	1/19		
Total 01222019MM:						60.00	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1849	MISCELLANEOUS VENDORS 2	01252019AW		EMPLOYEE REIMBURSEMENT, POSTAGE, A.WELKER, JAN.'19	01/25/2019	10.09	.00	01-6190 P0STAGE & BILLING	0	1/19		
Total 01252019AW:						10.09	.00					
Total MISCELLANEOUS VENDORS 2:						551.71	.00					
NEOPOST USA INC												
615	NEOPOST USA INC	N7512031		MAIL METERING LEASE PAYMENT, 02/05-05/04/19 - ADMIN	01/05/2019	135.72	.00	01-6190 P0STAGE & BILLING	0	1/19		
615	NEOPOST USA INC	N7512031		MAIL METERING LEASE PAYMENT, 02/05-05/04/19 - P & Z	01/05/2019	19.39	.00	01-6190 P0STAGE & BILLING	1003	1/19		
615	NEOPOST USA INC	N7512031		MAIL METERING LEASE PAYMENT, 02/05-05/04/19 - WATER	01/05/2019	206.81	.00	20-6190 P0STAGE & BILLING	0	1/19		
615	NEOPOST USA INC	N7512031		MAIL METERING LEASE PAYMENT, 02/05-05/04/19 - SEWER	01/05/2019	206.81	.00	21-6190 P0STAGE & BILLING	0	1/19		
615	NEOPOST USA INC	N7512031		MAIL METERING LEASE PAYMENT, 02/05-05/04/19 - P.I	01/05/2019	77.56	.00	25-6190 P0STAGE & BILLING	0	1/19		
Total N7512031:						646.29	.00					
Total NEOPOST USA INC:						646.29	.00					
PARTS, INC.												
470	PARTS, INC.	181728	7926	DIESEL INJECTOR CLEANER LIQUID, AIR FILTER, AND LIGHT FOR TRUCK 22, S. HOWELL, JAN, '19 - WATER	01/02/2019	49.50	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
470	PARTS, INC.	181728	7926	DIESEL INJECTOR CLEANER LIQUID, AIR FILTER, AND LIGHT FOR TRUCK 22, S. HOWELL, JAN, '19 - P.I.	01/02/2019	12.38	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 181728:						61.88	.00					
470	PARTS, INC.	181741	7927	MASS AIR FLOW CLEANER, FOR SHOP SUPPLY, S. HOWELL, JAN. '19 - ADMIN	01/02/2019	4.09	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	0	1/19		
470	PARTS, INC.	181741	7927	MASS AIR FLOW CLEANER, FOR SHOP SUPPLY, S. HOWELL, JAN. '19 - WATER	01/02/2019	1.63	.00	20-6150 M & R - SYSTEM	0	1/19		
470	PARTS, INC.	181741	7927	MASS AIR FLOW CLEANER, FOR SHOP SUPPLY, S. HOWELL, JAN. '19 - SEWER	01/02/2019	1.63	.00	21-6150 M & R - SYSTEM	0	1/19		
470	PARTS, INC.	181741	7927	MASS AIR FLOW CLEANER, FOR SHOP SUPPLY, S. HOWELL, JAN. '19 - P.I.	01/02/2019	.82	.00	25-6150 MAINT. & REPAIRS - SYSTEM (PI)	0	1/19		
Total 181741:						8.17	.00					
470	PARTS, INC.	181756	7932	OIL PRESSURE SWITCH FOR TRUCK 23, S. HOWELL, JAN. '19	01/02/2019	22.53	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
Total 181756:						22.53	.00					
470	PARTS, INC.	181851	7943	EMERGENCY BRAKE CABLE FOR TRUCK 19, B. GILLOGLY, JAN. '19 - WATER	01/04/2019	25.49	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
470	PARTS, INC.	181851	7943	HYDRAULIC HOSE FOR TRUCK 6, B. GILLOGLY, JAN. '19 - ADMIN	01/04/2019	21.99	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
470	PARTS, INC.	181851	7943	HYDRAULIC HOSE FOR TRUCK 6, B. GILLOGLY, JAN. '19 - WATER	01/04/2019	8.80	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
470	PARTS, INC.	181851	7943	HYDRAULIC HOSE FOR TRUCK 6, B. GILLOGLY, JAN. '19 - SEWER	01/04/2019	8.80	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
470	PARTS, INC.	181851	7943	HYDRAULIC HOSE FOR TRUCK 6, B. GILLOGLY, JAN. '19 - P.I.	01/04/2019	4.40	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	1/19		
Total 181851:						69.48	.00					
470	PARTS, INC.	181862	7946	2 HYDRAULIC HOSES FOR TRUCK 13, B. GILLOGLY, JAN. '19	01/04/2019	71.10	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	1004	1/19		
Total 181862:						71.10	.00					
470	PARTS, INC.	182025	7951	ELECTRICAL CONNECTOR FOR HEATER ON TRUCK 22, S. HOWELL, JAN. '19	01/07/2019	59.99	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
Total 182025:						59.99	.00					
470	PARTS, INC.	182058		CREDIT FOR RETURNED ELECTRICAL CONNECTOR, SEE INVOICE #182025, JAN. '19	01/08/2019	-59.99	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
Total 182058:						-59.99	.00					
470	PARTS, INC.	182112	7961	WINDSHIELD WASHER PARTS FOR TRUCK #23, S.HOWELL, SEWER, JAN. '19	01/08/2019	11.70	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
Total 182112:						11.70	.00					
470	PARTS, INC.	182198	7970	GASKET SEALANT FOR FLEET SHOP SUPPLY, S. HOWELL, JAN. '19 - ADMIN	01/10/2019	12.99	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	0	1/19		
470	PARTS, INC.	182198	7970	GASKET SEALANT FOR FLEET SHOP SUPPLY, S. HOWELL, JAN. '19 - WATER	01/10/2019	5.20	.00	20-6150 M & R - SYSTEM	0	1/19		
470	PARTS, INC.	182198	7970	GASKET SEALANT FOR FLEET SHOP SUPPLY, S. HOWELL,								

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
				JAN. '19 - SEWER	01/10/2019	5.20	.00	21-6150 M & R - SYSTEM	0	1/19		
470	PARTS, INC.	182198	7970	GASKET SEALANT FOR FLEET SHOP SUPPLY, S. HOWELL, JAN. '19 - P.I.	01/10/2019	2.60	.00	25-6150 MAINT. & REPAIRS - SYSTEM (PI)	0	1/19		
Total 182198:						25.99	.00					
470	PARTS, INC.	182200	7971	WIPER BLADES FOR TRUCK 19, S. HOWELL, JAN. '19 - WATER	01/10/2019	22.83	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
470	PARTS, INC.	182200	7971	WIPER BLADES FOR TRUCK 19, S. HOWELL, JAN. '19 - P.I.	01/10/2019	5.71	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	1/19		
Total 182200:						28.54	.00					
470	PARTS, INC.	182714	7994	TAIL LIGHT ASSEMBLY FOR TRUCK 20, S.HOWELL, JAN.'19 - WATER	01/18/2019	22.63	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
470	PARTS, INC.	182714	7994	TAIL LIGHT ASSEMBLY FOR TRUCK 20, S.HOWELL, JAN.'19 - SEWER	01/18/2019	22.63	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/19		
470	PARTS, INC.	182714	7994	TAIL LIGHT ASSEMBLY FOR TRUCK 20, S.HOWELL, JAN.'19 - P.I.	01/18/2019	8.62	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	1/19		
Total 182714:						53.88	.00					
470	PARTS, INC.	182908	7995	DEEP SOCKET SET, M.MEADE, JAN.'19	01/22/2019	23.88	.00	01-6175 SMALL TOOLS	1004	1/19		
Total 182908:						23.88	.00					
Total PARTS, INC.:						377.15	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
PEAK ALARM COMPANY, INC												
1021	PEAK ALARM COMPANY, INC	928622		ALARM MONITORING FOR WELLS (CEDAR, SEGO PRAIRIE, SNOWHAWK, DANSKIN, BUTLER, BEST BATH #6, EL CAJON) 02/1-28/19 - WATER	02/01/2019	218.28	.00	20-6140 MAINT. & REPAIR BUILDING	0	1/19		
1021	PEAK ALARM COMPANY, INC	928622		ALARM MONITORING FOR WELLS (CEDAR, SEGO PRAIRIE, SNOWHAWK, DANSKIN, BUTLER, BEST BATH #6, EL CAJON) 2/1-28/19 - P.I	02/01/2019	54.57	.00	25-6140 MAINT & REPAIR BUILDING	0	1/19		
Total 928622:						272.85	.00					
Total PEAK ALARM COMPANY, INC:						272.85	.00					
PETROLEUM STORAGE TANK FUND												
143	PETROLEUM STORAGE TANK FUND	25749		TANK FUND INSURANCE RENEWAL FEES - TREATMENT PLANT, DANSKIN LIFT STATION, CRIMSON LIFT STATION, PATAGONIA LIFT STATION, 3/1/19-2/28/20 - SEWER	01/23/2019	150.00	.00	21-6150 M & R - SYSTEM	0	1/19		
143	PETROLEUM STORAGE TANK FUND	25749		TANK FUND INSURANCE RENEWAL FEES - BUTLER AND CEDAR WELLS, 3/1/19-2/28/20 - WATER	01/23/2019	50.00	.00	20-6150 M & R - SYSTEM	0	1/19		
Total 25749:						200.00	.00					
Total PETROLEUM STORAGE TANK FUND:						200.00	.00					
RAIN FOR RENT												
144	RAIN FOR RENT	1300906	7966	WHEEL LINE PARTS FOR STOCK, T.FLEMING, JAN.'19	01/09/2019	551.00	.00	21-6090 FARM EXPENDITURES	0	1/19		
Total 1300906:						551.00	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
	Total RAIN FOR RENT:					551.00	.00					
RED SKY INC												
1962	RED SKY INC	41084		SOCIAL MEDIA TRAINING, L.HOLLAND, DEC.'18	12/20/2018	250.00	.00	01-6265 TRAINING & SCH00LING	0	1/19		
1962	RED SKY INC	41084		SOCIAL MEDIA TRAINING, L.HOLLAND, DEC.'18 - WATER	12/20/2018	250.00	.00	20-6265 TRAINING & SCH00LING EXPENSE	0	1/19		
1962	RED SKY INC	41084		SOCIAL MEDIA TRAINING, L.HOLLAND, DEC.'18 - SEWER	12/20/2018	250.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	1/19		
1962	RED SKY INC	41084		SOCIAL MEDIA TRAINING, L.HOLLAND, DEC.'18 - P.I	12/20/2018	250.00	.00	25-6265 TRAINING & SCH00LING EXPENSE	0	1/19		
	Total 41084:					1,000.00	.00					
	Total RED SKY INC:					1,000.00	.00					
REXEL USA, INC.												
1613	REXEL USA, INC.	U242477	7982	4 EA STREETLIGHT BULBS, 1 EA PHOTO SENSOR, S. HOWELL, JAN. '19	01/15/2019	71.30	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1002	1/19		
	Total U242477:					71.30	.00					
	Total REXEL USA, INC.:					71.30	.00					
ROCKY MOUNTAIN PEST CONTROL, LLC												
1813	ROCKY MOUNTAIN PEST CONTROL, LLC	01132019R		QUARTERLY TREATMENT, FULL INTERIOR WINTER TREATMENT, CITY HALL - ADMIN	01/13/2019	33.60	.00	01-6140 MAINT. & REPAIR BUILDING	0	1/19		
1813	ROCKY MOUNTAIN PEST CONTROL, LLC	01132019R		QUARTERLY TREATMENT, FULL INTERIOR WINTER TREATMENT, CITY HALL - P & Z	01/13/2019	12.00	.00	01-6140 MAINT. & REPAIR BUILDING	1003	1/19		
1813	ROCKY MOUNTAIN PEST CONTROL, LLC	01132019R		QUARTERLY TREATMENT, FULL INTERIOR WINTER								

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
				TREATMENT, CITY HALL - WATER	01/13/2019	31.20	.00	20-6140 MAINT. & REPAIR BUILDING	0	1/19		
1813	ROCKY MOUNTAIN PEST CONTROL, LLC	01132019R		QUARTERLY TREATMENT, FULL INTERIOR WINTER TREATMENT, CITY HALL - SEWER	01/13/2019	31.20	.00	21-6140 MAINT & REPAIR BUILDING	0	1/19		
1813	ROCKY MOUNTAIN PEST CONTROL, LLC	01132019R		QUARTERLY TREATMENT, FULL INTERIOR WINTER TREATMENT, CITY HALL - P.I	01/13/2019	12.00	.00	25-6140 MAINT & REPAIR BUILDING	0	1/19		
Total 01132019R:						120.00	.00					
1813	ROCKY MOUNTAIN PEST CONTROL, LLC	01132019R-SC		QUARTERLY TREATMENT, OUTSIDE CRACK & CREVICE WINTER TREATMENT, SENIOR CENTER	01/13/2019	100.00	.00	01-6140 MAINT. & REPAIR BUILDING	1001	1/19		
Total 01132019R-SC:						100.00	.00					
Total ROCKY MOUNTAIN PEST CONTROL, LLC:						220.00	.00					
SHARP ELECTRONICS CORP -LEASE												
1734	SHARP ELECTRONICS CORP - LEASE	5005743493		COPIER LEASE, MODEL #MX2615N, PUBLIC WORKS, 1/1 -31/19 - PARKS	01/06/2019	17.33	17.33	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	1/19	01/25/2019	
1734	SHARP ELECTRONICS CORP - LEASE	5005743493		COPIER LEASE, MODEL #MX2615N, PUBLIC WORKS, 1/1 -31/19 - WATER	01/06/2019	27.92	27.92	20-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/19	01/25/2019	
1734	SHARP ELECTRONICS CORP - LEASE	5005743493		COPIER LEASE, MODEL #MX2615N, PUBLIC WORKS, 1/1 -31/19 - SEWER	01/06/2019	34.65	34.65	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19	01/25/2019	
1734	SHARP ELECTRONICS CORP - LEASE	5005743493		COPIER LEASE, MODEL #MX2615N, PUBLIC WORKS, 1/1 -31/19 - P.I	01/06/2019	16.36	16.36	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/19	01/25/2019	
Total 5005743493:						96.26	96.26					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
	Total SHARP ELECTRONICS CORP -LEASE:					96.26	96.26					
SOUTHWEST IDAHO MANUFACTURER'S ALLIANCE												
1977	SOUTHWEST IDAHO MANUFACTURER'S ALLIANCE	1442		PARTNER MEMBERSHIP, L.HOLLAND, JAN.'19 - ECONOMIC DEVELOPMENT	01/10/2019	500.00	.00	01-6075 DUES & MEMBERSHIPS	4000	1/19		
	Total 1442:					500.00	.00					
	Total SOUTHWEST IDAHO MANUFACTURER'S ALLIANCE:					500.00	.00					
TAYLOR CORPORATION												
1435	TAYLOR CORPORATION	19213659	7998	A BOX OF BUSINESS CARDS FOR L. HOLLAND, B. PRICE, JAN. '19	01/28/2019	40.00	.00	01-6165 OFFICE SUPPLIES	4000	1/19		
	Total 19213659:					40.00	.00					
	Total TAYLOR CORPORATION:					40.00	.00					
THE JORDEL COMPANY												
1523	THE JORDEL COMPANY	00000002188	7924	2019 EVENTS EDM MAILER, A. WELKER, DEC. '18 - ADMIN	12/20/2018	940.39	.00	01-6190 P0STAGE & BILLING	0	1/19		
1523	THE JORDEL COMPANY	00000002188	7924	2019 EVENTS EDM MAILER, A. WELKER, DEC. '18 - WATER	12/20/2018	1,241.31	.00	20-6190 P0STAGE & BILLING	0	1/19		
1523	THE JORDEL COMPANY	00000002188	7924	2019 EVENTS EDM MAILER, A. WELKER, DEC. '18 - SEWER	12/20/2018	1,241.31	.00	21-6190 P0STAGE & BILLING	0	1/19		
1523	THE JORDEL COMPANY	00000002188	7924	2019 EVENTS EDM MAILER, A. WELKER, DEC. '18 - P.I	12/20/2018	338.54	.00	25-6190 P0STAGE & BILLING	0	1/19		
	Total 00000002188:					3,761.55	.00					
	Total THE JORDEL COMPANY:					3,761.55	.00					
TREASURE VALLEY COFFEE												
992	TREASURE VALLEY COFFEE	2160:05915893	7983	3 CANISTERS OF CREAMER, CITY HALL, JAN. '19	01/15/2019	5.55	.00	01-6165 OFFICE SUPPLIES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 2160:05915893:						5.55	.00					
992	TREASURE VALLEY COFFEE	2160:05926610	7968	3 EA. 5-GALLON WATER BOTTLES, 3 SLEEVES OF CUPS, 1 CASE OF COFFEE, 1 WATER COOLER RENTAL, D. CROSSLEY, JAN. '19 - WATER	01/10/2019	36.41	.00	20-6165 0FFICE SUPPLIES	0	1/19		
992	TREASURE VALLEY COFFEE	2160:05926610	7968	3 EA. 5-GALLON WATER BOTTLES, 3 SLEEVES OF CUPS, 1 CASE OF COFFEE, 1 WATER COOLER RENTAL, D. CROSSLEY, JAN. '19 - SEWER	01/10/2019	36.40	.00	21-6165 OFFICE SUPPLIES	0	1/19		
992	TREASURE VALLEY COFFEE	2160:05926610	7968	3 EA. 5-GALLON WATER BOTTLES, 3 SLEEVES OF CUPS, 1 CASE OF COFFEE, 1 WATER COOLER RENTAL, D. CROSSLEY, JAN. '19 - P.I.	01/10/2019	13.87	.00	25-6165 OFFICE SUPPLIES	0	1/19		
Total 2160:05926610:						86.68	.00					
992	TREASURE VALLEY COFFEE	2160:05936490	7993	2 EA. 5-GALLON BOTTLES OF WATER, MAINTENANCE SHOP, JAN.'19	01/18/2019	11.40	.00	01-6165 OFFICE SUPPLIES	1004	1/19		
Total 2160:05936490:						11.40	.00					
992	TREASURE VALLEY COFFEE	2160:05936514	7993	8 EA. 5-GALLON BOTTLES OF WATER, CITY HALL, JAN.'19	01/18/2019	45.60	.00	01-6165 OFFICE SUPPLIES	0	1/19		
Total 2160:05936514:						45.60	.00					
992	TREASURE VALLEY COFFEE	2160:05946567	7999	5 EA 5-GALLON WATER BOTTLES, AND 1 CANISTER OF COFFEE, D. CROSSLEY, JAN. '19 - WATER	01/24/2019	35.93	.00	20-6165 0FFICE SUPPLIES	0	1/19		
992	TREASURE VALLEY COFFEE	2160:05946567	7999	5 EA 5-GALLON WATER BOTTLES, AND 1 CANISTER OF COFFEE, D. CROSSLEY, JAN. '19 - SEWER	01/24/2019	35.93	.00	21-6165 OFFICE SUPPLIES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
992	TREASURE VALLEY COFFEE	2160:05946567	7999	5 EA 5-GALLON WATER BOTTLES, AND 1 CANISTER OF COFFEE, D. CROSSLEY, JAN. '19 - P.I.	01/24/2019	13.69	.00	25-6165 OFFICE SUPPLIES	0	1/19		
Total 2160:05946567:						85.55	.00					
Total TREASURE VALLEY COFFEE:						234.78	.00					
U.S. BANK NATIONAL ASSOC (EQUIP FINANCE)												
1891	U.S. BANK NATIONAL ASSOC (EQUIP FINANCE)	376006383		COPIER CONTRACT # 500-0519539-000, MODEL #MPC4504EX, SERIAL # C737M540938 & C737M540155, JAN.'19 - ADMIN	01/17/2019	125.37	.00	01-6212 RENT-EQUIPMENT	0	1/19		
1891	U.S. BANK NATIONAL ASSOC (EQUIP FINANCE)	376006383		COPIER CONTRACT #500-0519539-000, MODEL # MPC4504EX, SERIAL # C737M540938 & C737M540155, JAN.'19 - P & Z	01/17/2019	44.77	.00	01-6212 RENT-EQUIPMENT	1003	1/19		
1891	U.S. BANK NATIONAL ASSOC (EQUIP FINANCE)	376006383		COPIER CONTRACT #500-0519539-000, MODEL # MPC4504EX, SERIAL # C737M540938 & C737M540155, JAN.'19 - WATER	01/17/2019	116.42	.00	20-6212 RENT - EQUIPMENT	0	1/19		
1891	U.S. BANK NATIONAL ASSOC (EQUIP FINANCE)	376006383		COPIER CONTRACT # 500-0519539-000, MODEL # MPC4504EX, SERIAL # C737M540938 & C737M540155, JAN.'19 - SEWER	01/17/2019	116.42	.00	21-6212 RENT-EQUIPMENT	0	1/19		
1891	U.S. BANK NATIONAL ASSOC (EQUIP FINANCE)	376006383		COPIER CONTRACT #500-0519539-000, MODEL # MPC4504EX, SERIAL # C737M540938 & C737M540155, JAN.'19 - P.I	01/17/2019	44.77	.00	25-6212 RENT - EQUIPMENT	0	1/19		
Total 376006383:						447.75	.00					
Total U.S. BANK NATIONAL ASSOC (EQUIP FINANCE):						447.75	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
UTILITY REFUND #6												
1951	UTILITY REFUND #6	160965.02		BRECKENRIDGE PROPERTY FUND 2016 LLC, 373 W WHITE WAY, UTILITY REFUND	01/23/2019	24.30	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	160965.02		BRECKENRIDGE PROPERTY FUND 2016 LLC, 373 W WHITE WAY, UTILITY REFUND	01/23/2019	31.57	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	160965.02		BRECKENRIDGE PROPERTY FUND 2016 LLC, 373 W WHITE WAY, UTILITY REFUND	01/23/2019	24.69	.00	26-4975 SOLID WASTE USER FEES	0	1/19		
1951	UTILITY REFUND #6	160965.02		BRECKENRIDGE PROPERTY FUND 2016 LLC, 373 W WHITE WAY, UTILITY REFUND	01/23/2019	13.53	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 160965.02:						94.09	.00					
1951	UTILITY REFUND #6	174105.01		CBH HOMES, 1727 W SAHARA DR, UTILITY REFUND	01/16/2019	25.70	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	174105.01		CBH HOMES, 1727 W SAHARA DR, UTILITY REFUND	01/16/2019	33.36	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	174105.01		CBH HOMES, 1727 W SAHARA DR, UTILITY REFUND	01/16/2019	14.09	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 174105.01:						73.15	.00					
1951	UTILITY REFUND #6	174109.01A		CBH HOMES, 1679 W SAHARA DR, UTILITY REFUND	01/17/2019	58.76	.00	20-4500 METERED WATER SALES	0	1/19		
Total 174109.01A:						58.76	.00					
1951	UTILITY REFUND #6	174114.01A		CBH HOMES, 906 S STIBNITE PL, UTILITY REFUND	01/17/2019	58.76	.00	20-4500 METERED WATER SALES	0	1/19		
Total 174114.01A:						58.76	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1951	UTILITY REFUND #6	174128.01A		CBH HOMES, 1704 W SAHARA DR, UTILITY REFUND	01/17/2019	76.50	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	174128.01A		CBH HOMES, 1704 W SAHARA DR, UTILITY REFUND	01/17/2019	23.36	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	174128.01A		CBH HOMES, 1704 W SAHARA DR, UTILITY REFUND	01/17/2019	17.66	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 174128.01A:						117.52	.00					
1951	UTILITY REFUND #6	174130.01A		CBH HOMES, 1728 W SAHARA DR, UTILITY REFUND	01/17/2019	58.76	.00	20-4500 METERED WATER SALES	0	1/19		
Total 174130.01A:						58.76	.00					
1951	UTILITY REFUND #6	181850.01		JAMES D BADER, 1618 N KOLNES AVE, UTILITY REFUND	01/22/2019	29.00	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	181850.01		JAMES D BADER, 1618 N KOLNES AVE, UTILITY REFUND	01/22/2019	29.09	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	181850.01		JAMES D BADER, 1618 N KOLNES AVE, UTILITY REFUND	01/22/2019	22.43	.00	26-4975 SOLID WASTE USER FEES	0	1/19		
1951	UTILITY REFUND #6	181850.01		JAMES D BADER, 1618 N KOLNES AVE, UTILITY REFUND	01/22/2019	12.88	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 181850.01:						93.40	.00					
1951	UTILITY REFUND #6	200740.02B		REBECCA BARROW, 300 E SNOWY OWL ST, UTILITY REFUND	01/29/2019	151.70	.00	20-4500 METERED WATER SALES	0	1/19		
Total 200740.02B:						151.70	.00					
1951	UTILITY REFUND #6	230400.02		MATTHEW HOTVEDT, 572 S BLACK OAK AVE, UTILITY REFUND	01/11/2019	2.93	.00	20-4500 METERED WATER SALES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1951	UTILITY REFUND #6	230400.02		MATTHEW HOTVEDT, 572 S BLACK OAK AVE, UTILITY REFUND	01/11/2019	3.77	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	230400.02		MATTHEW HOTVEDT, 572 S BLACK OAK AVE, UTILITY REFUND	01/11/2019	3.06	.00	26-4975 SOLID WASTE USER FEES	0	1/19		
1951	UTILITY REFUND #6	230400.02		MATTHEW HOTVEDT, 572 S BLACK OAK AVE, UTILITY REFUND	01/11/2019	1.20	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 230400.02:						10.96	.00					
1951	UTILITY REFUND #6	240060.02		MICHAEL BULLINGTON, 912 E FOURTH CT, UTILITY REFUND	01/18/2019	57.46	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	240060.02		MICHAEL BULLINGTON, 912 E FOURTH CT, UTILITY REFUND	01/18/2019	74.65	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	240060.02		MICHAEL BULLINGTON, 912 E FOURTH CT, UTILITY REFUND	01/18/2019	60.72	.00	26-4975 SOLID WASTE USER FEES	0	1/19		
1951	UTILITY REFUND #6	240060.02		MICHAEL BULLINGTON, 912 E FOURTH CT, UTILITY REFUND	01/18/2019	27.04	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 240060.02:						219.87	.00					
1951	UTILITY REFUND #6	268123.01A		CBH HOMES, 1632 N VERIDIAN AVE, UTILITY REFUND	01/17/2019	52.46	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	268123.01A		CBH HOMES, 1632 N VERIDIAN AVE, UTILITY REFUND	01/17/2019	6.30	.00	21-4600 SEWER USER FEES	0	1/19		
Total 268123.01A:						58.76	.00					
1951	UTILITY REFUND #6	268129.01		CBH HOMES, 1607 N VERIDIAN AVE, UTILITY REFUND	01/18/2019	23.87	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	268129.01		CBH HOMES, 1607 N VERIDIAN AVE, UTILITY REFUND	01/18/2019	30.99	.00	21-4600 SEWER USER FEES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1951	UTILITY REFUND #6	268129.01		CBH HOMES, 1607 N VERIDIAN AVE, UTILITY REFUND	01/18/2019	13.59	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 268129.01:						68.45	.00					
1951	UTILITY REFUND #6	274055.03		GRANT W HUGHES, 2584 N COPPERDALE AVE, UTILITY REFUND	01/22/2019	42.16	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	274055.03		GRANT W HUGHES, 2584 N COPPERDALE AVE, UTILITY REFUND	01/22/2019	60.29	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	274055.03		GRANT W HUGHES, 2584 N COPPERDALE AVE, UTILITY REFUND	01/22/2019	46.59	.00	26-4975 SOLID WASTE USER FEES	0	1/19		
1951	UTILITY REFUND #6	274055.03		GRANT W HUGHES, 2584 N COPPERDALE AVE, UTILITY REFUND	01/22/2019	24.80	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 274055.03:						173.84	.00					
1951	UTILITY REFUND #6	277035.01A		CBH HOMES, 2569 N IDITAROD WAY, UTILITY REFUND	01/17/2019	58.76	.00	20-4500 METERED WATER SALES	0	1/19		
Total 277035.01A:						58.76	.00					
1951	UTILITY REFUND #6	277326.01A		CBH HOMES, 343 W SCREECH OWL DR, UTILITY REFUND	01/17/2019	58.91	.00	20-4500 METERED WATER SALES	0	1/19		
Total 277326.01A:						58.91	.00					
1951	UTILITY REFUND #6	277414.01		CBH HOMES, 82 W SNOWY OWL ST, UTILITY REFUND	01/11/2019	2.92	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	277414.01		CBH HOMES, 82 W SNOWY OWL ST, UTILITY REFUND	01/11/2019	3.80	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	277414.01		CBH HOMES, 82 W SNOWY OWL ST, UTILITY REFUND	01/11/2019	2.96	.00	25-4700 PRESS. IRRIGATI0N USER				

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
								FEES	0	1/19		
Total 277414.01:						9.68	.00					
1951	UTILITY REFUND #6	277417.01		CBH HOMES, 2328 N DOE AVE, UTILITY REFUND	01/18/2019	24.69	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	277417.01		CBH HOMES, 2328 N DOE AVE, UTILITY REFUND	01/18/2019	32.08	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	277417.01		CBH HOMES, 2328 N DOE AVE, UTILITY REFUND	01/18/2019	17.92	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 277417.01:						74.69	.00					
1951	UTILITY REFUND #6	277418.01A		CBH HOMES, 2312 N DOE AVE, UTILITY REFUND	01/17/2019	48.24	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	277418.01A		CBH HOMES, 2312 N DOE AVE, UTILITY REFUND	01/17/2019	10.52	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 277418.01A:						58.76	.00					
1951	UTILITY REFUND #6	277419.01A		CBH HOMES, 2296 N DOE AVE, UTILITY REFUND	01/17/2019	46.25	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	277419.01A		CBH HOMES, 2296 N DOE AVE, UTILITY REFUND	01/17/2019	12.51	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 277419.01A:						58.76	.00					
1951	UTILITY REFUND #6	277422.01A		CBH HOMES, 2297 N DOE AVE, UTILITY REFUND	01/17/2019	58.76	.00	20-4500 METERED WATER SALES	0	1/19		
Total 277422.01A:						58.76	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1951	UTILITY REFUND #6	278128.01		CBH HOMES, 3040 W PEAR APPLE ST, UTILITY REFUND	01/23/2019	37.17	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	278128.01		CBH HOMES, 3040 W PEAR APPLE ST, UTILITY REFUND	01/23/2019	48.28	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	278128.01		CBH HOMES, 3040 W PEAR APPLE ST, UTILITY REFUND	01/23/2019	29.79	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 278128.01:						115.24	.00					
1951	UTILITY REFUND #6	278225.01		CBH HOMES, 9276 S BRAEBURN AVE, UTILITY REFUND	01/28/2019	33.29	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	278225.01		CBH HOMES, 9276 S BRAEBURN AVE, UTILITY REFUND	01/28/2019	8.69	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	278225.01		CBH HOMES, 9276 S BRAEBURN AVE, UTILITY REFUND	01/28/2019	8.33	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 278225.01:						50.31	.00					
1951	UTILITY REFUND #6	280510.01A		SUNRISE HOMES, 2194 N FIRE OPAL AVE, UTILITY REFUND	01/17/2019	58.76	.00	20-4500 METERED WATER SALES	0	1/19		
Total 280510.01A:						58.76	.00					
1951	UTILITY REFUND #6	280530.01A		TRADITION CUSTOM HOMES, 2239 N FIRE OPAL AVE, UTILITY REFUND	01/17/2019	59.43	.00	20-4500 METERED WATER SALES	0	1/19		
Total 280530.01A:						59.43	.00					
1951	UTILITY REFUND #6	291025.01		CBH HOMES, 6978 S NORDEAN AVE, UTILITY REFUND	01/18/2019	25.76	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	291025.01		CBH HOMES, 6978 S NORDEAN AVE, UTILITY REFUND	01/18/2019	33.44	.00	21-4600 SEWER USER FEES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1951	UTILITY REFUND #6	291025.01		CBH HOMES, 6978 S NORDEAN AVE, UTILITY REFUND	01/18/2019	17.11	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 291025.01:						76.31	.00					
1951	UTILITY REFUND #6	302025.01A		RIVERWOOD HOMES, 631 E RAISON CT, UTILITY REFUNDS	01/17/2019	58.76	.00	20-4500 METERED WATER SALES	0	1/19		
Total 302025.01A:						58.76	.00					
1951	UTILITY REFUND #6	302104.01A		EAGLEWOOD HOMES, 677 E ANDES DR, UTILITY REFUND	01/17/2019	58.76	.00	20-4500 METERED WATER SALES	0	1/19		
Total 302104.01A:						58.76	.00					
1951	UTILITY REFUND #6	303008.02		MISTI SUE REX, 1141 E SHADY RIDGE DR, UTILITY REFUND	01/16/2019	40.57	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	303008.02		MISTI SUE REX, 1141 E SHADY RIDGE DR, UTILITY REFUND	01/16/2019	52.67	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	303008.02		MISTI SUE REX, 1141 E SHADY RIDGE DR, UTILITY REFUND	01/16/2019	61.40	.00	26-4975 SOLID WASTE USER FEES	0	1/19		
1951	UTILITY REFUND #6	303008.02		MISTI SUE REX, 1141 E SHADY RIDGE DR, UTILITY REFUND	01/16/2019	19.20	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 303008.02:						173.84	.00					
1951	UTILITY REFUND #6	303233.01		HUBBLE HOMES, 1157 E FIRESTONE DR, UTILITY REFUND	01/28/2019	40.98	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	303233.01		HUBBLE HOMES, 1157 E FIRESTONE DR, UTILITY REFUND	01/28/2019	15.49	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	303233.01		HUBBLE HOMES, 1157 E FIRESTONE DR, UTILITY								

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
				REFUND	01/28/2019	11.99	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 303233.01:						68.46	.00					
1951	UTILITY REFUND #6	320005.00		HAYDEN HOMES, 1498 N STEENS AVE, UTILITY REFUND	01/16/2019	42.87	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	320005.00		HAYDEN HOMES, 1498 N STEENS AVE, UTILITY REFUND	01/16/2019	55.67	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	320005.00		HAYDEN HOMES, 1498 N STEENS AVE, UTILITY REFUND	01/16/2019	28.63	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 320005.00:						127.17	.00					
1951	UTILITY REFUND #6	320009.00		HAYDEN HOMES, 1471 N STEENS AVE, UTILITY REFUND	01/23/2019	22.95	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	320009.00		HAYDEN HOMES, 1471 N STEENS AVE, UTILITY REFUND	01/23/2019	29.81	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	320009.00		HAYDEN HOMES, 1471 N STEENS AVE, UTILITY REFUND	01/23/2019	21.85	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 320009.00:						74.61	.00					
1951	UTILITY REFUND #6	320010.00		HAYDEN HOMES, 1457 N STEENS AVE, UTILITY REFUND	01/28/2019	16.53	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	320010.00		HAYDEN HOMES, 1457 N STEENS AVE, UTILITY REFUND	01/28/2019	44.59	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	320010.00		HAYDEN HOMES, 1457 N STEENS AVE, UTILITY REFUND	01/28/2019	16.16	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 320010.00:						77.28	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1951	UTILITY REFUND #6	320013.00		HAYDEN HOMES, 1903 E LINMAR ST, UTILITY REFUND	01/23/2019	20.71	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	320013.00		HAYDEN HOMES, 1903 E LINMAR ST, UTILITY REFUND	01/23/2019	26.90	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	320013.00		HAYDEN HOMES, 1903 E LINMAR ST, UTILITY REFUND	01/23/2019	19.24	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 320013.00:						66.85	.00					
1951	UTILITY REFUND #6	320016.01		HAYDEN HOMES, 1410 N WARM RIVER AVE, UTILITY REFUND	01/16/2019	30.78	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	320016.01		HAYDEN HOMES, 1410 N WARM RIVER AVE, UTILITY REFUND	01/16/2019	17.03	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
1951	UTILITY REFUND #6	320016.01		HAYDEN HOMES, 1410 N WARM RIVER AVE, UTILITY REFUND	01/16/2019	23.70	.00	20-4500 METERED WATER SALES	0	1/19		
Total 320016.01:						71.51	.00					
1951	UTILITY REFUND #6	320024.00		HAYDEN HOMES, 1834 E JOHN DEERE ST, UTILITY REFUND	01/23/2019	23.43	.00	20-4500 METERED WATER SALES	0	1/19		
1951	UTILITY REFUND #6	320024.00		HAYDEN HOMES, 1834 E JOHN DEERE ST, UTILITY REFUND	01/23/2019	30.42	.00	21-4600 SEWER USER FEES	0	1/19		
1951	UTILITY REFUND #6	320024.00		HAYDEN HOMES, 1834 E JOHN DEERE ST, UTILITY REFUND	01/23/2019	19.24	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	1/19		
Total 320024.00:						73.09	.00					
1951	UTILITY REFUND #6	91150.02A		KRISTY SWINFORD, 942 N SLUICE WAY, UTILITY REFUND	01/14/2019	171.96	.00	20-4500 METERED WATER SALES	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 91150.02A:						171.96	.00					
Total UTILITY REFUND #6:						2,998.68	.00					
VALLI INFORMATION SYSTEMS, INC												
857	VALLI INFORMATION SYSTEMS, INC	50774		POSTAGE, ESTATEMENTS, IMAGING, AND INSERTS FOR DEC.'18 - ADMIN	12/31/2018	1,261.84	1,261.84	01-6190 P0STAGE & BILLING	0	1/19	01/11/2019	
857	VALLI INFORMATION SYSTEMS, INC	50774		POSTAGE, ESTATEMENTS, IMAGING, AND INSERTS FOR DEC.'18 - WATER	12/31/2018	1,982.89	1,982.89	20-6190 P0STAGE & BILLING	0	1/19	01/11/2019	
857	VALLI INFORMATION SYSTEMS, INC	50774		POSTAGE, ESTATEMENTS, IMAGING, AND INSERTS FOR DEC.'18 - SEWER	12/31/2018	1,982.89	1,982.89	21-6190 P0STAGE & BILLING	0	1/19	01/11/2019	
857	VALLI INFORMATION SYSTEMS, INC	50774		POSTAGE, ESTATEMENTS, IMAGING, AND INSERTS FOR DEC.'18 - P.I	12/31/2018	781.13	781.13	25-6190 P0STAGE & BILLING	0	1/19	01/11/2019	
Total 50774:						6,008.75	6,008.75					
857	VALLI INFORMATION SYSTEMS, INC	50775		LOCKBOX TRANSACTIONS AND EPAY MONTHLY MAINTENANCE FOR DEC.'18 - ADMIN	12/31/2018	67.99	67.99	01-6190 P0STAGE & BILLING	0	1/19	01/11/2019	
857	VALLI INFORMATION SYSTEMS, INC	50775		LOCKBOX TRANSACTIONS AND EPAY MONTHLY MAINTENANCE FOR DEC.'18 - WATER	12/31/2018	106.83	106.83	20-6190 P0STAGE & BILLING	0	1/19	01/11/2019	
857	VALLI INFORMATION SYSTEMS, INC	50775		LOCKBOX TRANSACTIONS AND EPAY MONTHLY MAINTENANCE FOR DEC.'18 - SEWER	12/31/2018	106.83	106.83	21-6190 P0STAGE & BILLING	0	1/19	01/11/2019	
857	VALLI INFORMATION SYSTEMS, INC	50775		LOCKBOX TRANSACTIONS AND EPAY MONTHLY MAINTENANCE FOR DEC.'18 - P.I	12/31/2018	42.09	42.09	25-6190 P0STAGE & BILLING	0	1/19	01/11/2019	

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 50775:						323.74	323.74					
Total VALLI INFORMATION SYSTEMS, INC:						6,332.49	6,332.49					
VERIZON WIRELESS												
1575	VERIZON WIRELESS	9821349046		TABLET SERVICE, 12/2/18-1/1/19 - ADMIN	01/01/2019	3.68	3.68	01-6255 TELEPH0NE	0	1/19	01/11/2019	
1575	VERIZON WIRELESS	9821349046		TABLET SERVICE, 12/2/18-1/1/19 - PARKS	01/01/2019	8.09	8.09	01-6255 TELEPH0NE	1004	1/19	01/11/2019	
1575	VERIZON WIRELESS	9821349046		TABLET SERVICE, 12/2/18-1/1/19 - BUILDING INSPECTION	01/01/2019	30.87	30.87	01-6255 TELEPH0NE	1005	1/19	01/11/2019	
1575	VERIZON WIRELESS	9821349046		TABLET SERVICE, 12/2/18-1/1/19 - WATER	01/01/2019	42.04	42.04	20-6255 TELEPH0NE EXPENSE	0	1/19	01/11/2019	
1575	VERIZON WIRELESS	9821349046		TABLET SERVICE, 12/2/18-1/1/19 - SEWER	01/01/2019	50.86	50.86	21-6255 TELEPH0NE EXPENSE	0	1/19	01/11/2019	
1575	VERIZON WIRELESS	9821349046		TABLET SERVICE, 12/2/18-1/1/19 - P.I	01/01/2019	11.46	11.46	25-6255 TELEPH0NE EXPENSE	0	1/19	01/11/2019	
Total 9821349046:						147.00	147.00					
1575	VERIZON WIRELESS	9821349047		IPAD SERVICE, 12/2/18-1/1/19 - PARKS	01/01/2019	30.02	30.02	01-6255 TELEPH0NE	1004	1/19	01/11/2019	
Total 9821349047:						30.02	30.02					
Total VERIZON WIRELESS:						177.02	177.02					
WATER ENVIRONMENT FEDERATION												
1031	WATER ENVIRONMENT FEDERATION	01232019WEF		MEMBERSHIP RENEWAL AND DUES, MEMBER ID#17864350, M.NADEAU	01/23/2019	120.00	.00	21-6075 DUES & MEMBERSHIPS	0	1/19		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 01232019WEF-MN:						120.00	.00					
Total WATER ENVIRONMENT FEDERATION:						120.00	.00					
WESTERN RECORDS DESTRUCTION, INC.												
1633	WESTERN RECORDS DESTRUCTION, INC.	0423312		RECORDS DESTRUCTION, 12/1 -31/18 - ADMIN	01/01/2019	7.00	.00	01-6052 CONTRACT SERVICES	0	1/19		
1633	WESTERN RECORDS DESTRUCTION, INC.	0423312		RECORDS DESTRUCTION, 12/1 -31/18 - P & Z	01/01/2019	2.25	.00	01-6052 CONTRACT SERVICES	1003	1/19		
1633	WESTERN RECORDS DESTRUCTION, INC.	0423312		RECORDS DESTRUCTION, 12/1 -31/18 - WATER	01/01/2019	6.63	.00	20-6052 CONTRACT SERVICES	0	1/19		
1633	WESTERN RECORDS DESTRUCTION, INC.	0423312		RECORDS DESTRUCTION, 12/1 -31/18 - SEWER	01/01/2019	6.63	.00	21-6052 C0NTRACT SERVICES	0	1/19		
1633	WESTERN RECORDS DESTRUCTION, INC.	0423312		RECORDS DESTRUCTION, 12/1 -31/18 - P.I	01/01/2019	2.49	.00	25-6052 C0NTRACT SERVICES	0	1/19		
Total 0423312:						25.00	.00					
Total WESTERN RECORDS DESTRUCTION, INC.:						25.00	.00					
WESTERN STATES CHEM												
274	WESTERN STATES CHEM	190038		SPONGES AND PAPER TOWELS FOR PARK RESTROOMS, M.MEADE, JAN.'19	01/03/2019	198.78	.00	01-6025 JANITORIAL	1004	1/19		
Total 190038:						198.78	.00					
Total WESTERN STATES CHEM:						198.78	.00					
Grand Totals:						615,511.04	145,336.69					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided

Dated: _____

Mayor: _____

City Council: _____

_____

_____

_____

_____

_____

City Treasurer: _____

Report Criteria:
Detail report.
Invoices with totals above $0.00 included.
Paid and unpaid invoices included.

RESOLUTION NO. R03-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO ACCEPTING THE DEED OF PUBLIC IRRIGATION EASEMENT AND GRANT AND COVEYANCE OF MUNICIPAL IRRIGATION SYSTEM UTILITY PIPELINES FROM SDN LLC.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho that the DEED OF PUBLIC IRRIGATION EASEMENT AND GRANT AND COVEYANCE OF MUNICIPAL IRRIGATION SYSTEM UTILITY PIPELINES from SDN LLC, attached hereto as EXHIBIT A is hereby accepted by the City of Kuna, Idaho as the beneficiary of said easement.

PASSED BY THE COUNCIL of Kuna, Idaho this 5th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 5th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

After recording, return to:

Chris Engels, City Clerk
City of Kuna
751 W. 4th Street
P.O. Box 13
Kuna, Idaho 83634

Above space for recording

DEED OF PUBLIC IRRIGATION UTILITY EASEMENT AND GRANT AND CONVEYANCE OF MUNICIPAL IRRIGATION SYSTEM UTILITY PIPELINES AND GRANTEE ACCEPTANCE

PARTIES:

SDN, LLC, an Idaho limited liability company	*Grantor*	P.O. Box 1939 Eagle, Idaho 83616
City of Kuna, an Idaho municipal corporation	*Grantee*	P.O. Box 13 Kuna, Idaho 83634

This DEED OF PUBLIC IRRIGATION UTILITY EASEMENT AND GRANT AND CONVEYANCE OF MUNICIPAL IRRIGATION SYSTEM UTILITY PIPELINES AND GRANTEE ACCEPTANCE made, effective as of the date of the Parties' signatures hereon, by and between SDN, LLC, an Idaho limited liability company, Grantor (hereinafter referred to as "Grantor"), whose address is P.O. Box 1939, Eagle, Idaho 83616, and the CITY OF KUNA, an Idaho municipal corporation, Grantee (hereinafter referred to as "Grantee"), whose address is P.O. Box 13, Kuna, Idaho 83634.

SECTION I
DEFINITIONS

For all purposes of this Deed of Public Irrigation Utility Easement and Acceptance, the following terms in bold shall have the meaning herein provided unless the context of the term clearly requires otherwise as follows:

1.1 **Deed of Easement**: means and refers to this *Deed of Public Irrigation Utility Easement and Grant and Conveyance of Municipal Irrigation System Utility Pipelines and Grantee Acceptance*.

1.2 **Grantee:** means and refers to CITY OF KUNA, an Idaho municipal corporation, whose address is P.O. Box 13, Kuna, Idaho 83634, and is the Grantee Party to this Deed of Easement.

1.3 **Grantor:** means and refers to SDN, LLC, an Idaho limited liability company, whose address is P.O. Box 1939, Eagle, Idaho 83616, and is the Grantor Party to this Deed of Easement.

1.4 **Irrigation System Utility Pipelines:** means and refers to those certain irrigation system utility pipelines constructed and installed and currently lying within the Real Property.

1.5 **Parties:** means and refers to the Grantor and the Grantee.

1.6 **Public Utility Easement:** means and refers to a perpetual easement within the Real Property for access, construction, maintenance, operation and replacement of Grantee's Irrigation System Utility Pipelines and appurtenances with the right of ingress and egress on the Real Property for the purpose of constructing, operating, and maintaining municipal irrigation utility pipelines and appurtenances thereto.

1.7 **Real Property:** means and refers to that certain real property more particularly described in Exhibit A attached hereto and by this reference incorporated herein as if set forth at length.

SECTION II
RECITALS

The parties recite and declare:

2.1 Grantor is the owner of the Real Property; and

2.2 The Grantee has the authority and the right to acquire easement rights for its public utility systems inclusive of irrigation; and

2.3 The Grantor is in the process of subdividing real property which will be served by the Irrigation System Utility Pipelines; and

2.4 The Irrigation System Utility Pipelines have been installed and constructed [to Grantee standards] not within the subdividing real property, but within the Real Property; and

2.5 The Irrigation System Utility Pipelines are herein granted and conveyed by the Grantor to the Grantee for perpetual ownership and maintenance for public irrigation system utility services inclusive of the subdividing real property; and

2.6 It is necessary that the Grantor grant and convey the Public Utility Easement and the Irrigation System Utility Pipelines to the Grantee for the Grantee's acceptance in order for and in consideration of the City accepting the Irrigation System Utility Pipelines for perpetual ownership, use and maintenance in order to provide public irrigation utilities services to the subdividing real property; and

2.7 The Grantor is willing to grant and convey and assign to the Grantee and the Grantee is willing to accept the Public Utility Easement subject to the conditions as stated herein in this Deed of Easement.

2.8 The Grantor is in the process of subdividing real property within which the Public Utility Easement lies which will be served by the Irrigation System Utility Pipelines and for which the Public Utility Easement is an essential part; and

2.9 The Grantor is willing to grant and convey to the Grantee and the Grantee is willing to accept the Public Utility Easement subject to the conditions as stated herein in this Deed of Easement.

In consideration of the mutual covenants contained in this Deed of Easement, the parties agree as follows:

SECTION III
GRANT OF PUBLIC UTILITY EASEMENT
and
IRRIGATION SYSTEM UTILITY PIPELINES

3.1 Grantor does hereby grant, convey and release unto the Grantee, and or its assigns as hereinafter provided for, from the effective date hereof, the Public Utility Easement.

3.2 Grantor does hereby grant and convey its ownership of the Irrigation System Utility Pipelines to Grantee.

SECTION IV
PUBLIC UTILITY EASEMENT CONDITIONS

4.1 The Public Utility Easement is granted and conveyed subject to the following conditions:

4.1.1 The Public Utility Easement is reserved for the utility purposes herein set forth and no structures other than those for utility purposes are to be erected within the limits of said Public Utility Easement.

4.1.2 The Parties recognize that the Public Utility Easement may have other utilities and rights-of-way placed within the Public Utility Easement at locations which do not unreasonably interfere with the Grantee's use and enjoyment of the Public Utility Easement and which shall be reviewed for approval by the Grantee as part of a platting process.

4.1.3 The Grantee, or its assigns, shall have the right at any time to access said improvements to perform any necessary maintenance, repair or replacement, and to cut, trim, and clear all trees, brush, and other obstructions that may injure, endanger, or interfere with the construction, operation, or maintenance of Grantees utilities within the Public Utility Easement.

4.1.4 In exercising the Public Utility Easement rights granted and conveyed herein, the Grantee, or its assigns, will not unreasonably interfere with the normal use of the real property within which it lies and will, at its sole cost and expense and with due diligence, restore the real property within which it lies to its original or better condition following any use of the Public Utility Easement either for construction, repair, maintenance, and/or replacement of said facilities and appurtenances thereto.

SECTION V
ACCEPTANCE OF GRANT OF PUBLIC UTILITY EASEMENT

5.1 The Grantee does hereby accept the grant and conveyance from the Grantor of the Public Utility Easement and the Irrigation System Utility Pipelines subject to the terms and conditions of this Deed of Easement.

SECTION VI
PUBLIC UTILITY EASEMENT SUBJECT TO LAW OF VACATION

6.1 Any transfer by the Grantee of this grant and conveyance of this Public Utility Easement is subject to the laws of the state of Idaho governing the vacation of city easements currently codified at Idaho Code Section 50-1325.

IN WITNESS WHEREOF, this Deed of Easement has been executed on the _____ day of _____, 2019 with the intent that it shall be recorded in the office of the recorder of the County of Ada, state of Idaho.

Grantor:
SDN, LLC

By:_____
Donald G. Newell, *Managing Member*

Grantee:
CITY OF KUNA

By:_____
Joe L. Stear, *Mayor*

Attest:

_____
Chris Engels, *City Clerk*

STATE OF IDAHO)
: ss.
County of _____)

On this ____ day of _____, in the year of 2019, before me a notary public for the State of Idaho, personally appeared **DONALD G. NEWELL,** known or identified to me, to be the Managing Member of **SDN, LLC**, the limited liability company that executed the instrument or the person who executed the instrument on behalf of SDN, LLC, and acknowledged to me that SDN, LLC executed the same.

_____
Notary Public for Idaho
(SEAL) My Commission Expires: _____

STATE OF IDAHO)
: ss.
County of Ada)

On this ____ day of _____, in the year of 2019, before me a notary public for the State of Idaho, personally appeared **JOE L. STEAR** and **CHRIS ENGELS**, known or identified to me to be the persons whose names are subscribed to the within instrument as Mayor and as City Clerk of the **City of Kuna**, and acknowledged to me that they executed the same as Mayor and as City Clerk of the City of Kuna.

_____
Notary Public for Idaho
(SEAL) My Commission Expires: _____

W:\Work\K\Kuna, City of 25721\Public Utility Easements\Deed of Public Irrigation Utility Easement-SDN LLC 1-22-19 lh .docx

km ENGINEERING
9233 WEST STATE STREET | BOISE, ID 83714 | 208.639.6939 | FAX 208.639.6930

November 9, 2018
Proposed Ashton Estates Subdivision No. 2
Project No. 18-053
City of Kuna Pressurized Irrigation Easement
Legal Description

Exhibit A

A parcel of land for a City of Kuna Pressurized Irrigation easement situated in a portion of Government Lot 2 of Section 19, Township 2 North, Range 1 East, Boise Meridian, City of Kuna, Ada County, Idaho and being more particularly described as follows:

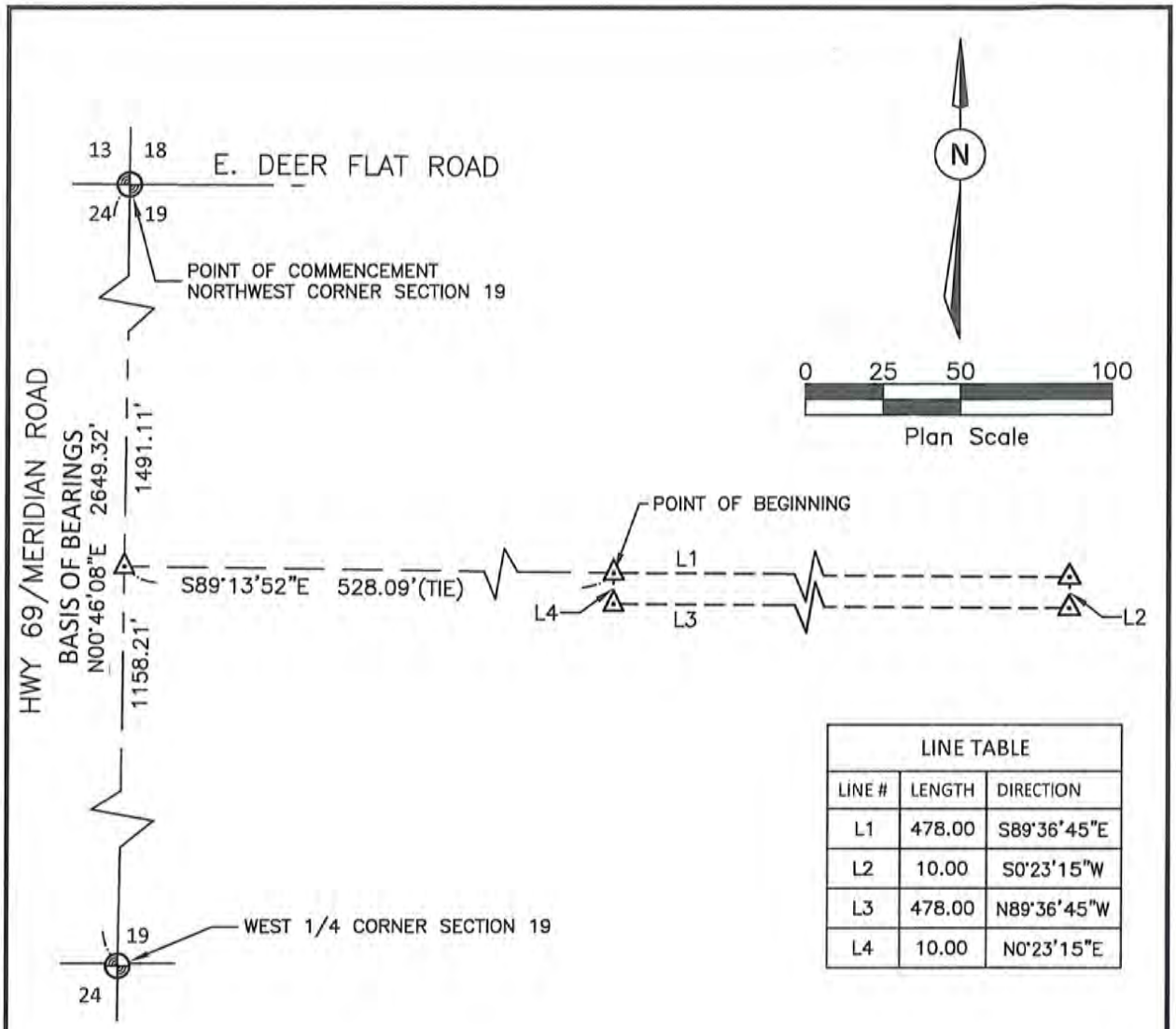
Commencing at a found aluminum cap marking the Northwest corner of said Section 19, which bears N00°46'08"E a distance of 2,649.32 feet from a found aluminum cap marking the West 1/4 corner of said Section 19; thence following the westerly line of said Section 19, S00°46'08"W a distance of 1,491.11 feet;
Thence leaving said westerly line, S89°13'52"E a distance of 528.09 feet to the **POINT OF BEGINNING.**

Thence S89°36'45"E a distance of 478.00 feet;
Thence S00°23'15"W a distance of 10.00 feet;
Thence N89°36'45"W a distance of 478.00 feet;
Thence N00°23'15"E a distance of 10.00 feet to the **POINT OF BEGINNING.**

Said parcel contains 4,780 square feet (0.110 acres) more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

Attached hereto is **Exhibit B** and by this reference is made a part hereof.

EXHIBIT A to
Deed of Public Irrigation Utility Easement
(SDN, LLC and City of Kuna)



LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	478.00	S89°36'45"E
L2	10.00	S0°23'15"W
L3	478.00	N89°36'45"W
L4	10.00	N0°23'15"E

LEGEND

- FOUND ALUMINUM CAP
- CALCULATED POINT
- SECTION LINE
- PROPOSED PARCEL BOUNDARY LINE
- SURVEY TIE LINE
- EASEMENT LINE

km ENGINEERING
ENGINEERS . SURVEYORS . PLANNERS
9233 WEST STATE STREET
BOISE, IDAHO 83714
PHONE (208) 639-6939
FAX (208) 639-6930

DATE: November, 2018
PROJECT: 18-053
SHEET: 1 OF 1

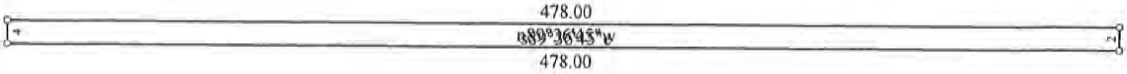
EXHIBIT B
CITY OF KUNA PRESSURIZED IRRIGATION EASEMENT

PROPOSED ASHTON ESTATES SUBDIVISION No. 2

SITUATED IN A PORTION OF GOV'T LOT 2 OF SECTION 19, T. 2 N., R. 1 E., B. M., CITY OF KUNA, ADA CNTY, ID.

P:\18-053\CAD\SURVEY\EXHIBITS\18-053 IRR EASEMENT.DWG, JAKE POULSEN, 11/9/2018, KYOCERA TASKALFA 4550CI KX.PC3, ----

EXHIBIT A to
Deed of Public Irrigation Utility Easement
(SDN, LLC and City of Kuna)



Title:	Date: 10-30-2018
Scale: 1 inch = 75 feet	File:

Tract 1: 0.110 Acres: 4780 Sq Feet: Closure = n00.0000e 0.00 Feet: Precision >1/999999: Perimeter = 976 Feet

001=s89.3645e 478.00
002=s00.2315w 10.00
003=n89.3645w 478.00
004=n00.2315e 10.00

RESOLUTION NO. R04-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL FOR KUNA, IDAHO APPROVING A PERFORMANCE BOND BY BLACK CREEK LP, FOR THE MERLIN POINTE SUBDIVISION NO. 1 FOR UNCOMPLETED WORK INCLUDING LANDSCAPING, STREET LIGHTS AND PRESSURE IRRIGATION BORING PURSUANT TO THE TERMS OF THIS RESOLUTION.

WHEREAS Merlin Pointe Subdivision No. 1 exists as part of an approved preliminary plat; and

WHEREAS construction plans for Merlin Pointe Subdivision No. 1 were approved by the Kuna City Engineer on December 15, 2015; and

WHEREAS construction was commenced but not completed for certain items, per the approved plans; and

WHEREAS the landscaping, street lights and pressure irrigation bore have not been completed for Merlin Pointe Subdivision No. 1 according to the approved construction plans and developer seeks to bond for the unfinished work; and

WHEREAS the landscaping completion has been estimated at one hundred sixteen thousand five hundred fifty dollars and zero cents ($116,550.00) adding 25% for a total of one hundred forty-five thousand six hundred eighty-seven dollars and fifty cents ($145,687.50); and

WHEREAS the street light completion has been estimated at thirty-two thousand one hundred dollars and zero cents ($32,100.00) adding 25% for a total of forty thousand one hundred twenty-five dollars and zero cents ($40,125.00); and

WHEREAS the pressure irrigation boring completion has been requested by the City the amount of ten thousand dollars and zero cents ($10,000.00); and

WHEREAS developer desires to record the final plat for Merlin Pointe Subdivision No. 1 prior to completion of construction; and

WHEREAS Kuna City Code 6-2-4 and 6-4-3 allows for and sets the conditions for recording a final plat prior to the completion of construction:

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho, that the Kuna City Engineer is hereby authorized to accept an irrevocable standby Letter of Credit in lieu of construction for Merlin Pointe under the following terms and conditions:

1. All bids amounts submitted for unfinished construction are valid for the life of the Letter of Credit;

2. The Letter of Credit is irrevocable, is drawn upon an FDIC or FSLIC insured institution, is an institution with an office where presentment can be made within 50 miles of Kuna City Hall, the Letter of Credit is claimable up to 30 days prior to expiry and expiry is not more than one year from the date of issuance;

3. The face amount of the Letter of Credit is at least one hundred ninety-five thousand eight hundred and twelve dollars and fifty cents ($195,812.50);

4. No more than fifty percent of available permits can be claimed during the life of the Letter of Credit and if improvements are not completed within 120 days of issuance of the Letter of Credit, no further building permits can be issued;

PASSED BY THE COUNCIL of Kuna, Idaho this 5th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 5th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

CITY OF KUNA IMPROVEMENT AGREEMENT (CASH BOND)

THIS AGREEMENT is made by and between BLACK CREEK LP (hereinafter "Developer"); whose address is PO Box 690 Meridian, ID 83680, and CITY OF KUNA, a municipal corporation of the State of Idaho, (hereinafter "City"); whose address is Post Office Box 13, Kuna, Idaho 83634.

WHEREAS, Developer desires to record its final plat for Phase No. 1 of the development known as Merlin Pointe Subdivision, ("Development") located in the City of Kuna; and

WHEREAS, City will not sign the final plat unless Developer promises to install and warrant certain Improvements as herein provided and security is provided for that promise as set forth herein.

NOW, THEREFORE, THE PARTIES HEREBY AGREE AS FOLLOWS:

1. Installation of Improvements. Developer agrees to complete and pay the total costs of all Improvements required by City and those specified in the following:

    a. Approved Sheet No. 15, or Street Light Plan, of the Construction Plans for Merlin Pointe Subdivision No. 1 and the associated bid for the Street Lights by AME Electric, Inc.,

    b. Approved Landscape Plan for Merlin Pointe Subdivision No. 1 and the associated Bid for Landscaping by 3 Brothers Landscaping Company, LLC,

    c. Approved Pressure Irrigation Boring for Merlin Pointe Subdivision No. 1 and the agreed upon amount between Developer and City completed by North American Construction.

    The bids for said Improvements are attached hereto as **Exhibit A**. The required Improvements are shown on the plans, drawings and specifications previously reviewed and approved by City in connection with the above described Development, and in accordance with the standards and specifications established by the City and adopted by the City Council.

2. Cash Deposit. Developer has executed and delivered to City cash, cashier's check or wired funds (City to provide financial institution information upon execution of agreement) to the City's trust account in the aggregate amount of one hundred ninety-five thousand eight hundred twelve dollars and fifty cents ($195,812.50), for deposit with City in its accounts (the "Cash Deposit"), which includes:

    a. The initial City Engineer or Public Works Director's estimated cost of the remaining work shall as determined, in part, from the detailed bids provided by the sub-divider's contractors in an amount, plus twenty-five (25) percent, for an amount of one hundred twenty-five (125) percent;

b. To that total, the following additional sums may be added upon the following considerations:

i. Three (3) to ten (10) percent for inflation; ten (10) to fifteen (15) percent for the City's bidding disadvantage; and twelve (12) percent to twenty (20) percent for city project management as determined by the City Engineer or Public Works Director.

3. The Developer and City stipulate the amount to be a reasonable estimate, pursuant to Kuna City Code.

4. If construction of all financially pledged improvements are not completed within one hundred twenty (120) days following the date of recordation of the final plat, no further building permits shall be issued by the City until final completion of all improvements has occurred and the City has inspected and approved them. However, if the remaining improvements are not completed within the one hundred twenty-day period, through no fault of the Developer, the City Engineer or Public Works Director may grant a one-time, one hundred twenty-day (120) time extension. The determination of what may be considered a "no fault circumstance" shall be determined by the City Engineer or Public Works Director.

5. Refund or Withdrawal. City may withdraw funds from Cash Deposit if (1) Improvements are not completed as required by this Agreement within the time period specified in Paragraph 6, or if (2) Improvements are not installed strictly in accordance with Paragraph 1 and written notice of the deficiency has been given to Developer, who has failed to remedy the deficiency within ten (10) days after the notice is sent. In said event, City may withdraw funds from Cash Deposit both (1) those amounts necessary to either complete Improvements as required herein or alter or repair Improvements to conform to the requirements hereof, and (2) City's cost of administration incurred in obtaining Cash Deposit, including attorney's fees and court costs, which shall be deducted from any Cash Deposit. If the amount of Cash Deposit is inadequate to pay the cost of the completion of Improvements according to City's standards or specifications for whatever reason, including previous reductions, Developer shall be responsible for the deficiency and no further building permits shall be issued in the subdivision or development until Improvements are completed or, with City Council approval, a new, satisfactory security has been executed and delivered to City or other satisfactory arrangements have been made to insure completion of the remaining improvements.

6. Preliminary Release. At the time herein provided, but no later than at the time of final inspection and acceptance of all Improvements by City, City will authorize release of all funds comprising Cash Deposit, The release provided for in this paragraph shall occur when City certifies that Improvements are complete, which shall be when Improvements have been installed as required and fully inspected and approved by City, and after as-built drawings have been supplied as required.

7. Non-Release of Developer's Obligations. It is understood and agreed between the parties that the establishment and availability to City of Cash Deposit as herein provided, and any

withdrawals there from by City shall not constitute a waiver or estoppel against City and shall not release or relieve Developer from its obligation to install and fully pay for Improvements as required in Paragraph 1 above, and the right of City to withdraw from Cash Deposit shall not affect any rights and remedies of City against Developer for breach of any covenant herein, including the covenants of Paragraph 1 of this Agreement. Further, Developer agrees that if City withdraws from Cash Deposit and performs or causes to be performed the installation or warranty work required of Developer hereunder, then any and all costs incurred by City in so doing which are not collected by City by withdrawing from Cash Deposit shall be paid by Developer, including administrative, engineering, legal, labor and materials and other procurement fees and costs.

8. Upon satisfaction of this Agreement, Developer shall provide the City with its financial institution information including account wire transfer information.

9. Binding Effect and Assignment. This Agreement shall be binding upon, and inure to the benefit of, the heirs, officers, agents, legal representatives, successors and assigns of the parties hereto. No party shall assign or transfer any rights under this Agreement without the prior written consent of the other first obtained, which consent shall not be unreasonably withheld.

10. Notices. Any notice required or desired to be given hereunder as shall be deemed sufficient if sent by certified mail, postage prepaid, addressed to the respective parties at the addresses shown in the preamble.

11. Severability. Should any portion of this Agreement for any reason be declared invalid or unenforceable, the invalidity of such portion shall not affect the validity of any of the remaining portions and the same shall be deemed in full force and effect as if this Agreement had been executed with the invalid portions eliminated.

12. Governing Law. This Agreement and the performances hereunder shall be governed by the laws of the State of Idaho.

13. Counterparts. The fact that the parties hereto execute multiple but identical counterparts of this Agreement shall not affect the validity or efficacy of their execution, and such counterparts, taken together, shall constitute one and the same instrument, and each counterpart shall be deemed an original.

14. Waiver. No waiver of any of the provisions of this Agreement shall operate as a waiver of any other provision, regardless of any similarity that may exist between such provisions, nor shall a waiver in one instance operate as a waiver in any future event. No waiver shall be binding unless executed in writing by the waiving party.

15. Captions. The captions preceding the paragraphs of this Agreement are for convenience only and shall not affect the interpretation of any provision herein.

16. Entire Agreement. This Agreement, together with its exhibits and the approved plans and specifications referred to, contains the entire and integrated agreement of the parties with respect to the subject matter hereof, and no prior or contemporaneous promises,

representations, warranties, inducements, or understandings between the parties pertaining to the subject matter hereof which are not contained herein shall be of any force or effect.

17. Default. In the event either party hereto defaults in any of the covenants or agreements contained herein, the defaulting party shall pay all costs and expenses, including a reasonable attorney's fee, incurred by the other party in enforcing its rights hereunder whether incurred through litigation or otherwise.

18. Time of Essence. The parties agree that time is of the essence in the performance of all duties herein.

19. Exhibits. Any exhibit(s) to this Agreement are incorporated herein by this reference, and failure to attach any such exhibit shall not affect the validity of this Agreement or of such exhibit. An unattached exhibit is available from the records of the parties.

20. Amendment. Any amendment or modifications of this Agreement shall be made in writing, signed by the parties, and attached hereto.

21. Extension. The Bond Agreement and security for completion of Improvements described in Paragraph 1 may be extended by written modification of this Agreement only.

22. Change of Address. It is the obligation of Developer to provide an updated address should it change during the pendency of this agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed this ____ day of February, 2019.

_____

By Black Creek LP
General Partner

_____

City of Kuna, Idaho

(seal)

By Joe Stear
Mayor

STATE OF IDAHO)
: SS
County of Ada)

On this ____ day of February, 2019, before me _____, personally appeared _____ known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same as General Partner and on behalf of the BLACK CREEK LP.

S
E
A
L

_____
Notary Public for _____
My commission expires on _____

3 Brothers Landscaping Company LLC

January 4, 2019

A Team Land Consultants
Attn: Steve Arnold
1785 Whisper Cove Ave.
Boise, Id. 83709

Project: Merlin Pointe Subdivision No. 1 Landscaping

Per your request we have broken out what is remaining for the completion of the landscaping. Below is a break out with the items completed to date:

Landscape Design & Installation	Lump Sum	Percent Complete	Completed Amount
Tree Planting	$40,500	0%	$0
Shrub Planting	$27,000	0%	$0
Sod Install	$27,000	0%	$0
Sprinkler System Install	$63,000	65%	$40,950
Equipmnet Rental	$5,000	100%	$5,000
Top Soil and Earthwork	$15,000	100%	$15,000
Total Contract & Completed	$177,500		$60,950
Amount remaining	$116,550		

The previous list is what has been completed as of today's date. The remainder of the work will be completed as the weather permits.

Please let me know if you have any questions.

Sincerely,

Saul Huerta
President

Landscaping/Fencing/Maintenance
200 E Rosalyn Ct. Meridian Idaho 83642. Ph. (208) 899-2108
E-mail: the3brotherslandscaping@gmail.com

PAID

Invoice

AME Electric, Inc.
INDUSTRIAL • MUNICIPAL
COMMERCIAL • RESIDENTIAL
MOTOR CONTROL
Caldwell, Id. 459-8959
IDAHO LICENSE #2854 OREGON CCB #221860

Date	Invoice Number
1/3/2019	180046-2

A TEAM LAND DEVELOPMENT
1785 S. WHISPER COVE
BOISE, ID 83709

Job Location

Rep	P.O. Number	Project	Customer Contact	Terms
JAMIE		180046 MERLIN POINTE STREET LIGHTS	STEVE ARNOLD	Net 30

Item	Description	Est Amt	Prior Amt	Total %	Curr %	Prior %	Current A...
	MERLIN POINTE STREET LIGHTS PER PROPOSAL 2018-712	64,200.00		50.00%	50.00%		32,100.00
	PROVIDE AND INSTALL POWER FOR SPRINKLER TIME CLOCKS AS PER PROPOSAL 2018-939	3,500.00		100.00%	100.00%		3,500.00
	PROVIDE ADDITIONAL LABOR FOR ROCK BREAK IN TRENCH AND SEVEN POLE BASES AT 5' DEEP PER PROPOSAL 2018-988.	3,100.00	3,100.00	100.00%	0.00%	100.00%	0.00

REMIT TO:
A.M.E. ELECTRIC, INC. 3621 ARTHUR, CALDWELL, ID 83605

ALL APPLICABLE SALES OR USE TAXES INCLUDED

All past due accounts subject to service charge of 1 1/2% per month or maximum permitted by law. PLEASE PAY FROM THIS INVOICE. NO STATEMENT WILL BE SENT. If you have any questions concerning this invoice, please call the office @ 208-459-8959

Total	$35,600.00
Payments/Credits	$0.00
Balance Due	$35,600.00

JW 1/3

A TEAM
Land Development & Real Estate Services

January 17, 2019

Mr. Bob Bachman, Public Works Director
City of Kuna
751 W. 4th Street
Kuna, Idaho 83634

Dear Bob:

Subject: Bond Calculation Merlin Pointe Subdivision No. 1

The majority of the work has been completed at Merlin Pointe No. 1, and we would like to have the City sign the mylar for the final plat so we can record. In order for the City to sign we need to have all the work completed or bond for the items that are not completed. We have calculated the bond for the completion of phase one improvement as follows:

Item	Amount Remaining	Percent	Bond Amount
Landscaping	$116,550	125%	$145,688
Street Lights	$32,100	125%	$40,125
PI Boring*	$0	125%	$10,000
Street Signage	$0	125%	$0

*City Requested Value

Total Bond	$195,813

Please let me know if this is an acceptable amount and we will get you a check, if you need additional information regarding the items to complete or documentation please let us know and we will get it to you immediately.

Sincerely,
A Team Land Consultants

Steve Arnold
Project & Real Estate Manager

Cc: Tom Nicholson
Scott Nicholson
Linda Boots

Land Use Planning & Design/ Project Management/ Real Estate
1785 Whisper Cove Avenue, Boise Idaho 83709. Ph. (208) 871-7020 Fx. (208) 321-0525
E-mail: steve@ateamboise.com

RESOLUTION NO. R05-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL FOR KUNA, IDAHO APPROVING A PERFORMANCE BOND BY RRC CONTRACTORS INC, FOR THE ENSIGN SUBDIVISION NO. 2 FOR UNCOMPLETED WORK INCLUDING LANDSCAPING PURSUANT TO THE TERMS OF THIS RESOLUTION.

WHEREAS Ensign Subdivision No. 2 exists as part of an approved preliminary plat; and

WHEREAS construction plans for Ensign Subdivision No. 2 were approved by the Kuna City Engineer on August 8, 2018; and

WHEREAS construction was commenced but not completed for certain items, per the approved plans; and

WHEREAS the landscaping has not been completed for Ensign Subdivision No. 2 according to the approved construction plans and developer seeks to bond for the unfinished work; and

WHEREAS the landscaping completion has been estimated at two thousand six hundred dollars and zero cents ($2,600.00) adding 25% for a total of three thousand two hundred fifty dollars and zero cents ($3,250.00); and

WHEREAS developer desires to record the final plat for Ensign Subdivision No. 2 prior to completion of construction; and

WHEREAS Kuna City Code 6-2-4 and 6-4-3 allows for and sets the conditions for recording a final plat prior to the completion of construction:

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho, that the Kuna City Engineer is hereby authorized to accept an irrevocable standby Letter of Credit in lieu of construction for Ensign Subdivision No. 2 under the following terms and conditions:

1. All bids amounts submitted for unfinished construction are valid for the life of the Letter of Credit;

2. The Letter of Credit is irrevocable, is drawn upon an FDIC or FSLIC insured institution, is an institution with an office where presentment can be made within 50 miles of Kuna City Hall, the Letter of Credit is claimable up to 30 days prior to expiry and expiry is not more than one year from the date of issuance;

3. The face amount of the Letter of Credit is at least three thousand two hundred fifty dollars and zero cents ($3,250.00);

4. No more than fifty percent of available permits can be claimed during the life of the Letter of Credit and if improvements are not completed within 120 days of issuance of the Letter of Credit, no further building permits can be issued;

PASSED BY THE COUNCIL of Kuna, Idaho this 5th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 5th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

CITY OF KUNA IMPROVEMENT AGREEMENT (CASH BOND)

THIS AGREEMENT is made by and between RRC CONTRACTORS INC, (hereinafter "Developer"); whose address is 218 12th Avenue South, Nampa, ID, and CITY OF KUNA, a municipal corporation of the State of Idaho, (hereinafter "City"); whose address is Post Office Box 13, Kuna, Idaho 83634.

WHEREAS, Developer desires to record its final plat for Phase No. 2 of the development known as Ensign Subdivision, ("Development") located in the City of Kuna; and

WHEREAS, City will not sign the final plat unless Developer promises to install and warrant certain Improvements as herein provided and security is provided for that promise as set forth herein.

NOW, THEREFORE, THE PARTIES HEREBY AGREE AS FOLLOWS:

1. Installation of Improvements. Developer agrees to complete and pay the total costs of all Improvements required by City and those specified in the following:

    a. Approved Landscape Plan for Ensign Subdivision No. 2 and the associated Bid for Landscaping by Treasure Valley Lawn Care LLC,

    The bids for said Improvements are attached hereto as **Exhibit A**. The required Improvements are shown on the plans, drawings and specifications previously reviewed and approved by City in connection with the above described Development, and in accordance with the standards and specifications established by the City and adopted by the City Council.

2. Cash Deposit. Developer has executed and delivered to City cash, cashier's check or wired funds (City to provide financial institution information upon execution of agreement) to the City's trust account in the aggregate amount of three thousand two hundred fifty dollars and zero cents ($3,250.00), for deposit with City in its accounts (the "Cash Deposit"), which includes:

    a. The initial City Engineer or Public Works Director's estimated cost of the remaining work shall as determined, in part, from the detailed bids provided by the sub-divider's contractors in an amount, plus twenty-five (25) percent, for an amount of one hundred twenty-five (125) percent;

    b. To that total, the following additional sums may be added upon the following considerations:

        i. Three (3) to ten (10) percent for inflation; ten (10) to fifteen (15) percent for the City's bidding disadvantage; and twelve (12) percent to twenty (20) percent for city project management as determined by the City Engineer or Public Works Director.

3. The Developer and City stipulate the amount to be a reasonable estimate, pursuant to Kuna City Code.

4. If construction of all financially pledged improvements are not completed within one hundred twenty (120) days following the date of recordation of the final plat, no further building permits shall be issued by the City until final completion of all improvements has occurred and the City has inspected and approved them. However, if the remaining improvements are not completed within the one hundred twenty-day period, through no fault of the Developer, the City Engineer or Public Works Director may grant a one-time, one hundred twenty-day (120) time extension. The determination of what may be considered a "no fault circumstance" shall be determined by the City Engineer or Public Works Director.

5. Refund or Withdrawal. City may withdraw funds from Cash Deposit if (1) Improvements are not completed as required by this Agreement within the time period specified in Paragraph 6, or if (2) Improvements are not installed strictly in accordance with Paragraph 1 and written notice of the deficiency has been given to Developer, who has failed to remedy the deficiency within ten (10) days after the notice is sent. In said event, City may withdraw funds from Cash Deposit both (1) those amounts necessary to either complete Improvements as required herein or alter or repair Improvements to conform to the requirements hereof, and (2) City's cost of administration incurred in obtaining Cash Deposit, including attorney's fees and court costs, which shall be deducted from any Cash Deposit. If the amount of Cash Deposit is inadequate to pay the cost of the completion of Improvements according to City's standards or specifications for whatever reason, including previous reductions, Developer shall be responsible for the deficiency and no further building permits shall be issued in the subdivision or development until Improvements are completed or, with City Council approval, a new, satisfactory security has been executed and delivered to City or other satisfactory arrangements have been made to insure completion of the remaining improvements.

6. Preliminary Release. At the time herein provided, but no later than at the time of final inspection and acceptance of all Improvements by City, City will authorize release of all funds comprising Cash Deposit, The release provided for in this paragraph shall occur when City certifies that Improvements are complete, which shall be when Improvements have been installed as required and fully inspected and approved by City, and after as-built drawings have been supplied as required.

7. Non-Release of Developer's Obligations. It is understood and agreed between the parties that the establishment and availability to City of Cash Deposit as herein provided, and any withdrawals there from by City shall not constitute a waiver or estoppel against City and shall not release or relieve Developer from its obligation to install and fully pay for Improvements as required in Paragraph 1 above, and the right of City to withdraw from Cash Deposit shall not affect any rights and remedies of City against Developer for breach of any covenant herein, including the covenants of Paragraph 1 of this Agreement. Further, Developer agrees that if City withdraws from Cash Deposit and performs or causes to be performed the installation or warranty work required of Developer hereunder, then any and all costs incurred by City in so doing which are not collected by City by withdrawing from

Cash Deposit shall be paid by Developer, including administrative, engineering, legal, labor and materials and other procurement fees and costs.

8. Upon satisfaction of this Agreement, Developer shall provide the City with its financial institution information including account wire transfer information.

9. Binding Effect and Assignment. This Agreement shall be binding upon, and inure to the benefit of, the heirs, officers, agents, legal representatives, successors and assigns of the parties hereto. No party shall assign or transfer any rights under this Agreement without the prior written consent of the other first obtained, which consent shall not be unreasonably withheld.

10. Notices. Any notice required or desired to be given hereunder as shall be deemed sufficient if sent by certified mail, postage prepaid, addressed to the respective parties at the addresses shown in the preamble.

11. Severability. Should any portion of this Agreement for any reason be declared invalid or unenforceable, the invalidity of such portion shall not affect the validity of any of the remaining portions and the same shall be deemed in full force and effect as if this Agreement had been executed with the invalid portions eliminated.

12. Governing Law. This Agreement and the performances hereunder shall be governed by the laws of the State of Idaho.

13. Counterparts. The fact that the parties hereto execute multiple but identical counterparts of this Agreement shall not affect the validity or efficacy of their execution, and such counterparts, taken together, shall constitute one and the same instrument, and each counterpart shall be deemed an original.

14. Waiver. No waiver of any of the provisions of this Agreement shall operate as a waiver of any other provision, regardless of any similarity that may exist between such provisions, nor shall a waiver in one instance operate as a waiver in any future event. No waiver shall be binding unless executed in writing by the waiving party.

15. Captions. The captions preceding the paragraphs of this Agreement are for convenience only and shall not affect the interpretation of any provision herein.

16. Entire Agreement. This Agreement, together with its exhibits and the approved plans and specifications referred to, contains the entire and integrated agreement of the parties with respect to the subject matter hereof, and no prior or contemporaneous promises, representations, warranties, inducements, or understandings between the parties pertaining to the subject matter hereof which are not contained herein shall be of any force or effect.

17. Default. In the event either party hereto defaults in any of the covenants or agreements contained herein, the defaulting party shall pay all costs and expenses, including a reasonable attorney's fee, incurred by the other party in enforcing its rights hereunder whether incurred through litigation or otherwise.

18. Time of Essence. The parties agree that time is of the essence in the performance of all duties herein.

19. Exhibits. Any exhibit(s) to this Agreement are incorporated herein by this reference, and failure to attach any such exhibit shall not affect the validity of this Agreement or of such exhibit. An unattached exhibit is available from the records of the parties.

20. Amendment. Any amendment or modifications of this Agreement shall be made in writing, signed by the parties, and attached hereto.

21. Extension. The Bond Agreement and security for completion of Improvements described in Paragraph 1 may be extended by written modification of this Agreement only.

22. Change of Address. It is the obligation of Developer to provide an updated address should it change during the pendency of this agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed this ____ day of February, 2019.

_____

By RRC Contractors Inc
General Partner

_____ (seal)
City of Kuna, Idaho

By Joe Stear
Mayor

STATE OF IDAHO)
: SS
County of Ada))

On this ____ day of February, 2019, before me _____, personally appeared _____ known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same as General Partner and on behalf of the RRC CONTRACTORS INC.

S
E
A
L

Notary Public for _____
My commission expires on _____

From: T.V.L.C.
2219 S. Manitou Ave.
Boise, ID. 83706

Treasure Valley Lawn Care LLC

BID For Ensign

Phone (208)841-7455
Cell Phone (208)350-8726 Alt Phone (208)350-8544

Part 1

Bill Type	Invoice Number	Account Number	Period Beginning	Period Ending	Statement Date	Payment Due
STATEMENT	2646	0132	12/01/2018	12/31/2018	01/07/2019	01/27/2019

To: RRC Inc Contractors
218 12th Avenue South
Nampa, ID 83651

eMail: cory.tvlc@gmail.com

Account Summary	Totals
Previous Balance	1,345.00
Payments	1,345.00
Amount Overdue	0
Current Charges	2,600.00
Taxes	0
Total Amount Due	**2,600.00**

Please Retain Parts 1 & 2 For Your Records

Part 2

Date	Location	Account Activity	Detail	Amount	Tax	Total
12/01/2018		Payment -				-1,345.00
12/09/2018	218 12th Avenue South - BID	5200 sq feet sod installed at ensign		2,600.00	0	2,600.00

1-7-19

Cut on Dotted Line

Thank you - Your business is appreciated

Cut on Dotted Line

Part 3

From: RRC Inc Contractors
218 12th Avenue South
Nampa, ID 83651

Please detach and return bottom portion with payment
Retain top portion for your records

Invoice Number	2646
Account Number	0132
12/01/2018	12/31/2018
~~Amount~~ BID:	2,600.00
Payment	
Balance	01-7-19
Check Number	

To: T.V.L.C.
2219 S. Manitou Ave.
Boise, ID. 83706

Please Make Check Payable To:
Tim Cobb

RRC CONTRACTORS INC.
218 12TH AVE. S.
NAMPA, ID 83651
(208) 465-8887

BANK OF THE WEST
1313 CALDWELL BLVD.
NAMPA, ID 83651
1-800-488-2265
90-78/1211

15838

12/28/2018

PAY TO THE ORDER OF City of Kuna $ **3,120.00

Three Thousand One Hundred Twenty and 00/100********** DOLLARS

City of Kuna
PO Box 13
Kuna, ID 83634

MEMO

AUTHORIZED SIGNATURE

Photo Safe Deposit®
Details on Back.

⑈015838⑈ ⑆121100782⑆ 036385484⑈

RRC CONTRACTORS INC.
218 12TH AVE. S.
NAMPA, ID 83651
(208) 465-8887

BANK OF THE WEST
1313 CALDWELL BLVD.
NAMPA, ID 83651
1-800-488-2265
90-78/1211

16019

1/28/2019

PAY TO THE ORDER OF City of Kuna $ **130.00

One Hundred Thirty and 00/100********** DOLLARS

City of Kuna
PO Box 13
Kuna, ID 83634

MEMO Completion bond Ensign Subdivision # 2

AUTHORIZED SIGNATURE

Photo Safe Deposit®
Details on Back.

⑈016019⑈ ⑆121100782⑆ 036385484⑈

RESOLUTION NO. R06-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO ACCEPTING THE DEED OF PUBLIC UTILITIES EASEMENT, GRANT AND CONVEYANCE OF UTILITY PIPELINES USE AGREEMENT, ASSIGNMENT OF PUBLIC UTILITY RIGHTS TO CONSENT TO USE AGREEMENT FROM TOLL ID I LLC.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho that the DEED OF PUBLIC UTILITIES EASEMENT, GRANT AND CONVEYANCE OF UTILITY PIPELINES USE AGREEMENT, ASSIGNMENT OF PUBLIC UTILITY RIGHTS TO CONSENT TO USE AGREEMENT from TOLL ID I LLC, attached hereto as EXHIBIT A is hereby accepted by the City of Kuna, Idaho as the beneficiary of said easement.

PASSED BY THE COUNCIL of Kuna, Idaho this 5th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 5th day of January, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

After recording, return to:

Chris Engels, City Clerk
City of Kuna
751 W. 4th Street
P.O. Box 13
Kuna, Idaho 83634

Above space for recording

**DEED OF PUBLIC UTILITIES EASEMENT,
GRANT AND CONVEYANCE OF UTILITY PIPELINES,
ASSIGNMENT OF PUBLIC UTILITY RIGHTS TO CONSENT TO USE AGREEMENT,
and GRANTEE ACCEPTANCE**

PARTIES:

Toll ID I LLC, an Idaho limited liability company	*Grantor*	c/o Toll Bros., Inc. 250 Gibraltar Road Horsham, Pennsylvania 19044 *Local Office:* 3130 W. Sheryl Drive, Ste. 100 Meridian, Idaho 83642
City of Kuna, an Idaho municipal corporation	*Grantee*	P.O. Box 13 Kuna, Idaho 83634

This DEED OF PUBLIC UTILITIES EASEMENT, GRANT AND CONVEYANCE OF UTILITY PIPELINES, ASSIGNMENT OF UTILITY RIGHTS TO CONSENT TO USE AGREEMENT, and GRANTEE ACCEPTANCE made, effective as of the date of the Parties' signatures hereon, by and between TOLL ID I LLC, an Idaho limited liability company, Grantor (hereinafter referred to as "Grantor"), whose address is c/o Toll Bros., Inc., 250 Gibraltar Road, Horsham, Pennsylvania 19044, and the CITY OF KUNA, an Idaho municipal corporation, Grantee (hereinafter referred to as "Grantee"), whose address is P.O. Box 13, Kuna, Idaho 83634.

SECTION I
DEFINITIONS

For all purposes of this *Deed of Public Utilities Easement, Grant and Conveyance of Utility Pipelines, Assignment of Utility Rights to Consent to Use Agreement, and Grantee Acceptance*, the following terms in **bold** shall have the meaning herein provided unless the context of the term clearly requires otherwise as follows:

1.1 **Consent to Use Agreement:** Means and refers to that certain Consent to Use by and between the United States of America by and through the Bureau of Reclamation, Department of Interior and the Grantor [therein as "Consentee"] contract No. 7-07-11-L3975 dated February 12, 2018.

1.2 **Deed of Easement**: means and refers to this *Deed of Public Utilities Easement, Grant and Conveyance of Utility Pipelines, Assignment of Utilities Rights to Consent to Use Agreement, and Grantee Acceptance*.

1.3 **Grantee:** means and refers to CITY OF KUNA, an Idaho municipal corporation, whose address is P.O. Box 13, Kuna, Idaho 83634, and Grantee Party to this Deed of Easement.

1.4 **Grantor:** means and refers to TOLL ID I LLC, an Idaho limited liability company, whose address is c/o Toll Bros., Inc., 250 Gibraltar Road, Horsham, Pennsylvania 19044, and Grantor Party to this Deed of Easement.

1.5 **Parties:** means and refers to the Grantor and the Grantee to this Deed of Easement.

1.6 **Public Utility Easement:** means and refers to a perpetual easement within the Real Property for access, construction, maintenance, operation and replacement of the Utility Pipelines and Grantee's municipal utilities, including potable water pipelines, pressure irrigation pipelines and sewer pipelines together with the right of ingress and egress on the Real Property for the purpose of constructing, operating, and maintaining potable water pipelines, pressure irrigation pipelines and sewer pipelines and the necessary appurtenances thereto.

1.7 **Real Property:** means that certain real property more particularly described in Exhibit A attached hereto and by this reference incorporated herein as if set forth at length.

1.8 **Utility Pipelines:** Means and refers to an 8 inch PVC potable water pipeline in 14 inch steel sleeve, an 8 inch PVC pressure irrigation pipeline in 14 inch steel sleeve in 2 locations, and an 8 inch HDPE sewer pipeline in 24 inch steel sleeve as have been constructed and installed within the Real Property and with a concrete box culvert with headwall and wingwall, bridge and roadway with curb, gutter, sidewalk and handrails, and joint utility sleeves as identified, set forth and referenced in the Consent to Use Agreement.

SECTION II
RECITALS

The parties recite and declare:

2.1 Grantor is the owner of the Real Property and the Utility Pipelines and holds the Consentee rights to the Consent to Use Agreement; and

2.2 The Grantee has the authority and the right to acquire easement rights and constructed and installed Utility Pipelines for its public utility systems inclusive of potable water, irrigation water and sewer; and

2.3 The Grantor is in the process of subdividing real property which will be served by the Utility Pipelines; and

2.4 The Utility Pipelines have been installed and constructed [to Grantee standards] not within the subdividing real property, but within the Real Property; and

2.5 The Utility Pipelines are herein granted and conveyed by the Grantor to the Grantee for perpetual ownership and maintenance for public utility services inclusive of the subdividing real property; and

2.6 It is necessary that the Grantor grant and convey the Public Utility Easement, the Utility Pipelines and assign their Utility Pipelines Consent to Use Agreement rights to the Grantee for the Grantee's acceptance in order for and in consideration of the City accepting the Utility Pipelines for perpetual ownership, use and maintenance in order to provide public utilities services to the subdividing real property; and

2.7 The Grantor is willing to grant and convey and assign to the Grantee and the Grantee is willing to accept the Utility Pipelines, the Public Utility Easement and the Utility Pipelines Consentee rights to the Consent to Use Agreement subject to the conditions as stated herein in this Deed of Easement.

In consideration of the mutual covenants contained in this Deed of Easement, the Parties agree as follows:

SECTION III
GRANT OF PUBLIC UTILITY EASEMENT and UTILITY PIPELINES

3.1 Grantor does hereby grant, convey and release unto the Grantee, and or its assigns as hereinafter provided for, from the effective date hereof, the Public Utility Easement and the Utility Pipelines; and

3.2 Grantor does hereby assign and transfer all of its Utility Pipelines Consentee rights to the Consent to Use Agreement.

SECTION IV
PUBLIC UTILITY EASEMENT CONDITIONS

4.1 The Public Utility Easement is granted and conveyed subject to the following conditions:

4.1.1 The Public Utility Easement is reserved for the utility purposes herein set forth and no structures other than those for utility purposes are to be erected within the limits of said Public Utility Easement.

4.1.2 The Parties recognize that the Public Utility Easement may have other utilities and right-of-way placed within the Public Utility Easement at locations which do not unreasonably interfere with the Grantee's use and enjoyment of the Public Utility Easement and which shall be reviewed for approval by the Grantee as part of a platting process.

4.1.3 The Grantee, or its assigns, shall have the right at any time to access said improvements to perform any necessary maintenance, repair or replacement, and to cut, trim, and clear all trees, brush, and other obstructions that may injure, endanger, or interfere with the construction, operation, or maintenance of Grantees utilities within the Public Utility Easement.

4.1.4 In exercising the Public Utility Easement rights granted and conveyed herein, the Grantee, or its assigns, will not unreasonably interfere with the normal use of the real property within which it lies and will, at its sole cost and expense and with due diligence, restore the real property within which it lies to its original or better condition following any use of the Public Utility Easement either for construction, repair, maintenance, and/or replacement of said facilities and appurtenances thereto.

SECTION V
ASSIGNMENT OF CONSENTEE UTILITY PIPELINES RIGHTS TO CONSENT TO USE AGREEMENT CONDITIONS

5.1 The Grantor's Utility Pipelines rights as Consentee to the Consent to Use Agreement are herein transferred and assigned to the Grantee subject to the following terms and conditions:

5.1.1 The Grantor will defend and hold harmless the Grantee from any and all claims, causes of action by the United States of America by and through the Bureau of Reclamation, Department of Interior and will assert and defend this to be a valid and complete transfer and assignment of the Grantor's Utility Pipelines rights as Consentee to the Grantee to the Consent to Use Agreement.

5.1.2 The Grantee will abide by the terms and conditions of the Consent to Use Agreement as it appertains to this assigned Consentee's Utility Pipelines rights.

SECTION VI
ACCEPTANCE OF GRANT OF PUBLIC UTILITY EASEMENT, UTILITY PIPELINES AND ASSIGNMENT OF UTILTY CONSENTEE RIGHTS TO CONSENT TO USE AGREEMENT

6.1 The Grantee does hereby accept the grant and conveyance from the Grantor of the Public Utility Easement, Utility Pipelines, and Assignment of Utility Pipelines Consentee rights to Consent to Use Agreement, subject to the terms and conditions of this Deed of Easement.

SECTION VII
PUBLIC UTILITY EASEMENT SUBJECT TO LAW OF VACATION

7.1 Any transfer by the Grantee of this grant and conveyance of this Public Utility Easement is subject to the laws of the state of Idaho governing the vacation of city easements currently codified at Idaho Code Section 50-1325.

IN WITNESS WHEREOF, this Deed Easement has been executed on the _____ day of _____, 2019, with the intent that it shall be recorded in the office of the recorder of the County of Ada, state of Idaho.

Grantor:
TOLL ID I LLC

By:_____
Thomas Coleman, *Division President*

Grantee:
CITY OF KUNA

By:_____
Joe L. Stear, *Mayor*

Attest:

_____
Chris Engels, *City Clerk*

STATE OF IDAHO)
: ss.
County of Ada)

On this ____ day of _____, in the year of 2019, before me a notary public for the State of Idaho, personally appeared THOMAS COLEMAN, known or identified to me to be the Division President of TOLL ID I LLC, and acknowledged to me that such limited liability company executed the same.

_____
Notary Public for Idaho
(SEAL) My Commission Expires: _____

STATE OF IDAHO)
: ss.
County of Ada)

On this ____ day of _____, in the year of 2019, before me a notary public for the State of Idaho, personally appeared JOE L. STEAR and CHRIS ENGELS, known or identified to me to be the persons whose names are subscribed to the within instrument as Mayor and as City Clerk of the City of Kuna, and acknowledged to me that they executed the same as Mayor and as City Clerk of the City of Kuna.

_____
Notary Public for Idaho
(SEAL) My Commission Expires: _____

J-U-B ENGINEERS, INC.

J-U-B COMPANIES THE LANGDON GROUP GATEWAY MAPPING INC.

EXHIBIT "A"

WINFIELD SPRINGS SUBDIVISION No. 2
CITY OF KUNA
OFFSITE UTILITY EASEMENT
LEGAL DESCRIPTION

That portion of the southeast quarter of Section 13, Township 2 North, Range 1 West, Boise Meridian, City of Kuna, Ada County, Idaho, particularly described as follows:

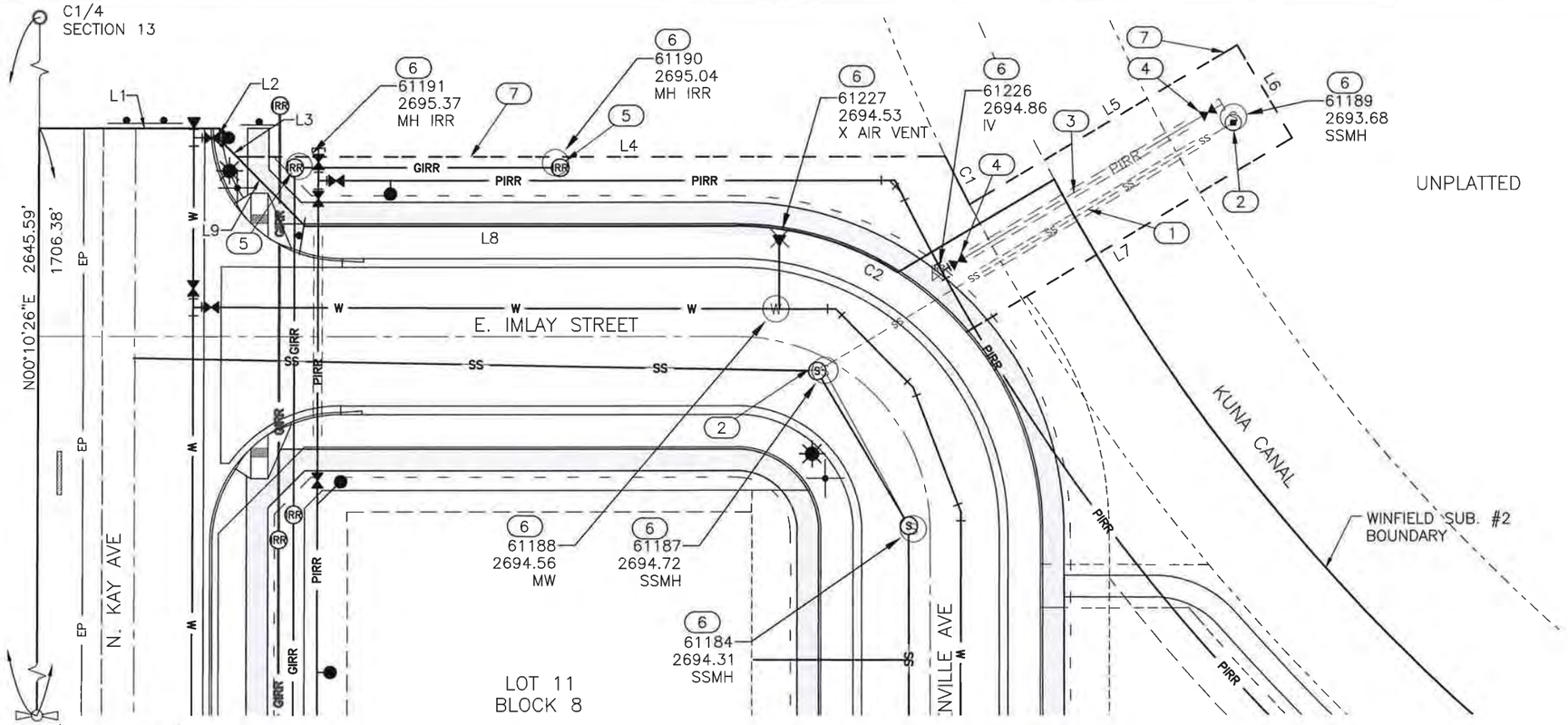
Commencing at the south quarter corner of Said Section 13 from which the center quarter corner of said Section 13 bears N00°10'26"E, 2645.59 feet; Thence along the west line of said southeast quarter N00°10'26"E, 1706.38 feet; Thence departing from said west line, N90°00'00"E, 42.00 feet; Thence S00°10'26"W, 2.60 feet; Thence S44°54'47"E, 5.65 feet to the **POINT OF BEGINNING;**

Thence N 90° 00' 00" E, 164.90 feet to the southwesterly line of the Kuna Canal easement and the beginning of a non-tangent curve;
Thence along said easement line and said curve to the left an arc length of 12.39 feet, having a radius of 470.00 feet, a central angle of 01° 30' 38", a chord bearing of S 26° 48' 34" E and a chord length of 12.39 feet;
Thence departing from said easement line, N 59° 24' 40" E, 72.31 feet;
Thence S 30° 35' 20" E, 25.00 feet;
Thence S 59° 24' 40" W, 87.98 feet to the beginning of a non-tangent curve;
Thence along said curve to the left an arc length of 60.70 feet, having a radius of 70.50 feet, a central angle of 49° 20' 02", a chord bearing of N 65° 19' 59" W and a chord length of 58.85 feet;
Thence N 90° 00' 00" W, 100.29 feet;
Thence N 44° 54' 47" W, 22.59 feet to the **POINT OF BEGINNING**, containing 4,982 square feet or 0.11 acres, more or less.

Robert L. Kazarinoff, PLS

01/07/2019

a 250 S. Beechwood Avenue, Suite 201, Boise, ID 83709 *p* 208-376-7330 *w* www.jub.com



LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N90°00'00"E	42.00'
L2	S0°10'26"W	2.60'
L3	S44°54'47"E	5.65'
L4	N90°00'00"E	164.90'
L5	N59°24'40"E	72.31'
L6	S30°35'20"E	25.00'
L7	S59°24'40"W	87.98'
L8	N90°00'00"W	100.29'
L9	N44°54'47"W	22.59'

KEYED NOTES

1. PROPOSED SSWR LINE
2. PROPOSED SSMH
3. PROPOSED PIRR LINE
4. PROPOSED PIRR VALVE
5. PROPOSED GIMH
6. AS BUILT SHOT (EXISTING UTILITY LOCATION)
7. OFFSITE UTILITY EASEMENT

LEGEND

SANITARY SEWER LINE —S—
WATER LINE —W—
GRAVITY IRRIGATION PIPE —GIRR—
PRESSURE IRRIGATION LINE —PIRR—
SEWER MANHOLE (S)
WATER VALVE ⋈
OFFSITE UTILITY EASEMENT — — — —

N

0 15 30
SCALE IN FEET

CURVE TABLE						
CURVE #	LENGTH	RADIUS	TANGENT	DELTA	CHORD BEARING	CHORD LENGTH
C1	12.39'	470.00'	6.20'	1°30'38"	S26°48'34"E	12.39'
C2	60.70'	70.50'	32.38'	49°20'02"	N65°19'59"W	58.85'

NOTE:
EXISTING SURFACE UTILITIES WERE LOCATED ON JANUARY 4TH, 2019 AS SHOWN HEREON.

WINFIELD SUBDIVISION NO. 2
UTILITIES EASEMENT EXHIBIT

J-U-B ENGINEERS, INC.
250 S. Beechwood Ave.
Suite 201
Boise, ID 83709-0944
Phone: 208.376.7330
www.jub.com

REUSE OF DRAWINGS
THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF J-U-B ENGINEERS, Inc.AND IS NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF J-U-B ENGINEERS, Inc.

REVISION			
NO.	DESCRIPTION	BY	APR. DATE

PROFESSIONAL LAND SURVEYOR LICENSED 16642 STATE OF IDAHO ROBERT L. KAZARINOFF
1/7/19

FILE : EASEMENT EXHBIT
JUB PROJ. # : 10-17-137
DRAWN BY: SAS
DESIGN BY: WSW
CHECKED BY: RLK
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 1/7/2019

SHEET NUMBER:
C-101

EXHIBIT A to
Deed of Public Utility Easement - Toll ID 1 LLC

4C4
Resolution No. R06-2019
10 of 10

RESOLUTION NO. R07-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO ACCEPTING THE DEED OF PUBLIC UTILITY EASEMENT FROM JOSEPH JOHN KOUDELKA, III AND JUDY KOUDELKA BLACKETT.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho that the DEED OF PUBLIC UTILITY EASEMENT from JOSEPH JOHN KOUDELKA, III AND JUDY KOUDELKA BLACKETT, attached hereto as EXHIBIT A is hereby accepted by the City of Kuna, Idaho as the beneficiary of said easement.

PASSED BY THE COUNCIL of Kuna, Idaho this 5th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 5th day of January, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

After recording, return to:

Chris Engels, City Clerk
City of Kuna
751 W. 4th Street
P.O. Box 13
Kuna, Idaho 83634

Above space for recording

DEED OF PUBLIC UTILITY EASEMENT AND ACCEPTANCE

PARTIES:

Joseph John Koudelka, III **and** **Judy Koudelka Blackett**	*Grantor*	7103 Lake Hazel Road Nampa, Idaho 83687 10760 SW Avocet Court Beaverton, Oregon 97007
City of Kuna, an Idaho municipal corporation	*Grantee*	P.O. Box 13 Kuna, Idaho 83634

This DEED OF PUBLIC UTILITY EASEMENT AND ACCEPTANCE made, effective as of the date of the Parties' signatures hereon, by and between JOSEPH JOHN KOUDELKA, III and JUDY KOUDELKA BLACKETT, Grantors (hereinafter referred to as "Grantor"), whose addresses are, respectively, 7103 Lake Hazel Road, Nampa, Idaho 83687 and 10760 SW Avocet Court, Beaverton, Oregon 97007, and the CITY OF KUNA, an Idaho municipal corporation, Grantee (hereinafter referred to as "Grantee"), whose address is P.O. Box 13, Kuna, Idaho 83634.

SECTION I
DEFINITIONS

For all purposes of this Deed of Public Utility Easement and Acceptance, the following terms in bold shall have the meaning herein provided unless the context of the term clearly requires otherwise as follows:

1.1 **Deed of Easement**: means and refers to this *Deed of Public Utility Easement and Acceptance.*

1.2 **Grantee:** means and refers to CITY OF KUNA, an Idaho municipal corporation, whose address is P.O. Box 13, Kuna, Idaho 83634 and Grantee Party to this Deed of Easement.

1.3 **Grantor:** means and refers to JOSEPH JOHN KOUDELKA, III and JUDY KOUDELKA BLACKETT, whose addresses are respectively 7103 Lake Hazel Road, Nampa, Idaho 83687 and 10760 SW Avocet Court, Beaverton, Oregon 97007, Grantor Party to this Deed of Easement.

1.4 **Parties:** means and refers to the Grantor and the Grantee.

1.5 **Public Utility Easement:** means and refers to a perpetual easement within the Real Property for access, construction, maintenance, operation and replacement of Grantee's municipal utilities, including sewer and water lines and driveway together with the right of ingress and egress on the Real Property for the purpose of constructing, operating, and maintaining water sewer and water lines and driveway and the necessary appurtenances thereto.

1.6 **Real Property:** means that certain real property more particularly described in Exhibit A attached hereto and by this reference incorporated herein as if set forth at length.

SECTION II
RECITALS

The parties recite and declare:

2.1 Grantor is the owner of the Real Property; and

2.2 The Grantee has the authority and the right to acquire easement rights for its public utility systems inclusive of water and sewer; and

2.3 The Grantor is in the process of subdividing real property within which the Public Utility Easement lies which will be served by public utilities of the Grantee and for which the Public Utility Easement is an essential part; and

2.4 The Grantor is willing to grant and convey to the Grantee and the Grantee is willing to accept the Public Utility Easement subject to the conditions as stated herein in this Deed of Easement.

In consideration of the mutual covenants contained in this Deed of Easement, the parties agree as follows:

SECTION III
GRANT OF EASEMENT RIGHTS-OF-WAY

3.1 Grantor does hereby grant, convey and release unto the Grantee, and or its assigns as hereinafter provided for, from the effective date hereof, the Public Utility Easement.

SECTION IV
PUBLIC UTILITY EASEMENT CONDITIONS

4.1 The Public Utility Easement is granted and conveyed subject to the following conditions:

4.1.1 The Public Utility Easement is reserved for the utility purposes herein set forth and no structures other than those for utility purposes are to be erected within the limits of said Public Utility Easement.

4.1.2 The Parties recognize that the Public Utility Easement may have other utilities and right-of-way placed within the Public Utility Easement at locations which do not unreasonably interfere with the Grantee's use and enjoyment of the Public Utility Easement and which shall be reviewed for approval by the Grantee as part of a platting process.

4.1.3 The Grantee, or its assigns, shall have the right at any time to access said improvements to perform any necessary maintenance, repair or replacement, and to cut, trim, and clear all trees, brush, and other obstructions that may injure, endanger, or interfere with the construction, operation, or maintenance of Grantees utilities within the Public Utility Easement.

4.1.4 In exercising the Public Utility Easement rights granted and conveyed herein, the Grantee, or its assigns, will not unreasonably interfere with the normal use of the real property within which it lies and will, at its sole cost and expense and with due diligence, restore the said real property within which it lies to its original or better condition following any use of the Public Utility Easement either for construction, repair, maintenance, and/or replacement of said facilities and appurtenances thereto.

SECTION V
ACCEPTANCE OF GRANT OF PUBLIC UTILITY EASEMENT

5.1 The Grantee does hereby accept the grant and conveyance from the Grantor of the Public Utility Easement subject to the terms and conditions of this Deed of Easement.

SECTION VI
PUBLIC UTILITY EASEMENT SUBJECT TO LAW OF VACATION

6.1 Any transfer by the Grantee of this grant and conveyance of this Public Utility Easement is subject to the laws of the state of Idaho governing the vacation of city easements currently codified at Idaho Code Section 50-1325.

IN WITNESS WHEREOF, this Deed of Easement has been executed on the 23 day of January, 2019 with the intent that it shall be recorded in the office of the recorder of the County of Ada, state of Idaho.

Grantor:

Joseph John Koudelka, III

JOSEPH JOHN KOUDELKA, III

Judy K. Blackett

JUDY KOUDELKA BLACKETT

Grantee:
CITY OF KUNA

By:_____
Joe L. Stear, Mayor

Attest:

_____
Chris Engels, City Clerk

STATE OF IDAHO)
: ss.
County of ADA)

On this 25TH day of JANUARY, in the year of 2019, before me a notary public for the State of Idaho, personally appeared **JOSEPH JOHN KOUDELKA, III,** known or identified to me, to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

(SEAL) ALAN C NOBLE
COMM NO. 61141
NOTARY PUBLIC
STATE OF IDAHO

Notary Public for Idaho
My Commission Expires: 2/21/17

STATE OF OREGON)
: ss.
County of Washington

On this 23 day of January 2019, in the year of 2019, before me a notary public for the State of Oregon, personally appeared **JUDY KOUDELKA BLACKETT,** known or identified to me, to be the person whose name is subscribed to the within instrument, and acknowledged to me that she executed the same.

(SEAL) OFFICIAL STAMP
TANIA ITZEL DIAZ TOMAS
NOTARY PUBLIC - OREGON
COMMISSION NO. 950017
MY COMMISSION EXPIRES MAY 04, 2020

Notary Public for Oregon
My Commission Expires: May 04, 2020

STATE OF IDAHO)
: ss.
County of Ada)

On this ____ day of _____, in the year of 2019, before me a notary public for the State of Idaho, personally appeared **JOE L. STEAR** and **CHRIS ENGELS**, known or identified to me to be the persons whose names are subscribed to the within instrument as the Mayor and as the City Clerk of the City of Kuna, and acknowledged to me that they executed the same as Mayor and City Clerk of the City of Kuna.

_____
Notary Public for Idaho
My Commission Expires: _____

(SEAL)

W:\Work\K\Kuna, City of 25721\Public Utility Easements\Deed of Public Utility Easement-Lugarno Sub-18050 Deer Flat .61 acres 12-07-18 lh.docx

ADA COUNTY RECORDER J. DAVID NAVARRO AMOUNT 13.00 2
BOISE IDAHO 12/10/10 08:59AM
DEPUTY Randy Jennings
RECORDED-REQUEST OF
PIONEER TITLE COMPANY/OWY
110116216

PERSONAL REPRESENTATIVE'S DEED

THIS INDENTURE, made and entered into this 18th day of November, 2010, by and between **JOSEPH JOHN KOUDELKA III**, the duly appointed and acting Personal Representative of the Estate of Madge H. Koudelka., Deceased, hereinafter referred to as **"Grantor"**, and **JOSEPH JOHN KOUDELKA III, and JUDY KOUDELKA BLACKETT,** as tenants in common and as their sole and separate property, whose addresses are 7103 Lake Hazel Road, Nampa, Idaho 83687 and 10760 SW Avocet Court, Beaverton, Oregon 97007, respectively, hereinafter referred to as **"Grantees"**;

WITNESSETH:

WHEREAS, on the 28th day of July, 2006, the Grantor was appointed as the Personal Representative of the Estate of Madge H. Koudelka, Deceased;

NOW THEREFORE, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable consideration, the said JOSEPH JOHN KOUDELKA III, as Personal Representative, pursuant to the authority granted to said Personal Representative under the laws of the State of Idaho, does hereby grant, demise and convey unto the Grantees JOSEPH JOHN KOUDELKA and JUDY KOUDELKA BLACKETT, their heirs and representatives, all that certain lot, piece or parcel of land, situate, lying and being in the County of Canyon, State of Idaho, more particularly described as follows, to-wit:

> The North ½ of the Northwest ¼, Section 18, Township 2 North, Range 1 East of the Boise-Meridian, in Ada County, State of Idaho;
>
> Together with all water, water rights, ditches and rights-of-way for ditches appurtenant thereto or in anywise appertaining;

TO HAVE AND TO HOLD the said premises with its appurtenances unto the said Grantees, their heirs and assigns forever.

Dated this 18th day of November, 2010.

Joseph John Koudelka III
Personal Representative

STATE OF IDAHO)
) ss.
County of Canyon)

On this 18th day November, 2010, before me, the undersigned, a Notary Public in and for said State, personally appeared **JOSEPH JOHN KOUDELKA III,** known or sworn to me to be the **Personal Representative of the Estate of Madge H. Koudelka, Deceased,** and whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

WILLIAM F. YOST NOTARY PUBLIC STATE OF IDAHO

Notary Public for Idaho
Residing at Meridian, ID
My commission expires: 9/22/2015

Sawtooth Land Surveying, LLC

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 1st Avenue East
Jerome, ID 83338
P: (208) 329-5303
F: (208) 324-3821

November 19, 2018
40 Foot Wide Sewer & Water Easement A for the City of Kuna

BASIS OF BEARING for this description is South 0°24'07" West, between an aluminum cap marking the North 1/4 Corner of Section 18, and a brass cap marking the Center 1/4 Corner of Section 18, both in T.2N., R.1E., B.M., Ada County, Idaho.

A parcel of land for the purpose of a 40 (forty) foot wide Sewer & Water Easement, being a portion of the NE1/4 of the NW1/4 of Section 18, T.2N., R.1E., B.M., Ada County, Idaho, more particularly described as follows:

BEGINNING at an aluminum cap marking the North 1/4 Corner of said Section 18;

Thence South 0°24'07" West, coincident with the east line of said NE1/4 of the NW1/4 of Section 18, a distance of 1323.94 feet to the CN1/16 Corner of said Section 18;

Thence North 89°27'54" West, coincident with the south line of said NE1/4 of the NW1/4 of Section 18, a distance of 40.00 feet;

Thence North 0°24'07" East, parallel with said east line of the NE1/4 of the NW1/4 of Section 18, a distance of 1323.95 feet to the north line of said NE1/4 of the NW1/4 of Section 18;

Thence South 89°26'52" East, coincident with said north line of NE1/4 of the NW1/4 of Section 18, a distance of 40.00 feet to the **POINT OF BEGINNING**;

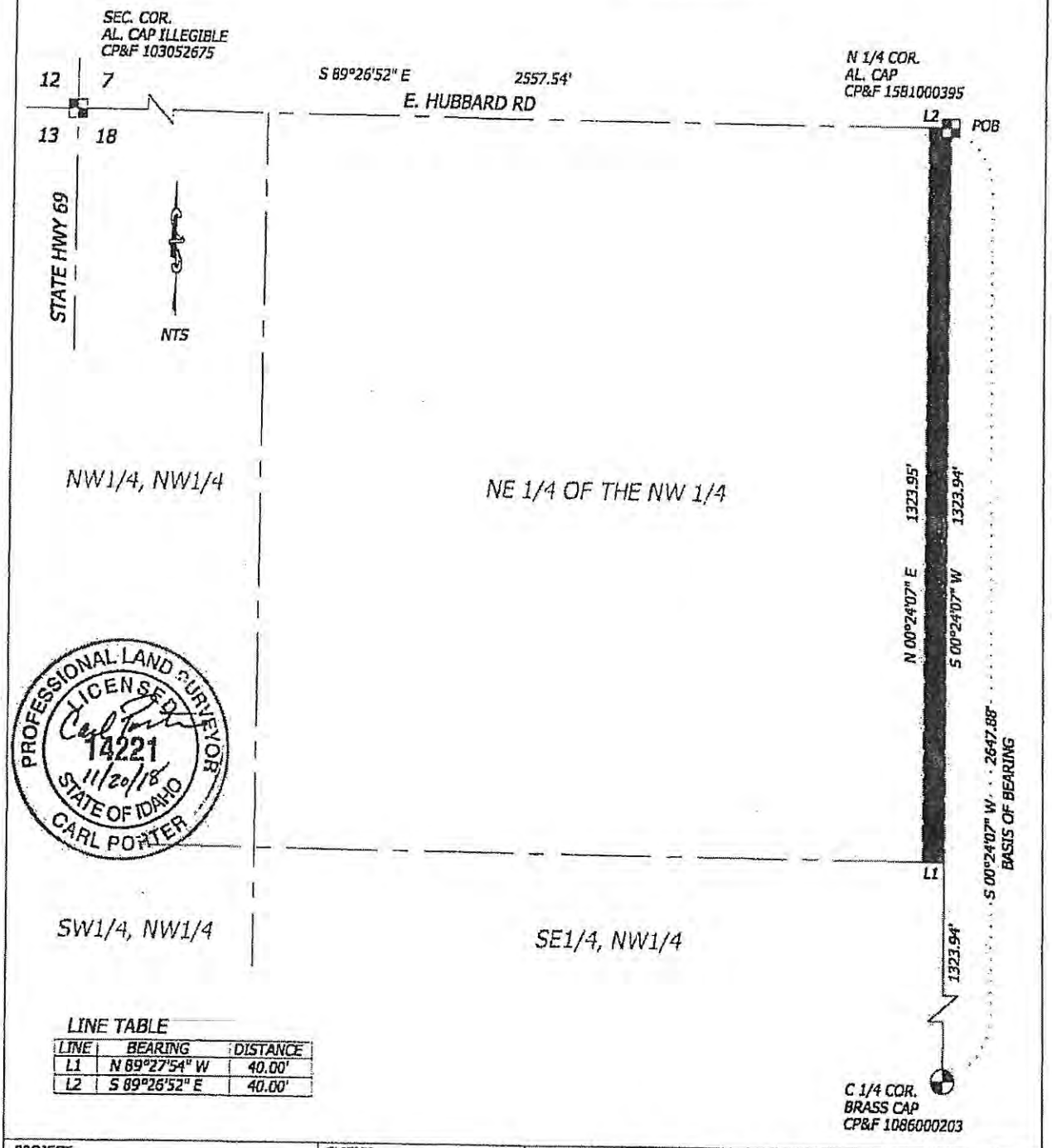
The above described parcel comprises 1.22 acres, more or less.

EXHIBIT A
1 of 2
1.22 acres

SECTION 18, T. 2 N., R. 1 E., B.M., ADA COUNTY, IDAHO

40' CITY OF KUNA WATER & SEWER EASEMENT

EASEMENT A



PROFESSIONAL LAND SURVEYOR
LICENSED
14221
11/20/18
STATE OF IDAHO
CARL PORTER

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 89°27'54" W	40.00'
L2	S 89°26'52" E	40.00'

PROJECT: LUGARNO SUBDIVISION ADA COUNTY, IDAHO	CLIENT: ROCK SOLID CIVIL DERRITT KERNER DATE: NOV 2018	SAWTOOTH Land Surveying, LLC 2030 S. WASHINGTON AVE. EMMETT, ID 83617 P: (208) 398-8104 F: (208) 398-8105 WWW.SAWTOOTHLS.COM	DWG # 18050-EX PROJECT# 18050 SHEET 1 OF 1

EXHIBIT A
2 of 2
1.22 acres

City of Kuna

City Council

Findings of Fact and Conclusions of Law

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

To: City Council

Case Numbers: 18-05-S (Preliminary Plat)
Lete Commercial Subdivision

Site Location: 1795 W. Deer Flat Road, Kuna, ID 83634

Planner: Jace Hellman, Planner II

Hearing Date: January 15, 2019
Findings: ***February 5, 2019***

Owner/Applicant: **Lete Family Revocable Trust**
117 North Kings Road
Nampa, ID 83687
208.465.6141
inaki@kingsgateid.com

Representative: Mason and Associates
924 3rd Street South STE B
Nampa, ID 83651
208.454.0256
wmason@masonandassociates.us

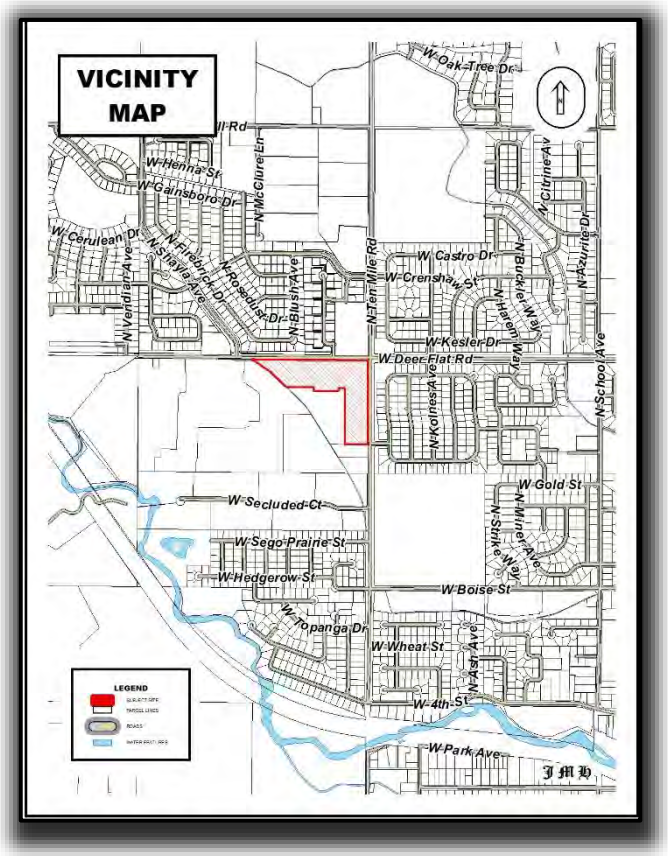


Table of Contents:

A. Process and Noticing
B. Applicants Request
C. Exhibit Maps
D. Site History
E. General Project Facts
F. Staff Analysis
G. Applicable Standards
H. Factual Summary
I. Comprehensive Plan Analysis
J. Kuna City Code Analysis
K. Recommendation by the Commission
L. Council's Order of Decision
M. Conditions of Approval

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 are designated as public hearings, with the P & Z 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.

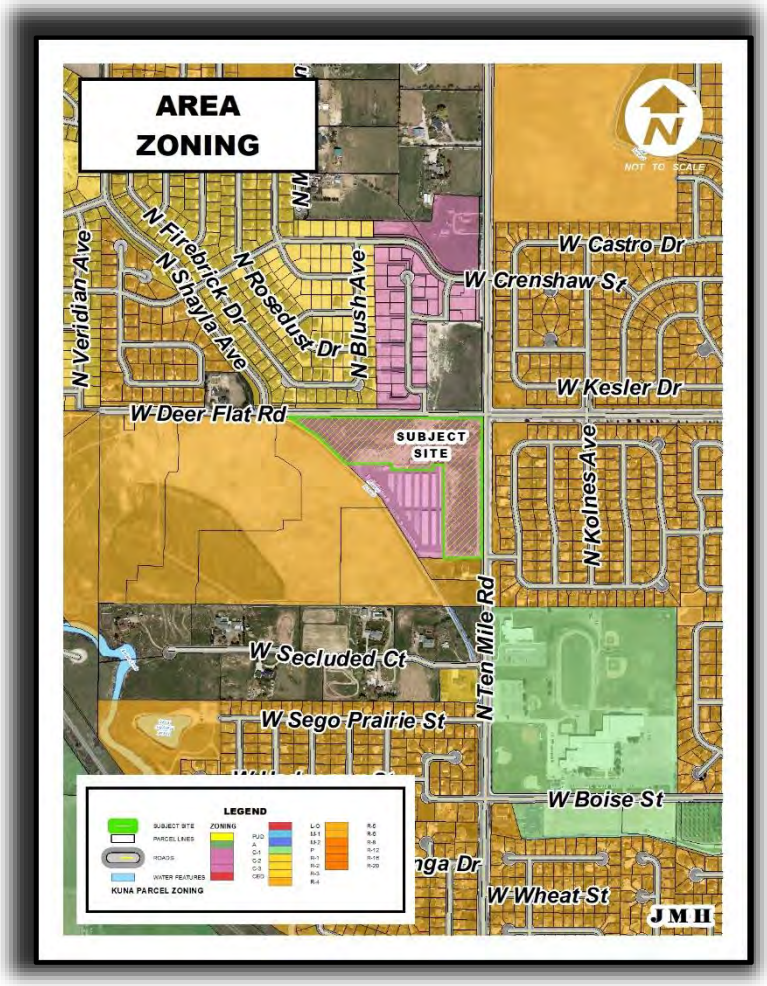
a. Notifications

i.	Neighborhood Meeting	August 16, 2018 (3 people attended)
ii.	Agency Comment Request	September 27, 2018
iii.	400' Property Owners Notice	December 19, 2018
iv.	Kuna Melba Newspaper	December 19, 2018
v.	Site Posted	December 20, 2018

B. Applicant's Request:

The applicant, Inaki Lete, requests to subdivide approximately 12.19-acres into 19 total lots, consisting of 10 commercial buildable lots, and 9 Common lots and has reserved the name Lete Commercial Subdivision. A Design Review application for site landscaping, and an addition to an existing on-site mini storage facility, which features eight (8) additional storage buildings on approximately 4.93-acres, accompanies this application. The subject site is located at 1795 West Deer Flat Road, Kuna, ID 83634, within Section 22, Township 2 North, Range 1 West; (APN# S1322111056).

C. Exhibit Maps:

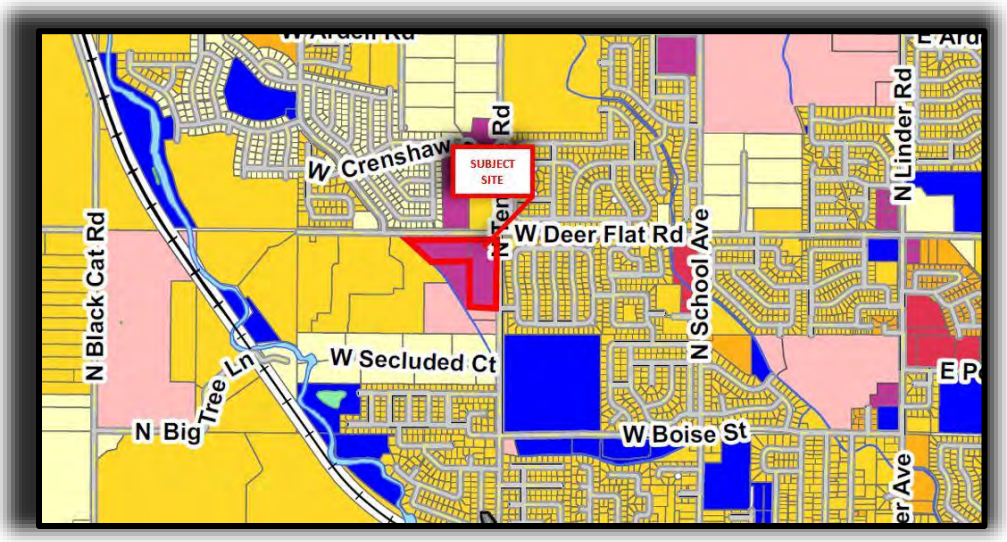


D. Site History:

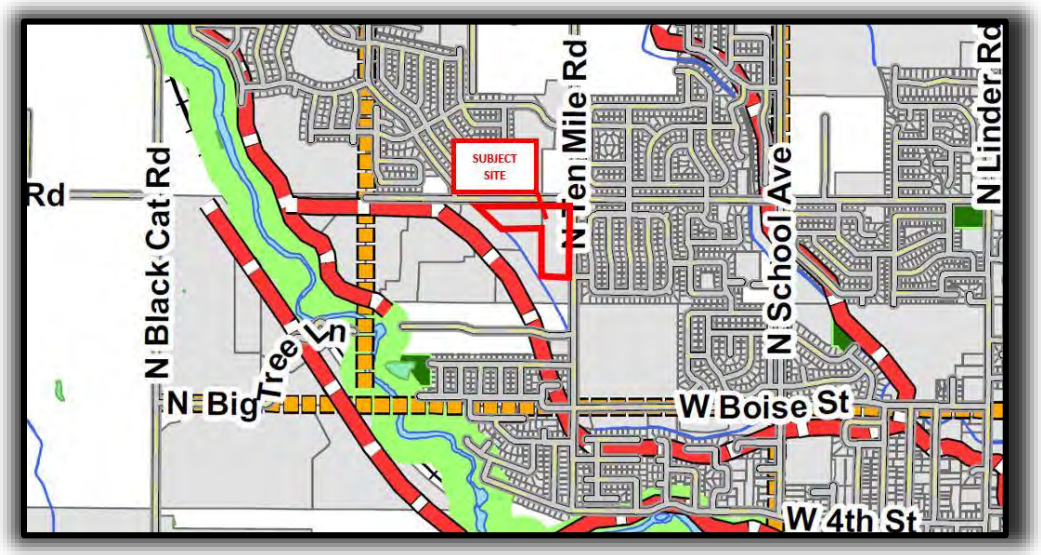
This parcel is currently zoned C-1 within Kuna City Limits. A special use permit for the self-storage addition was approved by the Planning and Zoning Commission on February 13, 2018 and the Findings of Fact and Conclusions of Law were signed on February 27, 2018.

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 generally speaking, it is not the actual zone. The Future Land Use Map identifies the 12.19-acre site as Commercial (see next page).



2. **Recreation and Pathways Map:** The Recreation and Pathways Master Plan Map does not indicate a future



trail through the proposed project site.

3. **Surrounding Land Uses:**

North	C-1 R-4 RUT	Neighborhood Commercial – Kuna City Medium Density Residential – Kuna City Rural Urban Transition – Ada County
South	R-4	Medium Density Residential – Kuna City
East	R-6	Medium Density Residential – Kuna City
West	R-6 R-4	Medium Density Residential – Kuna City Medium Density Residential – Kuna City

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

Property Owner	Parcel Size	Current Zone:	Parcel Number
Lete Family Revocable Trust	12.19 acres	C-1	S1322111056

5. **Services:**

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

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

The proposed project site has a single-family residence on the corner of Ten Mile Road and Deer Flat Road, which will remain in place until the remainder of the property is developed in the future. Otherwise, the parcel is generally vacant of any structures and vegetation on-site include natural grasses and shrubbery associated with an ungraded, unimproved building lot. The site is relatively flat with an estimated average slope of 0% to 2%. Bedrock depth is estimated to be greater than sixty inches according to the USDA Soil Survey for Ada County.

7. **Transportation / Connectivity:**

Current access is available to the site via an existing full access driveway on West Deer Flat Road approximately 410-feet west of Ten Mile Road and an existing full access driveway on Ten Mile Road approximately 916-feet south of Deer Flat Road. Additionally, the existing single-family home is accessed via two driveways located 55-feet south of Deer Flat Road and 80-feet west of Ten Mile Road. Curb, gutter and sidewalk do not abut the site.

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:

- Boise Project Board of Control …… Exhibit C-2
- Idaho Transportation Department …… Exhibit C-3
- Department of Environmental Quality …… Exhibit C-4
- Nampa & Meridian Irrigation District …… Exhibit C-5
- Central District Health Department …… Exhibit C-6
- Ada County Highway District …… Exhibit C-7

F. Staff Analysis:

The applicant proposes to subdivide an approximately 12.19-acre site into 19 total lots, consisting of 10 commercial buildable lots, and 9 Common lots. When a portion of this project was granted a special use permit in February of 2018, a condition of approval was added which required the applicant to begin the preliminary plat process for the overall site within one year of the Commission's Order of Decision. Staff confirms that the applicant has satisfied that condition of approval.

This project is adjacent to Deer Flat Road and Ten Mile. All major public utilities located approximately within 300 feet of the subject site. 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.

The applicant has proposed shared accesses onto Ten Mile Road between proposed lots 18 and 16, 14 and 13, while the remaining lots are to be accessed via an existing access on Deer Flat Road. Following Correspondence with Ada County Highway District (ACHD) access to the proposed buildable lots will only be granted via approved existing access points on Ten Mile and Deer Flat Roads. However, ACHD will permit an additional right-in/right-out entry point along Ten Mile no further than 550-Ft from the Deer Flat Road and Ten Mile Road Intersection. Staff would recommend the applicant be conditioned to work with ACHD and City in order to provide access to the site that meets Kuna City Code and ACHD Policy. Additionally, Staff will require the applicant to allow cross access across all newly created parcels.

Per comments received by ACHD, the existing driveways that service the above-mentioned household should be approved as temporary full access that may be restricted to a right-out/right-in only in the future as long as the house retains its current function as single-family residence. According to the applicant, the existing house will remain in place until the proposed phase that contains the residence is developed. Staff would note, at such time that the property is redeveloped Ada County Highway District and the City of Kuna will require the applicant to close the existing driveways.

The installation of streetlights are a required public improvement listed under Kuna City Code 6-4-2. The applicant has not identified streetlight locations on the preliminary plat. Applicant will be required to work with staff in order to comply with Kuna City code and install street lights a maximum spacing of two hundred fifty (250) feet along the site's frontage. An updated preliminary plat and site plan will be required to be provided to staff showing the improvements. Staff would note that these street lights must be designed and installed according to "Dark skies" standards.

Applicant proposes to install an eight (8) foot sidewalk. Following Staff's review of the preliminary plat, it appears that the proposed location is within the designated landscape buffer for the site. The road sections of Ten Mile Road and Deer Flat Road that abut the site are designated as minor arterials. Kuna City Code 5-17 requires the construction of detached eight (8) foot sidewalks along the accompany property frontage. This sidewalk needs to be located within the public right-of-way and separated from public vertical curb by a four to eight-foot-wide irrigated and landscaped planter strip, which is in addition to the required 20-foot landscape buffer. Staff recommends applicant conform to Kuna City Code and install the proposed sidewalk within the right-of-way separated from the public vertical curb by a four to eight-foot-wide irrigated and landscaped planter strip.

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.

Applicant is hereby notified that this project is subject to design review inspection fees. Required inspections (post construction), are to verify design review compliance for buildings, prior to issuance of the Certificate of Occupancy for the building, and landscaping prior to signature on the final plat.

Staff has determined the preliminary plat and design review complies 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 Nos. 18-05-S (Preliminary Plat) and 18-26-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 Comprehensive Plan.
4. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

H. Factual Summary:

The proposed project site is located at 1795 West Deer Flat Road. The applicant proposes to subdivide approximately 12.19- acres into nineteen (19) total lots, consisting of ten (10) commercial buildable lots and nine (9) common lots. The applicant proposes to complete this project in four phases.

I. Comprehensive Plan Analysis:

The Kuna City Council has accepted the Comprehensive Plan components, and has determined the preliminary plat request for the site *is* 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.

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.

Objective 1.2: Strengthen existing business enterprises and promote their expansion.

Goal 2: Expand Kuna's shopping and entertainment opportunities.

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 desirable, stable and a self-sufficient community.

Objective 2.2: Plan for areas designed to accommodate a diverse range of business 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.

J. Kuna City Code Analysis:

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

   Comment: *The proposed applications adhere to the applicable requirements of Title 5 and Title 6 of KCC.*

2. The City Council feels the site *is* physically suitable for the proposed development.

   Comment: *The 12.19-acre (approximate) site does appear to be suitable for the proposed development.*

3. The 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. This application *is 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 commercial.*

6. The existing and proposed street and utility services in proximity to the site are suitable *or* adequate for a commercial development.

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

K. Recommendation by the Commission:

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* of Case No. 18-05-S (Preliminary Plat), a subdivision request from Inaki Lete to subdivide approximately 12.19 acres into 19 total lots (10 buildable commercial lots and 9 common lots) subject to the following conditions of approval listed in section M of this staff report.

L. Councils Order of Decision:

Note: The motion is for the approval or denial of the preliminary plat application. However, if the City Council 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 City Council of Kuna, Idaho, hereby *approves* Case No. 18-05-S (Preliminary Plat), a subdivision request from Inaki Lete to subdivide approximately 12.19 acres into 19 total lots (10 buildable commercial lots and 9 common lots) subject to the following conditions of approval listed in section M of this staff report.

M. Conditions of Approval:

- Applicant shall work with City Staff to provide a Landscape plan illustrating an approved ground cover.
- Applicant shall work with ACHD and City Staff regarding access points to and from the site

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 detached sidewalk shall be installed in accordance with Kuna City Code Title 5 Chapter 17 along the proposed project sites frontages on Deer Flat Road and Ten Mile Road.
6. Applicant shall work with staff in order to provide locations of street lights as required by Kuna City Code.
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).
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. At such time that the existing single-family home, seizes to operate as such, the landowner/applicant/developer shall close the existing driveways that serve as access point to the home.
13. A cross access agreement shall be created across all proposed lots and shall be identified on the preliminary plat.
14. If any revisions are made, the applicant shall provide the Planning and Zoning Staff with a revised copy of the preliminary plat.
15. 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.
16. Developer/owner/applicant shall follow staff, City engineers and other agency recommended requirements as applicable.
17. Developer/owner/applicant shall comply with all local, state and federal laws.

DATED this 5th day of February, 2019

City of Kuna
Planning and Zoning Commission
Proposed Findings of Fact and Conclusions of Law

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

Based upon the record contained in Case No. 18-05-S including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna City Council hereby approves the Findings of Fact and Conclusions of Law for Case No. 18-05-S a subdivision request from Inaki Lete to subdivide approximately 12.19 acres into 19 total lots (10 buildable commercial lots and 9 common lots).

1. *Based on the evidence contained in Case No. 18-05-S (Preliminary Plat), this proposal does generally comply with the City Code.*

   Finding: *The applicant has submitted a complete application, and following staff review for technical compliance the application appears to be in general compliance with the design requirements, public improvement requirements, objectives and considerations listed in Kuna City Code Title 5 and Title 6.*

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

   Finding: *Neighborhood Notices were mailed out to residents within 400-FT of the proposed project site on December 19, 2018 and a legal notice was published in the Kuna Melba Newspaper on December 19, 2018. The applicant posted sign on the property on December 20, 2018.*

3. *Based on the evidence contained in Case No. 18-05-S, this proposal does generally comply with the Comprehensive Plan.*

   Finding: *The Comp Plan has listed numerous goals for promoting and supporting a diverse and sustainable economy that will allow more Kuna residents to work in their community and encouraging a balance of land uses to ensure that Kuna remains desirable, stable and a self-sufficient community.*

4. The contents of the proposed preliminary plat application *does* contain all of the necessary requirements as listed in Kuna City Code 6-2-3: - Preliminary Plat.

   Finding: *Review by Staff and Council of the proposed preliminary plat confirms all technical requirements listed in KCC 6-2-3 were provided.*

5. The availability of existing and proposed public services and streets *can* accommodate the proposed development.

   Finding: *Correspondence from ACHD and Kuna Public Works confirms that the streets and utility services and suitable and adequate to accommodate the proposed project.*

6. The proposed development *is* continuous with Master Utility Plans (Sewer/Water/Pressurized Irrigation).

   Finding: *Correspondence from Kuna Public Works recommends the applicant be required to conform to the Master Sewer Plan, Master Water Plan and Master Pressurized Irrigation Plan, therefore satisfying this requirement. The applicant has accepted all conditions.*

7. The public *does* have the financial capability to provide supporting services to the proposed development.

   Finding: *Throughout the development of the project and beyond, connection fees, impact fees (Fire, Park and Ada County Highway District), and property taxes will be collected, therefore satisfying the financial capability to provide supporting services.*

8. The proposed project *does* consider health and safety of the public and the surrounding area's environment**.**

   Finding: *Connection to City services, as well as other public improvements such as streetlights, fire hydrants, sidewalks, bike lanes, etc. are required to be implemented as a part of this project. No major wildlife habitats will be impacted by the proposed development.*

DATED this 5th day of February, 2019

Joe Stear, Mayor
Kuna City

ATTEST:

Chris Engels
Kuna City Clerk

City of Kuna

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

Council Findings of Fact & Conclusions of Law

To: City Council

Case Numbers: 18-02-S (Pre Plat)
Madrone Heights

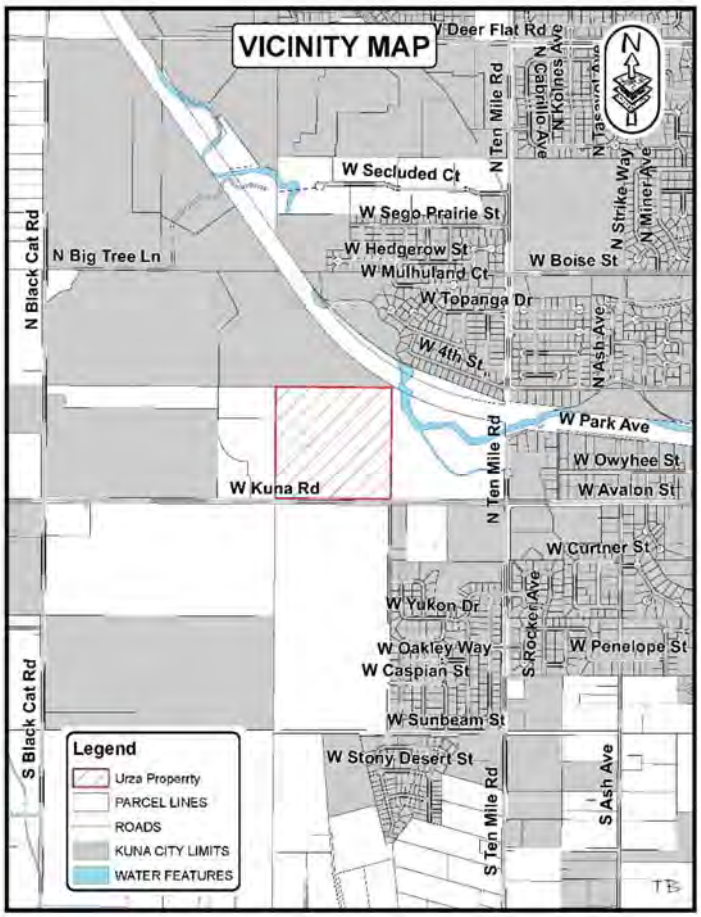
Location: Near the northwest corner of Ten Mile and Kuna Roads, Kuna, Idaho 83642

Planner: Troy Behunin, Planner III

Hearing Date: Nov. 7, 2018 (Elections)
Tabled until: November 20, 2018
Tabled until: January 15, 2019
Findings of Fact: February 5, 2019

Engineer: KM Engineering
Kirsti Grabo
9233 W. State St,
Boise, ID 83714
208.639.6930
KGrabo@kmengllp.com

Owner: *N Star Farm, LLC*
Tim Eck
6152 W. Half Moon Ln.
Eagle, ID, 83616



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A. Process and Noticing:

1. Kuna City Code (KCC), Title 1, Chapter 14, Section 3, states that annexations are designated as public hearings, with the P & Z 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	April 11, 2018 (seven persons attended)
ii.	Agency Comment Request	June 26, 2018
iii.	375' Property Owners Notice	October 29, 2018
iv.	Kuna, Melba Newspaper	October 3, 2018
v.	Site Posted	October 9, 2018

B. Applicant's Request:

On behalf of N Star Farm, LLC (the applicant), KM Engineering, requests approval to subdivide approximately 39.50 acres (previously zoned R-6) into 206 single home lots, an additional 27 common lots, and one shared driveway. A Design Review application for the landscaping for the 27 common lots accompanies this application. The address is 2030 W. Kuna Road, Kuna Idaho, and is located near the NWC of Ten Mile and Kuna Roads, in Section 22, T 2N, R 1W, APN #: S1322438400. This project is known as Madrone Heights Subdivision.

C. Aerial Map:

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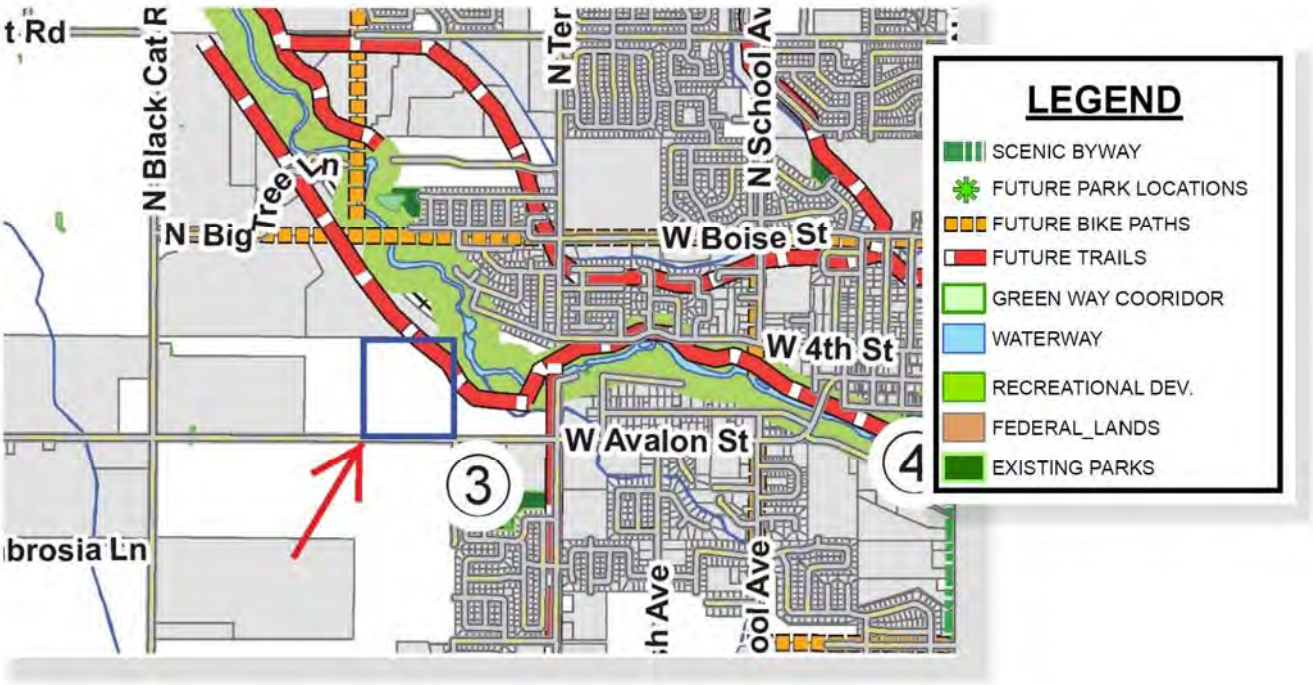
D. Site History:

This parcel is in the City of Kuna limits, with varying historical uses, ranging from residential to farming and is currently zoned R-6 (Medium Density Residential).

E. General Project 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 generally speaking, it is not the actual zone. The Comp Plan Map calls for Medium Density Residential for this parcel.
2. **Recreation and Pathways Map:** The Recreation and Pathways Master Plan Map indicates a future trail near the NEC of the site, situated along Indian Creek. Accordingly, it is the City's goal and desire to increase the

number of trails and pathways in Kuna. It is necessary for each parcel to develop trails and pathways along their frontages of creeks, canals and ditches to comply with the Master Plan's goals by either starting a pathway, or extending one in that area at time of development.



3. **Surrounding Land Uses:**

North	A	Agriculture – Kuna City
South	RUT	Rural Urban Transition – Ada County
East	RUT	Rural Urban Transition – Ada County
West	RR	Rural Residential – Ada County

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

Property Owner	**Parcel Size** (Approximately)	**Current Zone: (R-6)** Medium Density Resident	**Parcel Number**
N Star Farm, LLC	39.48 acres	R-6	S1322438400

5. **Services:**

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

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

The majority of this land is being used for agricultural purposes, a small part of the land was used for residential purposes (Approx. 1.5 ac.) Applicant anticipates that the land will continue the historic agricultural uses on the lands until development occurs. There are no outbuildings on site, or any other structures.

7. **Transportation / Connectivity:**

All access points will need to follow design standards according to City and ACHD (Ada County Highway Dist.) codes. Applicant proposes ingress/egress on Kuna Road near the middle of the site, and a new segment of a mid-mile collector on the west property line. In accordance with City Code, the applicant proposes two (2)

additional connection to properties to the east and north for future connection. Current legal points of access being used at this time may remain until development requires a change.

8. **Environmental Issues:**
Beyond being within the nitrate priority area, staff is not aware of any environmental, health or safety conflicts.

9. **Agency Responses:** The following responding agency comments are included as exhibits with this case file:
   - Kuna City Engineer (Paul Stevens) – Exhibit B-1 [*This report will be late, due to his recent* hiring].
   - Ada County Highway District (ACHD – Austin Miller) – Exhibit B-2
   - Boise-Kuna Irrigation District (Lauren Boehlke) – Exhibit B-3
   - Cable One TV (Brett Pike) – Exhibit B-4
   - Community Planning Association of Southwest Idaho (COMPASS – Carl Miller) – Exhibit B-5

F. Staff Analysis:

The applicant previously annexed the land as part of the former Urza property application and now submits an application for preliminary plat and subdivision design review approvals and entitlements.

This parcel was annexed into Kuna City limits last spring with a R-6 (Medium Density) zoning. During the public hearings for said annexation there were certain density conditions approved by the Commission and City Council. Staff finds that this proposal conforms to the condition as outlined in the Findings of Fact and Conclusions of law.

All major public utilities are approximately 1,325 feet east, at Ten Mile and Kuna Roads. Applicant has been made aware that development of this parcel will require extension of, and connection to city services. Connection fees will be required for those utilities at time a building permit is issued. It is anticipated that development will require four phases for complete build-out. Staff concurs with ACHD's recommendation (for the north-south mid-mile collector on the west side of the project) for construction of the proposed mid-mile up to the north property line. Staff concurs that all required improvements shall be installed along with a barricade to be constructed and placed just beyond the W. Park Street intersection; if development has not occurred when phase four begins (ACHD Condition 9 in section D: Site Specific Conditions of Approval).

Staff has reviewed Kuna's Comprehensive Plan (Comp Plan), and found the 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 would recommend that the applicant work with Kuna City, ACHD, and Kuna Rural Fire District (KRFD) to conform to each agency's requirements.

In the northeast corner of the site is a pocket park on lot 12, block 2. The Kuna Recreation and Pathway Map indicates a trail in this area. Staff recommends that the applicant provide a public easement for a future greenbelt/pathway to be built in the future by the H.O.A. if development occurs on the east or north. While this is a very small pinch point, it could become a pivotal piece in the future. Staff recommends that plantings be arranged so that a blockade is not formed accidentally.

Staff has determined that this application complies with Title 5 of the Kuna City Code; Idaho Statute § 67-6511; as well as the Kuna Comprehensive Plan document; and forwards a recommendation of approval for Case No. 18-02-S subject to any conditions of approval outlined by Kuna's City Council.

G. Applicable Standards:

1. City of Kuna Zoning Ordinance Title 5, Chapter 13.
2. City of Kuna Comprehensive Plan, adopted September 1, 2009.

3. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

H. Procedural Background:

On January 15, 2019, the Council considered the case, including the application, agency comments, staff's memo, the application exhibits and public testimony presented or given.

I. Factual Summary:

This parcel is located near the northwest corners of Ten Mile and Kuna Roads. The project consists of 39.48 (approx.) acres and is in Kuna City limits and zoned R-6 (Medium Density Residential). Applicant requests preliminary plat approval to subdivide said property in 206 homes, 27 common lots and one shared driveway. This parcel is adjacent to Kuna Road; a principle arterial.

J. Findings of Fact:

Based upon the record contained in Case No. 18-02-S, including the Comprehensive Plan, Kuna City Code, staff's memorandums, including the exhibits, and the testimony during the public hearing, the Kuna Council hereby approves the Findings of Fact and Conclusions of Law, and the conditions of approval for Case No. 18-02-S, a request for preliminary plat approval, according to the following:

The Council concludes that the applications comply with the City of Kuna's Zoning regulations (Title 5) of KCC and/or the Subdivision regulations outlined in title 6 of KCC.

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

Comment: *The Kuna* Council *held a public hearing on the subject applications on January 15, 2019, to hear from City staff, the applicant and to accept public testimony. The decision by the Council is based on the application, staff report and public testimony, both oral and written.*

2. Based on the evidence contained in Case No. 18-02-S, this proposal appears to *generally* comply with the Comprehensive Plan.

Comment: *The Comp Plan has listed numerous goals for providing single-family housing in Kuna. The Comp Plan describes this property as Medium Density. As this project proposes to accommodate single-family residential uses, the project follows the goals of the Comp Plan.*

3. The Kuna Council has the authority to approve the preliminary plat application.

Comment: *On* January 15, 2019*, Council will decide to vote for an approval for Case No.* 18-02-S.

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 January 15, 2019.*

K. Proposed Comprehensive Plan Analysis:

Council determines the proposed preliminary plat and design review requests for the *site are* consistent with the following Comp Plan components:

Housing:
Residents expressed interest in a mix of residential type dwellings applications; including a variety of housing. They were receptive to a greater mix of lot sizes and house price 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 Comprehensive Plan [CP]).

***Comment**: The Comp Plan provides for a mix of residential uses. This project has proposed a zone that provides an opportunity for a variety of densities, therefore it generally conforms to the Comp Plan goals and policies.*

Private Property Rights Goals and Objectives - Section 2 - Summary:
Ensure the City *land use policies, restrictions, conditions and fees do not violate private property rights and ensure that land use actions, decisions, and regulations do not effectively eliminate all economic value of the subject property.* Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right and staff shall evaluate with guidance from the City's attorney; the Idaho Attorney General's six criterion established to determine the potential for property taking.

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

Economic Development Goals and Objectives - Section 5 - Summary:
Promote and 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 [CP]).

***Comment:** The Comp Plan encourages an adequate mix of housing for all income levels and calls for increasing pedestrian connections. The requested zoning for this project provides an opportunity for a number of additional housing types to Kuna's inventory and quality housing. At time of development, this project should be conditioned to add to the City's pedestrian network for non-motorized transportation, by proposing pathway connections for future development to connect to in the future.*

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 [CP]).

Comment: *The requested zoning provides an opportunity for quality housing opportunities and multiple housing varieties to the City's inventory for all types of lifestyles, ages and economic groups.*

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 development while discouraging development of land divisions greater than one-half acre because large lot subdivisions increase municipal costs, require public subsidy and create sprawl (Pg. 155 – Obj. 1.1, Pg. 163 12.4 and Pg. 165 – 2.1 [CP]).

***Comment:** With the requested zoning, applicant proposes a future high quality development with a variety of dwelling types, densities, and price points for all income levels Kuna as encouraged by the Comp Plan. In the future, this project will add to the City's overall network of, utilities, sidewalks and roadways, therefore it complies with logical, orderly development and discourages land divisions and development greater than one half acre, and could avoid increased municipal services costs and sprawl.*

Community Design Goals and Objectives - Section 13 - Summary:
Strengthen Kuna's Image through good community and urban design principles that create well planned neighborhoods. Foster good community design concepts that incorporate landscape features to serve as buffers between incompatible uses while reducing scale and creates a sense of place (Pg.167 – Goal 1 and Pg. 168 – 1.2 and 2.1[CP]).

Comment: *Applicant should be conditioned to offer good community and urban design principles through creation of greenspaces, add to the pedestrian pathway network and add to the City's sidewalk network. Applicant has proposed and shall improve classified roadways, which add to the roadway system thereby complying with the adopted Master Street Plan of Kuna (Functional Classified Road Map). Applicant has proposed and should be conditioned to incorporate landscape buffers creating a sense of place for citizens. Applicant has proposed and should be conditioned to follow sound community design concepts and comply with the Comp Plan goals and help strengthen Kuna's image.*

L. Idaho State Code Analysis:

1. **IC §67-6511 (2) C** requires that the Council analyze the proposed changes to zoning ordinances to ensure that they are not in conflict with the policies of the adopted comprehensive plan. If the request is found by the governing board to be in conflict with the adopted plan, ***or*** would result in demonstrable adverse impacts upon the delivery of services by any political subdivision providing public services, including school districts, within the planning jurisdiction.

2. **IC §67-6513** provides that the City provide for mitigation of the effects of subdivision development on the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional costs upon current residents to accommodate the proposed subdivision.

3. Through discussions and comments submitted by public service providers, the project would not create demonstrable adverse impact to quality of emergency service and/or delivery of said services, or impose substantial additional costs to current residents.

M. Council's Conclusions of Law:

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

1. The Council feels the site *is* physically suitable for development in the future.

   Comment: *The 39.48 acre (approximate) proposal appears to be suitable for a subdivision, as proposed.*

2. The subdivision 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.*

3. The preliminary plat application *is not* likely to cause adverse public health problems.

   Comment: *As proposed, the preliminary plat generally complies with the Comp Plan. The project will connect to public sewer and potable water systems, therefore eliminating the occurrence of adverse public health problems.*

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

   Comment*: Through correspondence with public service providers and application evaluation, this subdivision request appears to avoid detriment to surrounding uses. Council did consider the subdivision and landscaping and the location of the property with adjacent uses.*

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

   Comment: *Correspondence from ACHD and Kuna Public Works confirms that the streets and utility services (existing and proposed) are suitable and adequate for this subdivision, or will be as conditioned.*

6. Based on the evidence contained in Case No's 18-02-S, Council finds Case No. 18-02-S adequately complies with Kuna City Code.

7. Based on the evidence contained in Case No. 18-02-S, Council finds Case No. 18-02-S generally complies with Kuna's Zoning Code.

N. Recommendation of the Commission:

Based upon 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 September 11, 2018, public hearing, the Kuna Commission votes to *recommend* ***approval*** for Case No. 18-02-S to Council with the following conditions of approval:

Preliminary Play Specific Conditions:

- Applicant shall follow *conditions as outlined in the staff report with a revision to No. 13, a condition that the applicant shall provide a perimeter pathway around Lot 12, Block 2 (similar to the central park) in the northeast corner for future connectivity to the city greenbelt,*
- *Applicant shall install solid vinyl fencing across both stub streets at Park and Madrone Avenue to seal off the streets with the future signage as recommended in the ACHD report,*
- *Applicant shall install barricades north of the Park Street and Beadlily intersection to restrict access for the road to the north property line.*
- *Applicant shall install solid vinyl fencing across both stub streets at Park and Madrone Avenue,*
- *Applicant shall install barricades north of Park Street and along Beadlily,*

O. Council's Order of Decision:

18-02-S (Preliminary Plat), *Note*: On January 15, 2019, the Council voted to approve Case No. 18-02-S (Madrone Heights), based upon the facts outlined in staff's memo, the Comp Plan, City Code, the record before the Council, the applicant's presentation, public testimony and discussion during the January 15, 2019, public hearing Therefore, the Kuna Council votes to *approve* Case No. 18-02-S, with the following conditions of approval,

- Applicant shall follow all conditions as outlined in the staff Memo.

1. The applicant and/or owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
   a. The City Engineer shall approve the sewer hook-ups.
   b. The City Engineer shall approve the drainage and grading plans. Central District Health Department recommends the plan be designed and constructed in conformance with standards

contained in, "Catalog for Best Management Practices for Idaho Cities and Counties". No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.

c. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District is required.
d. The *Boise-Kuna* Irrigation District shall approval any modifications to the existing irrigation system.
e. Approval from Ada County Highway District (ACHD) shall be obtained and Impact Fees must be paid prior to *issuance* of any building permit(s).

2. All public rights-of-way shall be dedicated and constructed to standards of the City, Ada County Highway District and Idaho Transportation Department. No public street construction may commence without the approval and permit from Ada County Highway District and/or Idaho Transportation Department.
   2.1– With development and as necessary, dedicate right-of-way in sufficient amounts to follow City and ACHD standards and widths.
3. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 6-4-2-W.
4. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
5. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation system of the City (KMID).
6. Street lights and parking lights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Skies practices.
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/monuments within/for the project shall comply with Kuna City Code and shall be approved through the design review process with all subdivisions.
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. Developer shall provide a perimeter pathway in Block 2 in the northwest corner for future connectivity to the city greenbelt
12. 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.
13. Applicant shall follow staff, City engineers and other agency recommended requirements as applicable.
14. Developer/owner/applicant shall comply with all local, state and federal laws.

DATED: this 5th day, of February, 2019.

_____
Joe Stear, Mayor, Kuna City

ATTEST:

_____
Chris Engels, Kuna City Clerk

City of Kuna

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

Council Findings of Fact & Conclusions of Law

To: **City Council**

Case No's: **18-03-AN** (Annexation)
18-01-CPM (Comp Map Change)
18-04-ZC (rezone)
18-02-PUD (Planned Unit Develop)
18-04-S (Preliminary Plat) and
And (Development Agreement)

Location: Northeast Corner of Cloverdale and Kuna Roads, Kuna, ID

Planner: Troy Behunin, Planner III

Hearing date: January 2, 2019
Tabled to: January 15, 2019
Findings/Fact: February 5, 2019

Owner: **M3 Companies** - *Mark Tate*
1087 W. River Street, Ste. 310
Boise, ID 83702
208.939.6263
MTate@m3companiesllc.com

Engineer: **J-U-B Engineers** – *Kristi Watkins*
250 S. Beechwood Ave. S. 201
Boise, ID 83709
208.323.9336
kwatkins@jub.com

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I. Factual Summary
J. Comprehensive Plan Analysis
K. Kuna City Code Analysis
L. Commission's Recommendation to Council
M. Council's Order of Decision

A. Process and Noticing:

1. Kuna City Code 1-14-3 (KCC), Title 1, Chapter 14, Section 3, states that Annexation, Comprehensive Plan Map Changes, P.U.D.'s, Rezones and Preliminary Plats are designated as public hearings, with the Commission as the recommending body, and City Council as the decision making body. These land use applications were given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65 Local Planning Act.

a. Notifications

i.	Neighborhood Meeting	May 9, 2018 (fifty four (54) persons attended)
ii.	Agency Comment Request	July 13, 2018
iii.	450' Property Owners	December 21, 2018 (plus Emails)
iv.	Kuna, Melba Newspaper	December 12, 2018 and December 19, 2018
v.	Site Posted	December 22, 2018

B. Applicants Request:

1. **Request:**

Applicant, J-U-B Engineers, on behalf of Mark Tate, with M3 Companies (Owner), requests approval to Annex approximately 990 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 (net), 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 private roads. 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.

C. Aerial Map:

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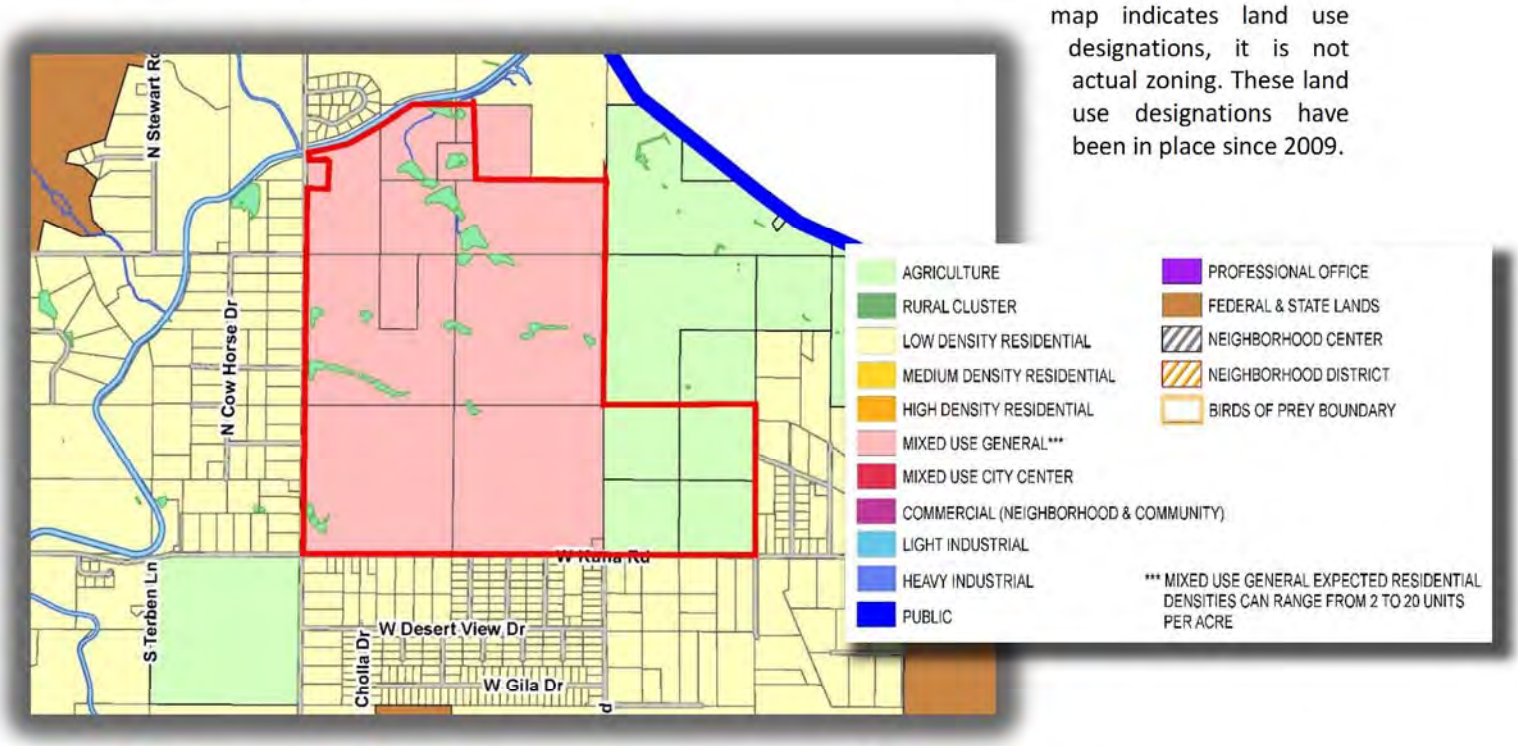
D. Site History:

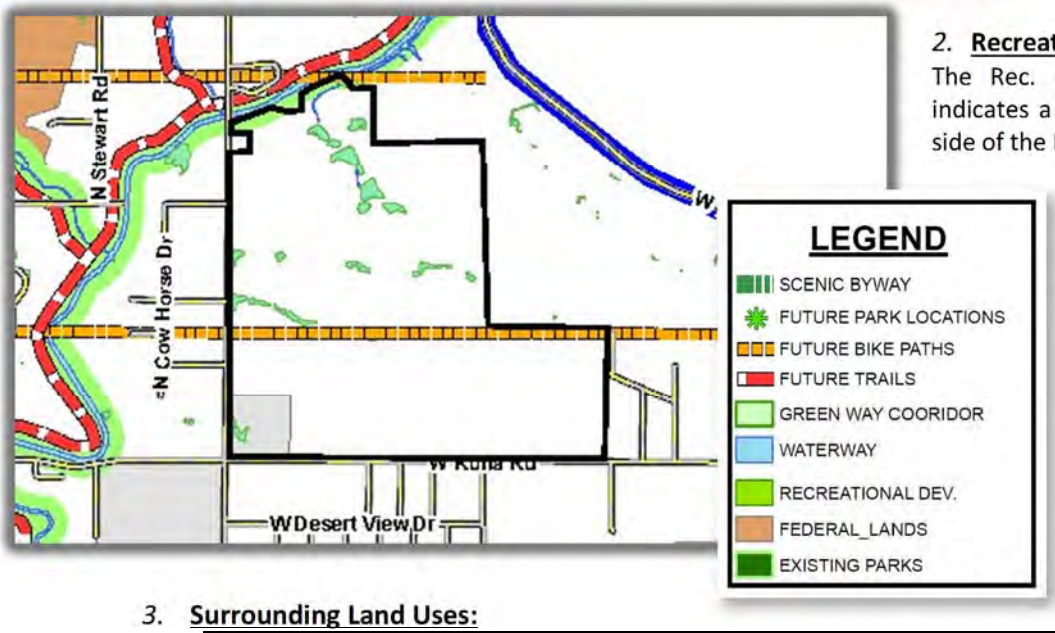
These lands historically have been used for golf course and agricultural purposes for many years. Approximately 40 acres on the northeast corner of Cloverdale and Kuna Roads were annexed into Kuna, on November 4, 2015, (Case No. 15-01-AN), providing the pathway for annexation for the rest of the golf course as previously planned for future development.

E. General Projects Facts:

1. **Comprehensive Plan Map:** The Comp Plan Map designation for this site is Mixed-Use for most of the site (approximately 865 acres). The remaining 160 acres on the east side are designated as agriculture. 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.



2. **Recreation and Pathways Map:** The Rec. & Path Master Plan Map indicates a future trail along the north side of the New York Canal, which is off-site. With this application, staff recommends that the applicant incorporate green and open spaces throughout the project.



3. **Surrounding Land Uses:**

North	R-1, RR	1 acre Residential & Rural Residential - Ada County
South	Ag, RR	Agriculture – Kuna City and Rural Residential – Ada County
East	RR	Rural Residential – Ada County
West	RR	Rural Residential – Ada County

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

Lot Size (Approximately)	Current Zone:	Parcel Number(s)
5 acres	RR - Rural Residential	S1415424915
10 acres	RR - Rural Residential	S1415315300
32.97 acres	RR - Rural Residential	S1415314810
56.46 acres	RR - Rural Residential	S1415336000
40 acres	RR - Rural Residential	S1415341100
80 acres	RR - Rural Residential	S1415430000
160 acres	RR - Rural Residential	S1422110050
138.16 acres	RR - Rural Residential	S1422212400
20 acres	RR - Rural Residential	S1422212000
40 acres	RR - Rural Residential	S1423314800
40 acres	RR - Rural Residential	S1423325400
40 acres	RR - Rural Residential	S1423346600
40 acres	RR - Rural Residential	S1423336000
1.31 acres	RR - Rural Residential	S1422449820
158.65 acres	RR - Rural Residential	S1422417300
119.90 acres	RR - Rural Residential	S1422314810
1.13 acres	RR - Rural Residential	R3297260265
39.01 acres	Agriculture - Kuna City	S1422336000

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

Sanitary Sewer– City of Kuna
Potable Water – City of Kuna
Pressurized Irrigation – Developer Built and Owned/Maintained
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:**

The site has multiple structures that typically are associated with a golf course and maintenance facilities and vegetation that is generally associated with a golf course and other Agricultural uses.

7. **Transportation / Connectivity:**

The site has significant Cloverdale and Kuna Road frontages. The applicant proposes one point of ingress/egress on Cloverdale Road for phase one, approximately 2,000 feet north of Kuna Road to line up with Reining Horse Drive. It is anticipated that the commercial projects proposed for the NEC of Cloverdale and Kuna Road will also seek entrances with future preliminary plat applications. All points of access must follow City & ACHD standards.

8. **Environmental Issues:**

Staff is not aware of any environmental issues, health or safety conflicts. Most of the sites' topography is generally flat with less than 3 percent slope. However, in the north part of the site, there are rolling hills and some grades greater than 3 percent, which provide for bluffs, and overlooks, these are areas within the existing golf course. This site is not within the Nitrate Priority Area (NPA), however, the project will be required to connect to Kuna City sanitary sewer, potable water and provide for a pressure irrigation water system to the project as a whole.

9. **Agency Responses:**

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

- City Engineer — *Exhibit B 1*
- *Ada County Highway District (ACHD)* — *Exhibit B 2*
- *Ada County Highway District (ACHD Pre Plat* — *Exhibit B 2 a*
- *Boise Project Board of Control* — *Exhibit B 3*
- *COMPASS* — *Exhibit B 4*
- *Dept. of Environmental Quality (DEQ)* — *Exhibit B 5*
- *ID Transportation Dept. (ITD)* — *Exhibit B 6*

F. Staff Analysis:

The subject site is at the northeast corner (NEC) of Cloverdale and Kuna Roads. The applicant requests a Comprehensive Plan Map (CPM) change from Agriculture to Mixed-Use for approximately 163 acres on the east side of the subject site. This request will match the current designation of the golf course parcels and will provide continuity for the entire project as a multi-phased, Planned Unit Development (PUD), consisting of approximately 1,028 acres.

The applicant requests annexation into Kuna City limits applying the Category "A" process. The lands in this application touch City limits in the southwest corner of the site and are therefore eligible for annexation, due to a previous annexation approval (15-01-AN). Applicant has submitted an application for annexation of the remaining 990 acres (approximately) and is seeking for two different zones for these proposed annexing parcels. The applicant is seeking the following jurisdiction and zone changes if the annexation is approved:

- Approximately 807 acres are proposed to be annexed with a zone change from Rural Residential (RR) *TO* R-6 Medium Density Residential (MDR),
- Approximately 184 acres from RR, *TO* R-12, High Density Residential (HDR).

The applicant seeks to rezone approximately 20.89 acres of the 39 acres already annexed into Kuna and zoned Agriculture, *TO* C-2 (Area Commercial District), and the remaining 19.60 acres to be zoned R-6 Medium Density Residential (MDR). While the Commercial lot is included in the Preliminary plat, development of the commercial corner will take place separately in the future; a time line for the commercial development is unknown at this time.

Applying the PUD process, the applicant proposes a mix of various uses throughout the project to include; commercial, recreational activities, medium and high density residential uses, to include single family lots, active adult communities, age targeted living, a community center, updated club house (with full food and beverage service and dinner and event space), several private parks, a City park, a considerable open space and pathway network (*13.41 acres in the first preliminary plat alone, or 10.2% of that area*), and the golf courses. The applicant proposes a master-planned active resort-style community for all ages. The applicant is proposing private streets for certain areas that will be built to Kuna and ACHD standards (curb, gutters & sidewalks) and meet Kuna Fire Department requirements. All private roads will be built and maintained by the Home Owners Association (HOA), and anticipates providing a golf cart community (in part), which, when combined with a large network of biking and walking pathways, will help reduce vehicle trips for basic needs, recreation and even food services. Using the PUD process and exceeding the required 10% usable open space, the applicant is eligible to request relief from certain development standards to accommodate mixed-uses and design criteria to create a unique and different development not seen in Kuna before. The applicant has provided a list of standards and requirements they seek relief from and those requested changes are listed in the exhibits of the Development Agreement included for Council's review. The requested changes are presented side-by-side to show current code, compared with the *requested* changes.

Staff notes that proposed phase one requests four shared driveways, provides for two potable well sites (PP note #3) and just two cul-de-sacs. This plat is planned to be an age restricted community and as long as the

CC&R's provide for permanent maintenance, care and responsibility of the shared driveways, staff supports their use for this preliminary plat. Staff also notes that just one permanent entrance off Cloverdale is shown for phase one. The Kuna Rural Fire District (KRFD) has requirements for providing a secondary emergency access (either temporary or permanent) as does the City. Applicant has proposed a temporary secondary access within Block 1, near lot 347. Staff will support a secondary access that is approved by the KRFD. Staff also notes that the applicant is proposing swales with no curb/gutter along Cloverdale, or Kuna Roads. This is contrary to KCC. Along arterial roads, KCC calls for full roadway improvements, including curb/gutter, road widening, and sidewalks at eight feet (either separated or attached). Staff recommends that the applicant be conditioned to demonstrate shared driveway responsibility as explained, secondary emergency access as explained and to follow City standards for full arterial roadway improvements as explained. Otherwise, the proposed preliminary plat appears to be in substantial compliance with KCC.

Staff has determined this application generally complies, or as conditioned, will follow Idaho Statutes §50-222 (Annex) and §65-67 (LLUPA–Subs); Title 5 and title 6 of the Kuna City Code; and the Kuna Comprehensive Plan; and forwards a recommendation of approval for Case No's stated above, subject to the recommended conditions of approval listed within this report and in Section 'N' of this report.

G. Applicable Standards:

1. City of Kuna Zoning Ordinance Title 5,
2. City of Kuna Subdivision Ordinance Title 6,
3. City of Kuna Comprehensive Plan and Map, adopted September 1, 2009,
4. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

H. Procedural Background:

On January 2, and 15, 2019, the Council did consider the Falcon Crest project; Case No's: 18-03-AN, 18-01-CPM, 18-04-S, 18-02-PUD, 18-02-ZC, and proposed Development Agreement, including the applications, agency comments, staff's report, application exhibits and public testimony presented or given.

I. Factual Summary:

This approximately 1,028 acre project site, is adjacent to Kuna City limits and is located at the northeast corner (NEC) of Cloverdale and Kuna Roads and part is zoned Agriculture (Ag.) in the City and the remaining part as RR in the County. 40 acres of the approximate 1,028 acres (net) is in Kuna City and zoned Ag.. The site has varying historical uses, including a golf course, club house, cart barn, agriculture uses and other ancillary subordinate uses. Applicant proposes a Comprehensive Plan Map Change from Ag. to Mixed-Use for part of the site, annexation for approx. 988 acres, a rezone for approx. 40 acres from Ag. to R-6 and C-2 zones, a PUD, a Preliminary Plat for approx. 132 acres, to subdivide said property into 409 buildable lots and 51 common lots and four shared driveways (over common lots), and a subdivision design review for the landscaping of the common lots. This project is adjacent to Cloverdale Road and Kuna Road, both are principle arterial roads.

J. Comprehensive Plan Analysis:

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

The designations of Mixed-Use shown on the Planning Map (See Map above) for these lots were approved by Council. The proposed change from Agriculture to Mixed-Use is supported by way of the application and supporting materials and plans provided and staff views this request to be 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 preservation of large lots and rural cluster development in appropriate balance with a complement of other types of residential development (Pg. 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 a C-2, R-6 and R-12 zone, for commercial and 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 application requests a PUD to include mixed-uses including C-2, R-6 and R-12 zones, for commercial and 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 a resort style community to include commercial uses, varied housing densities/types including medium and high density residential elements that will contribute to availability of varied types and home sizes in a logical and orderly manner (Master Planned Community) 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.

Comment: *Applicant proposes a master planned resort-style community that will include a considerable network of green spaces, trails, golf course, and other amenities that will include some public and some private facilities, this is a community designed to be an all-ages development.*

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. (Pg. 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 extensive pathways and sidewalks for pedestrian and non-motorized transportation, daily services, and adding connecting 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.*

K. 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 and Title 6 of the KCC.*

2. The site is physically suitable for the proposed new subdivision and site development.

   Comment: *The 1,028 acre (approximate) project includes a request for subdividing a portion of the lands into 409 buildable lots and 51 common lots. The site appears to be compatible with the proposal.*

3. The applications are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.

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

4. The development proposal 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 Council did consider the location of the property and adjacent uses. The subject property (if approved for annexation) will be in Kuna City and will be required to connect to the Kuna City central sewer and potable water systems, and create their own Pressure Irrigation System. The current adjacent uses are large lots in the County, and agricultural in nature and the site is adjacent to two Principle arterial roads.*

6. Based on the evidence contained in Case No's 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and Development Agreement (DA), adequately comply with Kuna City Code.

7. Based on the evidence contained in Case No's 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and Development Agreement (D.A.), generally comply with Kuna's Zoning Code.

L. Commission's Recommendation to Council:

On November 27, 2018, the Commission voted to recommend approval for Case No's 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and D.A., based on the facts outlined in staff's memo, the Comp Plan, City Code, the record before the Council, the applicant's presentation, public testimony and discussion during the public hearing by the Commission of Kuna, Idaho, the Commission hereby recommends approval for Case No's 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and D.A., an Annexation, CPM, PUD, Rezone, Preliminary Plat and D.A. request by J-U-B- Engineers on behalf of M3 Companies, with the following conditions of approval:

- *Applicant shall follow conditions as outlined within the staff report,*
- *Applicant shall work with staff to refine and finalize the development agreement and include potable water, the default clause, and to submit a clean development agreement to the City Council,*
- *Applicant shall work with staff to include recommendations from ACHD's report to mitigate the traffic of the first preliminary plat,*
- *Applicant shall include the irrigation text from the City Engineer's letter, as appropriate,*
- *Applicant shall include curb, gutter and sidewalks on Cloverdale and Kuna Road if they're not included in the ACHD five-year work plan,*
- *Applicant shall work with staff and ACHD on the alignment of Five Mile Road.*

M. Order of Decision by the Council:

18-03-AN (Annexation), 18-01-CPM (Comp Plan Map), 18-02-ZC (Rezone), 18-04-S (Preliminary Plat), 18-02-PUD (PUD), and a **D.A.**, Based on the facts outlined in staff's Memo, the Comp Plan, City Code, the record before the Council, the applicant's presentation, public testimony and discussion during the public hearing by the City Council of Kuna, Idaho, the Council hereby approves Case No's 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, an Annexation, CPM, PUD, Rezone, Preliminary Plat and D.A. request by J-U-B- Engineers on behalf of M3 Companies, with the following conditions of approval at time of development:

- *Applicant shall follow the conditions as outlined in the staff memo as presented.*

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 all sewer connections.
    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, *except as otherwise approved through the PUD process.*
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, *except as otherwise approved through the PUD process.*
7. Parking within the site shall comply with Kuna City Code, *unless approved otherwise through the PUD process.*
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 and go through Design Review for those approvals.
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. The applicant's proposed landscape plan (dated 10.30.2018) shall be considered binding site plans, or as modified and approved through the proper process.
13. The applicant's proposed preliminary plat (dated 5.18.2018) shall be considered binding site plans, or as modified and approved through the public hearing 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.

City of Kuna

City Council
Proposed Findings of Fact and Conclusions of Law

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Based upon the record contained in Case No's 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and D.A, including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna Council hereby *approves* the Findings of Fact and Conclusions of Law, and conditions of approval for Case No's 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and DA, a request for annexation, Comp plan map change, rezone, preliminary plat, PUD, and D.A. by J-U-B Engineers, on behalf of M3 Companies, LLC:

1. *The Kuna City* Council *approves the facts as outlined in the staff report, the public testimony and the supporting evidence list presented.*

   Comment: *The Kuna City* Council *held a public hearing on the subject applications on January 2, and 15, 2019, to hear from City staff, the applicant and to accept public testimony. The decision by the Council is based on the application, staff report and public testimony, both oral and written.*

2. *Based on the evidence contained in Case No's* 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and D.A*., this proposal generally complies with the Comprehensive Plan and City Code.*

   Comment: *The Comp Plan has listed numerous goals for promoting and supporting a diverse and sustainable economy that will allow more Kuna residents to work in their community and encouraging a balance of land uses to ensure that Kuna remains desirable, stable and a self-sufficient community.*

3. *Based on the evidence contained in Case No's* 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and D.A*., this proposal generally complies with the City Code.*

   Comment: *The applicant has submitted a complete application, and following staff review the application appears to be in general compliance with the design requirements, public improvement requirements, objectives and considerations listed in Kuna City Code Title 5 and Title 6.*

4. *Kuna's City* Council *has the authority to approve or deny Case No's* 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and a DA*.*

   Comment: *On January 15, 2019, Council voted to approve Case No's* 18-03-AN, 18-01-CPM, 18-02-ZC, 18-04-S, 18-02-PUD, and a DA.

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

   Comment: *Notices were mailed out to land owners within 450 FT of the proposed project site on December 21, 2018, and a legal notice was published in the Kuna Melba Newspaper on December 12, and 19, 2018. The applicant placed signs on the property on December 22, 2018.*

DATED: this 5th day of February, 2019.

_____
Joe Stear, Mayor
Kuna City

ATTEST:

_____
Chris Engels, Kuna City Clerk

City of Kuna

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Council Findings of Fact & Conclusions of Law

To: **City Council**

Case Number: **18-03-ZC** (Rezone) (Design Review; Kuna High School.

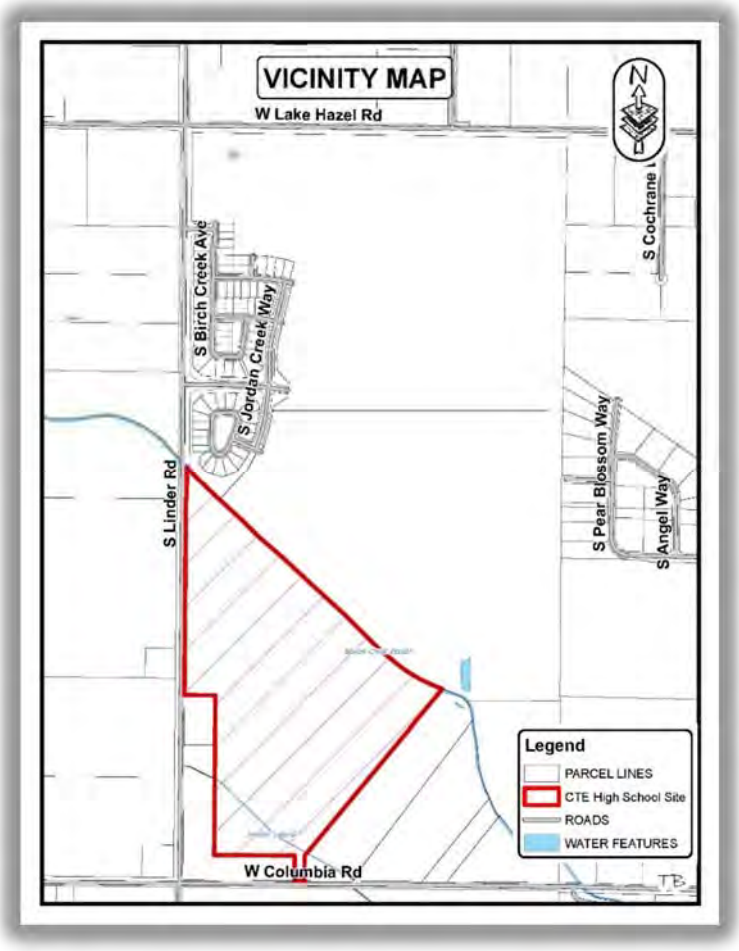
Location: Near NEC of Linder & Columbia Roads, Kuna, Idaho 83634

Planner: Troy Behunin, Planner III

Hearing date: January 2, 2019
Findings of Fact: *February 5, 2019*

Owner/Applicant: **Kuna School District No. 3**
Jim Obert
711 E. Porter St.
Kuna, ID 83634
208.922.5646
Jim@kunaschools.org

Representative: **LKV Architects**
Wayne Thowless
2400 E. Riverwalk Dr.
Boise, Idaho 83706
208.336.3443
Wayne@Lkvarchitects.com



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A. Course of Proceedings:

1. Kuna City Code (KCC); Title 5, Chapter 6, states that Rezones are designated as public hearings, with the Commission as the recommending body and the 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	August 15, 2018 (two persons attended)
ii.	Agencies	September 26, 2018
iii.	300' Notice to Property Owners	October 31, 2018

iv.	Kuna, Melba Newspaper	October 24, 2018
v.	Site Posted	December 26, 2018

B. Applicants Request:

On behalf of Kuna School District No. 3, Wayne Thowless with LKV Architects (applicant), requests rezone approval for an approximately 60 acre parcel, from AG (Agriculture) to P (Public), in order to place a new (approx.) 260,000 square foot (SF) Career Technical Education (CTE) High School for Kuna School District No. 3 (KSD). Applicant proposes to phase the project and begin with 500-600 students and a 72,000 SF building on the north portion of the property, and ultimately, expand the building, other site improvements and student count (up to 1,600) as the need arises. This site is located at the northeast corner (NEC) of Linder and Columbia Roads. (See Map below).

C. Aerial Map:

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D. History: The property is within City limits and is currently zoned Ag.. This parcel has been used as an Agricultural field for many years.

E. General Projects Facts:

1. **Surrounding Land Uses:**

North	R-6	Medium Density Residential – Kuna City
South	A	Agricultural – Kuna City
East	R-6, A	Medium Density Residential & Agricultural – Kuna City
West	R-6, A, RR	Medium Density Residential and Agricultural– Kuna City Rural Residential and Agricultural – Ada County

2. **Parcel Sizes, Current Zoning, Parcel Numbers:**
   - Zoning: Ag. (Agriculture)
   - Parcel No. and Size:
     - S1301336315
     - Approximately 60 Acres

3. **Services:**

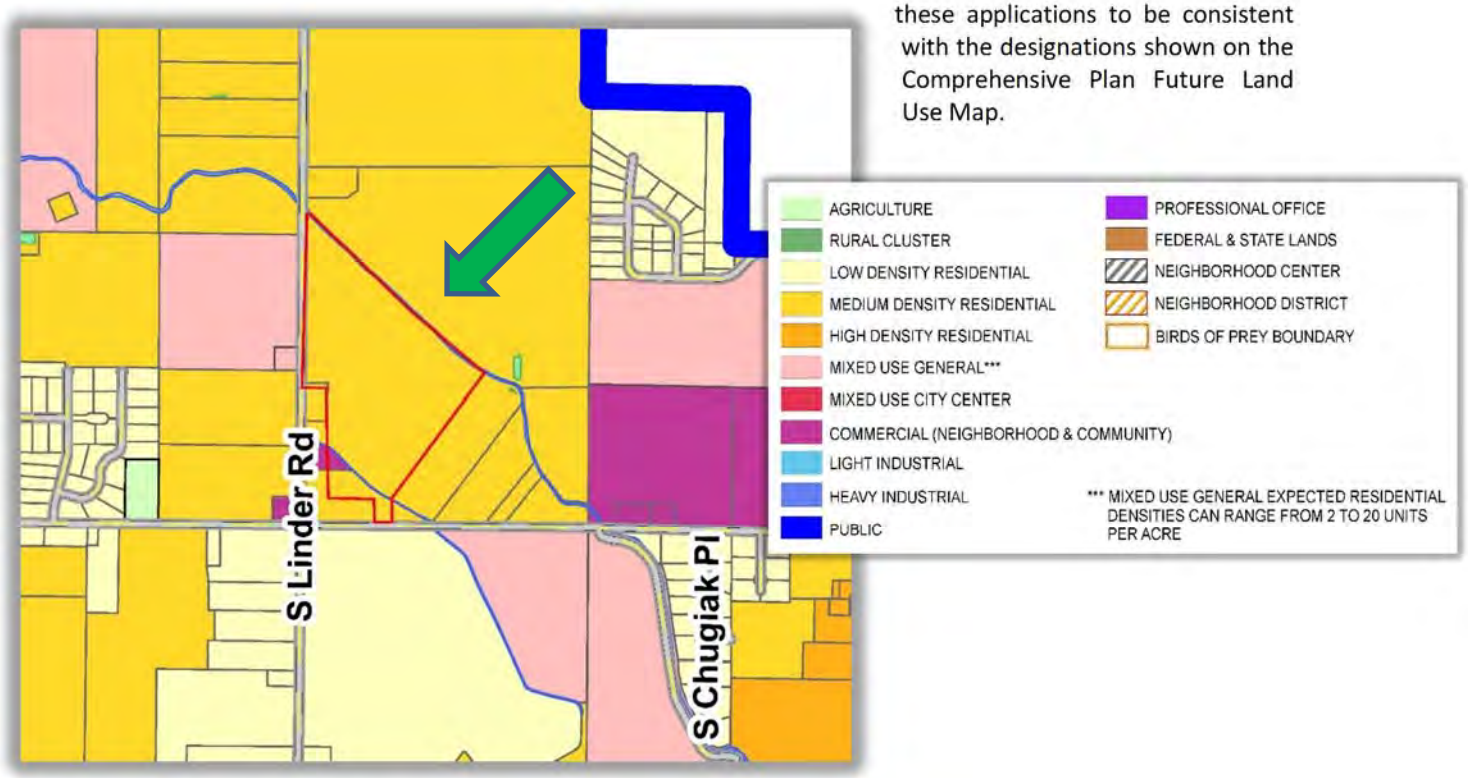
Sanitary Sewer– City of Kuna
Sanitation Services – J & M Sanitation
Fire Protection – Kuna Rural Fire District
Potable Water – City of Kuna
Pressurized Irrigation – City of Kuna (KMID) *if desired.*
Police Protection – Kuna Police (Ada County Sheriff)

4. **Existing Structures, Vegetation and Natural Features:**
The site has been used as an agricultural field for raising crops for many years. There are no structures on site.

5. **Transportation / Connectivity:**
The site has significant frontage along Linder Road, and limited frontage on Columbia Road. Site ingress/egress is proposed at two locations on Linder Road, and eventually one on Columbia Road with the future expansion. The two ingress/egresses on Linder Road will align with recently approved streets to the west in Whisper Meadows Subdivision.

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 Medium Density Residential. Since schools require obtaining an SUP in any zone, and Public is an acceptable zone for a school (a public facility), staff views these applications to be consistent with the designations shown on the Comprehensive Plan Future Land Use Map.



8. **Agency Responses:**

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

- City Engineer.....Exhibit B 1
- Ada County Highway District .....Exhibit B 2
- Boise Project Board of Control .....Exhibit B 3
- Central Dist. Health Department .....Exhibit B 4
- COMPASS .....Exhibit B 5
- Department of Environmental Quality .....Exhibit B 6
- Idaho Transportation Department .....Exhibit B 7
- Idaho Transportation Department- Part 2 .....Exhibit B 8

F. Staff Analysis:

New schools are allowed in all residential and some Commercial zones; however, they are required to obtain a Special Use Permit (SUP). Schools are not permitted in an Agricultural zone even with an SUP. Accordingly, the applicant is requesting a rezone from AG. to Public (P).

The subject property is currently identified on the Comprehensive Land Use Map (CPM), as Medium Density Residential (MDR). Although it is designated as MDR, staff believes that this rezone request is in substantial compliance with the CPM by the fact that new schools must obtain an SUP in every residential zone (Not allowed at all in Ag.). And since the applicant proposes to turn this land into a publicly owned facility, the Public zone is a better fit than any residential zone, since it will not be used for residential purposes.

The applicant, proposes to construct an approximately 72,000 SF new CTE High School for all related school, athletic and competition purposes; and the SUP was previously approved for that purpose. It is anticipated that this will be a phased project to reach ultimate build-out conditions. The KSD intends to open the school with an enrollment size of (up to), 600 students. As the population increases and the need arises, it is anticipated that the school will expand the building up to 260,000 SF, with an ultimate goal of 1,600 students. The school anticipates all athletic sports, competitions and activities that are typically associated with a High School, will be enjoyed by, or before ultimate site development in the future; including, *but not limited to,* parking needs, outdoor night games with large pole lights and the noises that are typically associated with those events.

Staff has determined that this application appears to comply with Title 5, Chapters 4 and 6 of Kuna City Code; and the Kuna Comprehensive Plan; and forwards a recommendation of approval for the CTE High School Case No's 18-03-ZC, to the Council, subject to the staff recommended conditions of approval listed in this report and exhibits as applicable.

G. Applicable Standards:

1. Kuna City Code, Title 5, Zoning Regulations
2. City of Kuna Comprehensive Plan & Map.
3. Idaho Code, Title 67, Chapter 65, Local Land Use Planning Act

H. Comprehensive Plan Analysis:

The Kuna Council may accept or reject the Comprehensive Plan components as described below:

1. The proposed Rezone application for the site is 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.

4.0 – *School Facilities*
Goal 1: Provide high-quality education.

Objective 1.1.a:
Provide adequate school capacity for present and future enrollment.

Goal 3: Ensure that the location of school facilities is incorporated into the *long range* comprehensive planning process so that schools may serve as the neighborhood *focal* point.

Objective 3.1: Support the efforts of the School District and Charter School(s) to ensure that adequate school sites are provided.

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.

I. Findings of Fact:

1. Based on the record contained in Case No. 18-03-ZC, including the exhibits, staff's report and any public testimony at the public hearing, the Council of Kuna, Idaho, hereby *approves* the Findings of Fact and Conclusions of Law, and the conditions of approval for Case No. 18-03-ZC.

2. The Council approves the facts as outlined in the staff report, the public testimony and the supporting evidence list presented.

   Comment: *The Council will hold a public hearing on the subject applications on January 2, 2019, to hear from the City staff, the applicant, and to accept public testimony. The decision by the Council is based on the application, staff report and public testimony, both oral and written*

3. Based on the evidence contained in Case No. 18-03-ZC, this proposal appears to generally comply with the Comprehensive Plan and Future Land Use Map.

   Comment: *The Comp Plan Future Land Use Map designates the approximately 60 acres (project site) as Medium Density Residential. The proposed rezone for a new school appears to compliment the MDR designation as stated above.*

4. The Kuna City Council has the authority to approve this application.

   Comment: *At a regularly scheduled meeting on January 2, 2019, Kuna's City Council voted to approve Case No. 18-03-ZC*.

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 January 2, 2019.*

J. 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, of the KCC.*

2. The site ***is*** physically suitable for the proposed new CTE High School and the typically related activities for High Schools as listed (*but not limited to*) above.

   Comment: *The approximately 60 acre project site is suitable for a school facility.*

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

   Comment: *The land to be developed for a new school 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 Rezone application is not likely to cause adverse public health problems.

   Comment: *The proposed new school and activities will be required to connect to Kuna public sewer and water eliminating the occurrence of adverse public health problems.*

5. The application *does* appear 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 Rezone request considered the location of the property and adjacent uses. The adjacent uses are residential, commercial and agricultural – as referenced in the Kuna Comprehensive Plan Future Land Use Map.*

6. The existing and the proposed utility services in proximity to the site are suitable and adequate for this use.

   Comment: *Through discussions with the City Engineer and public works director it was determined that utility services are available and adequate; the school shall be connected to City central sewer and potable water systems.*

K. Conclusions of Law:

1. Based on the evidence contained in Case No. *18-03-ZC*, Council finds Case No. *18-03-ZC,* generally complies with Kuna City Code.
2. Based on the evidence contained in Case No. *18-03-ZC*, Council finds Case No. *18-03-ZC, is* 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. Commission's Recommended Conditions to Council:

18-03-ZC, Based on the facts and exhibits outlined in staff's report, the Comp Plan, City Code, the record before the Commission, the applicant's presentation and discussion at the November 13, 2018, public hearing, the Kuna Planning and Zoning Commission, hereby votes to recommend *approval to Council for* Case No. 18-03-ZC, a Rezone request by Wayne Thowless, on behalf of Kuna School District No. 3 *with* the following conditions of approval:

- *Applicant shall follow the conditions as outlined in the staff report.*

M. Order of Decision by Council:

18-03-ZC - Based on the facts and exhibits outlined in staff's report, the Comp Plan, City Code, the record before the Council, the applicant's presentation and discussion at the January 2, 2019, public hearing, the Kuna City Council, hereby *approves* Case No's *18-03-ZC*, a Rezone request by Wayne Thowless, on behalf of Kuna School District No. 3 with the following conditions of approval:

- *Applicant shall follow the conditions as outlined in the staff report.*

1. In the event the uses or the building on this parcel are enlarged, expanded upon or altered in anyway (even for temporary purposes), beyond what has been approved with this application (up to 1,600 students and/or 260,000 SF building), the applicant shall seek an amendment to the approvals of this SUP through the public hearing process.
2. All easements and public right-of-way shall be dedicated and constructed to standards of the City and Ada County Highway District. Any work within the Ada County Highway District right-of-way requires a permit.
3. *Applicant shall pay all ACHD impact fees prior to issuance of a building permit from the City of Kuna.*
4. Applicant shall make/improve connections to city services and utilities, and pay any differences that may arise with the expansion of the building, for sewer, potable water and/or pressure Irrigation connection fees.
5. Installation of service facilities shall comply with the requirements of the public utility and irrigation district providing the services. All utilities shall be installed underground.
6. 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.
7. Applicant shall provide FULL roadway improvements along Linder and Columbia Roads; to include road widening, vertical curb, gutter and eight foot sidewalks parallel to both arterials. Each portion shall be constructed at time of the appropriate phase.
8. All required street lighting for the site shall be LED lighting and must comply with Kuna City Code.
9. Parking within the site shall comply with Kuna City Code. (Unless specifically approved otherwise).
10. Fencing within and around the site shall comply with Kuna City Code (Unless specifically approved otherwise and permitted).
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. The applicant shall follow all staff and agency recommendations.
13. The applicant shall comply with all local, state and federal laws.

DATED: this 5th day of February, 2019.

_____

Joe Stear, Mayor
Kuna City

ATTEST:

_____

Chris Engels
Kuna City Clerk

City of Kuna

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City Council Memo

To: Mayor Stear and City Council

File Numbers: 18-06-ZOA (Zoning Ordinance Amendment)

Planner: Wendy I. Howell, PCED

Hearing Date: February 5, 2019

A. Planning and Zoning Request

An ordinance of the City of Kuna, Idaho, amending Subsection 2, Section 6, Chapter 1, Title 5, Kuna City Code by the addition of the following: "Data Processing Facility", "Office (Home Occupation)," "Repair Service," Research and Development Business," and "Research and Development Facility" to "Meanings of Terms or Words"; and amending Section 2, Chapter 3, Title 5, The Kuna City Code, regarding the definition book entitled, "A Planners Dictionary" utilized for land use definitions; The Official Schedule Of Zoning District Regulations and the "Land Use Table" therein; and amending designations of the Zoning District Permitted Land Uses and Designations of Land Uses within Zoning Districts that require a Special Use Permit; and Making Technical Amendments to the "Land Use Table Footnotes"; and adding Chapter 5, Title 5, Kuna City Code, by adding a new Section 7 by recodifying Section 5-5-6 to Section 5-5-7 without any amendment to the provisions therein; and amending Chapter 5, Title 5 by the addition thereto of a new Section 6 providing for zoning regulations for Solid Waste Enclosures and Locations; and amending Section 3, Chapter 9, Title 5 entitled "Parking Space Requirements" making technical amendments to the Parking Space Requirements for Apartments and Multi-Family Dwellings developments; and amending Section 12, Chapter 17, Title 5 entitled "Buffer Areas; Common Lots" Providing for Design Requirements and adding design requirements for Apartments and Multi-Family Developments; and providing a Severability Clause; and directing the City Clerk; and providing an Effective Date.

B. Course of Proceedings

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

a. **Notifications**

i. Agencies	November 29, 2018
ii. P&Z Commission Hearing	January 8, 2019
iii. Kuna, Melba Newspaper	January 16, 2019
iv. Kuna, Melba Newspaper	January 23, 2019

C. Agency Responses

- City Engineer responded on January 16, 2019.

Staff Analysis

This proposed revision takes multi-family, condos, and townhouses out of commercial zones. Developments that include condos and/or townhouses in R-12 or R-20 zones would be allowed with a zero-side setback.

Currently there are no specific requirements for open space unless the developer does a PUD. This proposal, if approved, will add a requirement of a minimum of 200 square feet of usable open space per dwelling unit. An additional requirement was added for single-family developments to have a minimum of 5% of open space per 50 dwellings. Open space is defined in KCC (Kuna City Code), Title 5 as: "an area substantially open to the sky which may be on the same lot with a building. The area may include, along with the natural environmental features, water areas, swimming pools and tennis courts, and other recreational facilities that the planning and zoning commission deems permissible. Streets, parking areas, structures for habitation and the like shall not be included".

The parking space requirements for apartments and multi-family dwellings are being proposed to change from 1.5 per unit, to 2 per unit plus 1 per unit for visitor parking, bringing the total to three parking stalls per unit. The object of this change is to keep vehicles within the development and not parking on the local roads. If parking issues continue in multi-family developments, this will need to be re-evaluated in the future.

If approved, this amendment will necessitate developers to request a residential density zone rather than a commercial zone for multi-family, apartments, condos, or townhouse development. Residential zone requirements differ from commercial zones as they have specific setbacks, buffer zones and building standards.

Also contained within this proposed ordinance are specific requirements for solid waste enclosures. This will ensure trash enclosures for commercial and high-density development is consistent with adequate access for the collection trucks. This proposal was submitted to the City by J&M Sanitation.

The City Engineer, Paul Stevens made two recommended changes, which have been incorporated into the revised document. The City attorney has reviewed the proposed ordinance without any objections.

The proposed changes are consistent with the Comprehensive Plan.

D. Applicable Standards

1. Kuna Zoning Ordinance Title 5
2. Kuna Comprehensive Plan
3. Idaho Code, Title 67, Chapter 65, Local Land Use Planning Act

E. Proposed Recommendation

The City Council shall consider and discuss the evidence and testimony presented at the hearing prior to rendering a decision.

Note: The following proposed motion is for a recommended approval, conditional approval or denial of this request. If the City Council wishes to approve, conditionally approve, or deny specific parts of the request, it must be specified.

Based on the facts outlined in staff's report, agency responses, and public testimony as presented, the City Council of Kuna, Idaho recommends _____ of an Ordinance of City of Kuna, Idaho, amending Subsection 2, Section 6, Chapter 1, Title 5, Kuna City Code by the

addition of the following: “Data Processing Facility”, “Office (Home Occupation),” “Repair Service,” Research and Development Business,” and “Research and Development Facility” to “Meanings of Terms or Words”; and amending Section 2, Chapter 3, Title 5, The Kuna City Code, regarding the definition book entitled, “A Planners Dictionary” utilized for land use definitions; The Official Schedule Of Zoning District Regulations and the “Land Use Table” therein; and amending designations of the Zoning District Permitted Land Uses and Designations of Land Uses within Zoning Districts that require a Special Use Permit; and Making Technical Amendments to the “Land Use Table Footnotes”; and adding Chapter 5, Title 5, Kuna City Code, by adding a new Section 7 by recodifying Section 5-5-6 to Section 5-5-7 without any amendment to the provisions therein; and amending Chapter 5, Title 5 by the addition thereto of a new Section 6 providing for zoning regulations for Solid Waste Enclosures and Locations; and amending Section 3, Chapter 9, Title 5 entitled “Parking Space Requirements” making technical amendments to the Parking Space Requirements for Apartments and Multi-Family Dwellings developments; and amending Section 12, Chapter 17, Title 5 entitled “Buffer Areas; Common Lots” Providing for Design Requirements and adding design requirements for Apartments and Multi-Family Developments; and providing a Severability Clause; and directing the City Clerk; and providing an effective date; to the City Council.

ORDINANCE NO. 2019-04

CITY OF KUNA, IDAHO
ZONING ORDINANCE AMENDMENT

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KUNA:

- **MAKING CERTAIN FINDINGS; AND**

- **AMENDING SUBSECTION 2 OF SECTION 6 OF CHAPTER 1 OF TITLE 5 KUNA CITY CODE BY THE ADDITION OF THE FOLLOWING: "DATA PROCESSING FACILITY", "OFFICE (HOME OCCUPATION)," "REPAIR SERVICE," RESEARCH AND DEVELOPMENT BUSINESS," AND "RESEARCH AND DEVELOPMENT FACILITY" TO "MEANINGS OF TERMS OR WORDS"; AND**

- **AMENDING SECTION 2, CHAPTER 3, TITLE 5 OF THE KUNA CITY CODE, REGARDING THE DEFINITION BOOK TITLED, "A PLANNERS DICTIONARY" UTILIZED FOR LAND USE DEFINITIONS; THE OFFICIAL SCHEDULE OF ZONING DISTRICT REGULATIONS AND THE "LAND USE TABLE" THEREIN; AND AMENDING DESIGNATIONS OF THE ZONING DISTRICT PERMITTED LAND USES AND DESIGNATIONS OF LAND USES WITHIN ZONING DISTRICTS THAT REQUIRE A SPECIAL USE PERMIT; AND MAKING TECHNICAL AMENDMENTS TO THE "LAND USE TABLE FOOTNOTES"; AND**

- **ADDING CHAPTER 5, TITLE 5 OF THE KUNA CITY CODE, BY ADDING A NEW SECTION 7 BY RECODIFYING SECTION 5-5-6 TO SECTION 5-5-7 WITHOUT ANY AMENDMENT TO THE PROVISIONS THEREIN; AND**

- **AMENDING CHAPTER 5, TITLE 5 BY THE ADDITION THERETO OF A NEW SECTION 6 PROVIDING FOR ZONING REGULATIONS FOR SOLID WASTE ENCLOSURES AND LOCATIONS; AND**

- **AMENDING SECTION 3, CHAPTER 9, TITLE 5 TITLED "PARKING SPACE REQUIREMENTS" MAKING TECHNICAL AMENDMENTS TO THE PARKING SPACE REQUIREMENTS FOR APARTMENTS AND MULTI-FAMILY DWELLINGS DEVELOPMENTS;**

- **AMENDING SECTION 12 OF CHAPTER 17, TITLE 5 TITLED "BUFFER AREAS; COMMON LOTS" PROVIDING FOR DESIGN REQUIREMENTS AND ADDING DESIGN REQUIREMENTS FOR APARTMENTS AND MULTI-FAMILY DEVELOPMENTS;**

- **PROVIDING A SEVERABILITTY CLAUSE**
- **DIRECTING THE CITY CLERK; AND**

- **PROVIDING AN EFFECTIVE DATE.**

Section I: The City Council findings: The City Council makes the following findings of its authority, purpose and the history of the enactment of this ordinance:

1.1 The City of Kuna, Idaho is a municipal corporation organized and operating under the laws of the state of Idaho and is authorized under the provisions of 67-6511, Idaho Code, to establish within its jurisdiction one or more zones or zoning districts where appropriate which zoning districts and zoning ordinances are established and codified in Title 5 of the Kuna City Code and are known and cited as the Kuna Zoning Regulations; and

1.2 A legislative proposal has been made which includes amendments to the Kuna Zoning Regulations inclusive the following Sections of the Kuna City Code:

- Amending Section 5-1-6-2 "Meaning and Terms or Words"
- Amending Section 5-3-2 "Official Schedule of District Regulations"
- Re-codifying Section 5-5-6 to Section 5-5-7 and adding a new Section 5-5-6 "Regulations for Solid Waste"
- Amending Section 5-9-3 "Parking Space Requirements"
- Amending Section 5-17-12 "Buffer Areas; Common Lots" (the "Legislative Proposal for Amendments to the Kuna Zoning Regulations"); and

1.3 The Planning and Zoning Commission of the City, pursuant to public notice as required by law, held a public hearing on January 8, 2019, as required by Sections 67-6511 and 67-6509, Idaho Code, made findings (approved by the Commission on January 8, 2019) where it was recommended to the Mayor and Council that this Legislative Proposal for Amendments to the Kuna Zoning Regulations be approved; and

1.4 The Kuna City Council, pursuant to public notice as required by law, held a public hearing on February 5, 2019, on the Legislative Proposal for Amendments to the Kuna Zoning Regulations, as required by Sections 67-6511 and 67-6509, Idaho Code, and in accordance with the provisions of Kuna City Code Section 5-1A-7 the City Council has made findings (approved on _____) and determined that the Legislative Proposal for Amendments to the Kuna Zoning Regulations be approved; and

1.5 It is necessary that the City Council adopt this Ordinance, as required by Section 67-6511(2) Idaho Code and Kuna City Code § 5-1A-7G, to complete the process of implementing the decision of the Kuna City Council to adopt and enact the Legislative Proposal for Amendments to the Kuna Zoning Regulations.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF KUNA, IDAHO, as follows:

Section II: That Subsection 2 of Section 6, Chapter 1 of Title 5 Kuna City Code be and the same is hereby amended to read as follows:

5-1-6-2: - MEANINGS OF TERMS OR WORDS:

For the meanings of zoning terms or words not found in Kuna City Code 5-1-6-2, the city staff shall rely upon the latest *A Planners Dictionary*, edited by Michael Davidson and Fay Dolnick, American Planning Association and Planning Advisory Service, for interpretation purposes.

DATA PROCESSING FACILITY: Facilities where electronic data is processed by employees, including, without limitation, data entry, storage, conversion or analysis, maintenance or compiling of documents, subscription and credit card transaction processing, telephone sales and order collection, mail order and catalog sales, and mailing list preparation.

OFFICE (HOME OCCUPATION): A business within a dwelling in which there is no more than one customer coming or going from the dwelling at any time.

REPAIR SERVICE: A business that engages in repair of various items including but not limited to computers, electronic devices, lawnmowers, small appliances, small engines, watches and clocks.

RESEARCH AND DEVELOPMENT BUSINESS: A business that engages in research, or research and development, of innovative ideas in technology-intensive fields.

RESEARCH AND DEVELOPMENT FACILITY: A use engaged in research and development, testing, assembly, repair, and manufacturing in the following industries: biotechnology, pharmaceuticals, medical instrumentation or supplies, communications and information technology, electronics and instrumentation, and computer hardware and software. Office, warehousing, wholesaling, and distribution of the finished products produced at the site are allowed as part of this use if the use falls within the above listed industries.

Section III: That Section 2, Chapter 3 of Title 5 Kuna City Code be and the same is hereby amended to read as follows:

5-3-2: - OFFICIAL SCHEDULE OF DISTRICT REGULATIONS:

The official schedule of district regulations is divided into six (6) land use group types: Agriculture, residential, commercial, office, industrial and public. These categories have been established and distinguished from one another for the purposes of determining which district is most compatible with a given land use category; however, this assignment does not necessarily preclude placement of a land usage in another land use group.

A. *How to use the city's land use table to find land use application:*

1. Find the land use sought in one of the six (6) general land use types.

2. Read across the land use table on the line corresponding to the identified land use type and determine its use status in relation to each of the fifteen (15) identified land use zones located on the land use table by observance of the symbol "P", which represents uses outright permitted in a zoning district or the symbol "S", which represents uses that must be conditionally approved in a zone district through acquisition of a special use permit. The absence of a letter symbol within a zoning field means the use is not permitted in that zone.

3. Even though the land use table identifies several different types of land use, it does not reflect all known land use types that may wish to locate within the City of Kuna and therefore may not identify a use sought. The director or assign shall interpret the appropriate zoning district for land uses not specifically described in the land use table and determine their placement status in a particular zone by comparing the requested land use to similar type uses identified on the land use table through an administrative determination process. When several land uses are proposed to be combined together on a land use parcel or need to be reconciled to determine their placement in a zone, the most intensive of the land uses shall be considered as the primary activity and relied upon for establishing zoning placement status. Appeal of the director's land designation determination is to the city council through an appeals process.

4. Many of the land uses identified in the land use table are defined at KCC 5-1-6-2. In the event the definition is not listed there, please refer to staff's copy of, "A Planners Dictionary" edited by Michael Davidson and Fay Dolnick, American Planning Association Planning Advisory Service for land use definition. If the term sought is not found in either location, the city staff may refer to another Treasure Valley jurisdiction's terminology for land use definition.

LAND USE TABLE

Land Uses	**Districts**														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
Agriculture, General [1-26]	P	P											S	S	P
Accessory Dwelling Unit (aka mother in-law quarters/Carriage House) [52]	P	P	P	P	S										
Accessory Use [7-26]	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Adult Bookstore [5-7, 10-16]											S				
Agri-tainment [5-7]	P	P													P
Agritourism [5-7]	S	S													S

Land Uses	Districts														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
Airport, Landing Strip 5-7, 16-26	S												S	S	S
Alcohol Consumption on-site/off-site 5-27		P 38	P 38	P 38	P 38	P 38	P 38	S	S	S	S	S	S 48		P 38
Amusement Center (indoor) 5-7, 10									P	S	S	S			
Amusement Center (outdoor) 5-7									S	S	S		S		S
Animal Grooming 5-7, 10	P	P	S	S	S				P	P	P	P			
Animal Hospital 5-7-26	P	S									P		P	P	S
Animal Shelter 5-7, 26	S												S		S
Appliance Repair 5-7-, 10		S	S	S	S	S	S	P	P	P	P	P	P		
Aquaculture 5-7	S												S	S	S
Aquarium 5-7, 10								S	P	P	P	P	S		P
Arboretum 5-7	P	P	P	P	P	P	P	P	P	P	P	P			P
Archery Range 5-7 37	P	S							P 45	P 45	P		P		
Art Gallery/Studio 5-7-31		S	S	S	S	S	S	P	P	P	P	P	P		
Asphalt Plant 5-7														S	
Assisted Living, Retirement Living, Congregate Living 5-7-53	P	S	S	S	S	P	P		P						
Auction Sales 5-7-43	S 41	S 41							S	S	P		P		
Auditorium 5-7								S	P	P	P	P	S		P
Automobile Body, Paint Shop 5-7, 10											S		P	P	
Automobile Detailing 5-7, 10								S	P	P	P	S	P	P	
Automobile Rental/Sales 5-7									S	P	P	P	P		
Automobile Repair 5-7									S	P	P	S	P	P	
Bakery or Baked Goods Store 5-7, 10		S	S	S	S	S	S	S	P	P	P	P	P		
Bank, Credit Union, Savings & Loan 5-10		S	S	S	S	S	S	P	P	P	P	P	P		
Banquet Facility 5-7-27		S	S	S	S	S	S	P	P	P	P	P			
Barber Shop/Beauty Salon 5-10		S	S	S	S	S	S	P	P	P	P	P	P		
Batch Plant 5-7 -26														S	
Bed and Breakfast 5-7	S	S	S	S	S				S			S			

Land Uses	Districts														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
Beekeeping (Hives)	P	P													
Beer and Wine Production 5-7 -27	P	S	P 11	P 11							P		P		
Berry and Bush Crop/Vineyard	P	P											P		P
Beverage Bottling Plant 5-7-26-53										S	S		S	S	
Bicycle Shop 5-10		S	S	S	S	S	S	P	P	P	P	P	P		
Billboard Manufacturing 5-7, 10-53													P	P	
Billboards 7-35	S													S	
Biomass	S													P	
Boarding/[Rooming] House 5-7-53		S			S	S	S		P 6			P 6			
Bookstore 5-7, 10		S	S	S	S	S	S	P	P	P	P	P	P		
Botanical Garden 5	P	P	P	P	P	P	P	P	P	P	P	P	S		P
Bowling Alley 5-10								S	P	P	P	P			
Cabinet Shop—Manufacturing 5-7, 10									S	S	S		P	P	
Call Center 5-7										S	P	P	P		
Car Wash 5-7								P	P	P	P	P	P		
Caretaker 13	P	P							P	P		S	S		
Carnival/Circus 5-23									P	P	P	P			P
Catering 5-7		S	S	S	S	S	S	P	P	P	P	P	P		
Cell Tower/Telecommunication 5-7-12-18-19	S	S								S	S	S	S	S	S
Cement or Clay Products Manufacturing 5-15-26-53														S	
Cemetery or Mausoleum 5-7, 30	P	S			S	S	S		S	S					S
Chemical Storage and Manufacturing 5-13- 26-53														S	
Child Care, Center (13+ children) 5-7-49-51		S	S	S	S	S	S	S	S	S	S				
Child Care, Group (7 - 12 children) 49		S	S	S	S				S	S	S	S			
Child Care, Home (1 - 6 children) 49-51		S	S	S	S										
Church or Place of Worship 5-7-36	S	P	P	P	P	S	S	S	S			P			
Community Center/Grange/Assembly Use 5-7	S	S	S	S	S	S	S	P	P	P			P		P

Land Uses	Districts														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
Community/Urban Garden 1-5-7	P	P	P	P	P	P	P	P	P	P	P	P	P		P
Contractor's Storage Yard 5-26	S												S	P	
Convenience Store (not including fuel sales) 5-7									P	P	P	P	P	P	
Dairy Product Processing 5-7-53	S												S	S	
Data Processing Facility 5-10										S	P		P		
Digital/Electronic Verbiage Signage 5-10								S	S	S	S		S	S	S
Dispatch Center 5-7-34-47										P	P		P		
Distillery Production 5-7	S										S		S	P	
Distributing Center 5-15-26-53													S	S	
Drive-in Restaurant 5-7-26-46								P	P	P	P	P	P		
Drive-in Theater 5-7	S	S							S	S	S				
Drive-through Business 5-7-34			S	S	S	S	S	S	P	P	S	S	S		
Driving School 5-11									P	P	P	P	P		P
Dry Cleaners 5-7, 10								S	S	S	S	S	S		
Dry-Cleaning Plant 5-7-53													S	S	
Dwelling, Condominium/Townhouse 5-7-53-57				S 7	P 7	P 7, 57	P 7, 57					P 6, 7			
Dwelling, duplex 5, 53		S	P	P	P	P	P								
Dwelling, multifamily/Apartments (3 or more units under one roof) 5-7-53				S 7	S 7	P 7	P 7								
Dwelling, single-family 5, 53	P	P	P	P	P	P	P		P 6			P 6			
Emergency Care Facility/Clinic 5-7		S	S	S	S	S	S	P	P	P	P	P	P		
Energy System, production through renewable sources 5-7	S												S	S	
Equipment Sales and Rental (Light Equipment) 5-7 -21		S	S	S	S	S	S	S	P	P	P	S	P		
Equipment Sales (Large and Heavy Equipment) 5-7 -26-43													S	S	
Exhibition Hall 5-7, 10								P	P	P	P	P	S		P
Explosive/Chemical Manufacturing and Storage 5-7														S	
Fairground 5-7	S	S											S		S
Farm Animals (Domestic) 2, 4	P	P	S										S	P	P

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Farm Implement, Trailer and Manufactured Home Repair 5-15	S									P	P		P	P	
Farm Implement, Trailer, Manufactured Home and Sales Yard 7	S									P	P		P	P	
Farmer's Market 5-23	S								P	P		P			P
Feed Store 5-7-26	S								P	P	P	S	P		
Feedlot or Dairy 26	S														
Financial Services 5-11		S	S	S	S	S	S	P	P		P	P	P		
Fish Farm 5	S												S		S
Flea Market/Swap Meet 5-23									S	S	S	P	S	S	P
Florist 5-15		S	S	S	S	S	S	P	P	P	P	P	S		
Flower Gardening	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Food Processing Plant over 5,000 sq. ft. building 5-15-26-53										S			S	P	
Food Processing under 5,000 sq. ft. building 5-7-26										S	S	S	P	P	
Fraternity/Sorority/Dormitory/Residential Hall 5, 7		S	S						S	S	S	S			S
Freight Terminal 5-7-26-53													S	S	
Fuel Sales 5-7									S	S		S	S	S	S
Fuel Yard (Explosive, Storage, Manufacturing) 5-7-26														S	
Fuel Yard (Nonexplosive, Storage and Retail) 5-7-26														S	
Funeral Home/Mortuary 5-7								S	S	S	S	S	S		
Furniture Restoration/Refinishing 5-7									P	P	P	S	P	P	
Furniture Shop Retail 5-7								P	P	P	P	P	S		
Gardening (for home consumption on-site) 1	P	P	P	P	P	P	P	P	P	P	P	P	P		P
Gift Shop 45-7		S	S	S	S	S	S	P	P	P	P	P			
Golf Course and Country Club 5-7		P	P	P	P	P	P	P	P						P
Grain (Feed and Seed Processing and Sales) 5-7	P												S	S	
Grain Storage—Bulk 5-7	P												S	S	

Land Uses	Districts														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
Grazing/Raising Domestic Farm Animals [2]	P	P													
Greenhouse/Nursery [5-7]	P	P						P	P	P	P	P	S		
Grocery Store/Delicatessen [5-7]		S	S	S	S	S	S	P	P	P	P	P	P		
Group Home [5-7-53]		S	S	S	S	S	S		S						
Halfway House [5-7-53]		S	S	S	S	S			S						S
Handicraft [5-7-11-31, 55]		S [55]	P/S [55]	P/S [55]	P/S [55]	S	S	S	P	P	P	P			
Hatcheries [5-7]	P												S	S	S
Health Club [5-7]		S	S	S	S	S	S	P	P	P	P	P	P		
Home Improvement Center [5-7]								S	P	P	P	S			
Home Occupation [5, 26-28]	P	P	P	P	P	P	P	P	P	P	P	P	P		
Hospital [5-7]						S	S	S	S	S	S	S			S
Hotel/Motel [5-10]								S	S	S	S	S	S		
Ice Manufacture—Cold Storage Plant [5-7]													S	S	
Impound/Storage Yard (vehicle) [5-7-26-43]														S	
Incineration (Garbage, Animal Remains or Refuse) [5-7-25-26-43]	S													S	S
Junkyard/Wrecking Yard [5-7-26-43]														S	
Kennel, Commercial [5-7-26]	S										S				
Laboratory (Medical, Dental, Optical) [5-7, 33]		S	S	S	S	S			P	P		S	P	P	
Laundromat [5-7]		S	S	S	S	S	S	S	P	S	S	S	S		
Laundry, Commercial Plant [5-7, 33]														P	
Library [5-7, 33]			P	P	P	P	P		P	P		P			P
Liquor Store [5-7, 33]								S	P	P	P	P	P		
Livestock Sales [5]	S	S												S	
Locksmith [5-7]		S	S	S	S	S		S	P	P		P	P		
Lumberyard (Retail/Wholesale) [5-7-26-53-43]										S	P		P	P	
Machine or Welding Shop [5-7, 10]										S	P		P	P	
Manufacturing, General [5-7]											S		P	P	

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Manufactured Home Class A	P	P	P	P	P	P	P								
Manufactured Home Park 7-8						S	S								
Manufactured Home Sales 5-7										S	P		P		
Marine Sales/Rentals 5-7										S	P		P		
Massage Therapy 5-7- 31		P	P	P	P	P	P		P	P	P				
Meat Market/Smoke House 5-7									P	P	P	S	P		
Meatpacking Plant/Slaughterhouse (enclosed within building) 5-7, 10-25-26-53														S	
Meatpacking (Wild game) (No-kill) 5-7, 10	S									S	P		P		
Monument Works, Stone 5-7									S	S	S		P	S	
Museum or Planetarium 5-7	S							P	P	P	P	P			P
Non-Profit Organization 5-7								P	P	P	P	P			P
Nursing Home 5-7-53		P	P	P	P	P	P	P	S						
Office (Home Occupation)	P	P	P	P	P	P	P								
Office (Medical, Professional) 5-7		S	S	S	S	S	S	P	P	P	P	P	P		S
Office (Temporary Real Estate Subdivision Sales) 5		P	P	P	P	P	P		P	P	P	P			
Orchards, Tree Crops	P	P	P	P									P		S
Parking Lot or Facility, Park and Ride 7-5-47	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Pawnshop 5-7									S	P	P	P			
Payday Lending Operation/Non-chartered Institution 5-7													S	S	
Pharmacy 5-7								P	P	P	P	P	P		
Planned Unit Development 5-7		S	S	S	S	S	S	S	S	S	S	S	S	S	
Plant Nursery 5	P	P							S	S			P		P
Plant or Tree Farm	P	P											P		P
Post Office 5-7								P	P	P	P	P			P
Poultry, Fowl, Rabbits	P	P	P 4	P 4									P		
Power Plant 5-7													S	S	
Preschool		S	S	S	S	S	S	S	S	S	S				

Land Uses	Districts														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
Printing, Blueprinting, Copy Center and Cartography 5-7								P	P	P	P	P	P	P	
Prison, Jail, etc. 5-7-33									S	S					S
Public 5-7	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Public Service Facility 5-7-18-19	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Publishing 5-7		P	P	P	P	P	P	P	P	P	P	P	P		
Quasi-public 5-7	P							P	P	P	P	P	P	P	P
Radio and TV Stations 5-7-18-19								S	P	P	P	S	P	S	
Railroad Buildings, Yard and Equipment 5-7-43-53	S												P	P	
Recreational Vehicle, Trailer or Camping Park 5-7						S	S		S						P
Recycle/Collection Bins									P	P	P		P	P	
Recycle Center/Recycle Staging Area 7-34-43										S	S		P	P	
Recycling Plant 5-7-43													S	P	
Regional Sewage and Waste Treatment Plant 7-24-33-43	S	S												S	S
Repair Services 5-7, 31	P	P	P	P					P		P	P			
Research and Development Business 5-7										P	P	P			
Research and Development Facility 5-7											S	S	P	P	
Rendering Plant 5-7-25-26-53														S	
Restaurant 5-7-20-26		S	S	S	S	S	S	P	P	P	P	P	P		
Restaurant with Bar 5-7-27								S	S	S	S	S	S		
Retail Stores/Services 5-7-28		S	S	S	S	S	S	P	P	P	P	P	P		
Riding Arenas/Stables/Schools 5-26	P	S													
Roadside Stands, Seasonal 3-14	P	P							P	P	P	P			S
Sales, Wholesale 5-7									S	S	S	S	P		
Sandwich Shop/Deli 5-7-14-22		S	S	S	S	S	S	P	P	P	P	P	S		
Sanitary Landfill 5-7-26-33-43															S
School (College/University/Trade) 5-7-15								S	S	S	S	S			S
School (Elementary, Middle and High School) 5-7,		S	S	S	S	S	S		S	S	S				S

Land Uses	Districts														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
School (Trade) 5-7									P	S	S	S	S		
Senior Housing 5-7-53		P	P	P	P	P	P		P						
Service Station/Garage 5-10-34								S	S	S	S	S	P		
Sexual Oriented Business 5-7,10-16											S				
Shelter or Temp. Home 5-10-53					S	S	S		S						S
Shoe Repair 5-7		S	S	S	S	S	S	P	P	P	P	P	P	P	
Shooting Range (Indoor) 5-7-10-26	S	S							P 45	S 45	P 45		P 45	P	
Shooting Range (Outdoor) 5-7-26	S												S	S	S
Shop for Building Contractor 5-7, 10	S								P	P	P		P	P	
Shopping Center 5-7, 10									S	S	S	S			
Sign Shop 5-7, 10									P	P	P	P	P	P	
Sports Arena 5-7									S	S	S	S	S		S
Storage Facility (public/private) • 10 acres or more 5-7-54-56											~~S~~		S	S	
Storage Facility (public/private) • 5 to 10 acres 5-7-54-56										S	S		S	S	
Storage Facility (public/private) • 2 to 5 acres 5-7-54-56								~~S~~	S	~~S~~	S		S	S	
Storage Facility (public/private) • Up to 2 acres 5-7-54-56									S		S		S	S	
Studio (Art, Dance, Music, Voice) 5, 10-31	P	P	P	P	P	P	P		P	P	P	P			
Studio (Artist, Interior Decorators, Photographer, etc.) 5-31		P	P	P	P	P	P	P	P	P	P	P			
Supply Yard 5-7-26-43									S	S	P		P	P	
Swimming Pool 5-7	P	P	P	P	P	P	P	P	P	S	S	S	P		P
Tattoo Parlors/Studios/Body Piercing Establishment 5-7									S	S	S	S			
Tavern/Bar/Nightclub/Lounge 5-7-15-27								S	S	S	S	S	S		
Taxidermy 5-7, 10									S	S	P		P	P	
Terminal Yard Trucking 5-7, 10-43-53													S	S	
Theater 5-7								S	P	P	P	P			
Tire Recapping 5-7, 10-53										S	S		S	S	

Land Uses	Districts														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
Tire Shop (not recapping) 5-7, 10									P	P	P	S	S		
Training Facility 5													S	S	
Travel Agency 5-7		S	S	S	S	S	S	P	P	P	P	P			
Truck and Tractor Repair 5-7, 10-53	S										S		P	P	
Truck Maintenance 5-7,10													S	S	
Truck Stop 5-13, 16-53										S	S		S		
Truck Wash 5-753											S		P	P	
Upholstery Shop 5-7, 10									P	P	P		P	P	
Utility-Owned Building (public/private) 5-7,10-18-19	S	S	S	S	S	S	S	S	S	S	S	S	P	P	S
Vehicle Emission Testing Facility 5-7-34	S							P	P	P	P	P	P		P
Veterinary Clinic 5-7-15-26	S	S						P	P	P	P		P		
Warehousing -Wholesale 5-15-53	S 41												S	P	
Wedding Chapel 5-7-13	P	S				S	S	P	P	P	P	P			
Wind Turbines/Farms/Mills 5-40	S	S											S	S	S
Wood Processing Plant (including firewood) 5-7-26										S			S	S	
Zoo 5-7	S									S	S	S			P

LAND USE TABLE FOOTNOTES:

The following footnotes are intended as helpful reminders rather than representing an all-inclusive list of requirements relative to a given land use; additionally, a footnote may not apply to a particular land use in every circumstance or an obligation may apply to a land use not covered by a footnote.

1. Any enterprise customarily carried on in the field of general agriculture, which is not obnoxious or detrimental to the public welfare. A commercial slaughterhouse or concentrated animal feeding operation [CAFO] is not allowed in the agricultural zone.

2. A limited number of cows, horses, sheep, goats and pot belly pigs may be kept on the premises as determined by the director in consultation with a licensed veterinarian; provided individual lots have an area of at least 33,000 square feet [.75 acre] and meet other requirements including those outlined KCC 10-3-5.

3. For the display and sale of agriculture products. A roadside stand requires a minimum of four (4) off-street parking spaces; however, the parking spaces do not need to be covered with an impervious parking surface because of the temporal nature of the business. The applicant is required to procure a business license from the city clerk prior to business usage and acquire a special use permit in certain zones. The site will also be evaluated for road access and circulation concerns.

4. Up to five (5) animals allowed; however, no roosters are permitted.

5. For parking, see KCC 5-9-2.

6. The upper and lower floors are available for residential living purposes but not at ground level.

7. Subject to design review.

8. For manufactured home subdivision, see KCC 6-5-3.

9. The fraternity or sorority must be affiliated with an institution of higher education and maintain a good standing with its parent organization.

10. The use must be contained within the structure.

11. Home consumption only; however, should the beer or wine be sold it is subject to KCC 3-1-1.

12. Height of a cell/communication tower is subject to height regulations found in KCC 5-4-6:B:5 and 5-5-2:F.

13. Security need only - not intended for residential use; family members are not to reside in the security dwelling.

14. Deleted by Ord. No. 2012-18.

15. Deleted by Ord. No.

16. See "sexual oriented business" regulations found at KCC 5-1-6-2 and 3-6. A sexually oriented business requires a city license, which is subject to annual renewal and the use is required to be separated a certain distance from other uses.

17. Deleted by Ord. No. 2012-18.

18. Cell towers or other telecommunication devices are subject to the zone's height regulations and the height provisions noted in KCC 5-4-6:B:5 and KCC 5-5-2:F.

19. The use is subject to height regulations.

20. The proprietor may serve alcoholic beverages at a table or booth with appropriate permits and licenses (see KCC 3-1-1).

21. The rental business may not store large or heavy equipment pieces on-site - those types of rental items are to be placed in the industrial zone.

22. No alcohol sales allowed.

23. Temporary vender permit required.

24. Package treatment plants, lift stations, lagoon systems, etc., may be installed in all zoning districts through a public works review process.

25. The site requires proper health permits and air quality evaluation.

26. The use is subject to the city's performance standards found at KCC 5-5.

27. Alcoholic beverages require city licensure according to the provisions of KCC 3-1-1. Consumption of alcohol on-premises is prohibited within 300 feet of a school or place of worship as measured from the primary entrance, unless the city council provides relief from that distance requirement. The three hundred-foot distance separation requirement does not apply to temporary beer and wine licenses procured by way of catering license.

28. For hardship cases see KCC 5-6-10.

29. Recreational vehicle park or campground development; see KCC 4-2B-1.

30. For cemetery subdivision requirements; see KCC 6-5-6.

31. The use may qualify as a home occupation; see KCC 5-5-4.

32. This is an M-3 land use category that has been placed with M-2 category uses. Natural resource activities are subject to state laws.

33. The use is subject to any number of local, state and federal requirements.

35. Billboards are limited to certain land use zones and permitted there by way of a special use permit.

36. A church may provide for child care, food service, shelter or school facilities within the zoning districts where these uses are allowed, unless the director determines the use to be incidental to church related function in which circumstance these noted uses will be allowed in all zones where a church is permitted.

37. The use is subject to the rifle and pistol range performance standards; see KCC 5-5-4.

38. Temporary beer and wine licenses are permitted in these zones by way of a catering license approved by the city council. The three hundred-foot distance separation requirement does not apply to temporary beer and wine licenses procured by way of catering license.
39. The city has constructed a storage facility check list to assist the applicant develop this type of land use.

40. The placement of a windmill or wind turbine is subject to certain height and setback provisions that are determined on a case by case basis through the special use permitting process. The placement of these structures in proximity to Kuna Butte is discouraged.

41. Must be agriculturally related.

42. The use not to exceed sixty (60) days at the location.

43. The following uses are declared to require sight obstruction type fencing: Junkyards, wrecking yards, equipment or vehicle salvage storage yards, trailer parks, auction blocks, lumberyards, RV parks, sanitary landfills, recycling collection stations and temporary recycling collection stations, and any other similar type uses; see 5-5-5:G:3 for details.

44. Deleted by Ord. No. 2012-18.

45. Indoor range.

46. Drive-in restaurant subject to performance standards found at KCC 5-5-4.

47. A taxi dispatch operation shall be conducted from a physical location that meets applicable zoning standards. A dispatch operation shall not be conducted by way of a home occupation permit. A taxi operator living within the City of Kuna is allowed to have one vehicle at their residence when not in use; however, a taxicab dispatch operation cannot be conducted from a city residence or in a city residential zoning district. Kuna-based taxicab dispatch centers shall be subject to the city's zoning standards. Taxi vehicles shall be stored on property zoned for their accommodation. Any parking area established for taxicab operation, and related storage, shall be subject to the city's design review prior to its usage.

48. For special events only.

49. Preschools that are not state accredited are designated as a child care facility and require a special use permit. Preschools that are accredited fall within the elementary school category.

50. Deleted by Ord. No. 2012-18.

51. Child care facilities require a minimum of forty (40) square feet of usable indoor space per child and eighty (80) square feet of usable outdoor space per child.

52. An ordinance needs to be approved adopting this accessory dwelling unit land use.

53. The use is subject to individualized EDU evaluation.

54. Any large vehicle, motorhome, 5th-wheel trailer, boat, etc., will be subject to special buffering requirements. The developer will need to provide the city with a binding site plan reflecting how they intend to develop the storage facility site. The developer shall follow the prescriptions laid out in the city's storage facility development guide.

55. Handicraft is permitted as a home occupation, where goods are sold elsewhere. A special use permit is required when goods are requested to be sold from the site.

56. No more than two storage facilities shall be developed adjacent to each other if the total acreage of both facilities exceeds seven (7) acres.

57. Condominiums and Townhouses in a R-12 and R-20 are permitted with a side yard zero-lot line upon city engineer's approval.

Section IV: That Chapter 5 of Title 5 of the Kuna City Code is hereby amended by the recodification section 5-5-6 as a new Section 7 to read as follows:

5-5-7: - IMPROVEMENTS REQUIRED:

Improvements required according to this title shall be provided whenever a use on a property or structure is expanded or enlarged, or substantial refurbishment of a parking lot.

A. Scope of requirement(s): Site improvements shall be made to a property when the following situations occur:

1. Whenever a use on a property or structure is expanded or enlarged, or substantial refurbishment of a parking lot, the entire property or structure shall be subject to all provisions of this Code, after the passage of this section. Exceptions may be granted at the discretion of the planning and zoning commission.

Section V: That Chapter 5 of Title 5 Kuna City Code is hereby amended by the addition thereto of a new Section 6 to read as follows:

5-5-6: - REGULATION FOR SOLID WASTE ENCLOSURES

A. Purpose: Requirements for commercial solid waste service, which will provide for safe and efficient collection of trash and recycling within the City.

B. General Applicability:

1. This chapter applies without limitation to commercial properties, multi-family housing (hotels, condos, apartments, townhomes), mixed-use development, hospitals/clinics, churches, industrial/manufacturing uses, non-profits and any other uses determined by the Planning and Zoning Director that use commercial solid waste containers.

2. Exterior solid waste enclosures are required for solid waste service except locations with alley collection and/or compactors.

3. Existing solid waste enclosures shall be required to be constructed to current standards for locations that change location of an existing enclosure or modify the use of the site.

C. Solid Waste Enclosures

1. Enclosures shall be built to specifications identified in the Solid Waste Enclosure Table for the containers available from the solid waste hauler.

SOLID WASTE ENCLOSURE TABLE

Trash/Recycling Containers	**Minimum Interior Enclosure Dimensions**	**Enclosure Door/Gate**	**Surface Pad**
One - 3, 6, or 8-yard container	12'x12' with 12' wide gate opening	Minimum of 120° opening with a mechanism to hold it in an open position	Minimum 4" thick reinforced concrete with an apron sized to fit enclosure
One - 3, 6, or 8-yard container plus a grease container for a restaurant	16'x12' with 16' wide gate opening	Minimum of 120° opening with a mechanism to hold it in an open position	Minimum 4" thick reinforced concrete with an apron sized to fit enclosure
Two - 3, 6, or 8-yard containers (one for trash and one for recycling or two trash)	18'x12' with 18' wide gate opening	Minimum 120° opening with a mechanism to hold it in an open position	Minimum 4" thick reinforced concrete with an apron sized to fit enclosure
Wheeled Carts Only (1-2 carts)	4'x8'	4' wide door/gate or a 3-side enclosure with no door/gate.	Paved and sized to fit enclosure
Wheeled Carts Only (3-4 carts)	8'x8' or 4'x16'	7' wide door/gate or a 3-side enclosure with no door/gate.	Paved and sized to fit enclosure.

1. Multi-family residential or mixed-use properties utilizing 3, 6, or 8-yard containers shall provide a pedestrian entrance with a minimum of a 3' wide door or opening to the enclosure, independent of the gate access used for the collection vehicle.

2. Wheeled carts may be stored within a structure and brought to the curb prior to scheduled collection. Carts shall then be returned to their storage location within 24 hours.

3. Solid Waste enclosures shall not be used for storage of any other materials except solid waste.

4. Solid Waste shall be stored within the provided containers.

D. Solid Waste Enclosure Building Materials

1. Enclosure walls shall be constructed with Concrete Masonry Unit block according to applicable building codes.

2. Double gates are required on all enclosures and shall be approximately the same size as the enclosure walls.

3. Gates shall be free hanging with no center pole and designed to ensure access to and removal of each bin from the enclosure without moving another bin.

4. Gates shall be solid metal and painted to incorporate the overall design theme of the development with outside handles on each gate/door and a slide latch to secure the doors.

5. The solid waste and recycling area shall not be visible through the gates.

E. Access Requirements for Solid Waste Service

1. Site plans submitted to the city for new construction and remodeling, shall clearly designate the location for solid waste containers, a detail of the enclosure that includes dimensions of enclosure, dimensions of the direct access and location of the surrounding approach with needed clearances.

2. Enclosures shall be located and designed so there is a minimum of 50' to 60' of unobstructed direct access in front of the enclosure, measured from the center of the enclosure gates.
3. Indirect access is not permitted except for alley collection or in the downtown core.

4. Large roll-off containers (20-yard, 40-yard) and compactors require 60' of clearance in

front of the container.

5. There shall be a minimum of 30’ of overhead clearance and 30’ in front of all containers to avoid damage and interference while containers are emptied.

6. Vehicle circulation plans shall allow trucks forward movement to access a public street after collection, when possible. In the event the site does not allow trucks forward access to a public street, a paved hammerhead turn-around 15’ wide by 60’ long or a 75’ diameter cul-de-sac shall be provided. No parking shall be permitted in the cul-de-sac or turn-around area.

7. All roads, alleys, or service drives shall provide an unobstructed path of a minimum of 15’ high x 12’ wide to allow for safe access to enclosures.

8. A slope shall not be greater than 4% within a radius of 40’ surrounding the front of the enclosure.

9. Access to enclosures shall be maintained by property owner or homeowner’s association by the keeping access to the enclosure free of accumulating snow, parked cars, and/or debris.

F. Alley Service

1. Properties bordering a maintained alleyway may utilize the alleyway as a collection location, provided the alleyway has an indirect access and is accessible and maintained along the entire length to collection vehicles. Collection vehicles will not back-up.

2. Solid waste shall be contained in a container provided by the solid waste handler with indirect access and may not block passage of vehicles through the alleyway.

G. Compactors

1. Compactors shall be placed on a minimum 4” thick, reinforced concrete pad with an apron sized to fit the compactor.

2. Compactors shall be located in an accessible area, out of view of the public, in accordance to KCC 5-5-6-D

3. Any gates used to access the compactor shall open 120 degrees minimum and have wind stops.

Section VI: That Section 3, Chapter 9 of Title 5 Kuna City Code be and the same is hereby amended to read as follows:

5-9-3: - PARKING SPACE REQUIREMENTS:

For the purpose of this chapter the following parking space requirements shall apply:

A. Residential:	
1. Single-family dwelling or Duplexes	2 for each unit
2. Apartments or multifamily dwellings	~~1½~~ 2 for each unit plus 1 per unit for visitor [1]
3. Boarding houses, rooming houses, dormitories and fraternity houses which have sleeping rooms	1 for each sleeping room or 1 for each permanent occupant
4. Manufactured home park	2 for each unit
B. Commercial:	
1. Automobile service garages which also provide repair	1 for each 2 gasoline pumps and 2 for each service bay
2. Hotels, motels	1 per each sleeping room plus 1 space for each 2 employees
3. Funeral parlors, mortuaries and similar type uses	1 for each 100 square feet of floor area in slumber rooms, parlors or service rooms
C. Recreational or Entertainment:	
1. Dining rooms, restaurants, taverns, nightclubs, etc.	1 for each 200 square feet of floor area
2. Bowling alleys	4 for each alley or lane plus 1 additional space for each 100 square feet of the area used for restaurant, cocktail lounge or similar use
3. Dance floors, skating rinks	1 for each 100 square feet of floor area used for the activity

4. Outdoor swimming pools, public or community or club	1 for each 5 persons capacity plus 1 for each 30 square feet floor area used for seating purposes, whichever is greater
5. Auditoriums, sports arenas, theaters and similar uses	1 for each 4 seats
6. Retail stores	1 for each 250 square feet of floor area
7. Banks, financial institutions and similar uses	1 for each 200 square feet of floor area
8. Offices, public or professional administration, or service buildings	1 for each 400 square feet of floor area
9. All other types of business or commercial uses permitted in any business district	1 for each 300 square feet of floor area
D. Institutional:	
1. Churches and other places of religious assembly	1 for each 5 seats
2. Hospitals	1 for each bed
3. Sanitariums, homes for the aged, nursing homes, children's homes, asylums and similar uses	1 for each 2 beds
4. Medical and dental clinics	1 for every 200 square feet of floor area of examination, treating room, office and waiting room
5. Libraries, museums and art galleries	1 for each 400 square feet of floor area
E. Schools (public, parochial or private):	
1. Elementary and junior high schools	2 for each classroom and 1 for every 8 seats in auditoriums or assembly halls
2. High schools	1 for every 10 students and 1 for each teacher and employee

3. Business, technical and trade schools	1 for each 2 students
4. Colleges, universities	1 for each 4 students
5. Kindergartens, childcare centers, nursery schools and similar uses	2 for each classroom but not less than 6 for the building
F. Manufacturing:	
1. All types of manufacturing, storage and wholesale uses permitted in any manufacturing district	1 for every 2 employees (on the largest shift for which the building is designed) plus 1 for each motor vehicle used in the business
2. Express, parcel delivery and freight terminal	1 for every 2 employees (on the largest shift for which the building is designed) and 1 for each motor vehicle maintained on the premises

[1] ADA parking requirements do not count toward total parking space requirements.

Section VII: That Section 12, Chapter 17 of Title 5 Kuna City Code be and is hereby amended to read as follows:

5-17-12: - BUFFER AREAS; COMMON LOTS:

A. *Materials:*

1. All buffer areas shall be comprised of, but not limited to, a mix of evergreen and deciduous trees, shrubs and groundcover in which evergreen plant materials comprise a minimum of sixty (60) percent of the total plant material used.

2. Height requirements shall be accomplished with plant material with a fence or decorative wall.

3. he required buffer area shall result in an effective barrier within three (3) years and be maintained such that sixty (60) percent or more of the vertical surface is closed and prevents the passage of vision through it.

4. Chainlink fencing, with slats or otherwise, and cedar fencing is prohibited for screening.

B. *Major roadways:* New residential development shall be buffered through landscape applications from the adjoining collectors, arterials, or highways according to the city's landscape requirements, to protect residents from roadway activity. This buffer shall be

placed on an individual lot, an easement or in a common open space. The buffer area shall be owned and maintained by a homeowners' association or business association. Landscape buffers associated with new residential development, located outside a subdivision, shall be the property owner's responsibility. Landscape placed within the public rights-of-way shall not be credited towards buffer area requirements.

C. *Common area landscapes:* New residential subdivision common area landscapes shall be comprised of the following:

1. Lawn, either seed or sod.

2. A minimum of one (1) deciduous shade tree per one thousand (1,000) square feet of site.

D. *Design requirements for residential developments:*

1. A minimum of 5% useable open space per 50 dwellings in residential developments.

E. *Design requirement for apartments and/or multi-family developments:*

1. A minimum of 200 square feet of usable open space is required per dwelling unit.

F. *Design considerations for residential developments:*

1. For design flexibility, half of the required shade trees may be substituted on a two to one (2:1) basis with ornamental and evergreen trees.

2. Buffer areas should include a variety of species, arranged to create varied and attractive views. Fences, walls and berms may be used. Height changes, offset angles, different materials and other design techniques are required so as to create variety.

Section VIII: Severability Provision

8.1 This ordinance is hereby declared to be severable. Should any portion of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purpose(s) of the ordinance before the declaration of partial invalidity.

Section IX: Directing the City Clerk

9.1 The City Clerk is directed to file, this Ordinance in the official records of the City and to provide a conformed copy to the, Planning and Zoning Director.

Section X: Effective Date

10.1 This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law and at the discretion of the City Clerk and In lieu of publication of the entire ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code, may be published.

ADOPTED this 5th day of February, 2019.

CITY OF KUNA

_____

Joe L. Stear, Mayor

ATTEST:

_____

Chris Engels, City Clerk

ORDINANCE NO. 2019-04

CITY OF KUNA, IDAHO
ZONING ORDINANCE AMENDMENT

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KUNA:

- **MAKING CERTAIN FINDINGS; AND**

- **AMENDING SUBSECTION 2 OF SECTION 6 OF CHAPTER 1 OF TITLE 5 KUNA CITY CODE BY THE ADDITION OF THE FOLLOWING: "DATA PROCESSING FACILITY", "OFFICE (HOME OCCUPATION)," "REPAIR SERVICE," RESEARCH AND DEVELOPMENT BUSINESS," AND "RESEARCH AND DEVELOPMENT FACILITY" TO "MEANINGS OF TERMS OR WORDS"; AND**

- **AMENDING SECTION 2, CHAPTER 3, TITLE 5 OF THE KUNA CITY CODE, REGARDING THE DEFINITION BOOK TITLED, "A PLANNERS DICTIONARY" UTILIZED FOR LAND USE DEFINITIONS; THE OFFICIAL SCHEDULE OF ZONING DISTRICT REGULATIONS AND THE "LAND USE TABLE" THEREIN; AND AMENDING DESIGNATIONS OF THE ZONING DISTRICT PERMITTED LAND USES AND DESIGNATIONS OF LAND USES WITHIN ZONING DISTRICTS THAT REQUIRE A SPECIAL USE PERMIT; AND MAKING TECHNICAL AMENDMENTS TO THE "LAND USE TABLE FOOTNOTES"; AND**

- **ADDING CHAPTER 5, TITLE 5 OF THE KUNA CITY CODE, BY ADDING A NEW SECTION 7 BY RECODIFYING SECTION 5-5-6 TO SECTION 5-5-7 WITHOUT ANY AMENDMENT TO THE PROVISIONS THEREIN; AND**

- **AMENDING CHAPTER 5, TITLE 5 BY THE ADDITION THERETO OF A NEW SECTION 6 PROVIDING FOR ZONING REGULATIONS FOR SOLID WASTE ENCLOSURES AND LOCATIONS; AND**

- **AMENDING SECTION 3, CHAPTER 9, TITLE 5 TITLED "PARKING SPACE REQUIREMENTS" MAKING TECHNICAL AMENDMENTS TO THE PARKING SPACE REQUIREMENTS FOR APARTMENTS AND MULTI-FAMILY DWELLINGS DEVELOPMENTS;**

- **AMENDING SECTION 12 OF CHAPTER 17, TITLE 5 TITLED "BUFFER AREAS; COMMON LOTS" PROVIDING FOR DESIGN REQUIREMENTS AND ADDING DESIGN REQUIREMENTS FOR APARTMENTS AND MULTI-FAMILY DEVELOPMENTS;**

- **PROVIDING A SEVERABILITTY CLAUSE**
- **DIRECTING THE CITY CLERK; AND**

- **PROVIDING AN EFFECTIVE DATE.**

Section I: The City Council findings: The City Council makes the following findings of its authority, purpose and the history of the enactment of this ordinance:

1.1 The City of Kuna, Idaho is a municipal corporation organized and operating under the laws of the state of Idaho and is authorized under the provisions of 67-6511, Idaho Code, to establish within its jurisdiction one or more zones or zoning districts where appropriate which zoning districts and zoning ordinances are established and codified in Title 5 of the Kuna City Code and are known and cited as the Kuna Zoning Regulations; and

1.2 A legislative proposal has been made which includes amendments to the Kuna Zoning Regulations inclusive the following Sections of the Kuna City Code:

- Amending Section 5-1-6-2 "Meaning and Terms or Words"
- Amending Section 5-3-2 "Official Schedule of District Regulations"
- Re-codifying Section 5-5-6 to Section 5-5-7 and adding a new Section 5-5-6 "Regulations for Solid Waste"
- Amending Section 5-9-3 "Parking Space Requirements"
- Amending Section 5-17-12 "Buffer Areas; Common Lots" (the "Legislative Proposal for Amendments to the Kuna Zoning Regulations"); and

1.3 The Planning and Zoning Commission of the City, pursuant to public notice as required by law, held a public hearing on January 8, 2019, as required by Sections 67-6511 and 67-6509, Idaho Code, made findings (approved by the Commission on January 8, 2019) where it was recommended to the Mayor and Council that this Legislative Proposal for Amendments to the Kuna Zoning Regulations be approved; and

1.4 The Kuna City Council, pursuant to public notice as required by law, held a public hearing on February 5, 2019, on the Legislative Proposal for Amendments to the Kuna Zoning Regulations, as required by Sections 67-6511 and 67-6509, Idaho Code, and in accordance with the provisions of Kuna City Code Section 5-1A-7 the City Council has made findings (approved on _____) and determined that the Legislative Proposal for Amendments to the Kuna Zoning Regulations be approved; and

1.5 It is necessary that the City Council adopt this Ordinance, as required by Section 67-6511(2) Idaho Code and Kuna City Code § 5-1A-7G, to complete the process of implementing the decision of the Kuna City Council to adopt and enact the Legislative Proposal for Amendments to the Kuna Zoning Regulations.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF KUNA, IDAHO, as follows:

Section II: That Subsection 2 of Section 6, Chapter 1 of Title 5 Kuna City Code be and the same is hereby amended to read as follows:

5-1-6-2: - MEANINGS OF TERMS OR WORDS:

For the meanings of zoning terms or words not found in Kuna City Code 5-1-6-2, the city staff shall rely upon the latest *A Planners Dictionary*, edited by Michael Davidson and Fay Dolnick, American Planning Association and Planning Advisory Service, for interpretation purposes.

DATA PROCESSING FACILITY: Facilities where electronic data is processed by employees, including, without limitation, data entry, storage, conversion or analysis, maintenance or compiling of documents, subscription and credit card transaction processing, telephone sales and order collection, mail order and catalog sales, and mailing list preparation.

OFFICE (HOME OCCUPATION): A business within a dwelling in which there is no more than one customer coming or going from the dwelling at any time.

REPAIR SERVICE: A business that engages in repair of various items including but not limited to computers, electronic devices, lawnmowers, small appliances, small engines, watches and clocks.

RESEARCH AND DEVELOPMENT BUSINESS: A business that engages in research, or research and development, of innovative ideas in technology-intensive fields.

RESEARCH AND DEVELOPMENT FACILITY: A use engaged in research and development, testing, assembly, repair, and manufacturing in the following industries: biotechnology, pharmaceuticals, medical instrumentation or supplies, communications and information technology, electronics and instrumentation, and computer hardware and software. Office, warehousing, wholesaling, and distribution of the finished products produced at the site are allowed as part of this use if the use falls within the above listed industries.

Section III: That Section 2, Chapter 3 of Title 5 Kuna City Code be and the same is hereby amended to read as follows:

5-3-2: - OFFICIAL SCHEDULE OF DISTRICT REGULATIONS:

The official schedule of district regulations is divided into six (6) land use group types: Agriculture, residential, commercial, office, industrial and public. These categories have been established and distinguished from one another for the purposes of determining which district is most compatible with a given land use category; however, this assignment does not necessarily preclude placement of a land usage in another land use group.

A. *How to use the city's land use table to find land use application:*

1. Find the land use sought in one of the six (6) general land use types.

2. Read across the land use table on the line corresponding to the identified land use type and determine its use status in relation to each of the fifteen (15) identified land use zones located on the land use table by observance of the symbol "P", which represents uses outright permitted in a zoning district or the symbol "S", which represents uses that must be conditionally approved in a zone district through acquisition of a special use permit. The absence of a letter symbol within a zoning field means the use is not permitted in that zone.

3. Even though the land use table identifies ~~approximately two hundred twenty-five (225)~~ several different types of land use, it does not reflect all known land use types that may wish to locate within the City of Kuna and therefore may not identify a use sought. The director or assign shall interpret the appropriate zoning district for land uses not specifically described in the land use table and determine their placement status in a particular zone by comparing the requested land use to similar type uses identified on the land use table through an administrative determination process. When several land uses are proposed to be combined together on a land use parcel or need to be reconciled to determine their placement in a zone, the most intensive of the land uses shall be considered as the primary activity and relied upon for establishing zoning placement status. Appeal of the director's land designation determination is to the city council through an appeals process.

4. Many of the land uses identified in the land use table are defined at KCC 5-1-6-2. In the event the definition is not listed there, please refer to staff's copy of, "~~The Latest Edition of the Illustrated Book of Development Definitions~~A Planners Dictionary" edited by ~~Moskowitz~~ Michael Davidson and ~~Lindbloom~~ Fay Dolnick, American Planning Association Planning Advisory Service for land use definition. If the term sought is not found in either location, the city staff ~~will~~ may ~~typically~~ refer to another Treasure Valley jurisdiction's terminology for land use definition.

LAND USE TABLE

Land Uses	Districts														
	A	**R-2**	**R-4**	**R-6**	**R-8**	**R-12**	**R-20**	**O**	**C-1**	**C-2**	**C-3**	**CBD**	**M-1**	**M-2**	**P**
Agriculture, General 1-26	P	P											S	S	P
Accessory Dwelling Unit (aka mother in-law quarters/Carriage House) 52	P	P	P	P	S										
Accessory Use 7-26	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Adult Bookstore 5-7-10- ~~15~~-16											S				
Agri-tainment ~~15~~ 5-7	P	P													P
Agritourism 5-7	S	S													S

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Airport, Landing Strip 15-7-16-26	S												S	S	S
Alcohol Consumption on-site/off-site 15-27		P 38	P 38	P 38	P 38	P 38	P 38	S	S	S	S	S	S 48		P 38
Amusement Center (indoor) 7-15-7, 10									~~S~~ P	S	S	S			
Amusement Center (outdoor) 15-77-15									~~P~~ S	S	S		S		S
Animal Grooming 75-7 -15, 10	P	P	S	S	S				P	P	P	P			
Animal Hospital 15-77-15-26	~~S~~ P	S									P		P	P	S
Animal Shelter 15-7 7-15-26	S												S		S
Appliance Repair 15-7, 107-15		S	S	S	S	S	S	P	P	P	P	P	P		
Aquaculture 5-7	S												S	S	S
Aquarium 15-7, 10 7-15								S	P	P	P	P	S		P
Arboretum 5-715	P	P	P	P	P	P	P	P	P	P	P	P			P
Archery Range 15-7 7-15-37	P	S							P 45	P 45	P		P		
Art Gallery/Studio 15-77-15-31		S	S	S	S	S	S	P	P	P	P	P	P		
Asphalt Plant 15-7 7-15														S	
Assisted Living, Retirement Living, Congregate Living 15-77-15-53	P	S	S	S	S	~~S~~ P	~~S~~ P		P						
Auction Sales 15-77-15-43	S 41	S 41							S	S	P		P		
Auditorium 15-7 7-15								S	P	P	P	P	S		P
Automobile Body, Paint Shop 15-7, 10 7-15											S		P	P	
Automobile Detailing 15-7, 10 7-15								S	P	P	P	S	P	P	
Automobile Rental/Sales 15-7 15									S	P	P	P	P		
Automobile Repair 15-7 7-15									S	P	P	S	P	P	
Bakery or Baked Goods Store 15-7, 10 7-15		S	S	S	S	S	S	S	P	P	P	P	P		
Bank, Credit Union, Savings and Loan 15-10 7-15		S	S	S	S	S	S	P	P	P	P	P	P		
Banquet Facility 15-7-7-15-27		S	S	S	S	S	S	P	P	P	P	P			

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Barber Shop/Beauty Salon 15-10 7-15		S	S	S	S	S	S	P	P	P	P	P	P		
Batch Plant 15-7 7-15-26														S	
Bed and Breakfast 15-7 15	S	S	S	S	S				S			S			
Beekeeping (Hives)	P	P													
Beer and Wine Production 15-7 7-15-27	P	S	P 11	P 11							P		P		
Berry and Bush Crop/Vineyard	P	P											P		P
Beverage Bottling Plant 15-77-15-26-53										S	S		S	S	
Bicycle Shop 5-10-15		S	S	S	S	S	S	P	P	P	P	P	P		
Billboard Manufacturing 15-7, 107-15-53													P	P	
Billboards 7-35	S													S	
Biomass	S													P	
Boarding/[Rooming] House 15-77-15-53		S			S	S	S		P 6			P 6			
Bookstore 5-10 7-15		S	S	S	S	S	S	P	P	P	P	P	P		
Botanical Garden 15	P	P	P	P	P	P	P	P	P	P	P	P	S		P
Bowling Alley 5-10								S	P	P	P	P			
Cabinet Shop—Manufacturing 15-7, 10 7-15									S	S	S		P	P	
Call Center 15-7 7-15										S	P	P	P		
Car Wash 15-7 7-15								P	P	P	P	P	P		
Caretaker 13	P	P							P	P		S	S		
Carnival/Circus 15-23									P	P	P	P			P
Catering 15-7 7-15		S	S	S	S	S	S	P	P	P	P	P	P		
Cell Tower/Telecommunication 75-7-12-18-19-15	S	S								S	S	S	S	S	S
Cement or Clay Products Manufacturing 5-15-26-53														S	
Cemetery or Mausoleum 5-7-15-30	P	S			S	S	S		S	S					S
Chemical Storage and Manufacturing 5-13-7-15-26-53														S	
Child Care, Center (13+ children) 15-7-7-15-49-51		S	S	S	S	S	S	S	S	S	S				
Child Care, Group (7 - 12 children) 49		S	S	S	S				S	S	S	S			

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Child Care, Home (1 - 6 children) 49-51		S	S	S	S										
Church or Place of Worship 5-7-36	S	P	P	P	P	S	S	S	S			~~S~~ P			
Community Center/Grange/Assembly Use 5-7	S	S	S	S	S	S	S	P	P	P			P		P
Community/Urban Garden 1-~~15-7~~ ~~7-15~~	P	P	P	P	P	P	P	P	P	P	P	P	P		P
Contractor's Storage Yard 7-26	S												S	P	
Convenience Store (not including fuel sales) 5-7									P	P	P	P	P	P	
Dairy Product Processing 5-53	S												S	S	
Data Processing Facility 5-10										S	P		P		
Digital/Electronic Verbiage Signage 5-10								S	S	S	S		S	S	S
Dispatch Center 5-7-34-47									~~P~~	P	P	~~P~~	~~S~~ P		
Distillery Production 5-7	~~P~~ S								~~S~~	~~S~~	S		S	P	
Distributing Center ~~75~~-15-26-53													S	S	
~~Dog Grooming 7-15~~	~~P~~	~~P~~	~~S~~	~~S~~	~~S~~			~~P~~	~~P~~	~~P~~	~~P~~	~~P~~	~~P~~		
Drive-in Restaurant 5-7-26-46								P	P	P	P	P	P		
Drive-in Theater 5-7	S	S							S	S	S				
Drive-through Business ~~75~~-5-7-~~15~~-34			S	S	S	S	S	S	P	P	S	S	S		
Driving School 5-11									P	P	P	P	P		P
Dry Cleaners 5-7, 10								S	S	S	S	S	S		
Dry-Cleaning Plant ~~75~~-5-7-~~-15~~-53													S	S	
Dwelling, Condominium/Townhouse~~/Garden Apartment~~ 5-7-~~15~~-53-57				S 7	P 7	P 7, 57	P 7, 57		~~P~~ ~~7~~ ~~P~~ 7			P 6, 7			
Dwelling, duplex 5, 53		S	P	P	P	P	P								
Dwelling, multifamily/Apartments (3 or more units under one roof) 5-7-~~15~~-53		~~S~~ 7	~~S~~ 7	S 7	~~P~~ S7	P ~~7~~ 7	P ~~7~~ 7		~~P~~ 7						
Dwelling, single-family 5, 53	P	P	P	P	P	P	P		P 6			P 6			
Emergency Care Facility/Clinic ~~75~~-7-~~15~~		S	S	S	S	S	S	P	P	P	P	P	P		
Energy System, production through renewable sources 5-7	S												S	S	

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Equipment Sales and Rental (Light Equipment) 5-7 ~~7-15-~~21		S	S	S	S	S	S	S	P	P	P	S	P		
Equipment Sales (Large and Heavy Equipment) 5-7 ~~7-15~~-26-43													S	S	
Exhibition Hall 5-7, 10 ~~7-15~~								P	P	P	P	P	S		P
Explosive/Chemical Manufacturing and Storage 5-7														S	
Fairground ~~15~~-7 ~~7-15~~	S	S											S		S
Farm Animals (Domestic) 2, 4	P	P	S										S	P	P
Farm Implement, Trailer and Manufactured Home Repair 5~~7~~-15	S									P	P		P	P	
Farm Implement, Trailer, Manufactured Home and Sales Yard 7	S									P	P		P	P	
Farmer's Market ~~1~~5-23	S								P	P		P			P
Feed Store ~~15-7-7-15~~-26	S								P	P	P	S	P		
Feedlot or Dairy 26	S														
Financial Services 5-11 ~~7-15~~		S	S	S	S	S	S	P	P		P	P	P		
Fish Farm ~~1~~5	S												S		S
Flea Market/Swap Meet ~~1~~5-23									S	S	S	~~S~~ P	S	S	~~S~~ P
Florist 5~~7~~-15		S	S	S	S	S	S	P	P	P	P	P	S		
Flower Gardening	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Food Processing Plant over 5,000 sq. ft. building 5-7-15-26-53										S			S	P	
Food Processing under 5,000 sq. ft. building 5-7-~~15~~-26										S	S	S	P	P	
Fraternity/Sorority/Dormitory/Residential Hall 5, 7		S	S						S	S	S	S			S
Freight Terminal 5-7~~7-15~~-26-53													S	S	
Fuel Sales 5-7									S	S		S	S	S	S
Fuel Yard (Explosive, Storage, Manufacturing) 5-7~~7-15~~-26														S	
Fuel Yard (Nonexplosive, Storage and Retail) 5-7~~7-15~~-26														S	

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Funeral Home/Mortuary 5-7 ~~7-15~~								S	S	S	S	S	S		
Furniture Restoration/Refinishing 5-7~~7-15~~									P	P	P	S	P	P	
Furniture Shop Retail 5-7 ~~7-15~~								P	P	P	P	P	S		
Gardening (for home consumption on-site) [1]	P	P	P	P	P	P	P	P	P	P	P	P	P		P
Gift Shop 5-7 ~~7-15~~		S	S	S	S	S	S	P	P	P	P	P			
Golf Course and Country Club ~~7-15~~ 5-7		P	P	P	P	P	P	P	P						P
Grain (Feed and Seed Processing and Sales) 5-7~~7-15~~	P												S	S	
Grain Storage—Bulk 5-7~~7-15~~	P												S	S	
Grazing/Raising Domestic Farm Animals [2]	P	P													
Greenhouse/Nursery ~~7-15~~ 5-7	P	P						P	P	P	P	P	S		
Grocery Store/Delicatessen ~~7-15~~ 5-7		S	S	S	S	S	S	P	P	P	P	P	P		
Group Home 5-7 ~~15~~5-7-53		S	S	S	S	S	S		S						
Halfway House 5-7 ~~15~~5-7-53		S	S	S	S	S			S						S
Handicraft ~~7-15~~5-31, 55		S 55	P/S 55	P/S 55	P/S 55	S	S	S	P	P	P	P			
Hatcheries ~~7-15~~ 5-7	P												S	S	S
Health Club ~~7-15~~ 5-7		S	S	S	S	S	S	P	P	P	P	P	P		
Home Improvement Center ~~7-15~~ 5-7								S	P	P	P	S			
Home Occupation 26-28	P	P	P	P	P	P	P	P	P	P	P	P	P		
Hospital ~~7-15~~ 5-7						S	S	S	S	S	S	S			S
Hotel/Motel ~~7-15~~ 5-7, 10								S	S	S	S	S	S		
Ice Manufacture—Cold Storage Plant ~~7-15~~ 5-7													S	S	
Impound/Storage Yard (vehicle) ~~7~~5-7-26-43														S	
Incineration (Garbage, Animal Remains or Refuse) ~~7-15~~5-7-25-26-43	S													S	S
Junkyard/Wrecking Yard ~~7-15~~5-7-26-43														S	
Kennel, Commercial ~~7-15~~5-7-26	S										S				

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Laboratory (Medical, Dental, Optical) ~~5, 7, 33~~ 5-7-33		S	S	S	S	S			P	P		S	P	P	
Laundromat ~~7~~5-15		S	S	S	S	S	S	S	P	S	S	S	S		
Laundry, Commercial Plant ~~5, 7, 33~~ 5-7, 33														P	
Library ~~5, 7, 33~~ 5-7, 33			P	P	P	P	P		P	P		P			P
Liquor Store ~~5, 33~~ 5-7, 33								S	P	P	P	P	P		
Livestock Sales ~~15~~	S	S												S	
Locksmith ~~5, 7~~ 5-7		S	S	S	S	S		S	P	P		P	P		
Lumberyard (Retail/Wholesale) ~~7-15~~5-7-26-53-43										S	P		P	P	
Machine or Welding Shop ~~7-15~~ 5-7, 10										S	P		P	P	
Manufacturing, General ~~5, 7~~ 5-7											S		P	P	
Manufactured Home Class A	P	P	P	P	P	P	P								
Manufactured Home Park ~~7, 8~~ 7-8						S	S								
Manufactured Home Sales ~~5, 7~~ 5-7										S	P		P		
Marine Sales/Rentals ~~7~~ 5-7										S	P		P		
Massage Therapy ~~7-15~~5-7- 31		~~S~~ P	~~S~~ P	~~S~~ P	~~S~~ P	~~S~~ P	~~S~~ P	~~P~~	P	P	P	~~P~~	~~P~~		
Meat Market/Smoke House ~~7-15~~ 5-7									P	P	P	S	P		
Meatpacking Plant/Slaughterhouse (enclosed within building) ~~7-15~~5-7, 10-25-26-53														S	
Meatpacking (Wild game) (No-kill) ~~5, 7~~ 5-7, 10	S									S	P		P		
Monument Works, Stone ~~7-15~~ 5-7									S	S	S		P	S	
Museum or Planetarium ~~5, 7~~ 5-7	S							P	P	P	P	P			P
Non-Profit Organization ~~5, 7~~ 5-7								P	P	P	P	P			P
Nursing Home 5-7 ~~15~~-53		P	P	P	P	P	P	P	S						
Office (Home Occupation)	P	P	P	P	P	P	P	~~P~~							
Office (Medical, Professional) 5-7 ~~15~~		S	S	S	S	S	S	P	P	P	P	P	P		S
Office (Temporary Real Estate Subdivision Sales) ~~15~~ 5		~~S~~ P	~~S~~ P	~~S~~ P	~~S~~ P	~~S~~ P	~~S~~ P		P	P	P	P			
Orchards, Tree Crops	P	P	P	P									P		S

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Parking Lot or Facility, Park and Ride 7-~~15~~5-47	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Pawnshop ~~7-15~~5-7									S	P	P	P			
Payday Lending Operation/Non-chartered Institution ~~7-15~~5-7													S	S	
Pharmacy ~~7-15~~5-7								P	P	P	P	P	P		
Planned Unit Development 5-~~15~~7		S	S	S	S	S	S	S	S	S	S	S	S	S	
Plant Nursery ~~15~~5	P	P							S	S			P		P
Plant or Tree Farm	P	P											P		P
Post Office ~~7-15~~5-7								P	P	P	P	P			P
Poultry, Fowl, Rabbits	P	P	P 4	P 4									P		
Power Plant ~~5, 7~~5-7													S	S	
Preschool		S	S	S	S	S	S	S	S	S	S				
Printing, Blueprinting, Copy Center and Cartography 5-7~~7-15~~								P	P	P	P	P	P	P	
Prison, Jail, etc. ~~7-15~~5-7-33									S	S					S
Public 5-7	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Public Service Facility ~~7-15~~5-7-18-19	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Publishing ~~7-15~~5-7		P	P	P	P	P	P	P	P	P	P	P	P		
Quasi-public 5-7	P							P	P	P	P	P	P	P	P
Radio and TV Stations ~~7-15~~5-7-18-19								S	P	P	P	S	P	S	
Railroad Buildings, Yard and Equipment ~~7~~5-7-43-53	S												P	P	
Recreational Vehicle, Trailer or Camping Park ~~5, 7~~5-7						S	S		S						P
Recycle/Collection Bins									P	P	P		P	P	
Recycle Center/Recycle Staging Area 7-34-43										S	S		P	P	
Recycling Plant 5-7~~7-15~~-43													S	P	
Regional Sewage and Waste Treatment Plant 7-24-33-43	S	S												S	S
Repair Services 5-7, 31	P	P	P	P					P		P	P			
Research and Development Business 5-7										P	P	P			

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Research and Development Facility 5-7											S	S	P	P	
Rendering Plant 5-7~~7~~-25-26-53														S	
Restaurant 5-7~~7-15~~-20-26		S	S	S	S	S	S	P	P	P	P	P	P		
Restaurant with Bar ~~7-15~~5-7-27								S	S	S	S	S	S		
Retail Stores/Services ~~7-15~~5-7-28		S	S	S	S	S	S	P	P	P	P	P	P		
Riding Arenas/Stables/Schools ~~1~~5-26	P	S													
Roadside Stands, Seasonal 3-1~~5~~4	P	P							P	P	P	P			S
Sales, Wholesale 5-7~~7-15~~									S	S	S	S	P		
Sandwich Shop/Deli 5-7~~7-15~~14-22		S	S	S	S	S	S	P	P	P	P	P	S		
Sanitary Landfill 5-7-26-33-43															S
School (College/University/Trade) 5-7-15								S	S	S	S	S			S
School (Elementary, Middle and High School) 5-7~~7-15~~,		S	S	S	S	S	S		S	S	S				S
School (Trade) 5-7									P	S	S	S	S		
Senior Housing 5-7~~5-15~~-53		P	P	P	P	P	P		P						
Service Station/Garage ~~7~~5-~~15~~10-34								S	S	S	S	S	P		
Sexual Oriented Business ~~7~~5-7,1~~5~~0-16											S				
Shelter or Temp. Home 5-~~7-~~1~~5~~0-53					S	S	S		S						S
Shoe Repair ~~7-15~~5-7		S	S	S	S	S	S	P	P	P	P	P	P	P	
Shooting Range (Indoor) ~~7~~5-7-1~~5~~0-26	S	S							P 45	S 45	P 45		P 45	P	
Shooting Range (Outdoor) ~~7-15~~5-7-26	S												S	S	S
Shop for Building Contractor ~~7-15~~5-7, 10	S								P	P	P		P	P	
Shopping Center 5-7~~7-15~~, 10									S	S	S	S			
Sign Shop 5-7~~7-15~~, 10									P	P	P	P	P	P	
Sports Arena 5-7~~7-15~~									S	S	S	S	S		S
Storage Facility (public/private) • 10 acres or more ~~7~~5-7-54-56											~~S~~		S	S	
Storage Facility (public/private) • 5 to 10 acres ~~7~~5-7-54-56										S	S		S	S	
Storage Facility (public/private) • 2 to 5 acres ~~7~~5-7-54-56								~~S~~	S	~~S~~	S		S	S	

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Storage Facility (public/private) • Up to 2 acres 7-7-54-56						S	S	S	S	S	S		S	S	
Studio (Art, Dance, Music, Voice) 5, 150-31	P	S P	S P	S P	S P	S P	S P	P	P	P	P	P			
Studio (Artist, Interior Decorators, Photographer, etc.) 155-31		S P	S P	S P	S P	S P	S P	P	P	P	P	P			
Supply Yard 5-77-26-43									S	S	P		P	P	
Swimming Pool 5-715	P	P	P	P	P	P	P	P	P	S	S	S	P		P
Tattoo Parlors/Studios/Body Piercing Establishment 5-77-15									S	S	S	S			
Tavern/Bar/Nightclub/Lounge 5-7-15-27								S	S	S	S	S	S		
Taxidermy 5-77-15, 10									S	S	P		P	P	
Temporary Tent 155-7-23-42	P								P	P	P		P		P
Terminal Yard Trucking 5-77-15, 10-43-53													S	S	
Theater 5-77-15								S	P	P	P	P			
Tire Recapping 5-77-15, 10-53										S	S		S	S	
Tire Shop (not recapping) 5-77-15, 10									P	P	P	S	S		
Training Facility 5													S	S	
Travel Agency 5-77-15		S	S	S	S	S	S	P	P	P	P	P			
Truck and Tractor Repair 5-77-15, 10-53	S										S		P	P	
Truck Maintenance 5-77-,150													S	S	
Truck Stop 5-7, 7-156-53										S	S		S		
Truck Wash 5-77-53											S		P	P	
Upholstery Shop 5-77-15, 10									P	P	P		P	P	
Utility-Owned Building (public/private) 5-77-,150-18-19	S	S	S	S	S	S	S	S	S	S	S	S	P	P	S
Vehicle Emission Testing Facility 5-77-15-34	S							P	P	P	P	P	P		P
Veterinary Clinic 75-15-26	S	S						P	P	P	P		P		
Warehousing -Wholesale 75-15-53	S 41												S	P	
Wedding Chapel 5-77-15	P	S				S	S	P	P	P	P	P			
Wind Turbines/Farms/Mills 15-40	S	S											S	S	S

Land Uses	Districts														
	A	R-2	R-4	R-6	R-8	R-12	R-20	O	C-1	C-2	C-3	CBD	M-1	M-2	P
Wood Processing Plant (including firewood) 5-7~~7-15~~-26										S			S	S	
Zoo 5-7~~7-15~~	S									S	S	S			P

LAND USE TABLE FOOTNOTES:

The following footnotes are intended as helpful reminders rather than representing an all-inclusive list of requirements relative to a given land use; additionally, a footnote may not apply to a particular land use in every circumstance or an obligation may apply to a land use not covered by a footnote.

1. Any enterprise customarily carried on in the field of general agriculture, which is not obnoxious or detrimental to the public welfare. A commercial slaughterhouse or concentrated animal feeding operation [CAFO] is not allowed in the agricultural zone.

2. A limited number of cows, horses, sheep, goats and pot belly pigs may be kept on the premises as determined by the director in consultation with a licensed veterinarian; provided individual lots have an area of at least 33,000 square feet [.75 acre] and meet other requirements including those outlined KCC 10-3-5.

3. For the display and sale of agriculture products. A roadside stand requires a minimum of four (4) off-street parking spaces; however, the parking spaces do not need to be covered with an impervious parking surface because of the temporal nature of the business. The applicant is required to procure a business license from the city clerk prior to business usage and acquire a special use permit in certain zones. The site will also be evaluated for road access and circulation concerns.

4. Up to five (5) animals allowed; however, no roosters are permitted.

5. For p~~P~~arking ~~shall be provided as follows: Single-family - two (2) spaces per dwelling unit to include duplexes; multifamily - one and one-half (1½) space per dwelling unit.~~standards, see KCC 5-9-2.

6. The upper and lower floors are available for residential living purposes but not at ground level.

7. Subject to design review.

8. For manufactured home subdivision, see KCC 6-5-3.

9. The fraternity or sorority must be affiliated with an institution of higher education and maintain a good standing with its parent organization.

10. The use must be contained within the structure.

11. Home consumption only; however, should the beer or wine be sold it is subject to KCC 3-1-1.

12. Height of a cell/communication tower is subject to height regulations found in KCC 5-4-6:B:5 and 5-5-2:F.

13. Security need only - not intended for residential use; family members are not to reside in the security dwelling.

14. Deleted by Ord. No. 2012-18.

15. ~~The use requires adequate off-street parking and is subject to parking standards regulations found at KCC 5-9-1 through 5-9-5. Community gardens/urban gardens shall rely upon on-street parking and/or off-street parking on a case-by-case basis determined by site-specific characteristics.~~ Deleted by Ord. No.

16. See "sexual oriented business" regulations found at KCC 5-1-6-2 and 3-6. A sexually oriented business requires a city license, which is subject to annual renewal and the use is required to be separated a certain distance from other uses.

17. Deleted by Ord. No. 2012-18.

18. Cell towers or other telecommunication devices are subject to the zone's height regulations and the height provisions noted in KCC 5-4-6:B:5 and KCC 5-5-2:F.

19. The use is subject to height regulations.

20. The proprietor may serve alcoholic beverages at a table or booth with appropriate permits and licenses (see KCC 3-1-1).

21. The rental business may not store large or heavy equipment pieces on-site - those types of rental items are to be placed in the industrial zone.

22. No alcohol sales allowed.

23. Temporary vender permit required.

24. Package treatment plants, lift stations, lagoon systems, etc., may be installed in all zoning districts through a public works review process.

25. The site requires proper health permits and air quality evaluation.

26. The use is subject to the city's performance standards found at KCC 5-5.

27. Alcoholic beverages require city licensure according to the provisions of KCC 3-1-1. Consumption of alcohol on-premises is prohibited within 300 feet of a school or place of worship as measured from the primary entrance, unless the city council provides relief from that distance requirement. The three hundred-foot distance separation requirement does not apply to temporary beer and wine licenses procured by way of catering license.

28. For hardship cases see KCC 5-6-10.

29. Recreational vehicle park or campground development; see KCC 4-2B-1.

30. For a cemetery subdivision requirements; see KCC 6-5-6.

31. The use may qualify as a home occupation; see KCC 5-5-4.

32. This is an M-3 land use category that has been placed with M-2 category uses. Natural resource activities are subject to state laws.

33. The use is subject to any number of local, state and federal requirements.

35. Billboards are limited to certain land use zones and permitted there by way of a special use permit.

36. A church may provide for child care, food service, shelter or school facilities within the zoning districts where these uses are allowed, unless the director determines the use to be incidental to church related function in which circumstance these noted uses will be allowed in all zones where a church is permitted.

37. The use is subject to the rifle and pistol range performance standards; see KCC 5-5-4.

38. Temporary beer and wine licenses are permitted in these zones by way of a catering license approved by the city council. The three hundred-foot distance separation requirement does not apply to temporary beer and wine licenses procured by way of catering license.

39. The city has constructed a storage facility check list to assist the applicant develop this type of land use.

40. The placement of a windmill or wind turbine is subject to certain height and setback provisions that are determined on a case by case basis through the special use permitting process. The placement of these structures in proximity to Kuna Butte is discouraged.

41. Must be agriculturally related.

42. The use not to exceed sixty (60) days at the location.

43. The following uses are declared to require sight obstruction type fencing: Junkyards, wrecking yards, equipment or vehicle salvage storage yards, trailer parks, auction blocks, lumberyards, RV parks, sanitary landfills, recycling collection stations and temporary recycling collection stations, and any other similar type uses; see 5-5-5:G:3 for details.

44. Deleted by Ord. No. 2012-18.

45. Indoor range.

46. Drive-in restaurant subject to performance standards found at KCC 5-5-4.

47. A taxi dispatch operation shall be conducted from a physical location that meets applicable zoning standards. A dispatch operation shall not be conducted by way of a home occupation permit. A taxi operator living within the City of Kuna is allowed to have one vehicle at their residence when not in use; however, a taxicab dispatch operation cannot be conducted from a city residence or in a city residential zoning district. Kuna-based taxicab dispatch centers shall be subject to the city's zoning standards. Taxi vehicles shall be stored on property zoned for their accommodation. Any parking area established for taxicab operation, and related storage, shall be subject to the city's design review prior to its usage.

48. For special events only.

49. Preschools that are not state accredited are designated as a child care facility and require a special use permit. Preschools that are accredited fall within the elementary school category.

50. Deleted by Ord. No. 2012-18.

51. Child care facilities require a minimum of forty (40) square feet of usable indoor space per child and eighty (80) square feet of usable outdoor space per child.

52. An ordinance needs to be approved adopting this accessory dwelling unit land use.

53. The use is subject to individualized EDU evaluation.

54. Any large vehicle, motorhome, 5th-wheel trailer, boat, etc., will be subject to special buffering requirements. The developer will need to provide the city with a binding site plan reflecting how they intend to develop the storage facility site. The developer shall follow the prescriptions laid out in the city's storage facility development guide.

55. Handicraft is permitted as a home occupation, where goods are sold elsewhere. A special use permit is required when goods are requested to be sold from the site.

56. No more than two storage facilities shall be developed adjacent to each other if the total acreage of both facilities exceeds seven (7) acres.

57. Condominiums and Townhouses in a R-12 and R-20 are permitted with a side yard zero-lot line upon city engineer's approval.

Section IV: That Chapter 5 of Title 5 of the Kuna City Code is hereby amended by the recodification section 5-5-6 as a new Section 7 to read as follows:

~~5-5-6~~ **5-5-7: - IMPROVEMENTS REQUIRED:**

Improvements required according to this title shall be provided whenever a use on a property or structure is expanded or enlarged, or substantial refurbishment of a parking lot.

A. Scope of requirement(s): Site improvements shall be made to a property when the following situations occur:

1. Whenever a use on a property or structure is expanded or enlarged, or substantial refurbishment of a parking lot, the entire property or structure shall be subject to all provisions of this Code, after the passage of this section. Exceptions may be granted at the discretion of the planning and zoning commission.

Section V: That Chapter 5 of Title 5 Kuna City Code is hereby amended by the addition thereto of a new Section 6 to read as follows:

5-5-6: - REGULATION FOR SOLID WASTE ENCLOSURES

A. Purpose: Requirements for commercial solid waste service, which will provide for safe and efficient collection of trash and recycling within the City.

B. General Applicability:

1. This chapter applies without limitation to commercial properties, multi-family housing (hotels, condos, apartments, townhomes), mixed-use development, hospitals/clinics, churches, industrial/manufacturing uses, non-profits and any other uses determined by the Planning and Zoning Director that use commercial solid waste containers.

2. Exterior solid waste enclosures are required for solid waste service except locations with alley collection and/or compactors.

3. Existing solid waste enclosures shall be required to be constructed to current standards for locations that change location of an existing enclosure or modify the use of the site.

C. Solid Waste Enclosures

1. Enclosures shall be built to specifications identified in the Solid Waste Enclosure Table for the containers available from the solid waste hauler.

SOLID WASTE ENCLOSURE TABLE

Trash/Recycling Containers	Minimum Interior Enclosure Dimensions	Enclosure Door/Gate	Surface Pad
One - 3, 6, or 8-yard container	12'x12' with 12' wide gate opening.	Minimum of 120° opening with a mechanism to hold it in an open position	Minimum 4" thick reinforced concrete with an apron sized to fit enclosure
One - 3, 6, or 8-yard container plus a grease container for a restaurant	16'x12' with 16' wide gate opening.	Minimum of 120° opening with a mechanism to hold it in an open position	Minimum 4" thick reinforced concrete with an apron sized to fit enclosure
Two - 3, 6, or 8-yard containers (one for trash and one for recycling or two trash)	18'x12' with 18' wide gate opening	Minimum 120° opening with a mechanism to hold it in an open position	Minimum 4" thick reinforced concrete with an apron sized to fit enclosure
Wheeled Carts Only (1-2 carts)	4'x8'	4' wide door/gate or a 3-side enclosure with no door/gate.	Paved and sized to fit enclosure
Wheeled Carts Only (3-4 carts)	8'x8' or 4'x16'	7' wide door/gate or a 3-side enclosure with no door/gate.	Paved and sized to fit enclosure.

1. Multi-family residential or mixed-use properties utilizing 3, 6, or 8-yard containers shall provide a pedestrian entrance with a minimum of a 3' wide door or opening to the enclosure, independent of the gate access used for the collection vehicle.

2. Wheeled carts may be stored within a structure and brought to the curb prior to scheduled collection. Carts shall then be returned to their storage location within 24 hours.

3. Solid Waste enclosures shall not be used for storage of any other materials except solid waste.

4. Solid Waste shall be stored within the provided containers.

D. Solid Waste Enclosure Building Materials

1. Enclosure walls shall be constructed with Concrete Masonry Unit block according to applicable building codes.

2. Double gates are required on all enclosures and shall be approximately the same size as the enclosure walls.

3. Gates shall be free hanging with no center pole and designed to ensure access to and removal of each bin from the enclosure without moving another bin.

4. Gates shall be solid metal and painted to incorporate the overall design theme of the development with outside handles on each gate/door and a slide latch to secure the doors.

5. The solid waste and recycling area shall not be visible through the gates.

E. Access Requirements for Solid Waste Service

1. Site plans submitted to the city for new construction and remodeling, shall clearly designate the location for solid waste containers, a detail of the enclosure that includes dimensions of enclosure, dimensions of the direct access and location of the surrounding approach with needed clearances.

2. Enclosures shall be located and designed so there is a minimum of 50’ to 60’ of unobstructed direct access in front of the enclosure, measured from the center of the enclosure gates.

3. Indirect access is not permitted except for alley collection or in the downtown core.

4. Large roll-off containers (20-yard, 40-yard) and compactors require 60’ of clearance in front of the container.

5. There shall be a minimum of 30’ of overhead clearance and 30’ in front of all containers to avoid damage and interference while containers are emptied.

6. Vehicle circulation plans shall allow trucks forward movement to access a public street after collection, when possible. In the event the site does not allow trucks forward access to a public street, a paved hammerhead turn-around 15’ wide by 60’ long or a 75’ diameter cul-de-sac shall be provided. No parking shall be permitted in the cul-de-sac or turn-around area.

7. All roads, alleys, or service drives shall provide an unobstructed path of a minimum of 15’ high x 12’ wide to allow for safe access to enclosures.

8. A slope shall not be greater than 4% within a radius of 40’ surrounding the front of the enclosure.

9. Access to enclosures shall be maintained by property owner or homeowner’s association by

the keeping access to the enclosure free of accumulating snow, parked cars, and/or debris.

F. Alley Service

1. Properties bordering a maintained alleyway may utilize the alleyway as a collection location, provided the alleyway has an indirect access and is accessible and maintained along the entire length to collection vehicles. Collection vehicles will not back-up.

2. Solid waste shall be contained in a container provided by the solid waste handler with indirect access and may not block passage of vehicles through the alleyway.

G. Compactors

1. Compactors shall be placed on a minimum 4" thick, reinforced concrete pad with an apron sized to fit the compactor.

2. Compactors shall be located in an accessible area, out of view of the public, in accordance to KCC 5-5-6-D

3. Any gates used to access the compactor shall open 120 degrees minimum and have wind stops.

Section VI: That Section 3, Chapter 9 of Title 5 Kuna City Code be and the same is hereby amended to read as follows:

5-9-3: - PARKING SPACE REQUIREMENTS:

For the purpose of this chapter the following parking space requirements shall apply:

A. Residential:	
1. Single-family ~~or two family~~ dwelling or Duplexes	2 for each unit
2. Apartments or multifamily dwellings	~~1½~~ 2 for each unit plus 1 per unit for visitor [1]
3. Boarding houses, rooming houses, dormitories and fraternity houses which have sleeping rooms	1 for each sleeping room or 1 for each permanent occupant
4. Manufactured home park	2 for each unit
B. Commercial:	

1. Automobile service garages which also provide repair	1 for each 2 gasoline pumps and 2 for each service bay
2. Hotels, motels	1 per each sleeping room plus 1 space for each 2 employees
3. Funeral parlors, mortuaries and similar type uses	1 for each 100 square feet of floor area in slumber rooms, parlors or service rooms
C. Recreational or eEntertainment:	
1. Dining rooms, restaurants, taverns, nightclubs, etc.	1 for each 200 square feet of floor area
2. Bowling alleys	4 for each alley or lane plus 1 additional space for each 100 square feet of the area used for restaurant, cocktail lounge or similar use
3. Dance floors, skating rinks	1 for each 100 square feet of floor area used for the activity
4. Outdoor swimming pools, public or community or club	1 for each 5 persons capacity plus 1 for each 30 square feet floor area used for seating purposes, whichever is greater
5. Auditoriums, sports arenas, theaters and similar uses	1 for each 4 seats
6. Retail stores	1 for each 250 square feet of floor area
7. Banks, financial institutions and similar uses	1 for each 200 square feet of floor area
8. Offices, public or professional administration, or service buildings	1 for each 400 square feet of floor area
9. All other types of business or commercial uses permitted in any business district	1 for each 300 square feet of floor area
D. Institutional:	

1. Churches and other places of religious assembly	1 for each 5 seats
2. Hospitals	1 for each bed
3. Sanitariums, homes for the aged, nursing homes, children's homes, asylums and similar uses	1 for each 2 beds
4. Medical and dental clinics	1 for every 200 square feet of floor area of examination, treating room, office and waiting room
5. Libraries, museums and art galleries	1 for each 400 square feet of floor area
E. Schools (public, parochial or private):	
1. Elementary and junior high schools	2 for each classroom and 1 for every 8 seats in auditoriums or assembly halls
2. High schools	1 for every 10 students and 1 for each teacher and employee
3. Business, technical and trade schools	1 for each 2 students
4. Colleges, universities	1 for each 4 students
5. Kindergartens, childcare centers, nursery schools and similar uses	2 for each classroom but not less than 6 for the building
F. Manufacturing:	
1. All types of manufacturing, storage and wholesale uses permitted in any manufacturing district	1 for every 2 employees (on the largest shift for which the building is designed) plus 1 for each motor vehicle used in the business
2. Express, parcel delivery and freight terminal	1 for every 2 employees (on the largest shift for which the building is designed) and 1 for each motor vehicle maintained on the premises

[1] ADA parking requirements do not count toward total parking space requirements.

Section VII: That Section 12, Chapter 17 of Title 5 Kuna City Code be and is hereby amended to read as follows:

5-17-12: - BUFFER AREAS; COMMON LOTS:

A. *Materials:*

1. All buffer areas shall be comprised of, but not limited to, a mix of evergreen and deciduous trees, shrubs and groundcover in which evergreen plant materials comprise a minimum of sixty (60) percent of the total plant material used.

2. Height requirements shall be accomplished with plant material with a fence or decorative wall.

3. he required buffer area shall result in an effective barrier within three (3) years and be maintained such that sixty (60) percent or more of the vertical surface is closed and prevents the passage of vision through it.

4. Chainlink fencing, with slats or otherwise, and cedar fencing is prohibited for screening.

B. *Major roadways:* New residential development shall be buffered through landscape applications from the adjoining collectors, arterials, or highways according to the city's landscape requirements, to protect residents from roadway activity. This buffer shall be placed on an individual lot, an easement or in a common open space. The buffer area shall be owned and maintained by a homeowners' association or business association. Landscape buffers associated with new residential development, located outside a subdivision, shall be the property owner's responsibility. Landscape placed within the public rights-of-way shall not be credited towards buffer area requirements.

C. *Common area landscapes:* New residential subdivision common area landscapes shall be comprised of the following:

1. Lawn, either seed or sod.

2. A minimum of one (1) deciduous shade tree per one thousand (1,000) square feet of site.

D. *Design requirements for residential developments:*

1. A minimum of 5% useable open space per 50 dwellings in residential developments.

E. *Design requirement for apartments and/or multi-family developments:*

1. A minimum of 200 square feet of usable open space is required per dwelling unit.

~~D~~F. *Design considerations for residential developments:*

1. For design flexibility, half of the required shade trees may be substituted on a two to one (2:1) basis with ornamental and evergreen trees.

2. Buffer areas should include a variety of species, arranged to create varied and attractive views. Fences, walls and berms may be used. Height changes, offset angles, different materials and other design techniques are required so as to create variety.

Section VIII: Severability Provision

8.1 This ordinance is hereby declared to be severable. Should any portion of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purpose(s) of the ordinance before the declaration of partial invalidity.

Section IX: Directing the City Clerk

9.1 The City Clerk is directed to file, this Ordinance in the official records of the City and to provide a conformed copy to the, Planning and Zoning Director.

Section X: Effective Date

10.1 This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law and at the discretion of the City Clerk and In lieu of publication of the entire ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code, may be published.

ADOPTED this ____ day of_____, 2019.

CITY OF KUNA

_____
Joe L. Stear, Mayor

ATTEST:

_____

Chris Engels, City Clerk

City of Kuna

City Council – Staff Memo

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

To: **City Council**

File Numbers: **18-01-S** (Preliminary Plat)

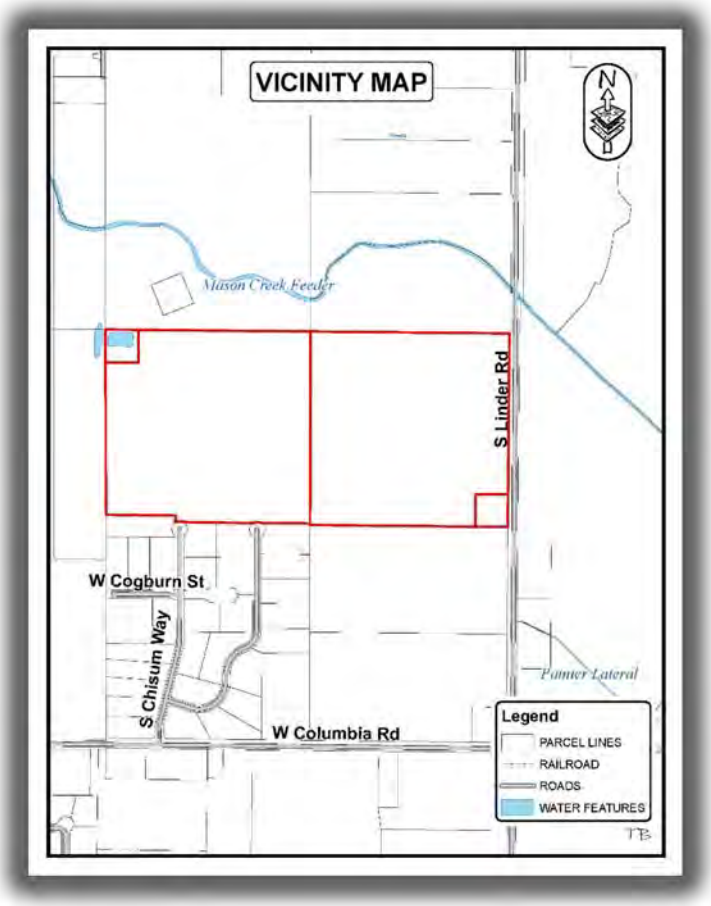
Location: Northwest corner; Linder and Columbia Roads, Meridian, ID

Planner: Troy Behunin, Planner III

Hearing date: November 20, 2018
Re-noticed for: February 5, 2019

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

Engineer: **Bailey Engineers,**
Katie Miller
4242 Brookside Ln.
Boise, ID, 83713
208. 938.0013
Kmiller@baileyengineers.com



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L. Proposed Kuna City Code Analysis
M. Proposed Conclusions of Law
N. Commission Recommendation to Council
O. Recommended Order of Decision by 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	January 18, 2019

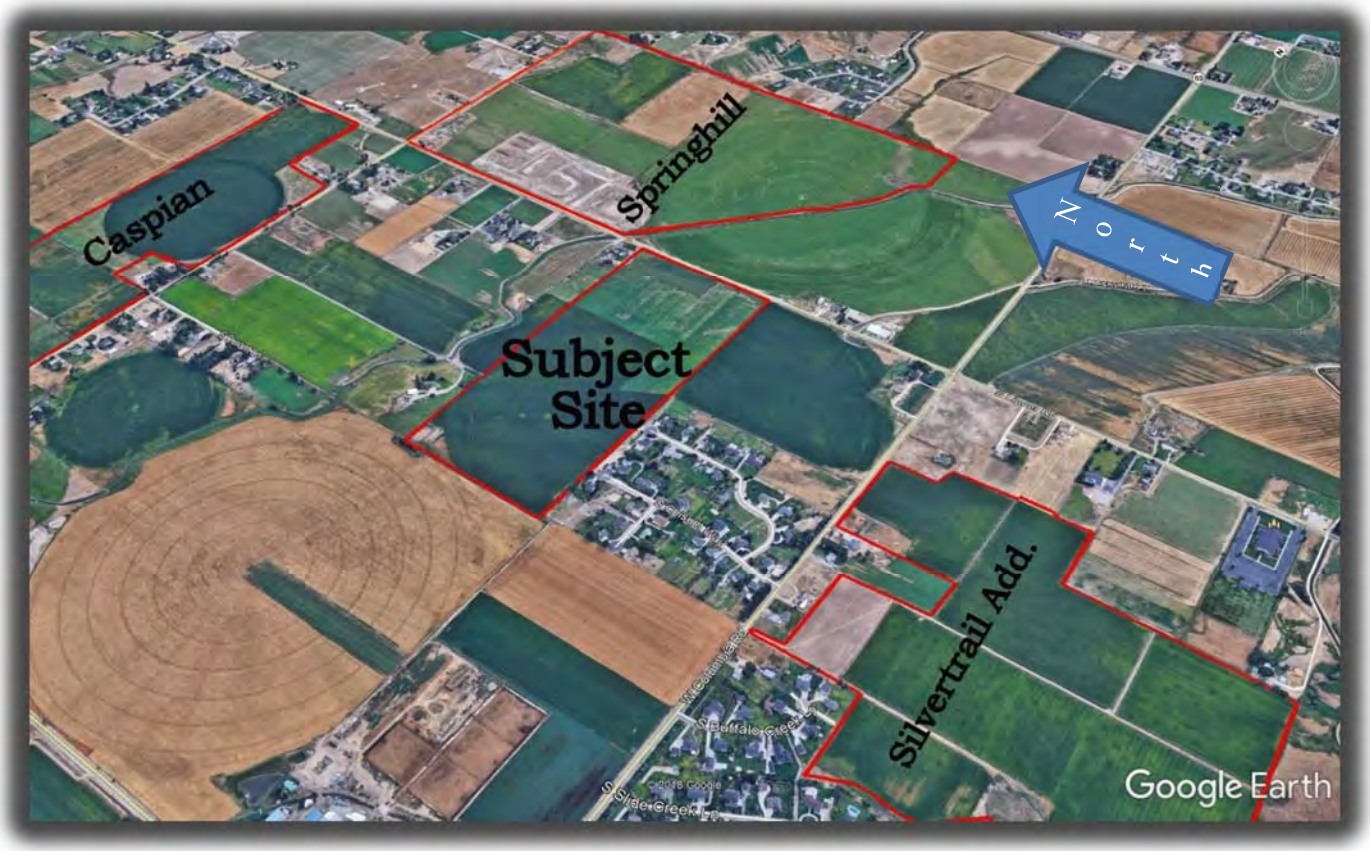
iv.	Kuna, Melba Newspaper	January 9, 2019
v.	Site Posted	January 18, 2019

B. Applicants Request:

1. **Request:**

Applicant, 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:



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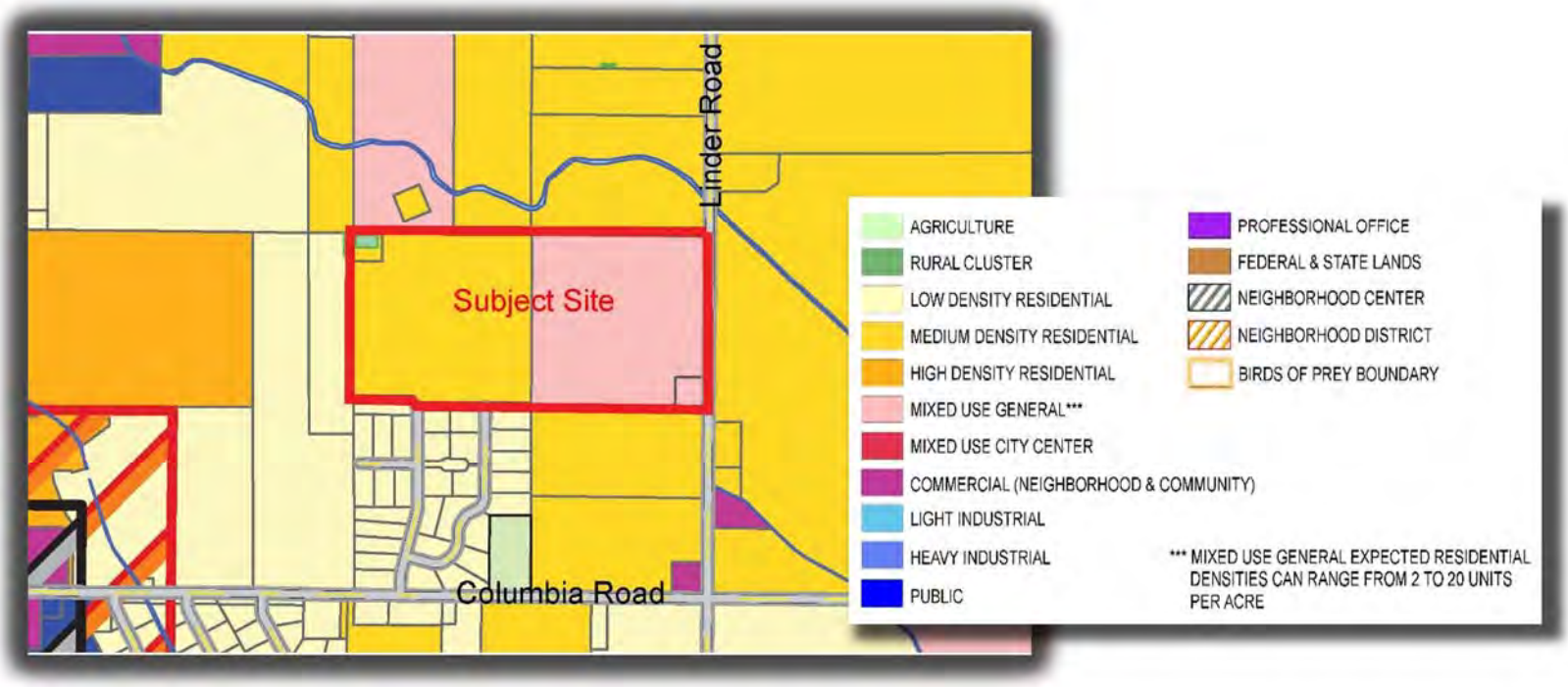
D. Site History:

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).

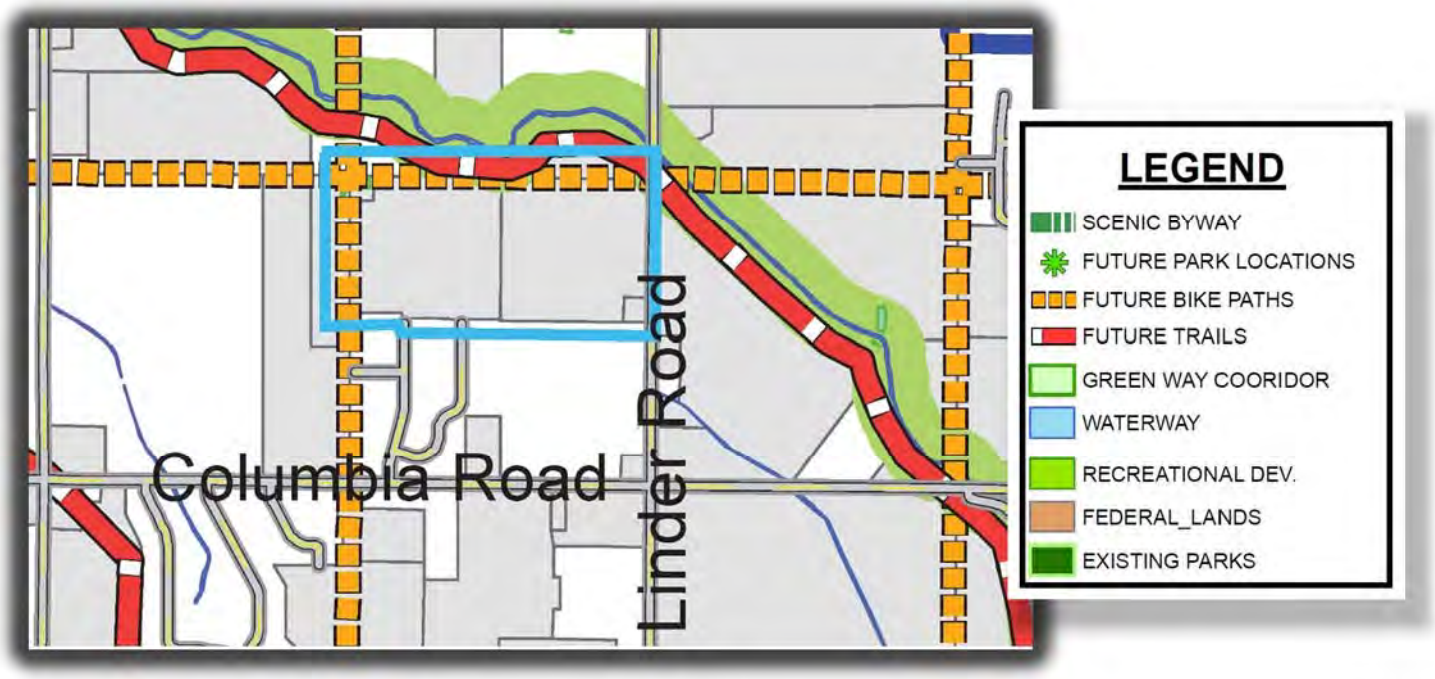
E. General Projects Facts:

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:**

North	AG, RR	Agriculture & Rural Residential – Kuna City & Ada County
South	RR	Rural Residential – Ada County
East	AG	Agriculture – Kuna City
West	AG	Agriculture – Kuna City

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

Lot Size (Approximately)	**Current Zone: (Ag.)**	**Parcel Number(s)**	**Chisum Valley Sub., Lot & Block Numbers**
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:

- *City Engineer* *Exhibit B 1*
- *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 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" (CCMM). 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 originally proposed 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 proposal fulfills the conditions of approval by Council and pg 5all technical requirements prescribed within Kuna City Code (KCC).

Staff has determined this application generally complies, or as conditioned, will follow Idaho Statutes §50-222 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 subject to the recommended conditions of approval listed in Section 'O' 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 February 5, 2019, the Council will consider Case No. 18-01-S, 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, including the exhibits, staff's report and the public testimony at the public hearing, the City Council of Kuna, Idaho, hereby ***approves/conditionally approves/denies*** of the proposed Findings of Fact and Conclusions of Law, and Conditions of Approval for Case No. 18-01-S, for the *Thistle and Vanderkooy, Farm, LLC, Preliminary Plat* request.

*The Council 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 Council has the authority to approve or deny Case No. 18-01-S. On February 5, 2019, Kuna's Council will vote to either ***approve/conditionally approve/deny*** Case No. 18-01-S.

Comment: *On February 5, 2019, Council will vote to **approve/conditionally approve/deny** Case No.* 18-01-S.

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 February 5, 2019, with the Council.

4. The Kuna Council accepts the facts as outlined in the staff report, the public testimony and the supporting evidence list presented.

Comment: *The Council* will hold *a public hearing on the subject application on February 5, 2019, to hear from the City staff, the applicant and to accept public testimony. The decision by the Council 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, this proposal **does/does not** appear 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 February 5, 2019.*

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 boilable lots and 38 common lots. This property is adjacent to Linder Road, a principle arterial road.

K. Proposed Comprehensive Plan Analysis:

The City Council 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 Preliminary Plat 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 Preliminary Plat 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 Preliminary Plat 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 Preliminary Plat (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 Preliminary Plat **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 Preliminary Plat 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* Council *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. 18-01-S, Council finds Case No. 18-01-S **does/does not** adequately complies with Kuna City Code.

7. Based on the evidence contained in Case No. 18-01-S, Council finds Case No. 18-01-S, **does/does not** generally comply with Kuna's Zoning Code.

M. Proposed Conclusions of Law:

1. Based on the evidence contained in Case No. 18-01-S, Council finds Case No. 18-01-S generally **does/does not** comply with Kuna City Code.

2. Based on the evidence contained in Case No. 18-01-S, Council finds Case No. 18-01-S, generally **is/is 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. Recommendation of the Commission to City Council:

On October 9, 2018, the Commission voted to recommend approval for Care No. 18-01-S to City Council, based on the facts outlined in staff's report, 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. Therefore, the Commission hereby recommends *approval* to Council for Case No. 18-01-S, a Preliminary Plat request, and voted to *approve 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:

- Applicant shall follow the conditions stated in the staff report and related agency reports.

O. Proposed Order of Decision by the Council:

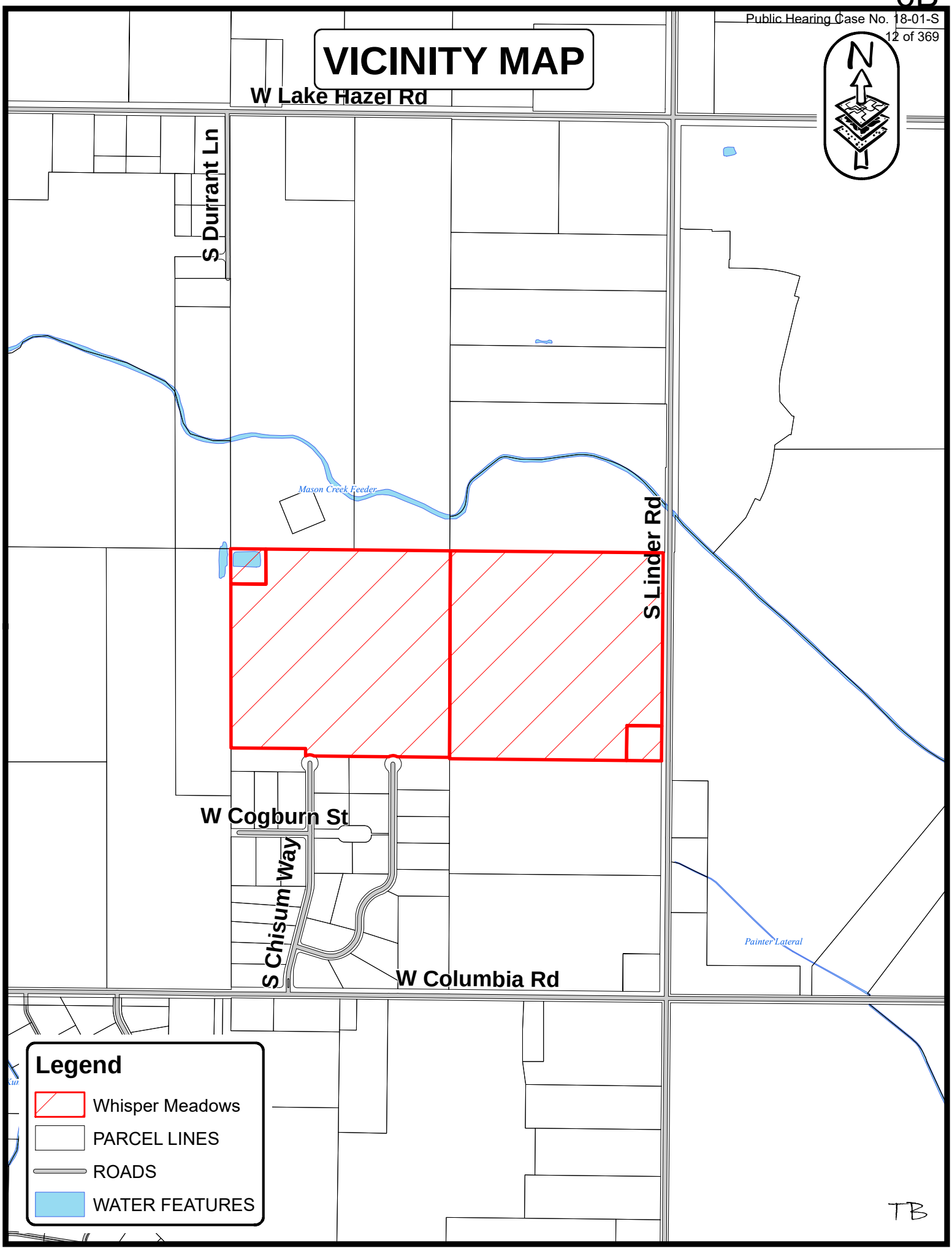
18-01-S (Preliminary Plat), *Note: This proposed motion is to recommend approval, conditional approval, or denial for this request to City Council. If the Commission wishes to approve or deny specific parts of the requests as detailed in this report, those changes must be specified.*

On February 5, 2019, the Council will vote to **approve/conditionally approve/deny** Case No. 18-01-S, based on the facts outlined in staff's memo, the Comp Plan, City Code, the record before the Council, the applicant's presentation, public testimony and discussion during the public hearing by the City Council of Kuna, Idaho, the Council hereby **approves / conditionally approves / denies** Case No. 18-01-S, a Preliminary Plat request by 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. The applicant's proposed Preliminary Plat (Rev. dated 11/05/2018) shall be considered binding site plans, or as modified and approved through the public process.
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 _____, 2019.


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
N
Legend
Whisper Meadows
PARCEL LINES
ROADS
WATER FEATURES
TB

Caspian

Springhill

Subject Site

Silvertrail Add.

S Briarklyn

S Chisum Way

W Columbia Rd

S Buffalo Creek Ln

S Slide Creek Ln

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

For Office Use Only	
File Number (s)	18-01-ZC 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	

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
- [X Preliminary Plat
- [X Rezone
- ☐ Special Use
- ☐ Temporary Business
- ☐ Vacation
- ☐ Variance

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 — Phone Number: 208-938-0013
Address: 6152 W.Halfmoon Ln — E-Mail: timothyeck@me.com
City, State, Zip: Eagle, ID 83616 — Fax #:

Engineer/Representative: Bailey Engineers — Phone Number: 208-938-0013
Address: 4242 N.Brookside Ln — E-Mail: kmiller@baileyengineers.com
City, State, Zip: Boise, ID 83713 — 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):

- [X] 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 connectivit throughout the development via pathway

Residential Project Summary (if applicable)

Are there existing buildings? [ ] Yes [X] No

Please describe the existing buildings: N/A

Any existing buildings to remain? [ ] Yes [X] No

Number of residential units: _____ Number of building lots: 310

Number of common and/or other lots: 38

Type of dwellings proposed:

- [X] 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: _____ Date: 1/10/18

Bailey Engineering, Inc.
CIVIL ENGINEERING|PLANNING|CADD

January 11, 2018

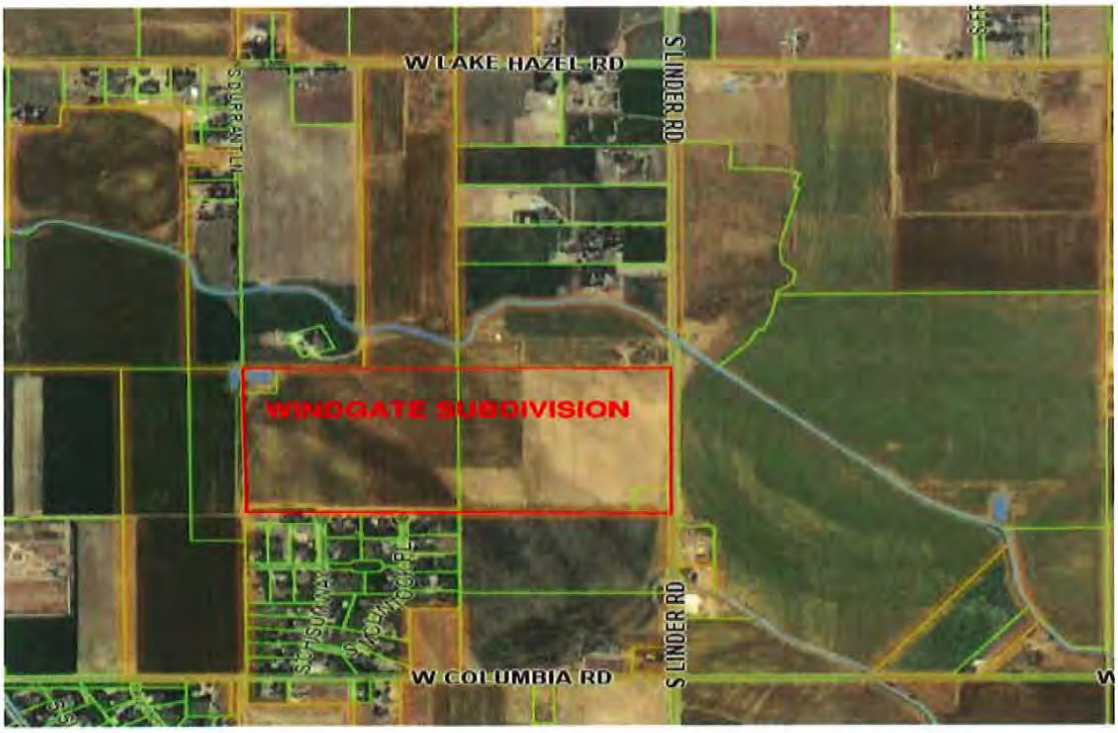
Troy Behunin, Senior Planner
Planning & Zoning Department
Kuna City Hall
751 W. 4th St.
Kuna, ID 83634

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.



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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

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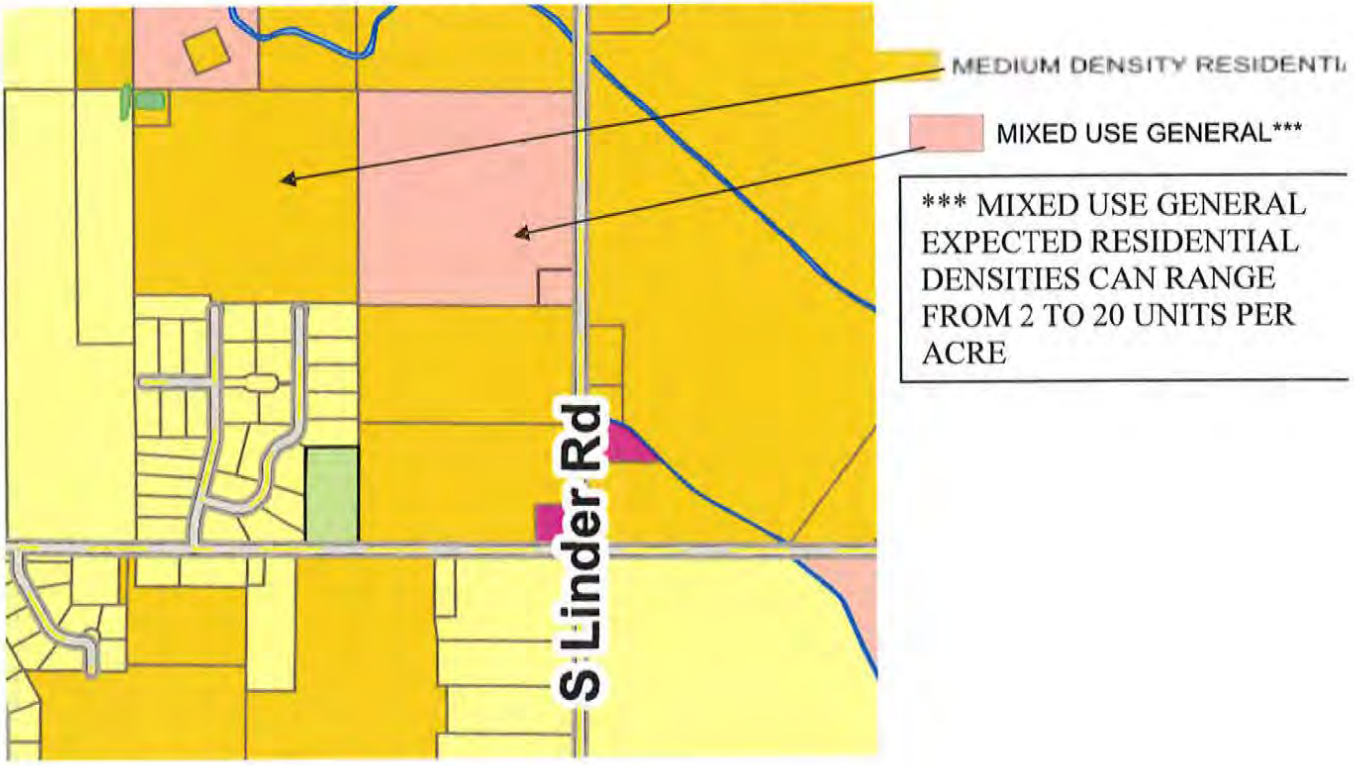

Neighborhood Meeting

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.

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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 ease 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.

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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%

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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

PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME
EVERGREEN TREES		
	AUSTRIAN PINE	PINUS NIGRA
CB	COLORADO BLUE SPRUCE	PICEA PUNGENS 'GLAUCA'
	MOONGLOW JUNIPER	JUNIPERUS SCOPULORUM 'MOONGLOW'
	NORWAY SPRUCE	PICEA ABIES
VP	VANDERWOLFS PINE	PINUS FLEXILIS 'VANDERWOLFS'
WH	WEEPING WHITE PINE	PICEA GLAUCA 'PENDULA'
STREET TREES (CLASS II & III)		
AF	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'
	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'
	LITTLELEAF LINDEN	TILIA CORDATA
	LONDON PLANETREE	PLATANUS x ACERIFOLIA
RO	RED OAK	QUERCUS RUBRA
	AMERICAN SWEETGUM	LIQUIDAMBER STYRACIFLUA
TT	TULIP TREE	LIRIODENDRON TULIPIFERA
ORNAMENTAL TREES (CLASS I)		
AM	AMUR MAPLE	ACER GINNALA 'FLAME'
	CHANTICLEER PEAR	PYRUS CALLERYANA 'GLEN'S FORM'
GR	GOLDEN RAINDROPS CRABAPPLE	MALUS x 'SCHMIDTCUTLEAF'
RR	ROYAL RAINDROPS CRABAPPLE	MALUS x 'JFS-KW5'
	SPRINGSNOW CRABAPPLE	MALUS 'SPRINGSNOW'
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS		
BE	BLACK EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTRUM'
	BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTONII'
	CREEPING MAHONIA	MAHONIA REPENS
	RED FLOWER CANDYTUFT MIX	IBERIS SEMPERVIRENS
DF	DWARF FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'HAMELN'
	DARTS GOLD NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DARTS GOLD'
	STELLA D'ORO DAYLILY	HEMEROCALLIS 'STELLA D'ORO'
	EMERALD N' GOLD BUONYMUS	EUONYMUS FORTUNEI 'EMERALD N' GOLD'
	ENDLESS SUMMER HYDRANGEA	HYDRANGEA ARBORESCENS 'TMHM'
	FINE LINE BUCKTHORN	RHAMNUS FRAGULA 'RON WILLIAMS'
	GOLDFLAME SPIREA	SPIRAEA x BUMALDA 'GOLDFLAME'
GL	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'
	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'
	LITTLE DEVIL NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY'
	MIDCOTE BLUE ENGLISH LAVENDER	LAVANDULA ANGUSTIFOLIA 'MIDCOTE BLUE'
	OTTO LUYKEN LAUREL	PRUNUS LAUROCERASUS 'OTTO LUYKEN'
	P.J.M RHODODENDRON	RHODODRENDRON 'P.J.M'
	VALDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'
SN	SUMMERWINE NINEBARK	PHYSOCARPUS OPULIFOLIA 'SEWARD'

LAWN

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

4' VINYL FENCE ADJACENT TO CONNECTION PATHWAYS AND COMMON AREAS (TYP). SEE DTL 4, THIS SHT

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'	7110' / 100' = 71	18 TREES	23 TREES (14 SHADE TREES + 18 ORNAMENTAL TREES)
			24 EVERGREENS	27 EVERGREENS
			43 SHRUBS	126 SHRUBS
W. BUTTERFLY ST.	25'	2450' / 100' = 24.5	44 TREES	60.5 TREES (46 SHADE TREES + 39 ORNAMENTAL TREES)
			74 EVERGREENS	74 EVERGREENS
			294 SHRUBS	294 SHRUBS
S. DURANT LN.	20'	1080' / 100' = 10.8	21 TREES	21 TREES (14 SHADE TREES + 14 ORNAMENTAL TREES)
			31 EVERGREENS	31 EVERGREENS
			124 SHRUBS	138 SHRUBS

NUMBER OF TREES PROVIDED ON BUFFERS: 272
NUMBER OF TREES PROVIDED ON COMMON LOTS: 164
TOTAL NUMBER OF TREES: 436

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 ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
4. NO TREES SHALL IMPEDE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ACHD ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET ACHD REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM STOP SIGNS.
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 FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.

DEVELOPMENT DATA

TOTAL AREA	73.17 ACRES
TOTAL LOTS	348
BUILDABLE LOTS	310
COMMON LOTS	38
DENSITY D/ACRE	4.24
TOTAL OPEN SPACE	5.56 ACRES (15.49%)
STREET BUFFERS	2.01 ACRES (2.82%)
OPEN SPACE WITH PATHWAYS	2.94 ACRES (3.27%)
END CAPS	1.00 ACRES (1.37%)
EXISTING ZONING	A
PROPOSED ZONING	R8

WHISPER MEADOWS SUBDIVISION

KUNA, ID

PRELIMINARY PLAT LANDSCAPE PLAN

OWNER
VANDERWOOD FARM, LLC.
6152 W. HALT WOOD LANE
EAGLE, IDAHO 83616

JANUARY 11, 2018

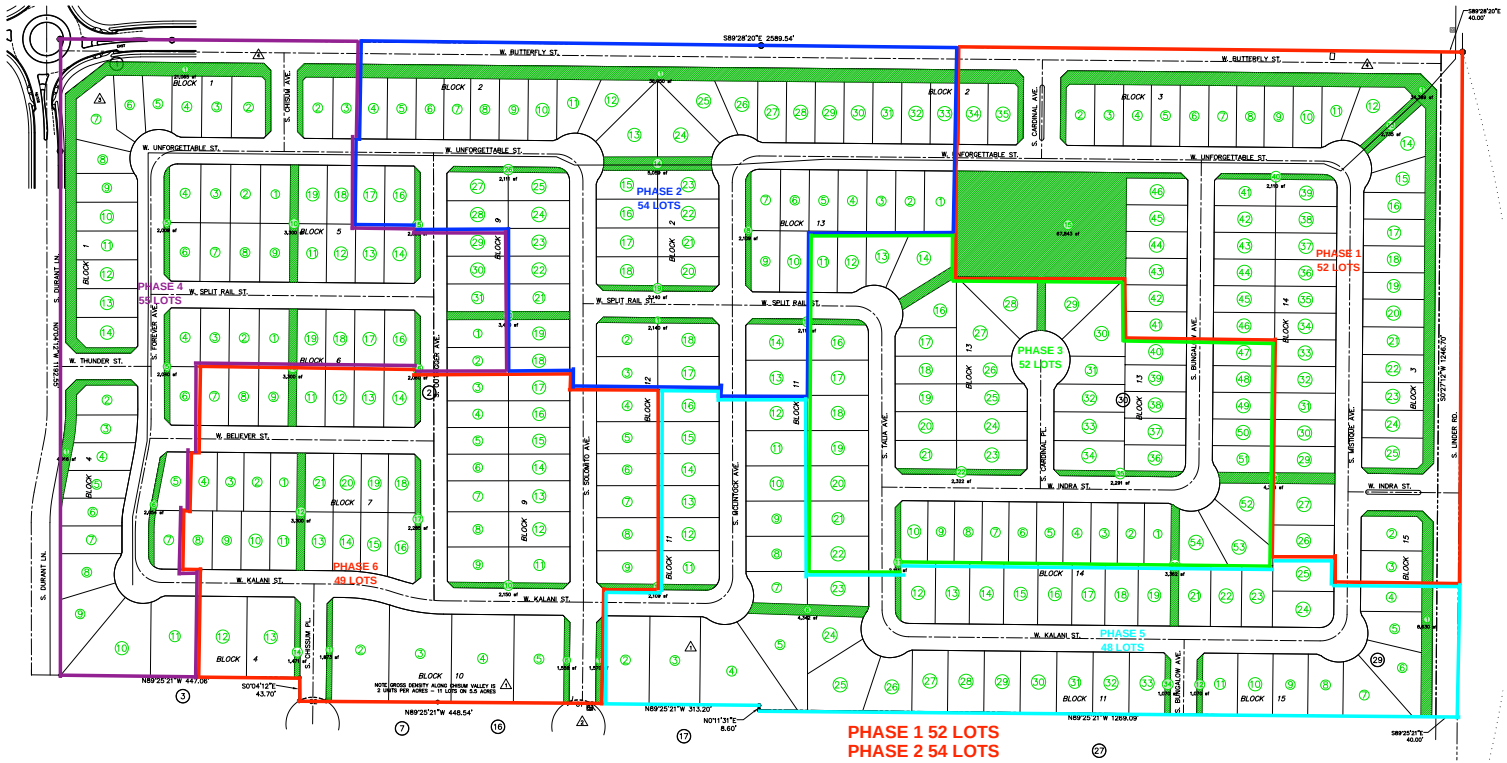
NORTH

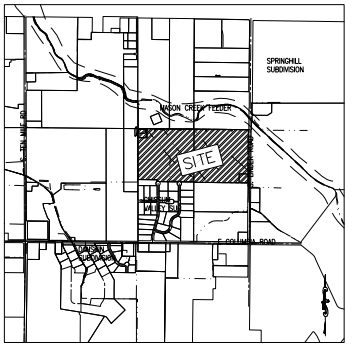
SCALE 1" = 120'

JENSENBELTS ASSOCIATES

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



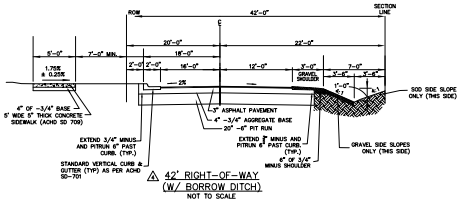


VICINITY MAP
N.T.S.

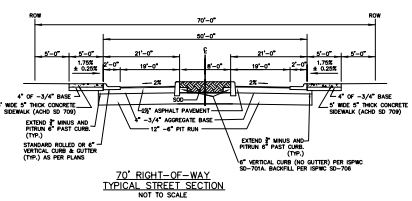
PLAN SHEET INDEX

SHEET	DESCRIPTION
PP-1	COVER SHEET, INDEX, MAP, & NOTES
PP-2	SUBDIVISION LAYOUT & DIMENSIONS
C-1	CONCEPTUAL ENGINEERING PLAN
C-2	CONCEPTUAL SEWER PLAN
C-3	CONCEPTUAL SEWER PROFILES
C-4	CONCEPTUAL SEWER PROFILES & LOT TABLES
C-5	CONCEPTUAL CROSSINGS

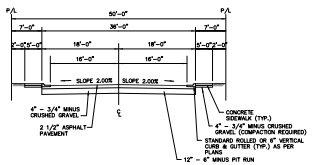
PHASE 1 52 LOTS
PHASE 2 54 LOTS
PHASE 3 52 LOTS
PHASE 4 55 LOTS
PHASE 5 48 LOTS
PHASE 6 49 LOTS



42' RIGHT-OF-WAY
(W/ BORROW DITCH)
NOT TO SCALE



70' RIGHT-OF-WAY
TYPICAL STREET SECTION
NOT TO SCALE



50' RIGHT-OF-WAY
TYPICAL STREET SECTION
NOT TO SCALE

NOTES:
1. ALL LOT LINES COMMON TO A PUBLIC RIGHT OF WAY HAVE A 10' UTILITY EASEMENT.
2. A 10' UTILITY EASEMENT IS LOCATED ADJACENT TO THE EXTERIOR BOUNDARY.
3. ALL SIDE YARD LOT LINES HAVE A 5' DRAINAGE & IRRIGATION EASEMENT ON EACH SIDE OF THE LOT LINE UNLESS OTHERWISE SHOWN.
4. MUNICIPAL SEWER AND WATER SERVICES SHALL BE PROVIDED TO EACH LOT.
5. DRAINAGE FOR THE PUBLIC STREETS WILL BE COLLECTED IN STORM DRAIN CATCH BASINS AND ROUTED THROUGH SAND AND GREASE TRAPS TO SEEPAGE BEDS OR STORM DRAINAGE PONDS.
6. ALL LOTS WITHIN THIS SUBDIVISION ARE SINGLE FAMILY RESIDENTIAL LOTS, WITH THE EXCEPTION OF COMMON LOTS AS SHOWN WHICH ARE COMMON AREA LOTS ALL OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ALL SAID COMMON LOTS SHALL HAVE A BLANKET UTILITY AND DRAINAGE EASEMENT.
7. THIS SUBDIVISION IS SUBJECT TO COMPLIANCE WITH IDAHO CODE SECTION 31-3805(1)(b) CONCERNING IRRIGATION WATER, PRESSURE IRRIGATION WILL BE SUPPLIED TO ALL LOTS IN THIS SUBDIVISION FROM CITY OF KUNA MUNICIPAL IRRIGATION SYSTEM, EXISTING SHARES AND WATER RIGHTS SHALL BE TRANSFERRED TO THE CITY OF KUNA.
8. NO DIRECT ACCESS TO LINDER ROAD WILL BE ALLOWED UNLESS APPROVED IN WRITING BY CITY OF KUNA AND ADA COUNTY HIGHWAY DISTRICT.
9. ALL EXISTING BUILDINGS ON SITE TO BE REMOVED.
10. THE SUBJECT PROPERTY DOES NOT FALL WITHIN ANY FEMA FLOOD HAZARD ZONE. REFERENCE FIRM PANEL 16001C0250J EFFECTIVE OCTOBER 2nd, 20013.

PLAT LEGEND
BOUNDARY
LOT LINES
ROAD CENTERLINE
RIGHT OF WAY
LOT NUMBER
LOT AREA
BLOCK NUMBER
EASEMENT
SETBACK
CURB & GUTTER SW
STREET NAME
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 PLAIN

OPEN SPACE
TOTAL OPEN SPACE = 5.26 ACRES = 7.59%
STREET BUFFERS 2.07 ACRES = 2.60%
OPEN SPACE WITH PATHWAYS 2.39 ACRES = 3.27%
END CAPS = 1.20 ACRES = 1.37%

LOT SIZES
ALL LOTS MEET MINIMUM DIMENSIONS FOR R2 ZONE
MINIMUM BUILDABLE LOT SIZE = 5527 SF
MAXIMUM BUILDABLE LOT SIZE = 20493 SF
AVERAGE BUILDABLE LOT SIZE = 6969 SF

OWNER
VANDERKOOY FARM LLC
6152 W HALF MOON LANE
EAGLE, ID 83616

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
4242 W BROOKSIDE LANE
BOISE, ID 83714
208-853-0613

PLANNER
TONY WATERS
BAILEY ENGINEERING, INC.
4242 W BROOKSIDE LANE
BOISE, ID 83714
208-853-0613

DEVELOPMENT FEATURES
ACREAGE
TOTAL PARCEL = 73.17 ACRES
TOTAL LOTS = 345
BUILDABLE LOTS = 310
COMMON LOTS = 35
DENSITY (GRADE) = 4.24
ZONING
EXISTING = A
PROPOSED = R2
SEWAGE DISPOSAL
KUNA CITY SEWER
WATER SUPPLY
KUNA CITY WATER
CITY
KUNA
SCHOOL DISTRICT
KUNA
FIRE DISTRICT
KUNA
IRRIGATION DISTRICT
BOISE-KUNA IRRIGATION DISTRICT

Parcel Table		
Lot	Area	Perimeter
BLOCK 1 Lot 1 OPEN	21065	2196
BLOCK 2 Lot 1 OPEN	36050	3187
BLOCK 2 Lot 14 OPEN	5059	459
BLOCK 2 Lot 19 OPEN	2140	456
BLOCK 3 Lot 1 OPEN	34389	3277
BLOCK 3 Lot 13 OPEN	2735	315
BLOCK 4 Lot 1 OPEN	4916	754
BLOCK 4 Lot 14 OPEN	1471	399
BLOCK 5 Lot 5 OPEN	2009	431
BLOCK 5 Lot 10 OPEN	3300	470
BLOCK 5 Lot 15 OPEN	2060	440
BLOCK 6 Lot 5 OPEN	2040	436
BLOCK 6 Lot 10 OPEN	3300	470
BLOCK 6 Lot 15 OPEN	2060	440
BLOCK 7 Lot 6 OPEN	2054	442
BLOCK 7 Lot 12 OPEN	3300	470
BLOCK 7 Lot 17 OPEN	2285	484
BLOCK 9 Lot 10 OPEN	2150	458
BLOCK 9 Lot 20 OPEN	3450	490
BLOCK 9 Lot 28 OPEN	2111	451
BLOCK 10 Lot 1 OPEN	1873	399
BLOCK 10 Lot 6 OPEN	1558	336
BLOCK 11 Lot 1 OPEN	1570	336
BLOCK 11 Lot 6 OPEN	4342	479
BLOCK 11 Lot 15 OPEN	2111	451
BLOCK 11 Lot 34 OPEN	1070	238
BLOCK 12 Lot 1 OPEN	2140	456
BLOCK 12 Lot 10 OPEN	2109	451
BLOCK 13 Lot 8 OPEN	2109	451
BLOCK 13 Lot 15 OPEN	67843	1693
BLOCK 13 Lot 22 OPEN	3322	493
BLOCK 13 Lot 25 OPEN	2291	488
BLOCK 14 Lot 11 OPEN	2111	451
BLOCK 14 Lot 20 OPEN	3362	480
BLOCK 14 Lot 28 OPEN	4336	475
BLOCK 14 Lot 40 OPEN	2110	451
BLOCK 15 Lot 1 OPEN	8630	1013
BLOCK 15 Lot 12 OPEN	1070	238
PARK/OPEN		
BUFFER		
ENDCAP		
PATHWAY		
END CAP		

80 0 40 80 160
SCALE IN FEET
1" = 80'

REVISED		
NO.	DATE	DESCRIPTION
1.	08-13-2018	SOUTH BOUNDARY LOTS
2.	10-03-2018	STREET CONNECTION TO CHISUM PER ACHD — REMOVE BULB OUTS AND CHICANES
3.	11-08-2018	LOT 7, BLOCK 1 — 310 BUILDABLE
4.	01-02-2019	BUTTERFLY ST. CENTERLINE & CURB

Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
4242 N. BROOKSIDE LANE TEL 208-853-0613
BOISE, ID 83714 www.baileyengineering.com

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

PRELIMINARY PLAT
WHISPER MEADOWS SUBDIVISION
VANDERKOOY FARMS LLC

SHEET PP-1

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
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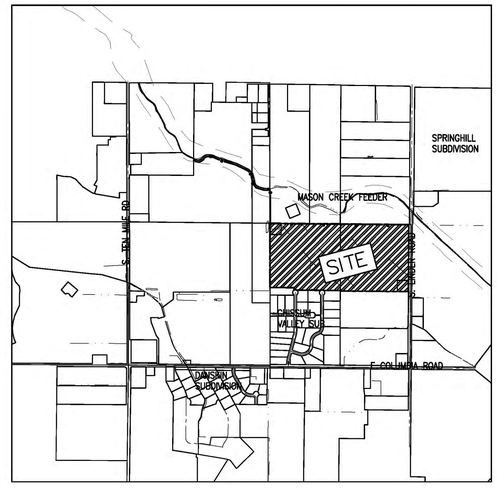

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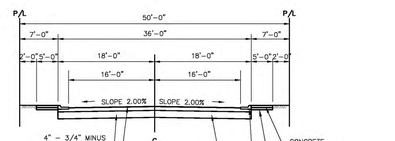
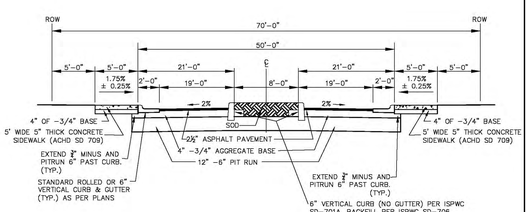


50' RIGHT-OF-WAY
TYPICAL STREET SECTION
NOT TO SCALE



70' RIGHT-OF-WAY
TYPICAL STREET SECTION
NOT TO SCALE

NOTES:
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PLAT LEGEND

BOUNDARY
LOT LINES
ROAD CENTERLINE
RIGHT OF WAY
LOT NUMBER
LOT AREA
BLOCK NUMBER
EASEMENT
SETBACK
CURB GUTTER SW
STREET NAME
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 PLAIN

BLOCK 7
W. ASHTON DR.
PHASE

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%

LOT SIZES
ALL LOTS MEET MINIMUM DIMENSIONS FOR R8 ZONE
MINIMUM BUILDABLE LOT SIZE - 5527 SF
MAXIMUM BUILDABLE LOT SIZE - 20430 SF
AVERAGE BUILDABLE LOT SIZE - 6993 SF

OWNER
VANDERKOOY FARM LLC
6152 W HALF MOON LANE
EAGLE, ID 83616

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
4242 N BROOKSIDE LANE
BOISE, ID 83714
938-0013

PLANNER
KATE MILLER
BAILEY ENGINEERING, INC.
4242 N BROOKSIDE LANE
BOISE, ID 83714
938-0013

DEVELOPMENT FEATURES

ACREAGE
TOTAL PARCEL - 73.17 ACRES
TOTAL LOTS - 348
BUILDABLE LOTS - 310
COMMON LOTS - 38
DENSITY DU/ACRE - 4.24

ZONING
EXISTING - A
PROPOSED - R8

SEWAGE DISPOSAL
KUNA CITY SEWER

WATER SUPPLY
KUNA CITY WATER

CITY
KUNA

SCHOOL DISTRICT
KUNA

FIRE DISTRICT
KUNA

IRRIGATION DISTRICT
BOISE-KUNA IRRIGATION DISTRICT

Parcel Table			
Lot	Area	Perimeter	
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BLOCK 2 Lot 19 OPEN	2140	456	ENDCAP
BLOCK 3 Lot 1 OPEN	34389	3277	BUFFER
BLOCK 3 Lot 13 OPEN	2735	315	PATHWAY
BLOCK 4 Lot 1 OPEN	4916	754	BUFFER
BLOCK 4 Lot 14 OPEN	1471	399	ENDCAP
BLOCK 5 Lot 5 OPEN	2009	431	ENDCAP
BLOCK 5 Lot 10 OPEN	3300	470	PATHWAY
BLOCK 5 Lot 15 OPEN	2060	440	ENDCAP
BLOCK 6 Lot 5 OPEN	2040	436	ENDCAP
BLOCK 6 Lot 10 OPEN	3300	470	PATHWAY
BLOCK 6 Lot 15 OPEN	2060	440	ENDCAP
BLOCK 7 Lot 6 OPEN	2054	442	ENDCAP

Parcel Table			
Lot	Area	Perimeter	
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BLOCK 7 Lot 17 OPEN	2285	484	ENDCAP
BLOCK 9 Lot 10 OPEN	2150	458	ENDCAP
BLOCK 9 Lot 20 OPEN	3450	490	PATHWAY
BLOCK 9 Lot 26 OPEN	2111	451	ENDCAP
BLOCK 10 Lot 1 OPEN	1873	399	ENDCAP
BLOCK 10 Lot 6 OPEN	1558	336	ENDCAP
BLOCK 11 Lot 1 OPEN	1570	338	ENDCAP
BLOCK 11 Lot 6 OPEN	4342	479	PATHWAY
BLOCK 11 Lot 15 OPEN	2111	451	ENDCAP
BLOCK 11 Lot 34 OPEN	1070	238	ENDCAP
BLOCK 12 Lot 1 OPEN	2140	456	ENDCAP
BLOCK 12 Lot 10 OPEN	2109	451	ENDCAP
BLOCK 13 Lot 8 OPEN	2109	451	ENDCAP
BLOCK 13 Lot 15 OPEN	67843	1693	PARK/OPEN

Parcel Table			
Lot	Area	Perimeter	
BLOCK 13 Lot 22 OPEN	2322	493	ENDCAP
BLOCK 13 Lot 35 OPEN	2291	488	ENDCAP
BLOCK 14 Lot 11 OPEN	2111	451	ENDCAP
BLOCK 14 Lot 20 OPEN	3382	480	PATHWAY
BLOCK 14 Lot 28 OPEN	4336	475	PATHWAY
BLOCK 14 Lot 40 OPEN	2110	451	ENDCAP
BLOCK 15 Lot 1 OPEN	8630	1013	BUFFER
BLOCK 15 Lot 12 OPEN	1070	238	END CAP

80 0 40 80 160
SCALE IN FEET
1" = 80'

REVISED		
NO.	DATE	DESCRIPTION
1.	08-13-2018	SOUTH BOUNDARY LOTS
2.	10-03-2018	STREET CONNECTION TO CHISUM PER ACHD
		REMOVE BULB OUTS AND CHICANES
3.	11-05-2018	LOT 7 BLOCK 1 – 310 BUILDABLE

Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
4242 N. BROOKSIDE LANE
BOISE, ID 83714
TEL. 208-938-0013
www.baileyengineers.com

DRAWN BY: DAB | CHECKED BY: DAVID A. BAILEY P.E. | PROJECT: 12016-026 | DATE: 01-12-2018

PRELIMINARY PLAT
WHSIPER MEADOWS SUBDIVISION
VANDERKOOY FARMS LLC

SHEET: PP-1

Exhibit B-1

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

Telephone (208) 287-1727; Fax (208) 287-1731
Email: pstevens@kunaID.gov

Paul A. Stevens, P.E.
CITY ENGINEER

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 23rd, 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 (6-4-2O) 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.

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 (6-4-2I) 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.

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

KITTELSON & ASSOCIATES
101 S CAPITOL BOULEVARD, SUITE 301
BOISE, ID 83702
P 208.338.2683 F 208.338.2685

December 3, 2018 Project #: 22046.3

Tim Eck
Vanderkooy Farms, LLC
6152 W Half Moon Lane
Eagle, Idaho 83616

RE: Response to ACHD Commission Denying Applicant's Proposal to not Extend McLintock Place into the Site, Whisper Meadows Subdivision/KKP1-0002/18-01-S

Dear Tim,

After reviewing ACHD Commission's denial to not extend McLintock Place into the Whisper Meadows site, we have provided the following response to understand potential impacts to the Chisum Valley Subdivision to the south.

The transportation impact study (TIS) completed for Whisper Meadows estimated that approximately 5% of Whisper Meadows' site-generated trips would head southwest from the site on Columbia Road towards Ten Mile Road. These trips were estimated to leave and enter the site via Columbia Road & Chisum Way. A total of 150 daily trips (12 occurring during the a.m. peak hour and 14 occurring during the p.m. peak hour) were estimated to occur along Chisum Way and into the site.

The TIS did not include the connection of McLintock Place into the site. McLintock Place is located approximately 500 feet east of Chisum Way at the southern boundary of the Whisper Meadow site. The Commission's denial to not extend McLintock Place into the site is expected to have little to no impact to the total number of trips into and out the site via Columbia Road & Chisum Place. Because of the close proximity between Chisum Way and McLintock Place, it is reasonable to expect the trips leaving and entering the site to the southwest would be split between Chisum Way and McLintock Place, with the same amount of a.m. and p.m. peak hour trips at the Columbia Road & Chisum Way intersection. With the extension of McLintock Place into the Whisper Meadows site, the level of service (LOS) at the Columbia Road & Chisum Way intersection is not anticipated to be affected.

We trust that this letter provides additional context to the future extension of McLintock Place into the Whisper Meadows site. Please reach out to me with any additional questions or comments.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Brett Korporaal
Engineering Associate

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

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:**

Direction	Land Use	Zoning
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 2018in 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 262st 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

Road/Linder Road intersection, prior to ACHD's signature on the final plat that contains the 262st 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 280th building lot and the final plat of Gran Prado that contains the 350th 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 (Linder to SH-69)	N/A	Principal Arterial	67	Better than "E"
Linder Road (Amity to Lake Hazel)	N/A	Minor Arterial	161	Better than "E"
Linder Road (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 262st 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 280th building lot and the final plat of Gran Prado that contains the 350th 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-

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 WIDENDED 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

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 WIDENDED 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.

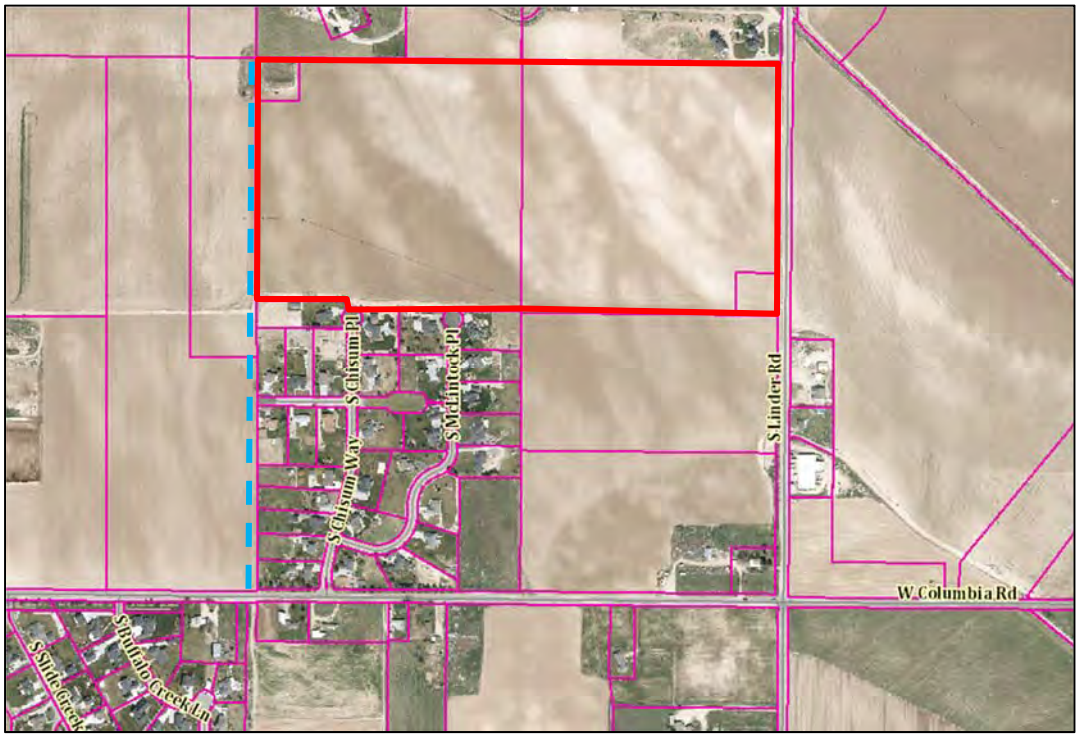
Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

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.

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.

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 McLintock 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 McLintock 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 McLintock 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 262nd 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 262nd 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

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.

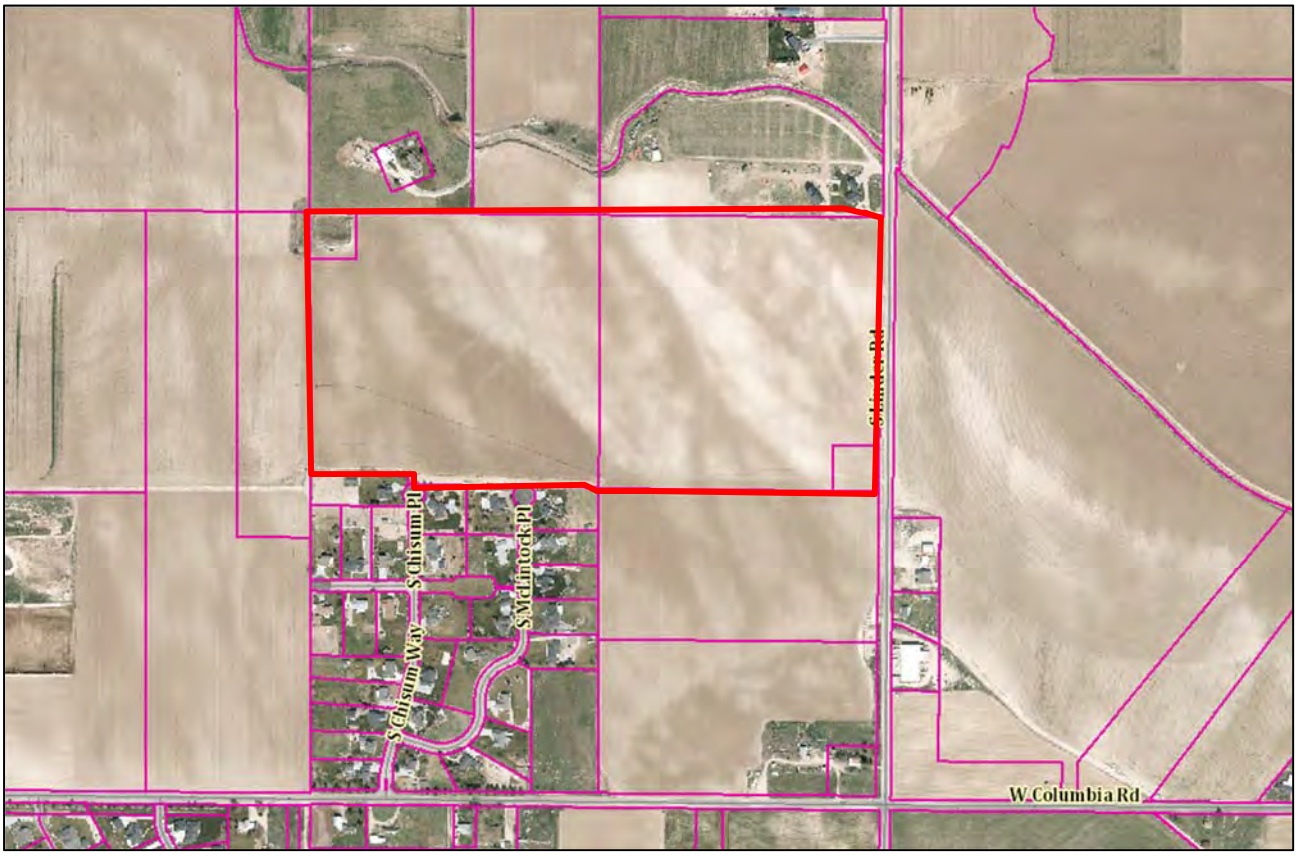
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

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



SITE PLAN

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.

- 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 280th lot and install and interim signal.
    - By signalizing 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 signalizing 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, 9th 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

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 95th 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.
    - Shrubbery 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.

- 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-saq and provides a connection to the Chisum Valley Subdivsion 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

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 and 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.

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)

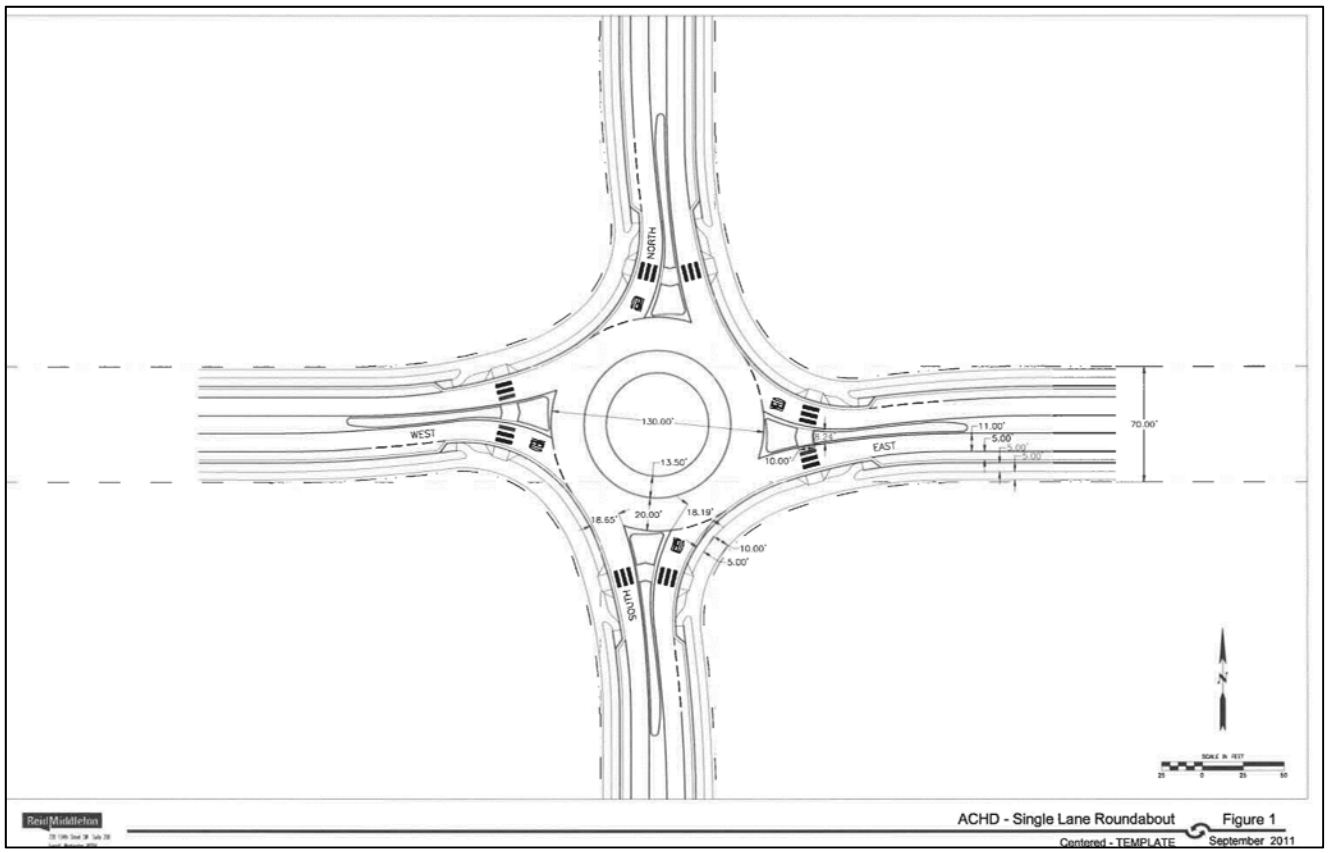
- Widen and reconstruct the signalized intersection per ACHD's *2016 CIP* (IN2016-60). If ACHD and ITD determine that interim improvements should be considered due to the time horizon for the *2016 CIP* funding is moved out beyond the 2026-2030 timeframe, the following interim improvements could be considered 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 site 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.

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.

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. 4th 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

RECEIVED
FEB 27 2018
CITY OF KUNA

Return to:
- ☐ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☒ Kuna
- ☐ Meridian
- ☐ Star

Rezone # 18-01-ZC
Conditional Use # _____
Preliminary / Final / Short Plat 18-01-S
Whisper Meadows

☐ 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: Lou Bodyfelt

Date: 2/22/18

Exhibit B-4

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**

CIM Corridor: **N/A** Pedestrian level of stress: **R-Linder** Bicycle level of stress: **R-Linder**	Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with **G or PG** ratings better support bicyclists and pedestrians of all ages and comfort levels.
Housing within 1 mile: **200** Jobs within 1 mile: **70** Jobs/Housing Ratio: **0.4**	A good jobs/housing balance – a ratio between **1 and 1.5** – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.
Nearest police station: **3.9 miles** Nearest fire station: **3 miles**	Developments within **1.5 miles** of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.
Farmland consumed: **Yes** Farmland within 1 mile: **1,251 acres** Farmland Value: **N/A**	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.
Nearest bus stop: **>4 miles** Nearest public school: **2.1 miles** Nearest public park: **1.4 miles** Nearest grocery store: **3.3 miles**	Residents who live or work less than **½ mile** 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.

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
Email 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 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 Conservations 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
Regional Administrator
Boise Regional Office
Idaho Department of Environmental Quality

ec: TRIM 2018AEK24

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)

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.

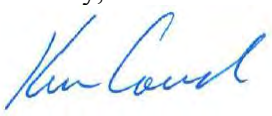
5. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State highway.

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;

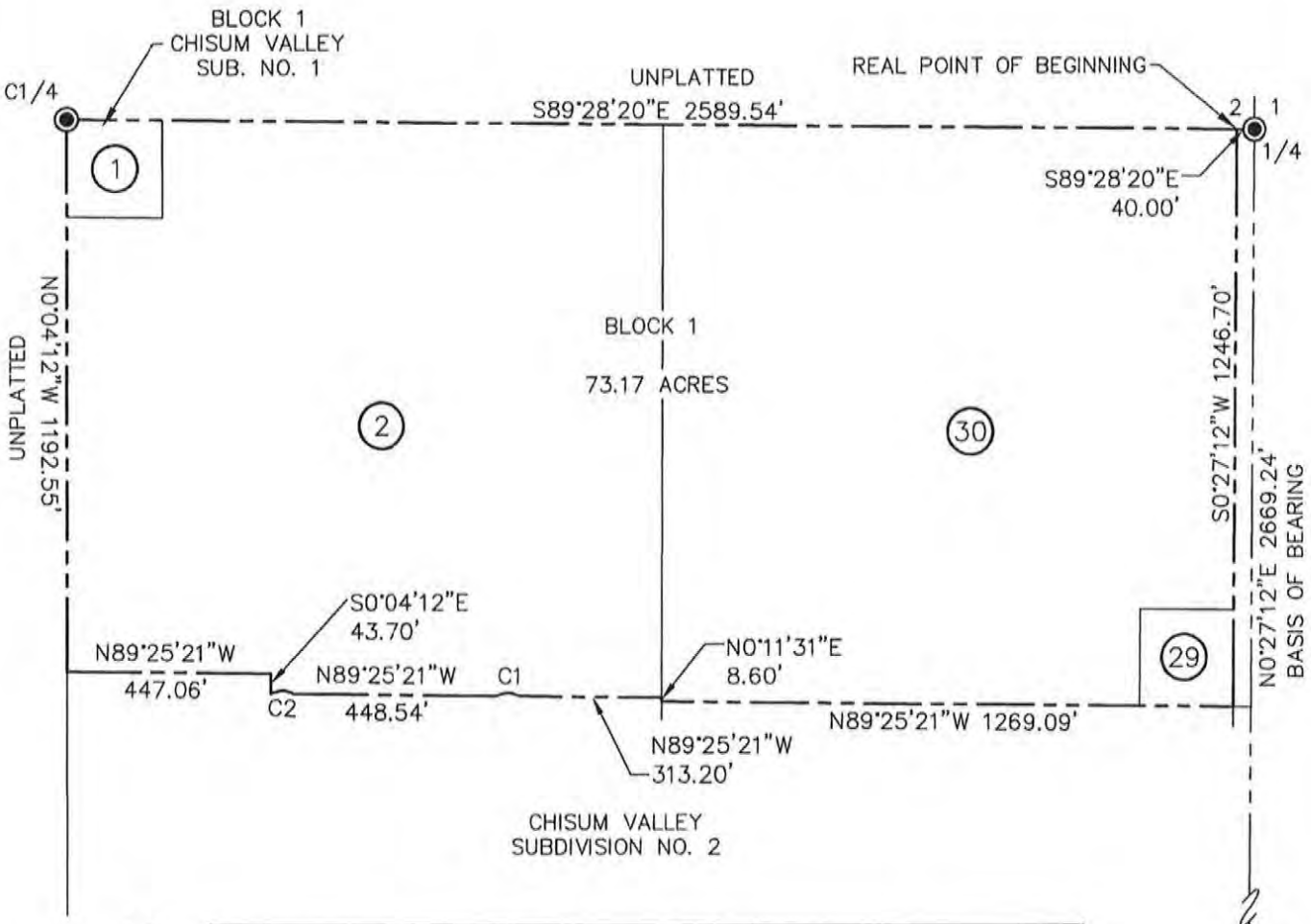
thence 52.86 feet along the arc of a non-tangent curve to the left, said curve having a radius of 50.00 feet, a central angle of 60°34'11" and a long chord which bears North 89°47'09" West, 50.43 feet;

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

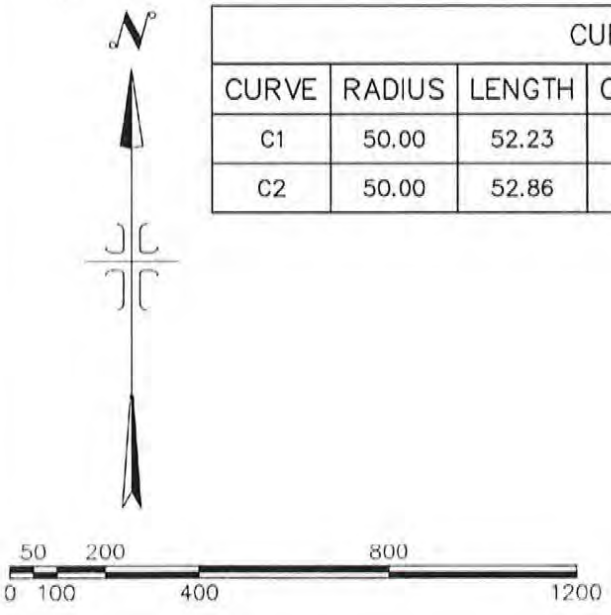
thence North 89°25'21" West, 447.06 feet to the SW corner of said Lot 2;

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'

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. 17-124 SHEET NO. 1 DWG. DATE 1/9/2018

Neighborhood Meeting Certification – PP/PdZ

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)	347 lot new subdivision
Special Use	
Variance	
Expansion of Extension of a Nonconforming Use	
Zoning Ordinance Map Amendment	

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

	Name	Address	Zip	Phone
1	Stephen Kennedy	7638 S. McLintock	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 McLintock Pl	" "	391-8295
6	Shannon Luckie	7714 S. McLintock	" "	859-2892
7	Virginia Jeppesen	7901 S Chisum Way	83642	(208)794-3091
8	Kelley Stevenson	7751 S McLintock Pl	83642	2088889774
9	Richard Dunat	7590 S Tenmile Rd	83642	888-5264
10	ALANA OLSON	7790 S McLINTOCK	83642	860-2189
11	Vern Bastow	7979 S. Chisum	83642	860-2484
12	Rick Willis	2345 Cogburn	83642	887-3755
13	Bissie Hall	7675 S. McLintock	83642	208 407-0462
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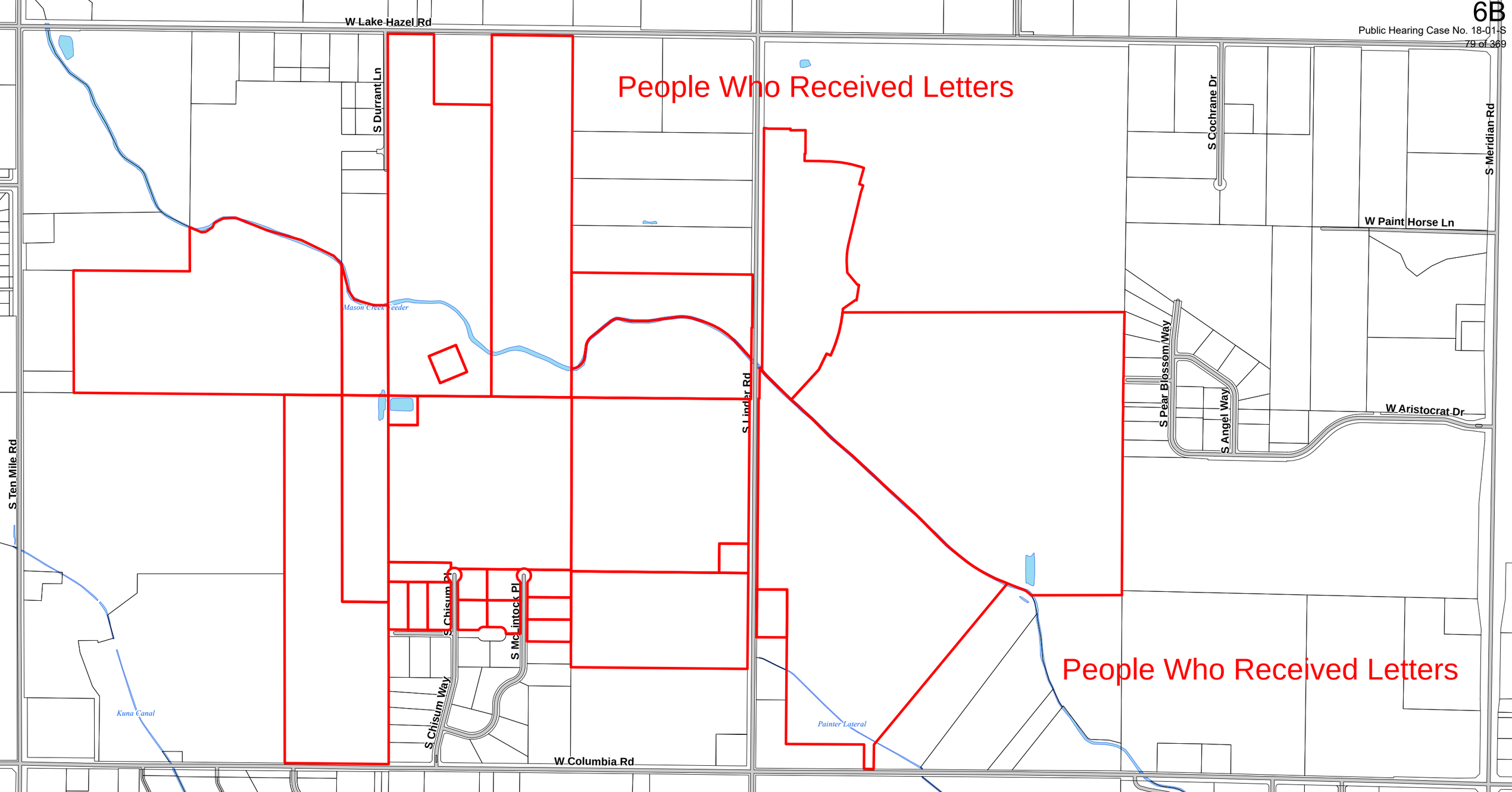
People Who Received Letters
People Who Received Letters
W Lake Hazel Rd
S Durrant Ln
S Cochrane Dr
S Meridian Rd
W Paint Horse Ln
Mason Creek Feeder
S Linder Rd
S Pear Blossom Way
S Angel Way
W Aristocrat Dr
S Ten Mile Rd
S Chisum Pl
S McLintock Pl
S Chisum Way
Kuna Canal
Painter Lateral
W Columbia Rd

Letter of Opposition

April 5, 2018

Kuna Planning and Zoning Commission
Kuna City Hall, Council Chamber
751 W. 4th 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.[1]

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

[1] 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.'[2]

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.[3]

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."[4] 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."[5]

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.[6] 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.[7]

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."[8] 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."[9] Residents expressed the same concerns when interviewed during the first phase of the current comprehensive planning process. According to the Summary Report, residents

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[2] Article available at: *http://www.idahostatesman.com/news/local/article148959059.html*.
[3] 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.
[4] Comprehensive Plan at 63.
[5] Comprehensive Plan at 10.
[6] Comprehensive Plan at 10.
[7] Summary Report at 21.
[8] Comprehensive Plan at 10.
[9] Comprehensive Plan at 10.

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."[10]

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."[11] It should also "preserve open space" and "protect the quality of existing neighborhoods to ensure that their character and quality is preserved."[12] Infill development of "vacant or underutilized land to create greater densities in the core of the city" is encouraged.[13] So is the reduction of "urban sprawl."[14]

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.[15] 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.[16] 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.

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[10] Summary Report at 26.
[11] Comprehensive Plan at 63.
[12] Comprehensive Plan at 64.
[13] Comprehensive Plan at 64.
[14] Comprehensive Plan at 154.
[15] 01/11/18 correspondence from Bailey Engineering to Troy Behunin re: Whisper Meadows Subdivision–Zoning and Preliminary Plat Application
[16] 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.[17] These improvements can include the placement of sidewalks or pathways and the implementation of passive traffic measures.[18]

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.[19] Instead, it's exactly the type of "fast-paced, heavily urbanized development pattern" Kuna's residents rejected.[20]

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 Riccardi

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[17] ADHD Policy 7207.2.
[18] ADHD Policy 7207.2.3.
[19] Comprehensive Plan at 10.
[20] Comprehensive Plan at 10.

D R Durrant Trust

7700 south ten mile road

Meridian Id 83642

Oct 9 2018

Members of the Kuna Planning and Zoning committee

I would like to have the Wisper Height Subdivision Tabled.

#1 until I can see how the drainage of waste water that has historically been drained on the property of the proposed subdivision will be accommodated.

#2 The property's that borders the Chisum subdivision are receiving half acre lots, and the lots against us are at the highest density meaning we will have more neighbors complaining about noise and dust from our agriculture operation.

#3 Until I receive a review from the Ada County Highway district on why their design calls for larger amount of our property to provide for Durrant Lane or School street corridor if it would ever be extended.

#4 I feel the developer needs to provide safeguards from Children and Pets from entering our recovery pond that is adjacent to the proposed subdivision.

Thank You for your consideration

Ann Durrant

Trustee

received
10.09.18

April 5, 2018

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

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[1] Idaho Code § 67-6535(2)

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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."[4] 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."[5]

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.[6] 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.[7]

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."[8] 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."[9] Residents expressed the same concerns when interviewed during the first phase of the current comprehensive planning process. According to the Summary Report, residents

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[2] Article available at: *http://www.idahostatesman.com/news/local/article148959059.html*.
[3] 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.
[4] Comprehensive Plan at 63.
[5] Comprehensive Plan at 10.
[6] Comprehensive Plan at 10.
[7] Summary Report at 21.
[8] Comprehensive Plan at 10.
[9] Comprehensive Plan at 10.

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."[10]

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."[11] It should also "preserve open space" and "protect the quality of existing neighborhoods to ensure that their character and quality is preserved."[12] Infill development of "vacant or underutilized land to create greater densities in the core of the city" is encouraged.[13] So is the reduction of "urban sprawl."[14]

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.[15] 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.[16] 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.

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[10] Summary Report at 26.
[11] Comprehensive Plan at 63.
[12] Comprehensive Plan at 64.
[13] Comprehensive Plan at 64.
[14] Comprehensive Plan at 154.
[15] 01/11/18 correspondence from Bailey Engineering to Troy Behunin re: Whisper Meadows Subdivision–Zoning and Preliminary Plat Application
[16] 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.[17] These improvements can include the placement of sidewalks or pathways and the implementation of passive traffic measures.[18]

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.[19] Instead, it's exactly the type of "fast-paced, heavily urbanized development pattern" Kuna's residents rejected.[20]

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 Riccardi

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[17] ADHD Policy 7207.2.
[18] ADHD Policy 7207.2.3.
[19] Comprehensive Plan at 10.
[20] Comprehensive Plan at 10.

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

RE: Opposition to Required Connection 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 the Whisper Meadows Subdivision. I first wrote to oppose the development of Whisper Meadows Subdivision in a letter to the Planning and Zoning Commission on April 5, 2018. I addressed many of Chisum Valley's concerns in that letter.

Along with several other individuals from my subdivision, I attended the Planning and Zoning Commission meeting on April 10, 2018. During that meeting the commission discussed its concerns with allowing a major subdivision, like Whisper Meadows, to connect to our R-1 subdivision that does not have sidewalks or any other pedestrian-friendly paths. Ultimately, it found that the Whisper Meadows developer should work with ACHD and the city to avoid connecting to our subdivision.

While I understand that this issue will be addressed during the preliminary plat hearings, I wanted to provide my input at this time as well because planning and zoning did consider the issue during the rezone hearing and recommended the above-stated course of action.

Chisum Valley residents are concerned because the Whisper Meadows subdivision developer has suggested that connection between the two subdivisions is required by ACHD. We, however, disagree. According to ACHD Policy Manual Section 7207.2.4, "[t]he street design in a proposed development ***shall cause no undue hardship to adjoining property***. An adequate and convenient access to adjoining property for use in future development ***may*** be required."

This section only provides that connections may be required between subdivisions, but in absolute terms states that such connections must not cause undue hardship to adjoining property. Connecting our subdivision to Whisper Meadows would undoubtedly cause undue hardship to our subdivision. Again, we are a very rural subdivision. We don't have sidewalks and our roads are, for the most part, unmarked. We are concerned that, because of the size of the proposed Whisper Meadows subdivision, traffic through Chisum Valley will increase substantially. This would be very harmful to us.

Further, ACHD Policy Manual Section 7207.2.4, provides several items ACHD is to consider in determining whether to extend streets between adjoining subdivisions. Those factors relate, in a large part, to the neighborhood needs and provision of services. It is unnecessary for our subdivision to be connected to Whisper Meadows in this situation

(VIA EMAIL)
received
6.9.2018

because there are other more convenient and direct access points to the Whisper Meadows subdivision. Whisper Meadows will connect to Linder Road in various places, including through a new collector road midway between Columbia and Lake Hazel Road. These connections allow for necessary travel and provision of services.

I cannot express enough my concern that linking to our road would be detrimental to our community. We don't have the safety features necessary to support such a large traffic increase through our subdivision, and the connection would endanger our children.

For these reasons, we support the Commission's finding that there should be no connection between the subdivisions and request that all steps be taken to avoid connecting our subdivision with Whisper Meadows.

We appreciate your consideration of this matter.

Sincerely,

/s/ Josh Ricciardi
Josh Ricciardi on behalf of
Chisum Valley Subdivision

Joel and Michelle Van Lith

18641 Chicken Dinner Rd

Caldwell ID 83607

Sept. 11, 2018

RE: Proposed approval of Whisper Height Subdivision

To: Kuna Planning and Zoning

To: Whom it may Concern:

We have concerns with the delivery of the water, that has been in existence for 50 years or more, in regards to the south end of the Van Lith property.

We have not had any contact from Bailey Engineers/Tim Eck in regards to the continued delivery of the water. We feel that there is a remedy available that would satisfy all parties involved but, as of yet, there has been no communication from Bailey Engineers/Tim Eck to find a satisfactory solution.

We are asking that the proposal for Whisper Height Subdivision be tabled until a commitment has been put forth from Bailey Engineers/Tim Eck for the continued delivery of the water. We are seeking a plan that will keep the delivery of the water forth coming on a continued basis.

Thank you,

Joel Van Lith

received
10.09.18

BIG D RANCH

– Meeting the Needs of Today's Farmers –

o: 208 888 1711 o: 208 466 4063 f: 208 466
a: 7530 South Ten Mile Road Meridian, ID 83642

Members of Kuna Planning and Zoning Commission.

I have some unanswered Questions on the proposed Wisper Meadows subdivision.

Let me give you some background on this area, I have been farming this ground for 18 years, 16 years ago I put in a Center pivot that irrigates these 2 parcels as well as 4 other parcels, in doing so I have removed some feeder ditches as well as relocated some drain ditches.

The feeder ditches to the 3 parcels north of the proposed subdivision were eliminated due to my pivot irrigating those parcels. With the promise they would be put to the original configuration, in the event that the pivot was ever removed.

The main drain ditch was relocated to accommodate the pivot and its operation. This impacts the south property, and the west parcel of the Wisper meadows subdivision

My personal interest in this subdivision is neutral, I only need to insure that the landowners that had previously had water delivered and drained from their property still will be provided their water and drainage as before my irrigation system was installed

Sincerely

Richard Durrant

Richard Durrant

Oct 9 - 2018

received
10.09.18

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Image © 2018 DigitalGlobe
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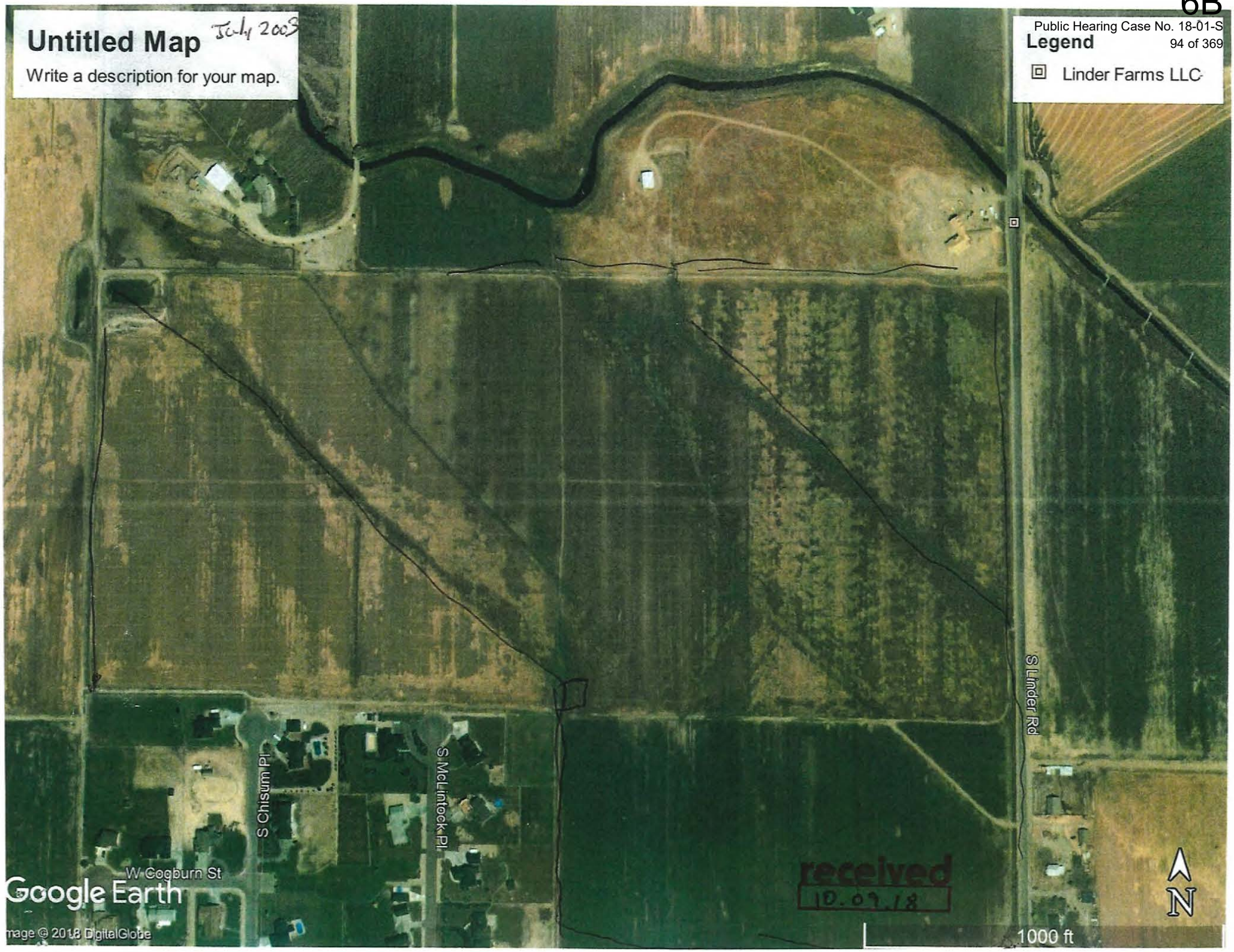
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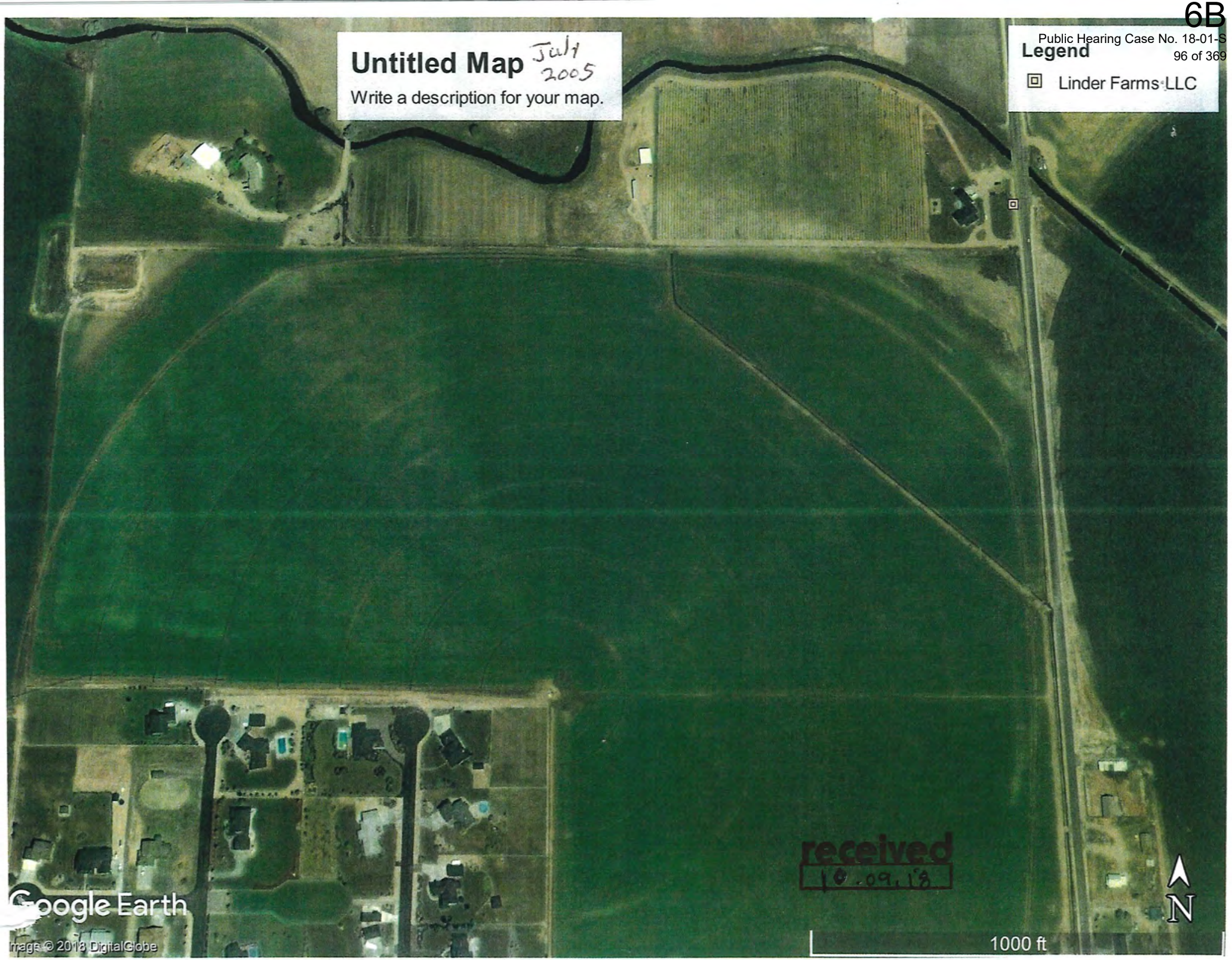
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Google Earth
Image © 2018 DigitalGlobe
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1000 ft

received
4.9.2018

Geoff Hinrichsen

7636 So. Chisum Place, Merdian 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

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

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

3 enclosures

Letter of Opposition

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 Locust 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 Rumney	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 Stibnite	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 Olivine	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
11/10/17	Sold	$414,900	$410,000	11894 Dynamite Lane	Kuna	3	3	2515	0.75	7	$164.97

WEEKLY REAL ESTATE SALES

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11/10/17	Sold	$414,900	$410,000	11894 Dynamite Lane	Kuna	3	3	2515	0.75	7	$164.97

WEEKLY REAL ESTATE SALES

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
3/29/18	Sold	$205,000	$205,000	2092 N Rosedust	Kuna	3	2	1330	0.161	7	$154.14
3/30/18	Sold	$204,900	$208,000	2153 N. Firebrick Dr	Kuna	3	2	1340	0.203	1	$152.91
3/27/18	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 Rumney Ave.	Kuna	4	2.5	1934	0.198	167	$129.26
3/29/18	Sold	$248,490	$251,490	1044 E. Sailer Shores Way	Kuna	3	2.5	2250	0.116	285	$110.44
3/26/18	Sold	$259,900	$259,900	261 E Northridge Dr	Kuna	5	2.5	2785	0.252	33	$93.32
3/30/18	Sold	$291,000	$277,920	2086 N Van Dyke Ave.	Kuna	5	2.5	2710	0.16	47	$107.38
3/29/18	Sold	$298,990	$298,990	2794 W Crenshaw	Kuna	5	2.5	2710	0.227	104	$110.33
3/26/18	Sold	$337,780	$337,780	841 W Sagwon	Kuna	3	2.5	2510	0.201	0	$134.57
3/30/18	Sold	$357,800	$362,928	9421 S Palena Ave.	Kuna	4	2.5	2375	0.23	321	$150.65

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Attorneys and Counselors at Law

601 W. Bannock Street
PO Box 2720
Boise, ID 83701
Telephone: 208-388-1200
Facsimile: 208-388-1300

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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, II.M.
Randall A. Peterman
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
Mayor Joe Stear and Kuna City Council
751 West 4th Street
Kuna, ID 83634

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

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.

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
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City of Kuna

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P &Z Findings of Fact & Conclusions of Law

To: **P & Z Commission**

File Numbers: **18-01-S** (Preliminary Plat) and **18-07-DR** (Sub Design Review)

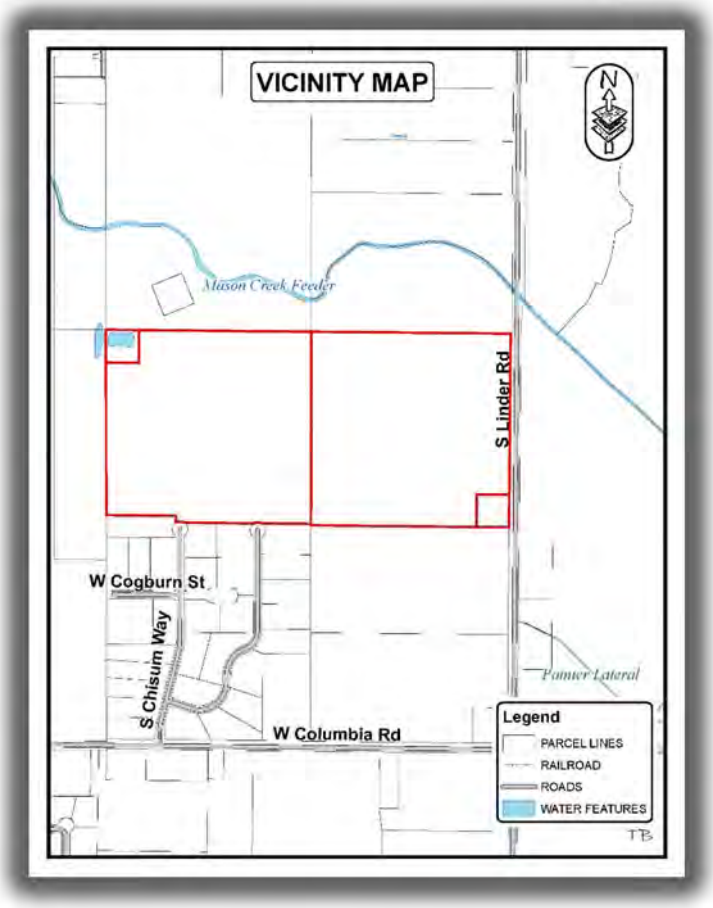
Location: Northwest corner; Linder and Columbia Roads, Meridian, ID

Planner: Troy Behunin, Planner III

Hearing date: October 9, 2018
Findings of Fact: *October 23, 2018*

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

Engineer: **Bailey Engineers,**
Katie Miller
4242 Brookside Ln.
Boise, ID, 83713
208. 938.0013
Kmiller@baileyengineers.com



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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)

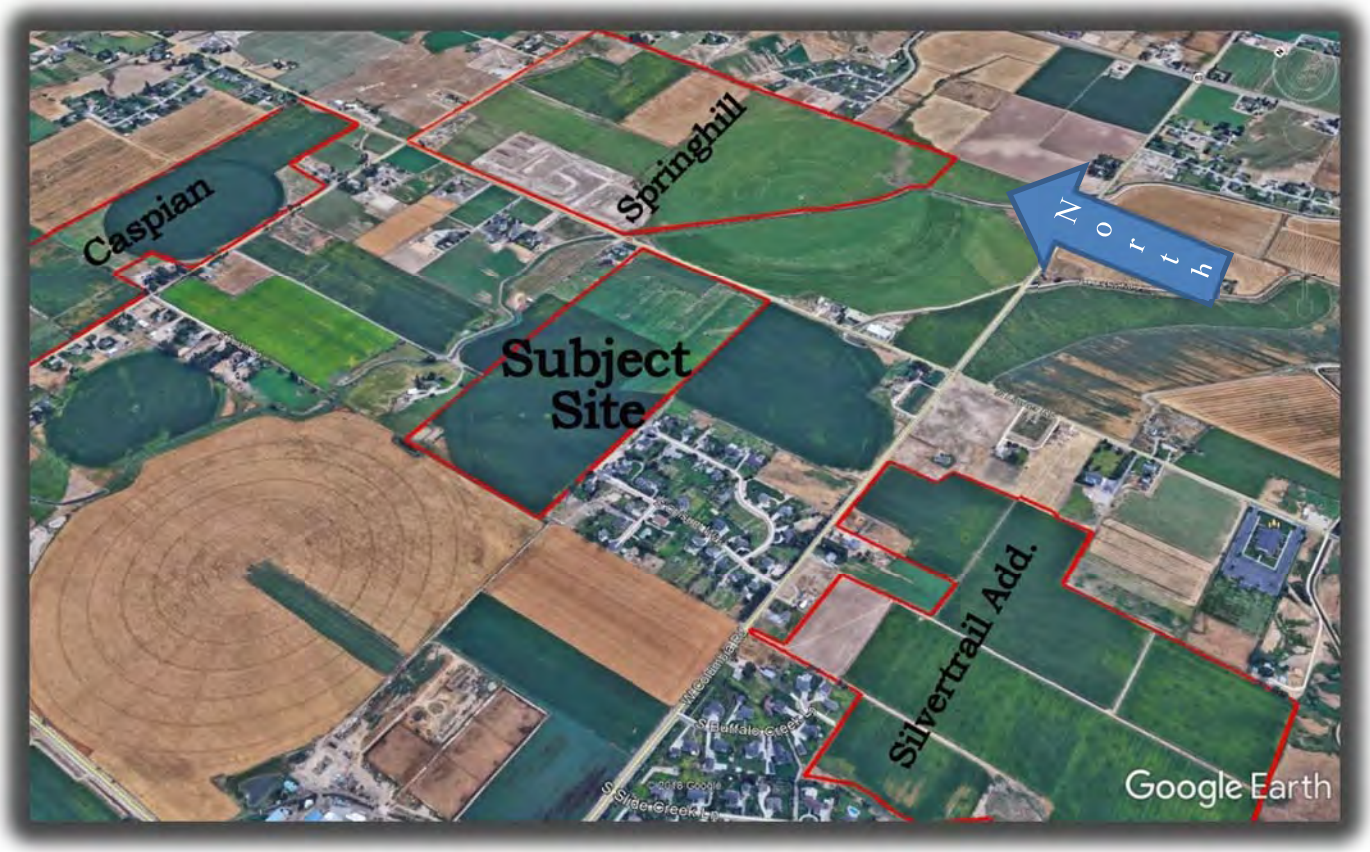
ii.	Agency Comment Request	February 12, 2018
iii.	350' Property Owners	August 31, 2018
	COURTESY MAILING NOTICE	*October 1, 2018*
iv.	Kuna, Melba Newspaper	August 16, 2018
v.	Site Posted	August 31, 2018

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:



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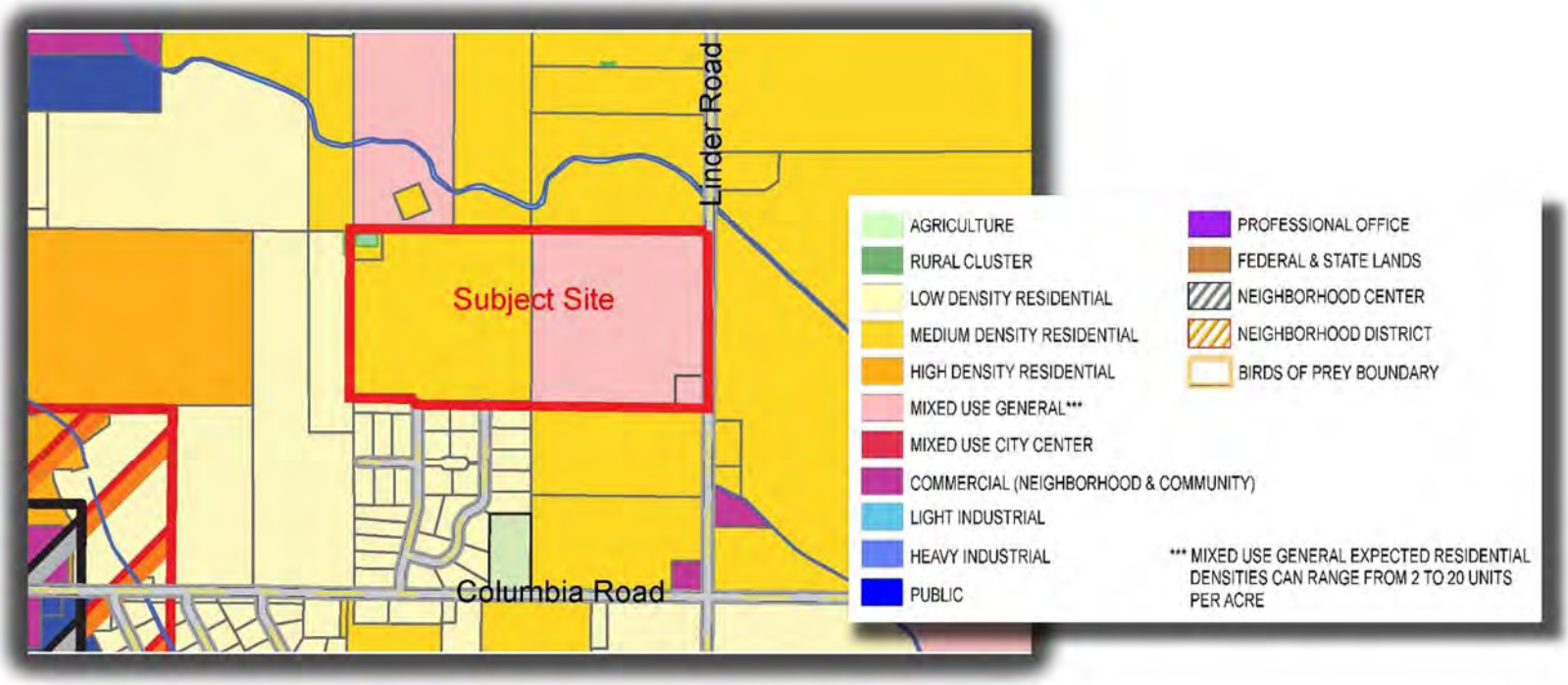
D. Site History:

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. **<u>Recreation and Pathways Map:</u>** 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:**

North	AG, RR	Agriculture & Rural Residential – Kuna City & Ada County
South	RR	Rural Residential – Ada County
East	AG	Agriculture – Kuna City
West	AG	Agriculture – Kuna City

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

Lot Size (Approximately)	Current Zone: (Ag.)	Parcel Number(s)	Chisum Valley Sub., Lot & Block Numbers
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. Procedural Background:

On October 9, 2018, the Commission considered 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. 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 a*pproval* 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, r*ezone request.

The Commission concludes that the Application does 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 voted to recommend *approval for* Case No. 18-01-S; and voted to *approve Case No. 18-07-DR.*

Comment: *On October 9, 2018, Commission voted to recommend approval for Case No.* 18-01-S, to Council and *approved 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. 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 boilable lots and 38 common lots. This property is adjacent to Linder Road, a principle arterial road.

K. 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. 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 Preliminary Plat 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 Preliminary Plat proposal 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's 18-01-S and 18-07-DR, Commission finds Case No's 18-01-S and 18-07-DR, generally comply with Kuna's Zoning Code.

M. 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 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 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. 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.*

On October 9, 2018, the Commission voted to recommend approval for Care No. 18-01-S to City Council, based on the facts outlined in staff's report, 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. Therefore, the Commission hereby recommends *approval* to Council for Case No. 18-01-S, a Preliminary Plat request, and voted to *approve 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:

- - Applicant shall follow the conditions stated in the staff report and related agency reports.

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 23rd, day of October, 2018.

Lee Young, Chairman
Kuna Planning and Zoning Commission

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

CITY OF KUNA
PLANNING & ZONING COMMISSION

MEETING MINUTES
Tuesday, October 9, 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	X
Commissioner Stephen Damron	Absent	Sam Weiger, Planner I	X
Commissioner John Laraway	Absent		

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 September 25, 2018.

   Commissioner Gealy Motions to approve the consent agenda; Commissioner Hennis Seconds, all aye and motion carried 2-0.

2. **PUBLIC HEARING**
   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.
   - **Staff requests this case be tabled until October 23, 2018 – a date certain, to confer with legal counsel.**

   Commissioner Gealy motions to table Case No. 18-03-AN, 18-01-CPM, 18-04-ZC, 18-02-PUD, 18-04-S & 18-20-DR to October 23, 2018; Commissioner Hennis Seconds, all aye and motion carried 2-0.

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.

Katie Miller: Katie Miller with Bailey Engineers, 4242 N. Brookside Ln, Boise, Idaho 83714. Before you tonight, we have the preliminary plat for Whisper Meadows Subdivision, and here is a vicinity map. The site consists of 73.17 acres, which was rezoned on June 5 from agriculture to R-6, medium density residential. The site is located on South Linder Road, North of Columbia Road and South of Lake Hazel. Surrounding land uses to the north are agriculture and rural residential in the county. To the south is Chisum Valley Subdivision, which is rural residential and in the

CITY OF KUNA
PLANNING & ZONING COMMISSION

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county. To the west is the new high school site. There is a proposed total of 348 lots. 309 are buildable, and 39 are common lots. Dwelling units per acre is 4.22, and our minimum buildable lot size is 5,527 square feet. Our maximum is 20,430 square feet, and the average size is 6,965. Per the order of decision by City Council on June 5, we had conditions set upon us not to exceed 4.25 units per acre. We are to provide a max of two dwelling units per gross acre on the south boundary bordering the existing homes in the Chisum Valley Subdivision. We have met that condition. There will be two accesses, one on Linder Road to the north which will be a mid-mile collector. 820 feet south, off of Linder Road, there will be another access into the development. We've got two streets to the north that access the site and one to the west, should Durant Lane ever be improved. We have two proposed to the south and the neighbors are strongly opposed. We've gone back and forth about this. We put it in the waiver to ACHD to only connect one, which was the westernmost connection point. Staff was in support of only doing a connection. We did go to ACHD Commission on September 26 and we were denied. We have to do both points per ACHD. The open space for this site is 5.56 acres for a total of 7.59 percent. We've got two acres of this dedicated to the park as you can see in the northeast there. It's got meandering sidewalks all the way around it. We've got the capability to put one U-6 or U-8 regulation-sized soccer fields in there, or one U-12 field there. Remaining open space consists of street buffers and connectivity in pathways throughout the development. On Linder Road, we have a 20-foot landscape buffer with a five-foot detached sidewalk. On the north boundary, we have a 25-foot landscape buffer and five-foot detached sidewalk. We have meandering pathways making connectivity and accessibility throughout the development very user-friendly. Should Durant Lane ever be improved, per ACHD's staff report, the applicant is required to dedicate the district with an additional right-of-way easement for future improvements along with the road trust deposit. This will be to do construction of four feet of pavement, again if and when that north-south collector ever gets improved. That is part of our conditions of approval. Our phasing plan has changed a little bit. We initially looked at five phases, but now we have the ability to do six. We're proposing an assumed start date of phase one for 2019 sometime. Phase one will occur at the northeast corner, and phase two will be to the west and will consist of 54 lots. Phase three will continue south below the park and will consist of 52 lots. Phase four will have 55 lots and go back up to the northwest and will finish the second connection on the northern collector street. Phase five will be the southeastern corner with 48 lots. We are saving phase six, because of the neighbors' position on this, to around 2027. Sewer and water connections will come from Linder Road. Our pressure irrigation will be via pressure irrigation line from our site to the Spring Hill pressure irrigation station, which is already up and operational. With that, I will stand for any questions. **C/Gealy:** What was your percentage of open space? **Katie Miller:** 7.56 percent. **C/Gealy:** What's the size of the park? **Katie Miller:** Two acres. **Troy Behunin:** Good evening Commissioners, for the record, Troy Behunin, Planner III, Kuna Planning and Zoning, 751 W 4th Street. The application before you tonight is presented for your vote to recommend approval, conditional approval or denial to the City Council for the Preliminary Plat and your decision for the Design Review. Staff just received today three letters from Ann Durrant, Richard Durrant and Joel and Michelle Van Lithe. Those three letters have been submitted for the Commission to read tonight. Staff has also passed out the updated preliminary plat the reflects the connection to the two stub streets and Chisum Valley Subdivision. I believe there's been a reduction in the overall lot count, so there's 310 buildable lots and 38 common lots. All of the noticing procedures have been followed. The subject site has recently been rezoned to residential. The four lots involved with this application are in Chisum Valley No. 1 and No. 2 Subdivision. The request does match the Comprehensive Plan Map, which is Medium Density Residential. On the east half as Mixed-Use General, as this application conforms to. The project is located at the Northwest Corner of Linder and Columbia Roads here in Kuna. The project has significant Frontage already on Linder Road. They do propose a half-mile collector from the north for at least their proportionate share. Dedication for a segment on the west side of the project has the ACHD report details. Staff does agree with the ACHD report and the conditions that are proposed for that west side collector. This application does pattern with the rezone that did take place earlier this year, 18-01-ZC. They are limited to a specific density of 4.35 dwelling units per acre and 2 dwelling units per gross acre. The applicant initially proposed just one connection to Chisum Valley, and staff was torn on how we support that. Code actually says that developers are to provide and continue stub streets that are provided. It is a little irrelevant at this point, however. The applicant went before the ACHD Commission through a variance process

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and they were denied. ACHD then required they connect to both stub streets. I'm not saying the city would have agreed to only one connection, but it really doesn't matter at this point. The applicant was trying to be a good neighbor. The Chisum Valley Subdivision is not in our jurisdiction, so the matter is not ours to decide. Since the request does follow the Comprehensive Plan, staff forwards a recommendation of approval to the Commission for the preliminary plat. Staff has also reviewed the Design Review component of the subdivision, and we do find that the applicant has proposed a significantly compliant plan. We would just like to maintain that the buffers on Linder Road, Butterfly Road, and the west side for the future collector follow the patterns that have been set forth. We know that there is some discussion on water rights, and that's what the letters are detailed about. Staff would stand for any questions you may have. **C/Young:** Regarding the letter from the Van Lithe's, have they had any contact with Bailey Engineers regarding the delivery of water. Currently, what we're talking about with the subdivision that will become Whisper Meadows, is there any current agreements between the adjacent property owners and with this subdivision in terms of water rights? **Troy Behunin:** Staff did have a conversation with Richard Durrant. In regards to the pivot that is on Whisper Meadows right now, at least according to Richard Durrant, the pivot does service the Van Lithe and Connelly property. I don't know if there's any agreement for that, but according to Richard, the pivot swings and provides water for those lands. **C/Young:** Neither the Durrants or Van Lithe's own the property that the pivot sits on. **C/Hennis:** I read that there was a pre-existing ditch that the pivot replaced. They want to make sure that was continued if the pivot was taken away. If I remember right, isn't there a note from the Control Board that says that those have to be maintained. Isn't that a condition they have to follow anyhow? **Troy Behunin:** There's state law. State law requires that valid water rights for delivery and waste have to be maintained and honored. The developer is aware of that law, and is prepared to have his engineer prepare those requirements. I had that discussion with the developer today, and he's prepared to follow state law and follow whatever is required by law. **C/Hennis:** The phasing plan that you handed out is not the current one with phase six, so is this not the current one? **Troy Behunin:** Katie will hand out her most updated version to the Commission. **C/Gealy:** I had read that staff was requesting a condition to be code compliant. **Troy Behunin:** In the past five months or so, some projects have not found it necessary to run substitutions through staff, not numbers or sizes but types. They're still code compliant but they're not what was presented. They were minor changes, because it's substituting one plant for another. We want them to know that the Design Review approval is what they need to live by, not something that your landscaper tells you. A lot of times, availability becomes an issue. This developer is not one of those who had the landscaping change on them. We just want to make sure everyone understands that this is the approved landscape plan. If it is a major issue, then Wendy will say that they need to bring it back to this decision-making body. **C/Gealy:** The plan they submitted was code compliant, but staff would like to review the changes? **Troy Behunin:** We need to see the changes and the substitutions. **C/Hennis:** We wouldn't want to word it as such that they need to abide by the landscape plan, we don't want to just state it being code compliant. We want the actual review document to be established. **Troy Behunin:** You'll notice that we said that the landscaping plan would be a binding site plan. **C/Hennis:** That was in the staff report. **Troy Behunin:** Yes, item 13. This developer does not have the problem, but if you apply to one you have to apply to all. **C/Gealy:** It would seem to me that condition 13 addresses that concern. I don't see the additional need for code compliant. **Troy Behunin:** They're coming to us saying we didn't know, and we'll say you saw the staff report. **C/Young:** We will open the public testimony. Drew Wright: Drew Wright, 7828 South McClintock Place. Kuna City Ordinance 6-1-3 provides that the purpose of subdivision regulation is for the Commission to consider whether the subdivision provides safety and welfare among other things. The harmonious development is not existing in this proposal. The Comprehensive Plan says that Kuna should continue to grow at a slow living pace as it expands. The is interest in retaining agriculture and large lot residential development. Staff should not recommend clustered larger lot rural residential developments if services can be provided to developments in an efficient and cost-effective manner. Larger lot are provided to keep a harmoniousness of the area. Page 13 in the Comprehensive Plan said a goal for the people is to cluster the development of other city residential development. Page 63 says Kuna needs to preserve a high quality of life. Page 64 Goal 3 says to ensure that new residential development is sustainable. Provide a variety of housing for Kuna residents. This is straight from the minutes of City Council. Briana Buban Vonder Haar moved to approve 18-01-ZC with the conditions of approval

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as listed in the packet, as well as ensuring the actual density would not exceed 4.25 dwellings per acre. In other words, no lot in the subdivision should be 10,249 square feet. The application that Tim Eck submitted should not be approved and should be reworked. **Jenna Vonderay:** Jenna Vonderay, 7601 S Chisum Place, Meridian. We're a neighborhood of only 30 homes. This new subdivision will threaten our safety, because the subdivision is very large. With the traffic report they did, they are estimating 2,973 trips that will generate, and 292 during the peak hour. Mr. Eck stated that he would be a good neighbor. Mr. Eck, what are your plans to mitigate accidents? Mr. Eck, could you please give the square footage of each lot? It's hard to see in the plan the square footage of those south side lots. They say they're meeting code, but we have yet to see that. Why would there be no south side buffer for our neighborhood? With phase six, is there any you can cede road development for phase six with regard to connection to stub streets in Chisum Valley? As a mom of four kids down there, the traffic going on our street onto Columbia is a major concern for me. Given sixty cars are probably in our neighborhood now, we're talking about going up to 292 cars when development is in full operation. **Sharon Luckey:** Sharon Luckey, 7741 S McClintock. My concerns like my neighbors are regarding easements needed and safety concerns of the increased traffic. Kuna City Ordinance 6-1-3 says the subdivision must promote general welfare and provide a harmonious environment. The proposed subdivision does not do so. It causes safety concerns, because there are no sidewalks in Chisum Valley. Our neighborhood consists of many families with small children to play along the road. There's no relief, and the streets are lined with steep barrow pits. At times, these barrow pits have water in them due to rain or snow melt or the irrigation runoff. It's a straight shot on Chisum Valley. It seems too high already and the ACHD report states the plan was to extend McClintock as a pedestrian walkway. Chisum would be the through street. The ACHD staff agreed with this proposal, but the ACHD board stated that McClintock and Chisum Valley needed to go in as streets. The traffic study included an estimate of the total of 2,938 daily net new trips from the new development. They're projecting 140 daily vehicles from Chisum. The traffic study did not include projections from McClintock, but you could assume another 140 would come off McClintock. The bus stop for our children is at the corner of Chisum Place and Columbia, and right at that intersection, we also have a berm divider there. It narrows that roadway more significantly and there's barrow pits on the sides. That's where our kids catch the bus. There could be potential of an additional 280 cars. **Stephanie Kennedy:** Stephanie Kennedy, 7638 S McClintock, thank you for hearing our testimony and our concerns. We were disappointed to learn that Tim Eck has no common easement area between his proposed subdivision and our existing property line. In our last meeting, Tim stated that Chisum Valley would be financially responsible for our water line, which at this point will lie on the parameter of and underneath the property of those homeowners, whose property will back up against our existing fence lines. The pipe, which has many upright valves, the homeowners will be planting and digging outbuildings on and sprinkler systems. When this line ruptures again, Tim said that Chisum Valley will be responsible for taking out the fences, sod, outbuildings, and the sprinkler systems. We will be responsible, because it's our line, we're stating that we'll be grandfathered in for fifteen years. Our original plat shows that there is an easement which is still in place. Those costs would bankrupt the subdivision, therefore I object to Tim's proposed plat. I'm asking that my questions be documented in your books as to how to have a community easement or common area that can be mandated. Also, the proposed subdivision would be held financially responsible if they rupture our waterlines. Also, there has been no discussion between Tim and ourselves as to that waterway. He said that we would be financially responsible for our irrigation line. Is there a grandfather act? We've been there for 15 years. We are also concerned about the safety of our children. There are no sidewalks at this point. With the proposed additional cars, we would ask that you would help us with the children and anyone who walks on the street at that point. **Virginia Jepsen:** 7901 South Chisum Way. I'd like to start by saying that I'm not opposed to growth. I think we all realize that it's coming. I'm opposed to the density of the subdivision, and I respectfully request that you not approve this preliminary plat application. As a resident who walks, bikes and jogs, and is a mother of two kids, I have major safety concerns with the amount of traffic that Whisper Meadows will bring. The Chisum Valley Subdivision was not designed for sidewalks. Therefore, when we walk and bike, we do so with the 300 homes of Whisper Meadows, I will not feel safe doing these anymore. I previously recommended at the previous meeting that the subdivision be a lower density. Kuna is a rural community, and most of us moved here for that reason. I'd like to reference Kuna's Comprehensive Plan that specifies that Kuna should grow at a slower

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living pace as the city expands. There is interest in preserving agricultural land within the city, not for a clustered, large lot, residential development. I would like for the City Council to address whether the Whisper Meadows Subdivision is adhering to the Kuna Comprehensive Plan. I would also like to know how the Whisper Meadows Subdivision plans to address the safety concerns of the existing Chisum Valley Subdivision. Since ACHD has already determined that both roads will connect, when will the developer be releasing detailed plans for the exponential growth and traffic that will be coming through our preexisting subdivision? I again respectfully request that until these issues have been addressed that the pre-plat not be approved. **Rick Willis:** I live at 2345 West Cogburn Street. The last time we met, it was a long discussion about small lots versus large lots. Obviously, the developer wanted the small lots. Part of his argument was that the City of Kuna spent millions of dollars designing and planning a sewer system. He stated that one of the engineers had informed him that in order for this line to function properly, a lot of rooftops would be necessary for sufficient flow. I suspect that if the system is designed properly, then that's probably the case. Shortly after the last meeting in a couple weeks, there was an article in the Kuna Melba News. The article stated that there were problems on the south side of Kuna. There were too many houses. My question is about all of these subdivisions going up in a two to three-mile radius in your treatment plant. What assurances do you have that the problems that you're experiencing in south Kuna don't migrate to north Kuna? **Jeff Henrickson:** I live at 7636 South Chisum Place. I was the irrigation manager of our subdivision for quite a bit of time, so I have some experience with these things. If you look at the first concern, it regards our pressurized irrigation (PI) system where the piping is actually on the outside of the fence. This would put it on the new property. I just want to know what provisions will be made to ensure that we have access for the mains and the operation of that system. Also, is there a possibility that the new pressurized irrigation system would tie into our mains and it would be fed all through the city? The second part of my handout outlines the problems from a gravity irrigation system that was mentioned earlier. I believe that ditch did used to go across the field, with the addition of the pivot. It just falls into a drain area that is called the ACHD easement on our plat. I attached some pictures of what that turns into doesn't hurt anything right now. Our concerns are if it is built up, it could back up and cause problems in our subdivision or somewhere else. If it's allowed to stay there, then it could be a problem for the new subdivision. The last part refers to the ACHD easement that's at the north end of our property. I'm one of the original owners, and it was explained to me that in conjunction with our barrow ditches, provide storm drainage. It's not really on our property, is it or isn't it and, where is the water going to go? I know that our developer has engineers, but again I'd like to see specific action before our plat is approved. **Alana Ellison:** I live at 7790 South McClintock Way. I would like to have the subdivision reconsidered that is by our backyards. I wanted to reiterate a few things per Kuna City Ordinance 6-1-3. The purpose of the regulations is to provide public health, safety and general welfare for the public. Safety is a big concern for our subdivision. The development for our area is not harmonious, it will be impacting our streets. It will be impacting through ways that will increase traffic. Not only do we not have sidewalks, but the streets are very narrow as it is. When you're driving through there, you can barely get two cars to pass side by side. For adding sidewalks later on, impacting the way that people move around. The irrigation is a huge concern of mine. Done the road, with the potential of having a catastrophic event, it could very well bankrupt our subdivision. There are only 30 homes that we can pass that cost along to. I really feel that a win-win situation would be if we could tie our irrigation into the new subdivision, this would eliminate the need for any kind of easements for Tim Eck. It would eliminate any issues for us as far as when there is a main break, or if something happens then we're not responsible for it. It's not going to be an effective solution to have us try to fix something. **Jared Allen:** I live at 7980 South Chisum Way in Meridian. For good reason, an R-1 shouldn't be connected to an R-6, because we don't have the infrastructure that puts the safety concerns in mind. We're putting money over the importance of safety in some of these situations. With our comprehensive plan set in place, we wanted this growth and it's happened. At some point we have to readjust it and make some better decisions on how this can be sustained long term. We need better lots and nicer homes in there, acquire money into our system. The roads were originally designed for the Chisum Valley Subdivision No. 2. There was going to be less traffic, so with this change to our new plat, we need to get going on those roads as well. We know they made their decision, but I'm the first house in that subdivision and there's a lot of safety concerns. We have kids getting off the bus, and I'm only 66 feet off that Chisum Road. A car going 30 miles per hour will have

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to stop going around that corner. As we watch traffic, people are going in over that speed. With neighborhood kids coming to visit us, I don't want to see an accident happen, because the infrastructure isn't in place. Let's postpone and change this plat until we can actually take care of the things we need to keep our community safe. **Brian Luckey:** I live at 7714 South McClintock. I want to agree with all of the neighbors in here, but I really want to emphasize when my last neighbor, Jared, was talking. For the structure of the streets, there is no center divider to keep people going in the opposite directions of their own side of the road. As you enter the subdivision, it's 55 miles per hour on Columbia Road. He's the first house on the right. He's got two young girls, and a lot of kids in this neighborhood like to conglomerate around this area. They're taking that corner pretty fast. We're talking about a lot of teenagers from this subdivision coming in this way and leaving this way. We don't have sidewalks. When you get to McClintock, you get a big "S" turn. Chisum is a straight line. We struggle with speed already with the existing neighbors, and we have over the last 19 years. When you hit South McClintock, you're going to take that big "S" turn. You have big trees that make it hard to see around that corner. You don't realize how much caution it takes when you come around the corner with oncoming traffic, because you have no divider or sidewalks. These kids are going to be in the streets. We have no speed control, no speed bumps and no sidewalks for our kids to at least get off the street and get a safe zone. I know ACHD, and we've watched Meridian Road come in to a five-lane highway. As I raised my kids, I forbid them from going down Columbia Road. I made them go down to Amity and get on Meridian Road because of the stoplight. ACHD tends to be reactive to a lot of stuff for putting in four-way intersections. I do not want to see that in our subdivision. What would you do to keep your kids safe from that incoming traffic? **Tim Eck:** I live at 6152 W Half Moon Lane. The Comprehensive Plan gave us a land use designation of medium density residential and mixed-use general. Mixed-use general dictates up to 20 units per acre. Maximum density on these two parcels would be 1152 lots. We're at 310, and we've always been at 310. The general density is 4.25 per gross acre. I don't believe Kuna has any provisions requiring density calculations to be done per acre. We did agree to limit the density contiguous to the northernmost lot. We got it down to two units per gross acre, and we can provide that calculation. We have gone through our traffic study and the ACHD process. We fought long and hard to try to achieve a single connection. Knowing that the ACHD policy and the city code requires these developments to have stub streets. They are stubbed through them to provide connectivity to the adjoining properties. When we come in later, we're required to connect to those. It's not an option not to connect. We agreed to try and mitigate that and went through the process of getting a variance. The city was neutral on it, and I was able to convince ACHD staff to agree. Then it went to a public hearing at ACHD Commission, and voted against granting the variance. For approving the project, they have to connect to both streets. They are a signing body on the plat. If we don't comply with their requirements, they don't sign the plat. The traffic and back study to Columbia. That connection is currently an LOSA. At total buildout, that connection is an LOSA. Additional traffic counts on Chisum Way is well over the ACHD monument thresholds. There's a lot of concern about easements and water conveyance, and drainage. We can't take any of that away. Through the platting process, we have to ensure the delivery of water plats to properties with water rights delivered from a diversion. We can reroute it, but we have to preserve it. It's very easy to reroute the gravity waters. Around, through under or over our plat to get to the Van Lithe property to get to the Linder Farms property. The same goes for the drainage. You don't do that until you're doing your construction drawings. Once you've surveyed the whole property and designed all the infrastructure, you're engineering the sewer and water and the surface irrigation supply. All of that is done at that time. We can't get our construction plans approved by preserving that. We have pipelines that run around their property and along the boundary of their property. I don't know if there's an easement there or not. It's their pipeline, just like when it's in the city's pipeline and it bursts in someone's backyard. There are risers on there that provided irrigation connections that we will remove, because we will not be needing them. I don't want four-inch PI risers coming from their system that I can't use. I'm in the city, so I have to connect the city's PI system. I have no choice, I cannot connect to theirs. The wires are unused, so we'll remove them to avoid potential damage. They are all required to have a 10-foot PI easement on the back of every lot. If their PI main breaks, then they have to go through those backyards. They need to remove the fence, fix the problem, and put everything back in the position it was when they entered. They're not losing their PI facility, but they could connect the city's pressurized irrigation system. They can only do that if they annex. Irrigation water cannot be

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shared between the city and non-annexed property. It's illegal. If their septic tanks all fail and they can't get permits to fix it, they'll be able to connect to our sewer. Our domestic water will be stubbed there. If they have failures in their domestic water wells. They're a lot of benefits for the improvements that they're putting in. He talked about the seven million-dollar wastewater treatment plant. The developments that were around it and the comp plan. We have an R-6 zone with an additional restriction. That limits us to 310 gross lots. Right now, we're at 309 because we lost one to accommodate the two gross layer density in Chisum Valley. We're playing with an in-depth sewer setting right now, and there's a possibility that we might not need a lift station. We want to gravity back to the 2100-unit sewer lift station right now. If we can do that, we can reclaim the one lot that we lost because we don't need a lot for our lift station. As a result of ACHD's decision to grant the variance, we've come out with the phasing that you see now. Phase six, our very last phase, will get the connections to Chisum Valley. We will not connect to them until our very last phase. If we do one a year that six years, and if we have a slow down it could be 10 years. It's right now in the very last phase. The stormwater that comes off the end of that street, the easement, is an ACHD easement that will contain stormwater that will come off of the ACHD approved streets in their subdivision. Those are ACHD streets, they're not private. Stormwater that comes off of that comes into the easement. We have to design to take it, our system will all be sub-terrain. Their stormwater in that street will go right into drop inlets and go right into our storm drain systems. The roads in their subdivision are standard ACHD approved local roads. The trees in the sight triangle have to be preserved when you're coming around the intersection. It's the property owner's responsibility to maintain that sight triangle. If the trees are blocking their view, then the trees need to be trimmed to maintain them. If somebody complained to the highway district, then they would come and enforce that. We're consistent with the Comprehensive Plan. We're exactly 100% compliant with the zoning that was granted by the Planning and Zoning and City Council. Our density is exactly what we proposed at both of those meetings. We had a couple trees that were planted and were different species. The neighbors go out to buy them and they can't get the right trees, so we have to go through the process of getting them approved. We're trying to make sure that our landscapers stay further enough ahead it, so that if they can't meet the plan exactly, then we're coming in for a request for our modification well in advance. I'll stand for any questions that the Commission may have. **C/Young:** Just to try and adjust another one of their concerns, all of the runoff has to be designed to stay within the subdivision? **Tim Eck:** All of our stormwater has to be contained on site, because they have an easement on our property. We have to take care of that. I have a very rough grading layout that I can leave with you that shows a corridor right around the boundary where the gravity irrigation is. Normally you don't do this stuff until you're engineering for construction. I've just done a rough layout of what the grades will be. We can easily run the gravity irrigation all the way around the property, however Charlie takes all of his off of Ten Mile. **C/Young:** I'll close the public testimony at 7:16. **C/Hennis:** The pre-plat conforms to what the City Council has required. **C/Young:** Unfortunately, ACHD did not want to do what City Council was requesting, but they do have to sign off on the final plat as well. **C/Hennis:** I do like the fact that at least phase it into the last absolute time frame to keep it at least out of there. **C/Gealy:** The primary concerns that I hear about are about traffic and safety. The second one is basically water, discussion about the drainage. If they choose to annex, they can hook up to the city irrigation. If they choose not to, they can still access the pipe they have that's on an easement, the subdivision property, if they need to repair it. In terms of drainage, their drainage drains into the subdivision property and the subdivision will handle it. I don't see an issue with drainage. **C/Young:** If there is an easement, then it has to be maintained and the new property owners have to encroach on that, the buildings and things like that. **C/Hennis:** It's also any of the water rights with regards to the easement they have to maintain. **C/Gealy:** That will be indicated on the plat and the new owners would be aware that there is a new easement that has to go across their property. **C/Hennis:** That takes a couple of issues presented by Mr. Henricksen, and they're going to have to be designed inside the stormwater issues. If they're not farming those fields, then they're not going to have a lot of water flowing that way. They still have to maintain the gravity drains. I think that if these construction documents are presented, then they'll answer those questions a little more specifically. **C/Young:** In regards to design review, I think that the landscape has presented in the required buffers streets that all meet city code. I don't see any issues with what's been presented. The landscaping goes with the Design Review side of things. **C/Gealy:** As far as the traffic and the safety, I appreciate your efforts to try to limit

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it to one access point. I do know that ACHD is concerned with connectivity between and among development. I wonder if there would be some traffic mitigation that would be possible to encourage people to leave the subdivision by another route. I do know that often winding streets will slow down speed as opposed to straight streets. Somebody tonight mentioned speed bumps. I had the opportunity to live overseas for a while. When traffic got too bad, they would just put a concrete planter in there and that slowed people down. **C/Hennis:** I think we tried that, and ACHD shot us down. I'm looking for someone with more experience and more creativity to look at what kinds of things could be done in Chisum. What kinds of things could be done in Whisper Meadows to mitigate the traffic concerns. **C/Young:** That's something that ACHD provides. It's not something that we condition. **Troy Behunin:** It's true. It's not something that we have jurisdiction over, but I do know that speed bumps will not be entertained by ACHD. **C/Hennis:** How do we see this in today's streets somewhere else, like over in Boise? ACHD has it in their jurisdiction, but we have it in several streets that I know of up along Mitchell. **Troy Behunin:** Standards vary from year to year. Stuff from five years ago is not allowed today. The actual way that a grandfathered right works is you put it in place legally and then code changes after it's been placed. Then it gets to remain as it was designed and built. You can't change it, you can't alter it, you can't move it. You can't do anything with it. If there were speed bumps in subdivisions in other cities, then they were probably legal at that time. They don't do that anymore. It's unrealistic to expect a developer who doesn't own property to extend sidewalks through a subdivision that's not even in the city. That's an unrealistic expectation. **C/Hennis:** We were just looking to see if there was a possible idea of mitigating the connection between the two, seeing how ACHD has overruled us. **C/Young:** I think that will temporarily help some of that. The connection point, as the last phases are being built out. The first five phases as people go through or tried to hit the lower south connections up to the north and the east. It's not available in the beginning. You kind of get drained going in the direction. **C/Hennis:** Who knows, policy might change by then. It's obviously changed before. This conforms to the zoning and policy set forth by the City Council. The developer has done the best he can to beat the traffic. Water rights need to be maintained legally, state requires it.

Commissioner Hennis motions to approve Case No. 18-01-S and 18-07-DR with the conditions as outlined in the staff report. Commissioner Gealy Seconds; Motion carried 2-0.

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).

Jonathan Steele: I'm representing Select Development and our address is 2501 State Avenue, Meridian. The application shows two parcels. To the south of this side of Deer Flat is a triangular piece which is about 1.75 acres. That's the path for annexation for this application. Right now, for that particular parcel, there are no plans for the development of it. It's simply an annexation. In the future, if the applicant knows what he wants to submit with it, it would be a separate application for that. We just wanted to clarify. The one we're focused on is right here, and this is referred to as Lugarno Subdivision. In the center of the plan, there is an irrigation ditch. That irrigation ditch goes basically in a north-south direction. We submitted applications to both the Bureau of Reclamation and Boise Projects to relocate that. We submitted that application back in June. We were told sometimes that the process could take a year. We were optimistic in talking with him and working with him. Hopefully we will get approval by the end of this year or possibly January of next year. If we do, that project will be completed in one phase. If we're not successful with that, then we'll complete it in two phases. The first phase would be the easterly half with the westerly half done, once the irrigation ditches get piled. As I mentioned, it's 40 acres. It has 114 single family homes. They average

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from 8,000 to 13,000 square feet. The price range for the homes on these lots will be around $340,000. The common area totals 1.6, and we'll get to that in a few minutes. Dedicated landscaping is approximately 11 percent of the area. The plan is to tile that ditch, and right now, you can see the center south direction, a pathway. We would love to put a pathway in there. They're pushing for that to basically be a maintenance road. I want to clarify that right now, this shows up as a pathway. It's highly unlikely, but I wanted to make sure that I was clear on that. There will be strong CC&Rs with this, and we think that this project is well maintained. As far as Deer Flat, Deer Flat will remain as two lanes. We will put in a curb and gutter to the property lines for the single-family homes. There will be a detached sidewalk that is 10 feet in width. On Strobel, that will also be improved along with 12 feet of asphalt. There will be curb and gutter on the west side, a 25-foot landscape buffer and an eight-foot sidewalk. We have two options with ACHD. We think that we can take the road which takes that stub to Strobel midway up. We could stop it there and do a road trust to ensure that the balance of that road is complete once development continues to the north. I think that the reality is that we would do a road trust on that. All of the streets on that would be local streets constructed at ACHD standards. The entrance off of Deer Flat is here, and this shows 1.6 acres of common area. Below that is a 1700 square foot clubhouse. It'll have a dedicated sales office and a community room. It'll also have 850 feet of outdoor covered seating area. To the north of that will be a pool with a patio seating area. To the left will be a basketball court, and to the west there is a climbing play area. There will be a series of amenities here for this. The applicant feels that this is very important. One of the reasons I am addressing this is because the parking off of both of those streets is perpendicular to those streets. We are proposing parking to accommodate residents or people who want to come in and meet with them. We understand that staff says it's not within your policy. We're asking simply for a variance. The other option if we have to put it on there is we have to lose open space. I think like any city in this state, you want to preserve as much common area for your residents. This is maybe counter to the code, but we believe that it should not be a huge issue. We're hopeful that it's not. We've talked to ACHD about it, and ACHD accepts it. What they'll do is take the sidewalk around the parking, so it will be where the cars park into the front. We would ask for a variance in this one, so we can provide parking. We can preserve or maximize as much open area as possible. Another thing that we think is very attractive is that we use a select group for maybe four, five or six builders. We want to ensure that we have quality builders who build houses with quality construction and diversity of design, and we go through a project that's going well, we talk it all the way through. It's probably going to look like a subdivision where each one looks differently. We've done that in the past, and we think it's very successful. We intend to it in this one. We will also do six-foot vinyl fencing around the entire perimeter within, as well as people in the surrounding area. As far as the staff report, we're in agreement with the staff with the exception that we get a variance for the parking, so that we can do it as designed here. We think this can be beneficial and again we can maximize providing 1.6 acres of common area. In closing, the applicant Select Management is here to go beyond what is just the requirement. It's easy to satisfy the city and call it good. I think here with the common areas and the pathways and added landscaping, hopefully they're demonstrating to you that they want to build a quality project that you'll feel proud about. We are here to represent Kuna. I will stand for any questions you might have. **Jace Hellman**: Jace Hellman, Kuna Planning and Zoning Staff, 751 W 4th Street. As stated previously, the application before you this morning is for preliminary plat, annexation and design review. The applicant has requested to annex a 40-acre site into Kuna City Limits with an R-4 medium density residential zoning. The applicant proposes to subdivide that 40 acres into 134 total lots. There are 114 single-family buildable lots and 20 common lots. There density breaker is supposed to be approximately 2.8 residential units per acre, with lot sizes ranging from 8,000 square feet to 13,000 square feet. Applicant proposes to build on Strobel Road along the east property line. It is listed as a north-south collector in the City of Kuna Street Circulation Map. Staff would recommend that the applicant work with the staff and ACHD to ensure that the streets get constructed to standards. There are several stub streets that have been provided in this project. There are two to the west and two to the north. This includes the future stub of Strobel Road as well. The applicant will be required to install a sign that states the roads will continue in the future. Staff would defer the comments to ACHD for the language for those signs. In your application packet there is a Design Review Application packet with landscaping and open space. The applicant has proposed and dedicated the landscaping strips and buffers throughout the project that actually make about 12 percent of the

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entire project. Staff would find that the proposed landscaping requirements comply with Kuna City Code. There is the 1.6-acre common area that was proposed. As he stated, those were the amenities that are anticipated. Staff would like to make the applicant aware that after bringing forth those amenities such as the pool and the clubhouse, they will need to go for design review approval. Our series of lots along the west side, according to Kuna City 5-9-2-G, which is standards for parking states that parking shall be designed in such a manner that any vehicle leaving or entering the area onto a public or private street shall be traveling in a forward motion. This does not comply with Kuna City Code. Staff would recommend that the applicant work with staff to provide a parking area that is code compliant. Additionally, to create their path of annexation, they are requesting to annex a 1.25-acre parcel into Kuna City Limits which was on the southwest corner of the property that would give them their touch to annex the larger property. That property is contiguous to city limits to the western side of the property, which is Ashton Estates. The applicant of the representative stated that there is no development that is proposed for the area at this time. Staff would determine the preliminary plat and annexation comply with the goals and policies of Kuna City. Kuna City Code Title 5 and 6, Idaho Statute 67-65, the Land Use Planning Act, and the Kuna Comprehensive Plan. Staff would forward a recommendation for a recommendation of approval for Case No. 18-04-AN and 18-03-S. Staff would also recommend approval for 18-23-DR subject to any conditions of approval outlined by Kuna's Planning and Zoning Commission and any additional conditions added by the Commission as well. I'll stand for any questions you may have. **C/Young:** We'll open the public testimony at 7:46. **Shirley Grothouse:** 2404 East Deer Flat Road, we own approximately 3 acres and it borders the east boundary of this proposed subdivision. We have several concerns, one is the water rights. We get our irrigation from a ditch on the north and the south side of this property. I was talking to Mr. Edwards, and he assured me that our irrigation wouldn't be impeded with the tile ditches, so we could still do our gravity irrigation. I just wanted to reiterate that hopefully that will be done. My other concern is with the lights on the subdivision. That pole mounted night-lighting, are they going to be pointed downward or upward? The proposed Strobel Road will come right down beside our driveway. I heard him say that there is a sidewalk and some barriers along the east side of the road and the west side of Strobel. What will be on the west side, can we get a fence between our property, because it just borders all the way down our place. I'm looking at our driveway and Strobel Road, with nothing in between. I know the fence is going to be on the other side of Strobel Road. We have huge cottonwood trees that the red-tailed hawks nest in. I believe that would be on the border between this subdivision and us. This is where Strobel Road is going to go, I just wondered if they could move the road a little bit. I have these big trees, they're about 90 years old and the hawks do nest in there every year. I was concerned with the traffic also. Also, if this is annexed into the city, will this be pressurized city water or will they dig more wells? David Anders: I live at 1920 East Deer Flat Road, it borders the west side of this property as well. The boundary to this property will be within 30 feet of my house. I've lived in Kuna for 25 years on five acres, and I'm not thrilled about it going in right next to us. The next concern is about property, lighting, and it's quite a bit lower than my property. A six-foot fence between my property and this property will be equivalent to about three feet. This is not enough privacy at all. There are no trees or anything between the two properties. The edge of my property and the back fence and the homes behind me. Another concern that I have is about stub of this subdivision. I don't want it coming in my backyard. There's also water runoff between our two properties. On the west side of my property is the high point canal that runs between the Ashton Estates that they talked about. There are 124 homes coming in. The low-point is between our two properties, which is on the east side of me. I don't know about that water runoff, I don't know how that's being handled. I just have a concern about that, as well as the well. I'm curious which way that the sewer is running on this. Is it running east or is it running north? Is it running downhill? Is it running uphill on or between the west side of property. I'm not concerned about the Comprehensive Plan, but I'm not concerned about that. I'm not concerned about the traffic. There are already 144 homes being built that are coming in on the Ashton Estates coming into Deer Flat. There are 114 that are coming in to dwell. The traffic really hasn't mattered a lot. My main concerns are lighting and the privacy to my property and the fence privacy, I'd like to avoid weeds and plants encroaching on my property. **Jonathan Steele:** I'm with Select Development, my first regard is to what Shirley said with respect to the tree. As you can appreciate, that's going to be right of way. I like to keep trees, but I think this call goes on ACHD and not us. This goes back to the last project you heard. If the tree can be preserved, they will

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do it, but we just don't have any control over that. We don't want to impede the vision triangle. It will be determined at another point, until the east is developed. As far as the road goes, we're improving half of it plus a 12-foot section. On our side, there's a 25-foot buffer from the curb and gutter. As far as privacy goes, I think this should accomplish it. As far as lighting, I've now done something within the City of Kuna. I know photometrics is typically required. These street lights will be downcast on any other subdivision. We're all sensitive to that obviously. This is not just for the surrounding community, but for this community itself. With respect to the gentleman on the side, I can respect his concern. We don't have a lot of control over the height of the property. We will maintain an irrigation ditch to ensure that the water does not flow into his property. All water rights will be maintained that are existing, that's a state law. As far as traffic goes, every project creates traffic. This is not a high density, this is 2.8 units per acre. This could have been zoned as office, which would have created for more traffic than any residential. I appreciate the fact that it creates traffic, but there's not a development in the world that doesn't. With that I'll stand for any questions you may have. **C/Young**: As far as the stub streets go, the stub stops at the property line. If you sell that land at some point, and that land gets subdivided and the street goes through, that's when that would happen. It then stops at the property line. Jonathan Steele: As long as he lives in that house, that stub street will not impact you. It's when you sell it, ACHD will then extend the road. Right now, it stops and doesn't go beyond that. **C/Young**: Do we have any graphic that shows where the stub street is in relation to his house? **Derek Kerner**: 270 North 27th Street, Boise, Rock Solid Civil Engineering. I would a look at some of these. It looks at 350 feet, we'll see how far north that stub street is going to be. **C/Hennis**: It looks like it's going to be in his rear field. **Jonathan Steele**: That street will not be extended until something to that parcel happens. **C/Hennis**: It appears that it's on the northern side of that backyard. Jonathan Steele: This is where his property is, and this is where the stub street will be. It's about 350 feet. **C/Gealy**: There was a request from the school district for a place to students to wait for the bus and when they're dropped off. Jonathan Steele: I'm not personally aware of that, but I suspect that we can work with the school district on that. **Wendy Howell**: Typically, the school district will pick them up at the common areas. **C/Gealy**: It would be inside the subdivision? **Wendy Howell**: It would, in this case. **C/Gealy**: ACHD was talking about Deer Flat in the report. I assumed there was some curb and gutter off Deer Flat? **Jonathan Steele**: Yes, it is two lane asphalt as you know with just gravel on the edges. ACHD wants us to put curb and gutter in that existing asphalt. What we can do is either dedicate the right of way or do it through an easement. We have approximately 30 feet from the curb and gutter. If you're going towards the subdivision, 30 feet from the curb and gutter to the sidewalk which is 10 feet. There is a 35-foot landscape buffer behind that. We'll landscape that entire thing someday, not now. It's not in the five-year capital plans. Realistically they're saying 20 years, but who knows. Then they'll come in and take that right-of-way. They will potentially construct a five-lane road. You will go down it now, or you will go down it. It will be entirely landscaped. **C/Gealy**: There was some discussion of an existing driveway? **Jonathan Steele**: There is an existing driveway with a 1.75-acre parcel which is on the south side, the triangle. Right now, there is an existing driveway. What ACHD is saying in the staff report is that's fine, we can make improvements over there but we the driveway to line up with the gentlemen's house across the street. We want to get rid of one of the driveways and simply keep one. We'll go from two to one. That's with you seeing the staff report. One more thing that I'd like to say and emphasize is if the City of Kuna can work with us on the parking and the common area. We think that's very important. You can imagine if you look at that amenity area, which is 1.6 acres. You have to go in and put parking within it. You're going to lose so much open area. I don't think it is a safety factor, in fact if you think about it, it's a little bit different. We all walk behind cars all the time. We all have cars backing perpendicular to the drive. We're hoping here that there's a degree of flexibility so we can keep it out there, divide the parking, but also maximize the amount of open area that I think is more important than putting parking in the project itself. We sincerely ask for that. **C/Young**: I'll close the public testimony at 8:06. **C/Hennis**: I think it's a really nice subdivision. They're putting some amenities in that we request for a lot of subdivisions. I like the large lots, the low density. It's something that we've been trying to balance everything with. **C/Young**: You also addressed someone's question our there that the subdivision does tie into city water. There won't be any new wells dug for the subdivision. They tie into city water. **C/Hennis**: I think everything's provided well and the irrigation's going to have to be maintained for the neighbors. Obviously state law. **C/Gealy**: What about the parking for the common area? **C/Hennis**: I personally don't see too

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much of a trouble with it. I would think that we just condition them to work with the city to resolve what they want. I would prefer an open area. I think they will configure that parking lot like that, it's going to be difficult. **C/Gealy:** ACHD, I don't know if they recommend it, but they have adjusted moving the sidewalk behind the stalls. But then there would have to be a drive lane. **C/Hennis:** Maybe it can be brought in a little bit more, so instead of backing into the street, they back into another area. Instead of bringing it straight into the public, they can back into here and pull out onto the street. You'll have parking stalls, and let's say that's the street. We actually move these in slightly so that you have a thing that you can pull. **C/Young:** With people pulling in and out, I'd almost be wanting to side with staff a little bit. Just because I'm not sure what this would be, if any. **C/Gealy:** I think Commissioner Hennis means moving the parking into the common area enough so that people could back out without people backing into the street. Instead of having a sidewalk behind. **C/Hennis:** Well I like the idea of having a sidewalk behind, because then you've got people have to walk between cars pulling out and people driving by. I don't think that's at all any safer. **C/Young:** I kind of agree with staff to mandate a more traditional code. **C/Hennis:** Well I think the city's trying to do something where they have to pull in and pull back out into traffic. You'd have a whole separate parking lot that is off-street. That's going to take out a whole common area versus just a length of the street. There has to be an easier way to do it than that. As city code mandates, you have to pull people in and then pull out front-wise into traffic. That means you'd have a parking lot coming off of right of way. **C/Young:** You're potentially suggesting moving the parking lot and the walkway west about 20 feet to create a drive aisle right along that walkway. I don't know if that's legal, but that's what I'm thinking. We're seeing it in different places, that's why an open area there as opposed to a whole parking lot on each side. You're going to have to do the same over here too. We see this all the time. It's not a public area, this isn't a city park. You're going to have limited traffic. **C/Young:** You're suggesting a recommendation of approval as a variance to council. That's not necessarily a full drive aisle to work with. **Wendy Howell:** Just for clarification, a variance was not requested. There's not a variance application in procedure. It's just a deviation from code. **C/Hennis:** Essentially, you're saying that it just needs to get done? **Wendy Howell:** If that's what you're choosing to do, just condition it as such. It will go with the recommendations to council for final decision. **C/Young:** I think the size of the lots and what they're wanting to do would be a good asset.

Commissioner Hennis motions to recommend approval of Case No. 18-04-AN and 18-03-S and to approve 18-23-DR with the conditions as outlined in the staff report; With a condition that the applicant request a deviation from code; And a condition that the applicant work with staff to come to an agreement; Commissioner Gealy Seconds; Motion carried 2-0.

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).

Marcellus Clark: I am a project manager for BRS Architects at 1010 South Allante Place, Boise, Idaho. I am representing Darrell Pinson, who is the developer as he is looking to purchase the property for this use. I would like to start out by saying that Pinson and myself both live in Kuna. I know a lot of developers come in from outside the city and try to develop what they want. We both drive through that roundabout in downtown quite a bit and anybody who drive through it sees this big concrete box right on the corner. We're planning to repurpose that to an auto maintenance shop. The overall purpose is to extend the bays and the roof a little bit. We want the bays to be long enough to enclose that front area. That would allow the business developer to operate that building. With that proposed design for the building, it's a tightly designed site plan. One of the constraints that led to the design was the fire apparatus access path of travel that you might be able to see on the site plan. This is coming into the front entry and out of the back alley. That kind of limited the use of the site and the extension of the building. With some design, we found that it would be able to work and we have the ability to keep the 10-foot

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landscaping buffer along the Linder and Main Street intersection. The proposed landscaping falls within the required landscaping requirements with the proper planting and trees. With the building itself, we will not leave it grey. We would like to spiff it up with some added color, texture and materials. The front entry will be cladded with even storefront material. The back entrance will be built with a CMU block, split face with access to tie in the existing smooth face structure. We're trying to keep it attractive and keep the existing structure there and utilize it. We feel that it's an appropriate use for that existing facility. We feel that it's an attractive accent for the city and for that corner lot. With that I can answer any questions you may have. **Jace Hellman:** Good evening Chairman and Commissioners, Jace Hellman, Planning and Zoning Staff, 751 West Fourth Street. According to Kuna City Code, in order to operate an automobile shop within the Central Business District (CBD), a Special Use Permit and Design Review are required. The subject site is located in Downtown Kuna on the northwest corner of the roundabout. At the intersection of North Main and Linder Road, street lights, curb gutter and sidewalk we're installed in that part of this project in 2016. Staff would note that these parcels are included in phase two of Kuna's revitalization project. As a result of the overall revitalization, there has been a specific list of plants that's been created to be used within the Downtown area. The applicant does have a 10-foot landscape buffer along Linder Road and an additional landscape island on the side. There is an ingress and egress from Main Street. The applicant provides one shade tree and five shrubs for every 35 feet of street frontage. This project does conform with Kuna City Code. However, as part of this Downtown revitalization is requiring the applicant to work with staff to make some changes to the landscape plan. As far as the detail for what kind of plants come in, they are in conformance with the plant list for the revitalization project. According to the site plan dated August 23, 2018, there are 14 parking spaces. This does exceed Kuna City Code, which requires two spaces for each service bay. In a CBD, off-street parking is required where physically possible to get it behind the structure. The majority of proposed parking is in the rear, and staff would just recommend that the applicant keep the project cars working in the back of the lot. Also, it is important to reserve those for parking customers. J&M Sanitation commented, saying that the proposed location of the site does meet the needs, however, staff would require that the applicant work with J&M Sanitation to lower that enclosure to their standards. Staff would note that the applicant included a new site plan. Originally, they showed one that had vinyl fencing. They were made aware that this wasn't ok. They have submitted once a CMU that shows the brick enclosure with the steel gates. Staff has determined that this application does comply with Kuna City Code. I can answer any questions you may have. **C/Gealy:** I'm vaguely aware that automobile repair needs specific requirements for a disposal of waste. Is that something that is required by another agency? **Jace Hellman:** Department of Environmental Quality does have a list of comments. There is also existing drainage at the bottom, and thank you for bringing this up. There is existing drainage that is under this car wash. I'll add as a recommendation that the applicant be recommended to work with the Public Works Department staff on how to cap that drainage. Sludge and things do not drain into the water system. **C/Young:** I'll open the public testimony at 8:27 and I will close the public testimony at 8:28. They did a nice job fitting it into the location, but I think the redress of the building will be useful. I agree that the change-up of materials is appropriate. **C/Hennis:** It sounds like the drainage systems and recommendations will work with staff and the engineer. Jace Hellman: I was going to add that there is a condition to get drainage plans approved through the City Engineer, but if we want to add additional restriction, then I guess that it would probably be beneficial.

Commissioner Hennis motions to approve Case No. 18-11-SUP and 18-27-DR with the conditions as outlined in the staff report and a condition to work with staff to make sure that the landscape buffer complies with the revitalization effort and work with the City Engineer to make sure the appropriate existing drainage system is capped or relocated. Commissioner Gealy Seconds; Motion carried 2-0.

3. **COMMISSION REPORTS**

4. **ADJOURNMENT**

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

Lee Young, Chairman
Kuna Planning and Zoning Commission

ATTEST:

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

OFFICIALS

Joe Stear, Mayor
Briana Buban-Vonder Haar, Council President
Richard Cardoza, Council Member
Warren Christensen, Council Member
Greg McPherson, Council Member

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Kuna City Hall Council Chamber, 751 W 4th Street, Kuna, Idaho 83634

City Council Meeting
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~~6:00 P.M. REGULAR CITY COUNCIL~~

1. *Call to Order and Roll Call*

COUNCIL MEMBERS PRESENT:
Mayor Joe Stear
Council President Briana Buban-Vonder Haar
Council Member Richard Cardoza
Council Member Warren Christensen
Council Member Greg McPherson – Absent

CITY STAFF PRESENT:
Chris Engels, City Clerk
Bob Bachman, Public Works Director
Bobby Withrow, Parks Director
Wendy Howell, Planning & Zoning Director
Richard Roats, City Attorney
Bill Jackson, Deputy City Treasurer
Lisa Holland, Economic Development Director

2. ***Invocation:*** Dean Herring, South Valley Baptist Church

3. ***Pledge of Allegiance:*** Mayor Stear

4. ***Consent Agenda:*** ALL OF THE LISTED CONSENT AGENDA ITEMS ARE ACTION ITEMS

(Timestamp 00:00:01)

All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the City Council. There will be no separate discussion on these items unless the Mayor, Council Member, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Business or as instructed by the City Council.

A. City Council Meeting Minutes:

1. Regular City Council Minutes, May 16, 2018

B. Accounts Payable Dated May 31, 2018 in the Amount of $386,233.11

C. Resolutions

~~*1.* Consideration to approve Resolution No. R33-2018~~

~~A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO REPEALING CITY OF KUNA RESOLUTION NO. R18-2017 THAT AUTHORIZED CERTAIN SIGNATURES ON THE SIGNATURE CARD FOR BANKING SERVICES ON BEHALF OF THE CITY OF KUNA, SETTING FORTH A NEW PROCEDURE FOR SIGNATURES ON THE SIGNATURE CARD OF AUTHORIZED PUBLIC OFFICIALS TO BE APPROVED BY CITY COUNCIL ON AN ANNUAL BASIS AT THE SECOND MEETING IN JANUARY, ALLOWING THE MAYOR TO REVOKE THE SIGNATURE OF AN AUTHORIZED PUBLIC OFFICIAL, AND PROVIDING AN EFFECTIVE DATE.~~

~~*2.* Consideration to approve Resolution No. R34-2018~~

~~A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPOINTING CERTAIN CITY OF KUNA, IDAHO OFFICIALS AS PERSONS AUTHORIZED TO SIGN FOR BANKING SERVICES ON BEHALF OF THE CITY OF KUNA, IDAHO AND PROVIDING THAT THE SIGNATURES ARE VALID FOR THE 2018 YEAR OR UNTIL REVOKED BY ACTION OF THE MAYOR, AS PROVIDED FOR IN RESOLUTION NO. R33-2018.~~

3. Consideration to approve Resolution No. R35-2018

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING AND ADOPTING AN AMENDMENT TO THE CITY OF KUNA, IDAHO PERSONNEL MANUAL SECTION 10.1.1C BY ADDING ECONOMIC DEVELOPMENT DIRECTOR TO THE LIST OF APPOINTED OFFICIALS, AND STRIKING FROM THE LIST THE FACILITIES DIRECTOR; REQUIRING THE CITY CLERK TO DISTRIBUTE COPIES TO THE HOLDERS OF THE PERSONNEL POLICY; AND PROVIDING AN EFFECTIVE DATE.

D. Final Plats

1. Consideration to approve Case No. 18-08-FP (Final Plat) for Memory Ranch Subdivision No. 2

2. Consideration to approve Case No. 18-11-FP (Final Plat) for Patagonia No. 3

Council Member Cardoza moved to move items 4.C.1 and 4.C.2 to Business as item 7.D. Seconded by Council President Buban-Vonder Haar. Motion carried 3-0. Council Member McPherson absent.

Council President Buban-Vonder Haar moved to approve the Consent Agenda as amended. Seconded by Council Member Christensen. Approved by the following roll call vote:
Voting Aye: Council Members Cardoza, Christensen, Buban-Vonder Haar
Voting No: None
Absent: Council Member McPherson
Motion carried 3-0.

5. Community Reports or Requests:

A. Kuna City Police Fiscal Year 2019 Budget and Annual Police Report Presentation – Police Chief Jon McDaniel – ACTION ITEM
(Timestamp 00:01:24)

Mayor Stear explained this item could be just informational but it was at the pleasure of the Council if they would like to take any action.

Police Chief Jon McDaniel reviewed the 2017 Police Report. He felt the investment made by Council for 2017 really paid off and he thanked Council for their support. Overall the crime rate was slightly down and Code 3 emergency response times were within the acceptable level. He explained why some numbers were higher or lower than previous years. The School Check number was down due to a change in the way they categorized that activity but other than that everything looked good.

Chief McDaniel reviewed Kuna's Code Enforcement calls and how they were split between the Sheriff's Office Code Enforcement Officers and the Kuna City Patrol Teams. Based on the breakdown, he anticipated in the next few years Kuna would need a Kuna Code Enforcement Officer.

Chief McDaniel moved on to the summary of Service Calls and response times. There was not much of a difference between response times north of the rail line and south of the rail line.

Lastly, Chief McDaniel explained the budget and funding request which included 2 detectives; 1 Persons Crime Detective and 1 Juvenile Detective. He reviewed the need for these new detectives as well as the remaining cost of an additional School Resource Officer that the School District could not completely cover. It was about 6.7% of the cost of that School Resource Officer and it would allow for that officer to be there for the whole 9 months. The budget also included the 3% COLA the BOCC had tentatively approved for all the Ada County employees. If the request was accepted the roughly $100.00 per resident cost for police services would still be less than half the average in Ada County and was still over 20% cheaper than Burley

which was around 14,000 or 15,000 and also contracted with their Sheriff's Office. With that he stood for questions.

Mayor Stear added that he and Chief McDaniel had many discussions on this and he felt the additional funding for the School Resource Officer took enough burden off the City Officers to be well worth it and would increase their effectiveness.

Chief McDaniel shared how it could also help with response times.

Council Member Christensen asked if the $143,958.50 listed for vehicles was just replacement or if it included new vehicles for the added staff.

Chief McDaniel explained it did and how that $143,958.50 broke down. He offered to get the breakdowns to Council.

Council President Buban-Vonder Haar said that would be great.

Council Member Cardoza asked for clarification regarding the number off to the side, 538, on the Support Line Item.

Chief McDaniel responded that was the total of their Society, Persons, and Property Crimes. He explained how that reporting and cost association worked.

Ada County Sheriff's Office Planning and Resource Manager Christopher Saunders further explained that break down.

Council Member Cardoza asked what Kuna paid the previous year for the Less Shared Credit.

Chief McDaniel replied 7% and explained what that shared services credit covered. The plan was for that to remain a flat 7% fee every year.

Council Member Cardoza asked if the 3% COLA was locked in with the County Commissioners.

Chief McDaniel believed it was pretty solid based on everything he had heard.

Council thanked him for his presentation.

B. Ada County Prosecutor's Office funding request for Fiscal Year 2019 – Tamera Kelly, Ada County Deputy Prosecutor – ACTION ITEM
(Timestamp 00:24:26)

Ada County Deputy Prosecutor Tamera Kelly presented their request for $55,570.00. She explained how they came to that number and what that request covered. It was a bit more money than the previous year. That was mostly because the amount of

misdemeanors decreased and the cost for each attorney went up a little. All of the deputies had received a small cost of living increase the previous year and they add that in the following year. She stood for questions.

Council thanked her for her presentation.

6. *Public Hearings:* (6:00 p.m. or as soon thereafter as matters may be heard.)

A. Public Hearing and Consideration to approve 18-01-ZC (Rezone) - Troy Behunin, Planner III – ACTION ITEM
(Timestamp 00:28:28)

Applicant, Katie Miller, with Bailey Engineers, on behalf of Thistle Farm and Vanderkooy Farm, LLC's (Owner), requests approval for a rezone of approximately 73.50 acres of four lots within Chisum Valley Subdivision No. 1 and 2, from Agriculture (Ag.) TO an R-6 (Medium Density Residential) MDR zone, following the Comprehensive Plan. This site is located at the NWC Linder and Columbia Roads. APN Nos; R1393850100, R1693860010, R1693860290, R1693860280.

Katie Miller with Bailey Engineering, 4242 N Brookside Lane, Boise, Idaho 83714, presented the application on behalf of Thistle Farm and Vanderkooy Farm, LLC. Ms. Miller stressed that this request was for a rezone and rezone only. She pointed out one opposition they would be hearing from the neighbors to the south of their project would be that there was not enough low density residential in the City of Kuna. She pointed out the areas that were zoned low density residential in Kuna's Comprehensive Plan and that what they were asking for that night was very conservative and in compliance with the comprehensive plan. She noted the subdivisions that were R-6 designations that had recently been rezoned and approved and were consistent with the Comprehensive Plan. She reviewed the infrastructure that had been going in that would support this subdivision and stood for questions.

There were none.

Mayor Stear made sure that all who wanted to testify were signed up and that those who did sign up had signed up for the correct public hearing. Those that signed up for the Public Hearing on Ordinance No. 2018-21 had actually meant to sign up for this hearing so that change would be made.

Planner III Troy Behunin presented the staff report on the application. He reiterated that this application was only for a rezone. He noted that all noticing procedures had been met and in fact they had extended the land owner letters from 300 feet to 400 feet given the nature of the project. He stated that while some would like to discuss the pre-plat they would only be talking about the rezone that night. He reviewed the application and noted staff put forward a recommendation of approval. He stood for questions.

Council President Buban-Vonder Haar wanted clarification on the rezone to R-6 and the stipulation set forth in the Planning & Zoning Minutes of the intent to build 4.25.

Mr. Behunin confirmed that was still what was being asked for. He added that staff did receive a letter from a citizen the previous afternoon and would like a minute to read that into the record.

Council President Buban-Vonder Haar moved to open the public hearing. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

Support: None

Against:

Stephanie Kennedy provided Council with photos which were assigned as Exhibit C-7 and thanked Council for allowing them the opportunity to chat with them. Ms. Kennedy was a resident of Chisum Valley neighborhood and lived at the northeast corner of the subdivision. Ms. Kennedy expressed concerns regarding losing views, wide open spaces, solitude, and peacefulness. Most importantly she was concerned about safety. She felt becoming a thoroughfare would negatively impact their young children and their elderly with mobility issues. She felt traffic congestion would compromise their safety and emergency service response times. Lastly, there was an issue with the easement. The main water line was ruptured at the back corner of her property and there was a huge back hoe and end loader that had to come in. They had to take out the entire back corner of her property and both proposed property lines were impacted. There was equipment that had to be brought in to repair the pipes and a huge mess. There was no way the small easement they were asking for could ever have compensated for the amount of equipment and mess that was there. This could potentially happen again and with the very close proposed property lines the homes and yards could be flooded in both neighborhoods. She asked that Council reconsider the proposed plans.

Mayor Stear asked what she would recommend if there was a different type of development out there.

She proposed a larger easement. She stated she had discussed this with Tim and suggested they put a common area back there.

Virginia Jeppson, 7901 S Chisum Way, Meridian, Idaho 83642, stated she shared many of the concerns her neighbors had. They realized growth was coming and they couldn't stop it. Her goal was not to stop it but to find a compromise both sides would be happy with. She had significant concerns with an R-4 to R-6 subdivision being built adjacent to theirs and tying into it. They did not have the infrastructure to support that increase in population. She was concerned about safety, especially in regards to the number of children and pets in their subdivision, their lack of sidewalks, and that they ride their bicycles in the streets. She noted how much she

and her husband enjoy owning a small piece of land and that there was not much opportunity for that in the valley. She proposed they build an R-1 instead of an R-6 subdivision which there seemed to be plenty of. This would bring more affluence to Kuna. She did not believe there would be any issue selling the larger lots considering how quickly they were selling in their subdivision.

Ms. Jeppson replied to an earlier comment regarding the fact that there was always a plan to add on to their subdivision. She stated there was but they had understood that it was to be R-1. She felt R-1 would leave more than enough access off Linder and no need to tie into their subdivision. It also would not negatively impact their property value. She encouraged Council to raise the bar instead of approving another R-4 to R-6 subdivision of cookie cutter homes.

Jenna Von Der Ehe, 7901 S Chisum Way, Meridian, Idaho 83634, pointed out that Ms. Miller had failed to include the Silver Trail Subdivision that had infiltrated part of that yellow low density area as well as the high school property with all of those homes just north of the high school. She noted, in regards to infrastructure, there was no mention of the high school and the impact to the congestion created when just their 25 homes were trying to get out onto Columbia to head west in the mornings, which was nearly impossible. She shared her amazement at people's memories of open spaces shared with her when they looked at the historical photos of Kuna she had up in her local store.

Ms. Von Der Ehe stated growth was inevitable but, with the rapid growth of track homes and nothing approved that was less than an R-4, what legacy would they be leaving for their kids. She was not opposed to the growth but was opposed to using their subdivision as a thoroughfare. She agreed with Ms. Jeppson in her recommendation of an R-1 subdivision and that there should be no problem selling lots that size. Everyone wanted a piece of land to call their own and it would raise the bar. She thanked Council.

Lauri Allen, 7980 S Chisum Way, Meridian, Idaho 83642, shared concerns regarding the increase in traffic and risks they were already dealing with including going around a blind corner from Columbia, which had a 50 MPH speed limit, to the subdivision, which had a 25 MPH speed limit. Drivers' speeds were still high as they came into the subdivision. They had many children entering and leaving their subdivision which they could only do by crossing through oncoming traffic at that blind corner. Their subdivision had meetings regularly to discuss these issues. The increase in traffic from allowing a connection road through their subdivision would significantly increase their risk of having a fatal accident involving one of their children which was unacceptable. They did not currently have sidewalks or walk paths to handle that traffic safely. She noted an incident would come back to the City or Highway District for not protecting its citizens. She strongly urged Council to ensure that they did not have connections through their subdivision. She felt an R-1 should never connect to an R-6. She encouraged the Sheriff to come out and test the

amount of traffic their subdivision could actually handle. She stated it was not possible to bring all of that traffic through their subdivision. She thanked Council.

Jeff Hinrichsen sent a letter via email but it didn't arrive. He had an existing letter in the packet though.

Josh Riccardi, 7752 S McLintock Place, Meridian, Idaho 83642, stated their subdivision was more like an estate in the Comprehensive Plan. He felt, instead of rezoning around them, it would be better to keep the same profile and standing they had with their established community and connect on to it. The community was concerned about the number of R-6 and R-8 subdivisions that were being approved through the City. He cited the current Comprehensive Plan Survey. He noted the Comprehensive Plans previously approved did not really take into consideration already established communities and felt that was why there was so much kick back on the R-6 and R-8 approvals. He reviewed the lack of infrastructure in their rural R-1 community and the number of kids everywhere. He touched on the traffic issues that would be brought about by putting a higher density subdivision in next to them. He wanted to see an R-1 or R-2 instead.

Mayor Stear mentioned the City was in the middle of a Comprehensive Plan rewrite called Envision Kuna. There were several things in the current Comprehensive Plan that they felt did not get enough community input.

Alana Eyolfson, 7790 S McLintock Place, Meridian, Idaho 83642, stated she was glad they were looking at changing the Comprehensive Plan. The plan was developed over 10 years prior and there had been a lot of changes. She had moved to Chisum Valley Subdivision for a certain type of lifestyle. The proposed plan for the north part of their subdivision would change all of the dynamics of their subdivision. They were not there to talk about safety or water issues; just the density. They felt there were already a lot of high density homes in the area and they asked that they reevaluate that, particularly the direct impact to their subdivision. She reiterated Mr. Riccardi's comments regarding the Comprehensive Plan Survey and the comments of other testimonies regarding putting in an R-1 subdivision instead. She thanked Council.

Curtis Ward, 7941 S Chisum Way, Meridian, Idaho 83642, echoed the sentiments of the other testimonies especially in regards to traffic concerns, safety, and putting in R-1 or R-2. He also suggested they not connect the subdivisions.

Stephanie Shank, 7825 S Chisum Way, Meridian, Idaho 83642, shared why she had moved to the Chisum Valley Subdivision. Her concerns had been covered in the previous testimonies. She added that they had chosen their rural lifestyle and they should be allowed to continue with it.

Planner III Troy Behunin read into the record a letter received on June 4, 2018 in opposition. The letter echoed the thoughts of the other testimonies given in

opposition and stated they did not believe ACHD required the subdivisions to connect. The letter cited the ACHD Policy Manual and requested that all steps be taken to avoid connecting their subdivision with Wisper Meadows.

Dru Wright, 7828 S McLintock Place, Meridian, Idaho 83642, brought up that the developer indicated in the Planning & Zoning Meeting that it was not possible to zone this new subdivision at an R-1 or an R-2. Mr. Wright used Star as an example of being able to support an R-1 or an R-2 with the sewer lines. He wanted Council to be aware of that and thanked them.

Neutral: None

Rebuttal:

Tim Eck, the applicant, reviewed the application was for rezone only and all issues pertaining to the preliminary plat would be differed until the preliminary plat was brought before Council. He explained the zoning of the project areas in the Comprehensive Plan and how their request complied with that. He stated Kuna had planned for this type of growth when the Comprehensive Plan was approved 10 years prior to this.

The applicant shared plans to buffer the Chisum Valley Subdivision with larger lots at 2 homes per gross acre along their south edge which would be confirmed when they came forward with their preliminary plat.

Mr. Eck addressed the statement regarding sewer mains supporting lower density. The previous City Engineer, Mr. Law who had retired, discouraged plats that consisted of excessive low density and would not support a plat of half acre or larger lots. Sewer mains required volume to scour. Insufficient flow resulting from lower densities would result in sewer flows inadequate to scour the pipes and require excessive maintenance.

The applicant moved on to the cost of 1acre lots. Mr. Eck stated that people fail to understand how few people can actually afford these larger lots. There simply was not a market for lots or homes at that price in Kuna. He gave the examples of Arrow Rock and Mineral Springs for large lot development failures. He also noted that Chisum Valley was not annexed into the City of Kuna and did not pay City Tax Assessments. He explained it was through a loop hole that the subdivision was able to be built and why that type of development was now prohibited in the city and no longer an option. Mr. Eck explained the spec homes they were building were not entry level or starter homes and the property tax values generated by Whisper Meadows were 3 times the property tax values generated by Chisum Valley.

Mr. Eck stated he had comments and answers regarding traffic concerns that he would be glad to share but the traffic concerns were a transportation issue that

should be reviewed at the preliminary plat application not the zoning application. He stood for questions and invited his attorney to come forward to finish his rebuttal.

Jeff Bower, the attorney for the applicant, clarified the conditions of approval. The applicant did accept all of the conditions of approval in section O of that night's application. The applicant accepted the Planning & Zoning Commission's recommendation of the limitation of 4.25 units per acre. However, they asked that Council reject the recommendations for limitations on connectivity. They felt it was premature and they had not put forth any street design. He listed various reasons for rejecting the limitations on connectivity including ACHD's comment letter stating they would weigh in on it in the future.

Mr. Eck stood again for questions. He reiterated traffic questions were really outside of a zoning application but if they wanted to inquire about it he would be glad to provide answers.

Council Member Christensen asked the applicant if he took in consideration the surrounding viewpoints and impact to the scenery of the area when rezoning a piece of land.

Mr. Eck responded they looked at the comp plan which anticipated, expected and told them what to do. They were at the very bottom of the zoning expectation in their comp plan designation. He explained how this was a way to try to remain contiguous to Chisum Valley and reiterated how their plan met with the plans and expectations set forth by the City of Kuna in the Comprehensive Plan.

Council Member Christensen clarified there was no chance in convincing him to do a lower designated zone.

Mr. Eck replied R-4 was already at the bottom. They were already assessed 3 EDUs an acre and were guaranteed with the LID. The R-1 didn't work. He was told the sewer mains would not support it by the previous City Engineer, Mr. Law. There was also no market for 1 acre lots in Kuna.

Council Member Christensen thanked Mr. Eck for using the other examples. He asked where Mineral Springs was located.

Mr. Eck stated it was on the corner of School Street and Ardell.

Council President Buban-Vonder Haar clarified its location.

Audience members asked if they could ask questions.

Mayor Stear replied sorry but no.

An audience member asked if they could have an extra minute like the applicant.

Mayor Stear replied sorry but no.

City Clerk Chris Engels clarified the applicant had remaining time left from their original presentation so that was where their extra minute came from.

Council President Buban-Vonder Haar moved to close the public hearing. Seconded by Council Member Christensen. Approved by the following roll call vote:
Voting Aye: Council Members Cardoza, Christensen, Buban-Vonder Haar
Voting No: None
Absent: Council Member McPherson
(Timestamp 01:34:32)

Council Member Cardoza asked Planning and Zoning Director Wendy Howell if the least they could go on this was an R-4.

Planning & Zoning Director Wendy Howell nodded.

Council Member Cardoza shared his concerns regarding Kuna's roads. He felt they were inadequate. He stated he was very happy with other subdivisions Mr. Eck had done and he felt Mr. Eck was very agreeable to most of the neighbors to his subdivisions. He wanted to see the minimum of an R-4 there since their hands were tied with the Comprehensive Plan.

Council President Buban-Vonder Haar clarified the 4.25 was acceptable to Council Member Cardoza or did he want it to be 4.0.

Council Member Cardoza had mixed emotions because he felt Mr. Eck was trying to be a good neighbor by putting 2 homes per acre along the edge but that meant some of the other acres would be at 5 homes per acre. It had to be made up somewhere. Until the Comprehensive Plan was reevaluated their hands were tied and Mr. Eck was trying to be agreeable. Council Member Cardoza would be fine with the 4.25 per acre as long as the buffer zone was 2 homes per acre.

Council Member Christensen echoed a lot of what Council Member Cardoza said. He had very mixed emotions and felt it was a tough situation over all.

Mayor Stear asked if there was anything that would make it one way or the other for him.

Council Member Christensen stated it was the first step in what they were seeing in Kuna and he felt they had to take responsibility for what was going on out there. He knew it was a rezone and would stay away from preliminary plat stuff but at some point just saying their hands were tied because of a Comprehensive Plan written 10 years ago just didn't sit well. They needed to look at what had happened over the last

10 years and go from there on decisions like that. He felt he just needed to take responsibility sometimes and it made decisions tough.

Council President Buban-Vonder Haar said the proposal complied with the Comp Plan and appreciated that despite the fact the current zoning allowed for much higher density Mr. Eck was willing to go with a density at the much lower end of the existing densities. She felt 4.25 was a fair compromise especially with the 2 homes per gross acre as a boarder. She was 1 of the people who wanted larger lot sizes and an opportunity for people to have the next step up from their starter homes. She did not think that Mineral Springs hit that point. She was hoping the homes in the .2 - .25 range would provide that. She knew a lot of the other concerns would be appropriately addressed in the platting stages. The request complied with the Comprehensive Plan so she was inclined to grant the request with the conditions of approval they had discussed.

Council President Buban-Vonder Haar stated the request met the comp plan goal of providing a greater variety of residential options. This would also provide greater pedestrian connectivity and add additional open spaces. All requirements regarding noticing were met and the request complied with the Comp Plan and City Code.

Council President Buban-Vonder Haar moved to approve Case No. 18-01-ZC (Rezone) with the conditions of approval as listed in the packet as well as insuring the actual density would not exceed 4.25 homes per acre and a density of 2 homes per gross acre along the border with the existing subdivision be enforced in the plat when brought before Council to provide an ease of transition. Seconded by Council Member Cardoza. Approved by the following roll call vote:
Voting Aye: Council Members Cardoza, Buban-Vonder Haar
Voting No: Council Member Christensen
Absent: Council Member McPherson
Motion carried 2-1.

B. Public Hearing and Consideration to approve Ordinance No. 2018-21 – Richard Roats, City Attorney – ACTION ITEM
(Timestamp 01:45:48)

AN ORDINANCE OF THE CITY COUNCIL FOR KUNA, IDAHO AMENDING TITLE 6, CHAPTER 2, SECTION 4 KUNA CITY CODE TITLED FINAL PLATS TO ALLOW FOR THE CITY ENGINEER TO SIGN THE FINAL PLAT PRIOR TO CERTAIN SUBDIVISION IMPROVEMENTS AND CONDITIONS BEING COMPLETED AND SET FORTH THE PROCEEDURE FOR THE CITY TO ACCEPT A FINANCIAL GUARANTEE TO INSURE THE COMPLETION, INSPECTION AND ACCEPTANCE OF THE IMPROVEMENTS AND CONDITONS THAT ARE BEING DEFFERED; AND PROVIDING AN EFFECTIVE DATE.

Consideration to waive three readings of ordinance
Consideration to approve ordinance
Consideration to approve summary publication of ordinance

City Attorney Richard Roats explained the changes to be made to City Code. He handed out a document to Council that made 2 minor changes to the document that was in the packet; adding under I.3. the landscaping that was deleted erroneously and 6 was moved up. He asked for their approval of those changes and stood for questions.

Council President Buban-Vonder Haar moved to open the public hearing. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

Support: None

Against: None

Neutral: None

Council President Buban-Vonder Haar moved to close the public hearing. Seconded by Council Member Christensen. Approved by the following roll call vote:
Voting Aye: Council Members Cardoza, Christensen, Buban-Vonder Haar
Voting No: None
Absent: Council Member McPherson
Motion carried 3-0.

Council President Buban-Vonder Haar moved to waive three readings of Ordinance No. 2018-21 with changes. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

Council President Buban-Vonder Haar moved to approve Ordinance No. 2018-21 with the 2 changes as suggested. Seconded by Council Member Christensen. Approved by the following roll call vote:
Voting Aye: Council Members Cardoza, Christensen, Buban-Vonder Haar
Voting No: None
Absent: Council Member McPherson
Motion carried 3-0.

Council President Buban-Vonder Haar moved to approve summary publication of Ordinance No. 2018-21. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

7. *Business Items:*

A. Introduce new Economic Development Director Lisa Holland – Mayor Stear
(Timestamp 01:52:35)

Mayor Stear invited the City of Kuna's new Economic Development Director to come up and introduce herself. He shared his excitement to have her on board.

Economic Development Director Lisa Holland stated she was excited and humbled to work with the City of Kuna and gave some brief background on herself. She stood for questions.

Council welcomed her.

B. Police Impact Fee Study and Committee Request – Jon McDaniel, Police Chief – ACTION ITEM
(Timestamp 01:54:00)

Request to convene the Fire Impact Fee Committee to function as a Police Impact Fee Committee to advise on potential police impact fee and request for up to $2,000.00 for a police fee impact study.

Police Chief Jon McDaniel presented the request. He explained the need to plan for a police department. They had adequate space but there were some issues with parking and safety. He had asked the 5 members of the current Fire District Impact Fee Committee if they would be willing to be part of the Police Impact Fee Committee if Council approved it and they all agreed.

Chief McDaniel explained the cost of the impact fee study and mentioned the $2,000.00 fee was reimbursable with the first impact fee if the committee and Council felt there was a need and chose to do that. He asked for permission to convene that committee and stood for questions.

Mayor Stear added a bit more background on the City's relationship with Galena Consulting and how the discounted rate of $2,000.00 came about.

Council Member Cardoza suggested taking it out of the $200,000.00 and the City would reimburse it when they got the money back.

Chief McDaniel wished state code allowed them to use some of the impact fees for staffing.

Council Member Cardoza felt the Council all agreed growth should pay for itself and an impact fee was a very fair imposition. He had no problem with the $2,000.00.

Chief McDaniel shared they were in preliminary talks regarding other potential stakeholders such as South County. They would love to have combined spaces within city limits and were looking into the possibilities.

Council Member Cardoza stated the Fire Department was looking for a north plant. He suggested the Police Department add to that facility so they would be available with the Fire Department in the same complex. He asked Mayor Stear if that was legally available.

Mayor Stear replied they could do that. They wanted to look at all different options to see what would work out the best.

Chief McDaniel added Chief Palmer had been very gracious in offering a space for an officer to work out of and stay in their area unless there was a major emergency elsewhere but what they were looking for was more of a central police station that would be closer to Kuna's schools, banks, and downtown businesses.

Council President Buban-Vonder Haar clarified the committee would have to determine whether or not to reimburse the City.

Mayor Stear stated the committee would have to expend the funds.

City Attorney Richard Roats explained the process of the reimbursement.

Council President Buban-Vonder Haar cited the ever increasing need for more police and the Council's interest in growth paying for itself.

Council President Buban-Vonder Haar moved to authorize the expenditure of up to $2,000.00 from the contingency fund to be used to reconvene the Fire Impact Fee Committee to function as a Police Impact Fee Committee to advise on potential Police Impact Fee. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

C. Discussion on Parking Area Off Stroebel Road with Funding Request – Bobby Withrow, Parks Director – ACTION ITEM
(Timestamp 02:01:07)

Parks Director Bobby Withrow apologized for sending Council proposed property upgrades instead of his memo. He reviewed the parking situation at Stroebel Road and asked Council for funds to get the parking up and going and to cover the Anderson's request for a lease. He explained the potential lease agreement, requested $10,000.00, and permission to start working with City Attorney Richard Roats on the lease agreement with the Andersons.

Council President Buban-Vonder Haar asked if there was a reason they couldn't wait to approve the funds until after Council could review the lease.

Mr. Withrow replied no.

Council Member Christensen felt it would be good to wait until after seeing the lease. He asked if parking was really that bad on Stroebel.

Mayor Stear and Mr. Withrow both stated it was.

Council Member Cardoza asked if the parking would be available year round.

Mr. Withrow responded they could put in year round use.

Council Member Cardoza noted the creek only had water in it for 3 months so in essence they would be paying $10,000.00 for 3 months. He wanted it understood that if Mr. Anderson used it to park his equipment he would have to pay the City rent back. He felt $10,000.00 was excessive.

Mr. Withrow stated the City could look into purchasing the property but at the moment a lease was the easy way to get the cars off the road and make that area safer until they could come up with something better and safer.

Council Member Cardoza thought a bus would be safer but also thought that would probably cost more than $10,000.00. He didn't have a better answer that that though. He concluded he wanted to see the lease and what it encompassed.

No action was taken.

D. Signatures for Banking Services – moved from the Consent Agenda

1. Consideration to approve Resolution No. R33-2018 - ACTION ITEM
(Timestamp 02:06:24)

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO REPEALING CITY OF KUNA RESOLUTION NO. R18-2017 THAT AUTHORIZED CERTAIN SIGNATURES ON THE SIGNATURE CARD FOR BANKING SERVICES ON BEHALF OF THE CITY OF KUNA, SETTING FORTH A NEW PROCEDURE FOR SIGNATURES ON THE SIGNATURE CARD OF AUTHORIZED PUBLIC OFFICIALS TO BE APPROVED BY CITY COUNCIL ON AN ANNUAL BASIS AT THE SECOND MEETING IN JANUARY, ALLOWING THE MAYOR TO REVOKE THE SIGNATURE OF AN AUTHORIZED PUBLIC OFFICIAL, AND PROVIDING AN EFFECTIVE DATE.

City Attorney Richard Roats stood for questions.

Council Member Cardoza was worried about the line in the resolution allowing the Mayor to revoke the signature of an authorized public official.

Mr. Roats clarified the reason for that line.

Council Member Cardoza asked if it would be better to have all 4 council members authorized to sign the second signature. He then asked if the Council and Mayor were bonded for any money that might be misappropriated.

City Clerk Chris Engels stated she was not aware of any bonding in that circumstance. She did know the bank required the City to provide them with a copy of the resolution and the signature cards together in order to provide signature authority.

Council Member Cardoza felt anyone who was authorized to sign should be bonded.

Ms. Engels replied that question would need to go to ICRMP.

Mr. Roats stated ICRMP provided coverage for that so there was no need to bond.

Council Member Cardoza asked him to confirm that.

Mr. Roats replied he would.

Council Member Cardoza reiterated his desire to have all 4 council members on the signature card if the Mayor was going to be allowed to revoke the signature of any authorized public official.

Council President Buban-Vonder Haar suggested modifying to give the Mayor authority to revoke a signature for a 2 week period that was subject to Council either concurring the revocation or authorizing a new signatory. She was concerned about somebody leaving before a council meeting convened and their signing authority needing to be revoked immediately. Her suggestion would cover that concern but she asked if Council Member Cardoza felt it covered his concern.

Council Member Cardoza didn't have a problem with that but wanted all 4 council members' signatures on the card. He wanted any council member to be able to sign in case others weren't available.

Mr. Roats explained how the second signature worked. The Mayor was the second signature and it was the Council President's duty to step in as signature if the Mayor was unavailable. He did not recommend delegating that all the way down.

Council Member Christensen stated he liked Council President Buban-Vonder Haar's suggestion and thought it was a good idea.

Mr. Roats suggested the language "to revoke in an emergency and said action upon the concurrence of Council at the regularly scheduled meeting".

Council President Buban-Vonder Haar suggested making it a second sentence.

Mr. Roats reviewed the intent of this resolution.

Council President Buban-Vonder Haar moved to approve Resolution No. R33-2018 with the changes discussed. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

2. Consideration to approve Resolution No. R34-2018 - ACTION ITEM
(Timestamp 02:19:25)

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPOINTING CERTAIN CITY OF KUNA, IDAHO OFFICIALS AS PERSONS AUTHORIZED TO SIGN FOR BANKING SERVICES ON BEHALF OF THE CITY OF KUNA, IDAHO AND PROVIDING THAT THE SIGNATURES ARE VALID FOR THE 2018 YEAR OR UNTIL REVOKED BY ACTION OF THE MAYOR, AS PROVIDED FOR IN RESOLUTION NO. R33-2018.

There were no questions regarding Resolution No. R34-2018.

Council President Buban-Vonder Haar moved to approve Resolution No. R34-2018. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

8. *Ordinances:*

A. Consideration to approve Ordinance No. 2018-22 – ACTION ITEM
(Timestamp 02:19:53)

AN ORDINANCE OF THE CITY COUNCIL OF KUNA, IDAHO AMENDING TITLE 12, CHAPTER 2, SECTION 15 OF THE KUNA CITY CODE PROVIDING FOR:

- ESTABLISHING THE JOINT DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE;
- THE COMMITTEE NAME;
- THE MEMBERSHIP;
- THE COMMITTEE ORGANIZATION;
- THE COMMITTEE REPORTING; AND

AMENDING TITLE 12, CHAPTER 2, SUBSECTION 17 M TO STATE THAT THE JOINT ADVISORY COMMITTEE CREATED DURING THE

PREPARATION OF THE CAPITAL IMPROVEMENT PLAN BECOMES THE JOINT ADVISORY COMMITTEE CREATED BY THIS ORDINANCE AND PROVIDING FOR AN EFFECTIVE DATE AND PUBLICATION.

Consideration to waive three readings of ordinance
Consideration to approve ordinance
Consideration to approve summary publication of ordinance

City Attorney Richard Roats explained the reason for the ordinance.

Council Member Cardoza asked if this would include the Police Impact Fee Committee.

Mr. Roats replied it did not. The Police Impact Fee Committee would have its own mechanism.

Council President Buban-Vonder Haar moved to waive three readings of Ordinance No. 2018-22. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

Council President Buban-Vonder Haar moved to approve Ordinance No. 2018-22 Seconded by Council Member Christensen. Approved by the following roll call vote:
Voting Aye: Council Members Cardoza, Christensen, Buban-Vonder Haar
Voting No: None
Absent: Council Member McPherson
Motion carried 3-0.

Council President Buban-Vonder Haar moved to approve summary publication of Ordinance No. 2018-22. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

B. Consideration to approve Ordinance No. 2018-23 – ACTION ITEM
(Timestamp 02:23:04)

AN ORDINANCE OF THE CITY OF KUNA, IDAHO AMENDING TITLE 7, CHAPTER 6, SECTION 3 TITLED SERVICE CONNECTION CHARGES PROVIDING FOR:

- CERTAIN CLARIFICATIONS REGARDING THE SEWER CONNECTION CHARGES AND THE DEFINITION OF EDU;
- THE DEFINITION OF THE "EDU USE" TO CONFORM WITH THE CALCULATION CONTAINED IN THE CURRENTLY ADOPTED CITY OF KUNA SEWER MASTER PLAN;
- A REVISION TO THE EDU EVALUATION PROCESS FOR NON-RESIDENTIAL USES;

• A DEFINITION TO THE EDU CALCULATION FOR MULTI-USE PROPERTIES;
• A MECHANISM TO REVIEW EDU USE AFTER JANUARY 1, 2018, AND ALLOWING THE CITY TO REQUEST THE REVIEW, AND SETTING FORTH THREE YEARS AS THE TIME TO REVIEW PAST ACCOUNTS;
• A PROCEDURE TO DETERMINE THE EDU CALCULATIONS FOR BUSINESS CHANGES; AND

AMENDING TITLE 7, CHAPTER 6, SECTION 4 TITLED MONTHLY SERVICE CHARGES PROVIDING FOR:

• CLARIFICATION TO THE MINIMUM MONTHLY SERVICE CHARGES DEFINITION;
• A REVIEW BY THE CITY TREASURER OR ACCOUNT HOLDER OF THE ACCOUNT; AND
• PROVIDING AN EFFECTIVE DATE AND PUBLICATION.

Consideration to waive three readings of ordinance
Consideration to approve ordinance
Consideration to approve summary publication of ordinance

City Attorney Richard Roats explained the changes this ordinance would make to City Code and stood for questions.

Mayor Stear asked if this allowed for fixture counts so that it would not be such a burden for people to open a business in an old existing structure. He was worried not allowing fixture counts would negatively impact the downtown area.

Mr. Roats replied the system for evaluation was set up on averages that a business uses. They all pay that amount and then they have the ability to come in after a year of use to let the City know how much they actually used and the City would then be able to adjust it. He had tried to consider how to deal with the downtown core versus newer businesses fairly. They could talk about some options. The concern was being responsible in regards to the capacity of the plant and being fair to all business owners.

Mayor Stear stated there were tried and true methods of figuring this out so it would not be random. There would be legitimacy to what they were talking about but he was concerned about pricing business owners out of downtown.

Public Works Director Bob Bachman requested to have more time to look deeper into this and bring Council a few ideas. He wanted to come up with a plan that was viable, especially for downtown.

Council President Buban-Vonder Haar asked if he wanted it tabled or slow-tracked.

City Clerk Chris Engels suggested tabling to allow businesses who had expressed interest in participating in this ordinance the opportunity to be in attendance.

Mr. Bachman's preference was to table it as well. It would take some time to put the data together and he did not think 3 readings would be enough.

Council President Buban-Vonder Haar asked if there was any urgency for any other part of this that would need to be enacted sooner rather than later.

Mr. Roats stated section 2 of the ordinance should have been done a long time ago and it did not deal with the downtown businesses other than their actual use. It seemed to be pretty non-controversial. He felt they needed to move forward with that portion.

Council President Buban-Vonder Haar clarified he was referring to 7-6-4 Monthly Service Charges.

Mr. Roats replied he was.

Council President Buban-Vonder Haar asked if everyone was ok with implementing a portion and tabling the rest.

Council Member Cardoza asked Mr. Bachman if that was agreeable.

Mr. Bachman asked if that would give them the ability to talk to people and work with them to fix their issues instead of just throwing a bill at them for the maximum amount.

Mr. Roats explained the intent would be to let them know what was going on.

Mr. Bachman was concerned about a business that had been established in 1999 or 2000 that would suddenly get 47 or 46 EDUs of usage charges. That would be a pretty big shock. He felt it would be better to let them know it was coming and help them find alternatives to fix the problem so they wouldn't be using excessive amounts of water and creating excessive amounts of waste. If this gave the ability to do that he was volunteering to be that guy.

Council President Buban-Vonder Haar stated maybe people would change out of the goodness of their hearts but if there was never a penalty for excessive use and there was no incentive she didn't know why. She felt as a City they tried to be reasonable with setting up payment plans and things of that nature when necessary. She didn't know how quickly they would roll this out and start conducting audits but she was on board with giving people a heads up and, depending on what the charges looked like, not enforcing the entire amount right away. On the flip side, if they had been using 47 EDUs of water and only paying for 3, the amount of free service they had

been getting on the backs of Kuna taxpayers made her not feel too bad. However there was a gentle way to do that.

Council President Buban-Vonder Haar moved to waive three readings of Ordinance No. 2018-23 noting the only portion they would currently be changing would be section 7-6-4. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

Council President Buban-Vonder Haar moved to approve Ordinance No. 2018-23 as applies to section 7-6-4 only. Seconded by Council Member Christensen. Approved by the following roll call vote:
Voting Aye: Council Members Cardoza, Christensen, Buban-Vonder Haar
Voting No: None
Absent: Council Member McPherson
Motion carried 3-0.

Council President Buban-Vonder Haar moved to approve summary publication of Ordinance No. 2018-23 section 7-6-4. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

C. Consideration to approve Ordinance No. 2018-24 – ACTION ITEM
(Timestamp 02:45:45)

AN ORDINANCE OF THE CITY OF KUNA, IDAHO, ANNEXING ALL OF PARCEL S1303111700 OWNED BY CHALLENGER DEVELOPMENT INC., AND REFERRED TO AS MEMORY RANCH SUBDIVISION NO. 2, INTO THE KUNA MUNICIPAL IRRIGATION DISTRICT FROM THE NAMPA~MERIDIAN IRRIGATION DISTRICT; CHANGING THE RESPECTIVE BOUNDARIES OF SAID DISTRICTS; DECLARING WATER RIGHTS APPURTENANT THERETO ARE POOLED FOR DELIVERY PURPOSES; DIRECTING THAT COPIES OF THIS ORDINANCE BE RECORDED AS PROVIDED BY LAW; AND PROVIDING AN EFFECTIVE DATE.

Consideration to waive three readings of ordinance
Consideration to approve ordinance
Consideration to approve summary publication of ordinance

Council President Buban-Vonder Haar moved to waive three readings of Ordinance No. 2018-24. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

Council President Buban-Vonder Haar moved to approve Ordinance No. 2018-24 Seconded by Council Member Christensen. Approved by the following roll call vote:
Voting Aye: Council Members Cardoza, Christensen, Buban-Vonder Haar

Voting No: None
Absent: Council Member McPherson
Motion carried 3-0.

Council President Buban-Vonder Haar moved to approve summary publication of Ordinance No. 2018-24. Seconded by Council Member Christensen. Motion carried 3-0. Council Member McPherson absent.

9. Mayor/Council Announcements:
(Timestamp 02:47:15)

Mayor reminded Council about the joint meeting with ACHD on Thursday, June 7, 2018 at noon in the ACHD Public Meeting Room. He was planning to leave City Hall for the meeting at 11:20 A.M. if anyone wanted to ride together.

Council President Buban-Vonder Haar and Council Member Cardoza would be carpooling from City Hall. Council Member Christensen would meet them there.

Council President Buban-Vonder Haar confirmed the special meeting for Thursday evening, June 7, 2018, was cancelled.

Mayor Stear replied it was.

10. Executive Session: *None*

11. Adjournment: 8:48 P.M.

Briana Buban-Vonder Haar, Acting Mayor
Pursuant to Idaho Code §50-608

ATTEST:

Chris Engels, City Clerk

CITY OF KUNA CORPORATE SEAL STATE OF IDAHO

Minutes prepared by Ariana Welker, Deputy City Clerk
Date Approved: CCM 06.19.2018

CITY OF KUNA
751 W. 4th Street • Kuna, Idaho • 83634 • Phone (208) 922-5274
Fax: (208) 922-5989 • www.Kunacity.Id.gov

SIGN-UP SHEET

June 5, 2018 – Council, Public Hearing

Case Name: Rezone, Thistle Farm & Vanderkooy Farm, LLC.; Request by Katie Miller, Bailey Engineers

Case Type: Applicant requests approval for a rezone of approximately 73.50 acres of four lots within Chisum Valley Subdivision No. 1 and 2, from Agriculture (Ag.) *TO* an R-6 (Medium Density Residential) MDR zone, following the Comprehensive Plan. This site is located at the NWC Linder and Columbia Roads. APN No's; R1393850100, R1693860010, R1693860290, R1693860280.

Case No.: 18-01-ZC (Rezone) - A Rezone of Approx. 73.50 acres from Agric. to R-6 MDR.

Please print your name below if you would like to present oral testimony or written exhibits about this item to the Commission/Council.

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	Stephanie Kennedy
Print Address	Print Address	7638 S. McLintock
City State, Zip	City State, Zip	Meridian (Kuna) ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☑ Testify ☐ Not Testify
Print Name	Print Name	Virginia Jeppesen
Print Address	Print Address	7401 S Chisum Way
City State, Zip	City State, Zip	Meridian ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☑ Testify ☐ Not Testify
Print Name	Print Name	JENNA VONDER EHE
Print Address	Print Address	7601 S Chisum Pl
City State, Zip	City State, Zip	MERIDIAN ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☑ Testify ☐ Not Testify
Print Name	Print Name	Lauri Allen
Print Address	Print Address	7980 S Chisum Way
City State, Zip	City State, Zip	Meridian Id 83642

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	Sent letter ☐ Testify ☒ Not Testify
Print Name	Print Name	Geoff Hinrichsen
Print Address	Print Address	7636 S Chisum Pl
City State, Zip	City State, Zip	Meridian Id 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	RANDY COLSON
Print Address	Print Address	2344 COGBURN
City State, Zip	City State, Zip	MERIDIAN ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	✓ JOSH RICCIARDI
Print Address	Print Address	7752 S MCLINTOCK PL
City State, Zip	City State, Zip	Meridian ID
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	✓ ALANA EVOLFSON
Print Address	Print Address	7790 S. MCLINTOCK PL
City State, Zip	City State, Zip	MERIDIAN ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	✓ ☒ Testify ☐ Not Testify
Print Name	Print Name	Curtis Ward
Print Address	Print Address	7941 S. Chisum Way
City State, Zip	City State, Zip	Meridian ID 83642

✓ ☒ Testify
Stephanie Shank
7825 S. Chisum Way
Meridian, ID 83642

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☑ Testify ☐ Not Testify
Print Name	Print Name	DAN WRIGHT
Print Address	Print Address	7828 S MCLINTOCK PL
City State, Zip	City State, Zip	[illegible] ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify
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SIGN-UP SHEET

Case Name: ~~18-04-ZOA~~ 18-01-ZC -cont.-
Case Type: ~~Final Plat Subdivision Ordinance Amendment~~

Please print your name below if you would like to present oral testimony or written exhibits about this item to the City Council.

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Kelley Stevenson
Print Address	Print Address	7751 S McLintock PC
City State, Zip	City State, Zip	Meridian ID
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Pam Thurston
Print Address	Print Address	7675 S. McLintock Pl.
City State, Zip	City State, Zip	Meridian Id 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Cheryl Hainsworth
Print Address	Print Address	7826 S. Chisum Way
City State, Zip	City State, Zip	Meridian ID 83642
		Letter
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Rick Wills
Print Address	Print Address	2345 Cosbern St
City State, Zip	City State, Zip	Meridian 83642

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Fax: (208) 922-5989 • www.kunacity.ld.gov

SIGN-UP SHEET

Case Name: 18-04-ZOA
Case Type: Final Plat Subdivision Ordinance Amendment

Please print your name below if you would like to present oral testimony or written exhibits about this item to the City Council.

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify
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Print Address	Print Address	Print Address
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City State, Zip	City State, Zip	City State, Zip

ORDINANCE NO.
CITY OF KUNA, IDAHO

AN ORDINANCE OF THE CITY COUNCIL FOR KUNA, IDAHO AMENDING TITLE 6, CHAPTER 2, SECTION 4 KUNA CITY CODE TITLED FINAL PLATS TO ALLOW FOR THE CITY ENGINEER TO SIGN THE FINAL PLAT PRIOR TO CERTAIN SUBDIVISION IMPROVEMENTS AND CONDITIONS BEING COMPLETED AND SET FORTH THE PROCEEDURE FOR THE CITY TO ACCEPT A FINANCIAL GUARANTEE TO INSURE THE COMPLETION, INSPECTION AND ACCEPTANCE OF THE IMPROVEMENTS AND CONDITONS THAT ARE BEING DEFFERED; AND PROVIDING AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KUNA, ADA COUNTY, IDAHO, as follows:
Section 1.

Amending Chapter 2 titled Final Plat to Title 6, of the Kuna City Code.

TITLE 6, CHAPTER 2

6-2-4: - FINAL PLAT:

Note: Subdivider and developer are intended to be interchangeable terms.

The city engineer shall not sign the final plat Mylar if any City Code violations exist on the subject property at the time of requested signature.

The following procedures shall apply to the filing for final plat approval of any City of Kuna subdivision:

A. Application: After the approval or conditional approval of the preliminary plat by the city council, the subdivider may cause the subdivision, or any part thereof, to be surveyed and a final plat prepared in accordance with the approved preliminary plat. The subdivider shall submit to the planning staff the following:

1. Final plat application along with a title report that is less than six (6) months old, warranty deed or other acceptable evidence, including but not limited to an affidavit that demonstrates the subdivider's ownership or legal interest in the land included in the final plat.

2. Payment of fees equivalent to the amount of material and labors expended by city staff for plat review. Fees shall be paid for all costs associated with the review of the preliminary plat, final plat and construction drawings. The subdivider will be notified of the amount owed and the basis for the fees charged. All plat related fees shall be paid prior to city approval.

3. Three (3) paper copies (24"x36") and a digital copy in a PDF format of the final plat and signature page.

4. Three (3) paper copies and a digital copy in a PDF format of the final engineering construction drawings for streets, water, sewer, sidewalk, pressure irrigation and other public improvements as provided for in KCC 6-4-3.

5. Other items as specified, and required by the city during the application process.

B. Content of final plat: The final plat shall be in compliance with all items required in Idaho Code Title 50, Chapter 13; the final plat shall include the following:

1. Final plat check-off list with all items completed;

2. Proof of current ownership of the real property and written consent of the final plat owners of record;

3. All easements shall be shown on all lot lines for lots in the subdivision;

4. All subdivisions that contain a homeowners' association shall have the following language: "The Homeowners' Association (HOA), its ownership and maintenance commitments cannot be dissolved without the express written consent of the City of Kuna, Idaho. All improved individual lots are subject to a fractional share of the irrigation assessment for each HOA common lot(s) that receive(s) municipal irrigation. If the assessment is not paid by the HOA, the individual improved lots are subject to a lien for non-payment";

5. Other information the planning and zoning director, city engineer or city attorney deem necessary to establish ownership and signing authority;

6. A statement and other supporting evidence demonstrating the final plat conform to the approved preliminary plat;

7. A statement of compliance with provisions of this title;

8. A statement confirming that the final plat meets established engineering practices and local standards.

C. Planning staff review:

1. The planning and zoning director shall certify, and date stamp the application for purpose of establishing its completeness relative to all noted final plat requirements.

2. The planning and zoning director shall review the final plat for compliance with the approved or conditionally approved preliminary plat. If the planning and zoning director or assigned person determines there are substantial differences between the preliminary

and final plat, the subdivider may be required to submit the final plat to the city council as it was portrayed at the time of the preliminary plat process.

3. After the planning and zoning director's determination that the final plat is in compliance with the preliminary plat and all conditional requirements have been met, the planning and zoning director or assigned person shall place the final plat on the council agenda within forty-five (45) days from its receipt and acceptance. Acknowledgement of final plat acceptance shall be conveyed by way of written confirmation.

D. Agency review: The planning and zoning director or assigned person shall transmit final plat documents to other reviewing city staff and agencies for evaluation and comment. The reviewer shall evaluate the final plat improvements for consistency with construction standards, health protocols, cost estimates and legal requirements.

E. Council action: At the public meeting scheduled for the final plat review the city council shall consider comments from agencies. The city council shall approve, approve conditionally, disapprove the final plat or table it for purposes of acquiring and reviewing additional information and then approve, approve conditionally or disapprove the final plat after review of this supplementary information within thirty (30) days of the date of the regular meeting at which the plat is first considered. A copy of the approved plat shall be filed with the planning and zoning department. Upon granting or denying the final plat, the city council shall specify:

1. The ordinance and standards relied upon to evaluate the application;

2. The reasons for approval or denial; and

3. The action(s), if any, the applicant could take to obtain a permit.

F. Approval period:

1. The final subdivision plat shall be filed with the county recorder within two (2) years after the city council's signing of the findings of fact; otherwise, the plat approval shall become null and void unless prior to the two-year expiration date the subdivider applies for a time extension. A final plat time extension is heard by the city council. The subdivider shall provide the city council sufficient reason(s) for continuing the final plat application as a basis for the granting of a time extension. The city council is under no obligation to approve a final plat time extension. The city council reserves the right to add additional conditions of approval to the final plat as part of a time extension.

2. In the event the city council does not approve a time extension request, the plat shall become null and void. If the plat becomes null and void the subdivider shall resubmit the plat for preliminary plat approval. The subdivider will receive credit for improvements previously installed and approved. The subdivider shall pay the current preliminary plat application fees and furnish staff an updated preliminary plat.

3. The resubmitted plat shall be subject to rules or regulations in place at time of reapplication. If a city rule or regulation has been instituted since the preliminary plat was initially approved and that regulatory change would require significant alteration to improvements previously installed and approved, the city engineer may recommend to the city council the regulatory provision be set aside. The city council has the discretion to set them aside, provided they do not affect public health or safety. Time extensions are valid for one (1) year from the city council's approval based on the initial one-year time period established at the signing of the preliminary findings of fact.

G. Prior to requesting the city engineer's signature on the final plat Mylar, the developer shall either:

1. Provide the necessary documentation to show that all required improvements, infrastructure, public utilities, public improvements, have been installed and conditions of approval have been met and inspected and approved by the city; including all record drawing requirements, submittal of engineer or record inspection logs, submittal of the engineer of record certification and receipt of the dedication request, and memorandum from the city engineer has been issued stating as much; or:

2. Provide the necessary documentation to show that the required improvements and conditions that have not been completed have approved financial guarantees, as provided for in this section and KCC 6-4-3.

3. The city engineer shall not sign, nor release the final plat for recording until the city has received the financial guarantee, as provided for in KCC 6-4-3 in compliance with the provisions of this chapter and the city council has approved the final plat.

H. The following items <u>are not eligible for financial guarantees</u> as provided for in KCC 6-4-3 and shall be completed by the subdivider and inspected and approved by the city engineer and/or their legal designee and other approving agencies, prior to the subdivider submitting for final plat approval:

1. Construction of the domestic water system, including successful pressure testing. Bacteria tests and final City of Kuna inspections and approvals may be delayed until roadways are completed;

2. Installation of fire hydrants according to the current International Fire Code standards and supporting fire flows according to standards established by the Kuna Fire District;

3. Construction of the sanitary sewer system with evidence of acceptable pipe sloping and, completion of all work within the base of the manholes. However the pressure test and television camera inspection, followed by any additional City of Kuna inspections and approvals must be completed prior to the paving of the all-weather roadway;

4. Construction of permanent roads shall be complete to the extent that all road base is installed such that it provides an temporary all-weather road service to all buildings to be constructed pursuant to subsection G(1) above. These improvements shall be to ACHD and City of Kuna standards and receive Kuna Fire Chief approval. If the permanent roads are not improved to this level of completion then construction of temporary roads with an all-weather road surface shall be installed to service all buildings, subject to approval from the Kuna Fire Department.

5. For items 1 through 4 above, the city engineer's approval shall be in the form of a memorandum confirming the completion of the items.

6. The subdivider shall dedicate all sanitary sewer and domestic water facilities and provide all applicable documentation as required by the city engineer.

I. The following items may provide the necessary financial guarantees as provided for in KCC 6-4-3, and as approved by the city engineer, city attorney and city planning and zoning director, and adopted by the City Council. The subdivider shall pay any additional fees associated with the request for financial guarantees, as approved and adopted by the City Council.

1. Completion of the construction of an all-around weather road system built to ACHD specifications, and subject to the Kuna Fire Chief and Ada County Highway District (ACHD) inspections and approvals. The city shall review the financial guarantees provided for by and between the developer and ACHD, and the city attorney shall determine if the city's interests are adequately protected.

2. Installation of street signs followed by city engineer, Kuna Fire District and ACHD inspections and approvals.

3. Installation of required landscaping, amenities and improvements.

4. Construction of that portion of the pressure irrigation system that will be dedicated to the city by the subdivider. Said system shall be tested by the subdivider, and inspected and approved by the city's engineering staff.

5. Provide permanent approved perimeter fencing along the subdivisions outer perimeter, which shall require a building permit.

6. The city engineer shall monitor the construction of any improvements or conditions that are being constructed pursuant to the financial guarantees of KCC 6-4-3.

7. If the city attorney determines that it is necessary, any improvement or condition that is being constructed pursuant to the financial guarantees of KCC 6-4-3 shall be recorded against the property in a development agreement, as approved and adopted by the City Council.

8. The developer may construct up to three (3) model homes if the project size is up to fifty (50) acres, or up to five (5) model homes if the project size is greater than fifty (50) acres. The developer shall be solely responsible for locating the model home within any required City of Kuna setbacks and easements. As provided for in subsection 9, below, no certificate of occupancy shall be issued on any of the model homes until all improvements and conditions that are subject to financial guarantees are completed, inspected and approved by the appropriate agencies.

9. Other than the model homes constructed in subsection 8, no other homes may be constructed, and no certificate of occupancy shall be issued until all improvements and conditions that are subject to a financial guarantee are completed, inspected and approved by the appropriate agencies.

J. Prior to the roads being paved and the sidewalks being constructed, the city must receive documentation requesting that the system be annexed into the Kuna Municipal Irrigation District if annexation is applicable. All applicable fees must be submitted with the annexation request. The annexation of water rights to the city in sufficient quantities to offset the subdivisions potential water demands as determined by the city engineer.

K. Method of recording: After the city council grants final plat approval and subject to the prepayment of recording fees, posting an acceptable irrevocable guarantee and the inclusion of the following signatures on the final plat, the applicant shall submit the final plat to the county recorder for recording:

1. Certification and signature of the city council verifying that the subdivision has been approved;

2. Certification and signature of the city clerk, if required, and the city engineer verifying that the subdivision meets the city requirements and has been approved by the city council; and

3. Certification of the sanitation restrictions on the face of the plat pursuant to Idaho Code §50-1326.

Section 2.

This ordinance shall become effective upon passage and publication as required by law.

ADOPTED this____ day of April 2018.

CITY COUNCIL OF THE CITY OF KUNA
Ada County, Idaho

Joe L. Stear, Mayor

ATTEST:

Chris Engels, City Clerk

KITTELSON & ASSOCIATES

Transportation Impact Study

Whisper Meadows Subdivision

Kuna, Idaho

February 2018

PREPARED FOR:
Vanderkooy Farms, LLC
Mr. Tim Eck
6152 W Half Moon Lane
Eagle, Idaho 83616

PREPARED BY:
KITTELSON & ASSOCIATES, INC.
101 S Capitol Boulevard, Suite 301
Boise, ID 83706
208.338.2683

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Project No. 22046

February 2018

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Note: Whisper Meadows Subdivision was previously referred to as Gripentrog Subdivision. Some appendices use the Gripentrog Subdivision name.

Section 1
Executive Summary

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.

- 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 280th lot and install and interim signal.
    - By signalizing 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 signalizing 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, 9th 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

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 95th 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.
    - Shrubbery 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.

- 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-saq and provides a connection to the Chisum Valley Subdivsion 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

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 and 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.

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 site distance. Shrubbery and landscaping near the intersection and site access point should be maintained to ensure adequate sight distance is maintained.

Section 2
Introduction

INTRODUCTION

Kittelson & Associates, Inc. (KAI) has conducted a Transportation Impact Study (TIS) per requirements of Ada County Highway District's (ACHD) *Policy Manual Section 7106* (Reference 1) for the proposed Whisper Meadows Subdivision in Kuna, Idaho. This TIS examines the current transportation network and addresses the transportation impacts associated with background growth and the proposed development.

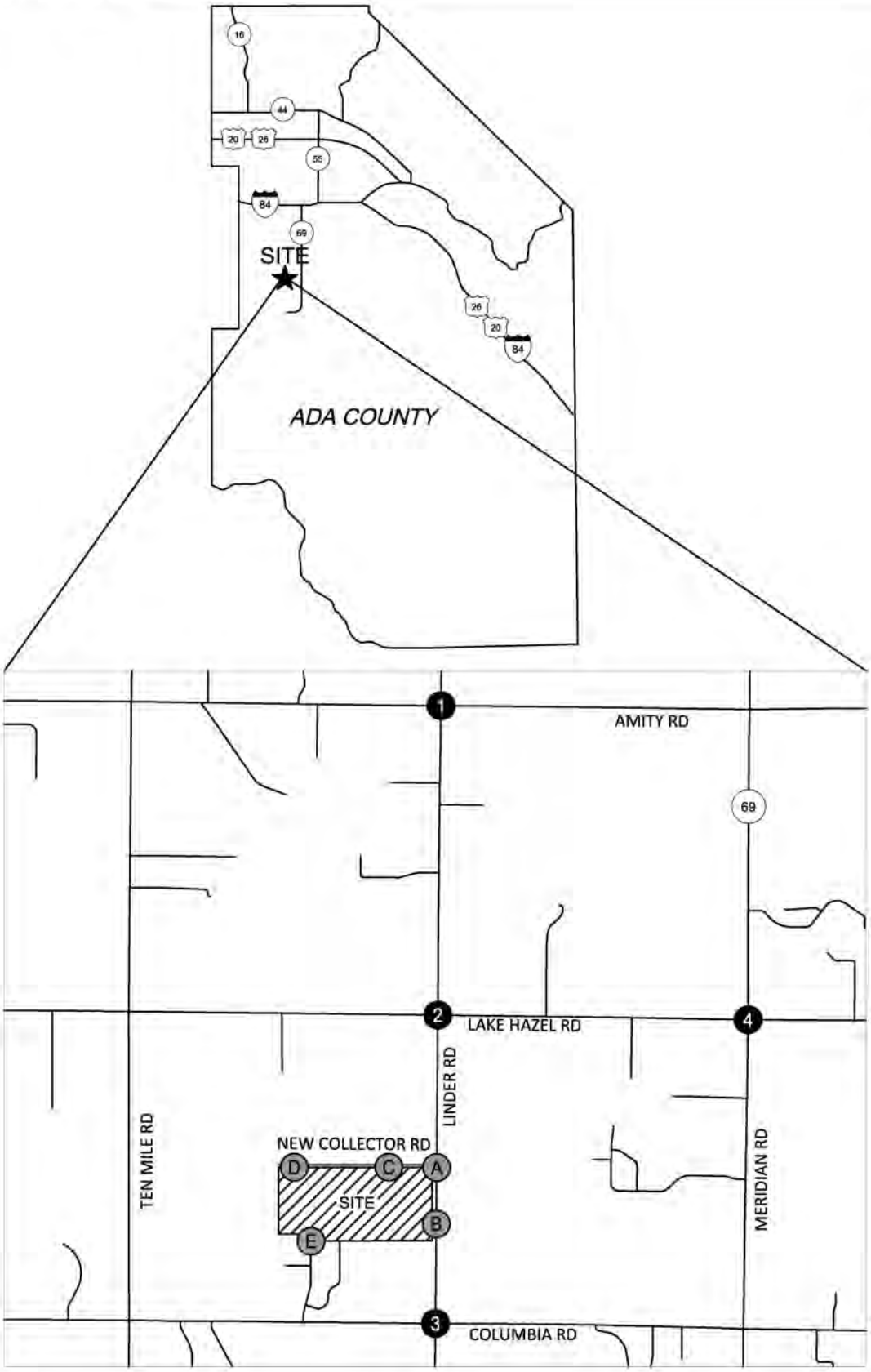
PROJECT DESCRIPTION

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. Figure 1 illustrates the site's vicinity in Ada County, Idaho.

The parcels of land proposed for the new subdivision are identified as Agriculture by the City of Kuna's *City Zoning Map* (Reference 2). 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. The preliminary site plan, shown in Figure 2, 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, which is 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.



LEGEND

(##) - Study Intersections

(X) - Site Access

Site Vicinity
Kuna, Idaho

Figure
1

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KITTELSON & ASSOCIATES

Note: Preliminary site plan from Bailey Engineering, Inc. dated October 2017.

LEGEND

(X) - Site Access

Preliminary Site Plan
Kuna, Idaho

Figure 2

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SCOPE OF THE REPORT

The scope, methodology, and key assumptions within the TIS were reviewed and agreed upon by ACHD in November 2017. *Appendix "A" includes the Proposed Scope of Work for the Transportation Impact Analysis memorandum and the emails from ACHD.*

This report evaluates the following transportation issues:

- Existing land-use, and transportation system conditions, including intersection and roadways within the site vicinity for a typical weekday (Tuesday – Thursday) a.m. and p.m. peak hour;
- Planned developments and transportation improvements for the area surrounding the Whisper Meadows Subdivision development;
- An annual growth rate of 3% was applied to the existing traffic volumes to estimate the local and regional growth in the study area for future year background analyses;
- Intersection and segment analysis of year 2026 background (existing counts plus nine years of regional growth and in-process development trips) traffic conditions during the weekday a.m. and p.m. peak hours;
- Trip generation, distribution, and trip assignment estimates were developed for the proposed Whisper Meadows subdivision;
- Intersection and segment analysis of year 2026 total (year 2026 background traffic plus site-generated trips) traffic conditions during the weekday a.m. and p.m. peak hours;
- Evaluation of site access intersections;
- Identified transportation improvement mitigations at the study intersections impacted by site-generated trips;
- Estimates of development thresholds for needed improvements; and
- Findings and recommendations.

TRAFFIC STUDY METHODOLOGY

The intersection operational analysis for signalized, stop-controlled, and yield-controlled intersections conducted for the TIS was prepared using Synchro 10 and following the *2010 Highway Capacity Manual* (HCM 2010) (Reference 3) analysis procedures. Sidra 6.1 was used to evaluate roundabouts in accordance with ACHD Roundabout Policy 5108 for roundabout analysis.

All of the study intersections are currently stop controlled. Therefore, ACHD was not asked to provide current signal timing for signalized intersections via their updated countywide Synchro model within the vicinity of the site. ACHD default analysis values were used for the ideal saturation flow rate (1,800 vphpl), while other inputs were gathered from field data (including truck percentages, peak hour factor, posted speeds, storage lengths, and pedestrian volumes). As per Policy 7106.6.2 in ACHD's *Policy*

Manual, the existing peak hour factor was used for future conditions analyses if an existing intersection's PHF was greater than ACHD default of 0.90 and no capacity improvements were planned.

All intersection level of service (LOS) analyses use the peak 15-minute flow rate during the weekday a.m. and p.m. peak hour. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. Therefore, the transportation system will likely operate better than the conditions described in this report during all other time periods throughout the day.

The guidance in the *Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition* (Reference 4) was used for signal warrant analyses when determining the appropriate mitigation for an impacted unsignalized study intersection.

PERFORMANCE MEASURES

The operating standards of ACHD were used to assess the traffic operations of the study intersections. The study intersection of Meridian Road (SH 69) & Lake Hazel Road also needs to adhere to Idaho Transportation Department (ITD) standards.

Intersection Operating Standards

ACHD uses performance standards based on LOS. All LOS analyses described in this report were performed in accordance with the procedures stated in the *HCM 2010*. *HCM 2010* defines LOS as a quality measure describing operational conditions within a traffic stream, generally in terms such as speed, delay, and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. When analyzing traffic conditions, LOS is used as a measure of performance (corresponding to delay) at an intersection with values ranging from LOS "A", indicating good operations and low vehicle delay, to LOS "F", which indicates an intersection at, or over capacity with high vehicle delay.

The analyses were performed in accordance with the methodologies stated in Section 7106.6 of the *ACHD Policy Manual* and include consideration of separate left- and right-turn lanes as well as queuing impacts. Intersection and segment LOS is reported per ACHD thresholds on their roadway facilities.

ACHD requires that roadway segments operate at a minimum of LOS E for Principal Arterials and Minor Arterials and at LOS D for Collectors. The acceptable volume-to-capacity ratio for signalized intersections is 0.90 for the overall intersection and 1.00 for each lane group. The acceptable volume-to-capacity ratio is 1.00 for the critical lane group at unsignalized intersections. All unsignalized intersections that have a projected LOS D or worse were evaluated to determine if a signal or roundabout is warranted. Additionally, Section 5108.6.4 identifies a maximum volume-to-capacity ratio at a roundabout to be 0.85, which is also reviewed for mitigations involving roundabouts.

As mentioned previously, the study intersection of Meridian Road (SH 69) & Lake Hazel Road needs to adhere to ITD and ACHD standards. ITD standards state that an intersection must operate at LOS D or better with the same standard of volume-to-capacity ratios as ACHD mentioned above. Table 1 summarizes the LOS standards for the study area intersections (signalized and unsignalized).

Table 1. Study Intersections and Corresponding Operational Standards

ID	Study Intersection	Agency	Traffic Control	Operating Standard
1	Amity Road & Linder Road	ACHD	All-Way Stop Controlled (AWSC)	LOS D and lane group v/c ratio ≤ 1.00
2	Lake Hazel Road & Ten Mile Road	ACHD	All-Way Stop Controlled (AWSC)	LOS D and lane group v/c ratio ≤ 1.00
3	Lake Hazel Road & Linder Road	ACHD	All-Way Stop Controlled (AWSC)	LOS D and lane group v/c ratio ≤ 1.00
4	Lake Hazel Road & SH 69 (Meridian Road)	ACHD/ITD	Two-Way Stop Controlled (TWSC)	LOS E (ACHD) Intersection v/c ratio ≤ 0.90 (ACHD) Lane Group v/c < 1.00 (ACHD) LOS D (ITD) Intersection v/c ratio ≤ 0.90 (ITD) Lane Group v/c ratio < 0.90 (ITD)

Section 3
Existing Conditions

EXISTING CONDITIONS

The existing conditions analysis identifies the current site conditions, including operational and geometric characteristics of the roadways within the study area. Existing traffic counts at the study intersections were collected in August 2016 and October 2016. Counts collected in 2016 were verified and approved for use in the TIS during the scoping process with ACHD. In addition, KAI staff visited and inventoried the proposed subdivision development site and surrounding study area in December 2017. At that time, KAI collected information regarding site conditions, adjacent land uses, and transportation facilities in the study area.

STUDY AREA INTERSECTIONS

Based on knowledge of the transportation network within the site vicinity and verification with ACHD staff, the following four intersections were analyzed:

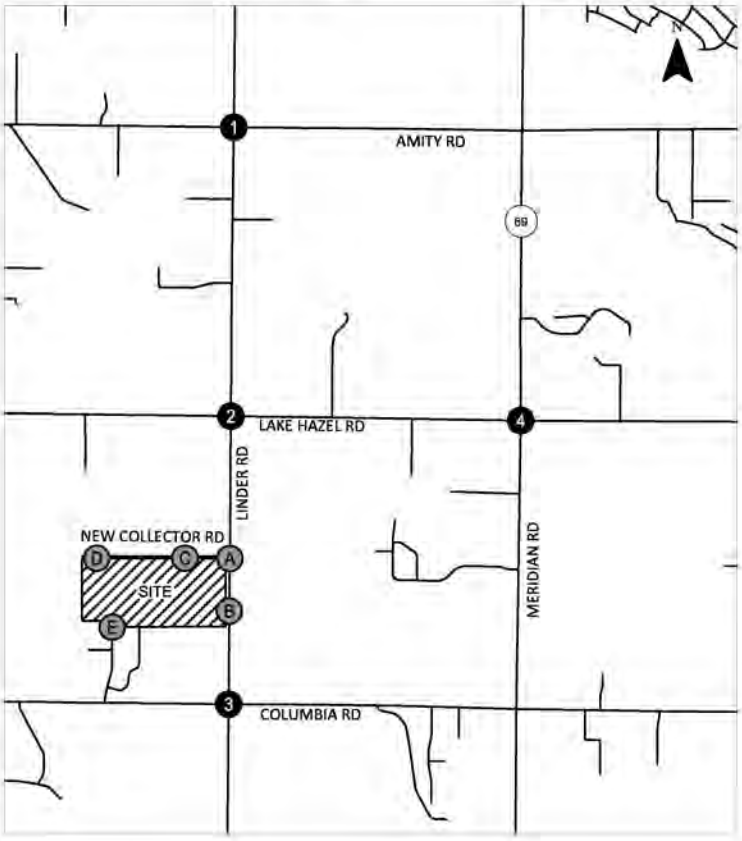
1. Linder Road & Amity Road
2. Linder Road & Lake Hazel Road
3. Linder Road & Columbia Road
4. Meridian Road (SH 69) & Lake Hazel Road

The study intersections and their existing lane configurations and traffic control devices are presented in Figure 3.

SITE CONDITIONS AND ADJACENT LAND USES

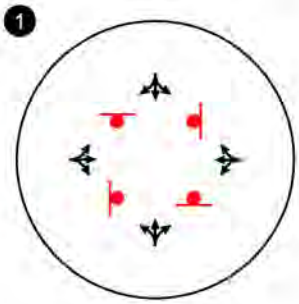
The proposed site's eastern frontage is along Linder Road, approximately one-half mile south of Lake Hazel Road and one-quarter mile north of Columbia Road. Properties surrounding the site are privately owned and consist of agricultural fields and rural residential lots, with a small residential subdivision south of the southwest corner of the site.

The parcels of land proposed for the new subdivision is 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.



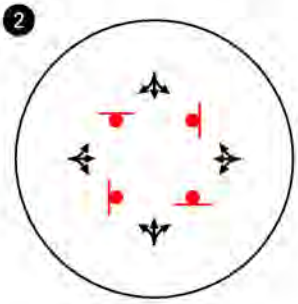
LINDER RD & AMITY RD

1



LINDER RD & LAKE HAZEL RD

2



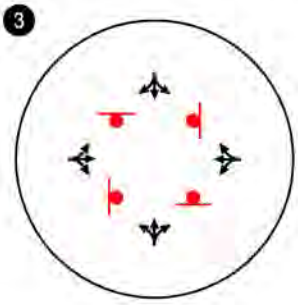
LINDER RD & NEW COLLECTOR RD

A

This access will not exist until build-out of the site. Therefore, it will not be analyzed until Year 2026 Total conditions.

LINDER RD & COLUMBIA RD

3



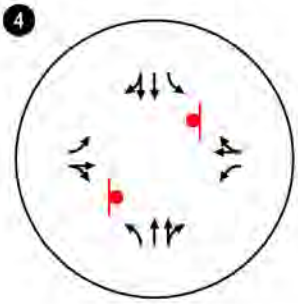
LINDER RD & SOUTHEAST ACCESS

B

This access will not exist until build-out of the site. Therefore, it will not be analyzed until Year 2026 Total conditions.

MERIDIAN RD & LAKE HAZEL RD

4



LEGEND

(##) - Study Intersections

(X) - Site Access

- Stop Sign

Existing Lane Configurations and Traffic Control Devices
Kuna, Idaho

Figure 3

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TRANSPORTATION FACILITIES

The transportation system inventory identifies the current characteristics of roadways within the study area. Major roadways within the study area were identified and catalogued, including transit facilities as well as pedestrian and bicycle infrastructure.

Roadway Facilities

Table 2 provides a summary of the existing roadway facilities included in this study within the vicinity of the site.

Table 2. Existing Study Transportation Facilities and Roadways

Roadway	Functional Classification[1]	Number of Lanes	Posted Speed (mph[2])	Sidewalks	Bicycle Lanes	On-Street Parking
Amity Road	Minor Arterial	2	50	No	No	No
Lake Hazel Road	Principal Arterial	2	50	No	No	No
Linder Road	Minor Arterial	2	50	No	No	No
Columbia Road	Minor Arterial	2	50	No	No	No
Meridian Road (SH 69)	Principal Arterial	5	50	No	No	No

Notes: [1] Per COMPASS 2040 Functional Street Classification Map (Reference 5); System; [2] mph represents miles per hour.

Transit Facilities

Valley Regional Transit (VRT) is a public transportation service provider that provides fixed route buses, and paratransit services within Ada and Canyon County. VRT's central bus station is located in downtown Boise and provides county and intercounty connections within the Treasure Valley.

There are no bus routes servicing the immediate vicinity of the site. The nearest bus route location is for Route 40 – Nampa/Meridian Express, which picks up and drops off at Ten Mile Road and Overland Road, roughly 3.5 miles northwest of the site. This bus access location includes a designated Park & Ride, which allows carpoolers to be served by ValleyRide's intercounty express bus service and/or by the Commuteride vanpool program.

Pedestrian and Bicycle Facilities

Within the site's vicinity, there are no pedestrian and bicycle facilities. Currently, Amity Road, Lake Hazel Road, and Columbia Road within the vicinity of the proposed development are two lane roads, with speed limits of 50 miles per hour, there are no sidewalks or bicycle facilities.

EXISTING TRAFFIC CONDITIONS

Data collection at the study intersections included turning movement counts, pedestrian counts, and heavy vehicle counts collected during a typical midweek (Tuesday through Thursday) a.m. peak period (7:00 a.m. – 9:00 a.m.) and p.m. peak period (4:00 p.m. – 6:00 p.m.). Intersection volumes collected on different dates were checked against the downstream and/or upstream intersections for vehicular volume consistency when identifying the each intersection's peak hour. *Appendix "B" includes the existing weekday a.m. and p.m. peak period counts at each of the study intersections.*

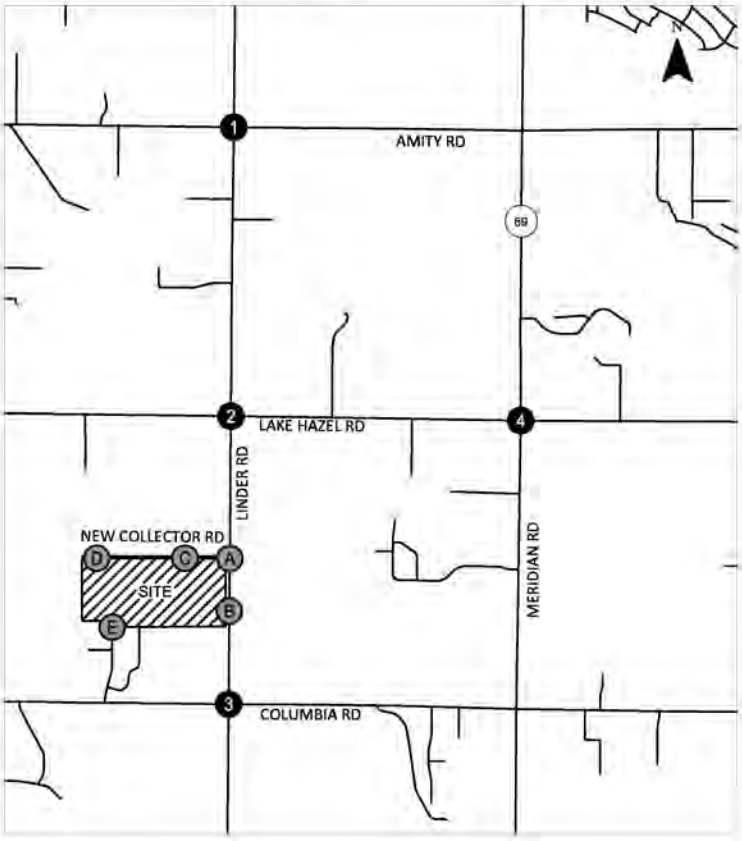
Weekday AM and PM Peak Hour Intersection Operations

Existing peak hour traffic operations were analyzed for a typical mid-weekday a.m. peak hour and p.m. peak hour. Generally, the a.m. peak hour was found to occur from 7:00 a.m. to 8:00 a.m., while the p.m. peak hour occurred from 5:00 p.m. to 6:00 p.m.

Table 3 presents the traffic operation results for each intersection and its corresponding lane groups under existing weekday a.m. and p.m. peak hours, while Figure 4 presents the a.m. and p.m. peak hour traffic volumes at each of the study intersections. *Appendix "C" includes the traffic operation worksheets for the existing traffic conditions of the typical weekday a.m. and p.m. peak hour scenarios.*

All of the study intersections operate at acceptable operating standards during the existing weekday a.m. and p.m. peak hours with the exception of:

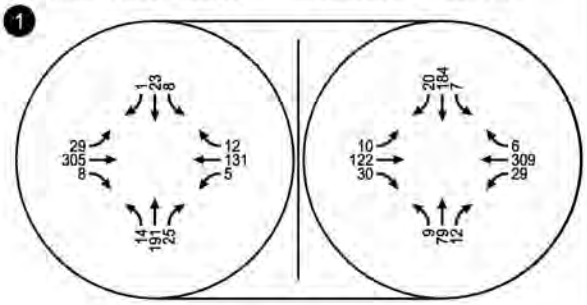
- **Lake Hazel Road & Meridian Road (SH 69) (AM and PM Peak Hour)** – During the weekday a.m. and p.m. peak hour both lane groups on the eastbound and westbound approach operate with a lane group v/c ratio of greater than 1.00, resulting in LOS F, falling below ITD and ACHD operational standards.



LINDER RD & AMITY RD

Weekday AM Peak Hour | Weekday PM Peak Hour

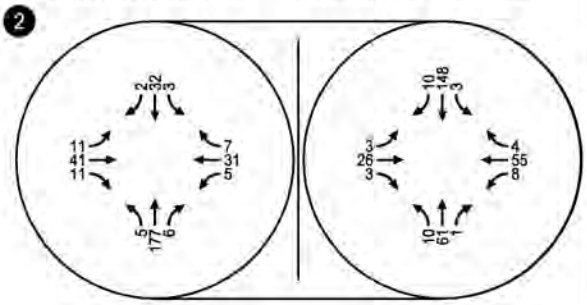
1



LINDER RD & LAKE HAZEL RD

Weekday AM Peak Hour | Weekday PM Peak Hour

2



LINDER RD & NEW COLLECTOR RD

Weekday AM Peak Hour | Weekday PM Peak Hour

A

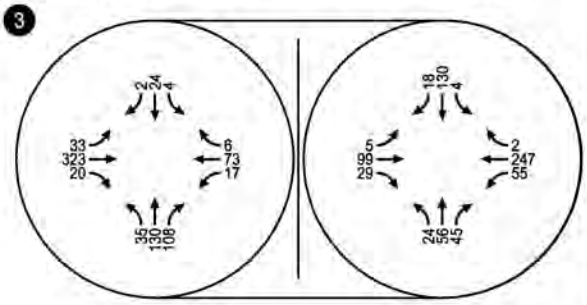
This access will not exist until build-out of the site. Therefore, it is has not been analyzed under existing conditions.

This access will not exist until build-out of the site. Therefore, it is has not been analyzed under existing conditions.

LINDER RD & COLUMBIA RD

Weekday AM Peak Hour | Weekday PM Peak Hour

3



LINDER RD & SOUTHEAST ACCESS

Weekday AM Peak Hour | Weekday PM Peak Hour

B

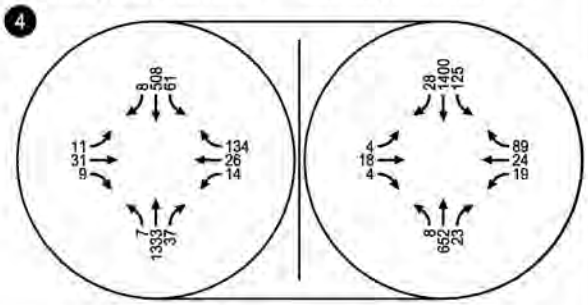
This access will not exist until build-out of the site. Therefore, it is has not been analyzed under existing conditions.

This access will not exist until build-out of the site. Therefore, it is has not been analyzed under existing conditions.

MERIDIAN RD & LAKE HAZEL RD

Weekday AM Peak Hour | Weekday PM Peak Hour

4



LEGEND

(##) - Study Intersections

(X) - Site Access

Existing Traffic Volumes
Weekend AM and PM Peak Hour
Kuna, Idaho

Figure **4**

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Table 3. Existing Intersection Operations – Weekday AM and PM Peak Hour

Intersection	Intersection Control	Intersection AM (PM)			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C[1]	LOS[2]	Delay[3]		V/C[1]	LOS[2]	Delay[3]	V/C[1]	LOS[2]	Delay[3]
Linder Rd & Amity Rd	AWSC	N/A	B (B)	12.0 (12.3)	EBLTR	0.52	B	13.4	0.25	B	10.2
					WBLTR	0.24	A	9.9	0.52	B	13.6
					NBLTR	0.38	B	11.5	0.17	A	9.9
					SBLTR	0.06	A	9.4	0.38	B	12.9
Linder Rd & Lake Hazel Rd	AWSC	N/A	A (A)	8.2 (8.1)	EBLTR	0.09	A	7.9	0.05	A	8.3
					WBLTR	0.06	A	8.1	0.09	A	7.9
					NBLTR	0.24	A	8.5	0.09	A	7.8
					SBLTR	0.05	A	7.6	0.20	A	8.3
Linder Rd & Columbia Rd	AWSC	N/A	B (B)	12.0 (10.9)	EBLTR	0.53	B	13.2	0.21	A	9.5
					WBLTR	0.15	A	9.2	0.47	B	12.4
					NBLTR	0.41	B	9.4	0.20	A	9.6
					SBLTR	0.05	A	11.6	0.25	B	10.1
Meridian Rd (SH 69) & Lake Hazel Rd	TWSC	N/A	N/A	N/A	EBL	***1.03***	***F***	***684.7***	***>1.00***	***F***	***>80.0***
					EBTR	***1.05***	***F***	***297.6***	***0.81***	***F***	***302.4***
					WBL	***>1.00***	***F***	***>80.0***	***1.19***	***F***	***598.6***
					WBLTR	***1.28***	***F***	***228.3***	***1.21***	***F***	***238.6***
					NBL	0.01	A	8.6	0.02	B	14.5
					SBL	0.17	C	15.7	0.15	A	9.8

Notes: [1] V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; [2] LOS = Level of Service; [3] Delay is reported in seconds per vehicle; and **Bold, *italics*** and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

Existing Condition Roadway Segment Analysis

Peak hour roadway segment volumes were based on the traffic count data collected at the study intersections. Table 4 details peak hour, peak direction roadway segment volumes, and resultant LOS per ACHD District Policy 7106.3.3 for the ACHD roadway facilities. As shown in Table 4, all of the existing roadway segments currently meet ACHD standards and operate at acceptable LOS during the weekday a.m. and p.m. peak hour.

Table 4. Existing Roadway Segment Operations – Weekday AM and PM Peak Hour

Roadway Segment	Classification	Travel Lanes[1]	Two-Way Average Daily Traffic / (Date)	ACHD Peak Hour Std. Volume (One-Way)	Weekday AM Peak Hour		Weekday PM Peak Hour	
					One-Way Volume/ Direction	Meets Std.?	One-Way Volume/ Direction	Meets Std.?
Lake Hazel Road (Linder Rd to SH 69)	Principal Arterial	2	1,257 / (6/07/2017)[2]	690	50 / EB	Yes	67 / WB	Yes
Linder Rd (Amity Rd to Lake Hazel Rd)	Minor Arterial	2	2,421 / (11/15/2017)	575	195 / NB	Yes	161 / SB	Yes
Linder Rd (Lake Hazel Rd to Columbia Rd)	Minor Arterial	2	2,620 / (1/27/2016)[2]	575	188 / NB	Yes	159 / SB	Yes

Notes: [1] Travel lanes include the total number of lanes across the roadway's respective cross section; [2] Two-way average daily traffic counts were provided by ACHD.

MITIGATION

This section outlines the mitigation needed at the existing intersection falling below ACHD's and ITD's traffic operation standards. *Appendix "D" contains the mitigated traffic operation worksheets for existing conditions at the intersections outlined below.*

Lake Hazel Road & Meridian Road (SH 69)

As highlighted in Table 3, the Lake Hazel Road & Meridian Road (SH 69) intersection does not meet ACHD and ITD operating standards under existing conditions during the weekday a.m. and p.m. peak hours. This is due to the very high northbound and southbound traffic volumes on SH 69, which result in very few gaps in traffic for left-turning and through movements on Lake Hazel Road. This finding is consistent with the Caspian Subdivision and Springhill Subdivision transportation impact studies. ACHD's *2018 – 2022 Integrated Five Year Work Plan (FYWP)* (Reference 6) includes a joint project with ITD to signalize the existing intersection with construction planned in year 2018 (IN205-70).

ACHD's *2016 Capital Improvement Plan* (*2016 CIP*) (Reference 7) also identifies further improvements to the intersection of Lake Hazel Road & SH 69 (IN2016-60), including reconstructing and widening the approaches to add a traffic signal. The footprint of the full-build out of the intersection is planned to include two left-turn lanes, two through lanes, and one right turn on each approach. This project is currently scheduled for the year 2026 – 2030 time frame and therefore is not assumed to occur within the planned buildout timeframe for this development. Therefore, an evaluation was conducted to determine if a signal is warranted and should be installed earlier than the current ACHD timeframe.

While a signal is currently being designed by ITD and is scheduled for construction in 2018, based on discussions with ACHD, a signal warrant analysis was also required for this TIS. The MUTCD signal warrant analysis was performed using 24-hour counts from each approach at the intersection. These counts were provided by ACHD. A 3% annual compound growth rate for traffic counts that were over one year old was applied. This growth rate is consistent with the growth rate assumed for future condition scenarios in this TIS. Additionally, no reductions in volumes for minor street right-turning vehicles were made due to shared through/right lanes on the approaches and high volumes on SH 69. The signal warrant analysis concluded that the eight-hour warrant, four-hour warrant, and peak hour warrant were all met under existing traffic conditions. The signal warrant volumes and findings for the eight-hour and four-hour warrant are presented in Table 5.

By converting the two-way stop-controlled intersection to be a traffic signal with the existing lane configurations (per the ACHD/ITD project), the intersection 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 a.m. and p.m. peak hour, respectively.

Table 5. Existing Year 2017 Eight-Hour & Four-Hour Warrant Thresholds at Lake Hazel Road & Meridian Road

Hour	Warrant #1 (Eight-Hour Warrant)			Warrant #2 (Four-Hour Warrant)			
	SH 69 NB & SB Combined[1]	Lake Hazel Rd (Higher Street Approach)[2]	Condition Met? (A and/or B)	SH 69 NB & SB Combined[1]	Lake Hazel Rd (Higher Street Approach)[2]	Threshold	Threshold Met? (Yes or No)
12:00	122	3	No	122	3	381	No
1:00	69	3	No	69	3	420	No
2:00	67	3	No	67	3	421	No
3:00	93	2	No	93	2	402	No
4:00	215	5	No	215	5	317	No
5:00	617	15	No	617	15	124	No
6:00	**1,330**	**69**	B	1,330	69	60	Yes
7:00	***2,093***	***133***	A & B	2,093	133	60	Yes
8:00	***1,409***	***119***	A & B	1,409	119	60	Yes
9:00	**1,221**	**83**	B	1,221	83	60	Yes
10:00	**1,134**	**66**	B	1,134	66	60	Yes
11:00	**1,228**	**59**	B	1,228	59	60	No
12:00	**1,267**	**77**	B	1,267	77	60	Yes
13:00	**1,309**	**67**	B	1,309	67	60	Yes
14:00	**1,412**	**63**	B	1,412	63	60	Yes
15:00	**1,898**	**81**	B	1,898	81	60	Yes
16:00	***2,084***	***112***	A & B	2,084	112	60	Yes
17:00	***2,453***	***126***	A & B	2,453	126	60	Yes
18:00	**2,025**	**99**	B	2,025	99	60	Yes
19:00	**1,389**	**62**	B	1,389	62	60	Yes
20:00	1,023	38	No	1,023	38	60	No
21:00	759	32	No	759	32	87	No
22:00	451	19	No	451	19	188	No
23:00	236	7	No	236	7	304	No

Notes: [1] The combined northbound and southbound volumes along SH 69 represent the 24-hour counts collected by ACHD. [2] Represents the highest volume on either minor street approach for that particular hour, which was from the 24-hour counts provided by ACHD. *Italics* indicates volumes meeting Condition A thresholds. **Bold** indicates volumes meeting Condition B volume thresholds. ***Bold and italics*** indicate volumes meeting Condition A and Condition B volume thresholds. Highlighted cells indicate the hours in which thresholds of Condition A and/or Condition B are met, as well as hours in which thresholds are met for Warrant #2.

Based on the existing mitigation analysis at this intersection, a traffic signal is needed under existing conditions. A traffic signal would also potentially improve the Amity Road & SH 69 intersection by providing and addition signalized connection to SH 69. The recommended traffic signal and existing lane configuration is consistent with the interim traffic signal improvement listed in ACHD's *2018–2022 FYWP*.

CRASH HISTORY

Crash data was provided by the Idaho Transportation Department for the previous five years (2011-2015) of complete crash data. Crash data included crash reports at each of the study intersections and along each of the study roadways adjacent to the site. This data was used to evaluate and document any potential crash trends occurring at study intersections and along study roadways. *Appendix "E" contains the crash data reports provided by ITD.*

Table 6 presents the crash type and severity at each study intersection. Angle crashes were the most common crash type, accounting for approximately 58% of all crashes. The unsignalized intersection of Lake Hazel Road & Meridian Road reported an average of four crashes per year since 2011, one of resulted in a fatality when a bicyclist crossed Meridian Road. There are currently no crosswalks on any approach at the intersection. Angle crashes accounted for 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. There were also three head-on turning crashes reported at the intersection, two of which occurred between vehicles heading in the eastbound and westbound direction. Signalization would likely reduce the angle crashes at this intersection, and provide a safer crossing for pedestrian and bicyclists.

Table 6. Study Intersection Crash Type and Severity (2011-2015) Summary

Intersection	Rear-End	Left the Roadway	Head-on Turning	Angle	Sideswipe	Ped/Bike	Total	PDO[1]	PI[2]	Fatality
Amity Rd & Linder Rd	-	1	-	1	-	-	**2**	1	1	-
Lake Hazel Rd & Linder Rd	1	-	-	-	-	-	**1**	1	-	-
Columbia Rd & Linder Rd	-	-	-	2	-	-	**2**	2	-	-
Lake Hazel Rd & Meridian Rd	4	1	3	12	-	1	**21**	11	9	1
Total	**5**	**2**	**3**	**15**	**-**	**1**	**26**	**15**	**10**	**1**

Notes: [1] PDO = property damage only crash; [2] PI = personal injury crash.

Table 7 presents the crash type and severity along the study roadway (Linder Road) adjacent to the proposed site. To avoid double counting crashes, study intersection crashes were removed from roadway segment crash data. There were no reported crashes within the past five years along Linder Road from Lake Hazel Road to Columbia Road.

Table 7. Roadway Segment Crash Type and Severity (2011-2015) Summary

Roadway Segment	Rear-End	Left the Roadway	Head-on Turning	Angle	Sideswipe	Animal (Domestic)	Total	PDO[1]	PI[2]	Fatality
Linder Rd from Lake Hazel Rd to Columbia Rd	-	-	-	-	-	-	**0**	-	-	-
Total	**-**	**-**	**-**	**-**	**-**	**-**	**0**	**-**	**-**	**-**

Notes: [1] PDO = property damage only crash; [2] PI = personal injury crash.

Section 4
Year 2026 Background and Total Traffic Conditions

YEAR 2026 BACKGROUND AND TOTAL TRAFFIC CONDITIONS

This section identifies how the study area's transportation system will operate under year 2026 traffic conditions without, and with, the proposed subdivision. Year 2026 represents a ten-year build-out of the subdivision. The impact of site-generated trips by the proposed development during the weekday a.m. and p.m. peak hour was examined as follows:

- Other planned in-process developments and transportation improvements within the study area were documented;
- General background growth in the area was estimated;
- Year 2026 background conditions were analyzed to determine any impacts at study intersection due to the inclusion of site-generated trips;
- Site-generated trips were estimated for all five phases (or 311 single family housing units) of the development;
- The trip distribution patterns were estimated based on a COMPASS select zone analysis, routing to and from Interstate-84, and other trip attractions and destinations within in the region; and
- Year 2026 conditions were analyzed with the addition of site-generated traffic at each of the study intersections and site-access points during the weekday a.m. and p.m. peak hours.

PLANNED ROADWAY IMPROVEMENTS

The ACHD *2016 CIP* and *FYWP* were reviewed for future roadway and intersection improvement projects to be assumed within the study area. Based on our review of the *2016 CIP* and *FYWP*, several improvements were found in the study area.

- Year 2018 Improvement (*FYWP*): T*o be included in year 2026 background and total scenarios due to funding and timeframe of the improvement.*
    - Lake Hazel Road & Meridian Road (SH 69): *FYWP*# IN205-70 – Install an interim signal in cooperation with ITD maintenance program. (Joint ITD/ACHD project). It should be noted that this project may include additional turn lanes, but the details of the design are unknown at this time.
- Year 2026 – 2030 Improvements (*2016 CIP*): *Not to be included in background due to timeframes extending after 2026. Will be used for reference.*
    - Lake Hazel Road Widening: *2016 CIP*# RD2016-61,62,63,64 – Reconstruct Lake Hazel Road from two lanes to three lanes between Black Cat Road and Meridian Road (SH 69).

- Lake Hazel Road & Linder Road: *2016 CIP*# IN2016-54 – Reconstruct and widen the approaches to install a single-lane roundabout.

- Lake Hazel Road & Meridian Road (SH 69): *2016 CIP*# IN2016-60 – Reconstruct and widen approaches to the traffic signal installed as part of *FYWP* # IN205-70. Reconstruction to include dual left-turn lanes, dual through lanes and a single right-turn lane on each approach.

- Year 2031 – 2035 Improvements (*2016 CIP*): *Not to be included in background due to timeframes extending after 2026. Will be used for reference*.

    - *2016 CIP*# IN2016-4 – Reconstruct the stop controlled intersection of Amity Road & Linder Road to include a single-lane roundabout with a westbound right-turn bypass lane. This project is currently scheduled for the year 2031 – 2035 time frame.

BACKGROUND GROWTH

The annual growth rate the study used to account for general growth and buildout of unknown developments along each of the study roadways is discussed below. The growth rates are estimated using historical traffic counts and information used for other traffic impacts studies in the area.

In general, historical growth rates in the area have been in the range of 2-3% per year (exponential). The growth rates derived from COMPASS Regional Travel Demand Model vary significantly among the roads serving the vicinity of the site (e.g. Lake Hazel Road projects a 10-20% per year growth rate).

New developments, along with very low existing traffic volumes, result in the variability of high yearly growth rate. If we were to assume a high growth rate and add all of the new developments, we would essentially be double-counting the trips. Therefore, based on our review of the data and previous discussions with ACHD, we proposed to use a growth rate of 3% per year (exponential) for use in the TIS.

Background developments as well as site generated traffic from the proposed development will be added which will result in a much higher overall growth rate when we consider future total traffic conditions and will likely reflect a percentage similar to the COMPASS projections on Lake Hazel Road for the primary roadways providing access to the site.

PLANNED IN-PROCESS DEVELOPMENTS

In-process development plans were verified by ACHD. Smaller developments further to the south of the site are assumed to be included in the annual growth rate due to the distance those developments are away from the Whisper Meadows Subdivision. The in-process developments assumed in this study include the Springhill Subdivision development, located in the southeast quadrant of Lake Hazel Road &

Linder Road intersection, and the Caspian Subdivision located between Ten Mile Road and Linder Road along Lake Hazel Road. This study assumes the following buildout levels for those developments:

- Springhill Subdivision: The TIS identified a 2026 buildout of approximately 500 single family homes with full buildout of the site occurring in 2031. (Reference 8)
- Caspian Subdivision: The TIS identified buildout of the entire project in 2026 with approximately 497 single-family unit homes. (Reference 9)

YEAR 2026 BACKGROUND TRAFFIC CONDITIONS

The year 2026 background scenario analyzed how the study area's transportation system will operate without the Whisper Meadows Subdivision's site-generated traffic in year 2026. Year 2026 background traffic conditions were analyzed during the weekday a.m. and p.m. peak hours.

Traffic Volumes

Year 2026 background traffic volumes reflect existing traffic counts plus 9 years of 3% annual growth and the inclusion of the site-generated traffic from the in-process developments described above (Springhill Subdivision and Caspian Subdivision).

Weekday AM and PM Peak Hour Intersection Operations

Table 8 presents the traffic operation results for each study intersection and its corresponding lane groups under 2026 background conditions during the weekday a.m. and p.m. peak hours. Figure 5 presents the a.m. and p.m. peak hour traffic volumes at each of the study intersections. *Appendix "F" includes the traffic operation worksheets for year 2026 background traffic conditions for the weekday a.m. and p.m. peak hour scenarios.*

All of the study intersections operate at acceptable operating standards during year 2026 background weekday a.m. and p.m. peak hours with the exception of the following intersections:

- **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. This is without the ACHD improvements programmed for 2031 – 2035 that will convert the intersection into a roundabout. *Note: The Caspian Subdivision was conditioned by ACHD to restudy the intersection prior to approval of their 280th lot and install an interim traffic signal, if it is determined through the study that improvements will be needed.*
- **Lake Hazel Road & Meridian Road (SH 69) (AM and PM Peak Hour)** – During the weekday a.m. and p.m. peak hour both lane groups on the eastbound and westbound approach operate with a lane group v/c ratio of greater than 1.00, resulting in LOS F, falling below ITD and ACHD operational standards.

- Anticipating that the intersection will be built as described in ACHD's *2018-2022 FYWP,* the intersection is expected to operate at capacity during the a.m. and p.m. peak hours with the westbound shared through/right lane and southbound shared through/right lane operating over capacity.

Table 8. Year 2026 Background Intersection Operations – Weekday AM and PM Peak Hour

Intersection	Intersection Control	Intersection AM (PM)			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C[1]	LOS[2]	Delay[3]		V/C[1]	LOS[2]	Delay[3]	V/C[1]	LOS[2]	Delay[3]
Linder Rd & Amity Rd	AWSC	N/A	D (E)	29.0 (40.9)	EBLTR	0.87	E	37.5	0.47	C	16.5
					WBLTR	0.46	C	15.3	***1.00***	***F***	***69.0***
					NBLTR	0.79	D	28.9	0.43	C	16.2
					SBLTR	0.13	B	11.9	0.69	D	25.9
Linder Rd & Lake Hazel Rd	AWSC	N/A	B (B)	12.3 (12.3)	EBLTR	0.41	B	12.1	0.29	B	11.1
					WBLTR	0.20	B	10.1	0.42	B	12.7
					NBLTR	0.53	B	13.9	0.28	B	11.0
					SBLTR	0.15	A	9.5	0.48	B	13.3
Linder Rd & Columbia Rd	AWSC	N/A	C (C)	21.5 (18.8)	EBLTR	0.81	D	28.0	0.37	B	13.2
					WBLTR	0.24	B	11.5	0.76	D	25.6
					NBLTR	0.63	C	18.9	0.39	B	13.9
					SBLTR	0.19	B	11.3	0.47	C	15.4
Meridian Rd (SH 69) & Lake Hazel Rd	TWSC	N/A	N/A	N/A	EBL	***>1.00***	***F***	***>80.0***	***>1.00***	***F***	***>80.0***
					EBTR	***15.4***	***F***	***7,155.9***	***16.3***	***F***	***8,084.3***
					WBL	***>1.00***	***F***	***>80.0***	***>1.00***	***F***	***>80.0***
					WBTR	***9.51***	***F***	***4,101.9***	***31.5***	***F***	***14,637***
					NBL	0.02	A	9.5	0.13	C	22.9
					SBL	0.33	C	24.8	0.24	B	11.4
	Interim Traffic Signal (Described in ACHD's *2018-2022 FYWP*)	1.01 (1.00)	E (D)	56.3 (48.5)	EBL	0.95	F	92.2	0.86	B	87.0
					EBTR	0.43	D	49.7	0.31	D	53.0
					WBL	0.08	D	53.8	0.11	D	52.8
					WBTR	***1.25***	***F***	***209.4***	***1.08***	***F***	***145.8***
					NBL	0.04	B	12.0	0.35	D	40.5
					NBTR	0.97	D	48.8	0.44	B	14.9
					SBL	0.81	E	64.7	0.42	B	11.4
					SBTR	0.40	B	14.8	***1.02***	***F***	***57.3***

Notes: [1] V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; [2] LOS = Level of Service; [3] Delay is reported in seconds per vehicle; and **Bold *and italics*** and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

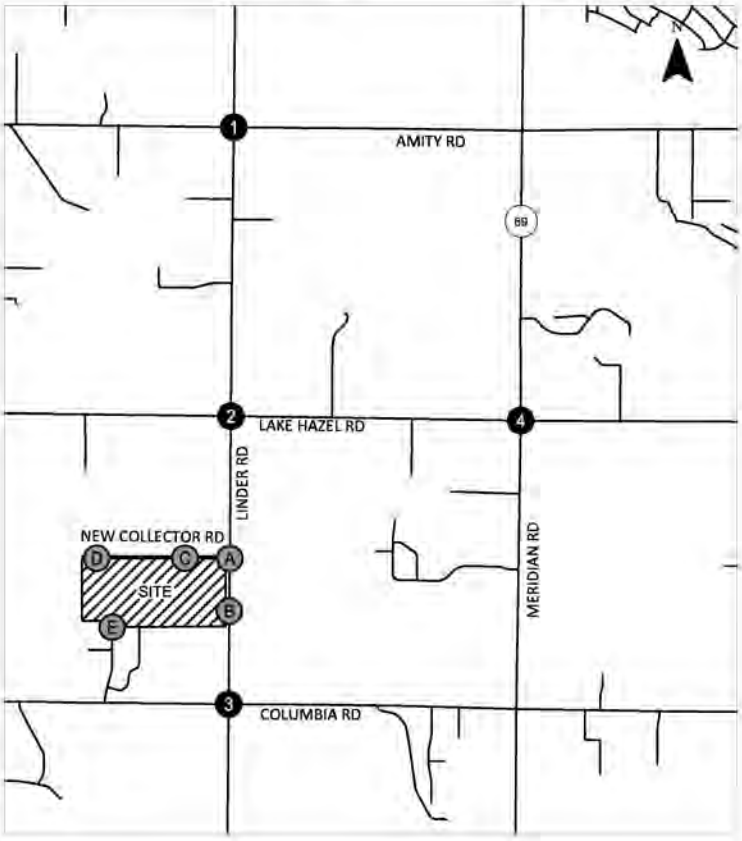
Year 2026 Background Roadway Segment Analysis

Roadway segment volumes were based on year 2026 background volumes at the study intersections. Table 9 details peak hour, peak direction roadway segment volumes, and resultant LOS per ACHD District Policy 7106.3.3 for the ACHD roadway facilities. As shown in Table 9, all of the year 2026 background roadway segments currently meet ACHD standards.

Table 9. Year 2026 Background Roadway Segment Operations - Weekday AM and PM Peak Hour

Roadway Segment	Classification	Travel Lanes[1]	ACHD Peak Hour Std. Volume (One-Way)	Weekday AM Peak Hour		Weekday PM Peak Hour	
				One-Way Volume/ Direction	Meets Std.?	One-Way Volume/ Direction	Meets Std.?
Lake Hazel Rd (Linder Rd to SH 69)	Principal Arterial	2	690	208 / EB	Yes	244 / WB	Yes
Linder Rd (Amity Rd to Lake Hazel Rd)	Minor Arterial	2	575	336 / NB	Yes	300 / SB	Yes
Linder Rd (Lake Hazel Rd to Columbia Rd)	Minor Arterial	2	575	337 / NB	Yes	319 / SB	Yes

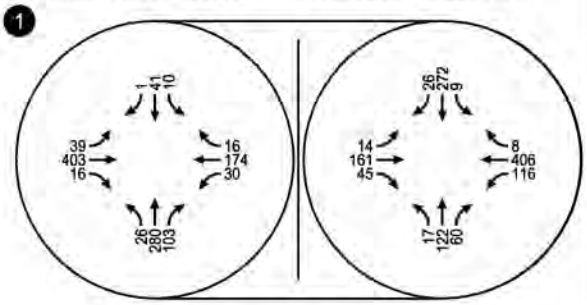
Notes: [1] Travel lanes include the total number of lanes across the roadway's respective cross section.



LINDER RD & AMITY RD

Weekday AM Peak Hour | Weekday PM Peak Hour

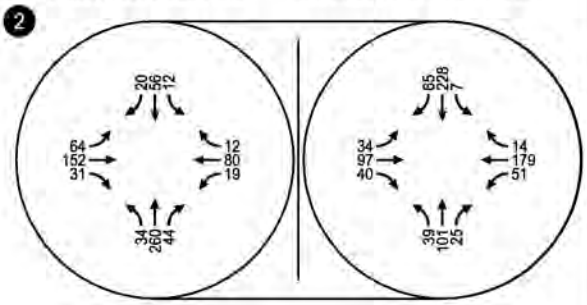
1



LINDER RD & LAKE HAZEL RD

Weekday AM Peak Hour | Weekday PM Peak Hour

2



LINDER RD & NEW COLLECTOR RD

Weekday AM Peak Hour | Weekday PM Peak Hour

A

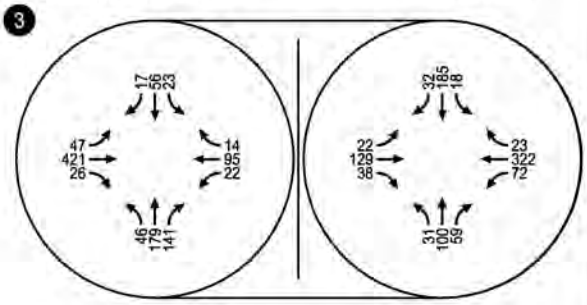
This access will not exist until build-out of the site. Therefore, it is has not been analyzed under Year 2026 Background conditions.

This access will not exist until build-out of the site. Therefore, it is has not been analyzed under Year 2026 Background conditions.

LINDER RD & COLUMBIA RD

Weekday AM Peak Hour | Weekday PM Peak Hour

3



LINDER RD & SOUTHEAST ACCESS

Weekday AM Peak Hour | Weekday PM Peak Hour

B

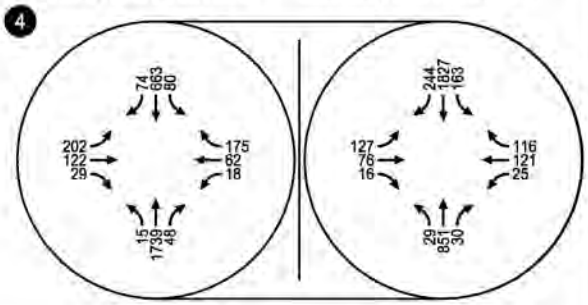
This access will not exist until build-out of the site. Therefore, it is has not been analyzed under Year 2026 Background conditions.

This access will not exist until build-out of the site. Therefore, it is has not been analyzed under Year 2026 Background conditions.

MERIDIAN RD & LAKE HAZEL RD

Weekday AM Peak Hour | Weekday PM Peak Hour

4



LEGEND

(##) - Study Intersections

(X) - Site Access

Year 2026 Background Traffic Volumes Weekend AM and PM Peak Hour Kuna, Idaho

Figure 5

S:\22\22046 - Grigsenrog Subdivision TIS\dwgs\22046_Figures.dwg Feb 08, 2018 - 1:57pm Hennessy Layout Tab: Fig 2_Background

MITIGATION

This section highlights the mitigation needed at each of year 2026 background intersections falling below ACHD's traffic operation standards. *Appendix "G" contains year 2026 background mitigated traffic operation worksheets for the intersections outlined below, including the findings from the signal warrant analysis.*

Amity Road & Linder Road

Year 2026 background analysis findings indicate that the westbound approach at the Amity Road & Linder Road all-way stop controlled intersection is expected to operate with a volume-to-capacity ratio above 1.00 during the p.m. peak hour. This finding is consistent with the Caspian Subdivision TIS and Springhill Subdivision TIS.

This intersection has been identified in ACHD's *2016 CIP* (IN2016-5) as a planned reconstruction of the stop controlled intersection to include a single-lane roundabout with a southbound right-turn bypass lane, as shown in Exhibit 1. This project is currently scheduled for the year 2031 – 2035 time frame. Implementation of a single-lane roundabout in 2026 would improve intersection operations within ACHD's intersection standards.

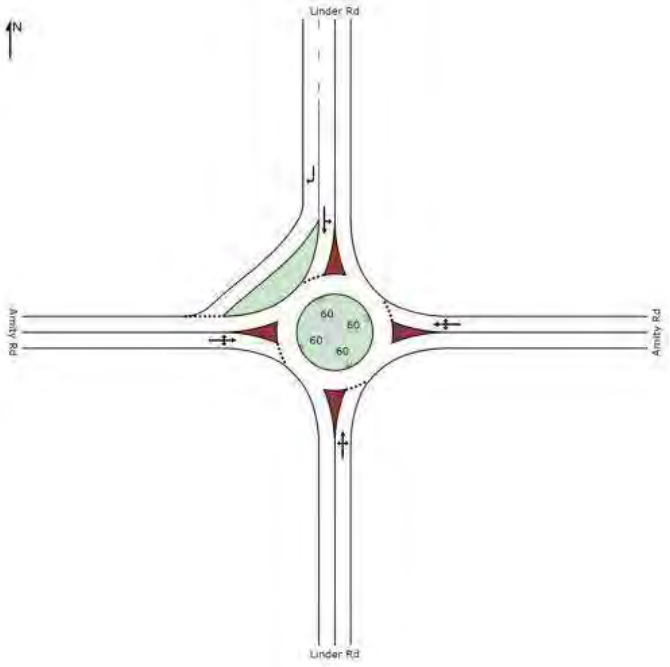


Exhibit 1. Linder Rd & Amity Rd Roundabout Layout as Described in ACHD's *2016 CIP (IN2016-5)*

An alternative to converting the stop-controlled intersection to a single-lane roundabout as described in ACHD's *2016 CIP,* would be to install a traffic signal and widen each approach to include a left-turn lane at the intersection. Installation of an interim traffic signal has already been conditioned on the Caspian Subdivision by ACHD.

KAI completed a signal warrant analysis for the Amity Road & Linder Road intersection based on 24-hour counts for each approach of the intersection provided by ACHD and recent KAI 24-hour counts for south leg of the intersection. The counts were used to develop an hourly profile for arrivals throughout each hour of the day. The 70% warrant factor was applied because the speeds on both approaches are in excess of 40 miles per hour. Table 10 shows the results for two of the volume signal warrants.

Table 10. Year 2026 Background Eight-Hour and Four-Hour Warrant Thresholds at Amity Road & Linder Road

Hour	Warrant #1 (Eight-Hour Warrant)			Warrant #2 (Four-Hour Warrant)			
	Amity Road EB & WB Combined[1]	Linder Road (Highest Street Approach)[2]	Condition Met? (A and/or B)	Amity Road EB & WB Combined[1]	Linder Road (Highest Street Approach)[2]	Threshold	Threshold Met? (Yes or No)
12:00	25	10	No	25	10	376	No
1:00	9	5	No	9	5	388	No
2:00	7	7	No	7	7	390	No
3:00	9	9	No	9	9	388	No
4:00	25	14	No	25	14	376	No
5:00	81	50	No	81	50	336	No
6:00	263	170	No	263	170	225	No
7:00	***678***	***409***	A & B	678	409	75	Yes
8:00	341	185	No	341	185	186	No
9:00	247	115	No	247	115	234	No
10:00	258	84	No	258	84	228	No
11:00	241	106	No	241	106	237	No
12:00	253	100	No	253	100	231	No
13:00	280	129	No	280	129	216	No
14:00	282	133	No	282	133	215	No
15:00	*361*	*156*	A	361	156	177	No
16:00	***511***	***210***	A	511	210	118	Yes
17:00	***750***	***307***	A & B	750	307	64	Yes
18:00	*404*	*163*	A	404	163	158	Yes
19:00	249	87	No	249	87	233	No
20:00	203	74	No	203	74	259	No
21:00	192	47	No	192	47	265	No
22:00	90	22	No	90	22	330	No
23:00	64	15	No	64	15	348	No

Notes: [1] The combined northbound and southbound volumes along SH 69 represent the 24-hour counts collected by ACHD. [2] Represents the highest volume on either minor street approach for that particular hour, which was from the 24-hour counts provided by ACHD. *Italics* indicates volumes meeting Condition A thresholds. **Bold** indicates volumes meeting Condition B volume thresholds. ***Bold and italics*** indicate volumes meeting Condition A and Condition B volume thresholds. Highlighted cells indicate the hours in which thresholds of Condition A and/or Condition B are met, as well as hours in which thresholds are met for Warrant #2.

As shown in Table 10, Condition A of Warrant #1 is only met for five hours during the day, while Condition B is only met for two. Because neither Condition A nor Condition B is met for at least eight hours throughout the day, Warrant #1 was not met. The vehicle-based volume thresholds for the four-hour warrant (Warrant #2), was met for four hours of the day, meeting Warrant #2 conditions.

While the estimated background year 2026 volumes do not warrant a traffic signal under Warrant #1 (eight-hour) conditions, both Warrant #2 (four-hour) and the Warrant #3 (peak-hour) was met. The peak hour coincides with the p.m. peak hour operating below ACHD unsignalized intersection standards. A single-lane roundabout, as described in ACHD's *2016 CIP* (IN2016-5), or a traffic signal with

left-turns lane at each approach would satisfy ACHD intersection operating standards. The results for either option during the year 2026 background conditions are presented in Table 11.

Table 11. Year 2026 Mitigated Background Intersection Operations at Amity Road & Linder Road

Intersection	Intersection Control	Intersection AM (PM)			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C[1]	LOS[2]	Delay[3]		V/C[1]	LOS[2]	Delay[3]	V/C[1]	LOS[2]	Delay[3]
Amity Rd & Linder Rd	Single-Lane Roundabout w/SBR Turn Bypass Lane	0.57 (0.48)	A (A)	9.0 (7.8)	EBLTR	0.41	A	7.0	0.26	A	6.8
					WBLTR	0.27	A	6.8	0.48	A	8.4
					NBLTR	0.57	B	13.0	0.19	A	4.9
					SBLT	0.06	A	3.9	0.39	A	9.7
					SBR	0.01	A	3.4	0.03	A	4.5
Amity Rd & Linder Rd	Traffic Signal w/left-turn lanes on each approach	0.67 (0.60)	B (B)	19.0 (15.9)	EBL	0.09	B	12.2	0.05	B	13.1
					EBTR	0.78	B	19.9	0.47	B	15.6
					WBL	0.12	B	13.9	0.25	B	11.2
					WBTR	0.37	B	15.4	0.73	B	16.1
					NBL	0.05	B	13.9	0.06	B	13.6
					NBTR	0.80	C	21.7	0.42	B	15.4
					SBL	0.05	B	15.8	0.03	B	13.4
					SBTR	0.09	B	15.4	0.69	B	18.3

Notes: [1] V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; [2] LOS = Level of Service; [3] Delay is reported in seconds per vehicle; and **Bold *and italics*** and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

Lake Hazel Road & Meridian Road (SH 69)

Assuming ITD and ACHD only signalizes the intersection without adding additional turn lanes before year 2026, the improvements expected to be completed as outlined in ACHD's *2018-2022 FYWP* at the intersection are expected to be inadequate to provide operating standards within ACHD's and ITD's standards during the year 2026 background a.m. and p.m. peak hours. Because of the anticipated background growth along Lake Hazel Road, additional improvements are needed in order to satisfy individual lane group standards for ACHD and ITD at the intersection.

A sensitivity analysis found that the ACHD *2016 CIP* (IN2016-60), or other interim improvements, will be needed in approximately year 2025, without traffic from Whisper Meadows Subdivision. This is close to the 2026 timeframe outlined in the *2016 CIP* and therefore the *2016 CIP* (IN2016-60) improvements will mitigate the 2026 conditions if constructed in that timeframe.

If ACHD's *2016 CIP* (IN2016-60) 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 the *2018-2022 FYWP*):

- An additional eastbound left-turn lane (dual left-turns),
- A westbound right-turn lane, and
- A southbound right-turn lane.

By converting the two-way stop controlled intersection to be a traffic signal with the additional lane configuration 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 lane groups are

expected to operate within ACHD and ITD standards, as shown in Table 12. In order to keep the overall intersection under a 0.90 vehicle-to-capacity ratio in the long-term, additional through lanes on SH 69 will likely be needed, as well as the implementation of the intersection improvements outlined in ACHD's *2016 CIP* (IN2016-60).

Table 12. Year 2026 Mitigated Background Intersection Operations Lake Hazel Road & Meridian Road

Intersection	Intersection Control	Intersection AM (PM)			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C[1]	LOS[2]	Delay[3]		V/C[1]	LOS[2]	Delay[3]	V/C[1]	LOS[2]	Delay[3]
Lake Hazel Rd & Meridian Rd ▪ w/dual EBL turn lanes ▪ w/WBR turn lane ▪ w/SBR turn lane	Traffic Signal	0.88 (0.82)	D (C)	40.9 (21.8)	EBL	0.84	F	86.5	0.74	E	69.9
					EBTR	0.48	D	52.0	0.42	D	53.9
					WBL	0.61	F	88.1	0.66	F	80.9
					WBT	0.27	E	56.2	0.71	E	63.6
					WBR	0.91	F	97.4	0.81	E	74.7
					NBL	0.04	B	10.4	0.22	C	20.9
					NBTR	0.94	D	40.3	0.41	B	10.8
					SBL	0.74	D	51.8	0.39	A	8.3
					SBT	0.35	B	12.5	0.84	B	18.2
					SBR	0.09	B	10.3	0.25	A	8.2

Notes: [1] V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; [2] LOS = Level of Service; [3] Delay is reported in seconds per vehicle; and **Bold *and italics*** and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

WHISPER MEADOWS SUBDIVISION ESTIMATED TRIP GENERATION

The projected weekday daily, a.m., and p.m. peak hour vehicle trips for the proposed development were estimated based on the *Trip Generation Manual, 9th Edition* (Reference 10). Internal trip and pass-by trips are not applicable for this development. Based on data provided for single-family detached housing the *Trip Generation Handbook, 3rd Edition* (Reference 11) recommended the use of the fitted curve equations to determine weekday daily, a.m., and p.m. peak hour vehicle trips. Table 13 summarizes the estimated trip generation for the proposed Whisper Meadows Subdivision development.

Table 13. Whisper Meadows Subdivision Estimated Trip Generation

Land Use	ITE Code	Units	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family House	210	311	2,983	227	57	170	292	184	108

Notes: Fitted curve equation used based on data provided by ITE.

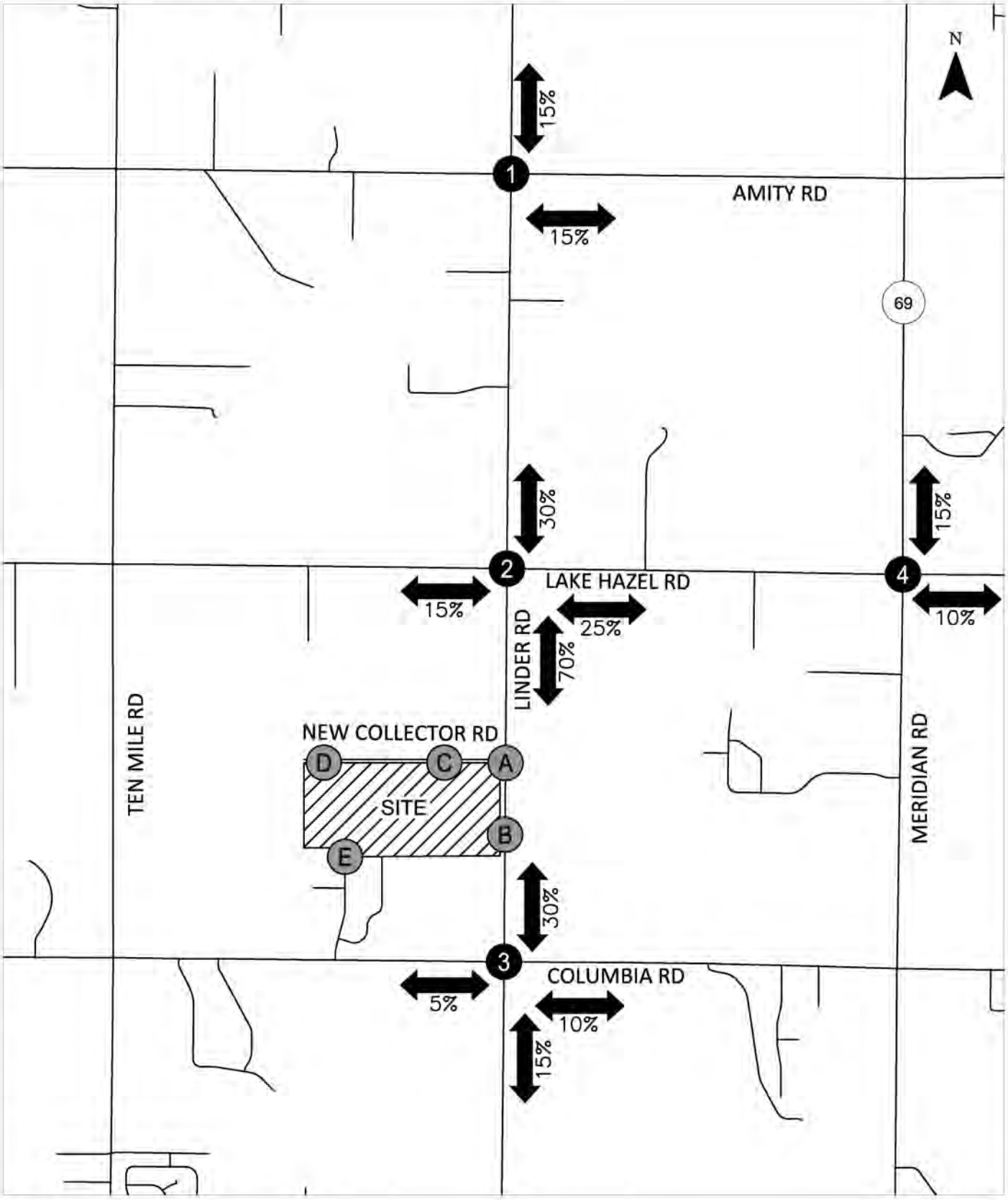
As shown in Table 13, the full-build out the proposed Whisper Meadows Subdivision development is estimated to generate a total of 2,938 daily net new trips, 227 weekday a.m. peak hour net new trips (57 inbound / 170 outbound) and 292 weekday p.m. peak hour net new trips (184 inbound / 108 outbound).

TRIP DISTRIBUTION AND TRIP ASSIGNMENT

The trip distribution patterns are based on the access connections to and from the proposed development and their attraction/destination characteristics. The COMPASS 2040 regional travel demand model was used as a starting point to understand the general trip distribution patterns assumed for this site.

Figure 6 illustrates the trip distribution patterns for the proposed development. The major trip distribution patterns are approximately 45% to the north, dispersed between Meridian Road and Linder Road; and 20% to the east and west on Lake Hazel Road, and Columbia Road. While Ten Mile Road is not shown, a significant portion of the trips to the west will also go north on Ten Mile Road.

The trip assignment for year 2026 site-generated trips is provided in Figure 7 and Figure 8. These trips reflect the trip generation of the 311 single-family housing units during a typical weekday a.m. and p.m. peak hour. Based on the preliminary site plan and phase coordination, year 2026 total traffic conditions assumes two accesses for the development on Linder Road including a new collector road as the northern boundary of the site.



LEGEND

(##) - Study Intersections

(X) - Site Access

XX% - Trip Distribution Percentage

Estimated Trip Distribution
Kuna, Idaho

Figure 6

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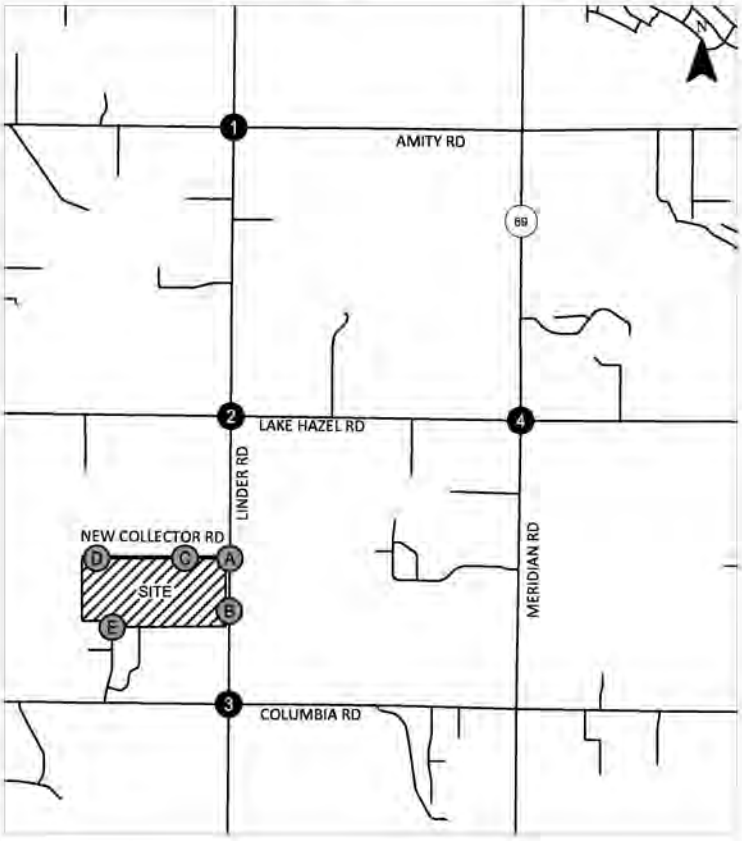
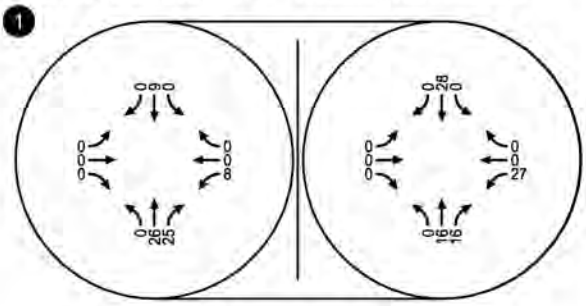
KITTELSON & ASSOCIATES



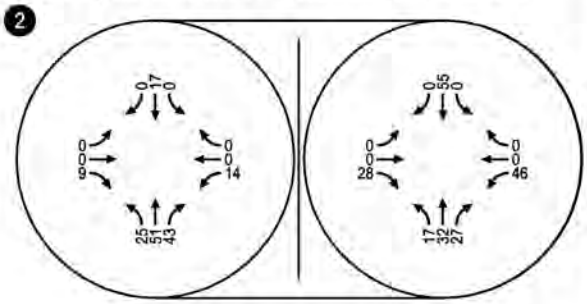
LINDER RD & AMITY RD

Weekday AM Peak Hour Weekday PM Peak Hour



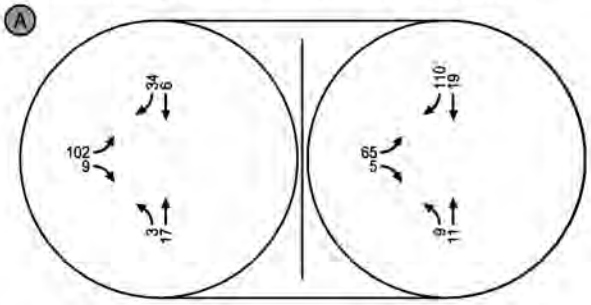
LINDER RD & LAKE HAZEL RD

Weekday AM Peak Hour Weekday PM Peak Hour



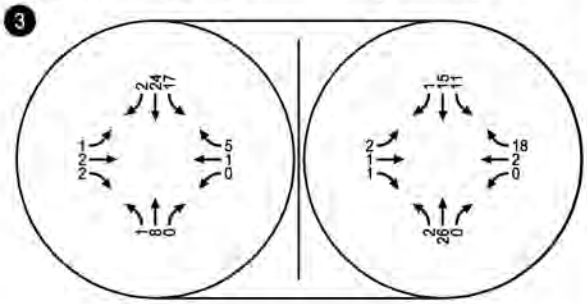
LINDER RD & NEW COLLECTOR RD

Weekday AM Peak Hour Weekday PM Peak Hour



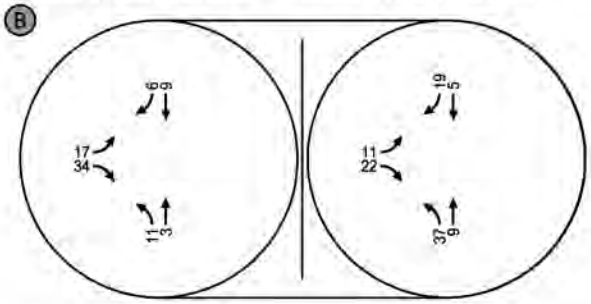
LINDER RD & COLUMBIA RD

Weekday AM Peak Hour Weekday PM Peak Hour



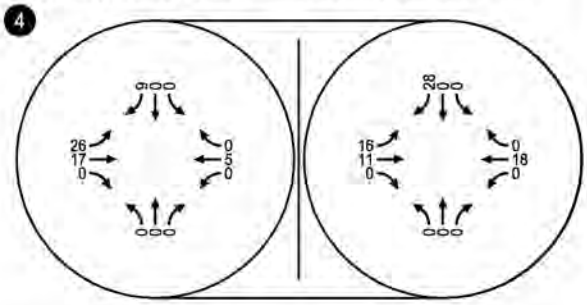
LINDER RD & SOUTHEAST ACCESS

Weekday AM Peak Hour Weekday PM Peak Hour



MERIDIAN RD & LAKE HAZEL RD

Weekday AM Peak Hour Weekday PM Peak Hour



LEGEND

(##) - Study Intersections

(X) - Site Access

Site-Generated Trips
Weekend AM and PM Peak Hour
Kuna, Idaho

Figure **7**

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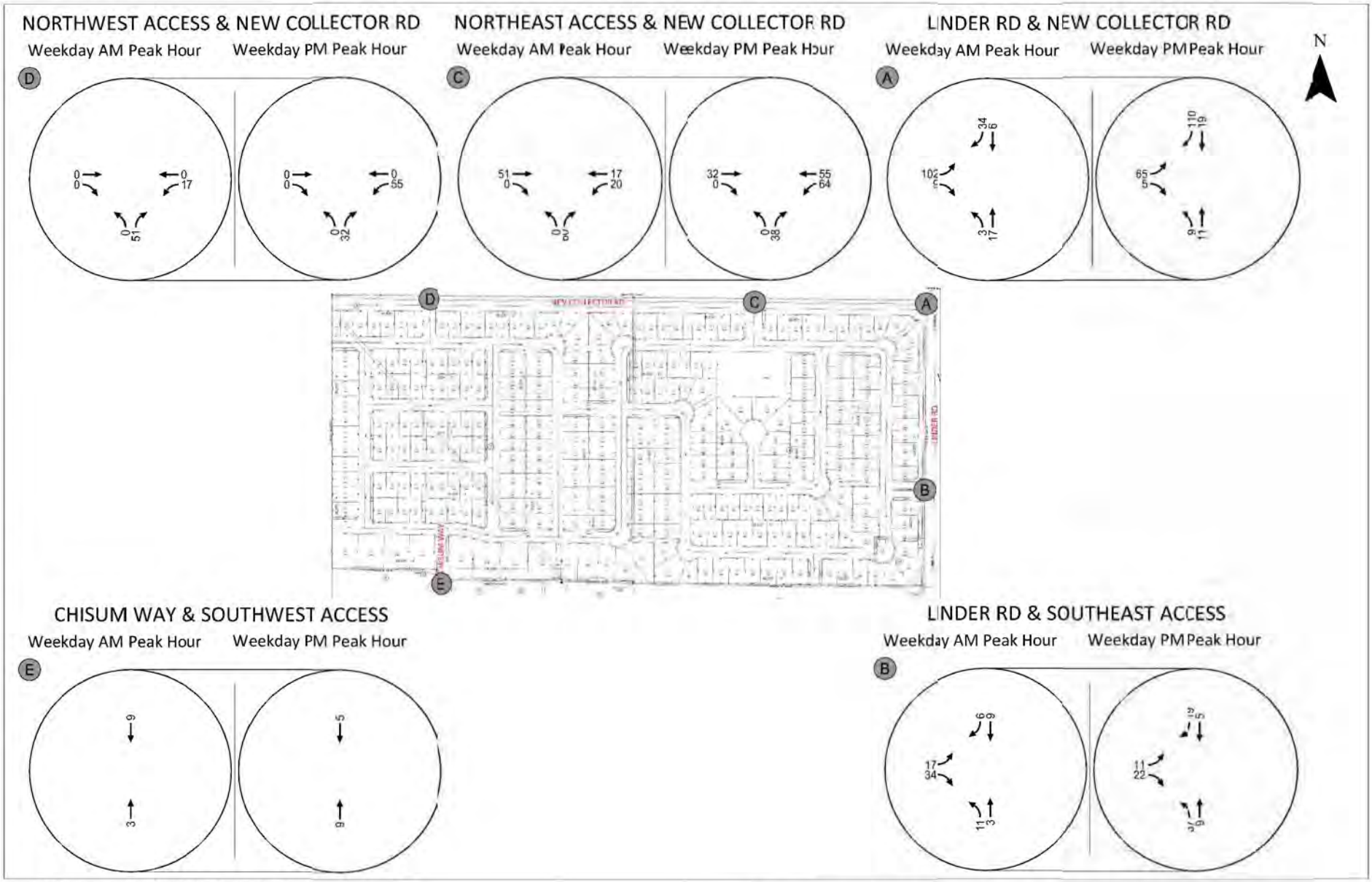

Note: Preliminary site plan from Bailey Engineering, Inc. dated October 2017.

Site-Generated Trips at Site Accesses
AM and PM Peak Hour
Kuna, Idaho

Figure
8

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YEAR 2026 TOTAL TRAFFIC CONDITIONS

The year 2026 total traffic scenario analyzed how the study area's transportation system will operate with the site-generated trips from the build-out of the 311 single-family unit homes from the proposed Whisper Meadows Subdivision development.

Traffic Volumes

Site-generated trips (shown in Figure 7 and Figure 8) were added to the year 2026 background weekday a.m. and p.m. peak hour traffic volumes to arrive at year 2026 total traffic volumes shown in Figure 9.

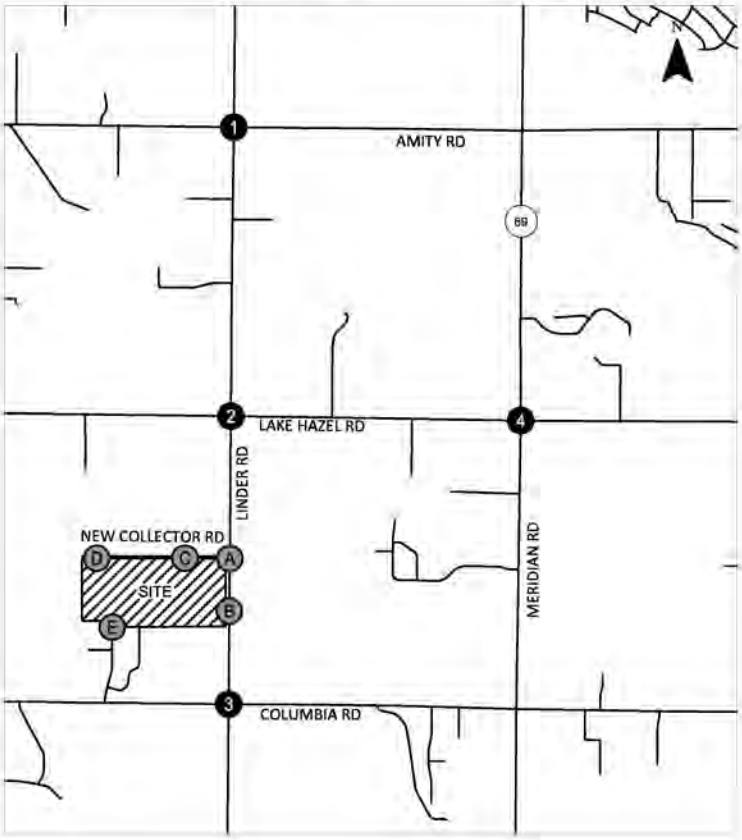
Weekday AM and PM Peak Hour Intersection Operations

Table 14 presents the traffic operation results for each intersection and its corresponding lane groups under 2026 total traffic conditions during the weekday a.m. and p.m. peak hours. *Appendix "H" includes the traffic operation worksheets for year 2026 total traffic conditions during the weekday a.m. and p.m. peak hour scenarios.*

The site-generated trips did not impact any additional intersections not previously mentioned. Similar to year 2026 background traffic conditions, all study intersections operate at acceptable operating standards during year 2026 total traffic condition weekday a.m. and p.m. peak hours with the exception of the following intersections:

- **Amity Road & Linder Road (PM Peak Hour)** – During the weekday p.m. peak hour the westbound approach is projected to reach capacity which was found to occur under year 2026 background conditions.
- **Lake Hazel Road & Meridian Road (SH 69) (AM and PM Peak Hour)** – During the weekday a.m. and p.m. peak hour both lane groups on the eastbound and westbound approach operate with a lane group v/c ratio of greater than 1.00, resulting in LOS F, falling below ITD and ACHD operational standards. This is without the ACHD signalized improvement programmed for 2018 that will provide a traffic signal and the additional lane improvements programmed for 2026 – 2030 that will widen the approaches at the intersections.
    - With the traffic signal installed as described in the *FYWP*, the intersection is projected to operate at LOS E and LOS D with the eastbound and westbound approaches operating with a v/c ratio above 1.00 during the a.m. and p.m. peak hours, respectively. Additionally, the southbound shared through/right movement operates above capacity during the p.m. peak hour.

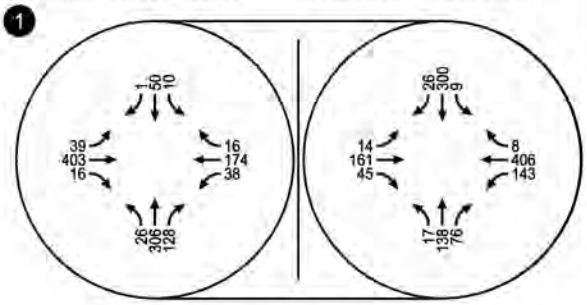
Potential mitigation for each of these intersections is described in a following section.



LINDER RD & AMITY RD

Weekday AM Peak Hour | Weekday PM Peak Hour

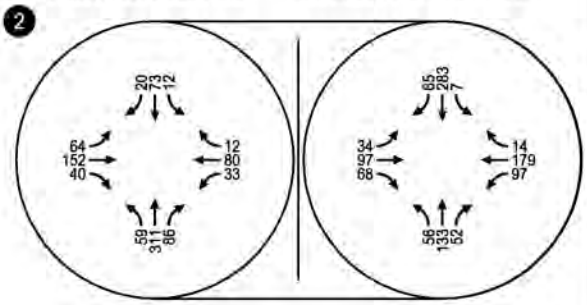
1



LINDER RD & LAKE HAZEL RD

Weekday AM Peak Hour | Weekday PM Peak Hour

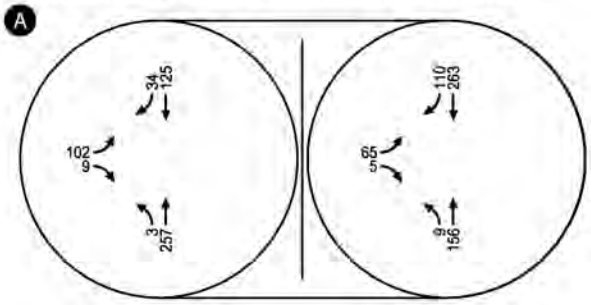
2



LINDER RD & NEW COLLECTOR RD

Weekday AM Peak Hour | Weekday PM Peak Hour

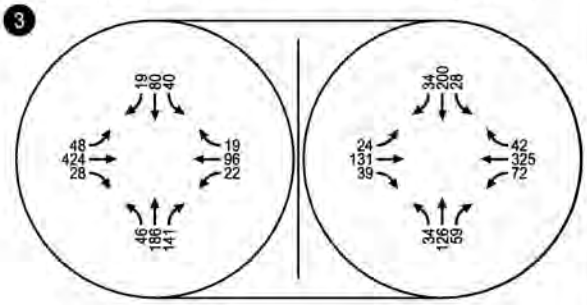
A



LINDER RD & COLUMBIA RD

Weekday AM Peak Hour | Weekday PM Peak Hour

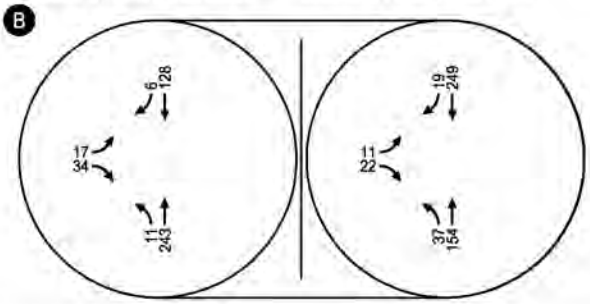
3



LINDER RD & SOUTHEAST ACCESS

Weekday AM Peak Hour | Weekday PM Peak Hour

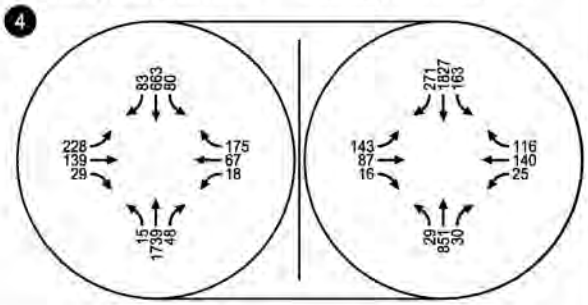
B



MERIDIAN RD & LAKE HAZEL RD

Weekday AM Peak Hour | Weekday PM Peak Hour

4



LEGEND

(##) - Study Intersections

(X) - Site Access

Year 2026 Total Traffic Volumes
Weekend AM and PM Peak Hour
Kuna, Idaho

Figure **9**

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Table 14. Year 2026 Total Intersection Operations – AM and PM Peak Hour

Intersection	Intersection Control	Intersection AM (PM)			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C[1]	LOS[2]	Delay[3]		V/C[1]	LOS[2]	Delay[3]	V/C[1]	LOS[2]	Delay[3]
Linder Rd & Amity Rd	AWSC	N/A	E (F)	38.6 (51.2)	EBLTR	0.92	E	46.7	0.49	C	17.5
					WBLTR	0.50	C	17.3	***1.09***	***F***	***93.1***
					NBLTR	0.91	E	44.5	0.52	C	18.3
					SBLTR	0.15	B	12.6	0.72	D	26.5
Linder Rd & Lake Hazel Rd	AWSC	N/A	C (C)	17.2 (16.9)	EBLTR	0.46	B	13.9	0.39	B	13.7
					WBLTR	0.24	B	11.2	0.56	C	17.5
					NBLTR	0.75	C	22.2	0.46	B	14.8
					SBLTR	0.20	B	10.5	0.65	C	19.8
Linder Rd & Columbia Rd	AWSC	N/A	C (C)	24.2 (23.1)	EBLTR	0.86	D	34.6	0.41	B	14.6
					WBLTR	0.27	B	12.2	0.85	D	34.2
					NBLTR	0.66	C	20.3	0.47	C	15.8
					SBLTR	0.28	B	12.6	0.55	C	18.0
Meridian Rd (SH 69) & Lake Hazel Rd	TWSC (Existing)	N/A	N/A	N/A	EBL	***>1.00***	***F***	***>80.0***	***>1.00***	***F***	***>80.0***
					EBTR	***17.16***	***F***	***7,936.8***	***>1.00***	***F***	***>80.0***
					WBL	***>1.00***	***F***	***>80.0***	***>1.00***	***F***	***>80.0***
					WBLTR	***9.06***	***F***	***3,883.9***	***>1.00***	***F***	***>80.0***
					NBL	0.02	A	9.6	0.13	C	22.5
					SBL	0.31	C	23.0	0.24	B	11.4
	Interim Traffic Signal (Planned for Construction by ITD/ACHD in 2018)	1.03 (1.03)	E (D)	60.8 (54.4)	EBL	0.97	F	94.2	0.91	F	95.6
					EBTR	0.44	D	48.5	0.32	D	52.0
					WBL	0.08	D	53.9	0.10	D	52.1
					WBTR	***1.24***	***F***	***206.6***	***1.11***	***F***	***152.2***
					NBL	0.05	B	13.2	0.34	D	40.0
					NBTR	0.99	E	55.6	0.44	B	15.7
					SBL	0.81	E	70.2	0.43	B	12.1
					SBTR	0.41	B	16.1	***1.04***	***F***	***65.5***

Year 2026 Total Roadway Segment Analysis

Roadway segment volumes were based on year 2026 total volumes at the study intersections. Table 15 details peak hour, peak direction roadway segment volumes, and resultant LOS per ACHD District Policy 7106.3.3 for the ACHD roadway facilities. As shown in Table 15, all of the existing roadway segments currently meet ACHD standards and operate at acceptable LOS during the year 2026 total weekday a.m. and p.m. peak hour.

Table 15. Year 2026 Total Roadway Segment Operations - Weekday AM and PM Peak Hour

Roadway Segment	Classification	Travel Lanes[1]	ACHD Peak Hour Std. Volume (One-Way)	Weekday AM Peak Hour		Weekday PM Peak Hour	
				One-Way Volume/ Direction	Meets Std.?	One-Way Volume/ Direction	Meets Std.?
Lake Hazel Rd (Linder Rd to SH 69)	Principal Arterial	2	690	251 / EB	Yes	290 / WB	Yes
Linder Rd (Amity Rd to Lake Hazel Rd)	Minor Arterial	2	575	387 / NB	Yes	355 / SB	Yes
Linder Rd (Lake Hazel Rd to Columbia Rd)	Minor Arterial	2	575	456 / NB	Yes	448 / SB	Yes

Notes: [1] Travel lanes include the total number of lanes across the roadway's respective cross section.

Year 2026 Site Access Operations

Primary access to the site will be via the new collector roadway, a new local street connection to Linder Road, and a connection to Chisum Way. Additionally, there will be two internal local street accesses to the new collector road. The fifth site access location is a connection to an existing stub street, which does not include any turning movements and therefore does not record a level of service. Due to the very low volumes projected to use Chisum Way level of service on Chisum Way was not evaluated.

The year 2026 analysis did not assume any access restrictions into and out of the site. Each access was analyzed as an unsignalized intersection with the stop-control on the minor street/subdivision approach. The assumed base lane configuration used for the operations analysis at each access included one lane for the minor street approach and no dedicated turn lanes into the site. The need for turn lanes is evaluated separately in a later section of this report.

Table 16 presents the expected operations at the site accesses during the year 2026 weekday a.m. and p.m. peak hour. All four site accesses operate above the ACHD's level of service standard during the weekday a.m. and p.m. peak hour.

Table 16. Year 2026 Site Access Operations - AM and PM Peak Hour

Site Access	Intersection Control	Lane Group	AM Peak Hour			PM Peak Hour		
			V/C[1]	LOS[2]	Delay[3]	V/C[1]	LOS[2]	Delay[3]
A. Linder Road/New Collector Rd	TWSC	EBLR	0.21	B	12.8	0.15	B	13.4
		NBL	0.01	A	7.6	0.01	A	8.1
B. Linder Road/Southeast Access	TWSC	EBLR	0.08	B	10.1	0.06	B	11.0
		NBL	0.01	A	7.5	0.03	A	7.9
C. Northeast Access/New Collector	TWSC	WBL	0.01	A	7.3	0.05	A	7.4
		NBLR	0.07	A	8.8	0.04	A	8.6
D. Northwest Access/New Collector	TWSC	WBL	0.01	A	7.2	0.04	A	7.3
		NBLR	0.05	A	8.5	0.04	A	8.4

Notes: [1] V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; [2] LOS = Level of Service; [3] Delay is reported in seconds per vehicle; and **Bold *and italics*** and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

MITIGATION

This section highlights the mitigation needed at each of the intersections and segments falling below ACHD's traffic operational standards under 2026 total traffic conditions. *Appendix "I" contains year 2026 total mitigated traffic operation worksheets for the intersections outlined below.*

Amity Road & Linder Road

As outlined previously, the westbound approach at the Amity Road & Linder Road all-way stop controlled intersection is expected to operate with a volume-to-capacity ratio above 1.00 during the p.m. peak hour. The intersection is estimated to reach the ACHD capacity threshold under 2026 background conditions. With the inclusion of site-generated trips, a signal warrant analysis found that year 2026 total traffic volumes do not meet Warrant #1 (eight-hour) conditions. Volumes do meet Warrant #2 (four-hour) thresholds for five hours throughout the day. Additionally, as found in year 2026 background conditions, Warrant #3 (peak-hour) warrant is met as well.

This intersection has been identified in ACHD's *2016 CIP* (IN2016-5) as a planned reconstruction of the stop controlled intersection to include a single-lane roundabout with a southbound right-turn bypass lane. This project is currently scheduled for the year 2031 – 2035 time frame. Implementation of a single-lane roundabout in 2026 would improve intersection operations to an acceptable level. As discussed in the background mitigation an alternative to a roundabout at the intersection could include a traffic signal with left-turn lanes for each approach. Table 17 provides the expected operations at the intersection under either improvement.

Table 17. Year 2026 Mitigated Total Intersection Operations at Amity Road & Linder Road

Intersection	Intersection Control	Intersection AM (PM)			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C[1]	LOS[2]	Delay[3]		V/C[1]	LOS[2]	Delay[3]	V/C[1]	LOS[2]	Delay[3]
Amity Rd & Linder Rd	Single-Lane Roundabout w/SBR Turn Bypass Lane	0.64 (0.52)	B (A)	10.1 (8.5)	EBLTR	0.42	A	7.2	0.28	A	7.4
					WBLTR	0.29	A	7.2	0.52	A	9.1
					NBLTR	0.64	C	15.2	0.22	A	5.2
					SBLT	0.07	A	7.2	0.44	B	10.9
					SBR	0.01	A	7.2	0.03	A	4.5
Amity Rd & Linder Rd	Traffic Signal w/left-turn lanes on each approach	0.70 (0.60)	C (B)	20.6 (16.3)	EBL	0.10	B	13.6	0.05	B	14.0
					EBTR	0.80	C	22.3	0.49	B	16.8
					WBL	0.16	B	15.5	0.32	B	11.9
					WBTR	0.36	B	17.0	0.73	B	16.8
					NBL	0.05	B	13.8	0.06	B	13.4
					NBTR	0.83	C	22.8	0.46	B	15.5
					SBL	0.05	B	16.4	0.03	B	13.2
					SBTR	0.10	B	15.4	0.70	B	18.2

Notes: [1] V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; [2] LOS = Level of Service; [3] Delay is reported in seconds per vehicle; and **Bold *and italics*** and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

Lake Hazel Road & Meridian Road (SH 69)

Similar to the year 2026 background condition analysis findings, even with signalization described in the *2018–2022 FYWP*, the Lake Hazel Road & Meridian Road intersection does not meet ACHD and ITD operating standards under year 2026 total conditions during the weekday a.m. and p.m. peak hours.

A sensitivity analysis found that the ACHD *2016 CIP* (IN2016-60), or other interim improvements, will be needed in approximately year 2025, with or without traffic from Whisper Meadows Subdivision. This is close to the 2026 timeframe outlined in the *2016 CIP* and therefore the *2016 CIP* (IN2016-60) improvements will mitigate the 2026 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* (IN2016-60) improvements are not constructed, the site-generated trips do not require any additional mitigation from the background mitigation findings. The additional lanes needed to meet ACHD and ITD standards are the same as 2026 background mitigation analyses which identified the following additional improvements (in addition to signalization scheduled in 2018):

- An additional eastbound left-turn lane (to create dual left-turns)
- A westbound right-turn lane
- A southbound right-turn lane

Table 18 presents the year 2026 total traffic operations at the Lake Hazel Road & Meridian Road intersection with the additional lane recommendations listed above. As seen in the table the intersection's overall vehicle-to-capacity ratio is approaching capacity. In order to keep the overall intersection under a 0.90 vehicle-to-capacity ratio in the long-term, additional through lanes on SH 69 will likely be needed, as well as the implementation of the intersection improvements outlined in ACHD's *2016 CIP* (IN2016-60).

Table 18. Year 2026 Mitigated Total Intersection Operations at Lake Hazel Rd & Meridian Rd

Intersection	Intersection Control	Intersection AM (PM)			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C[1]	LOS[2]	Delay[3]		V/C[1]	LOS[2]	Delay[3]	V/C[1]	LOS[2]	Delay[3]
Lake Hazel Rd & Meridian Rd ▪ w/dual EBL turn lanes ▪ w/WBR turn lane ▪ w/SBR turn lane	Traffic Signal	0.89 (0.83)	D (C)	41.3 (22.7)	EBL	0.86	F	85.9	0.75	E	69.7
					EBTR	0.52	D	52.9	0.45	D	53.6
					WBL	0.61	F	88.4	0.66	F	80.9
					WBT	0.31	E	57.7	0.81	E	71.1
					WBR	0.95	F	109.7	0.79	E	70.4
					NBL	0.04	B	10.4	0.22	C	21.1
					NBTR	0.93	D	39.2	0.41	B	11.2
					SBL	0.71	d	48.5	0.39	A	8.6
					SBT	0.34	B	12.6	0.84	B	18.7
					SBR	0.10	B	10.5	0.28	A	8.7

Notes: [1] V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; [2] LOS = Level of Service; [3] Delay is reported in seconds per vehicle; and **Bold *and italics*** and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

SITE ACCESS EVALUATION

This section evaluates the need for turn lanes, queueing, intersection sight distance, and the access location and operation with respect to ACHD policy. All analyses and evaluation in this section is based on full build-out of the site in year 2026. *Appendix "J" contains the worksheets for the turn lane warrant, queueing and additional operation analyses for site access evaluation.*

The preliminary site plan shows eight site accesses for the proposed development; however, three of those accesses include future stub street connections which are not anticipated to connect to future developments until after the build-out of the Whisper Meadows Subdivision.

In year 2026, the site proposes five accesses upon build-out of the site. The preliminary site plan proposes two accesses to Linder Road, one including the new collector road and the other a local street connection. Two accesses will include local road connections to the new collector road and there will be one stub street connection to Chisum Way which will provide access through an existing subdivision to the south and out to Columbia Road.

Exhibit 2 shows the proposed site plan over an aerial with callouts of the proposed access locations with respect to their locations along Linder Road and the proposed new collector road. The north border of the site is proposed to be the new "mid-mile" collector street as shown in ACHD's Master Street Map. A review of the ACHD Master Street map shows a proposed east-west residential connector at the approximate location as depicted collector in the preliminary site plan. All of the internal streets are proposed to be local streets.

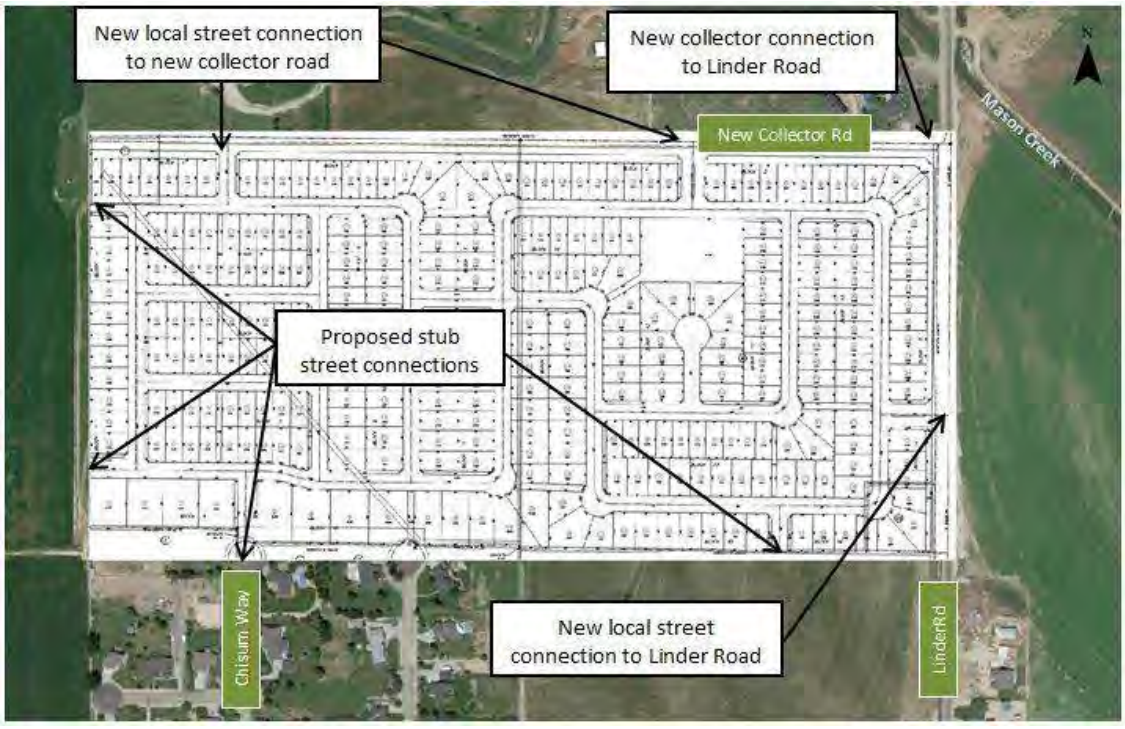


Exhibit 2. Proposed Site Access Locations

Turn Lane Warrant Analysis

An analysis of the need for left-turn and right-turn lanes was performed for the site accesses along Linder Road and the new collector road. All off-site intersections are all-way-stop-controlled or signalized in which turn lanes are evaluated based on traffic operations. Therefore the off-site intersections were not included in this evaluation. The warrant analysis used the ACHD guidelines as presented in Section of 7106.4.3 of the *ACHD Policy Manual*.

Table 19 shows the results of the turn lane analysis at the site access locations.

Table 19. Turn Lane Analysis Results

Site Access	Turn Lane	Warranted / Storage?
A. Linder Road & New Collector Road	SB Right Turn Lane NB Left-Turn Lane	Yes / 100 feet No
B. Linder Road & Southeast Access	SB Right Turn Lane NB Left Turn Lane	No No
C. Northeast Access & New Collector Road	EB Right Turn Lane WB Left Turn Lane	No No
D. Northwest Access & New Collector Road	EB Right Turn Lane WB Left Turn Lane	No No

Based on the analysis, the following turn lanes are warranted at the site accesses based on *ACHD's Policy Manual*:

- Linder Road & New Collector Road (Site Access A) :
    - Southbound right-turn lane
        - A sensitivity analysis found that a southbound right-turn lane will be warranted in approximately year 2021 with the build-out of approximately 144 Whisper Meadows housing units.

Queuing Analysis

A queuing analysis was performed at the access points on Linder Road and New Collector Road for vehicles entering and exiting the proposed Whisper Meadows Subdivision. Estimates of the 95th percentile queue are based on the Synchro analysis. Table 20 shows the results of the queuing analysis.

As shown in Table 20, no queue length is projected to be beyond one car length. The preliminary site plan proposes all internal site driveways are to be built with approximately 100 feet of storage without front-on housing. There are no single-unit house driveways that front any of the proposed site accesses. Therefore, queue storage is adequate at each of the site accesses.

Table 20. 95th Percentile Queue Results (2026 Total Traffic Conditions)

Site Access	Movement	Available Storage (ft.)	Estimated Weekday PM 95th Percentile Queue Rounded to 25ft Car Length (ft.) (Critical Period)	Storage is adequate? / Recommended (ft.)
A. Linder Road & New Collector Road	EBLR	600' (until next access)	25'	Yes
	NBL	None	Not Stopped	Yes
	SBR	None	Not Stopped	No / 100'[1]
B. Linder Road & Southeast Access	EBLR	100' (no driveways)	25'	Yes
	NBL	None	Not Stopped	Yes
	SBR	None	Not Stopped	Yes
C. Northeast Access & New Collector Road	NBLR	100' (no driveways)	25'	Yes
	WBL	None	Not Stopped	Yes
	EBR	None	Not Stopped	Yes
D. Northwest Road & New Collector Road	NBLR	100' (no driveways)	25'	Yes
	WBL	None	Not Stopped	Yes
	EBR	None	Not Stopped	Yes

Note: [1] Storage length based on warrants from ACHD's turn lane analysis.

Intersection Sight Distance

Intersection sight distance was reviewed at the proposed access locations on Linder Road. Sight distance was not evaluated for on the planned internal roadways since these have yet to be designed or constructed. A general observation made was that Linder Road has sag and crest vertical curves roadway between Lake Hazel Road and Columbia Road. The curves are very gradual with the sag curve near the location of the mid-mile collector, as seen in Exhibit 3. The vertical curves were gradual enough that they did not affect sight distance at either of the site accesses along Linder Road.

Exhibit 3. Linder Road between Lake Hazel Road & Columbia Road

Linder Road & New Collector Road (Site Access A)

Looking to the north on Linder Road, there is adequate sight distance (over 1,000 feet). To the south, there is also over 1,000 feet of intersection sight distance. There is a shallow crest vertical curve, but it does not impede sight distance from the elevation of the edge of the existing road. The location of the proposed mid-mile collector provides adequate sight distance to the north and south are both above the 555 feet required by AASHTO for the posted speed of 50 mph along Linder Road from the elevation at the edge of the existing pavement. Exhibit 4 provides the view of Linder Road to the north and south at the proposed mid-mile collector location. To ensure adequate site distance it is recommended that roadside landscaping and shrubbery be maintained. Additionally the new approach should be at the same elevation or higher than edge of pavement for at least one car length.

Looking north on Linder Road

Looking east on Amity Road

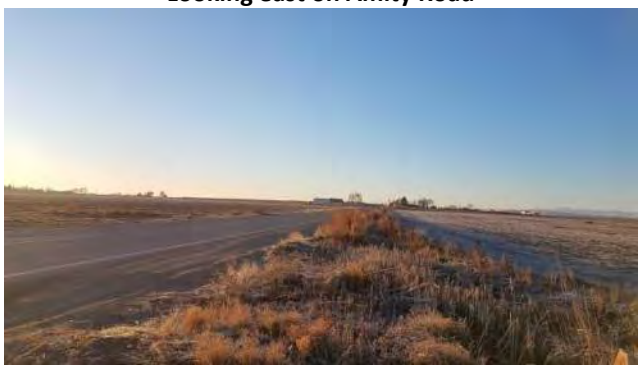


Exhibit 4. Sight Distance at the Proposed Linder Road & New Collector Road

Linder Road & Southeast Access (Site Access B)

Looking north on Linder Road, sight distance exceeds 1,000 feet. Looking south, there is a slight upward slope of Linder Road with low lying vegetation and shrubbery along the edge of the road which must be maintained in order to keep the available sight distance. Sight distance to the south is in excess of 1,000, which extends as far as the Columbia Road intersection. The sight distances looking to the north and south along Linder Road exceed the AASHTO minimum intersection sight distance of 555 feet for 50 mph roadways. Exhibit 5 provides the view to the north and south along Linder Road from the proposed access.

Looking north on Ten Mile Road

Looking south on Ten Mile Road

Exhibit 5. Sight Distance at the Proposed Linder Road & Southeast Access

The following recommendations have been identified to ensure adequate safety and operation at the site access points, internal intersections, and roadways:

- 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 the intersection and back at least one car length.
- Shrubbery, weeds, and landscaping near the internal intersections and site access points should be maintained to ensure adequate sight distance.
- If widening occurs along Linder Road, care should be taken to ensure adequate intersection sight distance is maintained.

Access Evaluation

Each access location was reviewed with respect the operations, queueing, and the ACHD access policy.

Traffic Volume Threshold Evaluation

Table 21 shows the estimated average daily traffic (ADT) on the site access roadways as compared with the ACHD policy for maximum traffic on a local street or collected street. One issue that comes up when a development provides stub street connections to future development is the unknown amount of traffic than might come from future development and therefore increase volumes on the local streets within the development. Therefore, ACHD has a general threshold of 2,000 ADT for local streets and a lower threshold of 1,000 ADT for local streets that connect to stub streets.

As shown in Table 21, no accesses/internal roadways exceed the ACHD maximum criteria of 2,000 ADT. But the north access (Site Access C) is projected to exceed the 1,000 ADT threshold for a local street that is stubbed to future development. Given that the street serving Site Access C is not a stub street itself, ACHD may not require it may not need to meet the 1,000 ADT criteria. Additionally, Site Access C is very close to meeting the 1,000 ADT criteria.

Therefore, the local street and collector ADT maximum thresholds are not expected to be exceeded, although the 1,000 ADT threshold for local streets that are stub streets is projected to be exceeded. Because the 1,000 ADT is barely exceeded and providing additional connections to the new collector street is not needed to serve the development. Therefore, no changes are recommended.

Table 21. 2026 Daily Traffic Estimates on Internal Roadways

Street	Estimated Existing ADT[1]	Estimated 2026 Total ADT[2]	ACHD ADT Classification / Planning ADT Threshold	Meets ACHD Criteria?
New Collector Road / (Site Access A)	0	1,940	New Collector / No Limit	Yes
Southeast Access / (Site Access B)	0	895	Local / 2,000 (Local Stubbed Street/ 1,000)	Yes
Northeast Access / (Site Access C)	0	1,045	Local / 2,000 (Local Stubbed Street/ 1,000)	Yes (No, if Considered a Stub Street)
Northwest Access / (Site Access D)	0	895	Local / 2,000 (Local Stubbed Street/ 1,000)	Yes
Chisum Way / (Site Access E)(N. of Columbia)	310[2]	460 (150 from development)	Local / 2,000 (Local Stubbed Street/ 1,000)	Yes

Notes: [1]There are no existing public streets within the proposed Whisper Meadows Subdivision development; [2]Estimted based on trip generation for the existing 31 homes; [3]ADT based on full build-out of the development (311 single-family unit homes).

Linder Road & New Collector Road (Site Access A)

This access, a proposed collector, is located on Linder Road approximately 2,640 feet, or 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* (Reference 12) as shown in Exhibit 6.

ACHD's spacing criteria for a full access collector road on a minor arterial is one half-mile. However, the minimum separation for an unsignalized collector is 1,320 feet. Therefore, the proposed access meets the public street spacing requirement on Linder Road.

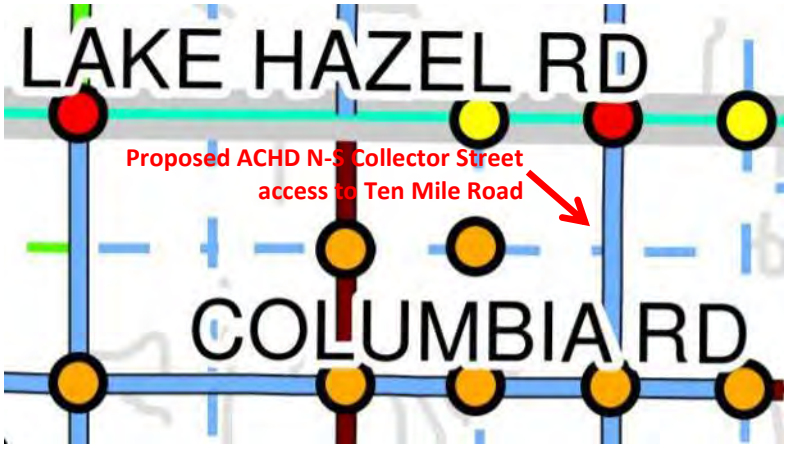


Exhibit 6. Access Connection on ACHD Master Street Map

There are four private driveways and one local street located to the north of the proposed collector road within the 1,320-foot spacing criteria, which include:

- Private Driveway 1: One driveway to the house at Linder Farms approximately 35 feet north of the new collector. This driveway is assumed to ultimately be relocated to the new collector but may require future re-development of the Linder Farms site for ACHD to require the driveway relocation.
- Private Driveway 2: A second residential driveway to the Linder Farms house is located approximately 200 feet north of the collector road access that serves the same property at Private Driveway 1. This driveway cannot be moved further north due the canal. If removed, a new access connection would need to be from the proposed collector.

- Private Driveway 3: A third private driveway located approximately 800 feet north of the proposed collector.
- New Local Street for the Springhill Subdivision: There is a planned local street to be located on the east side of Linder Road, approximately 815-830 feet north of the proposed collector.
- Private Driveway 4: A fourth private driveway located approximately 1,230 feet north of the proposed collector.

With the exception of the first two driveways to Linder Farms, the driveways listed above meet the minimum spacing criteria of 425 feet for driveways on Minor Arterials. The only driveways in which the spacing will conflict with the new collector are the first two driveways which access the property directly north of the collector road. Therefore, consideration should be given to providing access to that home and property via the collector.

To the south, the only access with be the proposed local street connection (Site Access B) located approximately 810 feet south of the proposed collector street. Therefore, the new local street would be less than the 1,320-foot spacing but beyond the 660-foot ACHD criteria for local street spacing. This is further discussed in the next section.

Based on this evaluation, the new collector street should be approved by ACHD for the following reasons:

- The proposed collector is identified on the Master Street Map and meets ACHD spacing requirements, with the exception of the driveways to the Linder Farms parcel directly north of the collector that could potentially be closed and the property accessed via the collector.
- The intersection on Linder Road will function acceptably as an unsignalized full access (with a recommended southbound right-turn lane).
- Without the collector street access, site-generated trips would increase the ADT at the southeast access on Linder Road to over 2,000 ADT, exceeding ACHD's volume 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.

Therefore the following is recommended:

- Allow the new collector street as full access with a southbound right-turn lane. If possible, access the Linder Farms property on the northwest corner of the Linder Road/Site Access A intersection via the new collector and close the accesses to Linder Road. This may require ACHD to work with that property owner or wait for redevelopment of that site.

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 nearest driveway to the south appears to be approximately 725 feet, although there are some locations that appear to be farm accesses. ACHD's spacing criteria for a full access public street on a minor arterial is 660 feet. Therefore, the proposed access meets the spacing requirement for Linder Road in regards to the spacing requirements on Linder Road.

Based on this evaluation, the access should be approved by ACHD for the following reasons:

- The proposed access meets ACHD spacing requirements for a local street 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.
    - 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.

Therefore the following is recommended:

- Allow the driveway as full access.

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. ACHD minimum spacing requirements for local streets along a collector street is 330 feet.

Based on this evaluation, the access should be approved 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 Site Access D once the stub streets are connected in the future.

- 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.

Therefore the following is recommended:

- Allow the driveway as full access.

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. ACHD minimum spacing requirements for local streets along a collector street is 330 feet.

Based on this evaluation, the access should be approved 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 thresholds of 1,000 ADT for a local stub street and 2,000 ADT maximum for a local street. While it may not exceed 2,000 ADT initially, it would likely exceed the maximum ADT once the stub streets in the development are connected.
- 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.

Therefore the following is recommended:

- Allow the driveway as full access.

Southwest Access & Chisum Way (Site Access E)

This access ties into an existing cul-de-saq and provides a connection to the Chisum Valley Subdivsion 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.

There are currently approximately 31 homes that access Chisum Way at Columbia Road via Chisum Way and McLintock Place.

There is no stop or yield control at this tie in location. 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 provide access to adjoining properties."

Based on this evaluation, the access should be approved 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.
- 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.
- The maximum ADT on Chisum Way is not projected to exceed the local street maximum ADT.

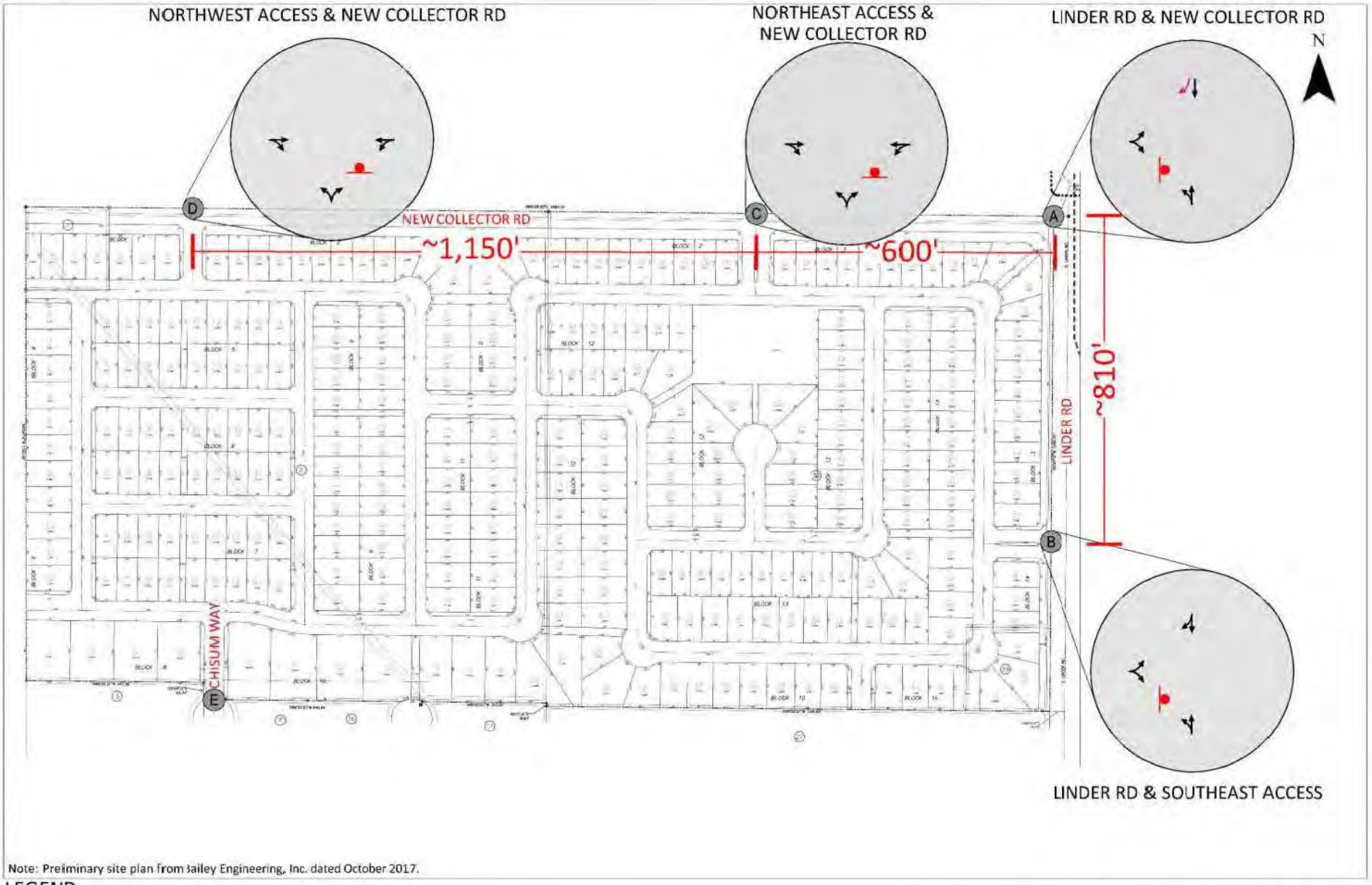
Therefore the following is recommended:

- Allow the connection to Chisum Way.

Stub Streets

The stub street to the south and two stub streets to the west are proposed to address ACHD requirements. 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.

Figure 10 presents access spacing findings and recommended lane configuration at each of the proposed accesses.



Note: Preliminary site plan from Bailey Engineering, Inc. dated October 2017.

LEGEND

(X) - Site Access

- Stop Sign

- Southbound right-turn lane warranted with the build-out of approximately 144 Whisper Meadows housing units

Site Access Evaluation
Kuna, Idaho

Figure
10

H:\92\92046 - Gripentrog Subdivision TIS\dwgs\92046_Figures.dwg, Mar 01, 2018 - 7:25am - bkorpinal, Layout Tab: Fig 10_SiteAccessEval

KITTELSON & ASSOCIATES

OFF-SITE IMPROVEMENT MITIGATION THRESHOLD ANALYSIS

Table 22 shows a summary of each deficiency, study year, mitigation, and an estimate of the year and number of units that can be built prior to the deficiency. It should be noted that the deficiencies identified in the TIS were generally at intersections and with only one segment being identified. *Appendix "K" contains additional information regarding the calculations for determining the number of units for off-site mitigations.*

Table 22. Off-Site Improvement Mitigation Thresholds

Deficiency	Identified Mitigations and Timeframes		
	Study Year	Mitigation	Projected Number of Units Prior to Deficiency/Mitigation
Lake Hazel Road & Meridian Road (SH 69)			
Eastbound and westbound approach exceeds capacity during the weekday a.m. and p.m. peak hours	2017 Existing	Option 1: Install traffic signal per a ACHD 2016 FYWP (IN205-70) Construction in 2018	None – Existing Deficiency
Eastbound, westbound and southbound approach exceeds capacity during the weekday a.m. and p.m. peak hours	2026 Background & Total	Install an additional eastbound left-turn lane (to create dual left-turns), a westbound right-turn lane, and a southbound right-turn lane	Approximately 2025 Whisper Meadows - 286 Units
Amity Road & Linder Road			
Westbound approach exceeds capacity during weekday p.m. peak hour	2026 Background & Total	Traffic Signal or ACHD Roundabout Per CIP IN2016-5 (2031-2035)	Approximately 2023 Whisper Meadows - 262 Units
New Collector Road & Linder Road			
Southbound right-turn lane warranted	2026 Total	Install southbound right-turn lane	Approximately 2021 with Whisper Meadows Whisper Meadows – 144 Units

As shown in Table 22, most of the deficiencies at the off-site intersections are either existing deficiencies or the result of the incremental yearly growth in background traffic. Additionally, most of the intersections have future projects planned by ACHD as part of the *2018-2022 Five Year Work Plan (FYWP)* or the *2016 Capital Improvement Plan (2016 CIP)*, although in most cases the anticipated timing for the improvements is after the need. This situation creates a dilemma for new development since the traffic growth and resulting deficiency will occur before the mitigation is scheduled to be in place. While these deficiencies are not directly caused by the development, they can be addressed in one of the following ways:

- ***Allow new development to occur and wait for the improvements:*** Development would continue to be allowed and ACHD and the public would need to accept that there will be a gap in time between when the deficiency occurs and when the mitigation will be in place. The gap may vary from 3-7 years at intersections.
- ***Don't allow additional development to occur until improvements are done:*** This option would restrict new development adding trips to subject intersections until the improvements are completed by ACHD and/or ITD. A challenge with this particular area is that most of the traffic creating the need for mitigation is through traffic to and from the south from the City of Kuna and therefore similar restriction on development would likely

be necessary in a much larger area for this approach to be effective at delaying the need for mitigation.

- ***Developer installs the improvements in coordination with their development:*** This option ensures the mitigation is in place at the appropriate time, but puts the onus on the developer to install the improvement. In some cases the cost could be partially reimbursed by ACHD if the improvement is part of the *FYWP* or *2016 CIP*. A challenge with this approach is that developers don't have the same ability to acquire right-of-way as a public agency. ACHD has required temporary improvements in some cases where right-of-way is not available. This approach can result in one developer paying for improvements that are ultimately serving many other developments if the improvements are not reimbursable.

Section 5
Findings & Recommendations

FINDINGS & RECOMMENDATIONS

The results of the traffic impact analysis indicate that the proposed Whisper Meadows Subdivision development can be constructed while maintaining acceptable levels of service and safety on the surrounding transportation system as long as the appropriate mitigations are in place. The findings of this analysis and recommendations are discussed below.

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.
        - 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 280th lot and install and interim signal.
            - By signalizing 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 signalizing 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, 9th 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 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 95th 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.
  - Shrubbery 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.
            - 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-saq and provides a connection to the Chisum Valley Subdivsion 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 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 and 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.

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 site distance. Shrubbery and landscaping near the intersection and site access point should be maintained to ensure adequate sight distance is maintained.

REFERENCES

1. Ada County Highway District. *Policy Manual, 2012.*
2. City of Kuna. *City Zoning Map,* March 22, 2016.
3. Transportation Research Board. *Highway Capacity Manual 2010,* Transportation Research Board of the National Academies of Science, Washington, D.C., 2010.
4. Federal Highway Administration. *Manual on Uniform Traffic Control Devices,* 2009 Edition, Washington D.C., June 2012.
5. Community Planning Association of Southwest Idaho. *2040 Functional Classification Map,* 2015.
6. Ada County Highway District. *2018-2021 Five Year Work Plan (FYWP),* Adopted September 27, 2017.
7. Ada County Highway District. *Capital Improvements Plan (2016 CIP),* October 1, 2016.
8. Kittelson & Associates, Inc. *Springhill Subdivision Traffic Impact Study,* January 2017.
9. Kittelson & Associates, Inc. Caspian *Subdivision Traffic Impact Study,* January 2017.
10. Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition, Washington, D.C., 2012.*
11. Institute of Transportation Engineers. *Trip Generation Handbook, 3rd Edition, Washington, D.C., August 2014.*
12. Ada County Highway District. *Ada County Master Street Map*, Adopted January 10, 2010, Amended February 27, 2013.

Appendix A
Proposed Scope of Work Memorandum

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MEMORANDUM

Date: November 10, 2017

Project #: 22046.1

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

From: Brett Korporaal and John Ringert, P.E.

Project: Gripentrog Subdivision

Subject: Transportation Impact Study Scope of Work and Assumptions

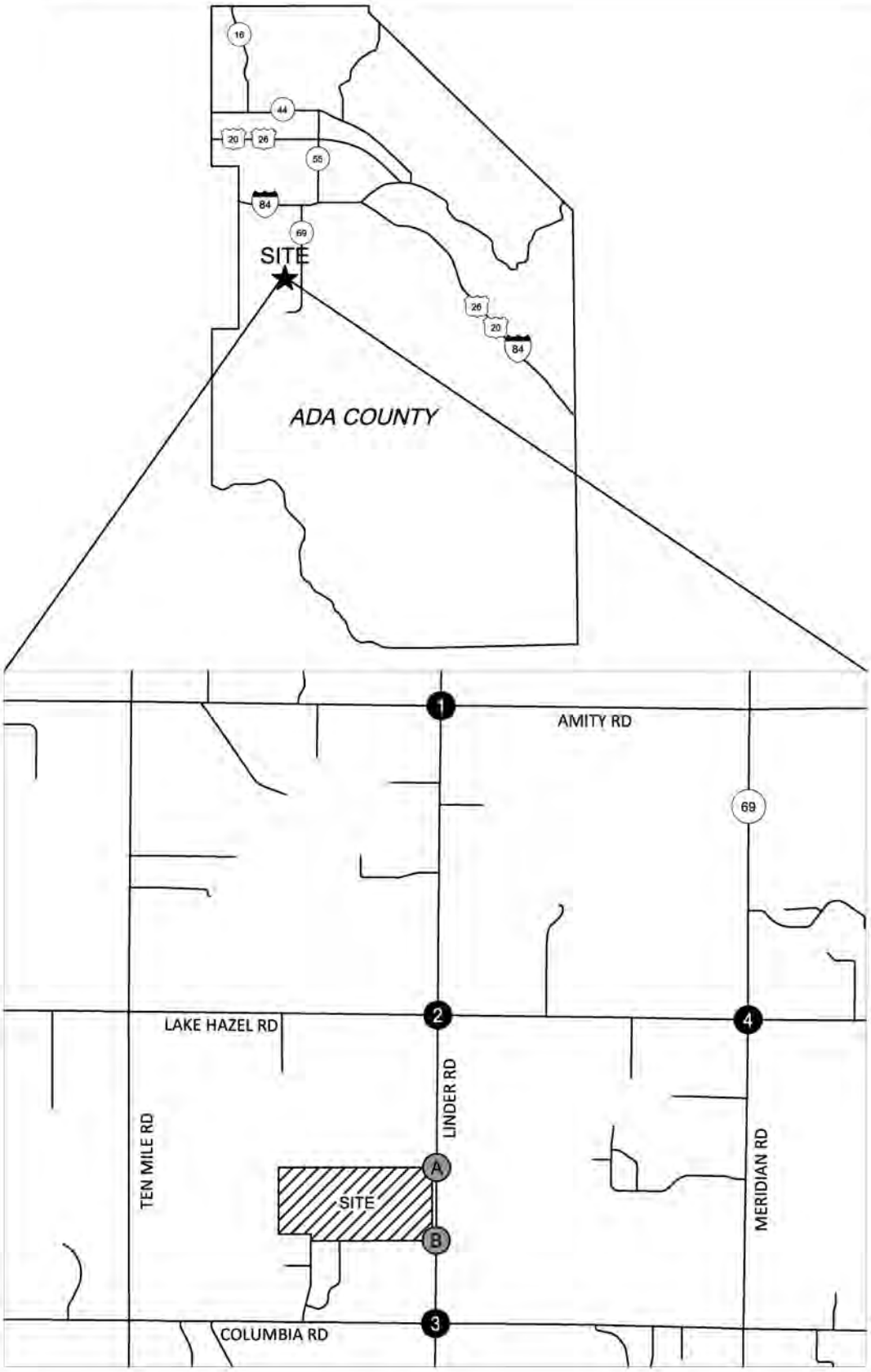
This memorandum documents the scope of work and summarizes the assumptions for the transportation impact study (TIS) for the proposed Gripentrog Subdivision, located between Lake Hazel Road and Columbia Road with Linder Road serving as its eastern boundary in Kuna, Idaho. The information presented in this memorandum was developed based on conversations with Bailey Engineering, Inc. (civil engineer and planner) and Ada County Highway District (ACHD). Figure 1 shows the site vicinity of the proposed development.

This memorandum addresses the following items:

- Project Description
- Analysis Scenarios and Study Assumptions
- Analysis Tools
- Background Roadway Projects

PROJECT DESCRIPTION

The proposed Gripentrog Subdivision development is situated on approximately 73 acres of land roughly a quarter mile north of Columbia Road and half a mile south of Lake Hazel Road, directly east of Linder Road in Kuna, Idaho. The development is proposing to construct 311 single-family housing units, approximately 4.25 dwelling units per acre. Figure 2 provides the preliminary site plan for the development. Full build-out of the site is anticipated to occur in year 2026. Upon build-out of the site, two accesses will be available to residents on Linder Road at approximately the half-mile and quarter mile north of Columbia Road. The preliminary site also shows four stub street for future connections, as shown in Exhibit 1.



LEGEND

(##) - Study Intersections

(X) - Site Access

Site Vicinity
Kuna, Idaho

Figure
1

H:\22\22046 - Gripentrog Subdivision TIS\dwgs\22046_Figures.dwg Nov 10, 2017 - 8:48am - kenpeterson Layout Tab: Fig 1_Timeframe

KITTELSON & ASSOCIATES

Note: Preliminary site plan from Bailey Engineering, Inc. dated October 2017.

Preliminary Site Plan
Kuna, Idaho

Figure
2

H:\22\22046 - Gripentrog Subdivision TIS\dwgs\22046_Figures.dwg Nov 10, 2017 - 9:02am - bkorporaal Layout Tab: Fig 2 - SitePlan

KITTELSON & ASSOCIATES

Exhibit 1 shows the proposed site plan over an aerial with callouts of the proposed access locations with respect to their locations along Linder Road and the proposed new collector road. All of the internal streets are proposed to be local streets. However, the north border of the site is proposed to be the new "mid-mile" collector street as shown in ACHD's master street map. A review of the ACHD Master Street map shows a proposed east-west residential connector at the approximate location as depicted collector in the preliminary site plan.

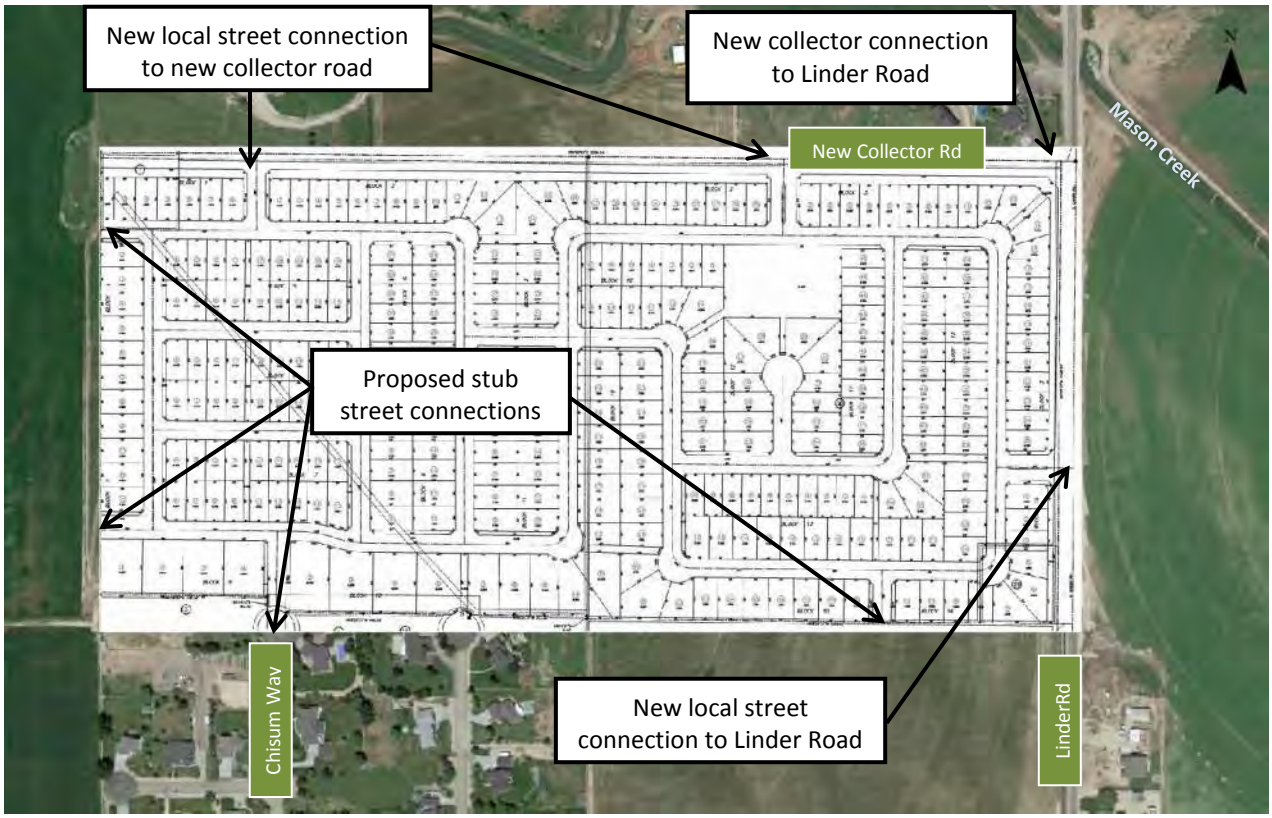


Exhibit 1. Proposed Site Access Locations

ESTIMATED TRIP GENERATION

The projected weekday daily, a.m., and p.m. peak hour vehicle trips for the proposed development were estimated based on the *Trip Generation Manual, 9th Edition* (Reference 1). Internal trip and pass-by trips are not applicable for this development. Based on data provided for single-family detached housing the *Trip Generation Handbook, 3rd Edition* (Reference 2) recommended the use of the fitted curve equations to determine weekday daily, a.m., and p.m. peak hour vehicle trips. Table 1 summarizes the estimated trip generation for the proposed Gripentrog Subdivision development.

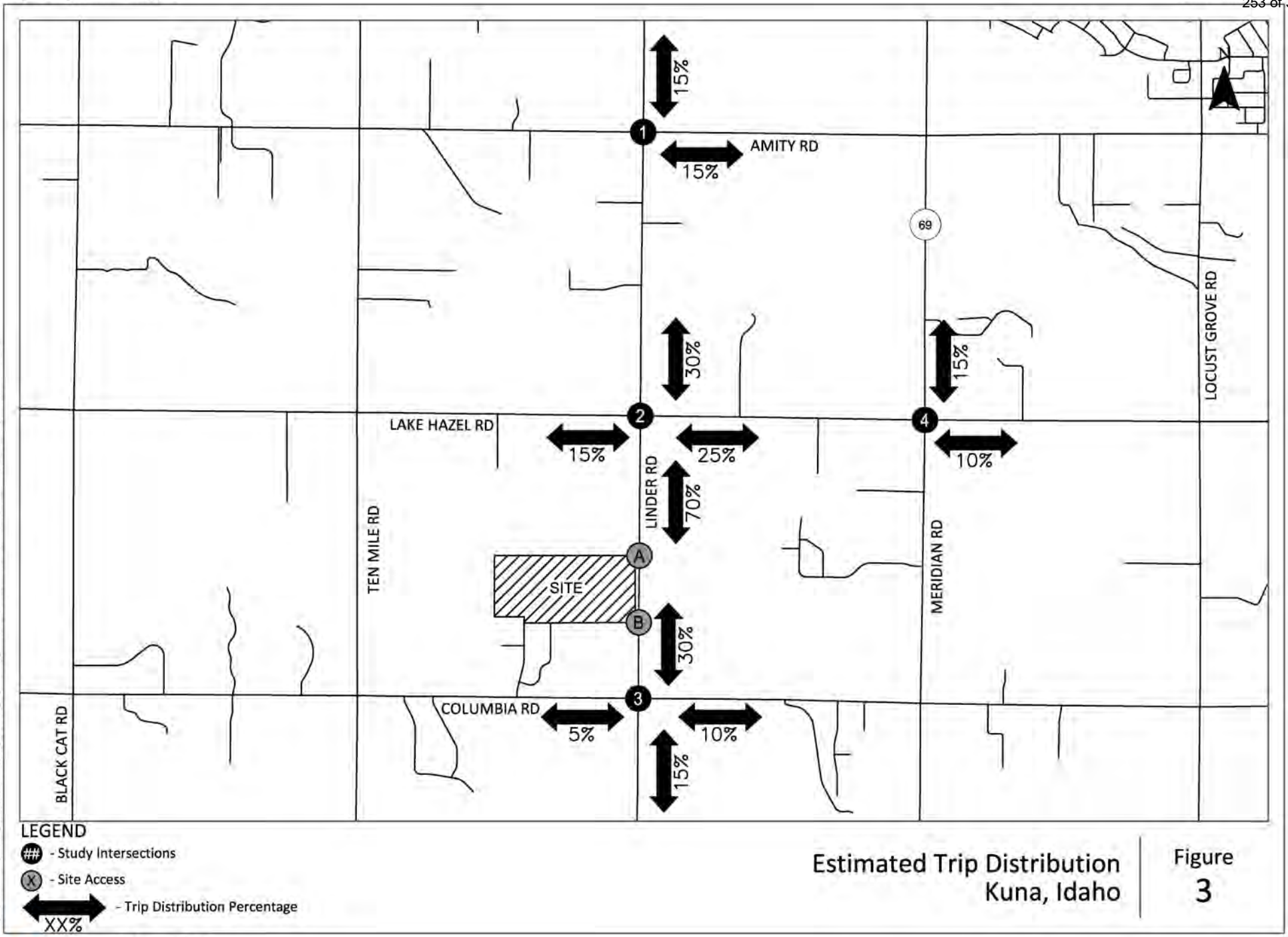
Table 1. Proposed Trip Generation of Gripentrog Subdivision

Land Use	ITE Code	Units	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family House	210	311	2,983	227	57	170	292	184	108

As shown in Table 1, the proposed Gripentrog Subdivision development is estimated to generate a total of 2,983 daily net new trips, 227 net new weekday a.m. peak hour trips (57 inbound / 170 outbound), and 292 weekday p.m. peak hour net new trips (184 inbound / 108 outbound).

TRIP DISTRIBUTION

The distribution of site generated trips onto the roadway system was based on the site's access connections to nearby collectors and arterials. Additionally, a COMPASS model containing the assumed land use for the select zone analysis was reviewed for consistency. The trip distribution pattern is consistent with recently completed area of impact model runs for larger subdivisions within Kuna and in the vicinity of the site (Gran Prado Subdivision and Springhill Subdivision). Figure 3 illustrates the proposed trip distribution patterns for the proposed development.



Estimated Trip Distribution
Kuna, Idaho

Figure 3

KITTELSON & ASSOCIATES

ANALYSIS SCENARIOS & STUDY ASSUMPTIONS

The proposed assumptions for the analysis include:

- Time Periods:
  - Weekday AM Peak Hour (7-9 a.m.)
  - Weekday PM Peak Hour (4-6 p.m.)

- Study Intersections:
  - Linder Road & Amity Road (Counts collected in October 2016)
  - Linder Road & Lake Hazel Road (Counts collected in August 2016)
  - Linder Road & Columbia Road (Counts to be collected in November 2017)
  - Meridian Road (SH 69) & Lake Hazel Road (Counts collected in August 2016)
  - Please verify that counts collected in 2016 can be used for this study

- Study Accesses:
  - Linder Road & New Collector Road (north access located at the half mile between Lake Hazel Road and Columbia Road)
  - Linder Road & South Access (south access located a quarter mile north of Columbia Road)

- Roadway Segments:
  - Linder Road
    - Columbia Road to Lake Hazel Road (ACHD ADT Count 1/27/2016 – Use this count)
    - Lake Hazel Road to Amity Road (ACHD ADT Count 2011 – Obtain new ADT count)
  - Lake Hazel Road
    - Linder Road to SH 69 (ACHD ADT Count 6/7/2017)
  - Internal Collector Roads (currently not built-out)

- Study Years
  - Existing traffic conditions (Year 2017)
  - Year 2026 (build-out year) background traffic conditions (includes regional growth and in-process developments but no site development traffic).
  - Year 2026 total traffic conditions (includes background traffic volumes plus site-generated trips of the proposed Gripentrog Subdivision development).

- Improvement Triggers/Phasing

- For any mitigated improvements identified in the buildout year (2021), the approximate number of units will be estimated to determine an approximate trigger/time frame for the needed improvement. This will be done similar to the methodology used for the Cazador Subdivision and Gran Prado Subdivision TIS and will include the following:
    - The deficiency
    - The mitigation necessary
    - The projected number of units prior to the deficiency estimated based on the trip generation and the background traffic growth

ANALYSIS TOOLS AND OPERATING STANDARDS

The intersection operational analysis will be performed using the *2010 Highway Capacity Manual* analysis procedures (Reference 4). To ensure that this analysis is based on a reasonable worst-case scenario, the peak 15-minute flow rate during the weekday a.m. and p.m. peak hours will be used in the evaluation of all intersection level or service (LOS) and vehicle-to-capacity (V/C) ratios. The signalized and stop-controlled intersection operations analyses presented in this report will be completed using Synchro 10 software, and if needed for supplemental analysis, HCS 2010 software (version 6.90). For a signalized intersection's overall V/C ratios, the HCM 2000 procedure will be utilized since the HCM 2010 procedure doesn't produce an intersection V/C ratio. However, all study intersections are currently stop-controlled.

The analysis will be performed in accordance with the methodologies stated in Section 7106.6 of the *ACHD Policy Manual* (Reference 5) and include consideration of separate left-and right-turn lanes as well as queuing impacts. Intersection and segment level of service will be reported per ACHD 2016 CIP thresholds.

ACHD requires that signalized intersections operate at a minimum of LOS E for Principal Arterials and Minor Arterials and LOS D for Collectors. All unsignalized intersections that have a projected level of service D or worse shall be evaluated to determine if a signal or roundabout is warranted. The acceptable volume-to-capacity ratio for signalized intersections is 0.90 for the overall intersection and 1.0 for each lane group. The acceptable volume-to-capacity ratio is 1.0 for the critical lane group at unsignalized intersections.

BACKGROUND GROWTH AND IN-PROCESS DEVELOPMENTS

The annual growth rate the study proposes to use to account for general growth and buildout of unknown developments along each of the study roadways is discussed below. The growth rates are estimated using historical traffic counts and information used for other traffic impacts studies in the area.

In general, historical growth rates in the area have been in the range of 2-3% per year (exponential). The growth rates derived from COMPASS Regional Travel Demand Model vary significantly among the roads serving the vicinity of the site (e.g. Lake Hazel Road projects a 10-20% per year growth rate).

New developments, along with very low existing traffic volumes, result in the variability of high yearly growth rate. If we were to assume a high growth rate and add all of the new developments, we would essentially be double-counting the trips. Therefore, based on our review of the data and previous discussions with ACHD, we proposed to use a growth rate of 3% per year (exponential) for use in the TIS.

Background developments as well as site generated traffic from the proposed development will be added which will result in a much higher overall growth rate when we consider future total traffic conditions and will likely reflect a percentage similar to the COMPASS projections on Lake Hazel Road for the primary roadways providing access to the site.

Background In-Process Developments

In addition to background growth, we are requesting ACHD to provide any completed studies for developments within the immediate vicinity of the site. There are three relatively large subdivisions within the vicinity of the site. The traffic from the Caspian Subdivision, Gran Prado Subdivision and Springhill Subdivision will be included as in-process trips and be included in the background scenarios. Smaller developments further to the south are assumed to be included in the annual growth rate due to the distance those developments are away from the Gripentrog Subdivision.

If ACHD knows of any other nearby developments that should be considered as in-process, please provide information about the developments as part of the approval of this scoping memorandum.

BACKGROUND ROADWAY IMPROVEMENT PROJECTS

The *2016 ACHD Capital improvement Plan* (CIP, Reference 6) and ACHD's *Integrated Five Year Work Plan* (FYWP, Reference 7) was reviewed for future roadway and intersection improvement projects to be assumed within the study area. Based on our review of the CIP and FYWP, several improvements were found in the study area.

Please provide direction if we can assume the 2016 CIP timeframes which would move all the key roadway and intersection improvements beyond the 2026 study horizon year.

- Year 2018 Improvement (FYWP): T*o be included in year 2026 background and total scenarios due to funding and timeframe of the improvement.*
    - SH 69/Hubbard Road: FYWP# IN205-66 – Install an interim signal in cooperation with ITD maintenance program. (Joint ITD/ACHD project)

- SH 69/Lake Hazel Road: FYWP# IN205-70 – Install an interim signal in cooperation with ITD maintenance program. (Joint ITD/ACHD project)

- Year 2026 – 2030 Improvements (2016 CIP): *Not to be included in background due to timeframes extending after 2026. Will be used for reference.*
  - Lake Hazel Road Widening: CIP# RD2016-61,62,63,64 – Reconstruct Lake Hazel Road from two lanes to three lanes between Black Cat Road and Meridian Road (SH 69).
  - Lake Hazel Road/Linder Road: CIP# IN2016-54 – Reconstruct and widen the approaches to install a single-lane roundabout.
  - SH 69/Lake Hazel Road: CIP# IN2016-60 – Reconstruct and widen approaches to the traffic signal installed as part of FYWP # IN205-70. Reconstruction to include dual left-turn lanes, dual through lanes and a single right-turn lane on each approach.
  - Ten Mile Road/Lake Hazel Road: CIP# IN2016-61 – Install and traffic signal and reconstruct and widen the approaches to include left-turn lanes for all movements and right-turn lanes for the southbound and westbound approaches.

- Year 2031 – 2035 Improvements (2016 CIP): *Not to be included in background due to timeframes extending after 2026. Will be used for reference.*
  - Ten Mile Road/Columbia Road: CIP# IN2016-21 – Reconstruct and widen the approaches of the stop controlled intersection of Columbia Road & Ten Mile Road to include a single-lane roundabout. This project is currently scheduled for the year 2031 – 2035 time frame.

IMPROVEMENT PHASING EVALUATION

While the project evaluation is not proposed to be phased in the TIS, the thresholds/trigger for each improvement identified in the buildout year will be estimated. This will be done similar to the methodology used for the used for the Cazador Subdivision and Gran Prado Subdivision TIS and will include the following:

- The identified deficiency or problem.
- The mitigation or improvement necessary to resolve the deficiency.
- The projected number of units prior to the deficiency estimated based on the trip generation and the background traffic growth.

ACCESS EVALUATION

For each of the study access locations, the following will be reviewed:

- Access spacing versus ACHD criteria.
- Whether the access meets ACHD criteria for granting an additional access.
- Projected daily traffic demand at buildout for each access location and comparison to the ACHD policy ADT's for that roadway classification.
- Adequate site distance is provided for the proposed site access location.

NEXT STEPS

We request ACHD reviews this scoping memo and provide a response on the study assumptions so that we can move forward with the study. Please contact Brett Korporaal at 208.338.2683 or email bkorporaal@kittelson.com if you have any questions or comments on the information presented in this memorandum.

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition*. 2012.
2. Institute of Transportation Engineers. *Trip Generation Handbook, 3rd Edition*. August 2014.
3. Ada County Highway District. *Master Street Map,* February 24, 2016.
4. Transportation Research Board. *Highway Capacity Manual*. Washington D.C. 2010.
5. Ada County Highway District. *Policy Manual*. 2010.
6. Ada County Highway District. *Capital Improvements Plan*. August 24, 2016.

Appendix B
Existing Traffic Count Data

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0072
Intersection: Amity Rd / Linder Rd
City: Meridian, Idaho
Control: All Stop

File Name : Amity & Linder
Site Code : 00000000
Start Date : 10/26/2016
Page No : 1

Groups Printed- General Traffic - 3+ Axle Trucks

	Linder Road From North					Amity Road From East					Linder Road From South					Amity Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	1	0	0	2	0	18	3	0	21	4	32	2	0	38	6	48	9	0	63	124
07:15 AM	1	7	0	0	8	0	29	1	0	30	6	57	6	0	69	0	69	9	0	78	185
07:30 AM	0	8	1	0	9	5	38	0	0	43	12	56	2	0	70	2	79	6	0	87	209
07:45 AM	0	3	6	0	9	2	32	1	0	35	6	47	4	0	57	1	89	5	0	95	196
Total	2	19	7	0	28	7	117	5	0	129	28	192	14	0	234	9	285	29	0	323	714
08:00 AM	0	5	1	0	6	5	32	3	0	40	1	31	2	0	34	5	68	9	0	82	162
08:15 AM	0	4	1	0	5	1	22	2	0	25	3	21	4	0	28	4	75	2	0	81	139
08:30 AM	3	4	3	0	10	1	24	1	0	26	3	21	3	0	27	2	39	2	0	43	106
08:45 AM	1	2	1	0	4	0	25	0	0	25	4	14	1	0	19	4	44	10	0	58	106
Total	4	15	6	0	25	7	103	6	0	116	11	87	10	0	108	15	226	23	0	264	513

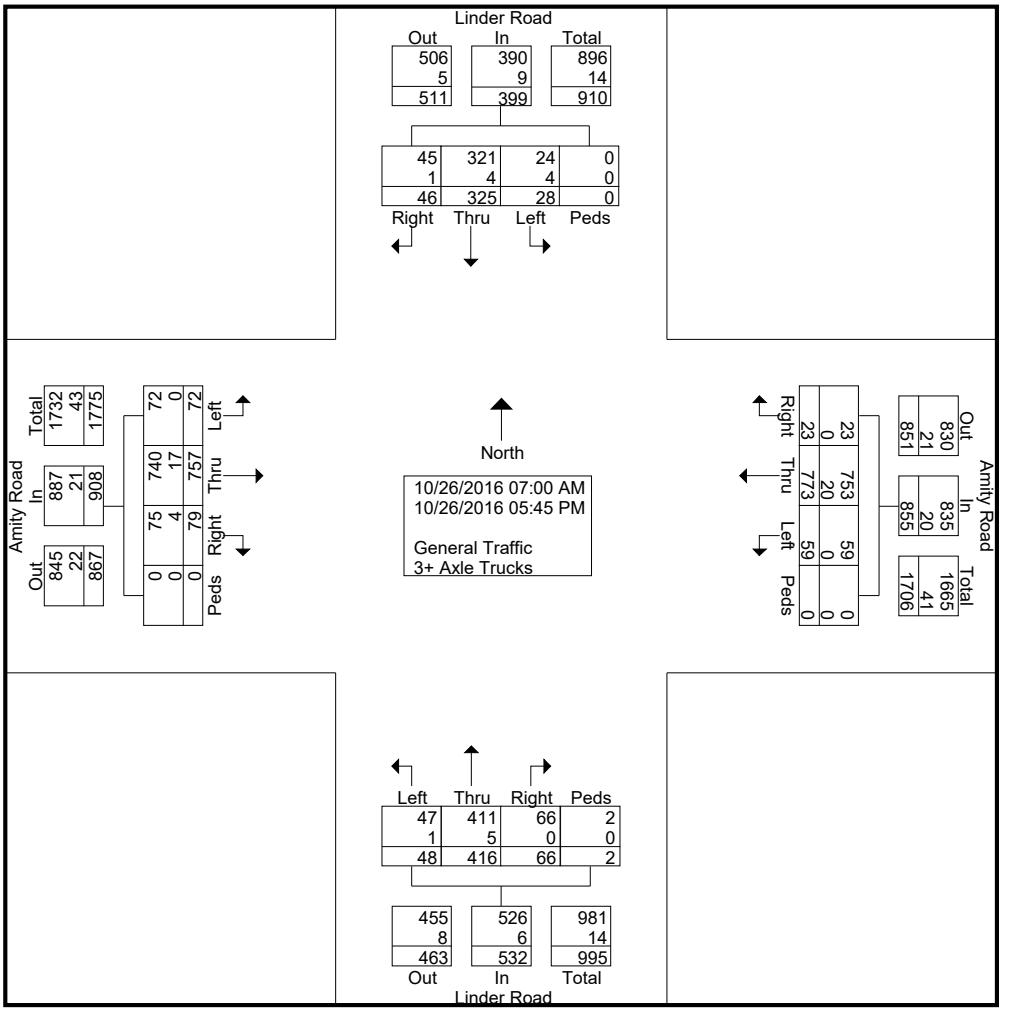
04:00 PM	2	19	3	0	24	1	52	4	0	57	4	14	3	0	21	3	34	3	0	40	142
04:15 PM	5	36	0	0	41	0	60	3	0	63	1	11	4	0	16	5	24	3	0	32	152
04:30 PM	8	22	3	0	33	0	67	7	0	74	4	17	4	0	25	12	28	2	0	42	174
04:45 PM	5	30	2	0	37	2	65	5	0	72	6	16	4	2	28	5	38	2	0	45	182
Total	20	107	8	0	135	3	244	19	0	266	15	58	15	2	90	25	124	10	0	159	650
05:00 PM	5	41	3	0	49	2	82	3	0	87	7	14	4	0	25	7	30	2	0	39	200
05:15 PM	6	54	2	0	62	3	78	4	0	85	2	21	2	0	25	6	33	1	0	40	212
05:30 PM	5	51	1	0	57	1	63	13	0	77	2	17	1	0	20	10	30	3	0	43	197
05:45 PM	4	38	1	0	43	0	86	9	0	95	1	27	2	0	30	7	29	4	0	40	208
Total	20	184	7	0	211	6	309	29	0	344	12	79	9	0	100	30	122	10	0	162	817
Grand Total	46	325	28	0	399	23	773	59	0	855	66	416	48	2	532	79	757	72	0	908	2694
Apprch %	11.5	81.5	7	0		2.7	90.4	6.9	0		12.4	78.2	9	0.4		8.7	83.4	7.9	0		
Total %	1.7	12.1	1	0	14.8	0.9	28.7	2.2	0	31.7	2.4	15.4	1.8	0.1	19.7	2.9	28.1	2.7	0	33.7	
General Traffic	45	321	24	0	390	23	753	59	0	835	66	411	47	2	526	75	740	72	0	887	2638
% General Traffic	97.8	98.8	85.7	0	97.7	100	97.4	100	0	97.7	100	98.8	97.9	100	98.9	94.9	97.8	100	0	97.7	97.9
3+ Axle Trucks	1	4	4	0	9	0	20	0	0	20	0	5	1	0	6	4	17	0	0	21	56
% 3+ Axle Trucks	2.2	1.2	14.3	0	2.3	0	2.6	0	0	2.3	0	1.2	2.1	0	1.1	5.1	2.2	0	0	2.3	2.1

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0072
Intersection: Amity Rd / Linder Rd
City: Meridian, Idaho
Control: All Stop

File Name : Amity & Linder
Site Code : 00000000
Start Date : 10/26/2016
Page No : 2



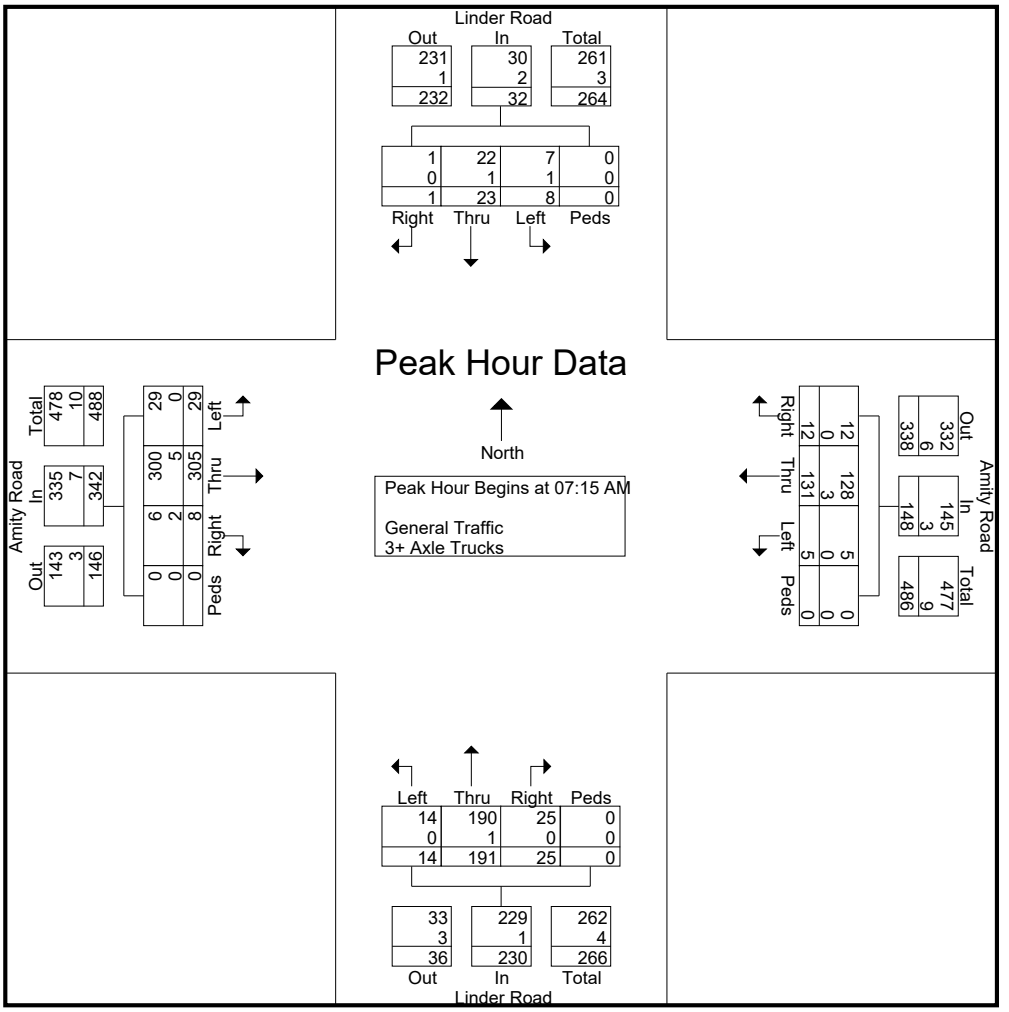
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0072
Intersection: Amity Rd / Linder Rd
City: Meridian, Idaho
Control: All Stop

File Name : Amity & Linder
Site Code : 00000000
Start Date : 10/26/2016
Page No : 3

	Linder Road From North					Amity Road From East					Linder Road From South					Amity Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	7	0	0	8	0	29	1	0	30	6	**57**	**6**	0	69	0	69	**9**	0	78	185
07:30 AM	0	**8**	1	0	**9**	**5**	**38**	0	0	**43**	**12**	56	2	0	**70**	2	79	6	0	87	**209**
07:45 AM	0	3	**6**	0	9	2	32	1	0	35	6	47	4	0	57	1	**89**	5	0	**95**	196
08:00 AM	0	5	1	0	6	5	32	**3**	0	40	1	31	2	0	34	**5**	68	9	0	82	162
Total Volume	1	23	8	0	32	12	131	5	0	148	25	191	14	0	230	8	305	29	0	342	752
% App. Total	3.1	71.9	25	0		8.1	88.5	3.4	0		10.9	83	6.1	0		2.3	89.2	8.5	0		
PHF	.250	.719	.333	.000	.889	.600	.862	.417	.000	.860	.521	.838	.583	.000	.821	.400	.857	.806	.000	.900	.900
General Traffic																					
% General Traffic	100	95.7	87.5	0	93.8	100	97.7	100	0	98.0	100	99.5	100	0	99.6	75.0	98.4	100	0	98.0	98.3
3+ Axle Trucks	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	2	5	0	0	7	13
% 3+ Axle Trucks	0	4.3	12.5	0	6.3	0	2.3	0	0	2.0	0	0.5	0	0	0.4	25.0	1.6	0	0	2.0	1.7



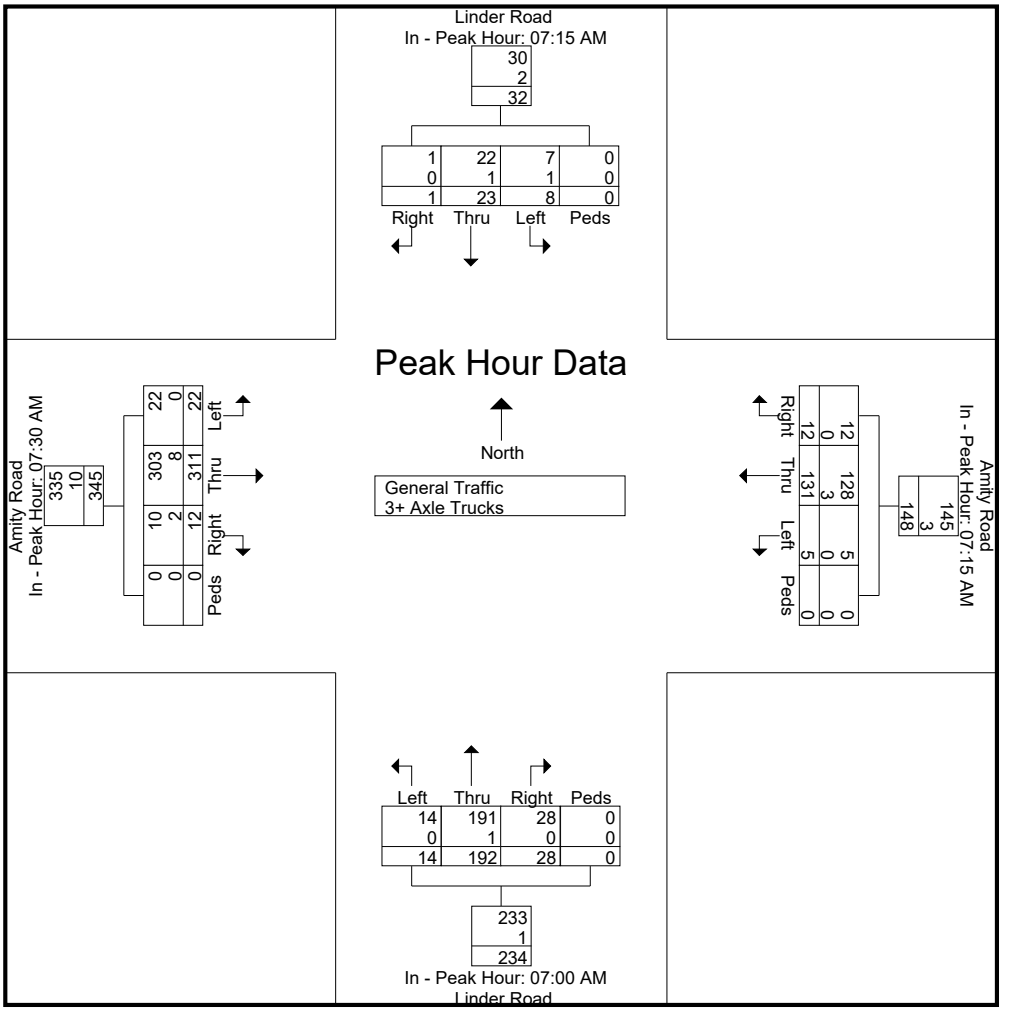
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0072
Intersection: Amity Rd / Linder Rd
City: Meridian, Idaho
Control: All Stop

File Name : Amity & Linder
Site Code : 00000000
Start Date : 10/26/2016
Page No : 4

	Linder Road From North					Amity Road From East					Linder Road From South					Amity Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					07:00 AM					07:30 AM					
+0 mins.	**1**	7	0	0	8	0	29	1	0	30	4	32	2	0	38	2	79	6	0	87	
+15 mins.	0	**8**	1	0	**9**	**5**	**38**	0	0	**43**	6	**57**	**6**	0	69	1	**89**	5	0	**95**	
+30 mins.	0	3	**6**	0	9	2	32	1	0	35	**12**	56	2	0	**70**	**5**	68	**9**	0	82	
+45 mins.	0	5	1	0	6	5	32	**3**	0	40	6	47	4	0	57	4	75	2	0	81	
Total Volume	1	23	8	0	32	12	131	5	0	148	28	192	14	0	234	12	311	22	0	345	
% App. Total	3.1	71.9	25	0		8.1	88.5	3.4	0		12	82.1	6	0		3.5	90.1	6.4	0		
PHF	.250	.719	.333	.000	.889	.600	.862	.417	.000	.860	.583	.842	.583	.000	.836	.600	.874	.611	.000	.908	
General Traffic																					
% General Traffic	100	95.7	87.5	0	93.8	100	97.7	100	0	98	100	99.5	100	0	99.6	83.3	97.4	100	0	97.1	
3+ Axle Trucks	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	2	8	0	0	10	
% 3+ Axle Trucks	0	4.3	12.5	0	6.2	0	2.3	0	0	2	0	0.5	0	0	0.4	16.7	2.6	0	0	2.9	



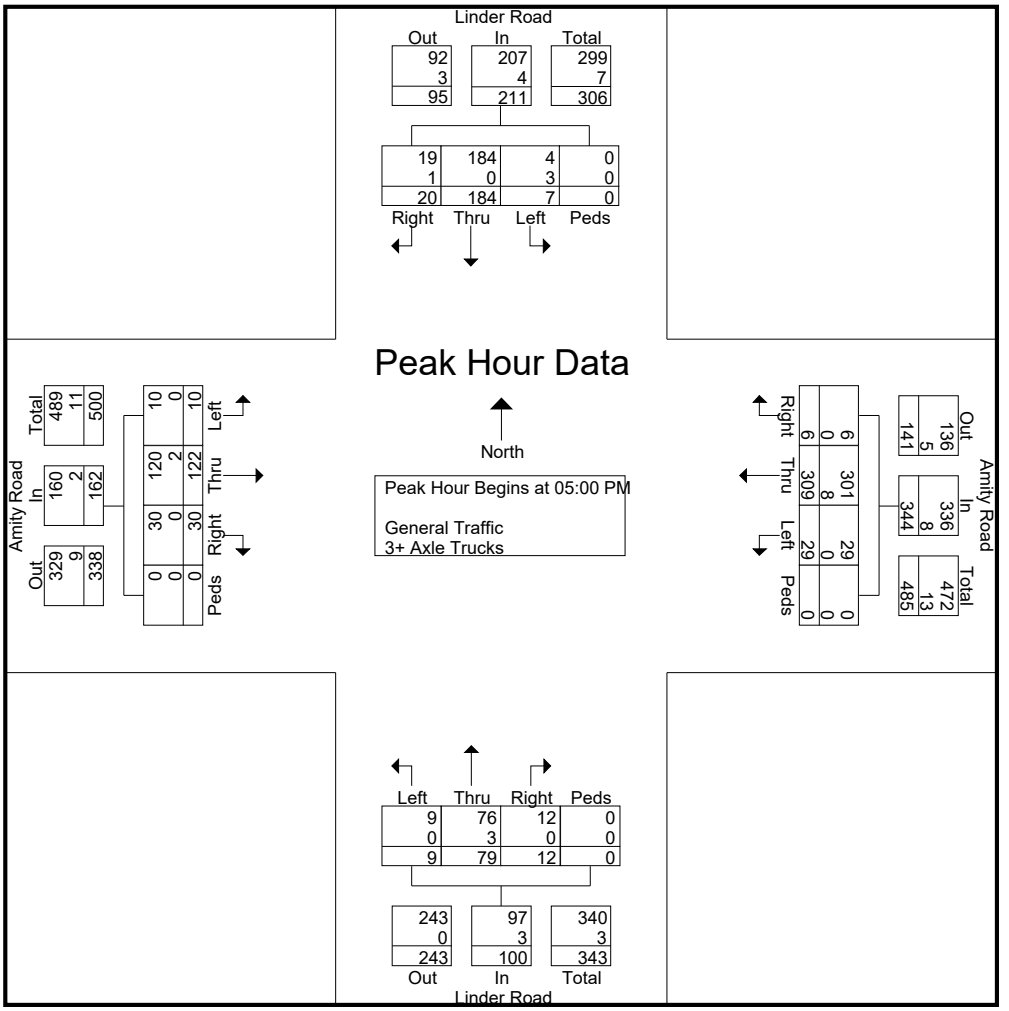
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0072
Intersection: Amity Rd / Linder Rd
City: Meridian, Idaho
Control: All Stop

File Name : Amity & Linder
Site Code : 00000000
Start Date : 10/26/2016
Page No : 5

	Linder Road From North					Amity Road From East					Linder Road From South					Amity Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	41	**3**	0	49	2	82	3	0	87	**7**	14	**4**	0	25	7	30	2	0	39	200
05:15 PM	**6**	**54**	2	0	**62**	**3**	78	4	0	85	2	21	2	0	25	6	**33**	1	0	40	**212**
05:30 PM	5	51	1	0	57	1	63	**13**	0	77	2	17	1	0	20	**10**	30	3	0	**43**	197
05:45 PM	4	38	1	0	43	0	**86**	9	0	**95**	1	**27**	2	0	**30**	7	29	**4**	0	40	208
Total Volume	20	184	7	0	211	6	309	29	0	344	12	79	9	0	100	30	122	10	0	162	817
% App. Total	9.5	87.2	3.3	0		1.7	89.8	8.4	0		12	79	9	0		18.5	75.3	6.2	0		
PHF	.833	.852	.583	.000	.851	.500	.898	.558	.000	.905	.429	.731	.563	.000	.833	.750	.924	.625	.000	.942	.963
General Traffic																					
% General Traffic	95.0	100	57.1	0	98.1	100	97.4	100	0	97.7	100	96.2	100	0	97.0	100	98.4	100	0	98.8	97.9
3+ Axle Trucks	1	0	3	0	4	0	8	0	0	8	0	3	0	0	3	0	2	0	0	2	17
% 3+ Axle Trucks	5.0	0	42.9	0	1.9	0	2.6	0	0	2.3	0	3.8	0	0	3.0	0	1.6	0	0	1.2	2.1



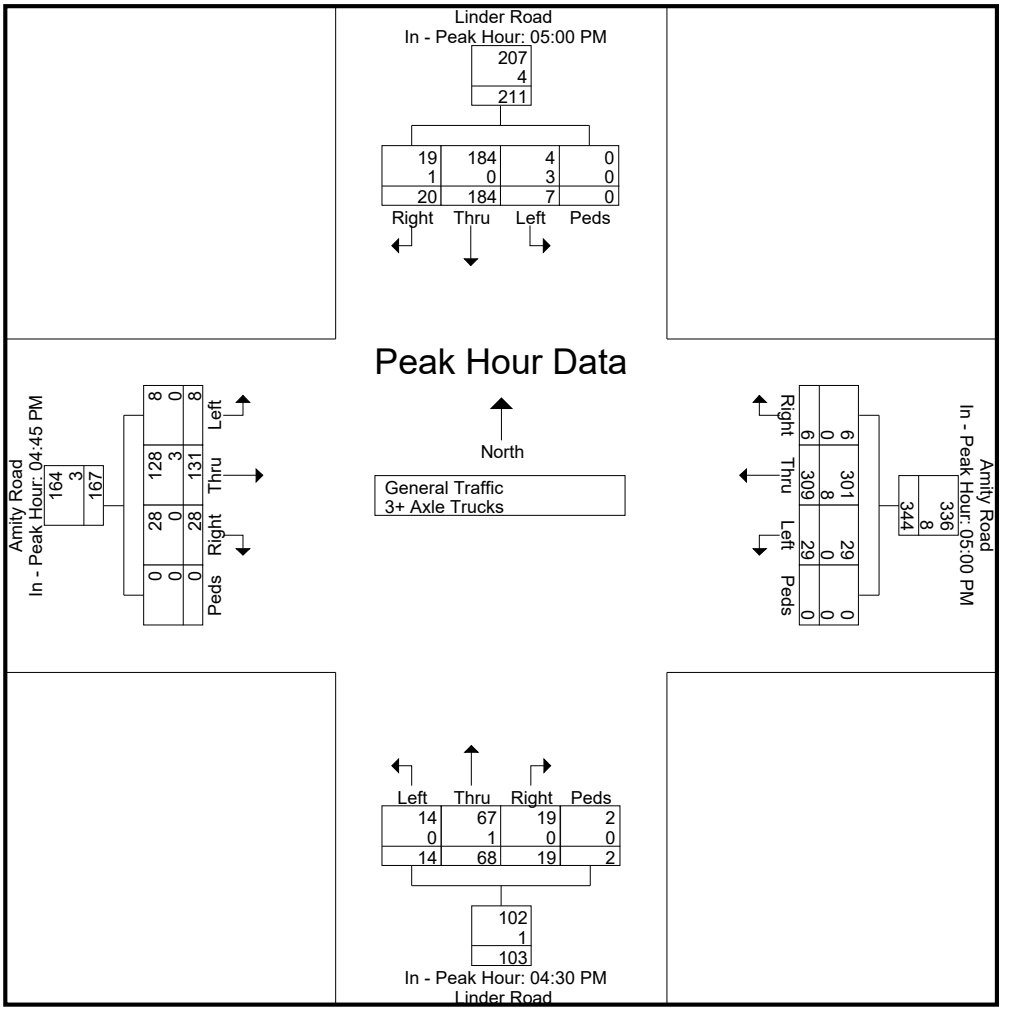
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0072
Intersection: Amity Rd / Linder Rd
City: Meridian, Idaho
Control: All Stop

File Name : Amity & Linder
Site Code : 00000000
Start Date : 10/26/2016
Page No : 6

	Linder Road From North					Amity Road From East					Linder Road From South					Amity Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. 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					04:30 PM					04:45 PM					
+0 mins.	5	41	**3**	0	49	2	82	3	0	87	4	17	**4**	0	25	5	**38**	2	0	**45**	
+15 mins.	**6**	**54**	2	0	**62**	**3**	78	4	0	85	6	16	4	**2**	**28**	7	30	2	0	39	
+30 mins.	5	51	1	0	57	1	63	**13**	0	77	**7**	14	4	0	25	6	33	1	0	40	
+45 mins.	4	38	1	0	43	0	**86**	9	0	**95**	2	**21**	2	0	25	**10**	30	**3**	0	43	
Total Volume	20	184	7	0	211	6	309	29	0	344	19	68	14	2	103	28	131	8	0	167	
% App. Total	9.5	87.2	3.3	0		1.7	89.8	8.4	0		18.4	66	13.6	1.9		16.8	78.4	4.8	0		
PHF	.833	.852	.583	.000	.851	.500	.898	.558	.000	.905	.679	.810	.875	.250	.920	.700	.862	.667	.000	.928	
General Traffic % General Traffic	95	100	57.1	0	98.1	100	97.4	100	0	97.7	100	98.5	100	100	99	100	97.7	100	0	98.2	
3+ Axle Trucks % 3+ Axle Trucks	1	0	3	0	4	0	8	0	0	8	0	1	0	0	1	0	3	0	0	3	
	5	0	42.9	0	1.9	0	2.6	0	0	2.3	0	1.5	0	0	1	0	2.3	0	0	1.8	



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0072
Intersection: Amity Rd / Linder Rd
City: Meridian, Idaho
Control: All Stop

File Name : Amity & Linder
Site Code : 00000000
Start Date : 10/26/2016
Page No : 7

Image 1

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder Rd / Columbia Rd
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Columbia 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

	Linder Road From North					Columbia Road From East					Linder Road From South					Columbia Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	12	1	0	13	0	14	5	0	19	36	34	6	0	76	13	45	5	0	63	171
07:15 AM	1	7	1	0	9	1	17	6	0	24	24	35	6	0	65	10	81	9	0	100	198
07:30 AM	1	10	1	0	12	3	12	2	0	17	30	38	9	0	77	4	81	9	0	94	200
07:45 AM	0	5	2	0	7	0	27	5	0	32	31	38	12	0	81	2	74	7	0	83	203
Total	2	34	5	0	41	4	70	18	0	92	121	145	33	0	299	29	281	30	0	340	772
08:00 AM	0	2	0	0	2	2	17	4	0	23	23	19	11	0	53	4	87	8	0	99	177
08:15 AM	1	11	0	0	12	0	12	2	0	14	22	22	8	0	52	12	51	5	0	68	146
08:30 AM	1	4	0	0	5	0	9	0	0	9	21	12	4	0	37	6	53	1	0	60	111
08:45 AM	2	5	1	0	8	0	8	3	0	11	10	15	5	0	30	7	31	2	0	40	89
Total	4	22	1	0	27	2	46	9	0	57	76	68	28	0	172	29	222	16	0	267	523

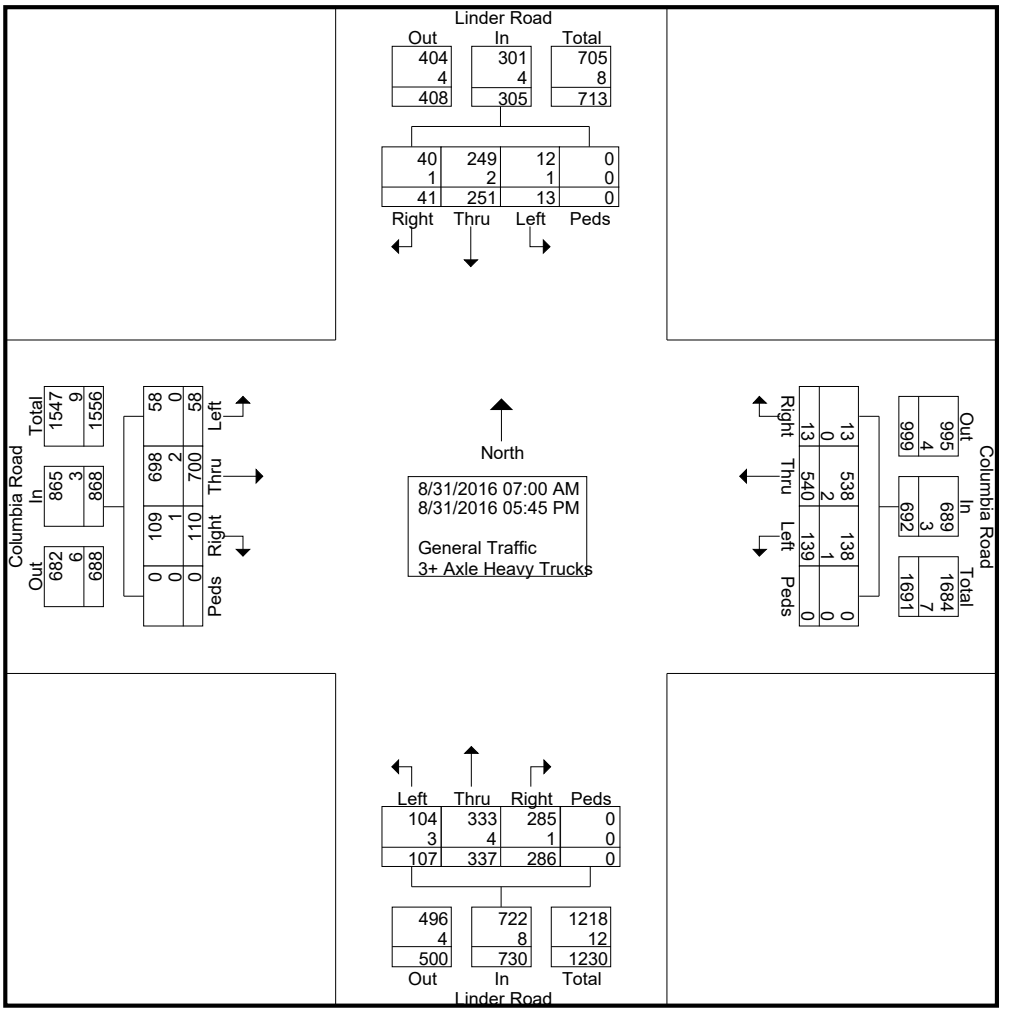
04:00 PM	4	19	0	0	23	1	36	16	0	53	12	11	3	0	26	5	20	3	0	28	130
04:15 PM	7	21	2	0	30	0	39	16	0	55	12	15	3	0	30	4	32	1	0	37	152
04:30 PM	1	12	1	0	14	4	51	6	0	61	13	22	8	0	43	9	23	1	0	33	151
04:45 PM	5	13	0	0	18	0	51	19	0	70	7	19	8	0	34	5	23	2	0	30	152
Total	17	65	3	0	85	5	177	57	0	239	44	67	22	0	133	23	98	7	0	128	585
05:00 PM	5	35	0	0	40	0	65	11	0	76	16	11	3	0	30	3	17	0	0	20	166
05:15 PM	4	27	1	0	32	0	73	18	0	91	12	14	8	0	34	5	34	2	0	41	198
05:30 PM	4	37	0	0	41	0	57	14	0	71	7	17	6	0	30	8	23	0	0	31	173
05:45 PM	5	31	3	0	39	2	52	12	0	66	10	15	7	0	32	13	25	3	0	41	178
Total	18	130	4	0	152	2	247	55	0	304	45	57	24	0	126	29	99	5	0	133	715
Grand Total	41	251	13	0	305	13	540	139	0	692	286	337	107	0	730	110	700	58	0	868	2595
Apprch %	13.4	82.3	4.3	0		1.9	78	20.1	0		39.2	46.2	14.7	0		12.7	80.6	6.7	0		
Total %	1.6	9.7	0.5	0	11.8	0.5	20.8	5.4	0	26.7	11	13	4.1	0	28.1	4.2	27	2.2	0	33.4	
General Traffic	40	249	12	0	301	13	538	138	0	689	285	333	104	0	722	109	698	58	0	865	2577
% General Traffic	97.6	99.2	92.3	0	98.7	100	99.6	99.3	0	99.6	99.7	98.8	97.2	0	98.9	99.1	99.7	100	0	99.7	99.3
3+ Axle Heavy Trucks	1	2	1	0	4	0	2	1	0	3	1	4	3	0	8	1	2	0	0	3	18
% 3+ Axle Heavy Trucks	2.4	0.8	7.7	0	1.3	0	0.4	0.7	0	0.4	0.3	1.2	2.8	0	1.1	0.9	0.3	0	0	0.3	0.7

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder Rd / Columbia Rd
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Columbia 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 2



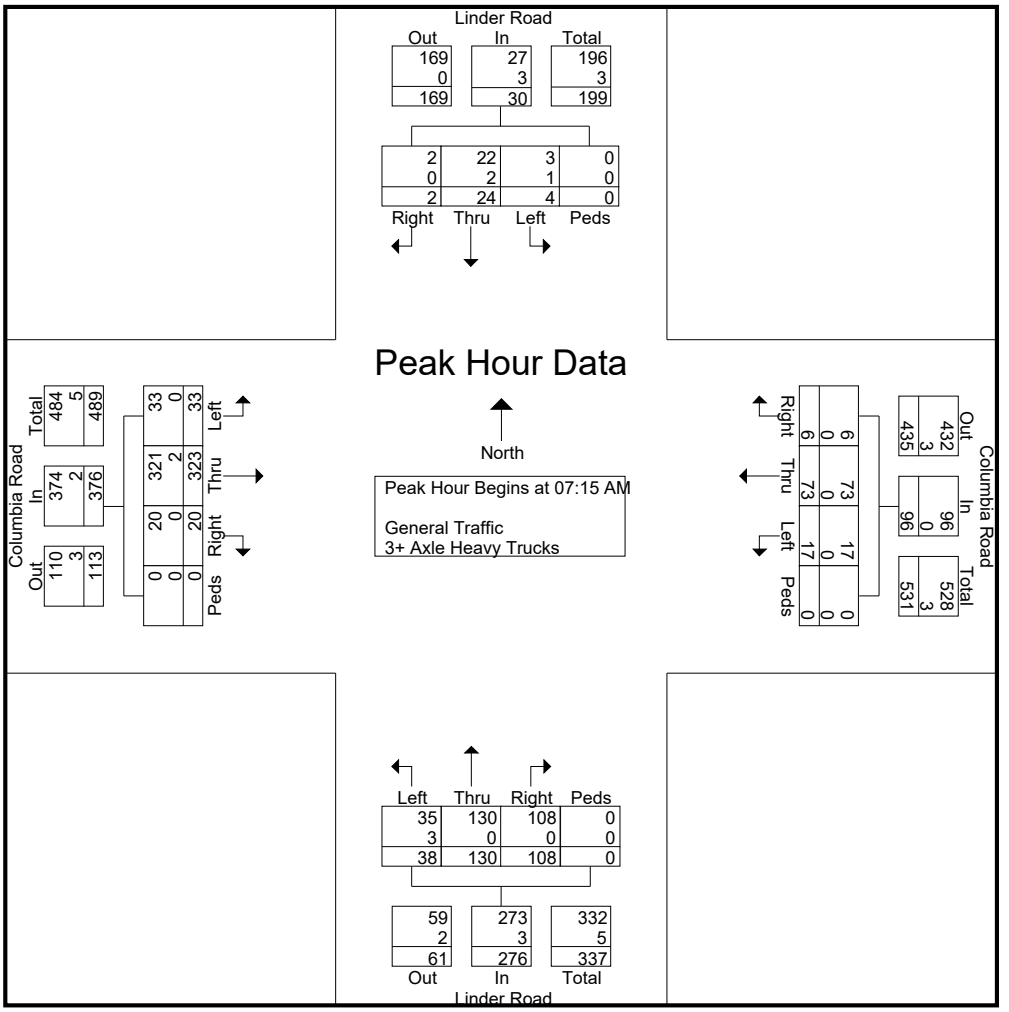
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder Rd / Columbia Rd
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Columbia 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 3

	Linder Road From North					Columbia Road From East					Linder Road From South					Columbia Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	7	1	0	9	1	17	**6**	0	24	24	35	6	0	65	**10**	81	**9**	0	**100**	198
07:30 AM	1	**10**	1	0	**12**	**3**	12	2	0	17	30	**38**	9	0	77	4	81	9	0	94	200
07:45 AM	0	5	**2**	0	7	0	**27**	5	0	**32**	**31**	38	**12**	0	**81**	2	74	7	0	83	**203**
08:00 AM	0	2	0	0	2	2	17	4	0	23	23	19	11	0	53	4	**87**	8	0	99	177
Total Volume	2	24	4	0	30	6	73	17	0	96	108	130	38	0	276	20	323	33	0	376	778
% App. Total	6.7	80	13.3	0		6.2	76	17.7	0		39.1	47.1	13.8	0		5.3	85.9	8.8	0		
PHF	.500	.600	.500	.000	.625	.500	.676	.708	.000	.750	.871	.855	.792	.000	.852	.500	.928	.917	.000	.940	.958
General Traffic	2	22	3	0	27	6	73	17	0	96	108	130	35	0	273	20	321	33	0	374	770
% General Traffic	100	91.7	75.0	0	90.0	100	100	100	0	100	100	100	92.1	0	98.9	100	99.4	100	0	99.5	99.0
3+ Axle Heavy Trucks	0	2	1	0	3	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2	8
% 3+ Axle Heavy Trucks	0	8.3	25.0	0	10.0	0	0	0	0	0	0	0	7.9	0	1.1	0	0.6	0	0	0.5	1.0



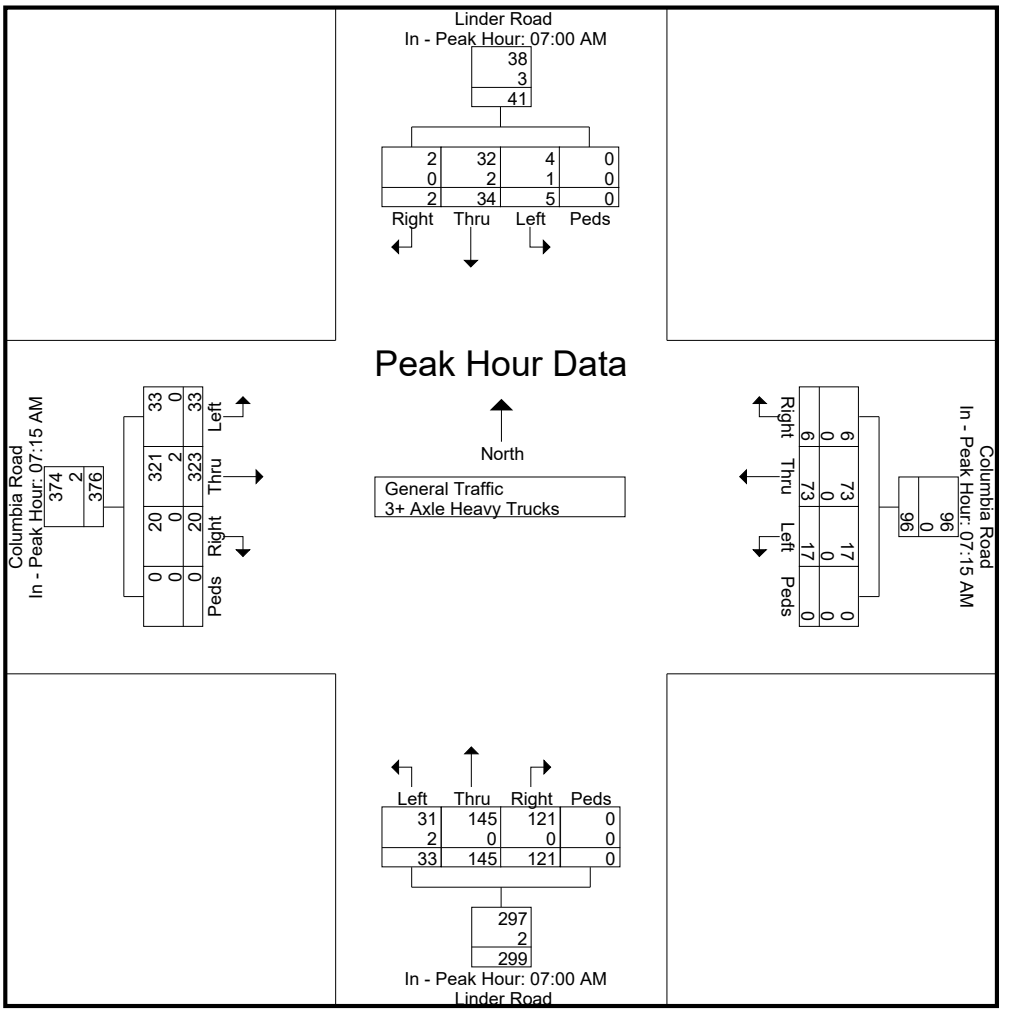
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder Rd / Columbia Rd
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Columbia 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 4

	Linder Road From North					Columbia Road From East					Linder Road From South					Columbia Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. 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					07:15 AM					07:00 AM					07:15 AM					
+0 mins.	0	**12**	1	0	**13**	1	17	**6**	0	24	**36**	34	6	0	76	**10**	81	**9**	0	**100**	
+15 mins.	**1**	7	1	0	9	**3**	12	2	0	17	24	35	6	0	65	4	81	9	0	94	
+30 mins.	1	10	1	0	12	0	**27**	5	0	**32**	30	**38**	9	0	77	2	74	7	0	83	
+45 mins.	0	5	**2**	0	7	2	17	4	0	23	31	38	**12**	0	**81**	4	**87**	8	0	99	
Total Volume	2	34	5	0	41	6	73	17	0	96	121	145	33	0	299	20	323	33	0	376	
% App. Total	4.9	82.9	12.2	0		6.2	76	17.7	0		40.5	48.5	11	0		5.3	85.9	8.8	0		
PHF	.500	.708	.625	.000	.788	.500	.676	.708	.000	.750	.840	.954	.688	.000	.923	.500	.928	.917	.000	.940	
General Traffic	2	32	4	0	38	6	73	17	0	96	121	145	31	0	297	20	321	33	0	374	
% General Traffic	100	94.1	80	0	92.7	100	100	100	0	100	100	100	93.9	0	99.3	100	99.4	100	0	99.5	
3+ Axle Heavy Trucks	0	2	1	0	3	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	
% 3+ Axle Heavy Trucks	0	5.9	20	0	7.3	0	0	0	0	0	0	0	6.1	0	0.7	0	0.6	0	0	0.5	



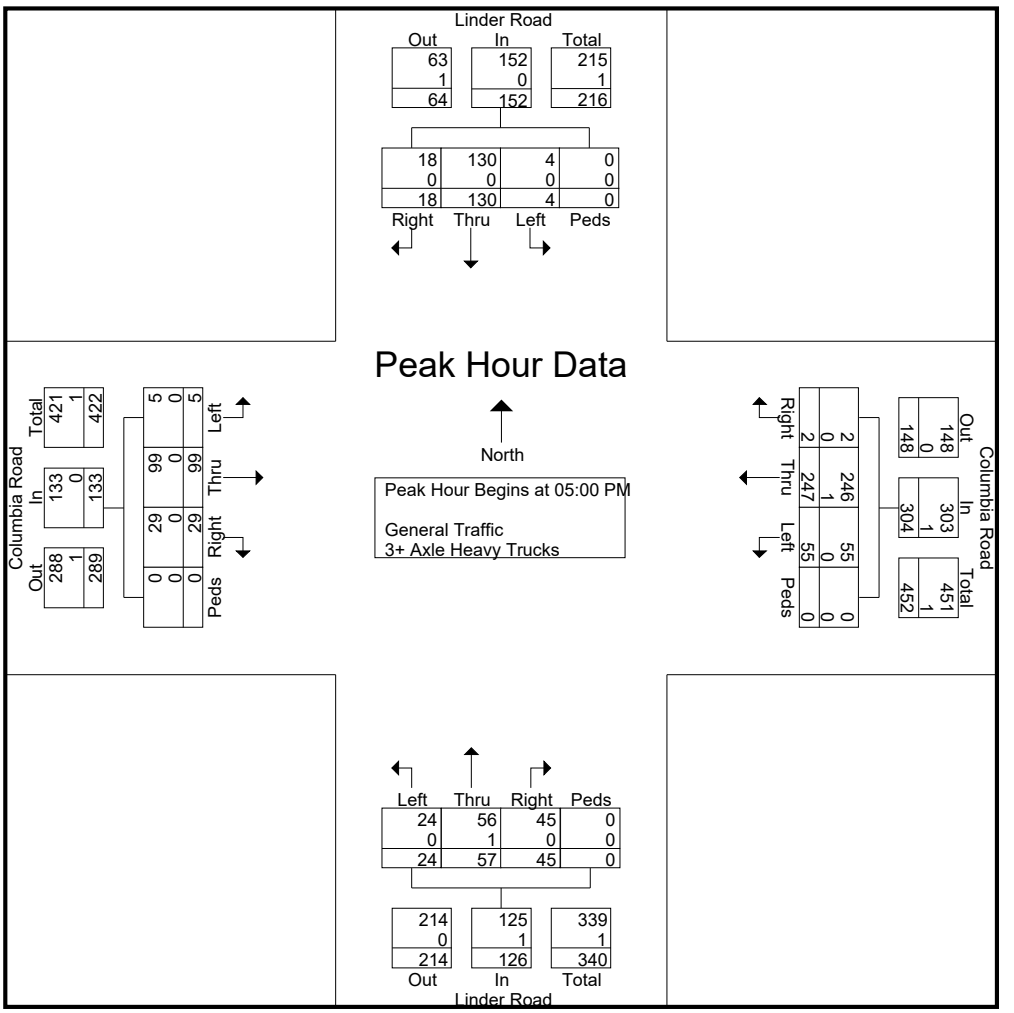
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder Rd / Columbia Rd
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Columbia 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 5

	Linder Road From North					Columbia Road From East					Linder Road From South					Columbia Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**5**	35	0	0	40	0	65	11	0	76	**16**	11	3	0	30	3	17	0	0	20	166
05:15 PM	4	27	1	0	32	0	**73**	**18**	0	**91**	12	14	**8**	0	**34**	5	**34**	2	0	**41**	**198**
05:30 PM	4	**37**	0	0	**41**	0	57	14	0	71	7	**17**	6	0	30	8	23	0	0	31	173
05:45 PM	5	31	**3**	0	39	**2**	52	12	0	66	10	15	7	0	32	**13**	25	**3**	0	41	178
Total Volume	18	130	4	0	152	2	247	55	0	304	45	57	24	0	126	29	99	5	0	133	715
% App. Total	11.8	85.5	2.6	0		0.7	81.2	18.1	0		35.7	45.2	19	0		21.8	74.4	3.8	0		
PHF	.900	.878	.333	.000	.927	.250	.846	.764	.000	.835	.703	.838	.750	.000	.926	.558	.728	.417	.000	.811	.903
General Traffic	18	130	4	0	152	2	246	55	0	303	45	56	24	0	125	29	99	5	0	133	713
% General Traffic	100	100	100	0	100	100	99.6	100	0	99.7	100	98.2	100	0	99.2	100	100	100	0	100	99.7
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0.4	0	0	0.3	0	1.8	0	0	0.8	0	0	0	0	0	0.3



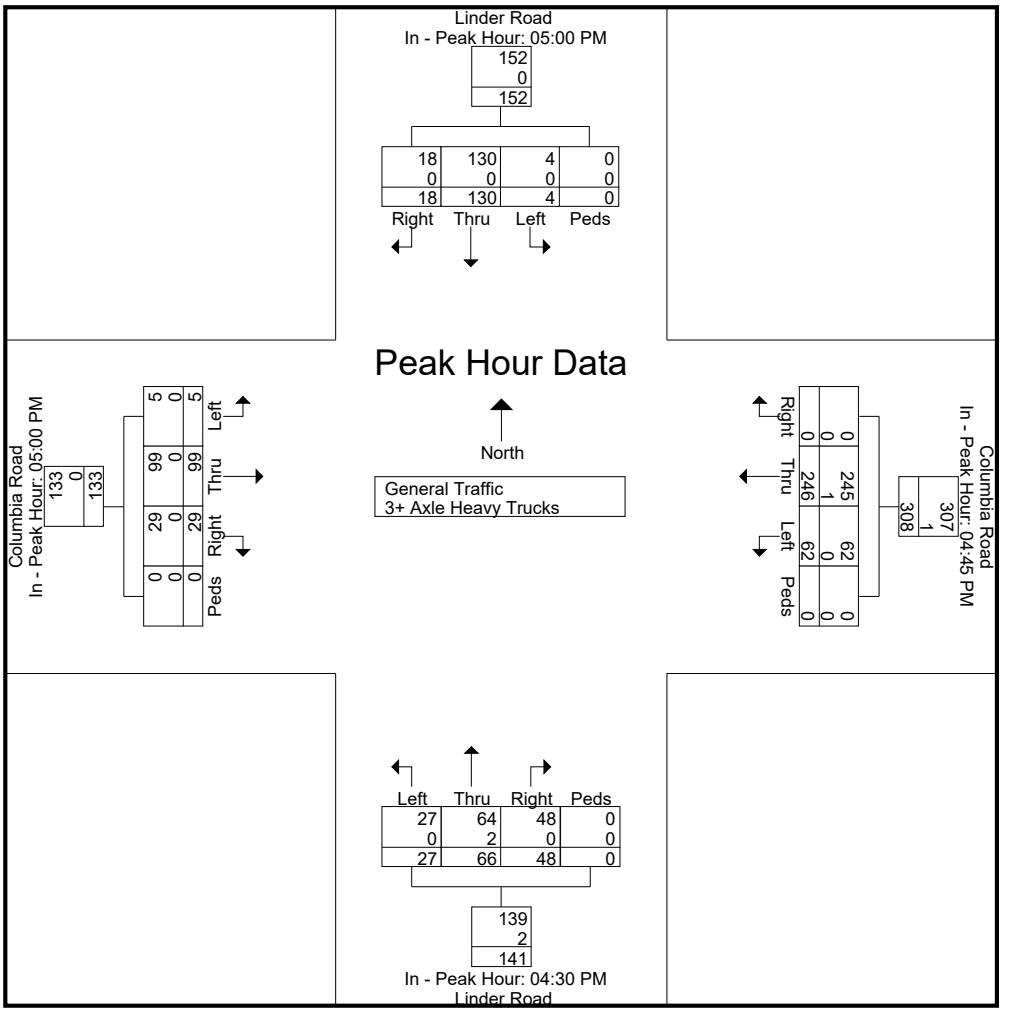
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder Rd / Columbia Rd
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Columbia 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 6

	Linder Road From North					Columbia Road From East					Linder Road From South					Columbia Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. 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					04:45 PM					04:30 PM					05:00 PM					
+0 mins.	**5**	35	0	0	40	0	51	**19**	0	70	13	**22**	**8**	0	**43**	3	17	0	0	20	
+15 mins.	4	27	1	0	32	0	65	11	0	76	7	19	8	0	34	5	**34**	2	0	**41**	
+30 mins.	4	**37**	0	0	**41**	0	**73**	18	0	**91**	**16**	11	3	0	30	8	23	0	0	31	
+45 mins.	5	31	**3**	0	39	0	57	14	0	71	12	14	8	0	34	**13**	25	**3**	0	41	
Total Volume	18	130	4	0	152	0	246	62	0	308	48	66	27	0	141	29	99	5	0	133	
% App. Total	11.8	85.5	2.6	0		0	79.9	20.1	0		34	46.8	19.1	0		21.8	74.4	3.8	0		
PHF	.900	.878	.333	.000	.927	.000	.842	.816	.000	.846	.750	.750	.844	.000	.820	.558	.728	.417	.000	.811	
General Traffic	18	130	4	0	152	0	245	62	0	307	48	64	27	0	139	29	99	5	0	133	
% General Traffic	100	100	100	0	100	0	99.6	100	0	99.7	100	97	100	0	98.6	100	100	100	0	100	
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0.4	0	0	0.3	0	3	0	0	1.4	0	0	0	0	0	



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder Rd / Columbia Rd
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Columbia 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 7

Image 1

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder / Lake Hazel
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

	Linder Road From North					Lake Hazel Road From East					Linder Road From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	11	2	0	13	2	3	0	0	5	1	40	1	0	42	4	3	3	0	10	70
07:15 AM	0	10	0	0	10	1	13	2	0	16	1	38	3	0	42	3	18	2	0	23	91
07:30 AM	1	6	1	0	8	1	12	3	0	16	1	54	0	0	55	2	9	2	0	13	92
07:45 AM	1	5	0	0	6	3	3	0	0	6	3	45	1	0	49	2	11	4	0	17	78
Total	2	32	3	0	37	7	31	5	0	43	6	177	5	0	188	11	41	11	0	63	331
08:00 AM	1	1	0	0	2	2	12	0	0	14	1	22	0	0	23	1	2	2	1	6	45
08:15 AM	0	7	0	0	7	2	2	0	0	4	2	21	2	0	25	4	10	4	0	18	54
08:30 AM	0	3	0	0	3	2	10	0	0	12	0	12	3	0	15	2	5	1	1	9	39
08:45 AM	1	6	1	0	8	1	5	0	0	6	2	16	0	0	18	1	6	3	0	10	42
Total	2	17	1	0	20	7	29	0	0	36	5	71	5	0	81	8	23	10	2	43	180

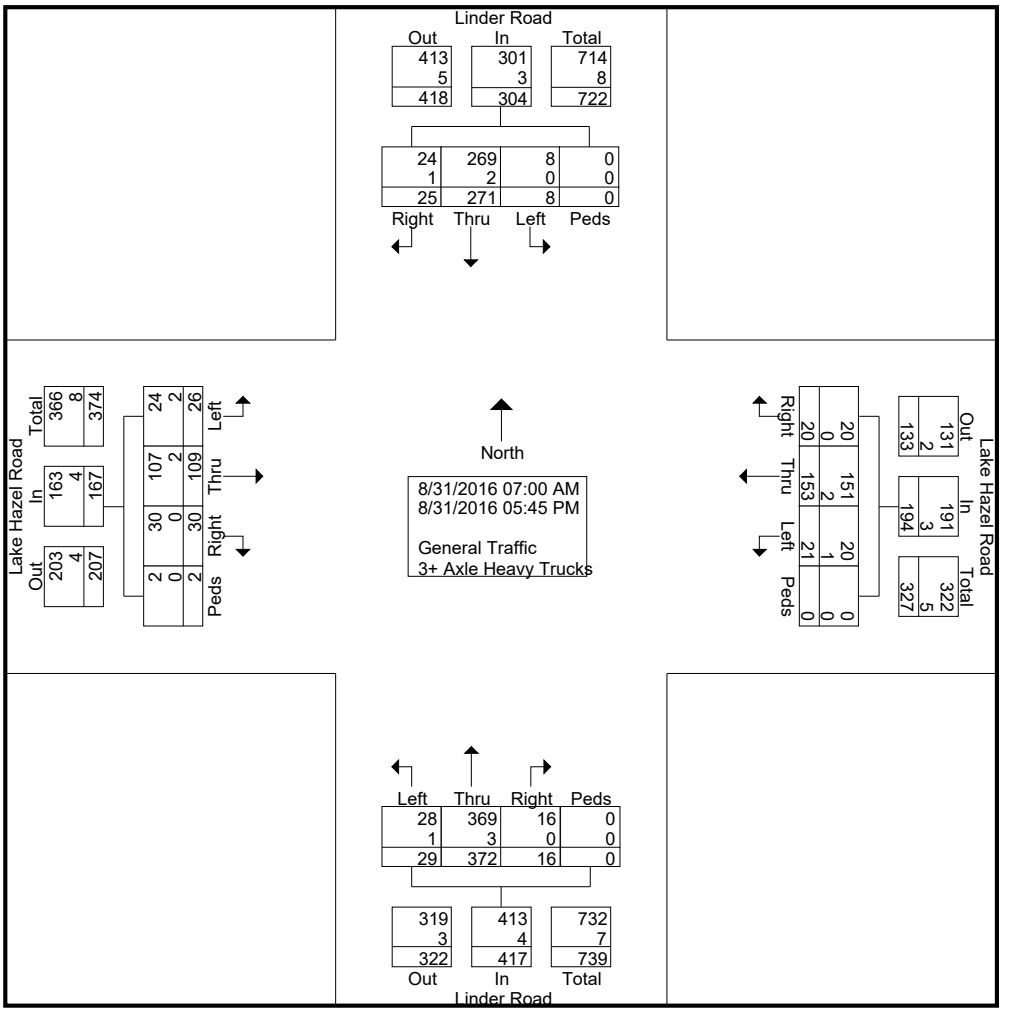
04:00 PM	1	20	1	0	22	1	8	1	0	10	1	14	0	0	15	1	9	0	0	10	57
04:15 PM	4	19	0	0	23	0	12	4	0	16	2	11	4	0	17	4	6	0	0	10	66
04:30 PM	3	11	0	0	14	0	9	1	0	10	0	22	3	0	25	2	2	1	0	5	54
04:45 PM	3	24	0	0	27	1	9	2	0	12	1	16	2	0	19	1	2	1	0	4	62
Total	11	74	1	0	86	2	38	8	0	48	4	63	9	0	76	8	19	2	0	29	239
05:00 PM	2	34	2	0	38	2	12	2	0	16	0	15	2	0	17	0	6	1	0	7	78
05:15 PM	2	42	1	0	45	0	14	1	0	15	0	16	2	0	18	0	11	0	0	11	89
05:30 PM	4	36	0	0	40	0	17	2	0	19	0	16	3	0	19	3	2	1	0	6	84
05:45 PM	2	36	0	0	38	2	12	3	0	17	1	14	3	0	18	0	7	1	0	8	81
Total	10	148	3	0	161	4	55	8	0	67	1	61	10	0	72	3	26	3	0	32	332
Grand Total	25	271	8	0	304	20	153	21	0	194	16	372	29	0	417	30	109	26	2	167	1082
Apprch %	8.2	89.1	2.6	0		10.3	78.9	10.8	0		3.8	89.2	7	0		18	65.3	15.6	1.2		
Total %	2.3	25	0.7	0	28.1	1.8	14.1	1.9	0	17.9	1.5	34.4	2.7	0	38.5	2.8	10.1	2.4	0.2	15.4	
General Traffic	24	269	8	0	301	20	151	20	0	191	16	369	28	0	413	30	107	24	2	163	1068
% General Traffic	96	99.3	100	0	99	100	98.7	95.2	0	98.5	100	99.2	96.6	0	99	100	98.2	92.3	100	97.6	98.7
3+ Axle Heavy Trucks	1	2	0	0	3	0	2	1	0	3	0	3	1	0	4	0	2	2	0	4	14
% 3+ Axle Heavy Trucks	4	0.7	0	0	1	0	1.3	4.8	0	1.5	0	0.8	3.4	0	1	0	1.8	7.7	0	2.4	1.3

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder / Lake Hazel
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 2



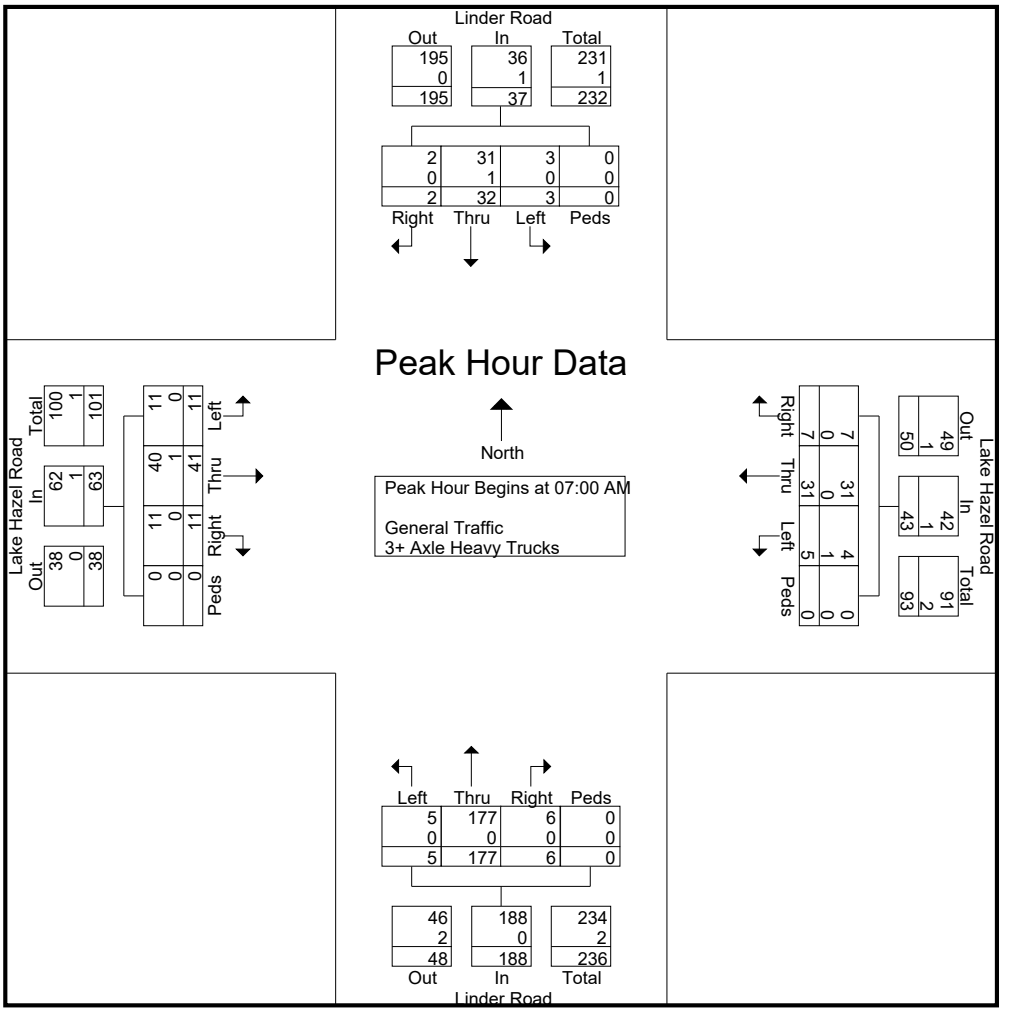
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder / Lake Hazel
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 3

	Linder Road From North					Lake Hazel Road From East					Linder Road From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	**11**	**2**	0	**13**	2	3	0	0	5	1	40	1	0	42	**4**	3	3	0	10	70
07:15 AM	0	10	0	0	10	1	**13**	2	0	**16**	1	38	**3**	0	42	3	**18**	2	0	**23**	91
07:30 AM	**1**	6	1	0	8	1	12	**3**	0	16	1	**54**	0	0	**55**	2	9	2	0	13	**92**
07:45 AM	1	5	0	0	6	**3**	3	0	0	6	**3**	45	1	0	49	2	11	**4**	0	17	78
Total Volume	2	32	3	0	37	7	31	5	0	43	6	177	5	0	188	11	41	11	0	63	331
% App. Total	5.4	86.5	8.1	0		16.3	72.1	11.6	0		3.2	94.1	2.7	0		17.5	65.1	17.5	0		
PHF	.500	.727	.375	.000	.712	.583	.596	.417	.000	.672	.500	.819	.417	.000	.855	.688	.569	.688	.000	.685	.899
General Traffic	2	31	3	0	36	7	31	4	0	42	6	177	5	0	188	11	40	11	0	62	328
% General Traffic	100	96.9	100	0	97.3	100	100	80.0	0	97.7	100	100	100	0	100	100	97.6	100	0	98.4	99.1
3+ Axle Heavy Trucks	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
% 3+ Axle Heavy Trucks	0	3.1	0	0	2.7	0	0	20.0	0	2.3	0	0	0	0	0	0	2.4	0	0	1.6	0.9



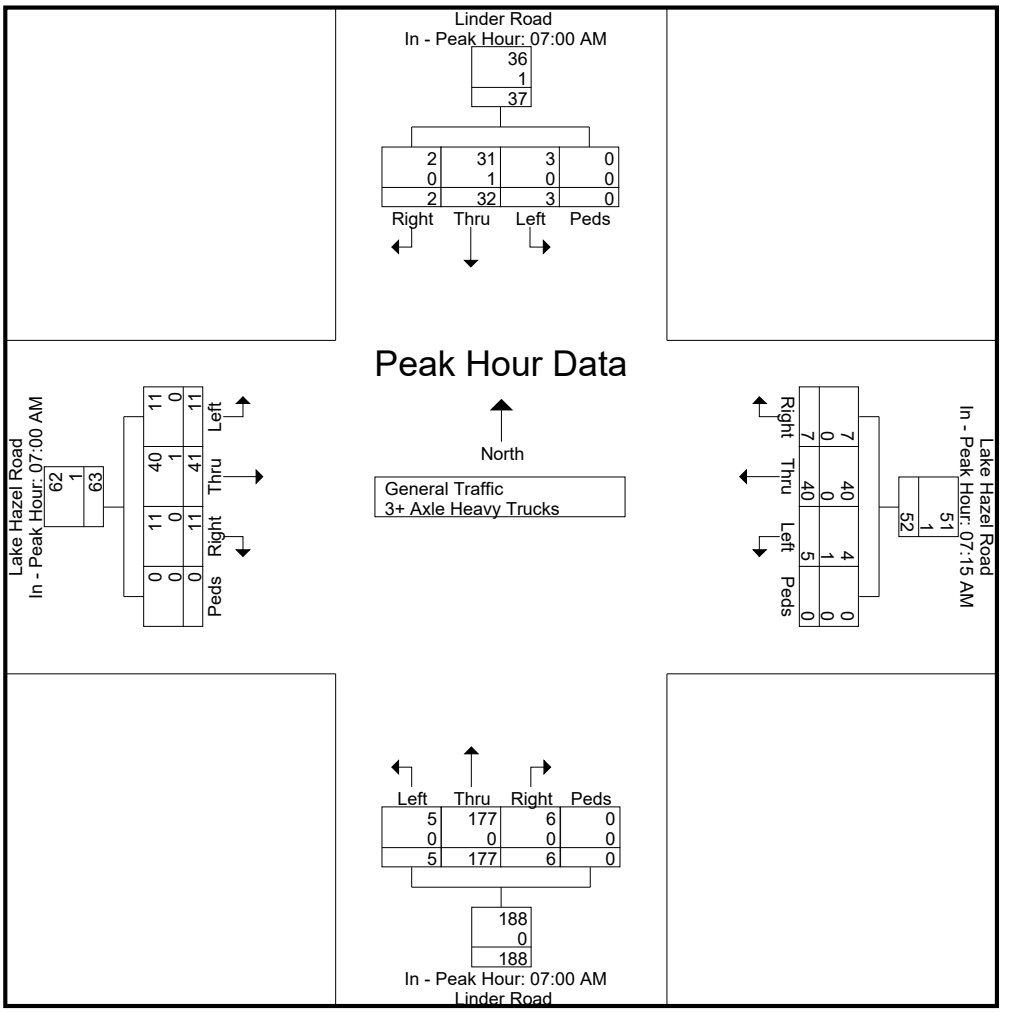
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder / Lake Hazel
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 4

	Linder Road From North					Lake Hazel Road From East					Linder Road From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. 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					07:15 AM					07:00 AM					07:00 AM					
+0 mins.	0	**11**	**2**	0	**13**	1	**13**	2	0	**16**	1	40	1	0	42	**4**	3	3	0	10	
+15 mins.	0	10	0	0	10	1	12	**3**	0	16	1	38	**3**	0	42	3	**18**	2	0	**23**	
+30 mins.	**1**	6	1	0	8	**3**	3	0	0	6	1	**54**	0	0	**55**	2	9	2	0	13	
+45 mins.	1	5	0	0	6	2	12	0	0	14	**3**	45	1	0	49	2	11	**4**	0	17	
Total Volume	2	32	3	0	37	7	40	5	0	52	6	177	5	0	188	11	41	11	0	63	
% App. Total	5.4	86.5	8.1	0		13.5	76.9	9.6	0		3.2	94.1	2.7	0		17.5	65.1	17.5	0		
PHF	.500	.727	.375	.000	.712	.583	.769	.417	.000	.813	.500	.819	.417	.000	.855	.688	.569	.688	.000	.685	
General Traffic	2	31	3	0	36	7	40	4	0	51	6	177	5	0	188	11	40	11	0	62	
% General Traffic	100	96.9	100	0	97.3	100	100	80	0	98.1	100	100	100	0	100	100	97.6	100	0	98.4	
3+ Axle Heavy Trucks	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	
% 3+ Axle Heavy Trucks	0	3.1	0	0	2.7	0	0	20	0	1.9	0	0	0	0	0	0	2.4	0	0	1.6	



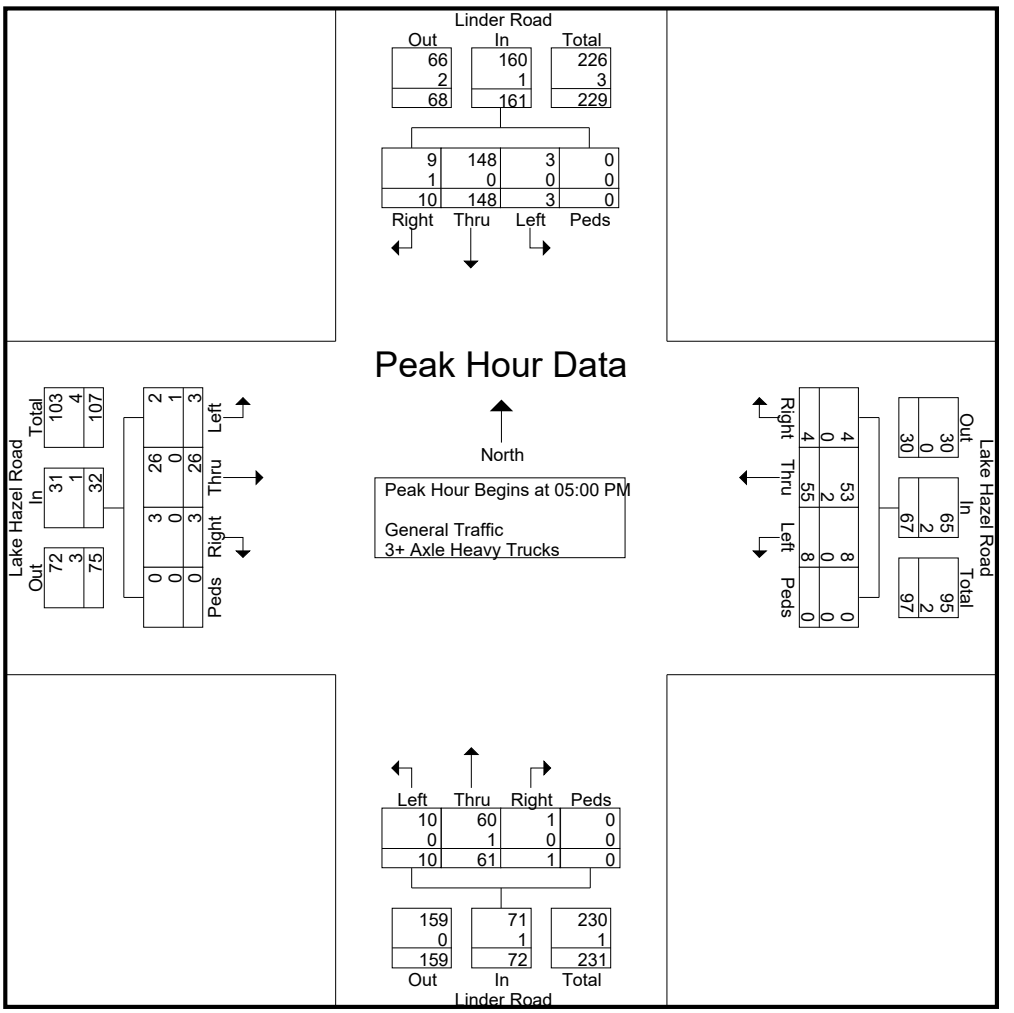
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder / Lake Hazel
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 5

	Linder Road From North					Lake Hazel Road From East					Linder Road From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	34	**2**	0	38	**2**	12	2	0	16	0	15	2	0	17	0	6	**1**	0	7	78
05:15 PM	2	**42**	1	0	**45**	0	14	1	0	15	0	**16**	2	0	18	0	**11**	0	0	**11**	**89**
05:30 PM	**4**	36	0	0	40	0	**17**	2	0	**19**	0	16	**3**	0	**19**	**3**	2	1	0	6	84
05:45 PM	2	36	0	0	38	2	12	**3**	0	17	**1**	14	3	0	18	0	7	1	0	8	81
Total Volume	10	148	3	0	161	4	55	8	0	67	1	61	10	0	72	3	26	3	0	32	332
% App. Total	6.2	91.9	1.9	0		6	82.1	11.9	0		1.4	84.7	13.9	0		9.4	81.2	9.4	0		
PHF	.625	.881	.375	.000	.894	.500	.809	.667	.000	.882	.250	.953	.833	.000	.947	.250	.591	.750	.000	.727	.933
General Traffic	9	148	3	0	160	4	53	8	0	65	1	60	10	0	71	3	26	2	0	31	327
% General Traffic	90.0	100	100	0	99.4	100	96.4	100	0	97.0	100	98.4	100	0	98.6	100	100	66.7	0	96.9	98.5
3+ Axle Heavy Trucks	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	5
% 3+ Axle Heavy Trucks	10.0	0	0	0	0.6	0	3.6	0	0	3.0	0	1.6	0	0	1.4	0	0	33.3	0	3.1	1.5



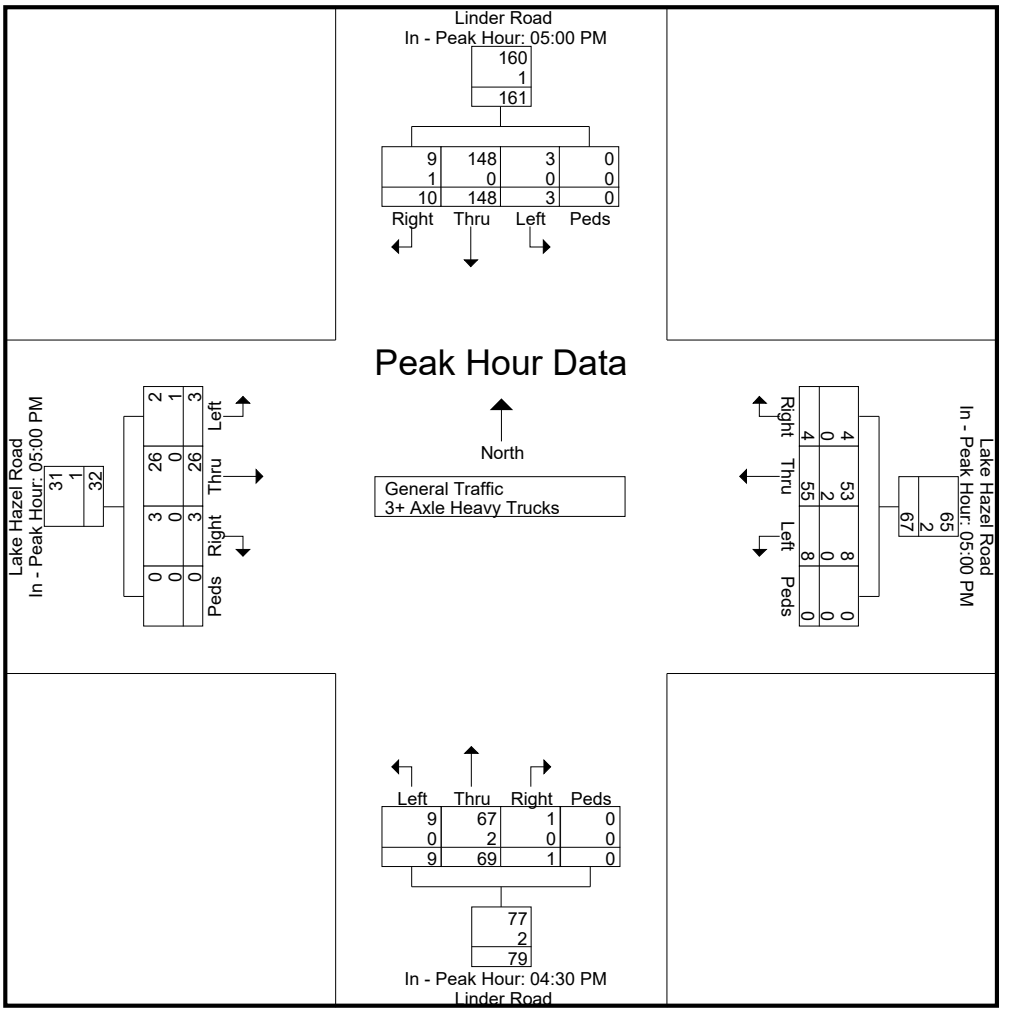
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder / Lake Hazel
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 6

	Linder Road From North					Lake Hazel Road From East					Linder Road From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. 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					04:30 PM					05:00 PM					
+0 mins.	2	34	**2**	0	38	**2**	12	2	0	16	0	**22**	**3**	0	**25**	0	6	**1**	0	7	
+15 mins.	2	**42**	1	0	**45**	0	14	1	0	15	**1**	16	2	0	19	0	**11**	0	0	**11**	
+30 mins.	**4**	36	0	0	40	0	**17**	2	0	**19**	0	15	2	0	17	**3**	2	1	0	6	
+45 mins.	2	36	0	0	38	2	12	**3**	0	17	0	16	2	0	18	0	7	1	0	8	
Total Volume	10	148	3	0	161	4	55	8	0	67	1	69	9	0	79	3	26	3	0	32	
% App. Total	6.2	91.9	1.9	0		6	82.1	11.9	0		1.3	87.3	11.4	0		9.4	81.2	9.4	0		
PHF	.625	.881	.375	.000	.894	.500	.809	.667	.000	.882	.250	.784	.750	.000	.790	.250	.591	.750	.000	.727	
General Traffic	9	148	3	0	160	4	53	8	0	65	1	67	9	0	77	3	26	2	0	31	
% General Traffic	90	100	100	0	99.4	100	96.4	100	0	97	100	97.1	100	0	97.5	100	100	66.7	0	96.9	
3+ Axle Heavy Trucks	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	
% 3+ Axle Heavy Trucks	10	0	0	0	0.6	0	3.6	0	0	3	0	2.9	0	0	2.5	0	0	33.3	0	3.1	



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: Linder / Lake Hazel
City: Meridian, Idaho
Control: All Stop

File Name : Linder & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 7

Image 1

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: SH-69 / Lake Hazel
City: Meridian, Idaho
Control: Stop Sign

File Name : SH-69 & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

	SH-69 (Meridian Road) From North					Lake Hazel Road From East					SH-69 (Meridian Road) From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	92	11	0	104	22	4	4	0	30	3	340	0	0	343	1	2	1	0	4	481
07:15 AM	3	122	25	0	150	45	7	1	0	53	6	378	2	0	386	3	13	4	0	20	609
07:30 AM	3	149	9	0	161	40	11	3	0	54	15	353	1	0	369	1	8	0	0	9	593
07:45 AM	1	145	16	0	162	27	4	6	0	37	13	262	4	0	279	4	8	6	0	18	496
Total	8	508	61	0	577	134	26	14	0	174	37	1333	7	0	1377	9	31	11	0	51	2179
08:00 AM	4	109	22	0	135	19	11	4	0	34	10	291	0	0	301	1	3	3	0	7	477
08:15 AM	2	78	9	0	89	21	2	7	0	30	2	229	0	0	231	4	4	4	0	12	362
08:30 AM	5	72	8	0	85	19	11	3	0	33	5	217	2	0	224	1	2	3	0	6	348
08:45 AM	0	92	10	0	102	16	3	2	0	21	4	196	0	0	200	1	7	1	0	9	332
Total	11	351	49	0	411	75	27	16	0	118	21	933	2	0	956	7	16	11	0	34	1519

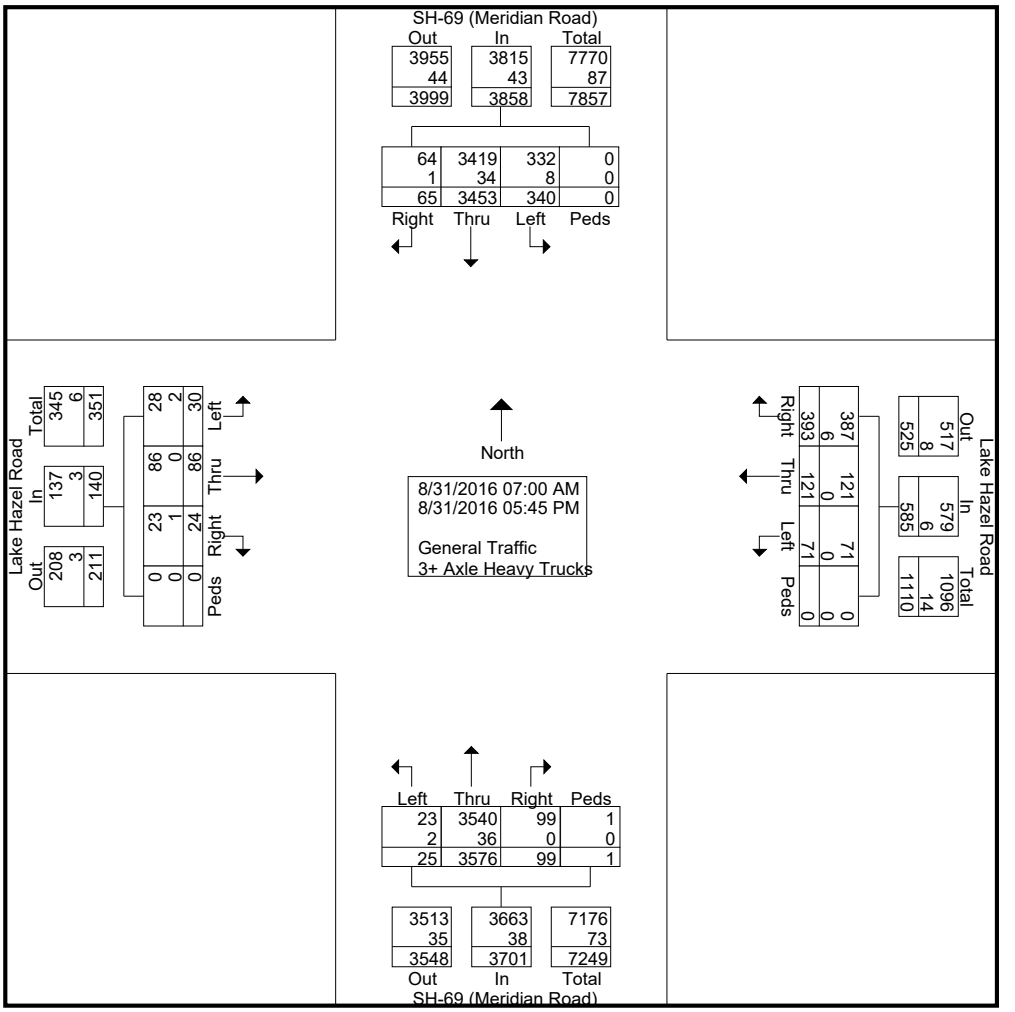
04:00 PM	4	261	17	0	282	17	8	3	0	28	5	173	2	0	180	2	5	2	0	9	499
04:15 PM	4	267	27	0	298	27	9	5	0	41	5	199	3	1	208	2	9	2	0	13	560
04:30 PM	5	340	25	0	370	27	6	7	0	40	4	184	0	0	188	0	2	0	0	2	600
04:45 PM	5	315	28	0	348	23	6	3	0	32	5	142	4	0	151	1	2	1	0	4	535
Total	18	1183	97	0	1298	94	29	18	0	141	19	698	9	1	727	5	18	5	0	28	2194
05:00 PM	8	391	31	0	430	15	5	5	0	25	8	151	1	0	160	2	5	1	0	8	623
05:15 PM	10	354	41	0	405	24	7	4	0	35	6	175	3	0	184	1	9	2	0	12	636
05:30 PM	7	320	29	0	356	29	14	7	0	50	2	142	1	0	145	0	1	0	0	1	552
05:45 PM	3	346	32	0	381	22	13	7	0	42	6	144	2	0	152	0	6	0	0	6	581
Total	28	1411	133	0	1572	90	39	23	0	152	22	612	7	0	641	3	21	3	0	27	2392
Grand Total	65	3453	340	0	3858	393	121	71	0	585	99	3576	25	1	3701	24	86	30	0	140	8284
Apprch %	1.7	89.5	8.8	0		67.2	20.7	12.1	0		2.7	96.6	0.7	0		17.1	61.4	21.4	0		
Total %	0.8	41.7	4.1	0	46.6	4.7	1.5	0.9	0	7.1	1.2	43.2	0.3	0	44.7	0.3	1	0.4	0	1.7	
General Traffic	64	3419	332	0	3815	387	121	71	0	579	99	3540	23	1	3663	23	86	28	0	137	8194
% General Traffic	98.5	99	97.6	0	98.9	98.5	100	100	0	99	100	99	92	100	99	95.8	100	93.3	0	97.9	98.9
3+ Axle Heavy Trucks	1	34	8	0	43	6	0	0	0	6	0	36	2	0	38	1	0	2	0	3	90
% 3+ Axle Heavy Trucks	1.5	1	2.4	0	1.1	1.5	0	0	0	1	0	1	8	0	1	4.2	0	6.7	0	2.1	1.1

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: SH-69 / Lake Hazel
City: Meridian, Idaho
Control: Stop Sign

File Name : SH-69 & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 2



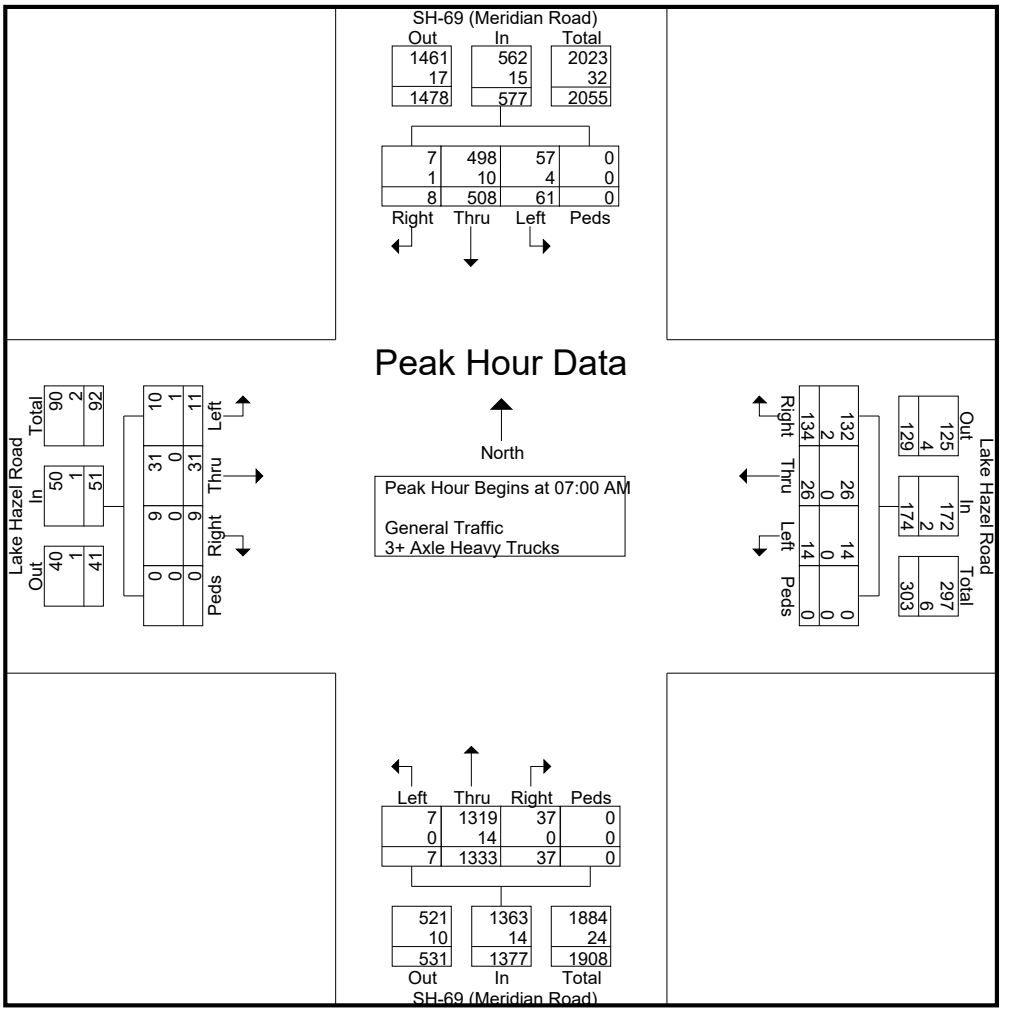
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: SH-69 / Lake Hazel
City: Meridian, Idaho
Control: Stop Sign

File Name : SH-69 & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 3

	SH-69 (Meridian Road) From North					Lake Hazel Road From East					SH-69 (Meridian Road) From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	92	11	0	104	22	4	4	0	30	3	340	0	0	343	1	2	1	0	4	481
07:15 AM	**3**	122	**25**	0	150	**45**	7	1	0	53	6	**378**	2	0	**386**	3	**13**	4	0	**20**	**609**
07:30 AM	3	**149**	9	0	161	40	**11**	3	0	**54**	**15**	353	1	0	369	1	8	0	0	9	593
07:45 AM	1	145	16	0	**162**	27	4	**6**	0	37	13	262	**4**	0	279	**4**	8	**6**	0	18	496
Total Volume	8	508	61	0	577	134	26	14	0	174	37	1333	7	0	1377	9	31	11	0	51	2179
% App. Total	1.4	88	10.6	0		77	14.9	8	0		2.7	96.8	0.5	0		17.6	60.8	21.6	0		
PHF	.667	.852	.610	.000	.890	.744	.591	.583	.000	.806	.617	.882	.438	.000	.892	.563	.596	.458	.000	.638	.894
General Traffic	7	498	57	0	562	132	26	14	0	172	37	1319	7	0	1363	9	31	10	0	50	2147
% General Traffic	87.5	98.0	93.4	0	97.4	98.5	100	100	0	98.9	100	98.9	100	0	99.0	100	100	90.9	0	98.0	98.5
3+ Axle Heavy Trucks	1	10	4	0	15	2	0	0	0	2	0	14	0	0	14	0	0	1	0	1	32
% 3+ Axle Heavy Trucks	12.5	2.0	6.6	0	2.6	1.5	0	0	0	1.1	0	1.1	0	0	1.0	0	0	9.1	0	2.0	1.5



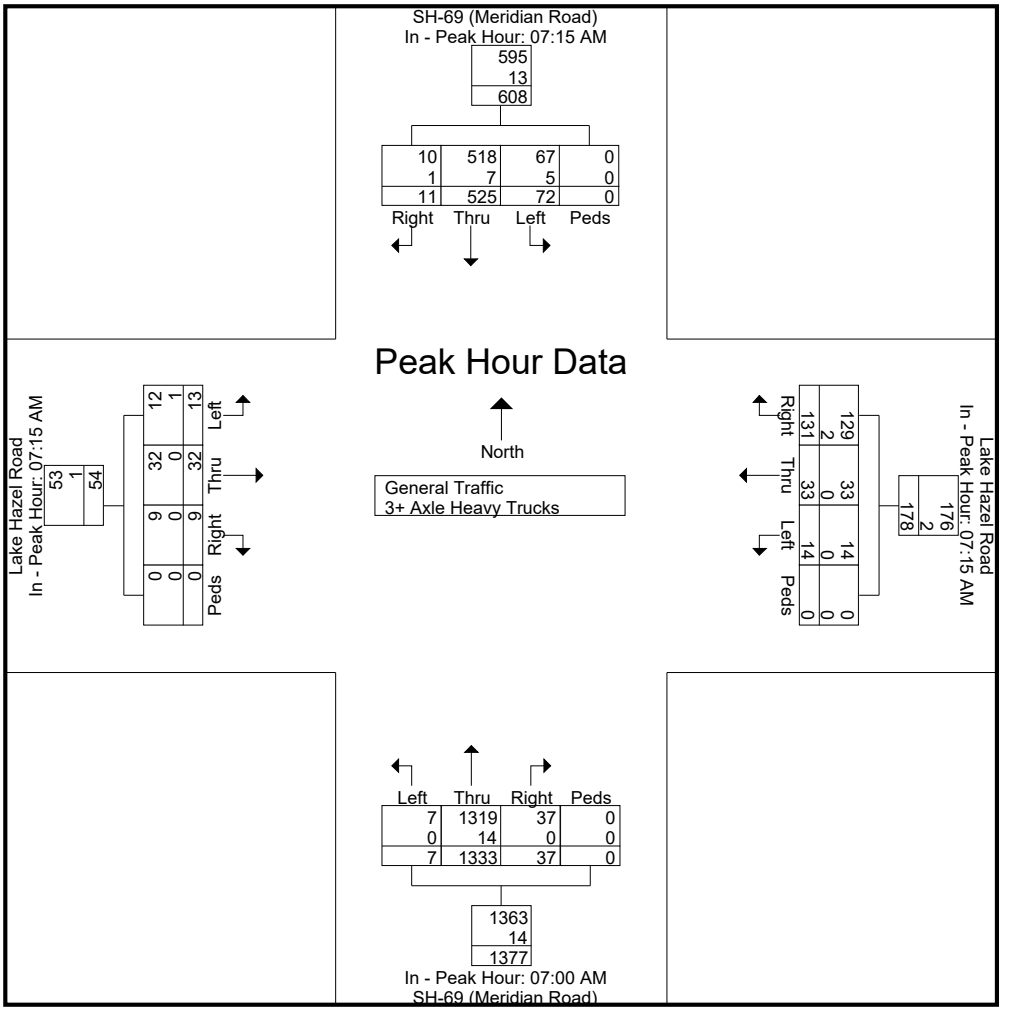
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: SH-69 / Lake Hazel
City: Meridian, Idaho
Control: Stop Sign

File Name : SH-69 & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 4

	SH-69 (Meridian Road) From North					Lake Hazel Road From East					SH-69 (Meridian Road) From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					07:00 AM					07:15 AM					
+0 mins.	3	122	**25**	0	150	**45**	7	1	0	53	3	340	0	0	343	3	**13**	4	0	**20**	
+15 mins.	3	**149**	9	0	161	40	**11**	3	0	**54**	6	**378**	2	0	**386**	1	8	0	0	9	
+30 mins.	1	145	16	0	**162**	27	4	**6**	0	37	**15**	353	1	0	369	**4**	8	**6**	0	18	
+45 mins.	**4**	109	22	0	135	19	11	4	0	34	13	262	**4**	0	279	1	3	3	0	7	
Total Volume	11	525	72	0	608	131	33	14	0	178	37	1333	7	0	1377	9	32	13	0	54	
% App. Total	1.8	86.3	11.8	0		73.6	18.5	7.9	0		2.7	96.8	0.5	0		16.7	59.3	24.1	0		
PHF	.688	.881	.720	.000	.938	.728	.750	.583	.000	.824	.617	.882	.438	.000	.892	.563	.615	.542	.000	.675	
General Traffic	10	518	67	0	595	129	33	14	0	176	37	1319	7	0	1363	9	32	12	0	53	
% General Traffic	90.9	98.7	93.1	0	97.9	98.5	100	100	0	98.9	100	98.9	100	0	99	100	100	92.3	0	98.1	
3+ Axle Heavy Trucks	1	7	5	0	13	2	0	0	0	2	0	14	0	0	14	0	0	1	0	1	
% 3+ Axle Heavy Trucks	9.1	1.3	6.9	0	2.1	1.5	0	0	0	1.1	0	1.1	0	0	1	0	0	7.7	0	1.9	



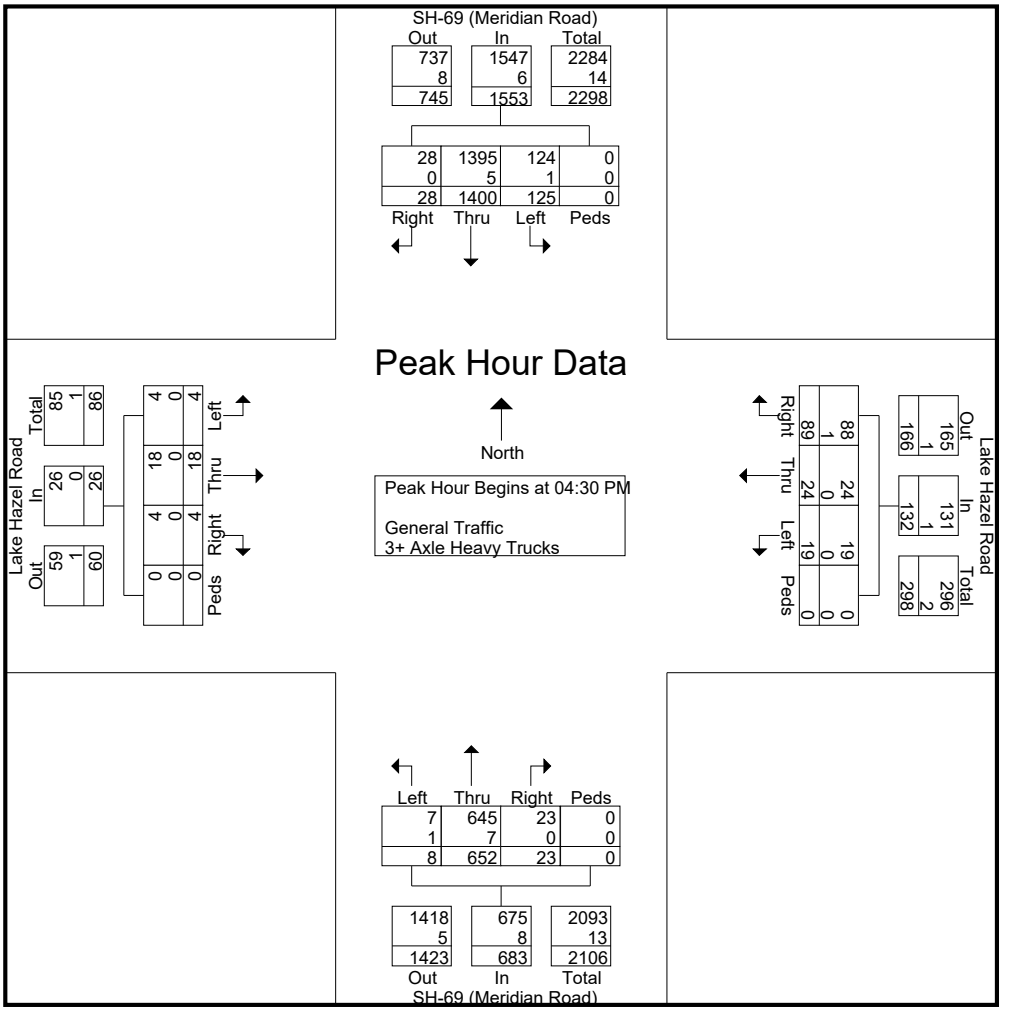
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: SH-69 / Lake Hazel
City: Meridian, Idaho
Control: Stop Sign

File Name : SH-69 & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 5

	SH-69 (Meridian Road) From North					Lake Hazel Road From East					SH-69 (Meridian Road) From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	5	340	25	0	370	**27**	6	**7**	0	**40**	4	**184**	0	0	**188**	0	2	0	0	2	600
04:45 PM	5	315	28	0	348	23	6	3	0	32	5	142	**4**	0	151	1	2	1	0	4	535
05:00 PM	8	**391**	31	0	**430**	15	5	5	0	25	**8**	151	1	0	160	**2**	5	1	0	8	623
05:15 PM	**10**	354	**41**	0	405	24	**7**	4	0	35	6	175	3	0	184	1	**9**	**2**	0	**12**	**636**
Total Volume	28	1400	125	0	1553	89	24	19	0	132	23	652	8	0	683	4	18	4	0	26	2394
% App. Total	1.8	90.1	8	0		67.4	18.2	14.4	0		3.4	95.5	1.2	0		15.4	69.2	15.4	0		
PHF	.700	.895	.762	.000	.903	.824	.857	.679	.000	.825	.719	.886	.500	.000	.908	.500	.500	.500	.000	.542	.941
General Traffic	28	1395	124	0	1547	88	24	19	0	131	23	645	7	0	675	4	18	4	0	26	2379
% General Traffic	100	99.6	99.2	0	99.6	98.9	100	100	0	99.2	100	98.9	87.5	0	98.8	100	100	100	0	100	99.4
3+ Axle Heavy Trucks	0	5	1	0	6	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	15
% 3+ Axle Heavy Trucks	0	0.4	0.8	0	0.4	1.1	0	0	0	0.8	0	1.1	12.5	0	1.2	0	0	0	0	0	0.6



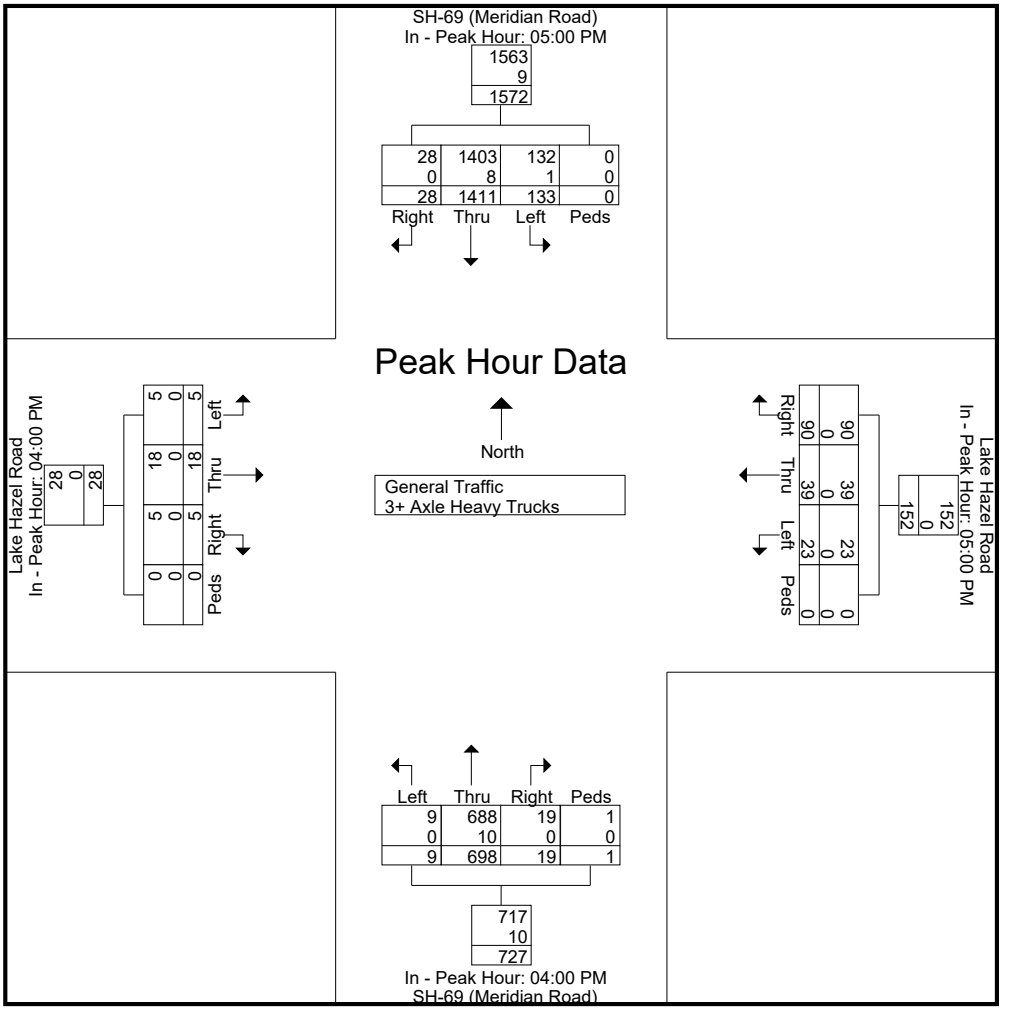
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: SH-69 / Lake Hazel
City: Meridian, Idaho
Control: Stop Sign

File Name : SH-69 & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 6

	SH-69 (Meridian Road) From North					Lake Hazel Road From East					SH-69 (Meridian Road) From South					Lake Hazel Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. 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					04:00 PM					
+0 mins.	8	**391**	31	0	**430**	15	5	5	0	25	**5**	173	2	0	180	**2**	5	**2**	0	9	
+15 mins.	**10**	354	**41**	0	405	24	7	4	0	35	5	**199**	3	**1**	**208**	2	**9**	2	0	**13**	
+30 mins.	7	320	29	0	356	**29**	**14**	**7**	0	**50**	4	184	0	0	188	0	2	0	0	2	
+45 mins.	3	346	32	0	381	22	13	7	0	42	5	142	**4**	0	151	1	2	1	0	4	
Total Volume	28	1411	133	0	1572	90	39	23	0	152	19	698	9	1	727	5	18	5	0	28	
% App. Total	1.8	89.8	8.5	0		59.2	25.7	15.1	0		2.6	96	1.2	0.1		17.9	64.3	17.9	0		
PHF	.700	.902	.811	.000	.914	.776	.696	.821	.000	.760	.950	.877	.563	.250	.874	.625	.500	.625	.000	.538	
General Traffic	28	1403	132	0	1563	90	39	23	0	152	19	688	9	1	717	5	18	5	0	28	
% General Traffic	100	99.4	99.2	0	99.4	100	100	100	0	100	100	98.6	100	100	98.6	100	100	100	0	100	
3+ Axle Heavy Trucks	0	8	1	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	
% 3+ Axle Heavy Trucks	0	0.6	0.8	0	0.6	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0070
Intersection: SH-69 / Lake Hazel
City: Meridian, Idaho
Control: Stop Sign

File Name : SH-69 & Lake Hazel 083116
Site Code : 00000000
Start Date : 8/31/2016
Page No : 7

Image 1

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: KITT0101
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Linder Rd b Amity and Lake Hazel VOL
Date Start: 15-Nov-17
Date End: 16-Nov-17
Linder Road between Amity & Lake Hazel
Kuna, Idaho

Start Time	15-Nov-17 Wed	SB	NB	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
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		2	6	8
06:15		3	14	17
06:30		4	31	35
06:45		7	44	51
07:00		8	**50**	**58**
07:15		**15**	**78**	**93**
07:30		**12**	**67**	**79**
07:45		**14**	**63**	**77**
08:00		**14**	40	54
08:15		11	28	39
08:30		4	25	29
08:45		11	10	21
09:00		9	17	26
09:15		16	12	28
09:30		8	21	29
09:45		5	14	19
10:00		2	12	14
10:15		10	16	26
10:30		14	10	24
10:45		8	9	17
11:00		18	16	34
11:15		7	15	22
11:30		10	14	24
11:45		7	14	21
Total		219	626	845
Percent		25.9%	74.1%	
Peak	-	07:15	07:00	07:00
Vol.	-	55	258	307
P.H.F.		0.917	0.827	0.825

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: KITT0101
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Linder Rd b Amity and Lake Hazel VOL
Date Start: 15-Nov-17
Date End: 16-Nov-17
Linder Road between Amity & Lake Hazel
Kuna, Idaho

Start Time	15-Nov-17 Wed	SB	NB							Total
12:00 PM		22	8							30
12:15		12	12							24
12:30		14	16							30
12:45		12	20							32
01:00		14	15							29
01:15		13	18							31
01:30		8	22							30
01:45		8	17							25
02:00		18	14							32
02:15		14	20							34
02:30		17	18							35
02:45		15	22							37
03:00		25	16							41
03:15		28	26							54
03:30		20	24							44
03:45		19	21							40
04:00		40	25							65
04:15		29	24							53
04:30		42	26							68
04:45		**33**	**30**							**63**
05:00		**50**	**25**							**75**
05:15		**59**	**23**							**82**
05:30		**52**	**37**							**89**
05:45		32	26							58
06:00		40	16							56
06:15		36	30							66
06:30		22	27							49
06:45		10	18							28
07:00		15	12							27
07:15		17	8							25
07:30		14	7							21
07:45		14	12							26
08:00		19	9							28
08:15		5	8							13
08:30		17	10							27
08:45		10	4							14
09:00		8	4							12
09:15		11	4							15
09:30		7	6							13
09:45		6	6							12
10:00		2	4							6
10:15		7	2							9
10:30		4	1							5
10:45		2	4							6
11:00		1	1							2
11:15		2	4							6
11:30		5	2							7
11:45		2	0							2
Total		872	704							1576
Percent		55.3%	44.7%							
Peak	-	16:45	16:45	-	-	-	-	-	-	16:45
Vol.	-	194	115	-	-	-	-	-	-	309
P.H.F.		0.822	0.777							0.868

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: KITT0101
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Linder Rd b Amity and Lake Hazel VOL
Date Start: 15-Nov-17
Date End: 16-Nov-17
Linder Road between Amity & Lake Hazel
Kuna, Idaho

Start Time	16-Nov-17 Thu	SB	NB							Total
12:00 AM		3	1							4
12:15		3	2							5
12:30		0	1							1
12:45		1	0							1
01:00		0	0							0
01:15		0	1							1
01:30		1	1							2
01:45		0	1							1
02:00		0	0							0
02:15		0	0							0
02:30		0	3							3
02:45		1	1							2
03:00		0	1							1
03:15		0	2							2
03:30		1	1							2
03:45		0	1							1
04:00		0	0							0
04:15		1	3							4
04:30		2	1							3
04:45		0	4							4
05:00		**0**	**2**							**2**
05:15		**0**	**4**							**4**
05:30		**2**	**12**							**14**
05:45		**6**	**10**							**16**
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		21	52							73
Percent		28.8%	71.2%							
Peak	-	05:00	05:00	-	-	-	-	-	-	05:00
Vol.	-	8	28	-	-	-	-	-	-	36
P.H.F.		0.333	0.583							0.563
Grand Total		1112	1382							2494
Percent		44.6%	55.4%							

Appendix C
Existing Traffic Operation Worksheets

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	305	8	5	131	12	14	191	25	8	23	1
Future Vol, veh/h	29	305	8	5	131	12	14	191	25	8	23	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	2	25	0	2	0	0	1	0	13	4	0
Mvmt Flow	32	339	9	6	146	13	16	212	28	9	26	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.4	9.9	11.5	9.4
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	8%	3%	25%
Vol Thru, %	83%	89%	89%	72%
Vol Right, %	11%	2%	8%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	342	148	32
LT Vol	14	29	5	8
Through Vol	191	305	131	23
RT Vol	25	8	12	1
Lane Flow Rate	256	380	164	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.376	0.527	0.238	0.059
Departure Headway (Hd)	5.303	4.989	5.215	6.01
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	680	726	689	595
Service Time	3.335	2.989	3.245	4.053
HCM Lane V/C Ratio	0.376	0.523	0.238	0.061
HCM Control Delay	11.5	13.4	9.9	9.4
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.7	3.1	0.9	0.2

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	41	11	5	31	7	5	177	6	3	32	2
Future Vol, veh/h	11	41	11	5	31	7	5	177	6	3	32	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	2	0	20	0	0	0	0	0	0	3	0
Mvmt Flow	12	46	12	6	34	8	6	197	7	3	36	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.1	8.5	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	17%	12%	8%
Vol Thru, %	94%	65%	72%	86%
Vol Right, %	3%	17%	16%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	63	43	37
LT Vol	5	11	5	3
Through Vol	177	41	31	32
RT Vol	6	11	7	2
Lane Flow Rate	209	70	48	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.239	0.086	0.064	0.05
Departure Headway (Hd)	4.121	4.446	4.805	4.382
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	810	749	821
Service Time	2.221	2.45	2.809	2.39
HCM Lane V/C Ratio	0.244	0.086	0.064	0.05
HCM Control Delay	8.5	7.9	8.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.2	0.2

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	323	20	17	73	6	35	130	108	4	24	2
Future Vol, veh/h	33	323	20	17	73	6	35	130	108	4	24	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	1	0	0	0	0	9	0	0	25	8	0
Mvmt Flow	34	336	21	18	76	6	36	135	113	4	25	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	9.2	11.6	9.4
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	9%	18%	13%
Vol Thru, %	48%	86%	76%	80%
Vol Right, %	40%	5%	6%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	273	376	96	30
LT Vol	35	33	17	4
Through Vol	130	323	73	24
RT Vol	108	20	6	2
Lane Flow Rate	284	392	100	31
Geometry Grp	1	1	1	1
Degree of Util (X)	0.401	0.526	0.148	0.053
Departure Headway (Hd)	5.073	4.832	5.322	6.062
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	700	736	677	594
Service Time	3.172	2.916	3.326	4.068
HCM Lane V/C Ratio	0.406	0.533	0.148	0.052
HCM Control Delay	11.6	13.2	9.2	9.4
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.9	3.1	0.5	0.2

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	31	9	14	26	134	7	1333	37	61	508	8
Future Vol, veh/h	11	31	9	14	26	134	7	1333	37	61	508	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	110	-	-	330	-	-	410	-	-
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, %	9	0	0	0	0	1	0	1	0	7	2	13
Mvmt Flow	12	35	10	16	29	151	8	1498	42	69	571	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1491	2267	290	1974	2251	770	580	0	0	1539	0	0
Stage 1	712	712	-	1534	1534	-	-	-	-	-	-	-
Stage 2	779	1555	-	440	717	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.5	6.9	7.5	6.5	6.92	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.68	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4	3.3	3.5	4	3.31	2.2	-	-	2.27	-	-
Pot Cap-1 Maneuver	80	41	713	38	42	345	1004	-	-	404	-	-
Stage 1	374	439	-	124	180	-	-	-	-	-	-	-
Stage 2	340	176	-	571	437	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 12	~ 34	713	-	35	345	1004	-	-	404	-	-
Mov Cap-2 Maneuver	~ 12	~ 34	-	-	35	-	-	-	-	-	-	-
Stage 1	371	364	-	123	179	-	-	-	-	-	-	-
Stage 2	159	175	-	422	362	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 381.1		0	1.7
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1004	-	-	12	43	-	141	404	-	-
HCM Lane V/C Ratio	0.008	-	-	1.03	1.045	-	1.275	0.17	-	-
HCM Control Delay (s)	8.6	-	-	-$ 684.7	297.6	-	228.3	15.7	-	-
HCM Lane LOS	A	-	-	F	F	-	F	C	-	-
HCM 95th %tile Q(veh)	0	-	-	2.2	4.2	-	11	0.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	122	30	29	309	6	9	79	12	7	184	20
Future Vol, veh/h	10	122	30	29	309	6	9	79	12	7	184	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	2	0	0	3	0	0	4	0	43	0	5
Mvmt Flow	10	127	31	30	322	6	9	82	13	7	192	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	13.6	9.9	12.9
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	6%	8%	3%
Vol Thru, %	79%	75%	90%	87%
Vol Right, %	12%	19%	2%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	162	344	211
LT Vol	9	10	29	7
Through Vol	79	122	309	184
RT Vol	12	30	6	20
Lane Flow Rate	104	169	358	220
Geometry Grp	1	1	1	1
Degree of Util (X)	0.165	0.251	0.515	0.377
Departure Headway (Hd)	5.694	5.357	5.174	6.174
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	628	670	695	582
Service Time	3.744	3.4	3.209	4.216
HCM Lane V/C Ratio	0.166	0.252	0.515	0.378
HCM Control Delay	9.9	10.2	13.6	12.9
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.6	1	3	1.7

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	26	3	8	55	4	10	61	1	3	148	10
Future Vol, veh/h	3	26	3	8	55	4	10	61	1	3	148	10
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
Heavy Vehicles, %	33	0	0	0	4	0	0	2	0	0	0	10
Mvmt Flow	3	28	3	9	59	4	11	66	1	3	159	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	7.9	7.8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	9%	12%	2%
Vol Thru, %	85%	81%	82%	92%
Vol Right, %	1%	9%	6%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	32	67	161
LT Vol	10	3	8	3
Through Vol	61	26	55	148
RT Vol	1	3	4	10
Lane Flow Rate	77	34	72	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.094	0.048	0.09	0.203
Departure Headway (Hd)	4.357	5.065	4.488	4.218
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	825	708	800	857
Service Time	2.369	3.084	2.504	2.218
HCM Lane V/C Ratio	0.093	0.048	0.09	0.202
HCM Control Delay	7.8	8.3	7.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.3	0.8

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	99	29	55	247	2	24	56	45	4	130	18
Future Vol, veh/h	5	99	29	55	247	2	24	56	45	4	130	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	0
Mvmt Flow	6	110	32	61	274	2	27	62	50	4	144	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	12.4	9.6	10.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	4%	18%	3%
Vol Thru, %	45%	74%	81%	86%
Vol Right, %	36%	22%	1%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	133	304	152
LT Vol	24	5	55	4
Through Vol	56	99	247	130
RT Vol	45	29	2	18
Lane Flow Rate	139	148	338	169
Geometry Grp	1	1	1	1
Degree of Util (X)	0.203	0.209	0.47	0.249
Departure Headway (Hd)	5.252	5.1	5.009	5.31
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	703	723	676
Service Time	3.287	3.133	3.009	3.345
HCM Lane V/C Ratio	0.204	0.211	0.467	0.25
HCM Control Delay	9.6	9.5	12.4	10.1
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.8	0.8	2.5	1

Intersection	
Int Delay, s/veh	16.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	18	4	19	24	89	8	652	23	125	1400	28
Future Vol, veh/h	4	18	4	19	24	89	8	652	23	125	1400	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	110	-	-	330	-	-	410	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	13	1	0	1	0	0
Mvmt Flow	4	19	4	20	26	95	9	694	24	133	1489	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2147	2505	760	1743	2508	359	1519	0	0	718	0	0
Stage 1	1770	1770	-	723	723	-	-	-	-	-	-	-
Stage 2	377	735	-	1020	1785	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.36	-	-	4.12	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.33	-	-	2.21	-	-
Pot Cap-1 Maneuver	28	29	353	57	29	643	386	-	-	886	-	-
Stage 1	88	138	-	388	434	-	-	-	-	-	-	-
Stage 2	622	428	-	257	135	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	24	353	~ 17	~ 24	643	386	-	-	886	-	-
Mov Cap-2 Maneuver	-	24	-	~ 17	~ 24	-	-	-	-	-	-	-
Stage 1	86	117	-	379	424	-	-	-	-	-	-	-
Stage 2	487	418	-	180	115	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		290.4	0.2	0.8
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	386	-	-	-	29	17	99	886	-	-
HCM Lane V/C Ratio	0.022	-	-	-	0.807	1.189	1.214	0.15	-	-
HCM Control Delay (s)	14.5	-	-	-	$ 302.4	$ 598.6	238.6	9.8	-	-
HCM Lane LOS	B	-	-	-	F	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	2.6	3	8.2	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Appendix D
Mitigated Existing Traffic Operation Worksheets

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230

Project #: 22046
Project Name: Gripentrog Subdivision
Analyst: BXK
Date: 2/6/2018
File: H:\22\22046 - Gripentrog Subdivision TIS\excel\signal warrant analyses\[Lake Hazel-SH69 EX Signal Warrant Analysis.xls]Warrant Summary(70%)
Intersection: Lake Hazel Rd & SH 69
Scenario: Year 2017 Existing Conditions

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
12:00 AM	1:00 AM	31	91	2	3
1:00 AM		20	49	0	3
2:00 AM		27	40	1	3
3:00 AM		67	26	2	0
4:00 AM		151	64	5	5
5:00 AM		466	151	11	15
6:00 AM		1064	266	29	69
7:00 AM		1422	671	53	133
8:00 AM		992	417	38	119
9:00 AM		771	450	26	83
10:00 AM		664	470	30	66
11:00 AM		663	565	21	59
12:00 PM		651	616	25	77
1:00 PM		590	719	22	67
2:00 PM		614	798	19	63
3:00 PM		829	1069	26	81
4:00 PM		701	1383	33	112
5:00 PM		746	1707	40	126
6:00 PM		694	1331	32	99
7:00 PM		475	914	18	62
8:00 PM		320	703	26	38
9:00 PM		196	563	11	32
10:00 PM		142	309	10	19
11:00 PM		83	153	4	7

Warrant Summary

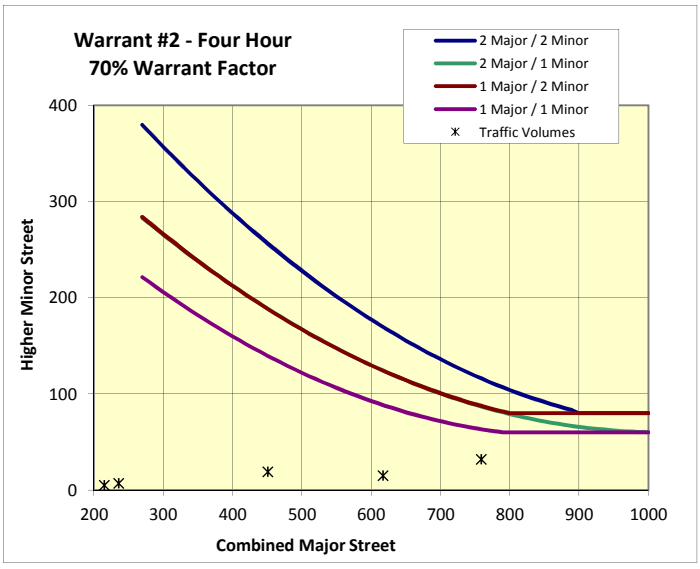
Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

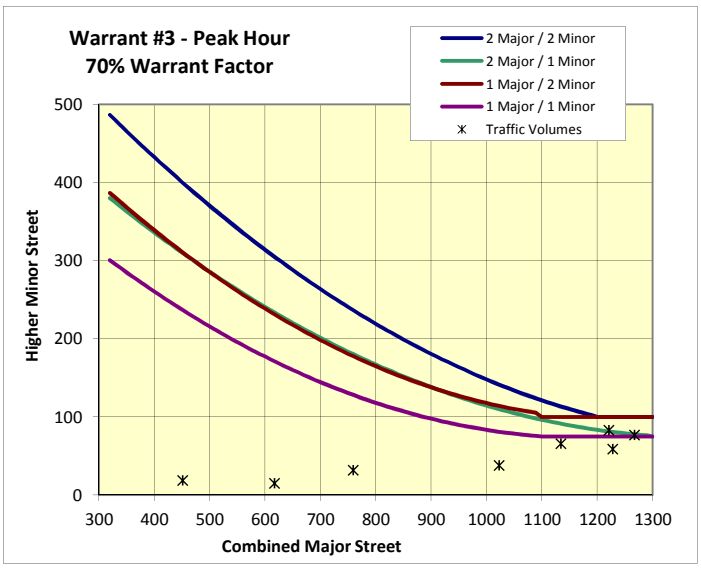
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Daily

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	0	No	**Yes**
	B	900	75	8	Yes	
80%	A	480	120	2	No	**Yes**
	B	720	60	13	Yes	
70%	A	420	105	4	No	**Yes**
	B	630	53	14	Yes	
56%	A	336	84	5	No	**Yes**
	B	504	42	14	Yes	





HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	31	9	14	26	134	7	1333	37	61	508	8
Future Volume (veh/h)	11	31	9	14	26	134	7	1333	37	61	508	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1651	1800	1800	1800	1785	1800	1800	1783	1800	1682	1762	1800
Adj Flow Rate, veh/h	12	35	10	16	29	151	8	1498	42	69	571	9
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	9	0	0	0	0	0	0	1	1	7	2	2
Cap, veh/h	151	190	54	280	36	189	524	1878	53	234	2017	32
Arrive On Green	0.01	0.14	0.14	0.02	0.15	0.15	0.01	0.56	0.56	0.05	0.60	0.60
Sat Flow, veh/h	1573	1347	385	1714	251	1304	1714	3365	94	1602	3373	53
Grp Volume(v), veh/h	12	0	45	16	0	180	8	753	787	69	283	297
Grp Sat Flow(s),veh/h/ln	1573	0	1732	1714	0	1555	1714	1694	1766	1602	1674	1752
Q Serve(g_s), s	0.5	0.0	1.8	0.6	0.0	8.7	0.2	27.4	27.6	1.3	6.4	6.4
Cycle Q Clear(g_c), s	0.5	0.0	1.8	0.6	0.0	8.7	0.2	27.4	27.6	1.3	6.4	6.4
Prop In Lane	1.00		0.22	1.00		0.84	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	151	0	244	280	0	226	524	945	986	234	1001	1048
V/C Ratio(X)	0.08	0.00	0.18	0.06	0.00	0.80	0.02	0.80	0.80	0.29	0.28	0.28
Avail Cap(c_a), veh/h	240	0	502	369	0	451	628	2041	2129	371	2125	2225
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	28.3	0.0	29.4	27.7	0.0	32.1	7.3	13.6	13.7	12.6	7.6	7.6
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.1	0.0	6.3	0.0	1.6	1.5	0.7	0.2	0.1
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(50%),veh/ln	0.2	0.0	0.9	0.3	0.0	4.1	0.1	13.0	13.8	0.7	3.0	3.1
LnGrp Delay(d),s/veh	28.5	0.0	29.7	27.7	0.0	38.4	7.3	15.2	15.2	13.3	7.7	7.7
LnGrp LOS	C		C	C		D	A	B	B	B	A	A
Approach Vol, veh/h		57			196			1548			649	
Approach Delay, s/veh		29.5			37.5			15.2			8.3	
Approach LOS		C			D			B			A	

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	8.4	47.8	6.0	15.4	5.3	50.9	5.6	15.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	93.5	5.5	22.5	5.5	98.5	5.5	22.5
Max Q Clear Time (g_c+I1), s	3.3	29.6	2.6	3.8	2.2	8.4	2.5	10.7
Green Ext Time (p_c), s	0.1	13.7	0.0	0.1	0.0	3.1	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	18	4	19	24	89	8	652	23	125	1400	28
Future Volume (veh/h)	4	18	4	19	24	89	8	652	23	125	1400	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1800	1800	1593	1783	1800	1782	1800	1800
Adj Flow Rate, veh/h	4	19	4	20	26	95	9	694	24	133	1489	30
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	13	1	1	1	0	0
Cap, veh/h	168	128	27	262	36	133	211	1727	60	517	1985	40
Arrive On Green	0.01	0.09	0.09	0.02	0.11	0.11	0.01	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1714	1443	304	1714	340	1241	1517	3341	115	1697	3429	69
Grp Volume(v), veh/h	4	0	23	20	0	121	9	352	366	133	742	777
Grp Sat Flow(s),veh/h/ln	1714	0	1746	1714	0	1581	1517	1694	1762	1697	1710	1788
Q Serve(g_s), s	0.1	0.0	0.7	0.6	0.0	4.5	0.2	7.7	7.7	2.0	19.5	19.6
Cycle Q Clear(g_c), s	0.1	0.0	0.7	0.6	0.0	4.5	0.2	7.7	7.7	2.0	19.5	19.6
Prop In Lane	1.00		0.17	1.00		0.79	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	168	0	155	262	0	169	211	875	911	517	990	1035
V/C Ratio(X)	0.02	0.00	0.15	0.08	0.00	0.72	0.04	0.40	0.40	0.26	0.75	0.75
Avail Cap(c_a), veh/h	315	0	620	377	0	561	331	2585	2690	742	2808	2936
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	25.0	0.0	25.5	24.2	0.0	26.2	8.9	8.9	8.9	5.8	9.5	9.5
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.1	0.0	5.5	0.1	0.3	0.3	0.3	1.2	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(50%),veh/ln	0.1	0.0	0.4	0.3	0.0	2.2	0.1	3.6	3.7	1.0	9.4	9.8
LnGrp Delay(d),s/veh	25.1	0.0	25.9	24.3	0.0	31.7	9.0	9.2	9.2	6.0	10.6	10.6
LnGrp LOS	C		C	C		C	A	A	A	A	B	B
Approach Vol, veh/h		27			141			727			1652	
Approach Delay, s/veh		25.8			30.6			9.2			10.3	
Approach LOS		C			C			A			B	

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	9.0	35.8	5.9	9.9	5.2	39.6	4.8	11.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	92.5	5.5	21.5	5.5	99.5	5.5	21.5
Max Q Clear Time (g_c+I1), s	4.0	9.7	2.6	2.7	2.2	21.6	2.1	6.5
Green Ext Time (p_c), s	0.2	4.1	0.0	0.0	0.0	13.5	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Appendix E
ITD Crash Data

Whisper Meadows Subdivision - Crash Data

ITD Reported Crash Data @ Study Intersections and Roadway
Dates: 2011 - 2015

Linder Road & Amity Road																		
Accident #	**Street1**	**Street2**	**Accident Date**	**Serial #**	**Light**	**Weather**	**Wet/Dry**	**Units**	**Severity**	**UnitId**	**Direction**	**Unit Type**	**Action**	**Milepost**	**Event**	**Contrib Circ**	**Latitude**	**Longitude**
1	Linder Rd	Amity Rd	5/7/2015 13:47	15C397197	Day	Cloudy	Wet	2	A Injury Accident	15941648	W	Pickup	Going Straight	8.0140	Utility/Light Support	Failed to Obey Stop Sign	43.56104400	-116.41377160
2	Amity Rd	Linder Rd	7/14/2014 15:55	14C375211	Day	Clear	Dry	2	Property Dmg Report	15181552	S	Pickup	Starting in Traffic	5.9880	Angle	Inattention	43.56104400	-116.41377160
Linder Road & Lake Hazel Road																		
Accident #	**Street1**	**Street2**	**Accident Date**	**Serial #**	**Light**	**Weather**	**Wet/Dry**	**Units**	**Severity**	**UnitId**	**Direction**	**Unit Type**	**Action**	**Milepost**	**Event**	**Contrib Circ**	**Latitude**	**Longitude**
1	Lake Hazel Rd	Linder Rd	6/18/2013 11:14	13C347376	Day	Clear	Dry	2	C Injury Accident	14210261	W	Car	Going Straight	6.0020	Rear-End	Failed to Obey Stop Sign	43.54651010	-116.41379300
Linder Road & Columbia Road																		
Accident #	**Street1**	**Street2**	**Accident Date**	**Serial #**	**Light**	**Weather**	**Wet/Dry**	**Units**	**Severity**	**UnitId**	**Direction**	**Unit Type**	**Action**	**Milepost**	**Event**	**Contrib Circ**	**Latitude**	**Longitude**
1	Columbia Rd	Linder Rd	5/27/2015 09:06	15C400082	Day	Clear	Dry	2	Property Dmg Report	16041332	N	SUV/Crossover	Starting in Traffic	103.0500	Angle	Failed to Obey Stop Sign	43.53203360	-116.41381750
2	Columbia Rd	Linder Rd	4/3/2014 15:21	14C367894	Day	Clear	Dry	2	Property Dmg Report	14915046	E	SUV/Crossover	Going Straight	103.0500	Angle Turning		43.53203360	-116.41381750
Meridian Road (SH 69) & Lake Hazel Road																		
Accident #	**Street1**	**Street2**	**Accident Date**	**Serial #**	**Light**	**Weather**	**Wet/Dry**	**Units**	**Severity**	**UnitId**	**Direction**	**Unit Type**	**Action**	**Milepost**	**Event**	**Contrib Circ**	**Latitude**	**Longitude**
1	Meridian Rd	Lake Hazel Rd	10/16/2015 7:44	15C409989	Day	Cloudy	Dry	**2**	B Injury Accident	16387483	W	Pickup	Going Straight	6.187	Angle	Inattention	43.54631732	-116.3938718
2	SH 69	Lake Hazel Rd	9/16/2015 18:08	15C407131	Day	Cloudy	Dry	**3**	B Injury Accident	16288548	W	SUV/Crossover	Starting in Traffic	6.131	Angle	Failed to Yield	43.5463699	-116.3937735
3	Meridian Rd	Lake Hazel Rd	7/2/2015 20:41	15C401866	Day	Clear	Dry	**2**	A Injury Accident	16102168	S	Truck - 2 Axle	Turning Left	6.131	Head-On Turning	Inattention	43.54636299	-116.3937618
4	SH 69	Lake Hazel Rd	6/26/2015 13:57	15C401205	Day	Clear	Dry	**2**	B Injury Accident	16077414	W	Car	Starting in Traffic	6.131	Angle	Failed to Obey Stop Sign	43.54640771	-116.3937296
5	Lake Hazel Rd	SH 69	5/12/2015 21:38	15C397214	Dark	Rain	Wet	**2**	Property Dmg Report	15941668	W	SUV/Crossover	Going Straight	7.051	Rear-End	Inattention	43.54645637	-116.3937375
6	Lake Hazel Rd	Meridian Rd	4/11/2015 16:36	15C396172	Day	Rain	Wet	**2**	C Injury Accident	15905033	W	Car	Turning Left	7.007	Head-On Turning	Failed to Yield	43.54637055	-116.3937722
7	Meridian Rd	Lake Hazel Rd	3/25/2015 18:00	15C394730	Day	Clear	Dry	**2**	Property Dmg Report	15852721	S	SUV/Crossover	Going Straight	6.131	Angle		43.5464427	-116.3937886
8	Meridian Rd	Lake Hazel Rd	11/28/2014 16:48	14C394310	Day	Cloudy	Dry	**2**	Fatal Accident	15836608	N	Car	Going Straight	6.131	Pedalcycle	Distracted IN or ON Vehicle	43.54641548	-116.3936653
9	SH 69	Lake Hazel Rd	2/21/2015 16:07	15C392733	Day	Clear	Dry	**1**	Property Dmg Report	15782749	S	Car	Turning Left	6.131	Fence	Inattention	43.54636882	-116.3937779
10	Meridian Rd	Lake Hazel Rd	9/9/2014 7:20	14C378715	Day	Clear	Dry	**2**	Property Dmg Report	15307728	W	Car	Going Straight	6.131	Angle	Failed to Obey Stop Sign	43.54636688	-116.3937725
11	SH 69	Lake Hazel Rd	8/28/2014 8:12	14C378186	Dark	Clear	Dry	**2**	C Injury Accident	15286815	E	Van	Starting in Traffic	6.131	Angle Turning	Failed to Obey Stop Sign	43.54637077	-116.3937699
12	Meridian Rd	Lake Hazel Rd	12/14/2013 12:34	13C359792	Day	Cloudy	Dry	**2**	A Injury Accident	14638860	W	Car	Going Straight	6.131	Angle	Failed to Obey Stop Sign	43.54641548	-116.3937618
13	Lake Hazel Rd	Meridian Rd	4/22/2013 8:24	13C344771	Day	Clear	Dry	**2**	C Injury Accident	14116768	W	Car	Starting in Traffic	7.05	Head-On Turning	Failed to Obey Stop Sign	43.54644073	-116.3937736
14	Lake Hazel Rd	Meridian Rd	4/1/2013 08:00	13C342323	Day	Clear	Dry	2	Property Dmg Report	14036330	W	Pickup	Slowing in Traffic	7.0500	Rear-End	Inattention	43.54642518	-116.39376283
15	SH 69	Lake Hazel Rd	3/3/2013 01:55	13C340652	Dark	Cloudy	Dry	2	A Injury Accident	13981367	W	SUV/Crossover	Going Straight	6.1310	Angle	Alcohol Impaired	43.54642518	-116.39375746
16	Meridian Rd	Lake Hazel Rd	7/13/2012 19:24	12C324416	Day	Clear	Dry	2	B Injury Accident	13420992	E	Car	Starting in Traffic	6.1310	Angle	Failed to Yield	43.54642518	-116.39375210
17	Lake Hazel Rd	Meridian Rd	5/1/2012 18:31	12C318129	Day	Clear	Dry	2	Property Dmg Report	13208087	E	Pickup	Going Straight	7.0070	Rear-End Turning	Alcohol Impaired	43.54642810	-116.39375450
18	Meridian Rd	Lake Hazel Rd	2/10/2012 07:23	12C313630	Dark	Clear	Dry	2	Property Dmg Report	13054386	NE	Car	Turning Left	6.1310	Rear-End Turning	Improper Use of Turn Lane	43.54658849	-116.39366627
19	SH 69	Lake Hazel Rd	1/19/2012 07:18	12C311774	Dark	Rain	Wet	2	Property Dmg Report	12992878	W	SUV/Crossover	Going Straight	6.1310	Angle	Failed to Yield	43.54637075	-116.39379501
20	Meridian Rd	Lake Hazel Rd	10/21/2011 20:42	11C305710	Dark	Clear	Dry	2	Property Dmg Report	12795961	W	Pickup	Going Straight	6.1310	Angle	Failed to Yield	43.54637075	-116.39383793
21	SH 69	Lake Hazel Rd	10/5/2011 13:43	11C305095	Day	Cloudy	Wet	2	B Injury Accident	12783766	N	Car	Turning Left	6.1310	Angle Turning	Failed to Yield	43.54598000	-116.39379400

Linder Road - Columbia Road to Lake Hazel Road															
Accident #	**Milepost**	**Vehicle Type**	**Driver Action**	**ane Directio**	**irectio**	**Event**	**Contrib Cir**	**nditio**	**Weather**	**Light**	**Serial #**	**Accident Date**	**Severity**	**Latitude**	**Longitude**
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Appendix F
Year 2026 Background Traffic Operation Worksheets

Intersection	
Intersection Delay, s/veh	29
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	403	16	30	174	16	26	280	103	10	41	1
Future Vol, veh/h	39	403	16	30	174	16	26	280	103	10	41	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	12	0	2	0	0	0	0	10	2	0
Mvmt Flow	43	448	18	33	193	18	29	311	114	11	46	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	37.5	15.3	28.9	11.9
HCM LOS	E	C	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	9%	14%	19%
Vol Thru, %	68%	88%	79%	79%
Vol Right, %	25%	3%	7%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	409	458	220	52
LT Vol	26	39	30	10
Through Vol	280	403	174	41
RT Vol	103	16	16	1
Lane Flow Rate	454	509	244	58
Geometry Grp	1	1	1	1
Degree of Util (X)	0.789	0.871	0.454	0.124
Departure Headway (Hd)	6.251	6.163	6.688	7.742
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	577	585	535	460
Service Time	4.304	4.22	4.759	5.84
HCM Lane V/C Ratio	0.787	0.87	0.456	0.126
HCM Control Delay	28.9	37.5	15.3	11.9
HCM Lane LOS	D	E	C	B
HCM 95th-tile Q	7.5	9.9	2.3	0.4

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	152	31	19	80	12	34	260	44	12	56	20
Future Vol, veh/h	64	152	31	19	80	12	34	260	44	12	56	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	0	5	0	0	0	0	0	0	2	0
Mvmt Flow	71	169	34	21	89	13	38	289	49	13	62	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	10.1	13.9	9.5
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	26%	17%	14%
Vol Thru, %	77%	62%	72%	64%
Vol Right, %	13%	13%	11%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	338	247	111	88
LT Vol	34	64	19	12
Through Vol	260	152	80	56
RT Vol	44	31	12	20
Lane Flow Rate	376	274	123	98
Geometry Grp	1	1	1	1
Degree of Util (X)	0.533	0.409	0.195	0.149
Departure Headway (Hd)	5.112	5.359	5.688	5.498
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	706	672	630	651
Service Time	3.145	3.393	3.731	3.543
HCM Lane V/C Ratio	0.533	0.408	0.195	0.151
HCM Control Delay	13.9	12.1	10.1	9.5
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	3.2	2	0.7	0.5

Intersection	
Intersection Delay, s/veh	21.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	421	26	22	95	14	46	179	141	23	56	17
Future Vol, veh/h	47	421	26	22	95	14	46	179	141	23	56	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	7	0	0	4	4	0
Mvmt Flow	49	439	27	23	99	15	48	186	147	24	58	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	28	11.5	18.9	11.3
HCM LOS	D	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	10%	17%	24%
Vol Thru, %	49%	85%	73%	58%
Vol Right, %	39%	5%	11%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	366	494	131	96
LT Vol	46	47	22	23
Through Vol	179	421	95	56
RT Vol	141	26	14	17
Lane Flow Rate	381	515	136	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.636	0.803	0.243	0.187
Departure Headway (Hd)	6.003	5.736	6.416	6.737
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	633	561	534
Service Time	4.003	3.736	4.448	4.764
HCM Lane V/C Ratio	0.629	0.814	0.242	0.187
HCM Control Delay	18.9	28	11.5	11.3
HCM Lane LOS	C	D	B	B
HCM 95th-tile Q	4.5	8	0.9	0.7

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	202	122	29	18	62	175	15	1739	48	80	663	74
Future Vol, veh/h	202	122	29	18	62	175	15	1739	48	80	663	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	110	-	-	330	-	-	410	-	-
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, %	0	0	0	0	0	1	0	1	0	5	2	1
Mvmt Flow	227	137	33	20	70	197	17	1954	54	90	745	83

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	3009	414	2636	3023	1004	828	0	0	2008	0	0
Stage 1	967	967	-	2015	2015	-	-	-	-	-	-	-
Stage 2	1046	2042	-	621	1008	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.92	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.31	2.2	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 35	~ 14	593	~ 12	~ 13	242	812	-	-	270	-	-
Stage 1	277	335	-	62	104	-	-	-	-	-	-	-
Stage 2	248	~ 101	-	446	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 9	593	-	~ 8	242	812	-	-	270	-	-
Mov Cap-2 Maneuver	-	~ 9	-	-	~ 8	-	-	-	-	-	-	-
Stage 1	271	223	-	61	102	-	-	-	-	-	-	-
Stage 2	~ 14	~ 99	-	108	214	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	2.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	812	-	-	-	11	-	28	270	-	-
HCM Lane V/C Ratio	0.021	-	-	-	15.424	-	9.51	0.333	-	-
HCM Control Delay (s)	9.5	-	-	-	$ 7155.9	-	$ 4101.9	24.8	-	-
HCM Lane LOS	A	-	-	-	F	-	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	22.6	-	32.8	1.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	122	29	18	62	175	15	1739	48	80	663	74
Future Volume (veh/h)	202	122	29	18	62	175	15	1739	48	80	663	74
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1787	1800	1800	1783	1800	1714	1766	1800
Adj Flow Rate, veh/h	227	137	33	20	70	197	17	1954	54	90	745	83
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	5	2	2
Cap, veh/h	240	319	77	239	56	158	390	2013	55	111	1873	209
Arrive On Green	0.11	0.23	0.23	0.02	0.14	0.14	0.02	0.60	0.60	0.03	0.62	0.62
Sat Flow, veh/h	1714	1403	338	1714	414	1166	1714	3367	93	1633	3046	339
Grp Volume(v), veh/h	227	0	170	20	0	267	17	978	1030	90	410	418
Grp Sat Flow(s),veh/h/ln	1714	0	1740	1714	0	1581	1714	1694	1766	1633	1678	1707
Q Serve(g_s), s	16.5	0.0	12.4	1.5	0.0	20.0	0.6	81.5	83.3	3.2	18.5	18.5
Cycle Q Clear(g_c), s	16.5	0.0	12.4	1.5	0.0	20.0	0.6	81.5	83.3	3.2	18.5	18.5
Prop In Lane	1.00		0.19	1.00		0.74	1.00		0.05	1.00		0.20
Lane Grp Cap(c), veh/h	240	0	396	239	0	213	390	1012	1056	111	1032	1050
V/C Ratio(X)	0.95	0.00	0.43	0.08	0.00	1.25	0.04	0.97	0.98	0.81	0.40	0.40
Avail Cap(c_a), veh/h	240	0	396	266	0	213	420	1018	1061	127	1032	1050
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	48.6	0.0	49.0	53.6	0.0	64.1	12.0	28.4	28.7	36.9	14.5	14.5
Incr Delay (d2), s/veh	43.7	0.0	0.7	0.1	0.0	145.5	0.0	20.4	21.7	27.8	0.2	0.2
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(50%),veh/ln	4.4	0.0	6.0	0.7	0.0	17.3	0.3	43.5	46.7	3.1	8.6	8.8
LnGrp Delay(d),s/veh	92.3	0.0	49.7	53.8	0.0	209.5	12.0	48.8	50.4	64.7	14.8	14.8
LnGrp LOS	F		D	D		F	B	D	D	E	B	B
Approach Vol, veh/h		397			287			2025			918	
Approach Delay, s/veh		74.1			198.7			49.3			19.7	
Approach LOS		E			F			D			B	

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	9.6	93.1	7.3	38.2	7.0	95.6	21.0	24.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	89.0	5.1	31.4	5.1	90.4	16.5	20.0
Max Q Clear Time (g_c+I1), s	5.2	85.3	3.5	14.4	2.6	20.5	18.5	22.0
Green Ext Time (p_c), s	0.0	3.3	0.0	2.1	0.0	41.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	56.3
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	40.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	161	45	116	406	8	17	122	60	9	272	26
Future Vol, veh/h	14	161	45	116	406	8	17	122	60	9	272	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	1	4	0	2	0	0	2	0	33	0	4
Mvmt Flow	15	168	47	121	423	8	18	127	63	9	283	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.5	69	16.2	25.9
HCM LOS	C	F	C	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	6%	22%	3%
Vol Thru, %	61%	73%	77%	89%
Vol Right, %	30%	20%	2%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	199	220	530	307
LT Vol	17	14	116	9
Through Vol	122	161	406	272
RT Vol	60	45	8	26
Lane Flow Rate	207	229	552	320
Geometry Grp	1	1	1	1
Degree of Util (X)	0.427	0.459	1.018	0.68
Departure Headway (Hd)	7.612	7.378	6.636	7.826
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	477	490	552	464
Service Time	5.612	5.378	4.636	5.826
HCM Lane V/C Ratio	0.434	0.467	1	0.69
HCM Control Delay	16.2	16.5	69	25.9
HCM Lane LOS	C	C	F	D
HCM 95th-tile Q	2.1	2.4	15	5

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	97	40	51	179	14	39	101	25	7	228	65
Future Vol, veh/h	34	97	40	51	179	14	39	101	25	7	228	65
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
Heavy Vehicles, %	3	1	0	2	1	0	0	1	0	0	0	2
Mvmt Flow	37	104	43	55	192	15	42	109	27	8	245	70
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.1	12.7	11	13.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	20%	21%	2%
Vol Thru, %	61%	57%	73%	76%
Vol Right, %	15%	23%	6%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	171	244	300
LT Vol	39	34	51	7
Through Vol	101	97	179	228
RT Vol	25	40	14	65
Lane Flow Rate	177	184	262	323
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.292	0.412	0.481
Departure Headway (Hd)	5.689	5.716	5.659	5.365
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	628	625	632	668
Service Time	3.756	3.781	3.718	3.421
HCM Lane V/C Ratio	0.282	0.294	0.415	0.484
HCM Control Delay	11	11.1	12.7	13.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	1.2	2	2.6

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	129	38	72	322	23	31	100	59	18	185	32
Future Vol, veh/h	22	129	38	72	322	23	31	100	59	18	185	32
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	2	0	0	0	0	10	1	0	6	1	0
Mvmt Flow	24	143	42	80	358	26	34	111	66	20	206	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	25.6	13.9	15.4
HCM LOS	B	D	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	12%	17%	8%
Vol Thru, %	53%	68%	77%	79%
Vol Right, %	31%	20%	6%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	189	417	235
LT Vol	31	22	72	18
Through Vol	100	129	322	185
RT Vol	59	38	23	32
Lane Flow Rate	211	210	463	261
Geometry Grp	1	1	1	1
Degree of Util (X)	0.389	0.371	0.763	0.473
Departure Headway (Hd)	6.635	6.358	5.93	6.526
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	540	565	607	551
Service Time	4.7	4.42	3.978	4.586
HCM Lane V/C Ratio	0.391	0.372	0.763	0.474
HCM Control Delay	13.9	13.2	25.6	15.4
HCM Lane LOS	B	B	D	C
HCM 95th-tile Q	1.8	1.7	7	2.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	127	76	16	25	121	116	29	851	30	163	1827	244
Future Vol, veh/h	127	76	16	25	121	116	29	851	30	163	1827	244
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	110	-	-	330	-	-	410	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	0	0	0	0	2	3	1	0	1	1	0
Mvmt Flow	135	81	17	27	129	123	31	905	32	173	1944	260

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2999	3419	1102	2342	3533	469	2204	0	0	937	0	0
Stage 1	2420	2420	-	983	983	-	-	-	-	-	-	-
Stage 2	579	999	-	1359	2550	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.9	7.5	6.5	6.94	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.3	3.5	4	3.32	2.23	-	-	2.21	-	-
Pot Cap-1 Maneuver	~ 6	~ 7	210	~ 20	~ 6	541	232	-	-	733	-	-
Stage 1	~ 33	~ 64	-	271	329	-	-	-	-	-	-	-
Stage 2	470	324	-	159	~ 55	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 5	210	-	~ 4	541	232	-	-	733	-	-
Mov Cap-2 Maneuver	-	~ 5	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	~ 29	~ 49	-	235	285	-	-	-	-	-	-	-
Stage 2	172	281	-	-	~ 42	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	0.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	232	-	-	-	6	-	8	733	-	-
HCM Lane V/C Ratio	0.133	-	-	-	16.312	-	31.516	0.237	-	-
HCM Control Delay (s)	22.9	-	-	-	$ 8084.3	-	$ 14637.2	11.4	-	-
HCM Lane LOS	C	-	-	-	F	-	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	14.1	-	33.4	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	76	16	25	121	116	29	851	30	163	1827	244
Future Volume (veh/h)	127	76	16	25	121	116	29	851	30	163	1827	244
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1782	1800	1800	1800	1783	1800	1748	1783	1800	1782	1784	1800
Adj Flow Rate, veh/h	135	81	17	27	129	123	31	905	32	173	1944	260
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	0	3	1	1	1	1	1
Cap, veh/h	157	265	56	256	119	114	89	2075	73	409	1955	256
Arrive On Green	0.06	0.18	0.18	0.02	0.14	0.14	0.02	0.62	0.62	0.05	0.65	0.65
Sat Flow, veh/h	1697	1444	303	1714	840	801	1664	3338	118	1697	3015	394
Grp Volume(v), veh/h	135	0	98	27	0	252	31	459	478	173	1074	1130
Grp Sat Flow(s),veh/h/ln	1697	0	1747	1714	0	1641	1664	1694	1762	1697	1695	1715
Q Serve(g_s), s	9.5	0.0	7.2	2.0	0.0	21.1	1.0	20.9	20.9	5.3	90.2	96.3
Cycle Q Clear(g_c), s	9.5	0.0	7.2	2.0	0.0	21.1	1.0	20.9	20.9	5.3	90.2	96.3
Prop In Lane	1.00		0.17	1.00		0.49	1.00		0.07	1.00		0.23
Lane Grp Cap(c), veh/h	157	0	320	256	0	233	89	1053	1095	409	1099	1112
V/C Ratio(X)	0.86	0.00	0.31	0.11	0.00	1.08	0.35	0.44	0.44	0.42	0.98	1.02
Avail Cap(c_a), veh/h	157	0	320	276	0	233	106	1053	1095	488	1099	1112
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	51.9	0.0	52.5	52.6	0.0	63.7	38.2	14.6	14.6	10.7	25.0	26.1
Incr Delay (d2), s/veh	35.1	0.0	0.5	0.2	0.0	82.1	2.3	0.3	0.3	0.7	21.6	31.2
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(50%),veh/ln	2.6	0.0	3.5	1.0	0.0	14.8	0.8	9.8	10.2	2.6	48.4	54.7
LnGrp Delay(d),s/veh	87.0	0.0	53.0	52.8	0.0	145.8	40.5	14.9	14.9	11.4	46.7	57.3
LnGrp LOS	F		D	D		F	D	B	B	B	D	F
Approach Vol, veh/h		233			279			968			2377	
Approach Delay, s/veh		72.7			136.8			15.7			49.2	
Approach LOS		E			F			B			D	

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	12.1	96.8	7.9	31.7	8.1	100.8	14.0	25.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	86.9	5.1	25.5	5.1	96.3	9.5	21.1
Max Q Clear Time (g_c+I1), s	7.3	22.9	4.0	9.2	3.0	98.3	11.5	23.1
Green Ext Time (p_c), s	0.2	47.2	0.0	1.6	0.0	0.0	0.0	0.0

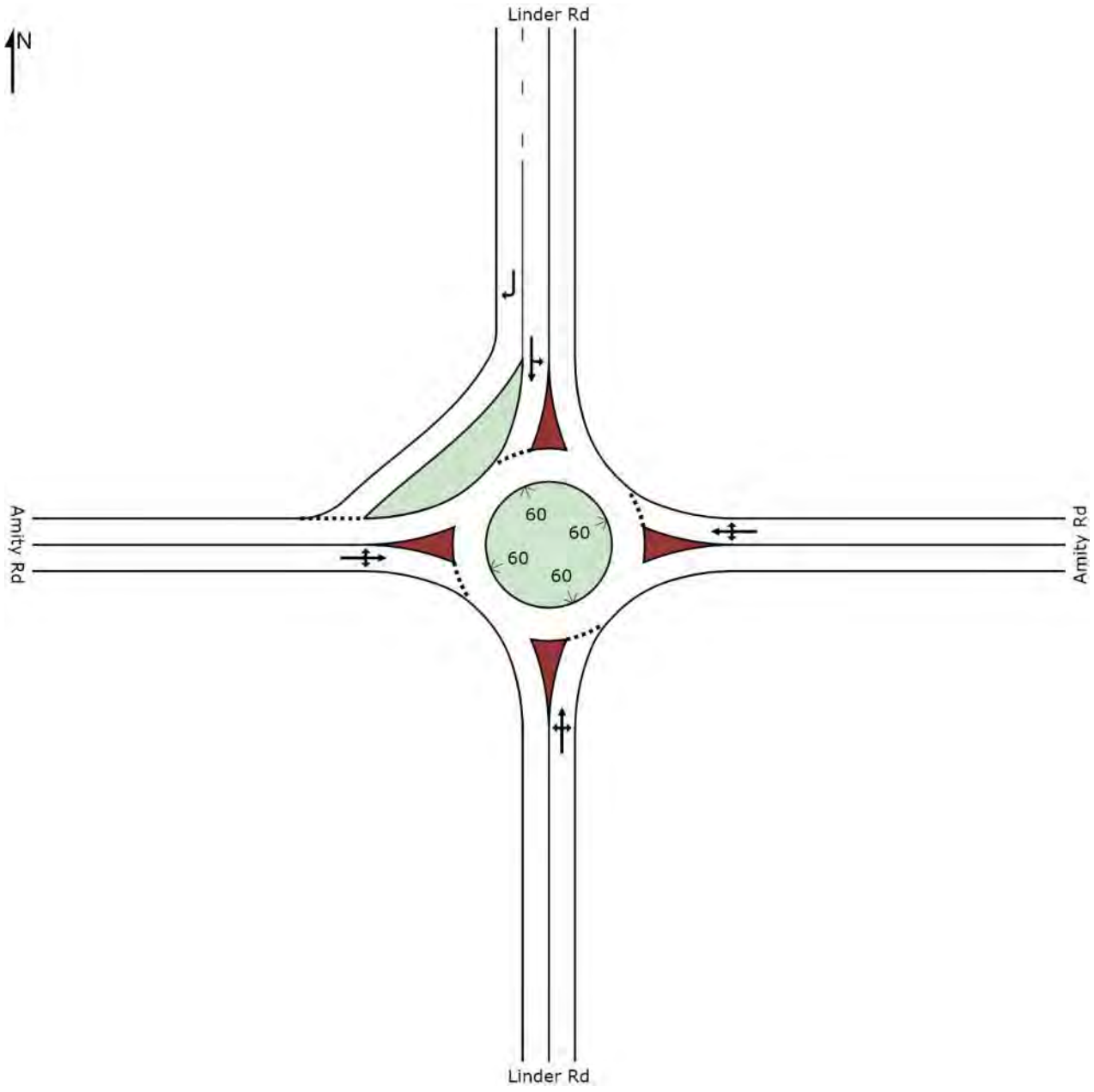
Intersection Summary	
HCM 2010 Ctrl Delay	48.5
HCM 2010 LOS	D

Appendix G
Year 2026 Mitigated Background Traffic Operation Worksheets

SITE LAYOUT

Site: Amity Rd & Linder Rd - Layout

Year 2026 Background AM & PM Peak Hour
Roundabout



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MOVEMENT SUMMARY

Site: Amity Rd & Linder Rd

Year 2026 Background AM Peak Hour
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Linder Rd											
3	L2	29	2.0	0.566	13.0	LOS B	3.9	99.2	0.75	1.62	39.0
8	T1	311	2.0	0.566	13.0	LOS B	3.9	99.2	0.75	1.62	39.0
18	R2	114	2.0	0.566	13.0	LOS B	3.9	99.2	0.75	1.62	39.0
Approach		454	2.0	0.566	13.0	LOS B	3.9	99.2	0.75	0.81	39.0
East: Amity Rd											
1	L2	33	2.0	0.269	6.8	LOS A	1.3	32.2	0.54	0.94	35.0
6	T1	193	2.0	0.269	6.8	LOS A	1.3	32.2	0.54	0.94	35.0
16	R2	18	2.0	0.269	6.8	LOS A	1.3	32.2	0.54	0.94	35.0
Approach		244	2.0	0.269	6.8	LOS A	1.3	32.2	0.54	0.47	35.0
North: Linder Rd											
7	L2	11	2.0	0.055	3.9	LOS A	0.2	5.7	0.38	0.49	35.8
4	T1	46	2.0	0.055	3.9	LOS A	0.2	5.7	0.38	0.49	35.8
14	R2	1	2.0	0.001	3.4	LOS A	0.0	0.1	0.34	0.28	36.1
Approach		58	2.0	0.055	3.9	LOS A	0.2	5.7	0.38	0.24	35.8
West: Amity Rd											
5	L2	43	2.0	0.413	7.0	LOS A	2.7	67.5	0.33	0.35	35.0
2	T1	448	2.0	0.413	7.0	LOS A	2.7	67.5	0.33	0.35	35.0
12	R2	18	2.0	0.413	7.0	LOS A	2.7	67.5	0.33	0.35	35.0
Approach		509	2.0	0.413	7.0	LOS A	2.7	67.5	0.33	0.17	35.0
All Vehicles		1266	2.0	0.566	9.0	LOS A	3.9	99.2	0.53	0.46	36.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: Amity Rd & Linder Rd

Year 2026 Background PM Peak Hour
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Linder Rd											
3	L2	18	2.0	0.187	4.9	LOS A	0.9	22.3	0.37	0.48	42.2
8	T1	127	2.0	0.187	4.9	LOS A	0.9	22.3	0.37	0.48	42.2
18	R2	63	2.0	0.187	4.9	LOS A	0.9	22.3	0.37	0.48	42.2
Approach		207	2.0	0.187	4.9	LOS A	0.9	22.3	0.37	0.24	42.2
East: Amity Rd											
1	L2	121	2.0	0.482	8.4	LOS A	3.2	81.9	0.48	0.64	34.3
6	T1	423	2.0	0.482	8.4	LOS A	3.2	81.9	0.48	0.64	34.3
16	R2	8	2.0	0.482	8.4	LOS A	3.2	81.9	0.48	0.64	34.3
Approach		552	2.0	0.482	8.4	LOS A	3.2	81.9	0.48	0.32	34.3
North: Linder Rd											
7	L2	9	2.0	0.388	9.7	LOS A	1.9	49.3	0.67	1.38	34.3
4	T1	283	2.0	0.388	9.7	LOS A	1.9	49.3	0.67	1.38	34.3
14	R2	27	2.0	0.032	4.5	LOS A	0.1	3.1	0.49	0.71	35.7
Approach		320	2.0	0.388	9.3	LOS A	1.9	49.3	0.66	0.66	34.4
West: Amity Rd											
5	L2	15	2.0	0.260	6.8	LOS A	1.2	30.6	0.56	0.98	35.0
2	T1	168	2.0	0.260	6.8	LOS A	1.2	30.6	0.56	0.98	35.0
12	R2	47	2.0	0.260	6.8	LOS A	1.2	30.6	0.56	0.98	35.0
Approach		229	2.0	0.260	6.8	LOS A	1.2	30.6	0.56	0.49	35.0
All Vehicles		1308	2.0	0.482	7.8	LOS A	3.2	81.9	0.52	0.42	35.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Amity Road & Linder Road Signal Warrant Analysis

Northbound Volume Development

Existing Count PM Peak	111
2026 Estimate PM Peak	199
2026 PM BK Peak Growth Factor	1.7927928
Tube Count AM Peak =	258
2026 AM BK Peak Growth Factor =	409
Adj to AM Peak Per TIS Vol	1.5852713

Site Trips PM PK 32
Site Trips AM PK 51

Time	NB Avg	Profiles %Day	Note: Use PM Peak to Factor for Background Growth % of PM PK	2026 BK by PM Pk Profile	2026 BK by Percentage	Site Trips round	Site Trips Profile	2026 Total
12:00	4	0.3%	3.6%	7	7	7	1	8
1:00	3	0.2%	2.7%	5	5	5	1	6
2:00	4	0.3%	3.6%	7	7	7	1	8
3:00	5	0.4%	4.5%	9	9	9	1	10
4:00	8	0.6%	7.2%	14	14	14	2	16
5:00	28	2.0%	25.2%	50	50	50	8	58
6:00	95	6.9%	85.6%	170	170	170	27	197
7:00	258	18.7%	232.4%	463	409	409	51	460
8:00	103	7.5%	92.8%	185	185	185	30	215
9:00	64	4.6%	57.7%	115	115	115	18	133
10:00	47	3.4%	42.3%	84	84	84	14	98
11:00	59	4.3%	53.2%	106	106	106	17	123
12:00	56	4.1%	50.5%	100	100	100	16	116
13:00	72	5.2%	64.9%	129	129	129	21	150
14:00	74	5.4%	66.7%	133	133	133	21	154
15:00	87	6.3%	78.4%	156	156	156	25	181
16:00	105	7.6%	94.6%	188	188	188	30	218
17:00	111	8.0%	100.0%	199	199	199	32	231
18:00	91	6.6%	82.0%	163	163	163	26	189
19:00	39	2.8%	35.1%	70	70	70	11	81
20:00	31	2.2%	27.9%	56	56	56	9	65
21:00	20	1.4%	18.0%	36	36	36	6	42
22:00	11	0.8%	9.9%	20	20	20	3	23
23:00	7	0.5%	6.3%	13	13	13	2	15
	1382							

Southbound Volume Development

Tube Count PM Peak	211
2026 Estimate PM Peak	307
2026 PM BK Peak Growth Factor	1.4549763
Tube Count AM Peak =	32
2026 AM BK Peak Growth Factor =	52
Adj to AM Peak Per TIS Vol	1.625

Site Trips PM PK 28
Site Trips AM PK 9

Time	SB Avg	Profiles %Day	Note: Use PM Peak to Factor for Background Growth % of PM PK	2026 BK by PM Pk Profile	2026 BK by Percentage	Site Trips round	Site Trips	2026 Total
12:00	7	0.6%	3.3%	10	10	10	1	11
1:00	1	0.1%	0.5%	1	1	1	0	1
2:00	1	0.1%	0.5%	1	1	1	0	1
3:00	1	0.1%	0.5%	1	1	1	0	1
4:00	3	0.3%	1.4%	4	4	4	0	4
5:00	8	0.7%	3.8%	12	12	12	1	13
6:00	16	1.4%	7.6%	23	23	23	2	25
7:00	32	2.9%	15.2%	47	52	52	9	61
8:00	40	3.6%	19.0%	58	58	58	5	63
9:00	38	3.4%	18.0%	55	55	55	5	60
10:00	34	3.1%	16.1%	49	49	49	5	54
11:00	42	3.8%	19.9%	61	61	61	6	67
12:00	60	5.4%	28.4%	87	87	87	8	95
13:00	43	3.9%	20.4%	63	63	63	6	69
14:00	64	5.8%	30.3%	93	93	93	8	101
15:00	92	8.3%	43.6%	134	134	134	12	146
16:00	144	12.9%	68.2%	210	210	210	19	229
17:00	211	19.0%	100.0%	307	307	307	28	335
18:00	108	9.7%	51.2%	157	157	157	14	171
19:00	60	5.4%	28.4%	87	87	87	8	95
20:00	51	4.6%	24.2%	74	74	74	7	81
21:00	32	2.9%	15.2%	47	47	47	4	51
22:00	15	1.3%	7.1%	22	22	22	2	24
23:00	10	0.9%	4.7%	15	15	15	1	16
	1113							

Eastbound Volume Development

Existing PM Peak	162
2026 Estimate PM Peak	220
2026 PM BK Peak Growth Factor	1.3580247
Tube Count AM Peak =	342
2026 AM BK Peak Growth Factor =	458
Adj to AM Peak Per TIS Vol	1.3391813

Site Trips PM PK 0
Site Trips AM PK 0

Time	EB Avg	Profiles %Day	Note: Use PM Peak to Factor for Background Growth % of PM PK	2026 BK by PM Pk Profile	2026 BK by Percentage	Site Trips round	Site Trips	2026 Total
12:00	11	0.5%	6.5%	14	14	14	0	14
1:00	3	0.1%	1.5%	3	3	3	0	3
2:00	3	0.1%	1.9%	4	4	4	0	4
3:00	4	0.2%	2.5%	5	5	5	0	5
4:00	15	0.7%	9.0%	20	20	20	0	20
5:00	49	2.3%	29.9%	66	66	66	0	66
6:00	134	6.4%	82.4%	181	181	181	0	181
7:00	342	16.5%	211.1%	464	458	458	0	458
8:00	169	8.1%	104.0%	229	229	229	0	229
9:00	112	5.4%	68.8%	151	151	151	0	151
10:00	109	5.3%	67.3%	148	148	148	0	148
11:00	89	4.3%	54.6%	120	120	120	0	120
12:00	97	4.6%	59.6%	131	131	131	0	131
13:00	105	5.1%	64.8%	143	143	143	0	143
14:00	98	4.7%	60.5%	133	133	133	0	133
15:00	103	5.0%	63.6%	140	140	140	0	140
16:00	102	4.9%	62.7%	138	138	138	0	138
17:00	162	7.8%	100.0%	220	220	220	0	220
18:00	109	5.2%	67.0%	147	147	147	0	147
19:00	73	3.5%	45.1%	99	99	99	0	99
20:00	75	3.6%	46.0%	101	101	101	0	101
21:00	67	3.2%	41.0%	90	90	90	0	90
22:00	32	1.5%	19.4%	43	43	43	0	43
23:00	20	0.9%	12.0%	26	26	26	0	26
	2076							

Westbound Volume Development

Existing Count PM Peak	344
2026 Estimate PM Peak	530
2026 PM BK Peak Growth Factor	1.5406977
Tube Count AM Peak =	148
2026 AM BK Peak Growth Factor =	220
	1.4864865

Site Trips PM PK 27
Site Trips AM PK 8

Time	WB Avg	Profiles %Day	Note: Use PM Peak to Factor for Background Growth % of PM PK	2026 BK by PM Pk Profile	2026 BK by Percentage	Site Trips round	Site Trips	2026 Total
12:00	7	0.4%	2.0%	11	11	11	1	12
1:00	4	0.2%	1.2%	6	6	6	0	6
2:00	2	0.1%	0.6%	3	3	3	0	3
3:00	3	0.1%	0.7%	4	4	4	0	4
4:00	4	0.2%	1.0%	5	5	5	0	5
5:00	10	0.5%	2.9%	15	15	15	1	16
6:00	53	2.7%	15.4%	82	82	82	4	86
7:00	148	7.5%	43.0%	228	220	220	8	228
8:00	73	3.7%	21.2%	112	112	112	6	118
9:00	62	3.2%	18.0%	96	96	96	5	101
10:00	72	3.6%	20.8%	110	110	110	6	116
11:00	79	4.0%	22.8%	121	121	121	6	127
12:00	79	4.0%	23.0%	122	122	122	6	128
13:00	89	4.5%	25.9%	137	137	137	7	144
14:00	97	4.9%	28.2%	149	149	149	8	157
15:00	144	7.3%	41.7%	221	221	221	11	232
16:00	242	12.3%	70.3%	373	373	373	19	392
17:00	344	17.5%	100.0%	530	530	530	27	557
18:00	167	8.5%	48.4%	257	257	257	13	270
19:00	98	5.0%	28.3%	150	150	150	8	158
20:00	67	3.4%	19.3%	102	102	102	5	107
21:00	66	3.4%	19.2%	102	102	102	5	107
22:00	31	1.6%	8.9%	47	47	47	2	49
23:00	25	1.2%	7.1%	38	38	38	2	40
	1961							

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Project #: 22046
Project Name: Gripentrog Subdivision
Analyst: BXK
Date: 2/8/2018
File: H:\22\22046 - Gripentrog Subdivision TIS\excel\signal warrant analyses\[Amity-Linder BK Signal Warrant Analysis.xls]War #1 - 8 HR
Intersection: Amity Road/Linder Road
Scenario: Year 2026 Background Conditions

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

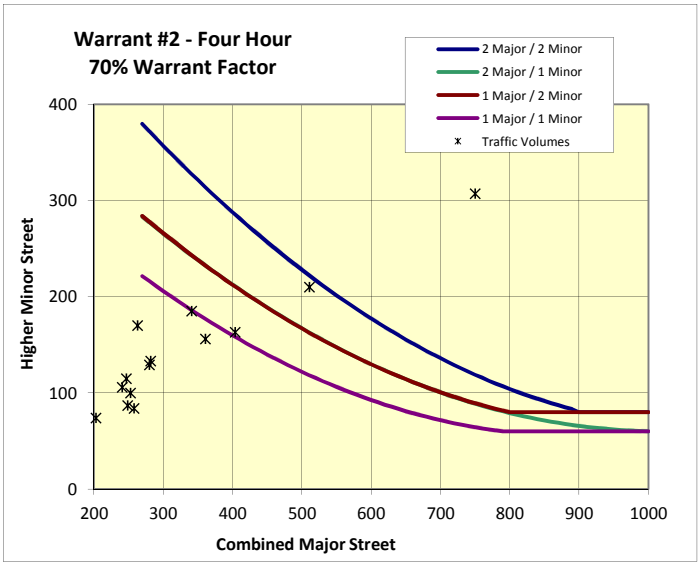
Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
12:00 AM	1:00 AM	14	11	7	10
1:00 AM		3	6	5	1
2:00 AM		4	3	7	1
3:00 AM		5	4	9	1
4:00 AM		20	5	14	4
5:00 AM		66	15	50	12
6:00 AM		181	82	170	23
7:00 AM		458	220	409	52
8:00 AM		229	112	185	58
9:00 AM		151	96	115	55
10:00 AM		148	110	84	49
11:00 AM		120	121	106	61
12:00 PM		131	122	100	87
1:00 PM		143	137	129	63
2:00 PM		133	149	133	93
3:00 PM		140	221	156	134
4:00 PM		138	373	188	210
5:00 PM		220	530	199	307
6:00 PM		147	257	163	157
7:00 PM		99	150	70	87
8:00 PM		101	102	56	74
9:00 PM		90	102	36	47
10:00 PM		43	47	20	22
11:00 PM		26	38	13	15

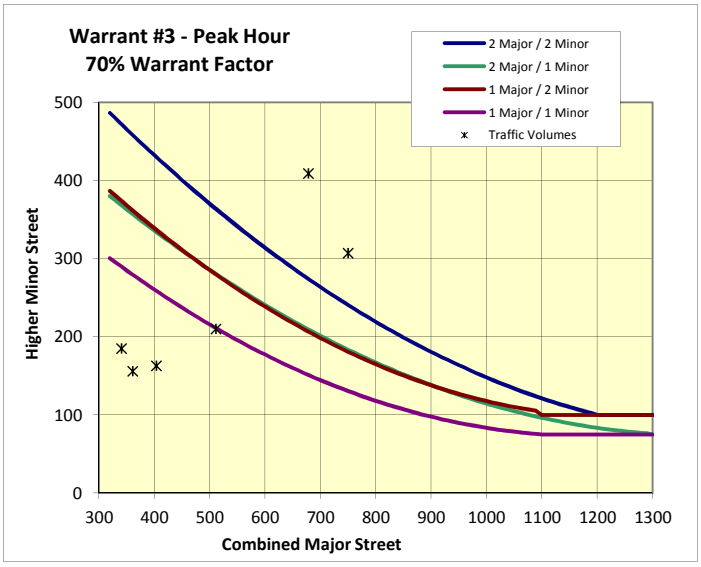
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Daily

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	3	No	**No**
	B	750	75	1	No	
80%	A	400	120	4	No	**No**
	B	600	60	2	No	
70%	A	350	105	5	No	**No**
	B	525	53	2	No	
56%	A	280	84	8	Yes	**Yes**
	B	420	42	3	No	





HCM 2010 Signalized Intersection Summary
1: Linder Rd & Amity Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	403	16	30	174	16	26	280	103	10	41	1
Future Volume (veh/h)	39	403	16	30	174	16	26	280	103	10	41	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1775	1800	1800	1768	1800	1800	1800	1800	1636	1765	1800
Adj Flow Rate, veh/h	43	448	18	33	193	18	29	311	114	11	46	1
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	0	10	2	2
Cap, veh/h	464	573	23	272	527	49	530	387	142	211	499	11
Arrive On Green	0.04	0.34	0.34	0.04	0.33	0.33	0.03	0.31	0.31	0.01	0.29	0.29
Sat Flow, veh/h	1714	1695	68	1714	1593	149	1714	1258	461	1558	1721	37
Grp Volume(v), veh/h	43	0	466	33	0	211	29	0	425	11	0	47
Grp Sat Flow(s),veh/h/ln	1714	0	1763	1714	0	1741	1714	0	1719	1558	0	1759
Q Serve(g_s), s	1.0	0.0	14.1	0.7	0.0	5.5	0.7	0.0	13.4	0.3	0.0	1.2
Cycle Q Clear(g_c), s	1.0	0.0	14.1	0.7	0.0	5.5	0.7	0.0	13.4	0.3	0.0	1.2
Prop In Lane	1.00		0.04	1.00		0.09	1.00		0.27	1.00		0.02
Lane Grp Cap(c), veh/h	464	0	596	272	0	576	530	0	529	211	0	509
V/C Ratio(X)	0.09	0.00	0.78	0.12	0.00	0.37	0.05	0.00	0.80	0.05	0.00	0.09
Avail Cap(c_a), veh/h	550	0	1506	371	0	1488	635	0	1468	334	0	1503
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	17.6	13.7	0.0	15.1	13.8	0.0	18.8	15.7	0.0	15.3
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.2	0.0	0.4	0.0	0.0	2.9	0.1	0.0	0.1
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(50%),veh/ln	0.5	0.0	7.1	0.4	0.0	2.6	0.3	0.0	6.8	0.1	0.0	0.6
LnGrp Delay(d),s/veh	12.2	0.0	19.9	13.9	0.0	15.4	13.9	0.0	21.7	15.8	0.0	15.4
LnGrp LOS	B		B	B		B	B		C	B		B
Approach Vol, veh/h		509			244			454			58	
Approach Delay, s/veh		19.2			15.2			21.2			15.5	
Approach LOS		B			B			C			B	

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	5.3	22.7	6.6	24.5	6.4	21.6	7.0	24.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	50.5	5.5	50.5	5.5	50.5	5.5	50.5
Max Q Clear Time (g_c+I1), s	2.3	15.4	2.7	16.1	2.7	3.2	3.0	7.5
Green Ext Time (p_c), s	0.0	2.8	0.0	3.9	0.0	2.8	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	122	29	18	62	175	15	1739	48	80	663	74
Future Volume (veh/h)	202	122	29	18	62	175	15	1739	48	80	663	74
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1800	1782	1800	1783	1800	1714	1765	1782
Adj Flow Rate, veh/h	227	137	33	20	70	197	17	1954	54	90	745	83
Adj No. of Lanes	2	1	0	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	1	0	1	1	5	2	1
Cap, veh/h	270	287	69	33	257	216	417	2085	57	121	2131	963
Arrive On Green	0.08	0.20	0.20	0.02	0.14	0.14	0.02	0.62	0.62	0.03	0.64	0.64
Sat Flow, veh/h	3326	1403	338	1714	1800	1515	1714	3367	93	1633	3353	1515
Grp Volume(v), veh/h	227	0	170	20	70	197	17	978	1030	90	745	83
Grp Sat Flow(s),veh/h/ln	1663	0	1740	1714	1800	1515	1714	1694	1766	1633	1676	1515
Q Serve(g_s), s	9.8	0.0	12.5	1.7	5.1	18.7	0.5	75.9	77.6	3.0	15.2	3.1
Cycle Q Clear(g_c), s	9.8	0.0	12.5	1.7	5.1	18.7	0.5	75.9	77.6	3.0	15.2	3.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	270	0	356	33	257	216	417	1049	1094	121	2131	963
V/C Ratio(X)	0.84	0.00	0.48	0.61	0.27	0.91	0.04	0.93	0.94	0.74	0.35	0.09
Avail Cap(c_a), veh/h	272	0	356	60	268	226	448	1064	1110	144	2148	970
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.0	0.0	51.0	70.9	55.7	61.5	10.3	25.0	25.3	36.0	12.4	10.2
Incr Delay (d2), s/veh	20.5	0.0	1.0	17.2	0.6	35.9	0.0	14.2	15.0	15.7	0.1	0.0
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(50%),veh/ln	5.3	0.0	6.1	1.0	2.5	10.0	0.3	39.5	42.0	2.8	7.0	1.3
LnGrp Delay(d),s/veh	86.5	0.0	52.0	88.1	56.2	97.4	10.4	39.2	40.3	51.8	12.5	10.3
LnGrp LOS	F		D	F	E	F	B	D	D	D	B	B
Approach Vol, veh/h		397			287			2025			918	
Approach Delay, s/veh		71.7			86.7			39.5			16.2	
Approach LOS		E			F			D			B	

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	9.4	94.7	7.3	34.3	7.0	97.1	16.3	25.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.9	91.5	5.1	28.5	5.1	93.3	11.9	21.7
Max Q Clear Time (g_c+I1), s	5.0	79.6	3.7	14.5	2.5	17.2	11.8	20.7
Green Ext Time (p_c), s	0.0	10.6	0.0	1.5	0.0	44.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.9
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
1: Linder Rd & Amity Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	161	45	116	406	8	17	122	60	9	272	26
Future Volume (veh/h)	14	161	45	116	406	8	17	122	60	9	272	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1771	1800	1800	1765	1800	1800	1776	1800	1353	1794	1800
Adj Flow Rate, veh/h	15	168	47	121	423	8	18	127	62	9	283	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	1	0	2	2	0	2	2	33	0	0
Cap, veh/h	289	361	101	475	578	11	286	300	147	312	412	39
Arrive On Green	0.02	0.27	0.27	0.08	0.33	0.33	0.02	0.27	0.27	0.01	0.26	0.26
Sat Flow, veh/h	1714	1332	373	1714	1727	33	1714	1128	551	1289	1613	154
Grp Volume(v), veh/h	15	0	215	121	0	431	18	0	189	9	0	310
Grp Sat Flow(s),veh/h/ln	1714	0	1705	1714	0	1760	1714	0	1679	1289	0	1767
Q Serve(g_s), s	0.3	0.0	5.1	2.4	0.0	10.5	0.4	0.0	4.5	0.3	0.0	7.7
Cycle Q Clear(g_c), s	0.3	0.0	5.1	2.4	0.0	10.5	0.4	0.0	4.5	0.3	0.0	7.7
Prop In Lane	1.00		0.22	1.00		0.02	1.00		0.33	1.00		0.09
Lane Grp Cap(c), veh/h	289	0	462	475	0	588	286	0	447	312	0	452
V/C Ratio(X)	0.05	0.00	0.47	0.25	0.00	0.73	0.06	0.00	0.42	0.03	0.00	0.69
Avail Cap(c_a), veh/h	450	0	1799	667	0	2001	441	0	1565	442	0	1647
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	14.9	10.9	0.0	14.3	13.5	0.0	14.8	13.4	0.0	16.4
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.3	0.0	1.8	0.1	0.0	0.6	0.0	0.0	1.9
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(50%),veh/ln	0.1	0.0	2.5	1.1	0.0	5.3	0.2	0.0	2.2	0.1	0.0	3.9
LnGrp Delay(d),s/veh	13.1	0.0	15.6	11.2	0.0	16.1	13.6	0.0	15.4	13.4	0.0	18.3
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		230			552			207			319	
Approach Delay, s/veh		15.4			15.0			15.3			18.1	
Approach LOS		B			B			B			B	

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	5.1	17.5	8.5	17.7	5.6	17.0	5.4	20.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	45.5	9.5	51.5	5.5	45.5	5.5	55.5
Max Q Clear Time (g_c+I1), s	2.3	6.5	4.4	7.1	2.4	9.7	2.3	12.5
Green Ext Time (p_c), s	0.0	2.8	0.1	3.8	0.0	2.8	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	76	16	25	121	116	29	851	30	163	1827	244
Future Volume (veh/h)	127	76	16	25	121	116	29	851	30	163	1827	244
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1782	1800	1800	1800	1800	1765	1748	1783	1800	1782	1782	1800
Adj Flow Rate, veh/h	135	81	17	27	129	123	31	905	32	173	1944	260
Adj No. of Lanes	2	1	0	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	2	3	1	1	1	1	0
Cap, veh/h	183	191	40	41	181	151	139	2197	78	441	2309	1043
Arrive On Green	0.06	0.13	0.13	0.02	0.10	0.10	0.03	0.66	0.66	0.05	0.68	0.68
Sat Flow, veh/h	3293	1444	303	1714	1800	1500	1664	3338	118	1697	3386	1530
Grp Volume(v), veh/h	135	0	98	27	129	123	31	459	478	173	1944	260
Grp Sat Flow(s),veh/h/ln	1646	0	1747	1714	1800	1500	1664	1694	1762	1697	1693	1530
Q Serve(g_s), s	5.3	0.0	6.8	2.1	9.2	10.6	0.8	16.8	16.8	4.3	56.7	8.6
Cycle Q Clear(g_c), s	5.3	0.0	6.8	2.1	9.2	10.6	0.8	16.8	16.8	4.3	56.7	8.6
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	232	41	181	151	139	1115	1160	441	2309	1043
V/C Ratio(X)	0.74	0.00	0.42	0.66	0.71	0.81	0.22	0.41	0.41	0.39	0.84	0.25
Avail Cap(c_a), veh/h	237	0	275	87	245	204	159	1178	1226	517	2547	1151
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	52.7	64.0	57.6	58.3	20.1	10.6	10.6	7.7	15.7	8.1
Incr Delay (d2), s/veh	8.4	0.0	1.2	16.8	6.0	16.4	0.8	0.2	0.2	0.6	2.5	0.1
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(50%),veh/ln	2.7	0.0	3.4	1.2	4.9	5.1	0.6	7.9	8.2	2.0	27.0	3.7
LnGrp Delay(d),s/veh	69.9	0.0	53.9	80.9	63.6	74.7	20.9	10.8	10.8	8.3	18.2	8.2
LnGrp LOS	E		D	F	E	E	C	B	B	A	B	A
Approach Vol, veh/h		233			279			968			2377	
Approach Delay, s/veh		63.2			70.2			11.2			16.4	
Approach LOS		E			E			B			B	

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	11.0	91.6	7.6	22.0	7.9	94.7	11.9	17.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	92.0	6.7	20.8	5.0	99.5	9.5	18.0
Max Q Clear Time (g_c+I1), s	6.3	18.8	4.1	8.8	2.8	58.7	7.3	12.6
Green Ext Time (p_c), s	0.2	47.4	0.0	1.1	0.0	31.5	0.1	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Appendix H
Year 2026 Total Traffic Operation Worksheets

HCM 2010 AWSC
1: Linder Rd & Amity Rd

Gripentrog Subdivision TIS
Total 2026 AM Peak Hour Traffic Conditions

Intersection	
Intersection Delay, s/veh	38.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	39	403	16	38	174	16	26	306	128	10	50	1
Future Vol, veh/h	39	403	16	38	174	16	26	306	128	10	50	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	43	448	18	42	193	18	29	340	142	11	56	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	46.7	17.3	44.5	12.6
HCM LOS	E	C	E	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	9%	17%	16%
Vol Thru, %	67%	88%	76%	82%
Vol Right, %	28%	3%	7%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	460	458	228	61
LT Vol	26	39	38	10
Through Vol	306	403	174	50
RT Vol	128	16	16	1
Lane Flow Rate	511	509	253	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.909	0.919	0.505	0.153
Departure Headway (Hd)	6.406	6.504	7.183	8.102
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	562	555	504	445
Service Time	4.502	4.604	5.191	6.12
HCM Lane V/C Ratio	0.909	0.917	0.502	0.153
HCM Control Delay	44.5	46.7	17.3	12.6
HCM Lane LOS	E	E	C	B
HCM 95th-tile Q	10.9	11.2	2.8	0.5

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	152	40	33	80	12	59	311	86	12	73	20
Future Vol, veh/h	64	152	40	33	80	12	59	311	86	12	73	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	169	44	37	89	13	66	346	96	13	81	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.9	11.2	22.2	10.5
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	25%	26%	11%
Vol Thru, %	68%	59%	64%	70%
Vol Right, %	19%	16%	10%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	456	256	125	105
LT Vol	59	64	33	12
Through Vol	311	152	80	73
RT Vol	86	40	12	20
Lane Flow Rate	507	284	139	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.744	0.462	0.239	0.193
Departure Headway (Hd)	5.289	5.85	6.182	5.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	679	612	576	599
Service Time	3.349	3.922	4.27	4.03
HCM Lane V/C Ratio	0.747	0.464	0.241	0.195
HCM Control Delay	22.2	13.9	11.2	10.5
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	6.7	2.4	0.9	0.7

Intersection	
Intersection Delay, s/veh	24.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	424	28	22	96	19	46	186	141	40	80	19
Future Vol, veh/h	48	424	28	22	96	19	46	186	141	40	80	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	50	442	29	23	100	20	48	194	147	42	83	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	34.6	12.2	20.3	12.6
HCM LOS	D	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	10%	16%	29%
Vol Thru, %	50%	85%	70%	58%
Vol Right, %	38%	6%	14%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	373	500	137	139
LT Vol	46	48	22	40
Through Vol	186	424	96	80
RT Vol	141	28	19	19
Lane Flow Rate	389	521	143	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.659	0.857	0.265	0.276
Departure Headway (Hd)	6.108	5.921	6.697	6.863
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	591	609	534	521
Service Time	4.161	3.967	4.767	4.932
HCM Lane V/C Ratio	0.658	0.856	0.268	0.278
HCM Control Delay	20.3	34.6	12.2	12.6
HCM Lane LOS	C	D	B	B
HCM 95th-tile Q	4.9	9.5	1.1	1.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	228	139	29	18	67	175	15	1739	48	80	663	83
Future Vol, veh/h	228	139	29	18	67	175	15	1739	48	80	663	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	110	-	-	330	-	-	410	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	256	156	33	20	75	197	17	1954	54	90	745	93

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2019	3013	419	2645	3033	1004	838	0	0	2008	0	0
Stage 1	971	971	-	2015	2015	-	-	-	-	-	-	-
Stage 2	1048	2042	-	630	1018	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 35	~ 14	589	~ 12	~ 13	244	805	-	-	289	-	-
Stage 1	275	334	-	62	104	-	-	-	-	-	-	-
Stage 2	~ 247	~ 101	-	441	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 9	589	-	~ 9	244	805	-	-	289	-	-
Mov Cap-2 Maneuver	-	~ 9	-	-	~ 9	-	-	-	-	-	-	-
Stage 1	269	230	-	61	102	-	-	-	-	-	-	-
Stage 2	~ 12	~ 99	-	92	218	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	2.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	805	-	-	-	11	-	30	289	-	-
HCM Lane V/C Ratio	0.021	-	-	-	17.16	-	9.064	0.311	-	-
HCM Control Delay (s)	9.6	-	-	-	$ 7936.8	-	$ 3883.9	23	-	-
HCM Lane LOS	A	-	-	-	F	-	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	25	-	33.3	1.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	9	3	257	125	34
Future Vol, veh/h	102	9	3	257	125	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	0	0	0
Mvmt Flow	113	10	3	286	139	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	450	158	177	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	571	893	1411	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	893	1411	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1411	-	586	-	-
HCM Lane V/C Ratio	0.002	-	0.21	-	-
HCM Control Delay (s)	7.6	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	34	11	243	128	6
Future Vol, veh/h	17	34	11	243	128	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	0	0	0
Mvmt Flow	19	38	12	270	142	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	440	146	149	0	-	0
Stage 1	146	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	578	906	1445	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	572	906	1445	-	-	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1445	-	758	-	-
HCM Lane V/C Ratio	0.008	-	0.075	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	0	20	17	0	60
Future Vol, veh/h	51	0	20	17	0	60
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, %	0	0	0	0	0	0
Mvmt Flow	57	0	22	19	0	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	120	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1560	-	880	1015
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	868	1015
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1015	-	-	1560	-
HCM Lane V/C Ratio	0.066	-	-	0.014	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	17	0	0	51
Future Vol, veh/h	0	0	17	0	0	51
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, %	0	0	0	0	0	0
Mvmt Flow	0	0	19	0	0	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	39	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1635	-	978	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	990	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	966	1090
Mov Cap-2 Maneuver	-	-	-	-	966	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1090	-	-	1635	-
HCM Lane V/C Ratio	0.052	-	-	0.012	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	139	29	18	68	175	15	1739	48	80	663	83
Future Volume (veh/h)	228	139	29	18	68	175	15	1739	48	80	663	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	256	156	33	20	76	197	17	1954	54	90	745	93
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	352	75	239	61	158	374	1974	54	110	1833	229
Arrive On Green	0.13	0.24	0.24	0.02	0.14	0.14	0.02	0.58	0.58	0.04	0.60	0.60
Sat Flow, veh/h	1714	1441	305	1714	444	1152	1714	3400	94	1714	3061	382
Grp Volume(v), veh/h	256	0	189	20	0	273	17	978	1030	90	416	422
Grp Sat Flow(s),veh/h/ln	1714	0	1746	1714	0	1597	1714	1710	1783	1714	1710	1733
Q Serve(g_s), s	18.8	0.0	13.7	1.5	0.0	20.5	0.6	83.7	85.5	3.4	19.2	19.3
Cycle Q Clear(g_c), s	18.8	0.0	13.7	1.5	0.0	20.5	0.6	83.7	85.5	3.4	19.2	19.3
Prop In Lane	1.00		0.17	1.00		0.72	1.00		0.05	1.00		0.22
Lane Grp Cap(c), veh/h	264	0	427	239	0	219	374	993	1035	110	1024	1038
V/C Ratio(X)	0.97	0.00	0.44	0.08	0.00	1.24	0.05	0.99	0.99	0.81	0.41	0.41
Avail Cap(c_a), veh/h	264	0	427	265	0	219	403	993	1035	120	1024	1038
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	47.7	0.0	47.7	53.7	0.0	64.3	13.1	30.7	31.1	38.5	15.9	15.9
Incr Delay (d2), s/veh	46.5	0.0	0.7	0.1	0.0	142.2	0.0	25.0	26.6	31.6	0.3	0.3
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(50%),veh/ln	12.3	0.0	6.7	0.7	0.0	17.7	0.3	46.0	49.4	4.6	9.1	9.2
LnGrp Delay(d),s/veh	94.2	0.0	48.5	53.9	0.0	206.6	13.2	55.6	57.7	70.2	16.1	16.1
LnGrp LOS	F		D	D		F	B	E	E	E	B	B
Approach Vol, veh/h		445			293			2025			928	
Approach Delay, s/veh		74.8			196.1			56.3			21.4	
Approach LOS		E			F			E			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	9.8	91.1	7.3	41.0	7.0	93.9	23.3	25.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.1	86.6	5.1	34.2	5.1	87.6	18.8	20.5
Max Q Clear Time (g_c+I1), s	5.4	87.5	3.5	15.7	2.6	21.3	20.8	22.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	40.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.8
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	51.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	161	45	143	406	8	17	138	76	9	300	26
Future Vol, veh/h	14	161	45	143	406	8	17	138	76	9	300	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	168	47	149	423	8	18	144	79	9	313	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.5	93.1	18.3	26.5
HCM LOS	C	F	C	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	6%	26%	3%
Vol Thru, %	60%	73%	73%	90%
Vol Right, %	33%	20%	1%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	231	220	557	335
LT Vol	17	14	143	9
Through Vol	138	161	406	300
RT Vol	76	45	8	26
Lane Flow Rate	241	229	580	349
Geometry Grp	1	1	1	1
Degree of Util (X)	0.497	0.472	1.095	0.702
Departure Headway (Hd)	7.837	7.746	6.792	7.572
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	462	468	534	482
Service Time	5.837	5.746	4.851	5.572
HCM Lane V/C Ratio	0.522	0.489	1.086	0.724
HCM Control Delay	18.3	17.5	93.1	26.5
HCM Lane LOS	C	C	F	D
HCM 95th-tile Q	2.7	2.5	18.1	5.4

Intersection	
Intersection Delay, s/veh	17
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	97	68	97	179	14	56	133	52	7	283	65
Future Vol, veh/h	34	97	68	97	179	14	56	133	52	7	283	65
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	104	73	104	192	15	60	143	56	8	304	70
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.7	17.5	14.8	19.8
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	17%	33%	2%
Vol Thru, %	55%	49%	62%	80%
Vol Right, %	22%	34%	5%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	241	199	290	355
LT Vol	56	34	97	7
Through Vol	133	97	179	283
RT Vol	52	68	14	65
Lane Flow Rate	259	214	312	382
Geometry Grp	1	1	1	1
Degree of Util (X)	0.46	0.387	0.559	0.647
Departure Headway (Hd)	6.387	6.506	6.454	6.101
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	562	550	555	588
Service Time	4.46	4.584	4.523	4.165
HCM Lane V/C Ratio	0.461	0.389	0.562	0.65
HCM Control Delay	14.8	13.7	17.5	19.8
HCM Lane LOS	B	B	C	C
HCM 95th-tile Q	2.4	1.8	3.4	4.7

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	131	39	72	325	42	34	126	59	28	200	34
Future Vol, veh/h	24	131	39	72	325	42	34	126	59	28	200	34
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	146	43	80	361	47	38	140	66	31	222	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.6	34.2	15.8	18
HCM LOS	B	D	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	12%	16%	11%
Vol Thru, %	58%	68%	74%	76%
Vol Right, %	27%	20%	10%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	194	439	262
LT Vol	34	24	72	28
Through Vol	126	131	325	200
RT Vol	59	39	42	34
Lane Flow Rate	243	216	488	291
Geometry Grp	1	1	1	1
Degree of Util (X)	0.467	0.411	0.841	0.553
Departure Headway (Hd)	6.913	6.869	6.323	6.844
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	523	524	576	530
Service Time	4.927	4.905	4.323	4.856
HCM Lane V/C Ratio	0.465	0.412	0.847	0.549
HCM Control Delay	15.8	14.6	34.2	18
HCM Lane LOS	C	B	D	C
HCM 95th-tile Q	2.5	2	8.9	3.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	87	16	25	140	116	29	851	30	163	1827	271
Future Vol, veh/h	143	87	16	25	140	116	29	851	30	163	1827	271
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	110	-	-	330	-	-	410	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	152	93	17	27	149	123	31	905	32	173	1944	288

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3024	3434	1116	2348	3562	469	2232	0	0	937	0	0
Stage 1	2435	2435	-	983	983	-	-	-	-	-	-	-
Stage 2	589	999	-	1365	2579	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 6	~ 7	205	~ 20	~ 6	546	236	-	-	739	-	-
Stage 1	~ 33	~ 63	-	271	329	-	-	-	-	-	-	-
Stage 2	466	324	-	158	~ 53	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 5	205	-	~ 4	546	236	-	-	739	-	-
Mov Cap-2 Maneuver	-	~ 5	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	~ 29	~ 48	-	235	286	-	-	-	-	-	-	-
Stage 2	~ 150	281	-	-	~ 41	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	0.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	236	-	-	-	6	-	7	739	-	-
HCM Lane V/C Ratio	0.131	-	-	-	18.262	-	38.906	0.235	-	-
HCM Control Delay (s)	22.5	-	-	-	$ 8963	$	18089.3	11.4	-	-
HCM Lane LOS	C	-	-	-	F	-	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	15.6	-	36	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	5	9	156	263	110
Future Vol, veh/h	65	5	9	156	263	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	0	0	0
Mvmt Flow	72	6	10	173	292	122

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	546	353	414	0	-	0
Stage 1	353	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	502	695	1156	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	497	695	1156	-	-	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1156	-	507	-	-
HCM Lane V/C Ratio	0.009	-	0.153	-	-
HCM Control Delay (s)	8.1	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	22	37	154	249	19
Future Vol, veh/h	11	22	37	154	249	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	0	0	0
Mvmt Flow	12	24	41	171	277	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	540	287	298	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	506	757	1275	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	488	757	1275	-	-	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	765	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1275	-	639	-	-
HCM Lane V/C Ratio	0.032	-	0.057	-	-
HCM Control Delay (s)	7.9	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	0	64	55	0	38
Future Vol, veh/h	32	0	64	55	0	38
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, %	0	0	0	0	0	0
Mvmt Flow	36	0	71	61	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	239	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1588	-	754	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	719	1042
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1042	-	-	1588	-
HCM Lane V/C Ratio	0.041	-	-	0.045	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	55	0	0	32
Future Vol, veh/h	0	0	55	0	0	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, %	0	0	0	0	0	0
Mvmt Flow	0	0	61	0	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	123	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	122	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1635	-	877	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	845	1090
Mov Cap-2 Maneuver	-	-	-	-	845	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1090	-	-	1635	-
HCM Lane V/C Ratio	0.033	-	-	0.037	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	87	16	25	140	116	29	851	30	163	1827	271
Future Volume (veh/h)	143	87	16	25	140	116	29	851	30	163	1827	271
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	152	93	17	27	149	123	31	905	32	173	1944	288
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	288	53	260	135	111	90	2057	73	406	1913	277
Arrive On Green	0.07	0.19	0.19	0.02	0.15	0.15	0.02	0.61	0.61	0.05	0.64	0.64
Sat Flow, veh/h	1714	1481	271	1714	913	754	1714	3370	119	1714	3000	434
Grp Volume(v), veh/h	152	0	110	27	0	272	31	459	478	173	1087	1145
Grp Sat Flow(s),veh/h/ln	1714	0	1752	1714	0	1667	1714	1710	1779	1714	1710	1723
Q Serve(g_s), s	10.3	0.0	8.0	2.0	0.0	21.9	1.0	21.2	21.2	5.5	94.0	94.7
Cycle Q Clear(g_c), s	10.3	0.0	8.0	2.0	0.0	21.9	1.0	21.2	21.2	5.5	94.0	94.7
Prop In Lane	1.00		0.15	1.00		0.45	1.00		0.07	1.00		0.25
Lane Grp Cap(c), veh/h	167	0	340	260	0	246	90	1044	1086	406	1090	1099
V/C Ratio(X)	0.91	0.00	0.32	0.10	0.00	1.11	0.34	0.44	0.44	0.43	1.00	1.04
Avail Cap(c_a), veh/h	167	0	340	281	0	246	107	1044	1086	482	1090	1099
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	51.5	0.0	51.4	52.0	0.0	63.3	37.8	15.4	15.4	11.4	26.8	26.9
Incr Delay (d2), s/veh	44.0	0.0	0.5	0.2	0.0	88.9	2.2	0.3	0.3	0.7	26.5	38.6
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(50%),veh/ln	3.4	0.0	3.9	0.9	0.0	16.1	0.8	10.0	10.4	2.6	52.1	56.7
LnGrp Delay(d),s/veh	95.6	0.0	52.0	52.1	0.0	152.2	40.0	15.7	15.7	12.1	53.3	65.5
LnGrp LOS	F		D	D		F	D	B	B	B	D	F
Approach Vol, veh/h		262			299			968			2405	
Approach Delay, s/veh		77.3			143.2			16.5			56.1	
Approach LOS		E			F			B			E	

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	12.2	95.1	7.9	33.3	8.1	99.2	14.8	26.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.3	85.5	5.1	27.1	5.1	94.7	10.3	21.9
Max Q Clear Time (g_c+I1), s	7.5	23.2	4.0	10.0	3.0	96.7	12.3	23.9
Green Ext Time (p_c), s	0.2	46.9	0.0	1.8	0.0	0.0	0.0	0.0

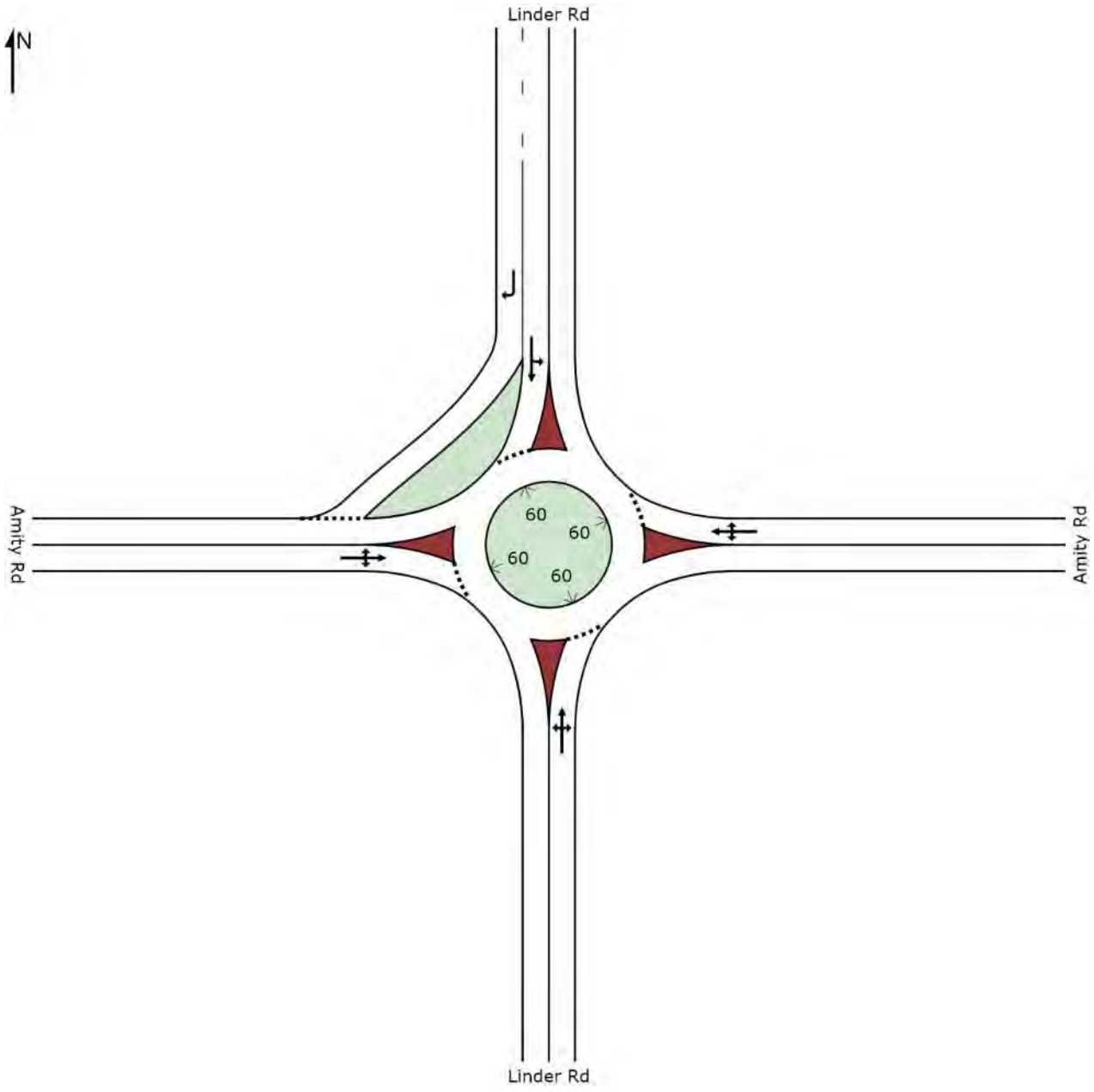
Intersection Summary	
HCM 2010 Ctrl Delay	54.4
HCM 2010 LOS	D

Appendix I
Year 2026 Mitigated Total Traffic Operation Worksheets

SITE LAYOUT

Site: Amity Rd & Linder Rd - Layout

Year 2026 Total AM & PM Peak Hour
Roundabout



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MOVEMENT SUMMARY

Site: Amity Rd & Linder Rd

Year 2026 Total AM Peak Hour
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Linder Rd											
3	L2	29	2.0	0.637	15.2	LOS C	5.0	127.2	0.80	1.77	38.2
8	T1	340	2.0	0.637	15.2	LOS C	5.0	127.2	0.80	1.77	38.2
18	R2	142	2.0	0.637	15.2	LOS C	5.0	127.2	0.80	1.77	38.2
Approach		511	2.0	0.637	15.2	LOS C	5.0	127.2	0.80	0.88	38.2
East: Amity Rd											
1	L2	42	2.0	0.288	7.2	LOS A	1.4	34.5	0.57	1.01	34.8
6	T1	193	2.0	0.288	7.2	LOS A	1.4	34.5	0.57	1.01	34.8
16	R2	18	2.0	0.288	7.2	LOS A	1.4	34.5	0.57	1.01	34.8
Approach		253	2.0	0.288	7.2	LOS A	1.4	34.5	0.57	0.51	34.8
North: Linder Rd											
7	L2	11	2.0	0.065	4.1	LOS A	0.3	6.8	0.39	0.52	35.8
4	T1	56	2.0	0.065	4.1	LOS A	0.3	6.8	0.39	0.52	35.8
14	R2	1	2.0	0.001	3.4	LOS A	0.0	0.1	0.34	0.28	36.1
Approach		68	2.0	0.065	4.1	LOS A	0.3	6.8	0.39	0.26	35.8
West: Amity Rd											
5	L2	43	2.0	0.421	7.2	LOS A	2.7	68.6	0.37	0.42	34.9
2	T1	448	2.0	0.421	7.2	LOS A	2.7	68.6	0.37	0.42	34.9
12	R2	18	2.0	0.421	7.2	LOS A	2.7	68.6	0.37	0.42	34.9
Approach		509	2.0	0.421	7.2	LOS A	2.7	68.6	0.37	0.21	34.9
All Vehicles		1341	2.0	0.637	10.1	LOS B	5.0	127.2	0.57	0.52	36.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: Amity Rd & Linder Rd

Year 2026 Total PM Peak Hour
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Linder Rd											
3	L2	18	2.0	0.217	5.2	LOS A	1.1	26.7	0.38	0.50	42.1
8	T1	144	2.0	0.217	5.2	LOS A	1.1	26.7	0.38	0.50	42.1
18	R2	79	2.0	0.217	5.2	LOS A	1.1	26.7	0.38	0.50	42.1
Approach		241	2.0	0.217	5.2	LOS A	1.1	26.7	0.38	0.25	42.1
East: Amity Rd											
1	L2	149	2.0	0.515	9.1	LOS A	3.6	90.4	0.52	0.73	34.1
6	T1	423	2.0	0.515	9.1	LOS A	3.6	90.4	0.52	0.73	34.1
16	R2	8	2.0	0.515	9.1	LOS A	3.6	90.4	0.52	0.73	34.1
Approach		580	2.0	0.515	9.1	LOS A	3.6	90.4	0.52	0.36	34.1
North: Linder Rd											
7	L2	9	2.0	0.439	10.9	LOS B	2.4	60.2	0.70	1.48	33.9
4	T1	313	2.0	0.439	10.9	LOS B	2.4	60.2	0.70	1.48	33.9
14	R2	27	2.0	0.032	4.5	LOS A	0.1	3.1	0.49	0.71	35.7
Approach		349	2.0	0.439	10.4	LOS B	2.4	60.2	0.69	0.71	34.0
West: Amity Rd											
5	L2	15	2.0	0.276	7.4	LOS A	1.3	32.2	0.59	1.10	34.9
2	T1	168	2.0	0.276	7.4	LOS A	1.3	32.2	0.59	1.10	34.9
12	R2	47	2.0	0.276	7.4	LOS A	1.3	32.2	0.59	1.10	34.9
Approach		229	2.0	0.276	7.4	LOS A	1.3	32.2	0.59	0.55	34.9
All Vehicles		1399	2.0	0.515	8.5	LOS A	3.6	90.4	0.55	0.46	35.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project #: 22046
Project Name: Gripentrog Subdivision
Analyst: BXK
Date: 2/8/2018
File: H:\22\22046 - Gripentrog Subdivision TIS\excel\signal warrant analyses\[Amity-Linder TT Signal Warrant Analysis.xls]Data Input
Intersection: Amity Road/Linder Road
Scenario: Year 2026Total Conditions

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
12:00 AM	1:00 AM	14	12	8	11
1:00 AM		3	6	6	1
2:00 AM		4	3	8	1
3:00 AM		5	4	10	1
4:00 AM		20	5	16	4
5:00 AM		66	16	58	13
6:00 AM		181	86	197	25
7:00 AM		458	228	460	61
8:00 AM		229	118	215	63
9:00 AM		151	101	133	60
10:00 AM		148	116	98	54
11:00 AM		120	127	123	67
12:00 PM		131	128	116	95
1:00 PM		143	144	150	69
2:00 PM		133	157	154	101
3:00 PM		140	232	181	146
4:00 PM		138	392	218	229
5:00 PM		220	557	231	335
6:00 PM		147	270	189	171
7:00 PM		99	158	81	95
8:00 PM		101	107	65	81
9:00 PM		90	107	42	51
10:00 PM		43	49	23	24
11:00 PM		26	40	15	16

Warrant Summary

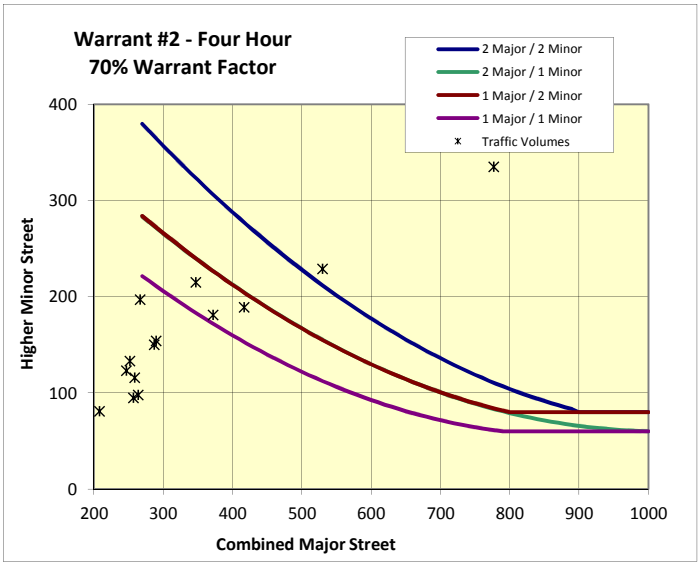
Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

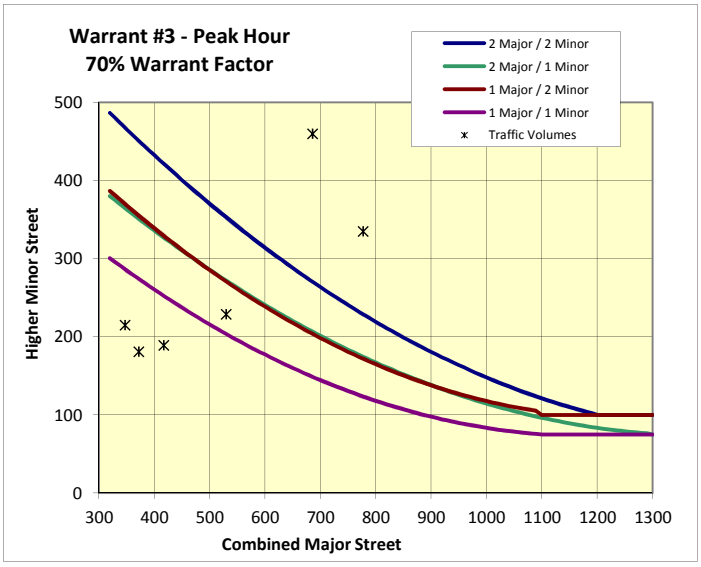
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Daily

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	3	No	**No**
	B	750	75	1	No	
80%	A	400	120	4	No	**No**
	B	600	60	2	No	
70%	A	350	105	5	No	**No**
	B	525	53	3	No	
56%	A	280	84	8	Yes	**Yes**
	B	420	42	3	No	





HCM 2010 Signalized Intersection Summary
1: Linder Rd & Amity Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	403	16	38	174	16	26	306	128	10	50	1
Future Volume (veh/h)	39	403	16	38	174	16	26	306	128	10	50	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	43	448	18	42	193	18	29	340	142	11	56	1
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	448	563	23	262	531	49	554	410	171	206	568	10
Arrive On Green	0.04	0.33	0.33	0.04	0.33	0.33	0.03	0.34	0.34	0.01	0.32	0.32
Sat Flow, veh/h	1714	1719	69	1714	1622	151	1714	1207	504	1714	1763	31
Grp Volume(v), veh/h	43	0	466	42	0	211	29	0	482	11	0	57
Grp Sat Flow(s),veh/h/ln	1714	0	1788	1714	0	1773	1714	0	1711	1714	0	1794
Q Serve(g_s), s	1.1	0.0	15.4	1.0	0.0	5.9	0.7	0.0	16.8	0.3	0.0	1.4
Cycle Q Clear(g_c), s	1.1	0.0	15.4	1.0	0.0	5.9	0.7	0.0	16.8	0.3	0.0	1.4
Prop In Lane	1.00		0.04	1.00		0.09	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	448	0	586	262	0	580	554	0	581	206	0	578
V/C Ratio(X)	0.10	0.00	0.80	0.16	0.00	0.36	0.05	0.00	0.83	0.05	0.00	0.10
Avail Cap(c_a), veh/h	523	0	1316	348	0	1316	640	0	1402	322	0	1470
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	0.0	19.8	15.2	0.0	16.7	13.8	0.0	19.7	16.3	0.0	15.4
Incr Delay (d2), s/veh	0.1	0.0	2.5	0.3	0.0	0.4	0.0	0.0	3.1	0.1	0.0	0.1
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(50%),veh/ln	0.5	0.0	7.9	0.5	0.0	2.9	0.3	0.0	8.4	0.1	0.0	0.7
LnGrp Delay(d),s/veh	13.6	0.0	22.3	15.5	0.0	17.0	13.8	0.0	22.8	16.4	0.0	15.4
LnGrp LOS	B		C	B		B	B		C	B		B
Approach Vol, veh/h		509			253			511			68	
Approach Delay, s/veh		21.6			16.8			22.3			15.6	
Approach LOS		C			B			C			B	

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	5.4	26.5	7.2	25.7	6.5	25.4	7.2	25.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.3	53.1	5.9	47.7	5.3	53.1	5.5	48.1
Max Q Clear Time (g_c+I1), s	2.3	18.8	3.0	17.4	2.7	3.4	3.1	7.9
Green Ext Time (p_c), s	0.0	3.2	0.0	3.9	0.0	3.3	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	139	29	18	68	175	15	1739	48	80	663	83
Future Volume (veh/h)	228	139	29	18	68	175	15	1739	48	80	663	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	256	156	33	20	76	197	17	1954	54	90	745	93
Adj No. of Lanes	2	1	0	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	298	63	33	245	208	414	2100	58	126	2168	970
Arrive On Green	0.09	0.21	0.21	0.02	0.14	0.14	0.02	0.62	0.62	0.03	0.63	0.63
Sat Flow, veh/h	3326	1441	305	1714	1800	1530	1714	3400	94	1714	3420	1530
Grp Volume(v), veh/h	256	0	189	20	76	197	17	978	1030	90	745	93
Grp Sat Flow(s),veh/h/ln	1663	0	1746	1714	1800	1530	1714	1710	1783	1714	1710	1530
Q Serve(g_s), s	11.1	0.0	14.1	1.7	5.6	18.7	0.5	74.7	76.4	2.8	14.9	3.5
Cycle Q Clear(g_c), s	11.1	0.0	14.1	1.7	5.6	18.7	0.5	74.7	76.4	2.8	14.9	3.5
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	299	0	361	33	245	208	414	1056	1101	126	2168	970
V/C Ratio(X)	0.86	0.00	0.52	0.61	0.31	0.95	0.04	0.93	0.93	0.71	0.34	0.10
Avail Cap(c_a), veh/h	307	0	361	81	245	208	445	1075	1121	147	2188	979
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	0.0	51.5	71.2	56.9	62.6	10.4	25.0	25.3	35.8	12.5	10.4
Incr Delay (d2), s/veh	20.3	0.0	1.4	17.2	0.7	47.1	0.0	13.2	13.9	12.7	0.1	0.0
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(50%),veh/ln	6.0	0.0	6.9	1.0	2.8	10.6	0.3	38.9	41.7	2.7	7.1	1.5
LnGrp Delay(d),s/veh	85.9	0.0	52.9	88.4	57.7	109.7	10.4	38.2	39.2	48.5	12.6	10.5
LnGrp LOS	F		D	F	E	F	B	D	D	D	B	B
Approach Vol, veh/h		445			293			2025			928	
Approach Delay, s/veh		71.9			94.7			38.4			15.9	
Approach LOS		E			F			D			B	

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	9.4	94.8	7.3	34.8	7.0	97.2	17.6	24.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.7	91.9	6.9	26.5	5.1	93.5	13.5	19.9
Max Q Clear Time (g_c+I1), s	4.8	78.4	3.7	16.1	2.5	16.9	13.1	20.7
Green Ext Time (p_c), s	0.0	11.9	0.0	1.4	0.0	44.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
1: Linder Rd & Amity Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	161	45	143	406	8	17	138	76	9	300	26
Future Volume (veh/h)	14	161	45	143	406	8	17	138	76	9	300	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	15	168	47	149	423	8	18	144	79	9	312	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	345	97	467	576	11	284	311	171	359	448	39
Arrive On Green	0.02	0.25	0.25	0.09	0.33	0.33	0.02	0.28	0.28	0.01	0.27	0.27
Sat Flow, veh/h	1714	1354	379	1714	1761	33	1714	1094	600	1714	1634	141
Grp Volume(v), veh/h	15	0	215	149	0	431	18	0	223	9	0	339
Grp Sat Flow(s),veh/h/ln	1714	0	1733	1714	0	1794	1714	0	1694	1714	0	1775
Q Serve(g_s), s	0.3	0.0	5.3	3.0	0.0	10.7	0.4	0.0	5.5	0.2	0.0	8.6
Cycle Q Clear(g_c), s	0.3	0.0	5.3	3.0	0.0	10.7	0.4	0.0	5.5	0.2	0.0	8.6
Prop In Lane	1.00		0.22	1.00		0.02	1.00		0.35	1.00		0.08
Lane Grp Cap(c), veh/h	281	0	442	467	0	587	284	0	482	359	0	487
V/C Ratio(X)	0.05	0.00	0.49	0.32	0.00	0.73	0.06	0.00	0.46	0.03	0.00	0.70
Avail Cap(c_a), veh/h	436	0	1567	771	0	1907	434	0	1599	527	0	1675
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	15.9	11.5	0.0	15.0	13.3	0.0	14.8	13.1	0.0	16.4
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.4	0.0	1.8	0.1	0.0	0.7	0.0	0.0	1.8
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(50%),veh/ln	0.2	0.0	2.6	1.4	0.0	5.6	0.2	0.0	2.6	0.1	0.0	4.5
LnGrp Delay(d),s/veh	14.0	0.0	16.8	11.9	0.0	16.8	13.4	0.0	15.5	13.2	0.0	18.2
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		230			580			241			348	
Approach Delay, s/veh		16.6			15.5			15.4			18.1	
Approach LOS		B			B			B			B	

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	5.1	18.8	9.1	17.3	5.6	18.3	5.4	21.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	47.5	13.5	45.5	5.5	47.5	5.5	53.5
Max Q Clear Time (g_c+I1), s	2.2	7.5	5.0	7.3	2.4	10.6	2.3	12.7
Green Ext Time (p_c), s	0.0	3.2	0.2	3.7	0.0	3.2	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
4: SH 69 & Lake Hazel Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	87	16	25	140	116	29	851	30	163	1827	271
Future Volume (veh/h)	143	87	16	25	140	116	29	851	30	163	1827	271
Number	7	4	14	3	8	18	5	2	12	1	6	16
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	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	152	93	17	27	149	123	31	905	32	173	1944	288
Adj No. of Lanes	2	1	0	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	206	38	41	184	157	139	2195	78	441	2310	1033
Arrive On Green	0.06	0.14	0.14	0.02	0.10	0.10	0.03	0.65	0.65	0.05	0.68	0.68
Sat Flow, veh/h	3326	1481	271	1714	1800	1530	1714	3370	119	1714	3420	1530
Grp Volume(v), veh/h	152	0	110	27	149	123	31	459	478	173	1944	288
Grp Sat Flow(s),veh/h/ln	1663	0	1752	1714	1800	1530	1714	1710	1779	1714	1710	1530
Q Serve(g_s), s	6.0	0.0	7.6	2.1	10.7	10.4	0.8	16.9	16.9	4.4	56.6	10.0
Cycle Q Clear(g_c), s	6.0	0.0	7.6	2.1	10.7	10.4	0.8	16.9	16.9	4.4	56.6	10.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	202	0	244	41	184	157	139	1114	1159	441	2310	1033
V/C Ratio(X)	0.75	0.00	0.45	0.66	0.81	0.79	0.22	0.41	0.41	0.39	0.84	0.28
Avail Cap(c_a), veh/h	264	0	295	87	252	214	160	1171	1218	516	2533	1133
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.2	0.0	52.3	64.1	58.1	58.0	20.3	11.0	11.0	8.0	16.2	8.6
Incr Delay (d2), s/veh	8.5	0.0	1.3	16.8	12.9	12.4	0.8	0.2	0.2	0.6	2.5	0.1
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(50%),veh/ln	3.0	0.0	3.8	1.2	6.0	4.9	0.6	8.0	8.3	2.1	27.3	4.2
LnGrp Delay(d),s/veh	69.7	0.0	53.6	80.9	71.1	70.4	21.1	11.2	11.2	8.6	18.7	8.7
LnGrp LOS	E		D	F	E	E	C	B	B	A	B	A
Approach Vol, veh/h		262			299			968			2405	
Approach Delay, s/veh		62.9			71.7			11.5			16.8	
Approach LOS		E			E			B			B	

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	11.1	90.7	7.6	22.9	7.9	93.9	12.5	18.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.4	90.6	6.7	22.3	5.0	98.0	10.5	18.5
Max Q Clear Time (g_c+I1), s	6.4	18.9	4.1	9.6	2.8	58.6	8.0	12.7
Green Ext Time (p_c), s	0.2	47.1	0.0	1.3	0.0	30.8	0.1	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Appendix J
Site Access Evaluation Worksheets

ACHD Turn Lane Analysis
From *ACHD Policy Manual*, Section 7106.4.4
Year 2026 Total Traffic Conditions (AM and PM Peak Hour)
Posted Speeds: 30 mph (New Collector Road west of Linder Road); and 50 mph (Linder Road)

Directions:

(Left-Turn Analysis)

The following data are required:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left-turning vehicle.

2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left-turning vehicle.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

4. Percentage of left-turns in VA

Left-turn lane is not needed for left-turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

(Right-Turn Analysis)

The following data are required:

1. Advancing Volume (veh/hr) - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the right-turning vehicle.

2. Right-Turning Volume (veh/hr) - The right-turning volume is the number of advancing vehicles turning right.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

Note: Right-turn lane is not needed for right-turn volume less than 10 vph. However, criteria other than volume, e.g. crash experience, may be used to justify a right-turn lane.

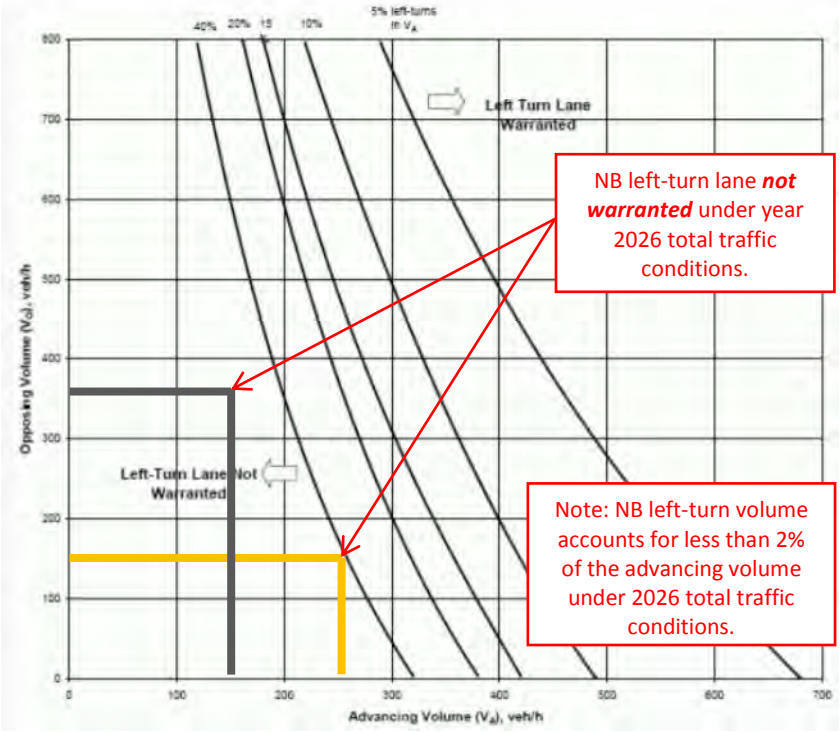
If the combination of major road approach volume and right-turn volume intersects above or to the right of the speed trend line corresponding to the major road operating speed, then a right-turn lane is appropriate.

Legend:

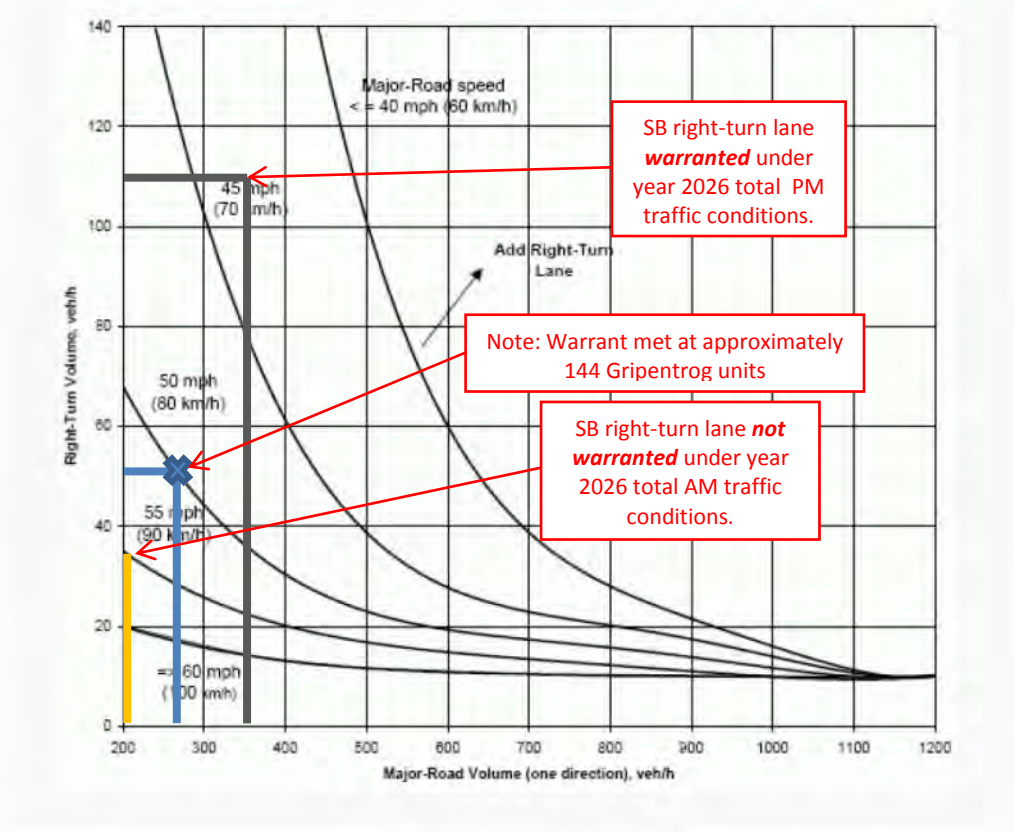
Year 2026 Background AM =
Year 2026 Background PM =
Year 2026 Total AM =
Year 2026 Total PM =

Not applicable as no access will be used prior to build-out of the site.

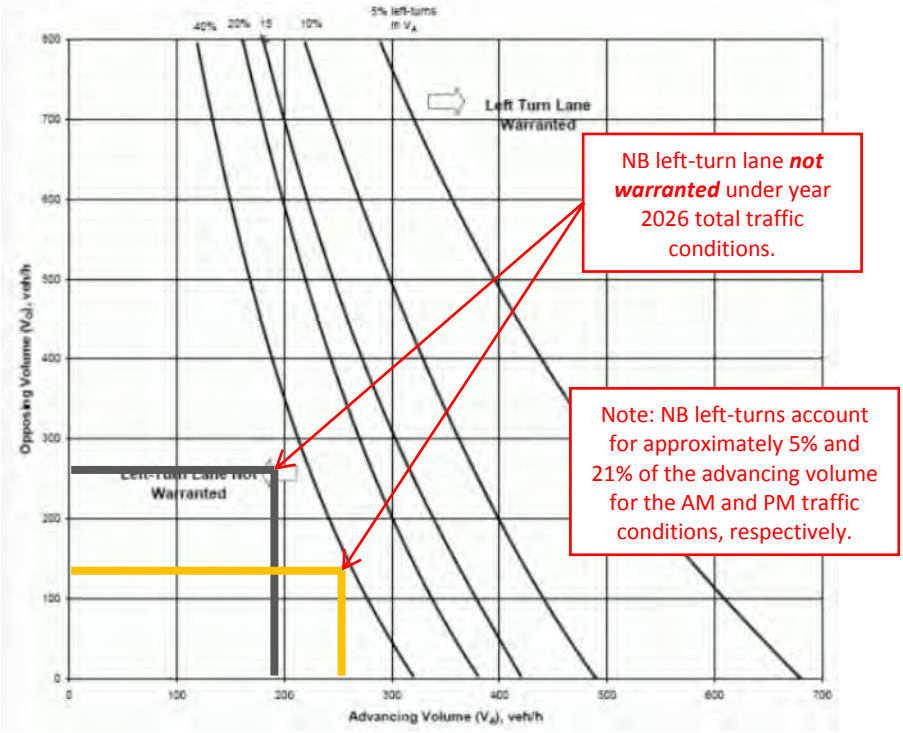
A. New Collector Road & Linder Road



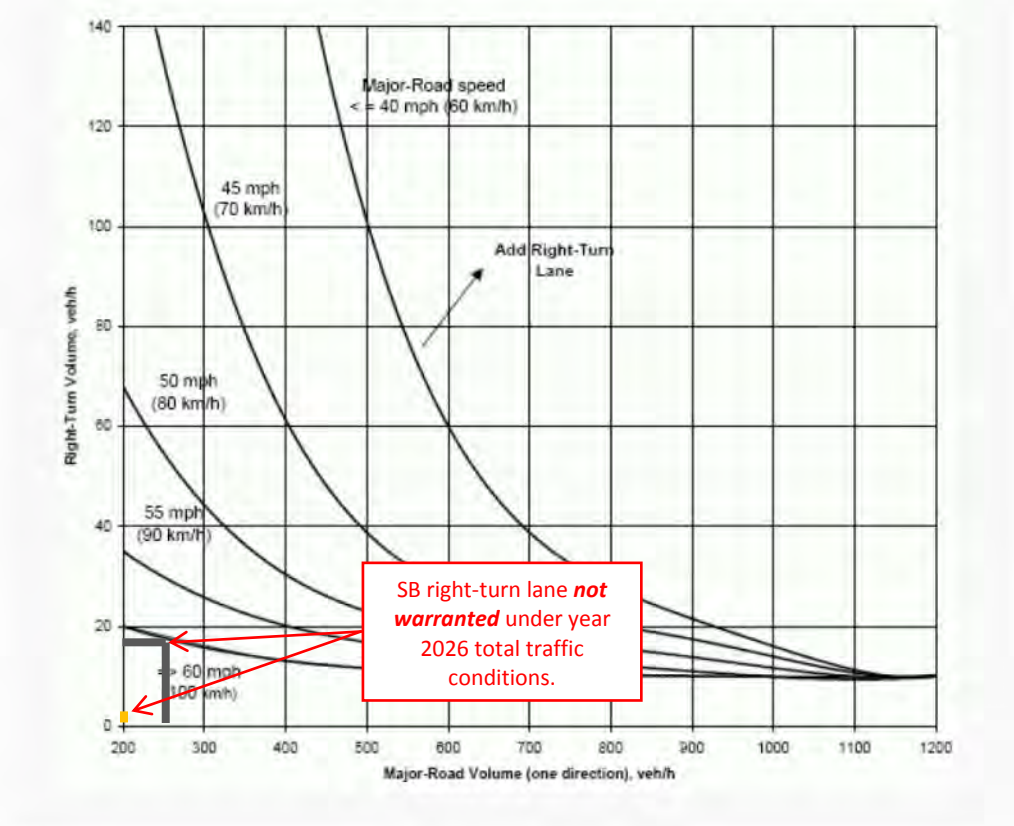
Peak Hour	NB Left-Turn Lane Warrant?	SB Right Turn Lane Warrant?
AM Peak Hour	No	No
PM Peak Hour	No	Yes (Total)



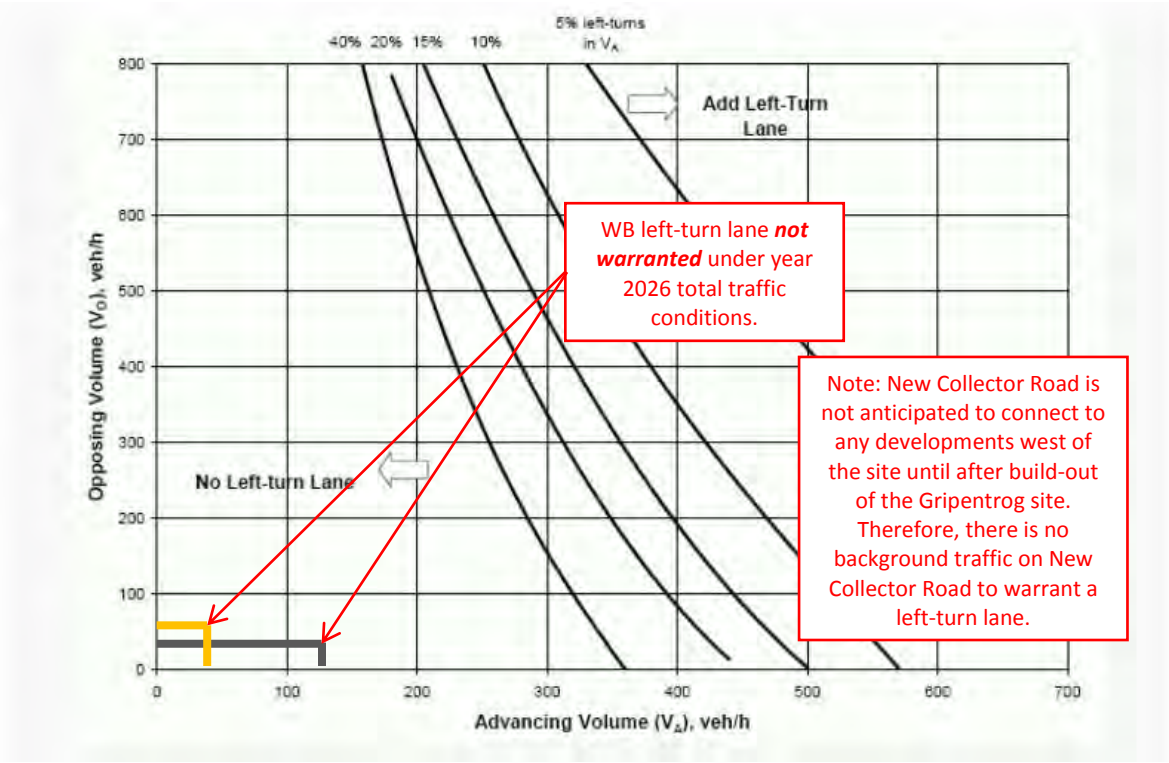
B. Southeast Access & Linder Road



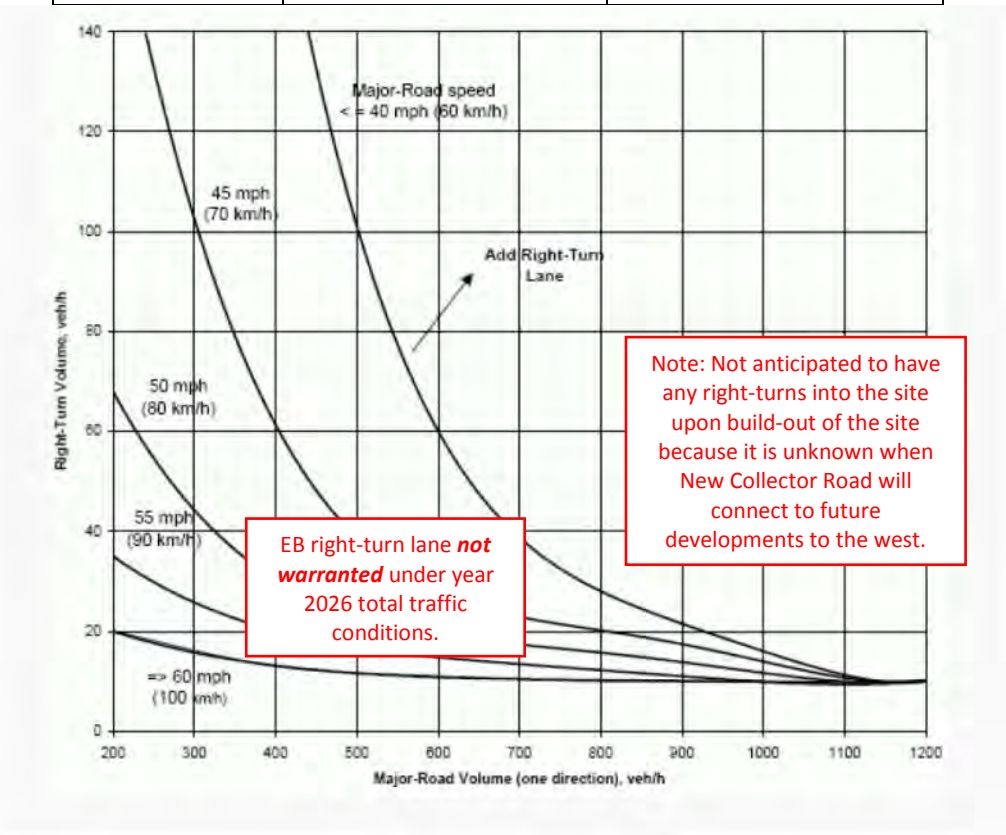
Peak Hour	NB Left-Turn Lane Warrant?	SB Right Turn Lane Warrant?
AM Peak Hour	No	No
PM Peak Hour	No	No



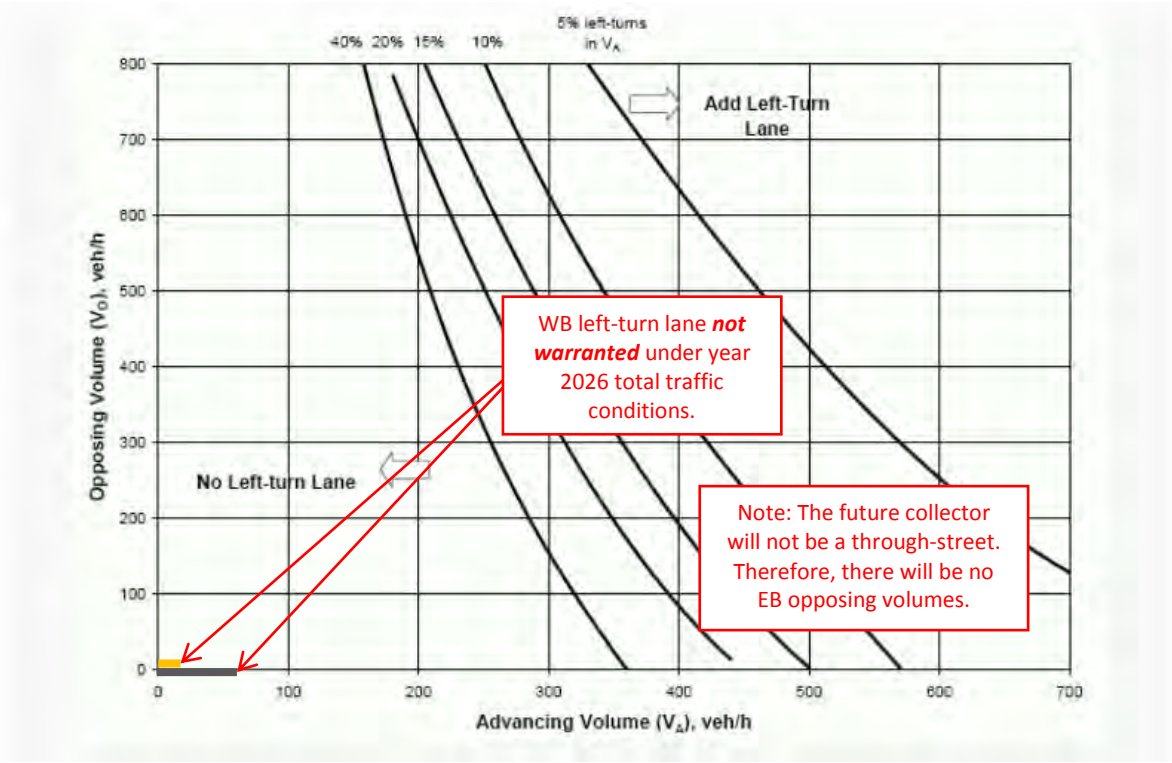
C. Northeast Access & New Collector Road



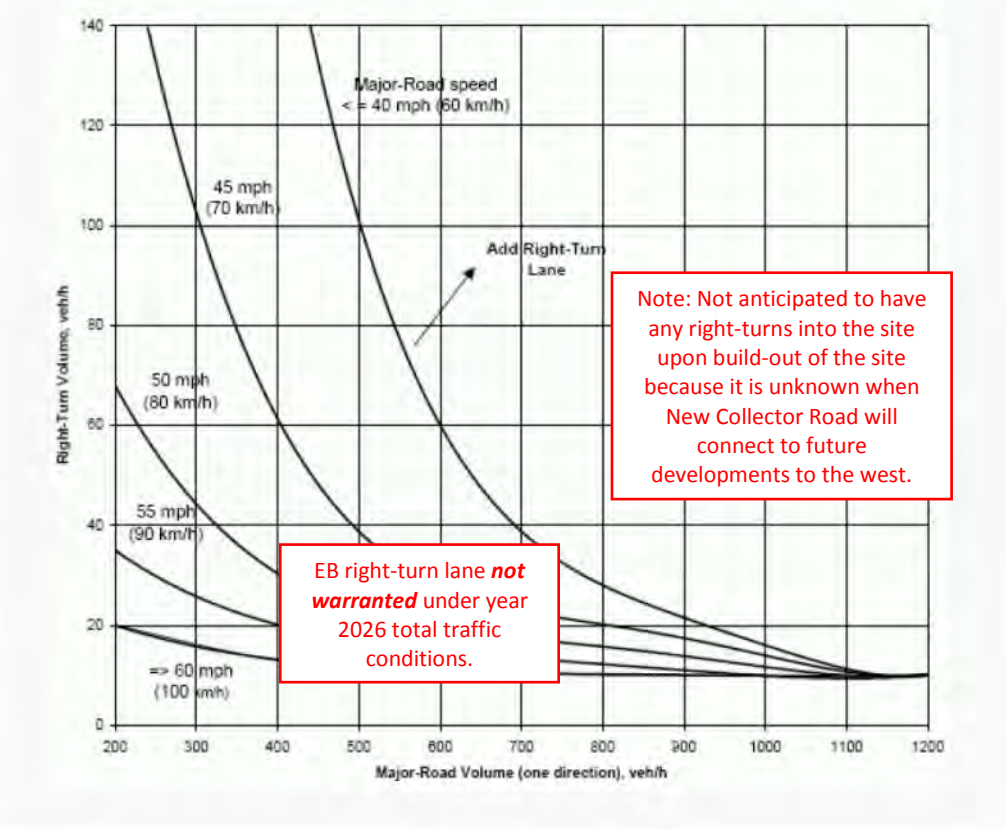
Peak Hour	WB Left-Turn Lane Warrant?	Right Turn Lane Warrant?
AM Peak Hour	No	No
PM Peak Hour	No	No



D. Northwest Access & New Collector Road



Peak Hour	Left-Turn Lane Warrant?	Right Turn Lane Warrant?
AM Peak Hour	No	No
PM Peak Hour	No	No



Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	5	9	156	263	110
Future Vol, veh/h	65	5	9	156	263	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	0	0	0
Mvmt Flow	72	6	10	173	292	122

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	546	353	414	0	-	0
Stage 1	353	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	502	695	1156	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	497	695	1156	-	-	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1156	-	507	-	-
HCM Lane V/C Ratio	0.009	-	0.153	-	-
HCM Control Delay (s)	8.1	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	22	37	154	249	19
Future Vol, veh/h	11	22	37	154	249	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	0	0	0
Mvmt Flow	12	24	41	171	277	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	540	287	298	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	506	757	1275	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	488	757	1275	-	-	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	765	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1275	-	639	-	-
HCM Lane V/C Ratio	0.032	-	0.057	-	-
HCM Control Delay (s)	7.9	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	0	64	55	0	38
Future Vol, veh/h	32	0	64	55	0	38
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, %	0	0	0	0	0	0
Mvmt Flow	36	0	71	61	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	239	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1588	-	754	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	719	1042
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1042	-	-	1588	-
HCM Lane V/C Ratio	0.041	-	-	0.045	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	55	0	0	32
Future Vol, veh/h	0	0	55	0	0	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, %	0	0	0	0	0	0
Mvmt Flow	0	0	61	0	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	123	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	122	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1635	-	877	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	845	1090
Mov Cap-2 Maneuver	-	-	-	-	845	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1090	-	-	1635	-
HCM Lane V/C Ratio	0.033	-	-	0.037	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Appendix K
Off-Site Mitigation Threshold Worksheets

Amity Road & Linder Road

Amity Road & Linder Road Estimate of Year Capacity is Exceeded

Movement that Fails	WBLTR fails in p.m. peak hour	
Mitigation	Single-lane roundabout (IN2016-5) or traffic	
V/C in 2017	0.52	2017
V/C in 2026 Background	1.00	2026
Approximate Year Movement Reaches Capacity in Background	**2026.0**	
V/C in 2026 with Site	1.09	2026
Year Movement Reaches Capacity with Development	**2024.6**	
Total Units	311	2026
Number of units at Year Capacity is Reached	**262**	
Approximate Year Units will hit Number	NA	

Lake Hazel Road & Meridian Road (SH 69)

Lake Hazel Road & SH 69 Estimate of Year Capacity is Exceeded

Movement that Fails	WBLTR fails in p.m. peak hour	
Mitigation	Traffic Signal (IN2016-60)	
V/C in 2017	0.66	2017
V/C in 2026 Background	1.00	2026
Approximate Year Movement Reaches Capacity in Background	**2026.0**	
V/C in 2026 with Site	1.03	2026
Year Movement Reaches Capacity with Development	**2025.3**	
Total Units	311	2026
Number of units at Year Capacity is Reached	**286**	
Approximate Year Units will hit Number	NA	

Linder Road & New Collector Road

Southbound Right Turn Lane Warrant / Estimate of Units Warrant is Met

Movement	SBR		
Mitigation	Southbound Right-Turn Lane		
Total Buildout units	311		2026
Total SBRT Volume at Full Buildout	110	Trips	
Approximate SBRT Lane Trip Threshold	51	Trips	
Approximate Percentage of Occupied Units to Trigger Threshold	46%		
Approximate Number of Units	144.2		
Approximate Year Movement Reaches Capacity in Background	**2021.7**		

City of Kuna
Fiscal Year 2019, Quarter 1
Financial Recast

TYPE	FUND NAME	FUND	ACCOUNT	DESCRIPTION	YTD	BUDGETED AMT	Budget Reached	Notes
Revenue	GENERAL	1	4000	STATE LIQUOR DISTRIBUTION	38,442.00	177,760.00	21.63%	
Revenue	GENERAL	1	4001	SALES TAX REVENUE SHARE-STATE	219,047.00	703,633.37	31.13%	
Revenue	GENERAL	1	4100	PROPERTY TAX REVENUE	3,922.54	2,653,922.00	0.15%	
Revenue	GENERAL	1	4110	PROPERTY TAX INTEREST & PENALT	1,248.29	2,832.35	44.07%	
Revenue	GENERAL	1	4120	SALES TAX REVENUE SHARE-COUNTY	93,182.55	249,205.65	37.39%	
Revenue	GENERAL	1	4130	COUNTY FINE DISTRIBUTION	2,435.87	9,037.40	26.95%	
Revenue	GENERAL	1	4155	ADMINISTRATION SERVICES	122,637.72	132,639.28	92.46%	
Revenue	GENERAL	1	4161	DISCOUNTS TAKEN	0.00	0	0.00%	
Revenue	GENERAL	1	4170	FRANCHISE FEES	144,144.82	317,560.35	45.39%	
Revenue	GENERAL	1	4173	INTEREST REVENUE	8,057.93	3,904.00	206.40%	
Revenue	GENERAL	1	4180	LICENSES / BUSINESS	1,016.00	3,410.67	29.79%	
Revenue	GENERAL	1	4181	LICENSES / LIQUOR	0.00	6,343.75	0.00%	
Revenue	GENERAL	1	4182	LICENSES / BEER	0.00	2,489.73	0.00%	
Revenue	GENERAL	1	4183	LICENSES / WINE	0.00	2078.13	0.00%	
Revenue	GENERAL	1	4184	LICENSES / DOGS	2,569.75	7,373.41	34.85%	
Revenue	GENERAL	1	4185	MISCELLANEOUS INCOME	166.69	1,300.00	12.82%	
Revenue	GENERAL	1	4190	PERMITS / CATERING	0.00	240	0.00%	
Revenue	GENERAL	1	4193	PERMITS / VENDORS	75.00	1443.21	5.20%	
Revenue	GENERAL	1	4195	RENTAL INCOME	3,665.00	11,045.75	33.18%	
Revenue	GENERAL	1	4197	RV DUMP REVENUE	711.03	1,684.99	42.20%	
Revenue	GENERAL	1	4358	DEVELOPMENT SUPPORT SERVICES	26,635.00	4,476.00	595.06%	
Revenue	GENERAL	1	4360	BUILDING PERMITS	200,272.21	640,890.28	31.25%	
Revenue	GENERAL	1	4361	PLUMBING PERMITS	36,099.87	130,626.73	27.64%	
Revenue	GENERAL	1	4362	ELECTRICAL PERMITS	42,084.98	141,452.89	29.75%	
Revenue	GENERAL	1	4391	IRES CHECK FEES	3,750.00	9,832.50	38.14%	
Revenue	GENERAL	1	4392	MECHANICAL PERMITS	21,685.14	81,861.80	26.49%	
Revenue	GENERAL	1	4900	TRANSFERS IN	0.00	0	0.00%	
Revenue	GENERAL	1	4950	CARRY OVER	0.00	1,968,027.71	0.00%	
Expense	GENERAL	1	5000	SAL. & WAGES-ELECTED OFFICIALS	21,999.84	92,925.00	23.67%	
Expense	GENERAL	1	5005	SALARIES & WAGES - STAFF	267,994.62	1,214,574.30	22.06%	
Expense	GENERAL	1	5009	SALARIES & WAGES - SEASONAL	14,611.45	57,120.96	25.58%	
Expense	GENERAL	1	5800	OASDI - EMPLOYER	18,383.49	84,606.46	21.73%	
Expense	GENERAL	1	5810	MEDICARE - EMPLOYER	4,299.46	19,786.99	21.73%	
Expense	GENERAL	1	5820	GROUP MEDICAL INSURANCE	45,896.45	163,145.35	28.13%	
Expense	GENERAL	1	5830	GROUP LIFE INSURANCE	222.52	926.43	24.02%	
Expense	GENERAL	1	5840	PERSI EMPLOYER 401(a)	33,809.79	151,713.09	22.29%	
Expense	GENERAL	1	5850	WORKERS' COMPENSATION INS.	3,890.72	23,029.76	16.89%	
Expense	GENERAL	1	5860	GROUP DENTAL/VISION INSURANCE	4,366.63	15,183.15	28.76%	
Expense	GENERAL	1	6000	LAW ENFORCEMENT SERVICES	551,537.34	2,206,149.35	25.00%	
Expense	GENERAL	1	6005	ANIMAL CONTROL SERVICES	17,499.99	70,250.00	24.91%	
Expense	GENERAL	1	6020	CAPITAL IMPROVEMENTS	0.00	-	0.00%	
Expense	GENERAL	1	6025	JANITORIAL	3,940.05	10,851.76	36.31%	
Expense	GENERAL	1	6027	CODE ABATEMENT EXPENSE	0.00	750.00	0.00%	
Expense	GENERAL	1	6045	CONTINGENCY	55,110.87	1,678,242.71	3.28%	
Expense	GENERAL	1	6052	CONTRACT SERVICES	12,064.23	24,590.93	49.06%	
Expense	GENERAL	1	6070	DONATIONS EXPENSE	279.53	25,848.00	1.08%	
Expense	GENERAL	1	6075	DUES & MEMBERSHIPS	29,138.24	49,644.12	58.69%	
Expense	GENERAL	1	6085	ELECTION EXPENSES	0.00	750.00	0.00%	
Expense	GENERAL	1	6097	DEPOSITS ON ACCOUNT	0.00	-	0.00%	
Expense	GENERAL	1	6125	LEGAL PUBLICATIONS	2,127.74	12,600.00	16.89%	
Expense	GENERAL	1	6130	LIABILITY & PROPERTY INSURANCE	15,178.79	30,357.59	50.00%	
Expense	GENERAL	1	6140	MAINT. & REPAIR BUILDING	1,269.70	25,399.73	5.00%	
Expense	GENERAL	1	6142	MAINT. & REPAIR - EQUIPMENT	7,523.93	27,882.15	26.98%	
Expense	GENERAL	1	6150	MAINTENANCE & REPAIRS - SYSTEM	9,164.26	61,700.00	14.85%	
Expense	GENERAL	1	6155	MEETINGS/COMMITTEES	1,044.02	17,750.29	5.88%	
Expense	GENERAL	1	6160	MISCELLANEOUS EXPENSES	0.00	-	0.00%	
Expense	GENERAL	1	6165	OFFICE SUPPLIES	1,626.27	16,914.00	9.61%	
Expense	GENERAL	1	6166	PP&E PURCHASES - OPERATIONS	0.00	-	0.00%	
Expense	GENERAL	1	6175	SMALL TOOLS	4,934.24	23,594.60	20.91%	
Expense	GENERAL	1	6188	SIGNAGE	0.00	3,450.00	0.00%	
Expense	GENERAL	1	6190	POSTAGE & BILLING	2,814.15	12,750.91	22.07%	
Expense	GENERAL	1	6202	PROFESSIONAL SERVICES	80,815.76	200,845.27	40.24%	
Expense	GENERAL	1	6203	PROSECUTORIAL SERVICES	13,892.53	55,570.00	25.00%	
Expense	GENERAL	1	6211	RENT-BUILDINGS & LAND	445.50	2,082.00	21.40%	
Expense	GENERAL	1	6212	RENT-EQUIPMENT	5,955.74	8,510.00	69.99%	
Expense	GENERAL	1	6230	SAFETY TRAINING & EQUIPMENT	236.84	2,800.00	8.46%	
Expense	GENERAL	1	6255	TELEPHONE	3,937.72	16,108.01	24.45%	
Expense	GENERAL	1	6265	TRAINING & SCHOOLING	898.50	19,176.60	4.69%	
Expense	GENERAL	1	6270	TRAVEL	1,412.86	5,245.00	26.94%	
Expense	GENERAL	1	6280	UNEMPLOYMENT EXPENSES	0.00	6,086.37	0.00%	
Expense	GENERAL	1	6285	UNIFORMS	755.42	2,250.00	33.57%	
Expense	GENERAL	1	6290	UTILITIES	26,739.26	136,869.50	19.54%	
Expense	GENERAL	1	6300	FUEL	2,837.63	19,115.00	14.85%	
Expense	GENERAL	1	6305	VEHICLE MAINTENANCE & REPAIRS	1,982.56	6,350.00	31.22%	
Expense	GENERAL	1	6400	TRANSFERS OUT	631,500.00	631,500.00	100.00%	
Expense	GENERAL	1	6500	CASH OVER/SHORT	-15.74	12,788.27	-0.12%	
Expense	GENERAL	1	6505	BANK FEES	5,310.47	17,288.30	30.72%	
Revenue	GRANT	3	4173	INTEREST REVENUE	-0.76	0	0.00%	
Revenue	GRANT	3	4200	GRANT REVENUE	0.00	1,100,000.00	0.00%	
Revenue	GRANT	3	4201	REVENUE- ENERGY FOR GROWTH	3,000.00	0	0.00%	
Revenue	GRANT	3	4205	REVENUE-IDPCO ECONOMIC DEV.	0.00	0	0.00%	
Revenue	GRANT	3	4216	REV.- DOWNTOWN REVITALIZATION	536.62	0	0.00%	
Revenue	GRANT	3	4221	REVENUE-MOVIES IN THE PARK	0.00	0	0.00%	
Revenue	GRANT	3	4222	REVENUE-MAYOR'S TABLE EVENT	0.00	0	0.00%	
Revenue	GRANT	3	4223	REVENUE - KUNA DOG PARK	0.00	0	0.00%	
Revenue	GRANT	3	4224	REVENUE-CDBG DOWNTOWN REVIT.	0.00	0	0.00%	
Revenue	GRANT	3	4225	REVENUE - ART SHOWS	6,231.09	0	0.00%	
Revenue	GRANT	3	4226	REV-DNTWN REVIT TMA TAP	0.00	0	0.00%	
Revenue	GRANT	3	4227	REV - DNTWN REVIT ART-TTV	0.00	0	0.00%	
Revenue	GRANT	3	4228	REV-COMPASS CIM PARKING LOT	0.00	0	0.00%	
Revenue	GRANT	3	4950	CARRY OVER BALANCE	0.00	114,216.00	0.00%	
Expense	GRANT	3	6160	MISCELLANEOUS EXPENSES	0.00	-	0.00%	
Expense	GRANT	3	6354	GRANT EXPENDITURES	0.00	1,214,216.00	0.00%	
Expense	GRANT	3	6355	EXPENDITURE-ENERGY FOR GROWTH	3,000.00	-	0.00%	
Expense	GRANT	3	6362	EXPENDITURE-UP-GREENBELT EXTEN	0.00	-	0.00%	
Expense	GRANT	3	6365	EXPENDITURE-ID PARKS & REC RTP	0.00	-	0.00%	
Expense	GRANT	3	6368	EXPEND-KUNA POOL/FITNESS FAC.	0.00	-	0.00%	
Expense	GRANT	3	6370	EXP. - DOWNTOWN REVITALIZATION	0.00	-	0.00%	
Expense	GRANT	3	6374	EXP-HIGH FIVE YOUTH COUNCIL	0.00	-	0.00%	
Expense	GRANT	3	6375	EXPENDITURE-MOVIES IN THE PAR	0.00	-	0.00%	
Expense	GRANT	3	6376	EXPENDITURE-MAYOR'S TABLE	0.00	-	0.00%	
Expense	GRANT	3	6378	EXPENDITURE-CDBG DWNTWN REVIT.	0.00	-	0.00%	
Expense	GRANT	3	6379	EXPENDITURES - ART SHOWS	5,243.09	-	0.00%	
Expense	GRANT	3	6380	EXP-DWNTWN REVIT TMA TAP	0.00	-	0.00%	

Expense	GRANT	3	6381	EXP - DNTWN REVIT ART - TTV	0.00	-	0.00%
Expense	GRANT	3	6382	EXP-COMPASS CIM PARKING LOT	0.00	-	0.00%
Revenue	LATE COMERS	5	4173	INTEREST REVENUE	4,054.29	400	1013.57%
Revenue	LATE COMERS	5	4504	WATER MAIN CAPACITY FEE	191,106.86	350,000.00	54.60%
Revenue	LATE COMERS	5	4604	SEWER MAIN CAPACITY FEE	130,982.00	250,000.00	52.39%
Revenue	LATE COMERS	5	4704	PRESSURE IRRIG CAPACITY FEE	94,614.88	205,000.00	46.15%
Revenue	LATE COMERS	5	4950	CARRY 0VER BALANCE	0.00	974,551.00	0.00%
Expense	LATE COMERS	5	6045	CONTINGENCY	0.00	974,551.00	0.00%
Expense	LATE COMERS	5	6305	WATER MAIN CAPACITY REIMBBURSE	0.00	350,000.00	0.00%
Expense	LATE COMERS	5	6306	SEWER MAIN CAPACITY REIMBURSE	0.00	250,000.00	0.00%
Expense	LATE COMERS	5	6307	PR IRR MAIN CAPACITY REIMBURSE	0.00	205,400.00	0.00%
Revenue	WATER	20	4173	INTEREST REVENUE	22,525.88	4,719.00	477.34%
Revenue	WATER	20	4185	MISCELLANEOUS INCOME	50.00	99,907.00	0.05%
Revenue	WATER	20	4358	DEVELOPMENT SUPPORT SERVICES	168.00	4,000.00	4.20%
Revenue	WATER	20	4500	METERED WATER SALES	466,720.26	1,849,903.00	25.23%
Revenue	WATER	20	4503	NEW METER	50,710.00	127,346.00	39.82%
Revenue	WATER	20	4505	NEW SERVICE CONNECTION	172,515.00	440,023.50	39.21%
Revenue	WATER	20	4507	WATER TOKEN SALES - BULK WATER	7,917.05	21,024.00	37.66%
Revenue	WATER	20	4510	SERVICE RECONNECT FEES	4,056.24	22,500.00	18.03%
Revenue	WATER	20	4550	INSPECTIONS REVENUE	1,803.20	20,000.00	9.02%
Revenue	WATER	20	4775	LATE PAYMENT FEE	9,246.66	34,000.00	27.20%
Revenue	WATER	20	4900	TRANSFERS IN	0.00	14,000.00	0.00%
Revenue	WATER	20	4950	CARRY 0VER BALANCE	0.00	5,407,215.00	0.00%
Expense	WATER	20	5000	SAL. & WAGES-ELECTED OFFICIALS	1,033.14	4,130.00	25.02%
Expense	WATER	20	5005	SALARIES & WAGES - STAFF	127,471.33	583,745.32	21.84%
Expense	WATER	20	5009	SALARIES & WAGES - SEASONAL	157.11	-	0.00%
Expense	WATER	20	5795	OVERTIME SALARIES & WAGES	2,573.94	-	0.00%
Expense	WATER	20	5800	OASDI - EMPLOYER	7,852.20	36,447.95	21.54%
Expense	WATER	20	5810	MEDICARE - EMPLOYER	1,836.34	8,524.19	21.54%
Expense	WATER	20	5820	GR0UP MEDICAL INSURANCE	21,583.44	82,363.30	26.21%
Expense	WATER	20	5830	GR0UP LIFE INSURANCE	101.67	392.96	25.87%
Expense	WATER	20	5840	PERSI EMPLOYER 401(a)	14,725.02	68,024.30	21.65%
Expense	WATER	20	5850	W0RKERS' COMPENSATI0N INS.	3,690.96	22,134.51	16.68%
Expense	WATER	20	5860	GROUP DENTAL/VISION INSURANCE	2,012.39	7,804.67	25.78%
Expense	WATER	20	6020	CAPITAL IMPROVEMENTS	58,955.77	2,500,000.00	2.36%
Expense	WATER	20	6025	JANITORIAL	696.15	3,000.00	23.21%
Expense	WATER	20	6045	C0NTINGENCY	13,074.23	3,838,542.30	0.34%
Expense	WATER	20	6050	CONTRACT LAB0R		2,500.00	0.00%
Expense	WATER	20	6052	CONTRACT SERVICES	2,639.38	19,828.00	13.31%
Expense	WATER	20	6060	DEQ ASSESSMENT FEES	21,498.00	20,447.00	105.14%
Expense	WATER	20	6065	DIG LINE EXPENSE	582.64	2,000.00	29.13%
Expense	WATER	20	6075	DUES & MEMBERSHIPS	193.10	2,793.00	6.91%
Expense	WATER	20	6095	BAD DEBT EXPENSE	0.00	4,000.00	0.00%
Expense	WATER	20	6097	DEPOSITS ON ACCOUNT	0.00	-	0.00%
Expense	WATER	20	6125	LEGAL PUBLICATI0NS	0.00	1,000.00	0.00%
Expense	WATER	20	6130	LIABILITY & PROPERTY INSURANCE	8,799.30	17,700.00	49.71%
Expense	WATER	20	6140	MAINT. & REPAIR BUILDING	5,754.87	14,950.00	38.49%
Expense	WATER	20	6142	MAINT. & REPAIRS- EQUIPMENT	3,813.39	11,000.00	34.67%
Expense	WATER	20	6150	M & R - SYSTEM	15,684.67	133,000.00	11.79%
Expense	WATER	20	6151	M & R - PROCESS CHEMICALS	4,125.00	15,000.00	27.50%
Expense	WATER	20	6152	M & R - LABORATORY COSTS	732.22	9,100.00	8.05%
Expense	WATER	20	6155	MEETINGS/COMMITTEES	1.02	1,050.00	0.10%
Expense	WATER	20	6160	MISCELLANE0US EXPENSES	0.00	4,313.00	0.00%
Expense	WATER	20	6165	0FFICE SUPPLIES	930.19	2,625.00	35.44%
Expense	WATER	20	6166	PP&E PURCHASES OPERATIONS	9,600.57	359,604.00	2.67%
Expense	WATER	20	6175	SMALL TOOLS	2,668.48	15,000.00	17.79%
Expense	WATER	20	6190	P0STAGE & BILLING	3,970.59	21,700.00	18.30%
Expense	WATER	20	6202	PROFESSIONAL SERVICES	14,422.46	14,000.00	103.02%
Expense	WATER	20	6211	RENT-BUILDINGS & LAND	55.50	1,512.00	3.67%
Expense	WATER	20	6212	RENT - EQUIPMENT	435.77	1,500.00	29.05%
Expense	WATER	20	6230	SAFETY TRAINING & EQUIPMENT	47.54	2,750.00	1.73%
Expense	WATER	20	6255	TELEPH0NE EXPENSE	2,654.72	13,406.00	19.80%
Expense	WATER	20	6265	TRAINING & SCH00LING EXPENSE	438.40	6,500.00	6.74%
Expense	WATER	20	6270	TRAVEL EXPENSES	0.00	1,200.00	0.00%
Expense	WATER	20	6280	UNEMPLOYMENT EXPENSES	0.00	-	0.00%
Expense	WATER	20	6285	UNIFORMS EXPENSE	1,911.46	4,000.00	47.79%
Expense	WATER	20	6290	UTILITIES EXPENSE	23,525.80	150,000.00	15.68%
Expense	WATER	20	6300	FUEL	1,497.15	14,500.00	10.33%
Expense	WATER	20	6305	VEHICLE MAINTENANCE & REPAIRS	390.55	6,500.00	6.01%
Expense	WATER	20	6505	BANK FEES	4,984.42	16,050.00	31.06%
Revenue	SEWER	21	4173	INTEREST REVENUE	16,405.75	5,900.00	278.06%
Revenue	SEWER	21	4185	MISCELLANEOUS INCOME	2,044.19	138,450.00	1.48%
Revenue	SEWER	21	4358	DEVELOPMENT SUPPORT SERVICES	168.00	4,000.00	4.20%
Revenue	SEWER	21	4505	NEW SERVICE CONNECTION	149.61	-	0.00%
Revenue	SEWER	21	4510	SERVICE RECONNECT FEES	5,362.15	13,000.00	41.25%
Revenue	SEWER	21	4550	INSPECTIONS REVENUE	1,288.90	9,000.00	14.32%
Revenue	SEWER	21	4600	SEWER USER FEES	628,479.96	2,227,403.00	28.22%
Revenue	SEWER	21	4606	LID REDUCED SEWER CONNECTION	145,269.25	474,978.00	30.58%
Revenue	SEWER	21	4640	FARM REVENUE	28,848.87	139,570.00	20.67%
Revenue	SEWER	21	4775	LATE PAYMENT FEE	12,223.61	23,000.00	53.15%
Revenue	SEWER	21	4950	CARRY 0VER BALANCE	0.00	4,695,559.67	0.00%
Expense	SEWER	21	5000	SAL. & WAGES-ELECTED OFFICIALS	995.85	4,130.00	24.11%
Expense	SEWER	21	5005	SALARIES & WAGES - STAFF	152,534.88	683,133.56	22.33%
Expense	SEWER	21	5009	SALARIES & WAGES - SEASONAL	157.11	-	0.00%
Expense	SEWER	21	5795	OVERTIME SALARIES & WAGES	990.43	-	0.00%
Expense	SEWER	21	5800	OASDI - EMPLOYER	9,427.54	42,610.34	22.13%
Expense	SEWER	21	5810	MEDICARE - EMPLOYER	2,204.89	9,965.64	22.12%
Expense	SEWER	21	5820	GR0UP MEDICAL INSURANCE	24,103.85	74,150.75	32.51%
Expense	SEWER	21	5830	GR0UP LIFE INSURANCE	122.42	387.24	31.61%
Expense	SEWER	21	5840	PERSI EMPLOYER 401(a)	17,531.08	79,521.23	22.05%
Expense	SEWER	21	5850	W0RKERS' COMPENSATI0N INS.	2,828.24	18,277.64	15.47%
Expense	SEWER	21	5860	GROUP DENTAL/VISION INSURANCE	2,015.10	6,637.90	30.36%
Expense	SEWER	21	6020	CAPITAL IMPROVEMENTS	1,323,533.16	1,861,482.00	71.10%
Expense	SEWER	21	6025	JANITORIAL	696.14	3,000.00	23.20%
Expense	SEWER	21	6045	C0NTINGENCY	8,919.23	3,411,205.37	0.26%
Expense	SEWER	21	6050	CONTRACT LAB0R	0.00	2,500.00	0.00%
Expense	SEWER	21	6052	CONTRACT SERVICES	2,639.38	15,500.00	17.03%
Expense	SEWER	21	6065	DIG LINE EXPENSE	582.64	2,000.00	29.13%
Expense	SEWER	21	6075	DUES & MEMBERSHIPS	282.50	3,632.00	7.78%
Expense	SEWER	21	6090	FARM EXPENDITURES	3,134.51	116,000.00	2.70%
Expense	SEWER	21	6095	BAD DEBT EXPENSE	0.00	4,000.00	0.00%
Expense	SEWER	21	6097	DEPOSITS ON ACCOUNT	0.00	-	0.00%
Expense	SEWER	21	6125	LEGAL PUBLICATI0NS EXPENSE	195.20	1,300.00	15.02%
Expense	SEWER	21	6130	LIABILITY & PROPERTY INSURANCE	18,038.57	36,077.00	50.00%
Expense	SEWER	21	6140	MAINT & REPAIR BUILDING	6,962.28	23,900.00	29.13%
Expense	SEWER	21	6142	MAINT. & REPAIRS - EQUIPMENT	4,707.00	51,000.00	9.23%
Expense	SEWER	21	6150	M & R - SYSTEM	36,330.01	141,100.00	25.75%
Expense	SEWER	21	6151	M & R - PROCESS CHEMICALS	0.00	108,570.00	0.00%
Expense	SEWER	21	6152	M & R - LABORATORY COSTS	5,062.31	23,575.00	21.47%

Expense	SEWER	21	6153	M & R - SLUDGE DISPOSAL	8,310.00	34,650.00	23.98%
Expense	SEWER	21	6155	MEETINGS/COMMITTEES	1.02	1,450.00	0.07%
Expense	SEWER	21	6160	MISCELLANE0US EXPENSES	0.00	242,473.00	0.00%
Expense	SEWER	21	6165	OFFICE SUPPLIES	1,074.50	4,000.00	26.86%
Expense	SEWER	21	6166	PP&E PURCHASES - OPERATIONS	12,607.70	309,350.00	4.08%
Expense	SEWER	21	6175	SMALL TOOLS	2,741.01	15,000.00	18.27%
Expense	SEWER	21	6190	POSTAGE & BILLING	3,970.59	17,955.00	22.11%
Expense	SEWER	21	6202	PROFESSIONAL SERVICES	18,127.03	23,557.00	76.95%
Expense	SEWER	21	6211	RENT - BUILDINGS & LAND	364.50	2,400.00	15.19%
Expense	SEWER	21	6212	RENT- EQUIPMENT	556.30	2,000.00	27.82%
Expense	SEWER	21	6230	SAFETY TRAINING & EQUIPMENT	667.22	2,400.00	27.80%
Expense	SEWER	21	6255	TELEPHONE EXPENSE	2,951.91	14,500.00	20.36%
Expense	SEWER	21	6265	TRAINING & SCH00LING EXPENSE	75.00	2,500.00	3.00%
Expense	SEWER	21	6270	TRAVEL EXPENSES	0.00	750.00	0.00%
Expense	SEWER	21	6280	UNEMPLOYMENT EXPENSES	0.00	-	0.00%
Expense	SEWER	21	6285	UNIFORMS EXPENSE	2,376.00	4,000.00	59.40%
Expense	SEWER	21	6290	UTILITIES EXPENSE	57,265.41	280,000.00	20.45%
Expense	SEWER	21	6300	FUEL	1,433.08	15,000.00	9.55%
Expense	SEWER	21	6305	VEHICLE MAINTENANCE & REPAIRS	3,817.50	12,320.00	30.99%
Expense	SEWER	21	6400	TRANSFERS OUT	0.00	6,000.00	0.00%
Expense	SEWER	21	6505	BANK FEES	4,984.42	16,900.00	29.49%
Revenue	IRRIGATION	25	4173	INTEREST REVENUE	8,795.75	2,500.21	351.80%
Revenue	IRRIGATION	25	4177	GRAVITY IRRIGATION USER FEES	6,916.48	26,210.00	26.39%
Revenue	IRRIGATION	25	4185	MISCELLANEOUS INCOME	0.00	109,003.00	0.00%
Revenue	IRRIGATION	25	4358	DEVELOPMENT SUPPORT SERVICES	64.00	1,200.00	5.33%
Revenue	IRRIGATION	25	4503	NEW METER	0.00	500.00	0.00%
Revenue	IRRIGATION	25	4505	NEW SERVICE CONNECTION	145,600.91	315,557.00	46.14%
Revenue	IRRIGATION	25	4510	SERVICE RECONNECT FEES	1,860.00	4,000.00	46.50%
Revenue	IRRIGATION	25	4550	INSPECTION REVENUE	2,197.90	20,000.00	10.99%
Revenue	IRRIGATION	25	4700	PRESS. IRRIGATION USER FEES	216,888.86	592,377.00	36.61%
Revenue	IRRIGATION	25	4775	LATE PAYMENT FEE	4,274.50	8,500.00	50.29%
Revenue	IRRIGATION	25	4900	TRANSFERS IN	0.00	100.00	0.00%
Revenue	IRRIGATION	25	4950	CARRY 0VER BALANCE	0.00	2,215,412.83	0.00%
Expense	IRRIGATION	25	5000	SAL. & WAGES-ELECTED OFFICIALS	505.35	2,065.00	24.47%
Expense	IRRIGATION	25	5005	SALARIES & WAGES - STAFF	34,519.60	156,112.56	22.11%
Expense	IRRIGATION	25	5009	SALARIES & WAGES - SEASONAL	78.54	-	0.00%
Expense	IRRIGATION	25	5795	OVERTIME WAGES EXPENSE	643.48	-	0.00%
Expense	IRRIGATION	25	5800	OASDI - EMPLOYER	2,140.92	9,807.01	21.83%
Expense	IRRIGATION	25	5810	MEDICARE - EMPLOYER	500.68	2,293.57	21.83%
Expense	IRRIGATION	25	5820	GR0UP MEDICAL INSURANCE	5,827.60	22,049.24	26.43%
Expense	IRRIGATION	25	5830	GROUP LIFE INSURANCE	27.98	107.77	25.96%
Expense	IRRIGATION	25	5840	PERSI EMPLOYER (401a)	3,993.60	18,307.84	21.81%
Expense	IRRIGATION	25	5850	WORKERS' COMPENSATION INS.	901.30	5,834.51	15.45%
Expense	IRRIGATION	25	5860	GROUP DENTAL/VISION INSURANCE	200.86	2,097.71	9.58%
Expense	IRRIGATION	25	6020	CAPITAL IMPR0VEMENTS	0.00	496,620.00	0.00%
Expense	IRRIGATION	25	6025	JANITORIAL	267.07	900.00	29.67%
Expense	IRRIGATION	25	6045	CONTINGENCY FUND	5,865.12	2,073,500.83	0.28%
Expense	IRRIGATION	25	6050	CONTRACT LAB0R	0.00	1,000.00	0.00%
Expense	IRRIGATION	25	6052	CONTRACT SERVICES	1,175.76	6,400.00	18.37%
Expense	IRRIGATION	25	6065	DIG LINE EXPENSE	221.97	600.00	37.00%
Expense	IRRIGATION	25	6075	DUES & MEMBERSHIPS EXPENSE	51.16	479.00	10.68%
Expense	IRRIGATION	25	6115	MAINT & REPAIR-SYSTEM-GRAVITY	0.00	1,500.00	0.00%
Expense	IRRIGATION	25	6116	IRRIGATION / WATER COSTS	6,285.88	125,454.00	5.01%
Expense	IRRIGATION	25	6125	LEGAL PUBLICATI0NS	403.35	1,900.00	21.23%
Expense	IRRIGATION	25	6130	LIABILITY & PROPERTY INSURANCE	1,979.84	5,701.00	34.73%
Expense	IRRIGATION	25	6131	INSURANCE CLAIMS PAID	0.00	100.00	0.00%
Expense	IRRIGATION	25	6140	MAINT & REPAIR BUILDING	617.22	3,300.00	18.70%
Expense	IRRIGATION	25	6142	MAINT. & REPAIRS - EQUIPMENT	1,282.81	8,800.00	14.58%
Expense	IRRIGATION	25	6150	MAINT. & REPAIRS - SYSTEM (PI)	5,478.73	50,000.00	10.96%
Expense	IRRIGATION	25	6155	MEETING/COMMITTEES	0.51	650.00	0.08%
Expense	IRRIGATION	25	6160	MISCELLANE0US EXPENSES	0.00	69,293.00	0.00%
Expense	IRRIGATION	25	6165	OFFICE SUPPLIES	329.90	969.00	34.05%
Expense	IRRIGATION	25	6166	PP&E PURCHASES - OPERATIONS	2,380.10	82,467.00	2.89%
Expense	IRRIGATION	25	6175	SMALL TOOLS	831.17	6,725.00	12.36%
Expense	IRRIGATION	25	6190	POSTAGE & BILLING	1,557.26	7,125.00	21.86%
Expense	IRRIGATION	25	6202	PROFESSIONAL SERVICES	4,312.39	6,435.00	67.01%
Expense	IRRIGATION	25	6211	RENT - BUILDINGS & LAND	162.00	950.00	17.05%
Expense	IRRIGATION	25	6212	RENT - EQUIPMENT	178.83	800.00	22.35%
Expense	IRRIGATION	25	6230	SAFETY TRAINING & EQUIPMENT	18.12	900.00	2.01%
Expense	IRRIGATION	25	6255	TELEPHONE EXPENSE	882.03	4,520.00	19.51%
Expense	IRRIGATION	25	6265	TRAINING & SCH00LING EXPENSE	84.60	620.00	13.65%
Expense	IRRIGATION	25	6270	TRAVEL EXPENSES	0.00	200.00	0.00%
Expense	IRRIGATION	25	6280	UNEMPLOYMENT EXPENSES	0.00	-	0.00%
Expense	IRRIGATION	25	6285	UNIFORMS EXPENSE	662.64	750.00	88.35%
Expense	IRRIGATION	25	6290	UTILITIES EXPENSE	18,464.74	106,384.00	17.36%
Expense	IRRIGATION	25	6300	FUEL	396.71	4,000.00	9.92%
Expense	IRRIGATION	25	6305	VEHICLE MAINTENANCE & REPAIR	173.54	1,250.00	13.88%
Expense	IRRIGATION	25	6400	TRANSFERS OUT	0.00	100.00	0.00%
Expense	IRRIGATION	25	6505	BANK FEES	1,962.69	6,292.00	31.19%
Revenue	SOLID WASTE	26	4173	INTEREST INCOME	317.70	-	0.00%
Revenue	SOLID WASTE	26	4975	SOLID WASTE USER FEES	532,255.67	2,029,335.00	26.23%
Expense	SOLID WASTE	26	6095	BAD DEBT EXPENSE	0.00	-	0.00%
Expense	SOLID WASTE	26	6190	POSTAGE & BILLING	0.00	-	0.00%
Expense	SOLID WASTE	26	7000	SOLID WASTE SERVICE FEES	521,000.90	2,029,335.00	25.67%
Revenue	AGENCY FUND	30	4950	CARRY 0VER	0.00	242,915.00	0.00%
Expense	AGENCY FUND	30	6045	CONTINGENCY	0.00	242,915.00	0.00%
Revenue	CAPITAL PROJECTS	40	4900	TRANSFERS IN	631,500.00	631,500.00	100.00%
Revenue	CAPITAL PROJECTS	40	4950	CARRY OVER	0.00	100,000.00	0.00%
Expense	CAPITAL PROJECTS	40	6020	CAPITAL IMPROVEMENTS	5,941.22	378,900.00	1.57%
Expense	CAPITAL PROJECTS	40	6045	CONTINGENCY	0.00	100,000.00	0.00%
Expense	CAPITAL PROJECTS	40	6166	PP&E PURCHASES OPERATIONS	11,900.50	252,600.00	4.71%
Expense	CAPITAL PROJECTS	40	6400	TRANSFERS OUT	0.00	-	0.00%
Revenue	PARK IMPACT	50	4650	PARK IMPACT FEE REVENUE	146,505.55	413,279.00	35.45%
Revenue	PARK IMPACT	50	4950	CARRY 0VER	0.00	438,007.00	0.00%
Expense	PARK IMPACT	50	6045	CONTINGENCY	0.00	851,286.00	0.00%

City of Kuna
Fiscal Year 2019, Quarter 1
Cash Summary

Bank of the Cascades	1,444,230.31
Xpress	23,559.43
US Bank General	2,148,849.81
US Bank Payroll	(765.00)
LGIP	15,992,615.26
Park Impact Fees	342,264.50
Cash as of 12/31/18	19,950,754.31

CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
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Telephone (208) 922-5546 **Email: NStauffer@KunaID.gov**

MEMORANDUM

TO: Mayor Stear and Council

FROM: Nancy Stauffer, Human Resources Director

RE: Proposed amendment to Resolution No. R44-2014 - Step and Grade Policy- Clerk's Office, Utility Billing and Planning and Zoning as well as the longevity compensation

DATE: January 31, 2019

Mayor and Council,

The intent of this amendment is to give a broader pay range to the entry level position of Customer Service Specialist.

It is being proposed that we broaden the pay scale for this position to between a 2A ($12.90) and 3A ($14.19) and re-label it as a Customer Service Specialist I. There would be no amount of hours needed to be completed before reaching the next level of a Customer Service Specialist II. It would be entirely at the discretion of the Director as to when an increase is given, based on performance, to attain the next level. Once the individual has reached Customer Service Specialist II, they would then be at a 4/A ($15.61) and at that point, the hours needed to reach the next level would begin.

By giving the Director a pay range to work with, we are allowing them the ability to possibly hire an individual that may not have all of the necessary skills at the time, but feel they could assist them in reaching that level. It takes time and money to train new employees and I feel this may help in alleviating that financial strain on a department budget.

This proposal also eliminates the monetary promotion of employees who have gained no extra knowledge or experience. They continue to come to work every day, on time, are an overall good employee, but lack the drive, ambition or skill to attain the next level.

In addition to creating the Customer Service Specialist I position, it is being proposed that we align the Utility Billing pay scale and the Clerk's office pay scale, in regards to hours needed to

reach the next step along with implementing a Customer Service III step for Planning and zoning.

Regarding longevity, we are proposing that longevity and compensation be directly tied to the performance evaluation. Attached is a copy of the Employee Performance Evaluation and the revised Step and Grade chart.

Thank you,
Nancy Stauffer
Human Resources Director

RESOLUTION NO. R08-2019

A RESOLUTION OF THE CITY OF KUNA, IDAHO AMENDING THE STEP AND GRADE POLICY FOR THE CITY CLERK'S OFFICE, UTILITY BILLING AND PLANNING AND ZONING AND LONGEVITY FOR THE CITY OF KUNA, IDAHO AS ATTACHED HERETO; AMENDING R44-2014; AND DECLARING THE EFFECTIVE DATE.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho that the Step and Grade Policy for the City Clerk's Office, Utility Billing and Planning and Zoning for the City of Kuna, Idaho is hereby amended.

PASSED BY THE COUNCIL of Kuna, Idaho this 5th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 5th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

City of Kuna

STEP AND GRADE POLICY- Clerk's Office, Utility Billing and Planning and Zoning

1. PURPOSE:

1.1. The purpose of this policy is to establish the procedures for consistent handling of employee advancements. Consideration is given to the following:

1.1.1. Experience or longevity.

1.1.2. Planning and Zoning Grade Advancements.

1.1.3. Clerk's Office and Utility Billing Grade Advancements.

1.1.4. Each of the above will be explained further below.

2. ORGANIZATIONS AFFECTED:

2.1. This policy applies to all employees in the Planning and Zoning, Utility Billing and Administration Departments.

2.2. This policy does not apply to appointed officials.

3. COST OF LIVING ADJUSTMENTS (COLA)

3.1. The application of an inflationary adjustment to employee salaries does not address employee advancement but, if done equitably, simply maintains the purchasing power of existing salaries. The City of Kuna has historically addressed COLAs as a percentage adjustment to gross salaries, applied across the board, at budget time. This policy does not change this historical practice.

4. EXPERIENCE OR LONGEVITY

4.1. The City of Kuna has historically adjusted salary based on years of service. The premise for longevity compensation is that sustained work experience is of value to the City. The following steps will apply to performance and longevity. Increased compensation will be directly tied to the performance evaluation scores at two (2) year intervals. (see attached performance evaluation)

4.1.1. 4% increase based on 2 annual reviews during the preceding two (2) years of performance reviews with an average of 24 or more category "Good" performance ratings and 2 or more category "Excellent" performance ratings and no "Unsatisfactory" category ratings.

4.1.2. 3% increase based on 2 annual reviews during the preceding two (2) years of performance reviews with an average of 24 or more category "Good" performance ratings and no "Unsatisfactory" category ratings.

4.1.3. 2% increase based on 2 annual reviews during the preceding two (2) years of performance reviews with an average of 24 or more category "Satisfactory" performance ratings and no "Unsatisfactory" category ratings.

4.1.4. 1% increase based on 2 annual reviews during the preceding two (2) years of performance reviews with an average of 20 or more category "Satisfactory" performance and no "Unsatisfactory" category ratings.

5. PLANNING AND ZONING- GRADE ADVANCEMENTS

5.1. Within the Planning and Zoning Department, the following positions are available with the required educational background:

5.1.1. Customer Service 1: Entry level position for the department. Grade 1 to Grade 3 depending on experience.

5.1.2. Planner Technician or Customer Service 2: High School Diploma or GED and one (1) year office experience preferably in a municipal environment or equivalent combination of experience and training which provides the knowledge and abilities to perform the work. Grade 4.

5.1.3. Planner I: High school diploma or GED and two (2) years' experience in a public planning agency or a related field, Certificate or Bachelor's degree in planning or a related field preferred, or equivalent combination of experience and training which provides the knowledge and abilities to perform the work. Grade 5 or 6 depending on experience.

5.1.4. Planner II or Customer Service 3: Bachelor's degree or Certificate in planning, landscape architecture or a related field, three (3) years progressively responsible planning experience, or equivalent combination of experience and training which provides the knowledge and abilities to perform the work. Grade 7 or 8 depending on experience.

5.1.5. Planner III: Bachelor's degree or Certificate in planning, public administration, environmental planning, economic development, architecture or a related field, four (4) years professional experience in areas of land use entitlement process, municipal planning, urban design, redevelopment, economic development or zoning with progressively responsible experience, and one year in a supervisory position preferred, and American Institute of Certified Planners (AICP) or Professional Community and Economic Developer (PCED) certification is preferred, or equivalent combination of

experience and training which provides the knowledge and abilities to perform the work. Grade 9.

5.2. The following certifications are available for Planning and Zoning staff for purposes of Grade scale advancement:

5.2.1. Geographic Information Systems (GIS) Certification; successfully pass test (one grade).

5.2.2. Professional Community Economic Development (PCED) Certification: required experience, successfully pass test and keep certification current (one grade).

5.2.3. American Institute of Certified Planner (AICP) Certification: required experience, successfully pass test and keep certification current (one grade).

5.2.4. Urban Design (AICP CUD) Certification: required experience, successfully pass test and keep certification current (one grade).

6. Transportation Planner (AICP CTP) Certification: required experience, successfully pass test and keep certification current (one grade).

7. CLERK'S OFFICE AND UTILITY BILLING- GRADE ADVANCEMENT

7.1. Within the City of Kuna, the positions in the Clerk's Office and Utility Billing Department do not have comparable testing and certifications as the positions in the Public Works Department or Planning and Zoning do; therefore, in an effort to keep the opportunity for advancement, and to reduce subjectivity, employees in the Clerk's Office and Utility Billing may advance upward on the Grade Scale as follows:

7.1.1. Customer Service 1: Entry level position for the department. Grade 1 to Grade 3 depending on experience.

7.1.2. Customer Service 1 to Customer Service 2 has demonstrated the necessary skills to be proficient as a Customer Service Specialist 2 with Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation. Grade 4 and Step Increase.

7.1.3. Customer Service Specialist 2 to Accounting Specialist I. (4,000 HRS Experience and a demonstration that the employee has the necessary skills to be proficient in the new position. Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation. Grade 6 and Step Increase.

7.1.4. Accounting Specialist I to Accounting Specialist II. (6,000 HRS Experience, Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 8,000 HRS and

Exceeds or Fully Satisfactory rating on Employee Evaluation). Grade 7 and Step Increase.

7.1.5. Accounting Specialist II to Deputy Treasurer. (10,000 HRS Experience, Associated Degree with emphasis in accounting. Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 10,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation). Grade 8 and Step Increase.

7.1.6. Deputy Treasurer to Lead Deputy Treasurer. (Bachelor's Degree in Accounting. 12,000 HRS Experience, Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 16,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation). Grade 9 and Step Increase.

7.1.7. Customer Service Specialist 2 to Deputy Clerk. (4,000 HRS Experience and a demonstration that the employee has the necessary skills to be proficient in the new position. Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation. Grade 6 and Step Increase.

7.1.8. Deputy City Clerk to Deputy City Clerk I. (6,000 HRS Experience and a demonstration that the employee has the necessary skills to be proficient in the new position. Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation. Grade 7 and Step Increase.

7.1.9. Deputy City Clerk I to Deputy City Clerk II. (8,000 HRS Experience, Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 8,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation. Grade 8 and Step Increase.

7.1.10. Deputy City Clerk II to Lead Deputy City Clerk. (Associates Degree in related field or related experience, 10,000 HRS Experience, Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 12,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation. Grade 9 and Step Increase.

8. PERFORMANCE OF ADDITIONAL DUTIES

8.1. The City of Kuna recognizes that employees may be asked to perform additional job duties and responsibilities. An employee is expected to perform job duties as requested by their supervisor, including duties that are above, equal to, or below the current Grade. If the additional job duties being performed are above the Grade that the employee is currently at, and the additional duties are expected to be permanent, then the employee shall be promoted to that Grade.

9. APPLICATION OF STEPS

9.1. In initiating this policy, the application of multiple steps, over multiple grades, should be done in a consistent sequence as follows:

9.1.1. Start with the base salary at the date of initiation at novice Grade, Step A.

9.1.2. Apply the number of steps earned within that grade.

9.1.3. Repeat the process on the subsequent earned grades until all steps the employee has earned are used up.

9.1.4. If an employee is promoted to a grade, the employee is assigned to a step within grade that provides at least a full step salary increase from salary before promotion. Steps earned subsequent to the grade promotion will be applied to initial assigned step within the new grade.

9.1.5. Salary adjustments for Steps and Grades are applied at the time they are earned.

Attachments

Step & Grade Salary Chart
Employee Pay Grade Chart

STEP AND GRADE
SALARY SCHEDULE

STEPS / GRADES	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	X	AA	BB	CC	DD	EE	FF	GG	HH
13	$0.00	$46.41	$46.87	$0.00	$47.80	$48.27	$0.00	$49.24	$49.73	$0.00	$50.72	$51.22	$0.00	$52.24	$52.76	$0.00	$53.80	$54.34	$0.00	$55.42	$55.97	$0.00	$57.09	$57.66	$0.00	$58.79	$59.38	$0.00	$60.56	$61.16	$0.00	$62.38	$63.00	$63.63
12	$0.00	$40.36	$40.76	$0.00	$41.57	$41.98	$0.00	$42.81	$43.23	$0.00	$44.11	$44.54	$0.00	$45.43	$45.88	$0.00	$46.78	$47.25	$0.00	$48.19	$48.66	$0.00	$49.64	$50.14	$0.00	$51.13	$51.64	$0.00	$52.66	$53.19	$0.00	$54.24	$54.78	$55.33
11	$0.00	$35.10	$35.44	$0.00	$36.15	$36.51	$0.00	$37.23	$37.60	$0.00	$38.35	$38.72	$0.00	$39.50	$39.89	$0.00	$40.68	$41.08	$0.00	$41.90	$42.32	$0.00	$43.16	$43.59	$0.00	$44.42	$45.26	$0.00	$45.79	$46.25	$0.00	$47.17	$47.64	$48.12
10	$0.00	$30.52	$30.82	$0.00	$31.43	$31.74	$0.00	$32.38	$32.70	$0.00	$33.35	$33.68	$0.00	$34.35	$34.69	$0.00	$35.38	$35.73	$0.00	$36.44	$36.80	$0.00	$37.53	$37.90	$0.00	$38.66	$39.06	$0.00	$39.81	$40.21	$0.00	$41.02	$41.43	$0.00
9	$0.00	$26.53	$26.79	$0.00	$27.33	$27.60	$0.00	$28.15	$28.43	$0.00	$29.00	$29.28	$0.00	$29.87	$30.16	$0.00	$30.76	$31.07	$0.00	$31.68	$32.00	$0.00	$32.63	$32.95	$0.00	$33.61	$33.95	$0.00	$34.62	$34.97	$0.00	$35.66	$36.02	$0.00
8	$0.00	$23.08	$23.31	$0.00	$23.76	$24.00	$0.00	$24.48	$24.72	$0.00	$25.22	$25.47	$0.00	$25.97	$26.23	$0.00	$26.75	$27.02	$0.00	$27.55	$27.82	$0.00	$28.38	$28.66	$0.00	$29.23	$29.52	$0.00	$30.11	$30.41	$0.00	$31.01	$31.32	$0.00
7	$0.00	$20.98	$21.18	$0.00	$21.60	$21.81	$0.00	$22.26	$22.48	$0.00	$22.93	$23.15	$0.00	$23.61	$23.85	$0.00	$24.32	$24.56	$0.00	$25.05	$25.30	$0.00	$25.80	$26.06	$0.00	$26.57	$26.84	$0.00	$27.37	$27.64	$0.00	$28.19	$28.47	$0.00
6	$0.00	$19.07	$19.26	$0.00	$19.64	$19.83	$0.00	$20.23	$20.43	$0.00	$20.84	$21.04	$0.00	$21.46	$21.67	$0.00	$22.11	$22.33	$0.00	$22.77	$23.00	$0.00	$23.45	$23.68	$0.00	$24.16	$24.40	$0.00	$24.89	$25.14	$0.00	$25.63	$25.89	$0.00
5	$0.00	$17.34	$17.51	$0.00	$17.86	$18.04	$0.00	$18.39	$18.57	$0.00	$18.95	$19.13	$0.00	$19.51	$19.71	$0.00	$20.10	$20.30	$0.00	$20.70	$20.91	$0.00	$21.32	$21.53	$0.00	$21.96	$22.18	$0.00	$22.62	$22.85	$0.00	$23.30	$23.53	$0.00
4	$0.00	$15.77	$15.92	$0.00	$16.23	$16.39	$0.00	$16.72	$16.88	$0.00	$17.22	$17.39	$0.00	$17.73	$17.91	$0.00	$18.27	$18.45	$0.00	$18.82	$19.00	$0.00	$19.38	$19.57	$0.00	$19.97	$20.17	$0.00	$20.56	$20.77	$0.00	$21.18	$21.39	$0.00
3	$0.00	$14.33	$14.47	$0.00	$14.76	$14.91	$0.00	$15.20	$15.35	$0.00	$15.65	$15.81	$0.00	$16.13	$16.29	$0.00	$16.61	$16.78	$0.00	$16.91	$17.08	$0.00	$17.62	$17.80	$0.00	$18.15	$18.33	$0.00	$18.70	$18.88	$0.00	$19.36	$19.55	$19.74
2	$0.00	$13.03	$13.15	$0.00	$13.41	$13.54	$0.00	$13.82	$13.96	$0.00	$14.23	$14.37	$0.00	$14.66	$14.81	$0.00	$15.10	$15.25	$0.00	$15.55	$15.71	$0.00	$16.02	$16.18	$0.00	$16.50	$16.66	$0.00	$17.00	$17.17	$0.00	$17.50	$17.67	$0.00
1	$0.00	$11.83	$11.92	$0.00	$12.19	$12.31	$0.00	$12.56	$12.69	$0.00	$12.94	$13.06	$0.00	$13.33	$13.46	$0.00	$13.73	$13.86	$0.00	$14.14	$14.28	$0.00	$14.56	$14.71	$0.00	$15.00	$15.15	$0.00	$15.44	$15.61	$0.00	$15.92	$16.07	$0.00

COST OF LIVING ADJUSTMENT(COLA) FACTOR

3.48%

Employee Pay Grade Chart
Administration & Planning and Zoning

PAY GRADE	ADMINISTRATION	CLERK	PLANNING & ZONING
13			
12			
11			
10			
9	Lead Deputy Treasurer	Lead Deputy City Clerk	Planner III
8	Deputy Treasurer	Deputy City Clerk II	
7	Accounting Specialist II	Deputy City Clerk I	Planner II or Customer Service 3
6	Accounting Specialist I	Deputy City Clerk	
5			Planner I
4	Customer Service Specialist 2	Customer Service Specialist 2	Planning Technician or Customer Service 2
3	Customer Service Specialist 1	Customer Service Specialist 1	Customer Service Specialist 1
2	Customer Service Specialist 1	Customer Service Specialist 1	Customer Service Specialist 1
1	Customer Service Specialist 1	Customer Service Specialist 1	Customer Service Specialist 1

RESOLUTION NO. R08-2019

A RESOLUTION OF THE CITY OF KUNA, IDAHO AMENDING THE STEP AND GRADE POLICY FOR THE CITY CLERK'S OFFICE, UTILITY BILLING AND PLANNING AND ZONING AND LONGEVITY FOR THE CITY OF KUNA, IDAHO AS ATTACHED HERETO; AMENDING R44-2014; AND DECLARING THE EFFECTIVE DATE.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho that the Step and Grade Policy for the City Clerk's Office, Utility Billing and Planning and Zoning for the City of Kuna, Idaho is hereby amended.

PASSED BY THE COUNCIL of Kuna, Idaho this 5th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 5th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

City of Kuna

STEP AND GRADE POLICY- Clerk's Office, Utility Billing and Planning and Zoning

1. PURPOSE:

1.1. The purpose of this policy is to establish the procedures for consistent handling of employee advancements. Consideration is given to the following:

1.1.1. Experience or longevity.

1.1.2. Planning and Zoning Grade Advancements.

1.1.3. Clerk's Office and Utility Billing Grade Advancements.

1.1.4. Each of the above will be explained further below.

2. ORGANIZATIONS AFFECTED:

2.1. This policy applies to all employees in the Planning and Zoning, Utility Billing and Administration Departments.

2.2. This policy does not apply to appointed officials.

3. COST OF LIVING ADJUSTMENTS (COLA)

3.1. The application of an inflationary adjustment to employee salaries does not address employee advancement but, if done equitably, simply maintains the purchasing power of existing salaries. The City of Kuna has historically addressed COLAs as a percentage adjustment to gross salaries, applied across the board, at budget time. This policy does not change this historical practice. ~~but proposes to definitively separate COLAs from advancement considerations. The Step and Grade Chart works well in applying approved COLAs.~~

4. EXPERIENCE OR LONGEVITY

4.1. The City of Kuna has ~~not~~ historically adjusted salary based on years of service. ~~On occasion, however, COLAs have exceeded the inflation rate in a manner that some compensation for longevity has occurred. This policy proposes to isolate COLAs from longevity and to apply one step advancement for each two years of service.~~ The premise for longevity compensation is that sustained work experience is of value to the City. ~~While this still holds true, value also needs to be placed upon performance as well. It is therefore proposed that we implement the~~The following steps ~~regarding~~will apply to performance and longevity. Increased compensation will be directly tied to the performance evaluation scores at two (2) year intervals. (see attached performance evaluation)

4.1.1. 4% increase based on 2 annual reviews during the preceding two (2) years of performance reviews with an average of 24 or more category "Good" performance ratings and 2 or more category "Excellent" performance ratings and no "Unsatisfactory" category ratings.

4.1.2. 3% increase based on 2 annual reviews during the preceding two (2) years of performance reviews with an average of 24 or more category "Good" performance ratings and no "Unsatisfactory" category ratings.

4.1.3. 2% increase based on 2 annual reviews during the preceding two (2) years of performance reviews with an average of 24 or more category "Satisfactory" performance ratings and no "Unsatisfactory" category ratings.

4.1.4. 1% increase based on 2 annual reviews during the preceding two (2) years of performance reviews with an average of 20 or more category "Satisfactory" performance and no "Unsatisfactory" category ratings.

~~4.1. on the following criteria:~~

~~4.1.1. Employees have added value as they continue to learn additional tasks during their employment with the city.~~

~~4.1.2. Employees who continue employment with the City means the City does not have the expense and inconvenience of training replacement employees.~~

~~4.1.3. When employees stay with the City, the City does not have the expense of recruiting for a replacement employee.~~

~~4.1.4. It is also possible to evaluate the experience of a new hire, objectively assign steps to experience acquired at other employers and accordingly assign an appropriate Step & Grade at the beginning of employment.~~

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5. PLANNING AND ZONING- GRADE ADVANCEMENTS

5.1. Within the Planning and Zoning Department, the following positions are available with the required educational background:

5.1.1. Customer Service 1: Entry level position for the department. Grade 1 to Grade 3 depending on experience.

~~5.1.1.~~5.1.2. Planner Technician or Customer Service 2: High School Diploma or GED and one (1) year office experience preferably in a municipal environment or equivalent combination of experience and training which provides the knowledge and abilities to perform the work. Grade 4.

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~~5.1.2.~~5.1.3. Planner I ~~or Customer Service 3~~: High school diploma or GED and two (2) years experience in a public planning agency or a related field, Certificate or Bachelors degree in planning or a related field preferred, or equivalent combination of experience and training which provides the knowledge and abilities to perform the work. Grade 5 or 6 depending on experience.

~~5.1.3.~~5.1.4. Planner II or Customer Service 3: Bachelors degree or Certificate in planning, landscape architecture or a related field, three (3) years progressively responsible planning experience, or equivalent combination of experience and training which provides the knowledge and abilities to perform the work. Grade 7 or 8 depending on experience.

~~5.1.4.~~5.1.5. Planner III: Bachelors degree or Certificate in planning, public administration, environmental planning, economic development, architecture or a related field, four (4) years professional experience in areas of land use entitlement process, municipal planning, urban design, redevelopment, economic development or zoning with progressively responsible experience, and one year in a supervisory position prefer~~r~~red, and American Institute of Certified Planners (AICP) or Professional Community and Economic Developer (PCED) certification is preferred, or equivalent combination of experience and training which provides the knowledge and abilities to perform the work. Grade 9.

5.2. The following certifications are available for Planning and Zoning staff for purposes of Grade scale advancement:

5.2.1. Geographic Information Systems (GIS) Certification; successfully pass test (one grade).

5.2.2. Professional Community Economic Development (PCED) Certification: required experience, successfully pass test and keep certification current (one grade).

5.2.3. American Institute of Certified Planner (AICP) Certification: required experience, successfully pass test and keep certification current (one grade).

5.2.4. Urban Design (AICP CUD) Certification: required experience, successfully pass test and keep certification current (one grade).

6. Transportation Planner (AICP CTP) Certification: required experience, successfully pass test and keep certification current (one grade).

7. CLERK'S OFFICE AND UTILITY BILLING- GRADE ADVANCEMENT

7.1. Within the City of Kuna, the positions in the Clerk's Office and Utility Billing Department do not have comparable testing and certifications as the positions in

the Public Works Department or Planning and Zoning do; therefore, in an effort to keep the opportunity for advancement, and to reduce subjectivity, employees in the Clerk's Office and Utility Billing may advance upward on the Grade Scale as follows:

7.1.1. Customer Service 1: Entry level position for the department. Grade 1 to Grade 3 depending on experience.

7.1.2. Customer Service 1 to Customer Service 2 has demonstrated the necessary skills to be proficient as a Customer Service Specialist 2 with Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation. Grade 4 and Step Increase.

~~7.1.1.~~7.1.3. Customer Service Specialist 2 to Accounting Specialist I. (~~24~~,000 HRS Experience and a demonstration that the employee has the necessary skills to be proficient in the new position. Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation. Grade 6 and Step Increase.

~~7.1.2.~~7.1.4. Accounting Specialist I to Accounting Specialist II. (6,000 HRS Experience, Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 8,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation). Grade 7 and Step Increase.

~~7.1.3.~~7.1.5. Accounting Specialist II to Deputy Treasurer. (10,000 HRS Experience, Associated Degree with emphasis in accounting. Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 10,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation). Grade 8 and Step Increase.

7.1.6. Deputy Treasurer to Lead Deputy Treasurer. (Bachelor's Degree in Accounting. 12,000 HRS Experience, Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 16,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation). Grade 9 and Step Increase.

~~7.1.4.~~

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7.1.7. Customer Service Specialist 2 to Deputy Clerk. (4,000 HRS Experience and a demonstration that the employee has the necessary skills to be proficient in the new position. Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation. Grade 6 and Step Increase.

7.1.8. Deputy City Clerk to Deputy City Clerk I. (6,000 HRS Experience and a demonstration that the employee has the necessary skills to be proficient in the new position. Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation. Grade 7 and Step Increase.

~~7.1.5.~~7.1.9. Deputy City Clerk I to Deputy City Clerk II. (~~6~~8,000 HRS Experience, Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 8,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation. Grade ~~8~~ 8 and Step Increase.

~~7.1.6.~~7.1.10. Deputy City Clerk II to Lead Deputy City Clerk. (Associates Degree in related field or related experience, 10,000 HRS Experience, Supervisor recommendation, Superior or Outstanding rating on Employee Evaluation for two (2) years preceding increase or 12,000 HRS and Exceeds or Fully Satisfactory rating on Employee Evaluation. Grade 9 and Step Increase.

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9. APPLICATION OF STEPS

9.1. In initiating this policy, the application of multiple steps, over multiple grades, should be done in a consistent sequence as follows:

9.1.1. Start with the base salary at the date of initiation at novice Grade, Step A.

9.1.2. Apply the number of steps earned within that grade.

9.1.3. Repeat the process on the subsequent earned grades until all steps the employee has earned are used up.

9.1.4. If an employee is promoted to a grade, the employee is assigned to a step within grade that provides at least a full step salary increase from salary before promotion. Steps earned subsequent to the grade promotion will be applied to initial assigned step within the new grade.

9.1.5. Salary adjustments for Steps and Grades are applied at the time they are earned.

Attachments

Step & Grade Salary Chart
Employee Pay Grade Chart

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STEP AND GRADE
SALARY SCHEDULE

STEPS / GRADES	A	B	C	D	E	F	G	H	I	J	K	L
13	$41.57	$42.81	$44.10	$45.42	$46.78	$48.19	$49.63	$51.12	$52.66	$54.24	$55.86	$57.54
12	$36.15	$37.23	$38.35	$39.50	$40.68	$41.90	$43.16	$44.45	$45.79	$47.16	$48.58	$50.03
11	$31.43	$32.37	$33.34	$34.35	$35.38	$36.44	$37.53	$38.66	$39.82	$41.01	$42.24	$43.51
10	$27.33	$28.15	$29.00	$29.87	$30.76	$31.68	$32.63	$33.61	$34.62	$35.66	$36.73	$37.83
9	$23.77	$24.48	$25.21	$25.97	$26.75	$27.55	$28.38	$29.23	$30.11	$31.01	$31.94	$32.90
8	$20.67	$21.29	$21.92	$22.58	$23.26	$23.96	$24.68	$25.42	$26.18	$26.96	$27.77	$28.61
7	$18.79	$19.35	$19.93	$20.53	$21.15	$21.78	$22.43	$23.11	$23.80	$24.51	$25.25	$26.01
6	$17.08	$17.59	$18.12	$18.66	$19.22	$19.80	$20.39	$21.01	$21.64	$22.28	$22.95	$23.64
5	$15.53	$15.99	$16.47	$16.97	$17.48	$18.00	$18.54	$19.10	$19.67	$20.26	$20.87	$21.49
4	$14.12	$14.54	$14.97	$15.42	$15.89	$16.36	$16.85	$17.36	$17.88	$18.42	$18.97	$19.54
3	$12.83	$13.22	$13.61	$14.02	$14.44	$14.88	$15.32	$15.78	$16.26	$16.74	$17.25	$17.76
2	$11.67	$12.02	$12.38	$12.75	$13.13	$13.52	$13.93	$14.35	$14.78	$15.22	$15.68	$16.15
1	$10.61	$10.92	$11.25	$11.59	$11.94	$12.29	$12.66	$13.04	$13.43	$13.84	$14.25	$14.68

Key Corner	$10.50
Multiplier	1.010

Based on the approved FY2014 Budget

STEP AND GRADE
SALARY SCHEDULE

STEPS / GRADES	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	X	AA	BB	CC	DD	EE	FF	GG	HH
13	$0.00	$46.41	$46.87	$0.00	$47.80	$48.27	$0.00	$49.24	$49.73	$0.00	$50.72	$51.22	$0.00	$52.24	$52.76	$0.00	$53.80	$54.34	$0.00	$55.42	$55.97	$0.00	$57.09	$57.66	$0.00	$58.79	$59.38	$0.00	$60.56	$61.16	$0.00	$62.38	$63.00	$63.63
12	$0.00	$40.36	$40.76	$0.00	$41.57	$41.98	$0.00	$42.81	$43.23	$0.00	$44.11	$44.54	$0.00	$45.43	$45.88	$0.00	$46.78	$47.25	$0.00	$48.19	$48.66	$0.00	$49.64	$50.14	$0.00	$51.13	$51.64	$0.00	$52.66	$53.19	$0.00	$54.24	$54.78	$55.33
11	$0.00	$35.10	$35.44	$0.00	$36.15	$36.51	$0.00	$37.23	$37.60	$0.00	$38.35	$38.72	$0.00	$39.50	$39.89	$0.00	$40.68	$41.08	$0.00	$41.90	$42.32	$0.00	$43.16	$43.59	$0.00	$44.42	$45.26	$0.00	$45.79	$46.25	$0.00	$47.17	$47.64	$48.12
10	$0.00	$30.52	$30.82	$0.00	$31.43	$31.74	$0.00	$32.38	$32.70	$0.00	$33.35	$33.68	$0.00	$34.35	$34.69	$0.00	$35.38	$35.73	$0.00	$36.44	$36.80	$0.00	$37.53	$37.90	$0.00	$38.68	$39.06	$0.00	$39.81	$40.21	$0.00	$41.02	$41.43	$0.00
9	$0.00	$26.53	$26.79	$0.00	$27.33	$27.60	$0.00	$28.15	$28.43	$0.00	$29.00	$29.28	$0.00	$29.87	$30.16	$0.00	$30.76	$31.07	$0.00	$31.68	$32.00	$0.00	$32.63	$32.95	$0.00	$33.61	$33.95	$0.00	$34.62	$34.97	$0.00	$35.66	$36.02	$0.00
8	$0.00	$23.08	$23.31	$0.00	$23.76	$24.00	$0.00	$24.48	$24.72	$0.00	$25.22	$25.47	$0.00	$25.97	$26.23	$0.00	$26.75	$27.02	$0.00	$27.55	$27.82	$0.00	$28.38	$28.66	$0.00	$29.23	$29.52	$0.00	$30.11	$30.41	$0.00	$31.01	$31.32	$0.00
7	$0.00	$20.98	$21.18	$0.00	$21.60	$21.81	$0.00	$22.26	$22.48	$0.00	$22.93	$23.15	$0.00	$23.61	$23.85	$0.00	$24.32	$24.56	$0.00	$25.05	$25.30	$0.00	$25.80	$26.06	$0.00	$26.57	$26.84	$0.00	$27.37	$27.64	$0.00	$28.19	$28.47	$0.00
6	$0.00	$19.07	$19.26	$0.00	$19.64	$19.83	$0.00	$20.23	$20.43	$0.00	$20.84	$21.04	$0.00	$21.46	$21.67	$0.00	$22.11	$22.33	$0.00	$22.77	$23.00	$0.00	$23.45	$23.68	$0.00	$24.16	$24.40	$0.00	$24.89	$25.14	$0.00	$25.63	$25.89	$0.00
5	$0.00	$17.34	$17.51	$0.00	$17.86	$18.04	$0.00	$18.39	$18.57	$0.00	$18.95	$19.13	$0.00	$19.51	$19.71	$0.00	$20.10	$20.30	$0.00	$20.70	$20.91	$0.00	$21.32	$21.53	$0.00	$21.96	$22.18	$0.00	$22.62	$22.85	$0.00	$23.30	$23.53	$0.00
4	$0.00	$15.77	$15.92	$0.00	$16.23	$16.39	$0.00	$16.72	$16.88	$0.00	$17.22	$17.39	$0.00	$17.73	$17.91	$0.00	$18.27	$18.45	$0.00	$18.82	$19.00	$0.00	$19.38	$19.57	$0.00	$19.97	$20.17	$0.00	$20.56	$20.77	$0.00	$21.18	$21.39	$0.00
3	$0.00	$14.33	$14.47	$0.00	$14.76	$14.91	$0.00	$15.20	$15.35	$0.00	$15.65	$15.81	$0.00	$16.13	$16.29	$0.00	$16.61	$16.78	$0.00	$16.91	$17.08	$0.00	$17.62	$17.80	$0.00	$18.15	$18.33	$0.00	$18.70	$18.88	$0.00	$19.36	$19.55	$19.74
2	$0.00	$13.03	$13.15	$0.00	$13.41	$13.54	$0.00	$13.82	$13.96	$0.00	$14.23	$14.37	$0.00	$14.66	$14.81	$0.00	$15.10	$15.25	$0.00	$15.55	$15.71	$0.00	$16.02	$16.18	$0.00	$16.50	$16.66	$0.00	$17.00	$17.17	$0.00	$17.50	$17.67	$0.00
1	$0.00	$11.83	$11.92	$0.00	$12.19	$12.31	$0.00	$12.56	$12.69	$0.00	$12.94	$13.06	$0.00	$13.33	$13.46	$0.00	$13.73	$13.86	$0.00	$14.14	$14.28	$0.00	$14.56	$14.71	$0.00	$15.00	$15.15	$0.00	$15.44	$15.61	$0.00	$15.92	$16.07	$0.00

COST OF LIVING ADJUSTMENT(COLA) FACTOR
3.48%

Formatted Table

Employee Pay Grade Chart
Administration & Planning and Zoning

PAY GRADE	ADMINISTRATION	CLERK	PLANNING & ZONING
13			
12			
11			
10			
9	Lead Deputy Treasurer	Lead Deputy City Clerk	Planner III
8	Deputy Treasurer	Deputy City Clerk II	
7	Accounting Specialist II	Deputy City Clerk I	Planner II or Customer Service 3
6	Accounting Specialist I	Deputy City Clerk I	
5			Planner I

4	Customer Service Specialist 2	Customer Service Specialist 2	Planning Technician or Customer Service 2
3	Customer Service Specialist 1	Customer Service Specialist 1	Customer Service Specialist 1
2	Customer Service Specialist 1	Customer Service Specialist 1	Customer Service Specialist 1
1	Customer Service Specialist 1	Customer Service Specialist 1	Customer Service Specialist 1

City of Kuna Performance Evaluation

EMPLOYEE INFO				
EMPLOYEE NAME		DEPARTMENT		
EMPLOYEE ID		REVIEWER NAME		
POSITION HELD		HR REP		
HIRE DATE		DATE OF REVIEW		

BEHAVIORS				
QUALITY	UNSATISFACTORY	SATISFACTORY	GOOD	EXCELLENT
Works to Full Potential				
Quality of Work				
Work Consistency				
Communication				
Independent Work				
Takes Initiative				
Group Work				
Productivity				
Creativity				
Honesty				
Integrity				
Coworker Relations				
Client Relations				
Technical Skills				
Dependability				
Punctuality				
Attendance				

STRENGTHS / TRAINING NEEDS
DETAIL EMPLOYEE'S GREATEST STRENGTHS
DETAIL ASPECTS REQUIRING IMPROVEMENT

GOALS
ACHIEVED GOALS SET IN PREVIOUS REVIEW?
GOALS FOR NEXT REVIEW PERIOD
COMMENTS AND APPROVAL

EMPLOYEE COMMENTS	REVIEWER COMMENTS

EMPLOYEE SIGNATURE		REVIEWER SIGNATURE		HR REP SIGNATURE	

CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.kunacity.id.gov
Phone: (208) 577-8794
Fax: (208) 922-5816
Email: bbachman@kunaid.gov

Bob Bachman, BOC 1, IBC
Public Works Director
City of Kuna

MEMO

Date: **January 30, 2019**

From: **Bob Bachman; Public Works Director**

To: **Mayor and Council**

RE: **Time Extension for Granite Excavation**

Mayor and Council,

Granite Excavation is requesting to be relieved from the penalty phase of the contract regarding the Orchard Lift Station for reasons out of their control. The attached documents support this request. There are three different change orders that affected the schedule of the project. The change orders were completed at my request. Kuna Public Works supports this request and would like that you approve the new substantial date of 3-1-2019 and the new final completion date of 3-8-2019. I would like to express my gratitude to Granite Excavation; they have done a great job for the City of Kuna and have been easy to work with throughout the entire process. After the changes to the project, we still expect it to come in under budget.

Thank you for your consideration,

Bob Bachman

EJCDC
ENGINEERS JOINT CONTRACT DOCUMENTS COMMITTEE

Change Order No. 2

Date of Issuance:	January 25, 2019	Effective Date:	
Owner:	City of Kuna	Owner's Contract No.:	217070-000
Contractor:	Granite Excavation, Inc.	Contractor's Project No.:	
Engineer:	Keller Associates, Inc.	Engineer's Project No.:	217070-000
Project:	Orchard Regional Lift Station	Contract Name: Orchard Regional Lift Station	

The Contract is modified as follows upon execution of this Change Order:

Description:

Change #1: Previously approved Work Change Directive (WCD) No. 1 which added a clean-out on Swan Falls Road. This change resulted in an increase in the project cost by $13,758.06.

Change #2: Add a new 4-inch sewer service from the lift station to the City's Parks building which will eliminate an aged septic system. This change resulted in an increase in the project cost by $13,362.31.

Change #3: This change adjusts the final contact amount based on the actual quantities installed for Bid Schedule 2. The original bid schedule over-estimated quantities for some of the bid items. This change resulted in a decrease in the project cost by $24,061.00.

Net Change for this Change Order #2: The net change in the contract amount for these changes is an increase of $3,059.37.

Attachments: WCD No. 1 (dated October 25, 2018); Lift Station Sewer Service Cost Proposal and sketch (dated January 25, 2019); Final Quantities Schedule; Time extension letter and revised schedule(dated January 25, 2019)

CHANGE IN CONTRACT PRICE	**CHANGE IN CONTRACT TIMES** *[note changes in Milestones if applicable]*
Original Contract Price: $ 2,546,351.00	Original Contract Times: Substantial Completion: 150 Ready for Final Payment: 180 days or dates
[Increase] [**Decrease**] from previously approved Change Orders No. 1 to No. 1: $ 137,994.00	[Increase] [Decrease] from previously approved Change Orders No. 0 to No. 0: Substantial Completion: 0 Ready for Final Payment: 0 days
Contract Price prior to this Change Order: $ 2,408,357.00	Contract Times prior to this Change Order: Substantial Completion: 150 Ready for Final Payment: 180 days or dates
[**Increase**] [~~Decrease~~] of this Change Order: $ 3,059.37	[**Increase**] [~~Decrease~~] of this Change Order: Substantial Completion: 77 Ready for Final Payment: 77 days or dates
Contract Price incorporating this Change Order: $ 2,411,416.37	Contract Times with all approved Change Orders: Substantial Completion: 227 Ready for Final Payment: 257

EJCDC
ENGINEERS JOINT CONTRACT DOCUMENTS COMMITTEE

days or dates

RECOMMENDED:	ACCEPTED:	ACCEPTED:
By: [signature]	By:	By: [signature]
Engineer (if required)	Owner (Authorized Signature)	Contractor (Authorized Signature)
Title: Project Manager	Title	Title General Manager
Date: 1/25/2019	Date	Date 1/30/2019

Approved by Funding Agency (if applicable)

By: N/A Date:

Title:

WORK CHANGE DIRECTIVE

No. 1

DATE OF ISSUANCE 10/25/18 EFFECTIVE DATE 10/25/18

OWNER: City of Kuna
CONTRACTOR Granite Excavation, Inc.
Contract: City of Kuna Orchard Regional Lift Station
Project: City of Kuna Orchard Regional Lift Station
OWNER's Contract No. _____ ENGINEER's Project No. 217069-000

You are directed to proceed promptly with the following change(s):

Description: Install cleanout assembly on existing 12-inch force main at Swan Falls intertie in accordance with the attached cost proposal in the location determined by Owner.

Purpose of Work Change Directive: Provide cleanout access on existing 12-inch force main through Indian Creek and Railroad crossing.

Attachments: Cost Proposal dated 10-25-18.

If OWNER or CONTRACTOR believe that the above change has affected Contract Price any Claim for a Change Order based thereon will involve one or more of the following methods as defined in the Contract Documents.

Method of determining change in Contract Price:

☐ Unit Prices
☐ Lump Sum
☒ Cost of the Work $13,758.06 (to be included in next formal change order)

Estimated increase in Contract Price:
$ 13,758.06 .
If the change involves an increase, the estimated amount is not to be exceeded without further authorization.

Estimated increase (decrease) in Contract Times:
Substantial Completion: 0 days;
Ready for final payment: 0 days.

AUTHORIZED:

Keller Associates, Inc.
ENGINEER

By: _____ Date: 10/25/2018

WORK CHANGE DIRECTIVE

INSTRUCTIONS

A. GENERAL INFORMATION

This document was developed for use in situations involving changes in the Work which, if not processed expeditiously, might delay the Project. These changes are often initiated in the field and may affect the Contract Price or the Contract Times. This is not a Change Order, but only a directive to proceed with Work that may be included in a subsequent Change Order.

For supplemental instructions and minor changes not involving a change in the Contract Price or the Contract Times a Field Order should be used.

B. COMPLETING THE WORK CHANGE DIRECTIVE FORM

Engineer initiates the form, including a description of the items involved and attachments.

Based on conversations between Engineer and Contractor, Engineer completes the following:

> METHOD OF DETERMINING CHANGE, IF ANY, IN CONTRACT PRICE: Mark the method to be used in determining the final cost of Work involved and the estimated net effect on the Contract Price. If the change involves an increase in the Contract Price and the estimated amount is approached before the additional or changed Work is completed, another Work Change Directive must be issued to change the estimated price or Contractor may stop the changed Work when the estimated time is reached. If the Work Change Directive is not likely to change the Contract Price, the space for estimated increase (decrease) should be marked "Not Applicable".

Once Engineer has completed and signed the form, all copies should be sent to Owner for authorization because Engineer alone does not have authority to authorize changes in Price or Times. Once authorized by Owner, a copy should be sent by Engineer to Contractor. Price and Times may only be changed by Change Order signed by Owner and Contractor with Engineer's recommendation.

Paragraph 10.03.A.2 of the General Conditions requires that a Change Order be initiated and processed to cover any undisputed sum or amount of time for Work actually performed pursuant to this Work Change Directive.

Once the Work covered by this directive is completed or final cost and times are determined, Contractor should submit documentation for inclusion in a Change Order.

THIS IS A DIRECTIVE TO PROCEED WITH A CHANGE THAT MAY AFFECT THE CONTRACT PRICE OR CONTRACT TIMES. A CHANGE ORDER, IF ANY, SHOULD BE CONSIDERED PROMPTLY.

GRANITE
Excavation Inc,
Cascade, ID
We're Diggin This Business

23 Warm Lake Hwy, Cascade, ID 83611 (208) 382-4188

Bid Proposal

To: City of Kuna
From: Granite Excavation, Inc.
Public Works License Number: PWC-C-16558-Unlimited-2-4
Date: 10/25/2018
Project: Orchard Lift Station Change Order 2 _ Swan Falls Cleanout
Prepared by: Adrian Inama
Attn.: Paul Stevens/Bob Bachman/ Justin Walker (Keller Associates)
Please find listed below a copy of our pricing for the above referenced bid.
Plan Set Date: No plans - Proposal Request #1 10/18/2018

Item No.	Item Description	Quantity	Unit	Unit Price	Total Price
1	Install 6'x6'x8' Precast Vault	1	EA	$7,812.07	$7,812.07
2	Install 12" Water Class Gate Valve	1	EA	$2,009.52	$2,009.52
3	Install 12" Water Class Tapping Sleeve	1	EA	$2,935.47	$2,935.47
4	Install 12" Blind Flange	1	EA	$252.18	$252.18
5	Install Concrete Collar	1	EA	$748.82	$748.82
				Total	**$13,758.06**

Exclusions: Price does not include Performance and Payment Bonds; If needed please add 1.5% to bid total. Price does not include Site Survey. Price does no include dewatering. Price does not include any scope of work not specifically called out on the above shown bid schedule.

Thank you for giving us the opportunity to bid your project! We look forward to working with you in the future.

Accepted:
The above prices, specifications and conditions are satisfactory and are hereby accepted.

Buyer _____

Signature _____

Date of Acceptance _____

Confirmed:

Granite Excavation, Inc.

Authorized Signature: *Adrian Inama*

Estimator: Adrian Inama

GRANITE
Excavation Inc,
Cascade, ID
We're Bigger On This Business

23 Warm Lake Hwy, Cascade, ID 83611 (208) 382-4188

Bid Proposal

To: City of Kuny c/o Justin Walker
From: Granite Excavation, Inc.
Public Works License Number: PWC-C-16558-Unlimited-2-4
Date: 1/25/2019
Project: City of Kuna Orchard Regional Lift Station 4" Sewer Service
Prepared by: Adrian Inama
Attn.: Justin Walker
Please find listed below a copy of our pricing for the above referenced bid.
Plan Set Date: No Plans

Item No.	Item Description	Quantity	Unit	Unit Price	Total Price
1	Connect to Existing	1	EA	$1,002.62	$1,002.62
2	Install 4" Sewer Service	265	LF	$38.73	$10,263.45
3	Install Cleanout	4	EA	$214.93	$859.72
4	Concrete Collar for Cleanout	4	EA	$279.13	$1,116.52
5	Surface Restoration	10	SY	$12.00	$120.00
				Total	**$13,362.31**

Exclusions: Price does not include Performance and Payment Bonds; if needed please add 1.5% to bid total. Price does not include Site Survey or Quality Control Testing. Price does not include any haul off of excess spoils created from pipe installations. Rock excavation will be billed at original contract unit pricing. Price does not include any scope of work not specifically called out on the above shown bid schedule.

Thank you for giving us the opportunity to bid your project! We look forward to working with you in the future.

Accepted:
The above prices, specifications and conditions are satisfactory and are hereby accepted.

Buyer _____

Signature _____

Date of Acceptance _____

Confirmed:

Granite Excavation, Inc.

Authorized Signature: Adrian Inama

Estimator: Adrian Inama

Base Bid - 18-030 Orchard Lift Station							Pay App #7				
Item No	Item Description	Qty	Unit	Unit Price	Bid Amount	Code	Qty	Unit Price	Total:	Remaining Qty	Remaining Amount
	Bid Schedule 1										
1	SCADA Programming and Integration (Custom Electric)	1	LS	19,950.00	19,950.00	0		$19,950.00	$0.00	0	$0.00
2	Mobilize Star Construction	1	LS	12,529.23	12,529.23	0		$12,529.23	$0.00	0	$0.00
3	Wet Well Mechanical	1	LS	441,472.59	441,472.59	0		$441,472.59	$0.00	0	$0.00
4	Fine Screen Mechanical	1	LS	225,477.73	225,477.73	0		$225,477.73	$0.00	0	$0.00
5	Valve Vault Mechanical	1	LS	60,737.03	60,737.03	0		$60,737.03	$0.00	0	$0.00
6	Electrical	1	LS	93,907.16	93,907.16	0		$93,907.16	$0.00	0	$0.00
7	Electrical Building	1	LS	85,843.80	85,843.80	0		$85,843.80	$0.00	0	$0.00
8	Generator Pad	1	LS	10,296.29	10,296.29	0		$10,296.29	$0.00	0	$0.00
9	Generator w/ 600 Gallons of Fuel	1	LS	130,502.43	130,502.43	0		$130,502.43	$0.00	0	$0.00
10	60" Manhole Materials Only	1	LS	4,589.91	4,589.91	0		$4,589.91	$0.00	0	$0.00
11	72" Manhole Materials Only	2	EA	9,179.83	18,359.66	0		$9,179.83	$0.00	0	$0.00
12	Pipe Materials Purchase	1	LS	119,089.67	119,089.67	0		$119,089.67	$0.00	0	$0.00
13	Fencing	1	LS	34,362.33	34,362.33	0		$34,362.33	$0.00	0	$0.00
14	Frost Free Hydrant	1	LS	1,860.78	1,860.78	0		$1,860.78	$0.00	0	$0.00
15	2" Water Service	1	LS	1,488.62	1,488.62	0		$1,488.62	$0.00	0	$0.00
16	Rock Excavation	1	LS	236,165.13	236,165.13	0		$236,165.13	$0.00	0	$0.00
17	Shoring	1	LS	135,302.02	135,302.02	0		$135,302.02	$0.00	0	$0.00
18	Wet Well Precast Install	1	LS	43,320.25	43,320.25	0		$43,320.25	$0.00	0	$0.00
19	Fine Screen Precast Install	1	LS	43,320.25	43,320.25	0		$43,320.25	$0.00	0	$0.00
20	Valve Vault Precast Install	1	LS	42,852.60	42,852.60	0		$42,852.60	$0.00	0	$0.00
21	Manhole Precast Install	3	EA	4,239.55	12,718.65	0		$4,239.55	$0.00	0	$0.00
22	36" Sewer Main Install	120	LF	372.94	44,752.80	0		$372.94	$0.00	0	$0.00
23	12" Pressure Sewer Install	42	LF	98.16	4,122.72	0		$98.16	$0.00	0	$0.00
24	16" Sewer Install	40	LF	257.64	10,305.60	0		$257.64	$0.00	0	$0.00
25	Crane Pad	1	EA	26,833.76	26,833.76	0		$26,833.76	$0.00	0	$0.00
26	Lafferty Construction Mobilization	1	LS	6,409.00	6,409.00	0		$6,409.00	$0.00	0	$0.00
	Bid Schedule 2										
27	302.4.1.A.1 ROCK EXCAVATION	100	CY	165.00	16,500.00	0		$165.00	$0.00	32	$5,280.00
28	306.4.1.D.1 IMPORTED TRENCH BACKFILL	400	CY	19.00	7,600.00	0		$19.00	$0.00	400	$7,600.00
29	307.4.1.A.3 MISCELLANEOUS SURFACE RESTORATION (LANDSCAPING)	155	LF	49.00	7,595.00	0		$49.00	$0.00	0	$0.00
30	307.4.1.A.7 MISCELLANEOUS SURFACE RESTORATION (NATURAL GROUND)	30	LF	31.00	930.00	0		$31.00	$0.00	0	$0.00
31	307.4.1.E.1 TYPE "C" SURFACE RESTORATION	899	SY	12.00	10,788.00	0		$12.00	$0.00	0	$0.00
32	307.4.1.G.1 TYPE "P" SURFACE RESTORATION (ORCHARD AVE)	197	SY	55.00	10,835.00	0		$55.00	$0.00	43	$2,365.00
33	307.4.1.G.1 TYPE "P" SURFACE RESTORATION (AVALON ST & SWAN FALLS RD)	1157	SY	58.00	67,106.00	0		$58.00	$0.00	152	$8,816.00
34	401.4.1.B.1 6" PRESSURE SEWER FITTINGS (BENDS, ELBOWS, TEES, CROSSES, REDUCERS, CAPT, ETC)	1	EA	1,918.00	1,918.00	0		$1,918.00	$0.00	0	$0.00
35	401.4.1.B.1 12" PRESSURE SEWER FITTINGS (BENDS, ELBOWS, TEES, CROSSES, REDUCERS, CAPS, ETC)	19	EA	1,726.00	32,794.00	0		$1,726.00	$0.00	0	$0.00
36	402.4.1.A.1 VALVE - 4" PLUG	3	EA	3,529.00	10,587.00	0		$3,529.00	$0.00	0	$0.00
37	402.4.1.A.1 VALVE - 6" PLUG	2	EA	4,278.00	8,556.00	0		$4,278.00	$0.00	0	$0.00
38	402.4.1.A.1 VALVE - 12" PLUG	9	EA	5,272.00	47,448.00	0		$5,272.00	$0.00	0	$0.00
39	402.4.1.A.1 VALVE - 12" COMBINATION AIR RELEASE/VACUUM	1	EA	4,651.00	4,651.00	0		$4,651.00	$0.00	0	$0.00
40	404.4.1.A.1 WATER SERVICE CONNECTION, 2"	1	EA	8,477.00	8,477.00	0		$8,477.00	$0.00	0	$0.00
41	501.4.1.B.1 GRAVITY SEWER PIPE - 8" - SDR 335 PVC	360	LF	31.00	11,160.00	0	20	$31.00	$620.00	0	$0.00
42	501.4.1.B.1 GRAVITY SEWER PIPE - 10" - SDR 35 PVC	222	LF	39.00	8,658.00	0	22	$39.00	$858.00	0	$0.00
43	502.4.1.A.1 SANITARY SEWER MANHOLE - TYPE A	4	EA	2,728.00	10,912.00	0	4	$2,728.00	$10,912.00	0	$0.00
44	504.4.1.B.1 SEWER SERVICE LINE - 4"	3	EA	1,461.00	4,383.00	0	3	$1,461.00	$4,383.00	0	$0.00
45	505.4.1.B.1 PRESSURE SEWER PIPE - 6"	20	LF	187.00	3,740.00	0		$187.00	$0.00	0	$0.00
46	505.4.1.B.1 PRESSURE SEWER PIPE - 12"	2249	LF	43.00	96,707.00	0		$43.00	$0.00	0	$0.00
47	505.4.1.C.1 PRESSURE SEWER CLEANOUT	2	EA	26,117.00	52,234.00	0		$26,117.00	$0.00	0	$0.00
48	507.4.1.K.1 SEWAGE FLOW CONTROL	1	LS	1.00	1.00	0		$1.00	$0.00	0	$0.00
49	706.4.1.A.3 VERTICAL CURB (NO GUTTER)	10	LF	228.00	2,280.00	0		$228.00	$0.00	0	$0.00
50	1001.4.1.A.1 SEDIMENT CONTROL	1	LS	4,270.00	4,270.00	0		$4,270.00	$0.00	0	$0.00
51	1103.4.1.A.1 CONSTRUCTION TRAFFIC CONTROL	1	LS	34,957.00	34,957.00	0		$34,957.00	$0.00	0	$0.00
52	2010.4.1.A.1 MOBILIZATION	1	LS	38,306.00	38,306.00	0		$38,306.00	$0.00	0	$0.00
53	SP-100 CONNECT TO EXISTING MAIN	10	EA	2,103.00	21,030.00	0	1	$2,103.00	$2,103.00	0	$0.00
54	SP-300 TEMPORARY POLE SUPPORT	1	LS	1.00	1.00	0		$1.00	$0.00	0	$0.00
55	SP-400 ABANDON EXISTING LIFT STATION	1	LS	11,693.00	11,693.00	0	1	$11,693.00	$11,693.00	0	$0.00
56	SP-500A FILL ABANDONED MAINS WITH SAND SLURRY - 8" GRAVITY SEWER MAIN	320	LF	9.00	2,880.00	0	320	$9.00	$2,880.00	0	$0.00
57	SP-500B FILL ABANDONED MAINES WITH SAND SLURRY - 6" PRESSURE SEWER MAIN	310	LF	9.00	2,790.00	0	310	$9.00	$2,790.00	0	$0.00
				Total:	**2,408,357.00**			**Total:**	**$36,239.00**		**$24,061.00**

GRANITE
Excavation Inc,
Cascade, ID
We're Diggin This Business

Adrian Inama: Estimator/
Project Manager

23 Warm Lake Hwy
Cascade, ID 83611

PHONE
(208) 382.4188

FAX
(208) 382 4189

E-Mail:Adrian@graniteexcavation.com

Website:www.graniteexcavation.com

January 25, 2019

Mr. Justin Walker, PE
Keller Associates
Project Manager
131 SW 5th Ave, Suite A
Meridian, ID 83642

Project: Orchard Regional Lift Station
RE: Project Contract Days

Dear Mr. Justin Walker,

This letter is in regards to the project contract days for the Orchard Regional Lift Station Project. Notice to Proceed was issued to Granite Excavation on July 17th, 2018 by the City of Kuna. Per the contract we have 150 days from NTP to substantial completion, and 180 days from NTP to final completion. As of today, we are at 183 days with a substantial completion date forecasted at 3/1/2019 and a final completion date of 3/8/2019. Granite Excavation is asking that the Contract days be extended to reflect the above dates. A schedule is attached detailing the remaining activities that will get the project to substantial completion, and ultimately, final completion.

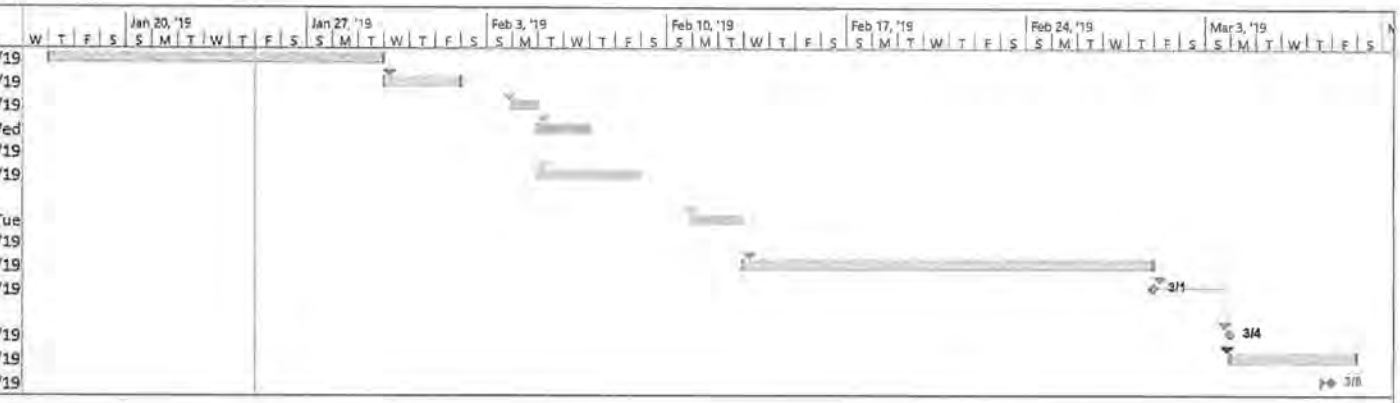
Granite Excavation and Star Construction always had crews diligently working onsite at all times, and were always receptive to Keller, and the City of Kuna. The delays on this project stem from the lead times of the specialty equipment required for the system, as well as Idaho Power's scheduling constraints. Other factors that influenced the total number of working days were the addition of the cleanout at Swan Falls, as well as the rock removal for both Bid Schedule 1 and Bid Schedule 2.

Sincerely,

Adrian Inama
Estimator/ Project Manager
23 Warm Lake Hwy
Cascade, Idaho 83611

cc: (emailed) –Paul Stevens, Bob Bachman, Dustin Painter, Dusty Hibbard, Ancil Irminger

ID	Task Name	Duration	Start	Finish
1	Building Finishes	9 days	Thu 1/17/19	Tue 1/29/19
2	Lift Station Start up	3 days	Wed 1/30/19	Fri 2/1/19
3	Test Run	1 day	Mon 2/4/19	Mon 2/4/19
4	Abandon Lift Station	2 days	Tue 2/5/19	Wed 2/6/19
5	Tie in New Gravity Sewer	4 days	Tue 2/5/19	Fri 2/8/19
6	Abandon Existing Gravity Lines	2 days	Mon 2/11/19	Tue 2/12/19
7	Idaho Power Float	12 days	Wed 2/13/19	Thu 2/28/19
8	Substantial Completion	0 days	Fri 3/1/19	Fri 3/1/19
9	Punchlist Walk	0 days	Mon 3/4/19	Mon 3/4/19
10	Punchlist	5 days	Mon 3/4/19	Fri 3/8/19
11	Final Completion	0 days	Fri 3/8/19	Fri 3/8/19



Project: Orchard Lift Station Closeout
Date: Fri 1/25/19

Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone	

Page 1

CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.kunacity.id.gov
Phone: (208) 577-8794
Fax: (208) 922-5816
Email: bbachman@kunaid.gov

Bob Bachman, BOC 1, IBC
Public Works Director
City of Kuna

MEMO

Date: **January 30, 2019**

From: **Bob Bachman, Public Works Director**

To: **Mayor and Council**

RE: **Request for Funds**

Mayor and Council,

The following request is for contingency funds to purchase an inspection camera for the sewer department staff. If approved, this camera will be used for inspection of sewer lines and manholes. This will allow our staff to be able to determine problems or breaks in lines and will give them the ability to be far more accurate in determining the location of a problem. We require 400' of spacing between our manholes, this camera will reach up to 200' giving us ability to travel the camera down a complete segment length of sewer pipe. In the past, the City has subcontracted out this work. If approved, it will save the City money and allow us to be more efficient with our time. The request is to approve $9,750.00 for the push camera. Please see the attached bid. There are two options on the bid: the top option on the quote is the product we are requesting funds for.

Thank you,

Bob Bachman

QUOTE

MetroQuip, Inc.
1953 E. Commercial
Meridian, ID 83642
ph:(208)344-3318 fax:(208)345-5931
jpeterson@metroquip.net

QUOTATION NO. 128193
DATE January 28, 2019
CUSTOMER ID
EXPIRATION DATE **2/28/2019**

TO
Travis Fleming
City of Kuna
6950 S Ten Mile Rd.
Meridian, ID 83642
208-573-7672
email: tfleming@kunaid.gov

SALESPERSON	FOB	PAYMENT TERMS	DELIVERY DATE
Jason Peterson (208) 344-3318	Kuna, ID	Standard Terms and Conditions	15 Days ARO

QUANTITY	DESCRIPTION	UNIT PRICE	LINE TOTAL
1.00	**Verisight Pro 200' Push Camera** System includes reel with 60M (200ft) of push cable, axial camera, control unit with text generation, video recording and digital output, accessory case with 3 skids, USB memory stick, charger, and tooling.	$9,750.00	$9,750.00
1.00	**Verisight Pro 130' Push Camera** System includes reel with 40M (130ft) of push cable, axial camera, control unit with text generation, video recording and digital output, accessory case with 3 skids, USB memory stick, charger, and tooling.	$8,500.00	$8,500.00
1.00	**Shipping & Handling**	$58.00	$58.00
	Standard Ground Shipping		

This is a quotation on the goods named, subject to the conditions noted below.
This quotation is valid for 30 days from date shown above. These pricies do not include any freight charges, sales tax, F.E.T., or other applicable taxes unless noted. All sales are subject to availabilityand/or prior sale.

SUBTOTAL	$ 18,308.00
SALES TAX	
TOTAL	**$ 18,308.00**

To Accept this quotation, sign here and return: _____

THANK YOU FOR YOUR BUSINESS!

CITY OF KUNA
PLANNING & ZONING DEPARTMENT

P.O. Box 13
Kuna, ID 83634
Phone: 208-922-5274
Fax: 208-922-5989
www.kunacity.id.gov

MEMO

DATE: February 5, 2019

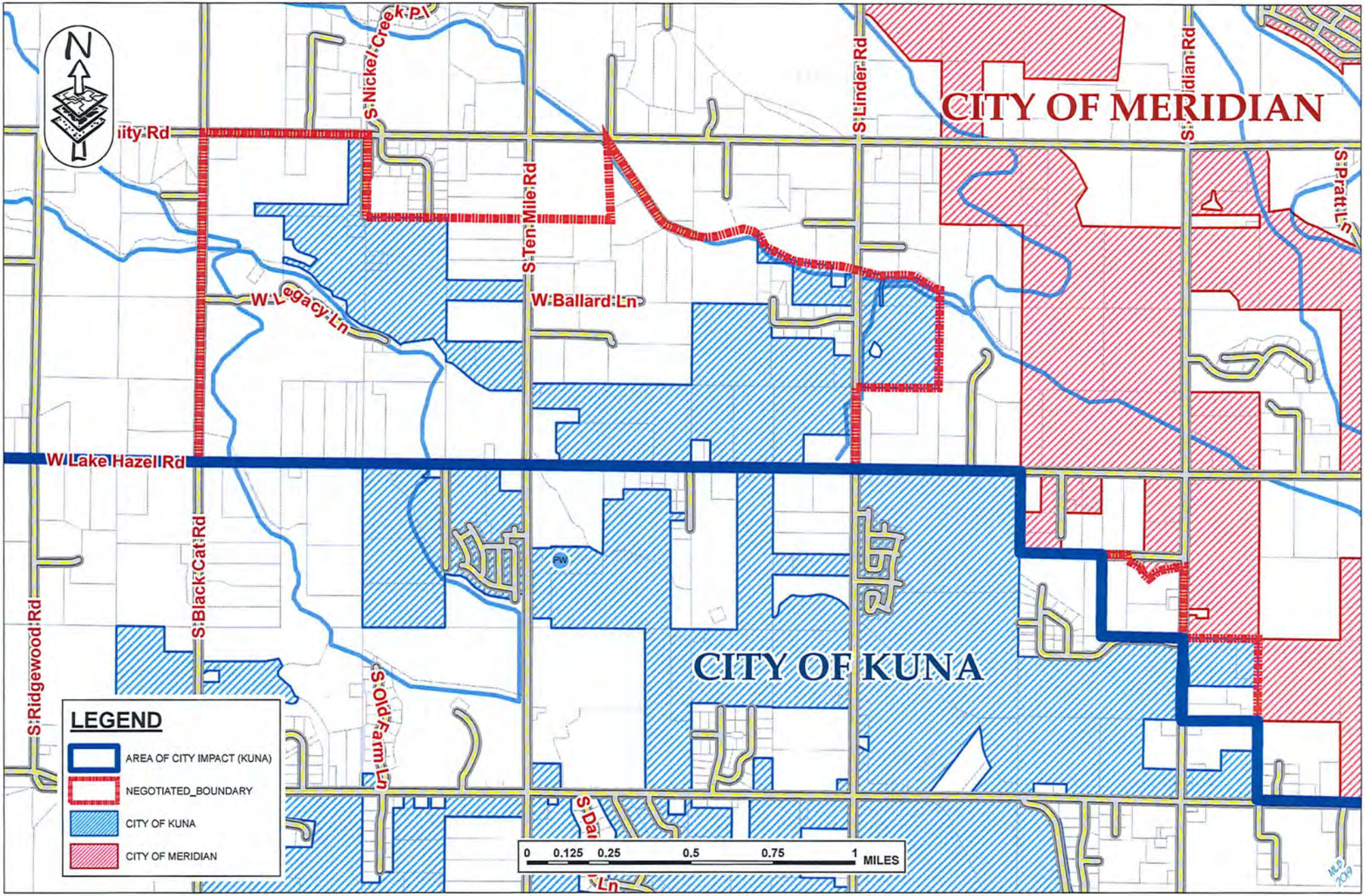
TO: Kuna City Council

FROM: Wendy I. Howell, PCED

RE: Area of City Impact

Attached is the latest proposal for area of city impact (ACI) boundary lines between Kuna and Meridian. This map was presented to Kuna by the City of Meridian. Meridian's staff did receive a verbal agreement from Mayor de Weerd on this proposed ACI boundary line.

I am bringing this to City Council to determine if this proposal is acceptable to move forward with the planning on the most northernly ACI boundary. I will bring this boundary map to Council for your formal approval, after Meridian's Council has officially approved this map. Staff from Kuna and Meridian would like to approach Ada County with a joint application for this proposed change to the ACI boundary between the City's, and as such, this map will proceed forward separately from the Envision Kuna Plan.


N
CITY OF MERIDIAN
CITY OF KUNA
S Nickel Creek Pl
S Ten Mile Rd
S Linder Rd
S Meridian Rd
S Pratt Ln
W Ballard Ln
W Lake Hazel Rd
S Black Cat Rd
S Ridgewood Rd
S Old Farm Ln
PW
LEGEND
AREA OF CITY IMPACT (KUNA)
NEGOTIATED_BOUNDARY
CITY OF KUNA
CITY OF MERIDIAN
0 0.125 0.25 0.5 0.75 1 MILES

(Space above reserved for recording)

ORDINANCE NO. 2019-03

CITY OF KUNA, IDAHO
ORDINANCE AMENDING THE EXTERIOR BOUNDARIES
OF THE KUNA MUNICIPAL IRRIGATION SYSTEM
[Black Creek LTD Partnership real property]

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KUNA:

- **MAKING CERTAIN FINDINGS; and**
- **ENLARGING THE BOUNDARIES OF THE KUNA MUNICIPAL IRRIGATION SYSTEM BY THE INCLUSION OF ADA COUNTY ASSESSOR'S PARCEL NOS. R0615254601 AND A PORTION OF S1324449005 [MERLIN POINT SUBDIVISION NO. 1]; AND**
- **DECLARING WATER RIGHTS APPURTENANT THERETO ARE POOLED FOR DELIVERY PURPOSES; and**
- **DIRECTING THE CITY CLERK TO RECORD THIS ORDINANCE AS PROVIDED BY LAW; and**
- **DIRECTING THE CITY ENGINEER TO PROVIDE NOTICE OF THIS ORDINANCE TO THE BOISE-KUNA IRRIGATION DISTRICT, THE OWNERS AND UPDATE THE IRRIGATION SYSTEM MAP; and**
- **PROVIDING AN EFFECTIVE DATE.**

The City Council findings: The City Council makes the following findings of its authority, purpose and the history of the enactment of this ordinance:

1.1 The City of Kuna has established and operates, as authorized by Title 50, Chapter 18, Idaho Code, a municipal irrigation system, known and referred to as *Kuna Municipal Irrigation System* (the "KMIS"); and

1.2 Commencing with the establishment of the KMIS and with every additional real property enlarging KMIS, the City Council has passed and enacted an ordinance pursuant to Idaho Code Section 50-1832 describing and enlarging the exterior boundaries of KMIS; and

1.3 It is the intention of the City Council to include that certain real property identified by the Ada County Assessor's office as Parcel Nos. R0615254601 and a portion of S1324449005, and platted as MERLIN POINT SUBDIVISION NO. 1 [legally described in **Exhibit A** attached to this Ordinance and by this reference incorporated herein] (the "SUBJECT REAL PROPERTIES") within the boundaries of KMIS and which SUBJECT REAL PROPERTIES are depicted on the attached **Exhibit B** Location Map; and

1.4 It is therefore necessary as required by Idaho Code Section 50-1832 to approve and enact this Ordinance in order to include the Subject Real Properties within the boundaries of KMIS.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF KUNA, Ada County, Idaho, as follows:

Section 1: The boundaries of the Kuna Municipal Irrigation System are enlarged by the inclusion of the SUBJECT REAL PROPERTIES and the boundaries thereof are adjusted accordingly, said SUBJECT REAL PROPERTY being described as follows in **Exhibit A** attached hereto this Ordinance.

Section 2: Declaring the water rights appurtenant thereto are hereby pooled for delivery purposes.

Section 3: The City Clerk is hereby directed to record, in the office of the recorder for Ada County, a certified copy of this ordinance as required by Section 50-1832, Idaho Code.

Section 4: The City Engineer is hereby directed to give notice of this action by forwarding a certified copy of this Ordinance to Boise-Kuna Irrigation District, the owner of the SUBJECT REAL PROPERTIES and to update the official City map of the exterior boundaries of KMIS.

Section 5: Effective Date: This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law.

DATED this 5th day of February, 2019.

CITY OF KUNA

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

EXHIBIT A

LEGAL DESCRIPTION FOR WATER RIGHTS ON MERLIN POINT SUBDIVISION NO. 1

A parcel being a portion of Lots 3, 5, and 7 of Block 15 of the Amended Plat of Avalon Orchard Tracts, as shown in Book 6 of Plats on Page 254, records of Ada County, Idaho, and a portion of the SE ¼ of Section 24 of Township 2 North, Range 1 West, Boise Meridian, City of Kuna, Ada County, Idaho, and more particularly described as follows:

Commencing at a Brass Cap monument marking the southeast corner of said SE ¼, from which a 5/8 inch diameter iron pin marking the southwest corner of said SE ¼ bears N 88°38'59" W a distance of 2667.49 feet;

Thence N 88°38'59" W along the southerly boundary of said SE ¼ a distance of 2015.09 feet to a point;

Thence leaving said southerly boundary N 1°21'01" E a distance of 60.00 feet to a Brass Cap Monument marking the initial point of Sunbird Village Subdivision No. 1 as shown in Book 70 of Plats on Pages 7232 and 7233, records of Ada County, Idaho, and the **POINT OF BEGINNING;**

Thence N 1°17'30" E along the westerly boundary of said Block 15 of the Amended Plat of Avalon Orchard Tracts, also being the easterly boundary of said Sunbird Village Subdivision No. 1, the easterly boundary of Sunbird Village Subdivision No. 2 as shown in Book 89 of Plats on Pages 9407 and 9408, records of Ada County, Idaho, and the easterly boundary of Tomorrow Village Subdivision No. 3 as shown in Book 97 of Plats on Pages 12234 thru 12236, records of Ada County, Idaho, a distance of 1259.25 feet to a 5/8 inch diameter iron pin marking the northeast corner of said Tomorrow Village Subdivision No. 3;

Thence S 88°40'00" E along the southerly boundary of Tomorrow Subdivision No. 2 as shown in Book 91 of Plats on Pages 10745 thru 10747, records of Ada County, Idaho, the southerly boundary of Mino Landing Subdivision as shown in Book 76 of Plats on Pages 7929 and 7930, records of Ada County, Idaho, and the northerly boundary of said Block 15 of the Amended plat of Avalon Orchard Tracts a distance of 883.56 feet to a 5/8 inch diameter iron pin;

Thence leaving said boundary S 1°17'30" W a distance of 297.76 feet to a 5/8 inch diameter iron pin;

Thence S 88°42'30" E a distance of 38.58 feet to a 5/8 inch diameter iron pin;

Thence S 1°17'30" W a distance of 660.89 feet to a 5/8 inch diameter iron pin;

Thence S 88°42'30" E a distance of 125.82 feet to a 5/8 inch diameter iron pin;

Thence S 1°17'30" W a distance of 300.39 feet to a 5/8 inch diameter iron pin on the northerly right-of-way of E. Kuna Rd.;

Thence S 89°25'45" W along said northerly right-of-way a distance of 18.90 feet to a 5/8 inch diameter iron pin;

Thence continuing along said northerly right-of-way N 88°38'59" W a distance of 1029.07 feet to the **POINT OF BEGINNING;**

This parcel contains 27.27 acres.

Clinton W. Hansen, PLS
Land Solutions, PC
June 2, 2017

LandSolutions
Land Surveying and Consulting

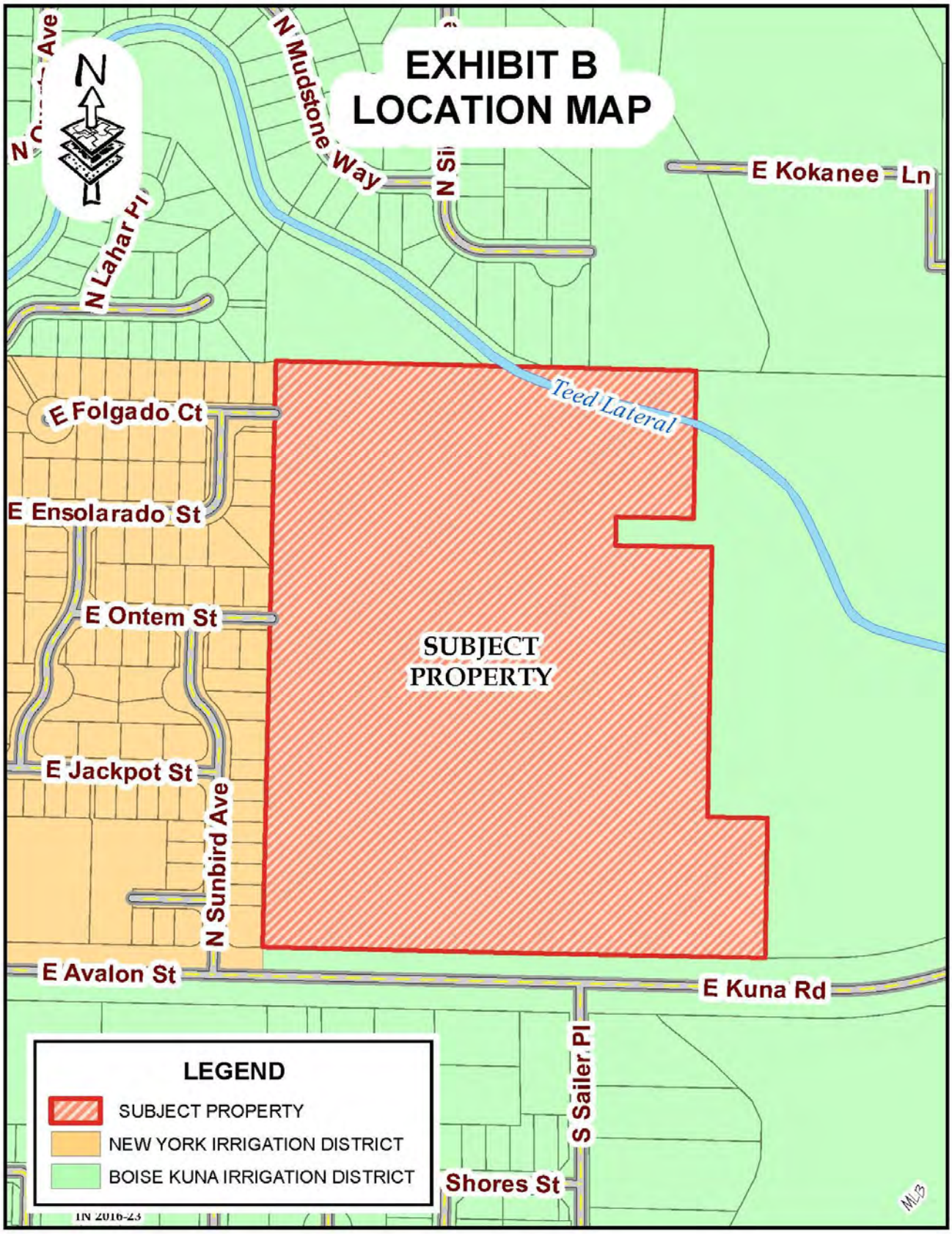


EXHIBIT B
LOCATION MAP
N
N Mudstone Way
E Kokanee Ln
N Lahar Pl
Teed Lateral
E Folgado Ct
E Ensolarado St
E Ontem St
SUBJECT PROPERTY
E Jackpot St
N Sunbird Ave
E Avalon St
E Kuna Rd
S Sailer Pl
Shores St
LEGEND
SUBJECT PROPERTY
NEW YORK IRRIGATION DISTRICT
BOISE KUNA IRRIGATION DISTRICT

A TEAM
Land Development & Real Estate Services

September 25, 2018

Mr. Paul Stevens, City Engineer
City of Kuna
751 W. 4th Street
Kuna, Idaho 83634

Dear Paul:

Subject: Merlin Pointe Subdivision No. 1 Irrigation Annexation

On behalf of Black Creek LLP, A Team Land Consultants is submitting a request to the City of Kuna to annex this phase of the development into the Kuna Municipal Irrigation District (KMID). This phase is at the northwest corner of Kuna Road and Sailer Avenue and comprises 26.96-acres. The property is identified as Ada County Assessor's Tax Parcel Number R0615254601, and a portion of S1324449005.

The site has been designed to connect to the irrigation system and will utilize the KMID water for irrigation. As the other phases develop we will request those to be annexed and connect into the system as well. Attached is a copy of the final plat and legal description. If there is any other additional information that is needed to annex this phase into the KMID please let me know and I will provide it immediately.

Sincerely,
A Team Land Consultants

Steve Arnold
Project & Real Estate Manager

Cc: Tom Nicholson
Scott Nicholson
Linda Boots

Land Use Planning & Design/ Project Management/ Real Estate
1785 Whisper Cove Avenue, Boise Idaho 83709. Ph. (208) 871-7020 Fx. (208) 321-0525
E-mail: steve@ateamboise.com