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 19, 2019

6:00 P.M. REGULAR CITY COUNCIL

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

2. ***Invocation:*** Chris Bent, Calvary Chapel

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, February 5, 2019

B. Accounts Payable Dated February 14, 2019 in the Amount of $544,731.42

C. Resolutions

1. Consideration to approve Resolution No. R09-2019

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING THE PARK USE AGREEMENT BY AND BETWEEN THE CITY OF KUNA, IDAHO AND THE KUNA YOUTH SOFTBALL AND BASEBALL ASSOCIATION, INC., PURSUANT TO THE TERMS OF THE AGREEMENT; AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT.

2. Consideration to approve Resolution No. R10-2019

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING THE DEED OF PUBLIC UTILITY EASEMENT AND ACCEPTANCE FROM RUSSELL AND KAREN HUNEMILLER.

NOTICE: Copies of all agenda materials are available for public review in the Office of the City Clerk. Persons who have questions concerning any agenda item may call the City Clerk's Office at 922-5546. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 922-5546 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

3. Consideration to approve Resolution No. R11-2019

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING THE DEED OF PUBLIC UTILITY EASEMENT AND ACCEPTANCE FROM SANDSTONE FARMS, LLC.

4. Consideration to approve Resolution No. R12-2019

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING THE DEED OF PUBLIC IRRIGATION UTILITY EASEMENT AND GRANT CONVEYANCE OF MUNICIPAL IRRIGATION SYSTEM UTILITY PIPELINES AND GRANTEE ACCEPTANCE FROM SDN, LLC.

5. Consideration to approve Resolution No. R13-2019

CITY SEWER INFRASTRUCTURE IMPROVEMENT AND LATECOMER REIMBURSEMENT POLICY - 2019.

6. Consideration to approve Resolution No. R08-2019A

A RESOLUTION OF THE CITY OF KUNA, IDAHO AMENDING R08-2019 TO CORRECT THE STEP AND GRADE CHART COLUMN A AND INCLUDE ALL DEPARTMENTS IN THE AMENDED LONGEVITY POLICY OF THE CITY OF KUNA, IDAHO AS ATTACHED HERETO; AND DECLARING THE EFFECTIVE DATE.

5. Community Reports or Requests:

None

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

A. Continuation of Public Hearing to receive further information as it relates to the overview of pedestrian and vehicle traffic with testimony from ACHD, additional testimony from staff, and general testimony and consideration to approve 18-01-S (Preliminary Plat) for Whisper Meadows Subdivision – Troy Behunin, Planner III ACTION ITEM

Jeff Bower, on behalf of the applicant, requests 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.

B. Public Hearing and consideration to approve 18-05-AN (Annexation) and 18-06-S (Preliminary Plat) for Redcloud Subdivision – Troy Behunin, Planner III ACTION ITEM

The applicant, SSM2, Company, request annexation of approximately 8.00 acres into Kuna City with an R-6, residential zone, and to subdivide the property into 40 single family buildable lots and three (3) common lots. The site is located at the southeast corner of Luker and Great Bear Roads, the site address is 1250 S. Luker Rd., Kuna, Idaho; In Section 25, T 2N, R 1W, APN #: S1325438500. – Tom Maile Presenting.

- *Open 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. Consideration to approve 18-04-LS (Lot Split) for Kevin Allcot with Water Tower Development – Sam Weiger, Planner I ACTION ITEM

Kevin Allcot seeks approval of one Lot Split. The subject property is located at 199 South Kay Avenue, Kuna, Idaho 83634.

B. Request for direction – Chris Engels, City Clerk ACTION ITEM

The Kuna Chamber of Commerce has declined the annual donation of $2,500 for Kuna Days Fireworks. As part of a safety strategy for the City required Special

Event Plan, bussing before and after the Fireworks display to satellite parking lots was requested to assist in limiting pedestrian/vehicle interaction, ease the parking burden of downtown residential areas and complaints from Union Pacific of illegal parking on railroad property. The Kuna Chamber of Commerce is asking the City to take the planning and financial responsibility for the bussing costs and scheduling.

8. Ordinances:

A. Consideration to approve Ordinance No. 2019-05 ACTION ITEM

AN ORDINANCE OF THE CITY COUNCIL OF KUNA, IDAHO AMENDING TITLE 1, CHAPTER 6, SECTION 8 ENTITLED PUBLIC HEARING RULES OF PROCEDURE OF THE KUNA CITY CODE PROVIDING FOR:

- CLARIFICATION ON PUBLIC HEARING RULES OF PROCEDURE;
- ESTABLISHING TESTIMONY TIME LIMITS;
- REGULATING THE PRESENTATION OF DOCUMENTS AND OTHER FORMS OF PHYSICAL EVIDENCE;
- AMENDING THE RECOGNIZED PUBLIC HEARING MOTIONS;
- CLARIFYING CONFLICT OF INTEREST PROCEEDURES; AND
- PROVIDING FOR AN EFFECTIVE DATE AND PUBLICATION.

Consideration to waive three readings
Consideration to approve ordinance
Consideration to approve summary publication

B. Consideration to approve Ordinance No. 2019-06 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 SILVER TRAIL SUBDIVISION NO. 3; 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:

A. Adjourn to Executive Session pursuant to:

Idaho Code Section 74-206 (1)(c)

(c) To receive information regarding the acquisition of an interest in real property which is not owned by the City of Kuna. ACTION ITEM

11. Business Continued

A. Consideration to approve Land Acquisition – Bobby Withrow, Parks Director ACTION ITEM

12. 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, February 5, 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

Mayor Stear noted Council Member Cardoza was having trouble with his knee surgery and was absent again. He hoped he could get healed up soon.

2. ***Invocation:*** Russell George, Changed Life Church

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

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

(Timestamp 00:01:43)

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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 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

Council Member McPherson noted on page 4, number 5 of 4D1, it should read Fire District instead of Kuna Municipal Irrigation District for fire protection.

Council President Buban-Vonder Haar moved to approve the consent agenda with the correction to 4D1. 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.

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
(Timestamp 00:02:58)

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.

Planning & Zoning Director Wendy Howell did not have anything specific to report on this item but she would stand for questions.

Council President Buban-Vonder Haar took a moment to inform any who were in the audience for Arbor Ridge Villas that it was not happening that night.

Mayor Stear read the ordinance summary and explained these changes would remove multi-family from the commercial zoning designation and required it to have the R zoning that fit, whether that would be R-8 or R-12 or whatever was appropriate, and changed up some of the designations on what dumpster enclosures looked like for J&M Sanitation. Mr. Gordon was available for questions about dumpster enclosures.

Mayor Stear opened the public hearing.

Mayor Stear added this addressed a situation Council had been discussing for quite a while, getting the multi-family out of the C-1 designation and making it not so easy as a permitted use, and allowing for more discussion on what went on with those.

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 asked Council's feelings regarding fast tracking or slow tracking this item.

Council did not see a need to slow track it.

Council President Buban-Vonder Haar moved to waive three readings of Ordinance No. 2019-04. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

Council President Buban-Vonder Haar asked for clarification on how the approval motion should be worded. There was a proposed motion in the packet that was very long.

City Attorney Bill Gigray explained they could just approve the ordinance and did not have to read that whole proposed motion.

Council President Buban-Vonder Haar moved to approve Ordinance No. 2019-04. 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.

Council President Buban-Vonder Haar moved to approve summary publication of Ordinance No. 2019-04. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

B. Public Hearing and consideration to approve 18-01-S (Preliminary Plat) for Whisper Meadows Subdivision – Troy Behunin, Planner III ACTION ITEM
(Timestamp 00:11:58)

Jeff Bower, representing the applicant, requests 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).

Jeff Bower, representing the applicant, presented a printed version of a Power Point presentation and revised landscape plans to Council and gave a brief overview of the project. They agreed with the staff report and their comp plan analysis. He stood for questions.

Brett Korporaal, an Engineering Associate with Kittleson & Associates at 101 S Capitol Boulevard, Suite 301, Boise, Idaho 83702, reviewed the transportation study and how it addressed community concerns and stood for questions.

Slides were in paper form, not in Power Point electronic format. Copies were distributed to Mayor and Council by the applicant's representative.

Mayor Stear opened the public hearing.

Planner III Troy Behunin shared Planning & Zoning Director Wendy Howell was handed 2 letters just before the meeting began. The letter from Josh Ricciardi was already in the packet along with another from him. The letter from Dru Wright was not in the packet so Mr. Behunin passed it out to Council. He reviewed the staff report and stood for questions.

Mayor Stear read the letter from Dru Wright in to the record which stated his concerns regarding the density of the project and inconsistencies with city code and the comprehensive plan.

Support: None

Neutral:

Richard Durrant, 7592 S Ten Mile Road, Meridian, Idaho 83642, signed up neutral because he liked to maintain a working relationship with Mr. Eck. They had some discussions but had not come up with any answers so Mr. Durrant wanted to make sure these points were on the record in case there were issues down the road. He was wearing 2 hats. He had some things that went with the David-Richard Durrant Trust, which was the property, and the Big D Ranch, which had been farming the property for the last 18 years. The first issue was the drainage of waste water. They had an irrigation ditch along Columbia and the wastewater runoff from Danskin along the

south side of Columbia ran into that water and went down into a pipeline along the back lots of Chisum Valley Subdivision so there was a 12" pipe coming down the backside of that subdivision. Historically, before he put his pivot irrigation system in, that went into a drain ditch that went to the waste water recovery ponds on the north west portion of this proposed development. He wanted to document that, when he put his pivot in, they moved that waste ditch over so it was out of the way of that pivot and he wouldn't have to run another set of tires through the open ditch that was historically there.

Mr. Durrant also shared his concern, as was previously brought up, that Chisum was getting half acre lots along their border and he was getting 15 lots along his border. That was 15 new neighbors for him to contend with. He stated, nothing against the members of Chisum, but from pivot motors running, water switching, keeping people up at night, blocking their view of Bogus, and all kinds of issues he had had to deal with neighbors, he had a lot of concerns. He asked if Chisum was getting granted special treatment for their lot sizes, why was nothing offered to him for bigger lot sizes. He had 1 lot getting 15 neighbors and each lot there was only getting 2 neighbors. He asked if that meant, if he wanted to develop in the future, he could have an R-30 development next to those guys and they wouldn't complain.

Mr. Durrant also noted a lot had been said about ACHD and them approving the plat and the proposed Durrant Lane, School Street that might go though in the future. When they got down to that subdivision, they were only giving up 15-20% of their property for their proposed development and if that was ever done in the future, he would be giving up 80% of his property for any future road right-of-way. Nothing seemed fair with that.

Mayor Stear noted Mr. Durant's time was up and asked him to wrap it up.

Mr. Durrant stated the main thing was the waste water recovery pond on the end of their property which was not fenced and nothing had been proposed from the developer to provide any safeguards from drownings or other issues. The other thing from Big D Ranch was on the pivots. There were 3 lots to the north of this proposed subdivision that previously provided water through there. When he put the pivot in, he assured those land owners they would be receiving their irrigation water if the pivot ever left their property.

Mayor Stear thanked Mr. Durrant.

Against:

Shannon Luckie, 7714 S McLintock Place, Meridian, Idaho 83642, thanked Council for hearing the testimony. She lived in Chisum Valley and her biggest concern was the safety of that subdivision hooking into their roads. They were an R-1 rural subdivision and did not have any sidewalks. In fact, the roadways did not butt up against their properties as far as grass or curbing. They had barrow pits for drainage

of water which were filled with decorative rocks or river rock. Their kids did not have places to ride bikes or go up and down to the school bus except in the road. Having 309 homes with access to that road was a major concern of theirs. She thought in 1994 ACHD probably did not foresee a development of that size going in behind there and accessing those roads. Even the developer himself tried to get a waiver. She thought he could probably foresee the safety issues there but it was denied by ACHD. She got the impression they were more reactive than proactive. She had lived in that subdivision for 20 years and the intersections of Columbia and Ten Mile and Columbia and Linder were not made 4-way stops until there were fatalities there. She asked that Council consider that and be proactive and understand their safety concerns. She stood for questions.

Stephanie Kennedy, 7638 S McLintock Place, Meridian, Idaho 83642, stated after 7 years of looking for her dream home she finally found it in Chisum Valley Subdivision. She was told at that time and shown a plat that depicted acreage directly behind their subdivision with 30 homes per section, a 60-home total, of similar home size and acreage to theirs. The very reason they bought their homes would be negated if they allowed Whisper Meadows' 310 homes to be built. According to Mr. Eck's plan McLintock Place was not to be a thoroughfare but ACHD had ruled that it would be a main artery for the proposed subdivision. With this new mandate she requested a new impact study, both environmental and traffic, be conducted and reviewed because they firmly disagreed with the number of cars and traffic, they suggested 310 homes would add to their neighborhoods.

Ms. Kennedy explained McLintock and Chisum Way roads had no shoulders for cars to pull off of the road. They had deep stream like drainage ditches on both sides of the road. Again, no place for cars or people to get off of the road. They had no sidewalks so a pleasurable walk with their animals or a safe place for their many children to ride their bikes or simply walk to friends' homes would now be out of the question. In fact, with all of the additional cars using their subdivision it would even make backing out of their driveways difficult. Columbia Road was 50 mph. There were no egress lanes to slow and transition into and out of their subdivision. She envisioned many accidents as they attempted to pull into and out of their subdivision as cars travelled so fast on Columbia Road.

Ms. Kennedy also noted the addition of the new high school along with the new subdivisions already under construction would slow and greatly diminish the response time, when emergencies occurred, of the police and fire departments. Yet another facet of why they chose to live out there would be compromised. They were not opposed to growth but they were opposed to 310 homes, the increase of traffic, and the loss of the very reasons they chose Chisum Valley as their forever homes. They kindly asked, for the safety of their residents, that they reject Whisper Meadows and all of the detrimental changes it's 310 homes would bring to Kuna and the Meridian area.

Mayor Stear asked who showed her the plat showing only 30 homes and where it came from.

Ms. Kennedy replied they still had a copy of it. When she bought her home it clearly showed Chisum Valley, Linder Farms, and the segments for 30 homes. It showed their road would go through their cul-de-sacs that were now dead ends. There were only 60 homes total proposed for back there as opposed to 310 now.

Jenna Von Der Ehe, 7601 S Chisum Place, Meridian, Idaho 83642, asked if there was a way to see the slides shown to Council so she could have a fair shot of a rebuttal or disagreement with them.

City Clerk Chris Engels replied there were extra copies if she would like one.

Ms. Von Der Ehe responded that would be great. She asked if the 20-foot landscape buffer around the perimeter he spoke of was a full 20-foot buffer around the whole perimeter including north of Chisum and north of McLintock or was he only speaking of a 20-foot perimeter on Linder Road; was it a true 20-foot perimeter around the whole subdivision of 310 lots. He also spoke of grading and easements that would be great and he would provide them with what they had planned. She asked why that was provided then, before a final plat approval. The last City Council Meeting or 2 before this, ACHD came out with a study that 292 cars would be going through their subdivision at a peak neighborhood potentially and a gentleman that day said it would be 190s. She stated it seemed, depending on who they hired, they would get different numbers but that was pretty substantial for their small subdivision. She didn't think 24 years ago they could have envisioned who sat on City Council, who approved plats, the number of the influx of the number of houses. She believed the extension was for like houses to be connected to Chisum and McLintock, not 309 lots.

Ms. Von Der Ehe also believed Whisper Meadows subdivision would have a Meridian address. She asked if it would be included in the impact fees for Kuna and if Mr. Eck would be required to contribute impact fees to EMS or the Sheriff's Department, or would they be excluded. She knew they were low on impact fees and with the amount of growth she wanted to make sure if this were approved, which she hoped it wouldn't be, the impact fees would be put towards Kuna. ACHD did approve for McLintock and Chisum Valley to be connected to Whisper meadows. As a business owner she had learned that many times when she would implement a policy or procedure it was only when it was actually used that she would realize that it was better on paper. She was not trying to negate traffic engineers.

Mayor Stear explained impact fees applied to anything built in the city. They were charged at the time of permit. The development was in the city limits.

Virginia Jeppeson, 7901 S Chisum Way, Meridian, Idaho 83642, stated she knew growth was coming and they couldn't stop it. She was not opposed to growth and

she didn't think her neighbors were either. She was just opposed to the density of the Whisper Meadows Subdivision that was being proposed. She respectfully requested that they did not approve this pre-plat application.

Ms. Jeppeson explained, as an active resident that enjoyed being outdoors walking, biking, and jogging and as the mother of 2 boys who enjoyed doing the same, she had major safety concerns with the amount of traffic that the Whisper Meadows Subdivision would bring through their subdivision. As it was stated earlier, the Chisum Valley Subdivision did not have sidewalks so when they rode their bikes, walked or jogged, they did so in the streets. With the 310 homes proposed she did not feel it would be safe to do so any further.

Ms. Jeppeson noted she previously recommended at the other City Council Meetings in which she testified that this be a subdivision of lower density. Kuna was a rural community and the majority of those that moved to Kuna did so for that small-town feeling. In the Kuna Comprehensive Plan on page 13 it stated a goal expressed by many people was the preservation of large lots and regular cluster development in appropriate balance with a complement of other types of residential development. She did not believe that the density of the Whisper Meadows Subdivision was in keeping with this portion of the comprehensive plan.

Ms. Jeppeson stated at the last City Council Meeting they attended a similar subdivision application was actually denied due to safety concerns of residents and City Council. It was also discussed earlier that the roads were always meant to connect to another subdivision. While that was true, just like Ms. Kennedy stated, those roads connecting were never intended to be to 310 homes. It was intended to be to the second phase of Chisum Valley which would have been an additional 30 homes also at R-1. She requested again that they not approve the pre-plat application with the current density and the connectivity of those roads into their current Chisum Valley. She thanked Council for their time.

Rebuttal:

Brett Korporaal, 101 S Capitol Boulevard, Suite 301, Boise, Idaho 83702, wanted to provide a little clarity on items related to transportation. Side generated trips were calculated using the trip generation manual and the TIS stated there were 292 P.M. peak hour trips for the build out of the whole subdivision. Of that 242, 5% or approximately 14 P.M. peak hour trips, were expected to use Chisum Way and the Chisum-Columbia intersection. The 150 trips he referred to was daily trips estimated along Chisum Way. With the addition of access at McLintock, the applicant heard neighbors' concerns and had taken steps to mitigate potential traffic affects. Internal streets and site circulation were designed to reduce speeds and cut through traffic by shortening block lanes, providing roadway deflections including valley gutters which served not only for drainage but also for traffic calming. He also designed the site without roadway connections through the sites so cut through traffic was not expected. In regards to safety on Columbia Road and the new high school going in

on the northeast quadrant of the Columbia-Linder intersection, they had been conditioned to build a traffic signal. This would help folks particularly with taking an east bound left turn to the high school or up Linder to Whisper Meadows or south bound left leaving to the east on Linder to Columbia to provide a protected space for these vehicles and providing a safer means of transportation around the site.

Tim Eck, the applicant, 6152 W Half Moon Lane, Eagle, Idaho 83616, had several points. He stated they could read bits and pieces out of the mission plan behind the comp plan but the comp plan was the result of the comp plan and they were fully compliant with the comp plan and the comp plan map with their density. In fact, if they would have pushed the limits to the maximum of what was allowed out there they would have done 1,152 units not 310.

Mr. Eck noted they were in the city of Kuna even though they had a Meridian mailing address and would pay all Kuna fees. They were consistent with the comp plan and the zoning. The order of decision by the City Council said the applicant would ensure actual density would not exceed 4.25 units per acre. That was always a gross acreage calculation and it was discussed in detail. It would be 4.25 gross with a limitation of 2 units per acre contiguous to Chisum Valley. Council Member Cardoza had even talked briefly about the fact that they would be a little denser than 4.25 in some areas but they would be 4.25 on the overall site with 2 an acre contiguous so they would be a little tighter than 4.25 in some small pods but the gross density total per acre would be 4.25 and they even spoke specifically to the number of lots at 310.

Mr. Eck stated Chisum Valley was a non-farm development done 20 something years ago. There might have been some conceptual ideas about what would go out there but there was never a plat submitted and he didn't know if that was before the comp plan was adopted or not. The landscape buffers would be on 3 sides. It would be on all of the minor major arterial streets.

Mr. Eck said they were worried about the inability for their kids to ride bikes. The development would provide a lot of pathways and sidewalks; miles of bicycle access and bicycle pathways for their kids. The ACHD policy manual local street design back when they were built required a 30-foot pavement section and a 50-foot right-of-way. Today if you were building a 1 to 5-acre lot subdivision the pavement section would still be 30-feet. There were no sidewalks required. In that 30 feet, that allowed for 4 feet of hard structure improvements along the side of the road for non-motorized travel. There was 4 feet of asphalt on each side of their street beyond the travel lanes for pedestrian and bicycle traffic. When they were built that was the traditional road section as well as in a 1 – 5-acre lot subdivision today. If they were building that subdivision today and this project was already there, they would be building the same road section they have. It would not change and it was not inferior; it was standard road for their development.

Mr. Eck explained their development would be fully fenced as required by City Code. They had a 6-foot vinyl fence around the entire subdivision so kids would have to go through the barricade at the end of the stub streets to get on the adjacent farm land. The location of Durrant Lane was where it was required to be put. They couldn't move it any further over because they would have to take acreage out of backyards in Chisum Valley. Unfortunately, when Chisum Valley was developed they failed to preserve right-of-way from the section line for Durrant Lane to be built at mid-mile so 100% of it contiguous to those houses had to be west of the section line onto Mr. Durrant's property. Once it got past Chisum Valley it swept east and onto their property exactly as they were instructed to lay it out by the highway district and in cooperation with the City.

Mr. Eck added, in regards to health, safety, access; they had 30 houses on a single point of ingress and egress. If that point was blocked, this was why this connectivity was required, and first responders couldn't be in there and they had no fire service and no life safety service in their subdivision, by 1 accident blocking their entrance. That was why, when their plat was developed, they were required to build the stub streets for the connection and why this development was required to connect to it. They tried, as a convenience and to be a good neighbor, to get a variance but it was rejected by ACHD for safety reasons. They felt the lack of connection was a greater safety concern than having the connection. Mr. Eck did some quick math and came up with 1 car every 18 minutes. He stood for questions.

Mayor Stear was confused about the 150 trips per day when there were 310 buildable lots.

Mr. Korporaal explained that was 5% of the daily trips for the subdivision. Generally, a P.M. peak hour was about 10% of your daily trip value so 14 P.M. peak hour trips was 150 daily trips using Chisum.

Mr. Eck added they analyzed the flow of where all this traffic was going and the majority of it was not heading in the southwest direction. They talked about how diverse the project was and how cut up it was. He gave an example of how that would help reduce traffic that would even be interested in going there. He also reviewed a storm drainage feature, a swale, they would be putting in and how it was just as effective as a speed bump for speed mitigation.

Council President Buban-Vonder Haar verified the swale was on the last page of the PDF they handed out.

Jeff Bower pointed out a mitigation factor in Phase 6, their final phase, that would help alleviate traffic. They would build all of their infrastructure and connections before connecting so people would have already developed their traffic patterns and the lights would be in.

Mr. Eck clarified they were saving all of their connections to Chisum Valley for their final phase.

Mayor Stear felt there was more direction out of that subdivision and that it didn't seem necessary to connect to Chisum Valley.

Council President Buban-Vonder Haar counted 7.

Mr. Eck explained some of those connections were for when future development occurred and the highway district controlled the roads. These were their requirements and he reiterated they did not grant the requested variance for safety reasons.

Mayor Stear replied there was not any place he could see that would be blocked.

Mr. Eck was referring to Chisum Valley being blocked not anything in this subdivision.

City Attorney Bill Gigray stated, if the connection issue was a concern, they could ask the ACHD representative that was present as to what their position was because by statute highway districts had to approve plats as well.

David Corcoran from ACHD, 3775 N Adams Street, Garden City, Idaho 83714, read and explained their Continuation of Streets policy. He noted the commission ultimately made the decision to deny the waiver based on the policy and based on emergency access and things of that nature.

Mayor Stear was curious why this subdivision had been in existence so long with only 1 entrance if that was ACHD's policy. It made no sense that they would allow this subdivision to occur with 1 entrance.

Mr. Corcoran responded it didn't go to the entrance to this subdivision but to the broad policy regarding a stub street.

Council Member Christensen was concerned that it sounded like the reasoning behind denying the request not to connect was the emergency access but that just went back to the Chisum Valley entrance that the Mayor referenced. When they used something that had been there for 20 years as the reasoning it made their heads spin a little bit.

Mr. Corcoran didn't have a great response for that but could go back and do a bit more research on how the decision was made and why but it was ultimately a vote by their commission.

Mr. Gigray stated he wasn't sure if ACHD would have a Findings of Fact and Conclusions of Law that would explain why they made that decision but he thought they might and it might be available.

Council President Buban-Vonder Haar asked if there was anything about the developer's request for variance and ACHD's response in the traffic study or if it would be contained elsewhere. There were 396 pages of packet and she was trying to figure out if it was somewhere in the packet where she could easily get to it.

Mr. Korporaal replied it was in ACHD's staff report which he believed started on page 32 of 369 and read the section.

Mayor Stear wanted to speak with Mr. Goldthorpe about some of that. He appreciated the concerns and although it sounded like it wasn't a lot of traffic it seemed to him it would be a lot of traffic with that many homes. He certainly understood that concern especially where there were no sidewalks with a pedestrian connection. He understood the roads were extra wide for that but with no separation between pedestrian and vehicle traffic he was concerned. He also referred to Stephanie Kennedy's concern regarding the lack of slow down lanes on Columbia Road. Those were things that would not necessarily be up to the developer to take care of but they would want to be sure to get it in their 5-year plan.

Council President Buban-Vonder Haar noted that situation was also elsewhere in the city and they would want to be sure they were being consistent.

Mayor Stear said it was hard for him to make sense of how that was platted out so many years ago. He was hearing that it was shown at some point that there would be a maximum of 60 homes and he didn't know where that came from but that would actually make more sense than what they were looking at right then. Mostly he was talking out loud to himself.

Brian Luckie, 7714 S McLintock Place, Meridian, Idaho 83642, decided to testify. He noted an important point when looking at the traffic. He thought that when the 310 homes went in, they would see the roadways with striped lines so they would be able to define right and left traffic. It was mentioned that Chisum Valley had a 4-foot easement but that was the first time he had ever heard that. In their subdivision they had an asphalt road with no striping and no designation of lanes. They had curves and it was really common for people going 25 MPH or faster to have a hard time differentiating that. As for the 4-foot easement that was implicated as being residential walkway or bike pathway, there was no segregation there either. It came down to the safety of traffic coming through there. Also, to state that there would be a possible 292 vehicles leaving or exiting that subdivision in a 24-hour period and they would only get 5% of that was not realistic at all. He thought they could assume at least 3 - 5 cars per household, so 310 households times 3 would be about 900 vehicles possibly coming in and out of that subdivision. He thought they had 3 access points and 5% was pretty low. It was a straight shot through Chisum so that

straight shot was always a speed limit breaker. They had no barriers for speed control. They had been battling speed within the confines of their subdivision since he had been there which was 20 years. He was the president of the board for the subdivision and they had approached that subject many times. There was a huge safety concern.

Mr. Eck rebutted that the road section that was built there and the road section built today was the same. They had 50 feet of right-of-way and 30 feet of paving. The through traffic lanes were 11 feet which left 4 feet on each side of the traffic lanes for an attached asphalt sidewalk or pedestrian and bicycle traffic. The pavement section was the same as their roads today with the width at 30 feet. They only extended Chisum Way into their subdivision at the depth of 1 lot and then it hit a T intersection. McLintock did run through further than that but it would have a storm drain swale to slow traffic. They could not make Chisum any shorter. The agency that controlled the roads was requiring both connections. He reviewed how they came to the numbers indicated for the amount of traffic coming out of Chisum Valley and what they were doing to help mitigate traffic concerns. He stood for questions.

Laurie Allen, 7980 S Chisum Way, Meridian, Idaho 83642, stated there seemed to be some confusion and thought maybe a decision should be postponed. She asked that they postpone and that Mayor Stear reach out to ACHD to get the answers they were asking for since they didn't really cover the reasoning.

Council Member McPherson asked about the retention pond on a current map that Richard Durrant spoke about. He wanted to know if it was going away. On the Landscape Plan and Open Space Map it looked like it was blipped in there but it also showed houses there.

Mr. Eck replied Mr. Durrant had a retention pond on his property. There were 2 ponds down there. The retention pond on their property was a reclamation pond used when the property was flood irrigated and the drain water would go in that pond and pump back up on to the field. It had not been used since the pivot went in. Mr. Durrant had a waste water collection pond on his property that they were concerned about. Their development, as required, was fully fenced with a 6-foot fence around the entire boundary with barricades on the end of the stub street where the roundabout would go in the future. They would have to road trust their appropriate share of building a roundabout. Their pond would be filled in and utilized.

Council President Buban-Vonder Haar asked Council how they wanted to proceed.

Mayor Stear wanted to talk with ACHD some more and get a better look at the traffic overview. He wanted their comments on the traffic lights, the roundabout, the connections, and those kinds of things. He wanted to take a little more time and thought some opinion and conversation from ACHD would be helpful even though it was in the packet.

Council Member McPherson agreed and thought it was grossly ignorant the order in which stuff happened. Mr. Eck didn't want traffic into the subdivision and ACHD said to bad you have to do it anyway. Now Council was saying they didn't like it either and they had to go backwards. It delayed Mr. Eck for doing the right steps and processes but it also impacted a neighborhood. He was not going to predict the percentage of traffic going through there but he did not see that any volume was designed to go through what was currently there. He wanted more information as well.

Council Member Christensen agreed. It would be nice to know the reasoning behind things since they were all questioning it.

Council President Buban-Vonder Haar asked if they only wanted to receive testimony on traffic.

Mayor Stear stated he wanted testimony on pedestrian and vehicle traffic. He also appreciated Richard Durrant's thoughts on more units abutting the farm property. He could see where trouble could come from that. It seemed there were several things they still needed to be talked about so he thought maybe they should just leave it open unless Council felt otherwise.

Council Member Christensen agreed.

Mayor Stear stated they would just need a motion to continue.

City Clerk Chris Engels wanted to clarify if they were leaving the public hearing open for expert testimony pertaining to the items they listed or if they were leaving it open to all testimony regarding those matters.

Mayor Stear thought there were several questions so his preference was all testimony but it was up to Council.

Council President Buban-Vonder Haar asked if the next meeting would be sufficient.

Mayor Stear replied it should be.

Council President Buban-Vonder Haar asked if those that testified that night were permitted to testify again.

Mr. Gigray explained it depended on what Council decided they wanted to hear if they continued the public hearing. If they were going to keep it open to all issues it was his opinion that they should allow anybody to testify about any particular new information that was provided. It made more sense that, if they kept it open, they request a presentation of evidence on certain subjects first so it could define what people talked about. If they wanted to talk about any issue associated with the approval of this preliminary plat that was allowable for their determination under

city ordinance, they could do that as well. They could set those parameters but they needed to articulate how they wanted to proceed. It would make a difference on how it was on the agenda and what kind of testimony they would entertain at the next meeting. If they wanted specific information from ACHD they would need to make that request so they would be prepared to present it.

Mayor Stear noted they had a meeting with Kent Goldthorpe the following morning. He figured he could make that request to him and he could assign the appropriate staff members and possibly Mr. Corcoran could weigh in on that also.

Mr. Gigray stated if there was going to be a request of ACHD he recommended it be done during this meeting and not in any conversations outside of the meeting unless they directed staff to do it in order to avoid ex-parte.

Mayor Stear would ask Mr. Goldthorpe to get an overview of their recommendations on the traffic, connections, and requested mitigations such as the lights, roundabouts, required connections, and traffic as far as pedestrian and vehicular. He asked if that was specific enough.

Mr. Gigray clarified it was those considerations in regards to the impact on the subdivision that was subject to approval and the neighboring subdivision as well. He thought that would be good.

Mayor Stear agreed and stated they would need to motion to continue the hearing and keep the testimony for next time for new information.

Jeff Bower stated the applicant wanted to give 1 more rebuttal. They submitted the application in August of 2018. It was on the hearing for November. They got approval from ACHD in September. They were requesting a conditional approval. He appreciated Council Member McPherson's characterization. They had no dog in this fight. They did not care if the road went through or not. If it kept their neighbor's happy, they preferred not to have it go through. They did already have a hearing where Mr. Goldthorpe voted to deny it. He recommended for that night that they approve with the condition that the applicant seek another waiver of policy and if it was approved, they would submit an amended preliminary plat for approval. They just didn't know how long this would potentially drag out if they were waiting for ACHD to make another decision. He added staff at ACHD was supportive of the waiver. The vote was 3 to 2. They were very close and Mr. Goldthorpe could be the swing vote. There was no public testimony so they could educate the public as to when the hearing would be. He thought that would be huge and that it was doable but they wanted to move forward with project. They had been under review for about 6 months at that point.

Mayor Stear said his situation was they would do all this and rely on the experts and what they approved and disapproved but they had done so many of these that he

needed to know what they were approving and why. He was less apt to just rely on that expert testimony all of the time from the highway district.

Mr. Bower replied they understood if Council needed more time and they respected that but they thought their condition would allow them to move forward and at the same time allow the waiver to exist and be a possibility. They went forth in good faith to get that for the neighbors' benefit. That was their request.

Council President Buban-Vonder Haar thought that was a reasonable request if that was the only concern.

Council Member Christensen thought it was not strictly reliant on the 1 road being closed down but more just needing some justification on why ACHD was requiring a connection. There were more questions than that including questions relating to where they got the car traffic numbers. He reviewed the questions brought up by Mayor Stear. If they needed to conditionally approve that was fine. He wasn't going to convince anyone otherwise so he would stop his discussion there.

Mr. Gigray stated if Council was to consider the applicant's request for conditional approval, he recommended they ask the ACHD representative to clarify for the record what they need to be doing and he guessed they would need a variance from the highway district. Then they would need to state the condition so it met the standard they would have to meet without mixing and matching terminology.

Mayor Stear stated he was right and that was why he did not know how they could conditionally approve when they did not know exactly what information they would be adding to that.

Council President Buban-Vonder Haar thought they would be conditionally approving with the notation that they continue to pursue, make a second request, to ACHD with Council's and the neighborhood's support to reconsider the denial of the variance request and their pursuit of reconsideration wouldn't hold up Council's approval until that whole process played out since that wouldn't happen until Phase 6.

Mr. Gigray stated it depended on if this was an application for a preliminary plat of all 6 phases beacuse ACHD would have to approve it. If it was only the first phase and did not include the connection then the application for the variance would not apply until then. He wasn't sure if this was all 6 phases or not. If they requested the variance and it was denied but the condition was only that they apply then the subdivision preliminary plat approval would stand.

Council President Buban-Vonder Haar said that was what she understood. She asked what Council thought. She understood the concerns, was sympathetic to them, and fully supported going back to ACHD and asking them to reconsider. However, she also thought it was a little unfair to hold them basically hostage due to a decision an

entity outside their control had made. She was fine with the conditional approval or pushing to the next meeting to hear more from ACHD and potentially making a conditional approval then.

Mayor Stear wasn't sure what they would hear from ACHD and how that would play out so he was not completely comfortable with a conditional approval. His preference was to wait until the next meeting for any approval.

Council Member McPherson also leaned that way.

Council President Buban-Vonder Haar clarified, since staff could talk with ACHD but Council could not, that the specific information they were hoping to get was an overview of the recommendations on the traffic and connections to Chisum subdivision plus information on the other traffic mitigations they required for the site.

Council Member McPherson moved to continue the public hearing to the February 19, 2019 City Council Meeting to receive further information as it relates to the overview of pedestrian and vehicle traffic with testimony from ACHD, additional testimony from staff, and general testimony. Seconded by Council Member Christensen. Motion carried 3-0-1. Council Member Cardoza was absent.

7. Business Items:

A. Quarterly Budget Report – Jared Empey, City Treasurer
(Timestamp 01:45:58)

City Treasurer Jared Empey reviewed the budget to date as shown in the report in Council's Packet. The main thing he wanted to draw to their attention to was the revenue looked really good and expenses were being controlled. He noted how the Sewer Capital Improvements Fund was affected by different projects' status and stood for questions. He added that the City's cash position was also really good.

Council thanked Mr. Empey.

B. Consideration to approve Resolution No. R08-2019 – Nancy Stauffer, Human Resources Director ACTION ITEM
(Timestamp 01:49:47)

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.

Mayor Stear explained how the HR position came about and that Nancy Stauffer was very well versed in HR and it had been very helpful to have her in that position.

Human Resources Director Nancy Stauffer explained the changes to the Step and Grade and longevity and stood for questions.

Mayor Stear added this would give more leeway in hiring.

Council President Buban-Vonder Haar moved to approve Resolution No. R08-2019. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

C. Request for time extension for Granite Excavation on Orchard Lift Station Project – Bob Bachman, Public Works Director ACTION ITEM
(Timestamp 01:54:14)

Public Works Bob Bachman explained Granite Excavation's need for a time extension and stood for questions.

Mayor Stear noted they were still under budget.

Mr. Bachman stated even with the change orders they should come in close to $100,000 give or take a little bit.

Council President Buban-Vonder Haar moved to approve a new substantial completion date of March 1, 2019 and a final completion date of March 8, 2019 for Granite Excavation's work on the Orchard Lift Station. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

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
(Timestamp 1:56:31)

Public Works Director Bob Bachman presented the request and explained the benefits of having an inspection camera. He stood for questions.

Council President Buban-Vonder Haar asked if this was coming from the General Contingency Fund or the Sewer Contingency Fund.

Mr. Bachman replied the Sewer Contingency Fund.

Council Member Christensen asked if they got multiple quotes or if they had worked with MetroQuip before and just stuck with them.

Mr. Bachman explained they called around and were confident they were getting the best price.

Council President Buban-Vonder Haar moved to approve the expenditure of $9,750 from the Sewer Contingency Fund for the purchase of an inspection camera. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

E. Review the proposed Area of City Impact Boundary between the City of Kuna and Meridian – Wendy Howell, Planning & Zoning Director
(Timestamp 01:59:05)

Economic Development Director Lisa Holland reviewed, on behalf of Planning & Zoning Director Wendy Howell, the discussions between Kuna City Staff and Meridian City Staff on the Area of Impact and the map that was proposed and in the packet. She stood for questions.

Mayor Stear added this had been discussed for a while and it was decided to let staff use their expertise to see who could best service what. Out of all of the discussion on it this was the best they had seen yet and he was very pleased with staff's hard work. They just wanted Council to see what it looked like.

8. Ordinances:

A. Consideration to approve Ordinance No. 2019-03 ACTION ITEM
(Timestamp 02:01:06)

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

Council President Buban-Vonder Haar moved to waive three readings of Ordinance No. 2019-03. Seconded by Council Member McPherson. Motion carried 3-0-1. Council Member Cardoza was absent.

Council President Buban-Vonder Haar moved to approve Ordinance No. 2019-03. 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.

9. Mayor/Council Announcements:

(Timestamp 02:02:59)

Mayor Stear mentioned again that Council Member Cardoza was still having trouble. They hoped all would go well and he could come back soon.

10. Executive Session:

None

11. Adjournment: 8:03 P.M.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

Minutes prepared by Ariana Welker, Deputy City Clerk
Date Approved: CCM 02.19.2019

CITY OF KUNA
PO Box 13 • Kuna, Idaho • 83634 • Phone (208) 922-5274
Fax: (208) 922-5989 • www.kunacity.ld.gov

SIGN-UP SHEET

Case Name: 18-06-OA
Case Type: Zoning Ordinance Revision

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	Print Name
Print Address	Print Address	Print Address
City State, Zip	City State, Zip	City State, Zip
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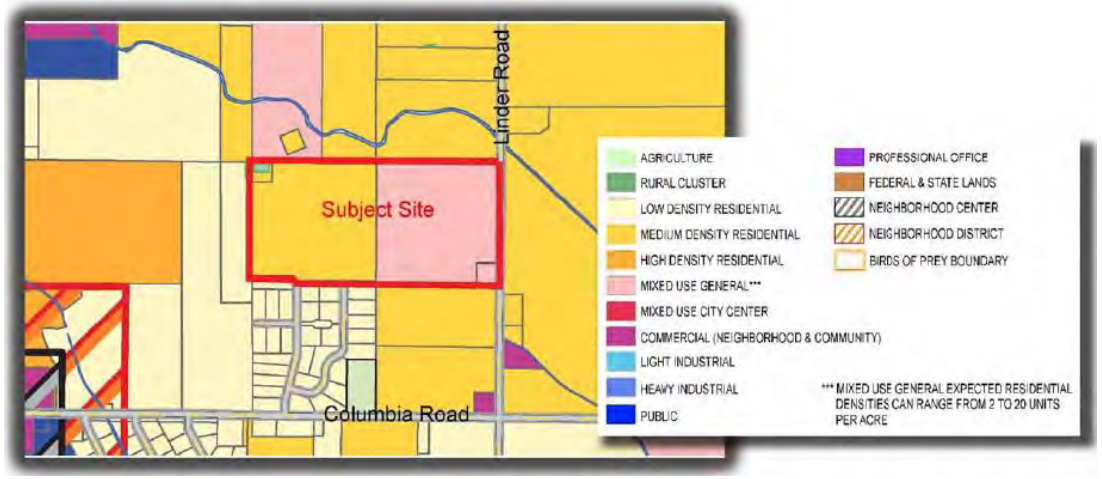
Whisper Meadows

Kuna City Council

February 5, 2018

The Property

- Linder between Columbia and Lake Hazel
- 73.5 acres
- Annexed in 2006



2018 Rezone

O. Order of Decision by the City Council:

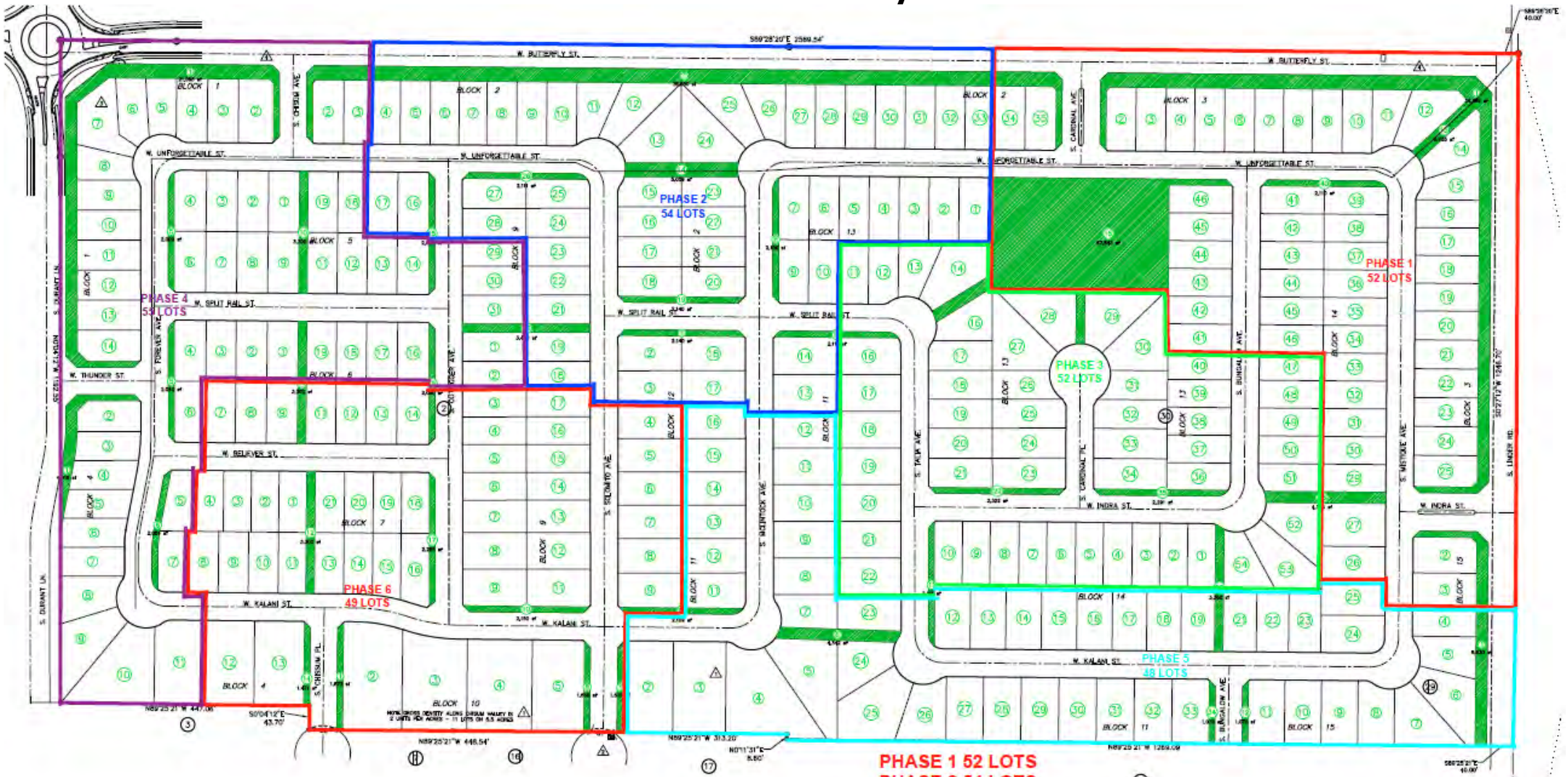
18-01-ZC (Rezone): Based on the facts outlined in staff's report and the public testimony during the public hearing by the City Council of Kuna, Idaho, the Council hereby approves Case No. 18-01-ZC, a rezone request by Katie Miller (Bailey Engineers) on behalf of Thistle Farm, LLC and Vanderkooy Farm, LLC, with the following conditions of approval *at time of development in the future*:

- Applicant shall follow the conditions stated in the staff report and related agency reports.
- Applicant shall insure that actual density does not exceed 4.25 D.U.A., and provide a max 2 D.U.G.A. along border of existing homes in Chisum Valley Subdivision.

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:

- Property is zoned R-6
- Conditions of approval
  - Overall Density: 4.25 DUs
  - Transition Density: 2.0 DUs per gross acre

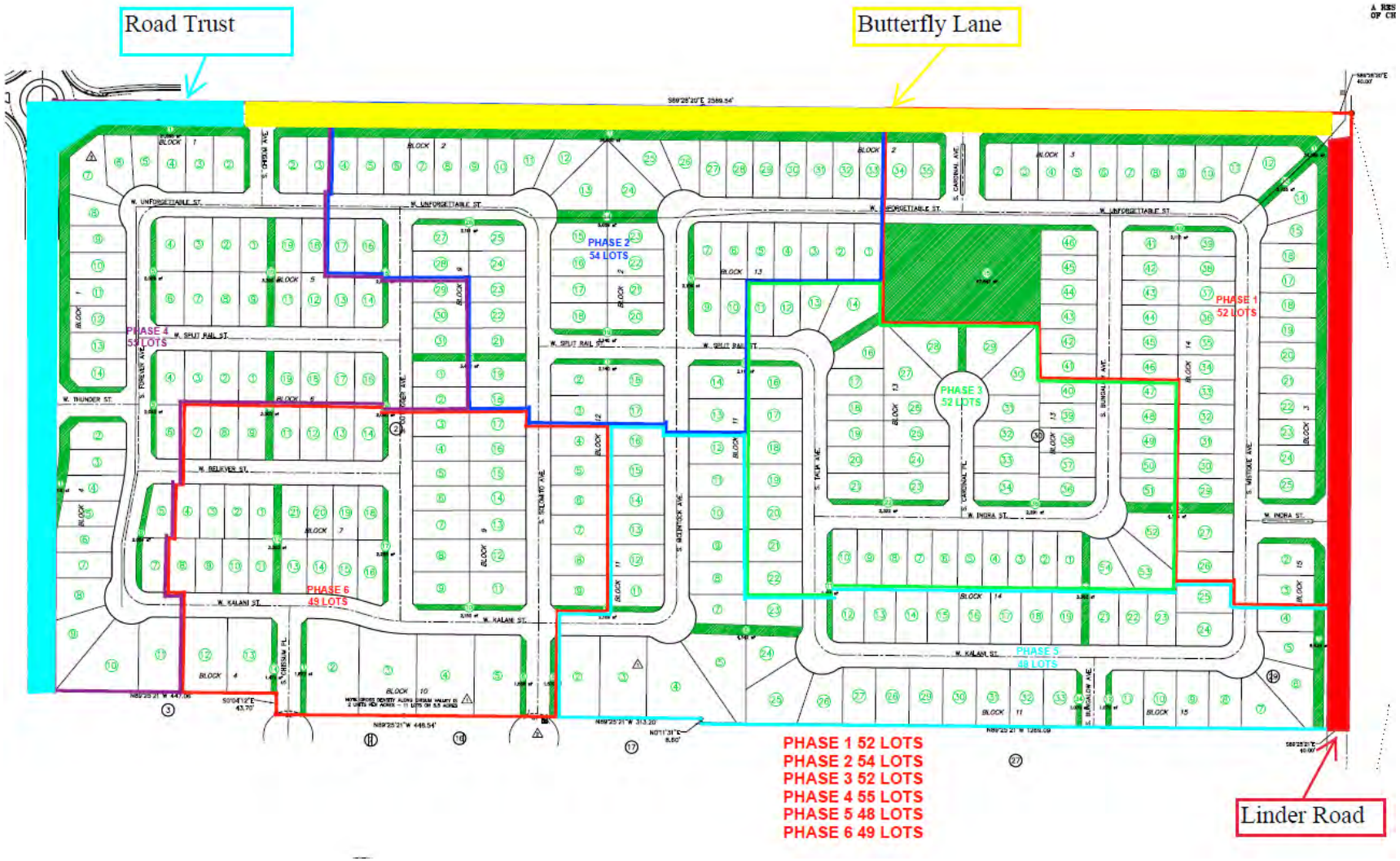
Preliminary Plat



PHASE 1 52 LOTS
PHASE 2 54 LOTS
PHASE 3 52 LOTS
PHASE 4 55 LOTS
PHASE 5 48 LOTS
PHASE 6 49 LOTS

Landscape Plan and Open Space

Traffic Improvements



Connection of Local Streets

- McLintock and Chisum public streets dedicated to ACHD
- ACHD denied a waiver of policy
- Safety Concerns with dead end street
- ACHD Staff Report recited the benefits of connectivity

Connection of Local Streets

GLENN J. RHODES, President
SHERRY R. HUBER, Vice President
JAMES E. BRUCE, Secretary

INTER-DEPARTMENT
CORRESPONDENCE

DUKE/DSTECH
12-14-94

TO: ACHD Commission

DATE: December 12, 1994

FROM: Development Services

SUBJECT: PRELIMINARY PLAT - Duke's Country Estates Linder/Columbia
94-66-PDR/NF
(Developer - Collen Kesler, 3331 Grey Street, Nyssa, OR 97913)
(Engineer/Surveyor - Briggs Engineering, Van Elg, 1111 S.Orchard, Suite 600, Boise, ID 83705)

FACTS & FINDINGS:

1. Duke's Country Estates is a 38-lot, 160-acre non-farm residential subdivision located at the northwest corner of South Linder Road and West Columbia Road. The proposed subdivision has 32 buildable lots, three farm lots, one park lot and one lot intended to be a youth baseball facility. There are 10,800-feet of new public roads being platted with this subdivision.

L.F. OF FRONTAGE ON West Columbia Road- 2,600
MOST RECENT TRAFFIC COUNTS - Date 5/3/94 Volume 1,425
(W. Columbia Road e/o S. Linder Road)
FUNCTIONAL CLASSIFICATION MAP DESIGNATION - Local
ADA COUNTY RIDGE-TO-RIVERS PATHWAY PLAN - No pathway shown
EXISTING RIGHT-OF-WAY - 50-feet
REQUIRED RIGHT-OF-WAY - 80-feet (40-feet from centerline)
West Columbia Road is improved with 24-feet of paving and no sidewalk.

IMPACT FEE BENEFIT ZONE - West Ada
IMPACT FEE ASSESSMENT DISTRICT - Near Rural

3. Access for the 32 buildable lots is proposed from a public road off of Columbia Road. The design is proposed to be of a divided entry type with a raised landscaped median as a separate lot owned and maintained by the homeowners association.

   The proposed baseball facility would also be taking access off of Columbia Road with an offset of at least 850-feet from the internal road, Cogburn Way. At this time this facility is conceptual only and the review of the detailed plans for will be required.

4. A proposed access point and road easement along the east boundary of the subdivision is intended to be a agricultural only access for Lot OS1.

5. Design of cul-de-sac streets provides for street extension in the future.

6. An existing home (Lot 32), a future dwelling (Lot 31), and two 40-acre farm lots are proposed to take access off of Linder Road.

Connection of Local Streets

SITE SPECIFIC REQUIREMENTS:

1. Dedicate 40-feet of right-of-way from the centerline of Columbia Road abutting parcel (10 additional feet). The owner will be compensated for this additional right-of-way from available impact fee revenues in this benefit zone.

2. Dedicate 40-feet of right-of-way from the centerline of Linder Road abutting parcel (10 additional feet). The owner will be compensated for this additional right-of-way from available impact fee revenues in this benefit zone.

3. Provide a 45-foot diameter temporary turn around easement at the end of McClintock Street.

4. Provide 3-feet of additional paving and a 3-foot gravel shoulder along West Columbia Road and Linder Road abutting parcel.

5. The raised landscaped median entrance at Cogburn Way shall have a minimum 20-foot face to face street section for the inbound lane and a minimum 24-foot face to face street section for the outbound lane.

   This median shall be a separate lot, owned and maintained by a homeowners association.

6. Direct lot access to Columbia Road is restricted for Lot 8, Block 40, and Lots 1 and 2, Block 41. Access to Lot 5, Block 40, is restricted to a single residential access unless otherwise approved by the District.

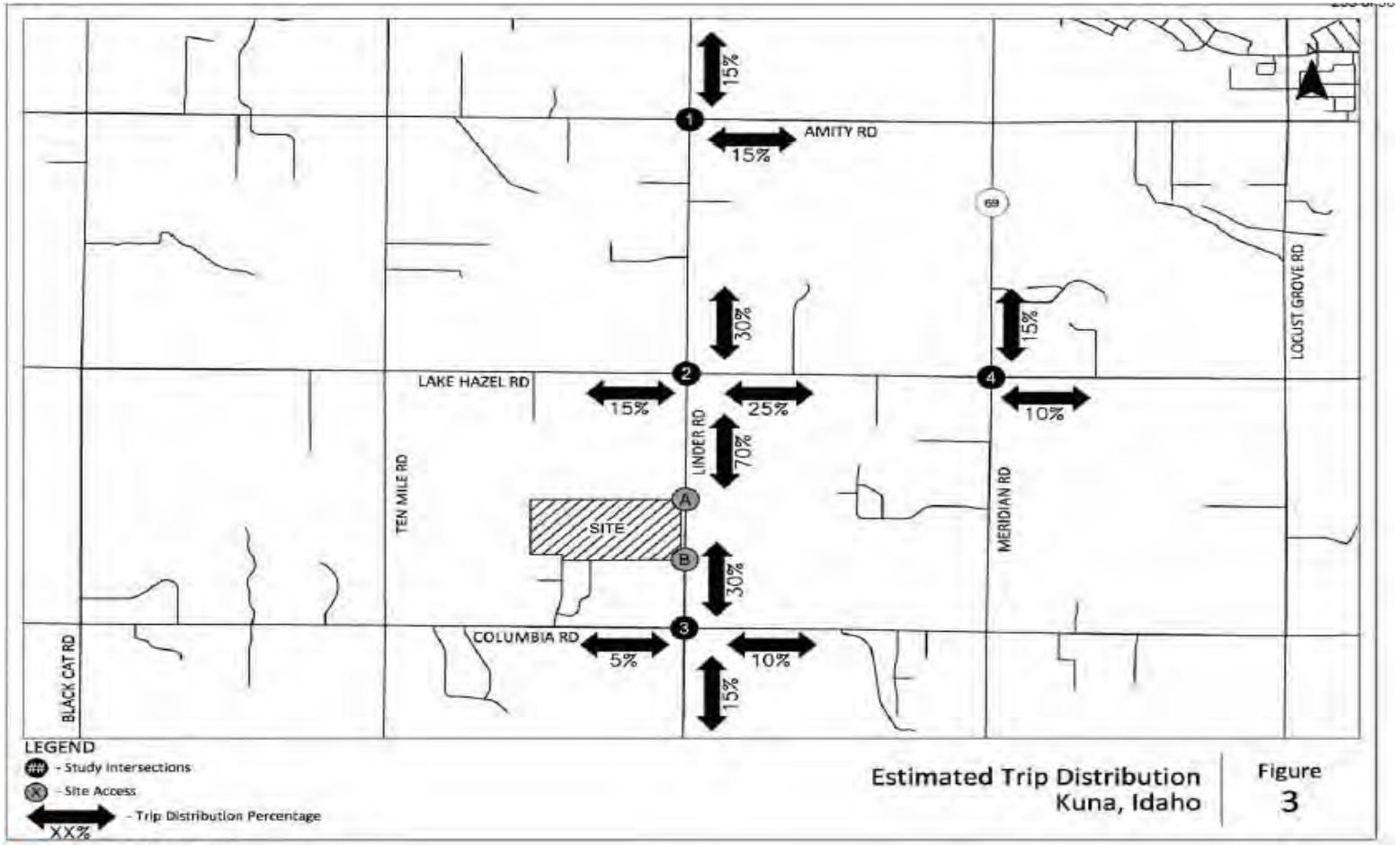
7. Note on the plat that the access easement on the east boundary of the subdivision will be limited to agricultural access only.

8. Internal streets shall be constructed with 30-feet of paving.

9. Chisholm Way shall be signed for no parking from the mid-point of lot #4 to the north boundary of lot #6 to prohibit parking in front of the micro path connecting the subdivision to the baseball facility.

- 30 foot street is still the ACHD standard for 1 acre subdivisions.

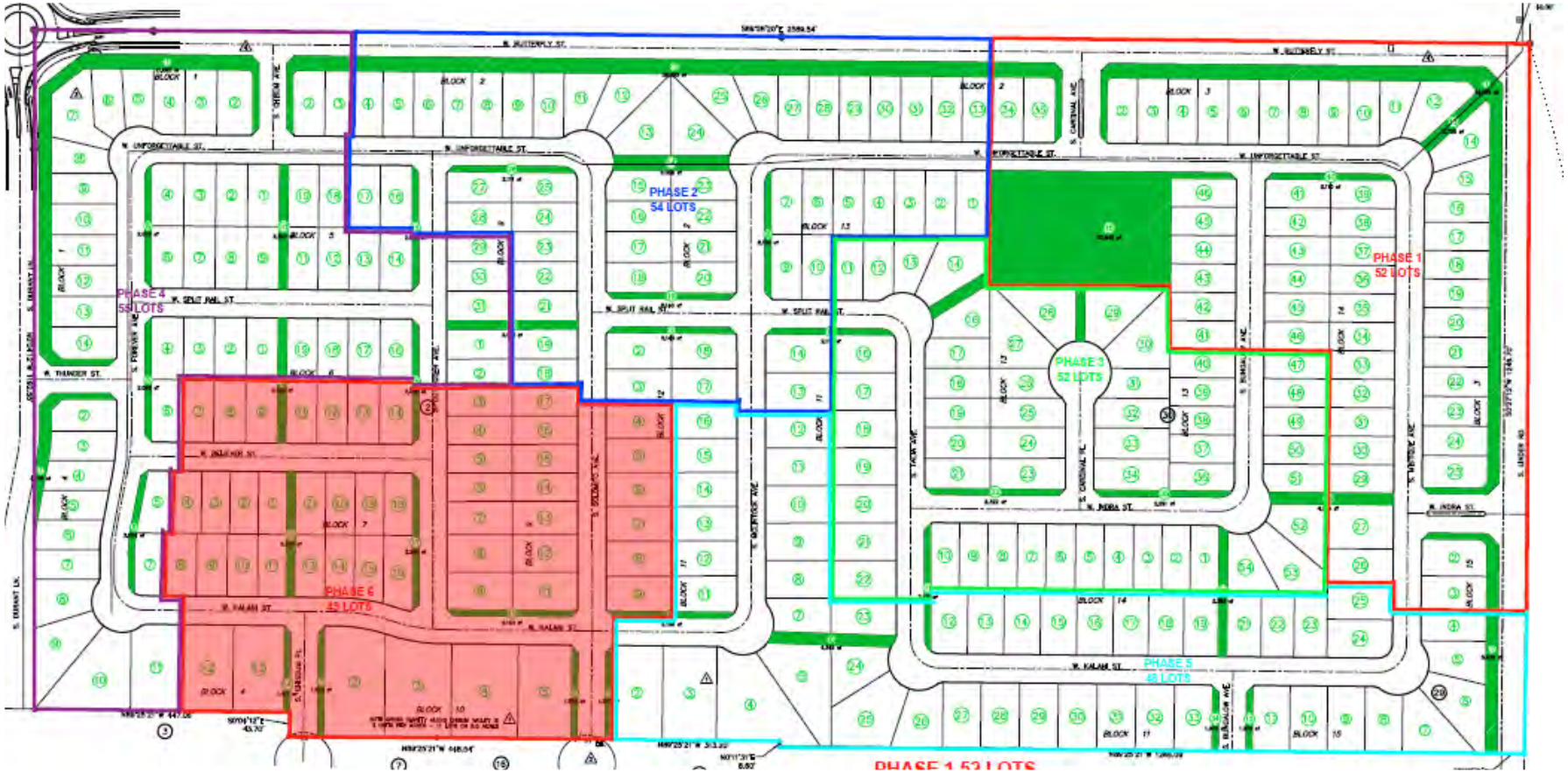
Trips on Local Streets



- 5% of total traffic will used Chisum or McLintock
- 150 trips per day
- 14 in the PM peak
- Trips will be split between Chisum and Mclintock

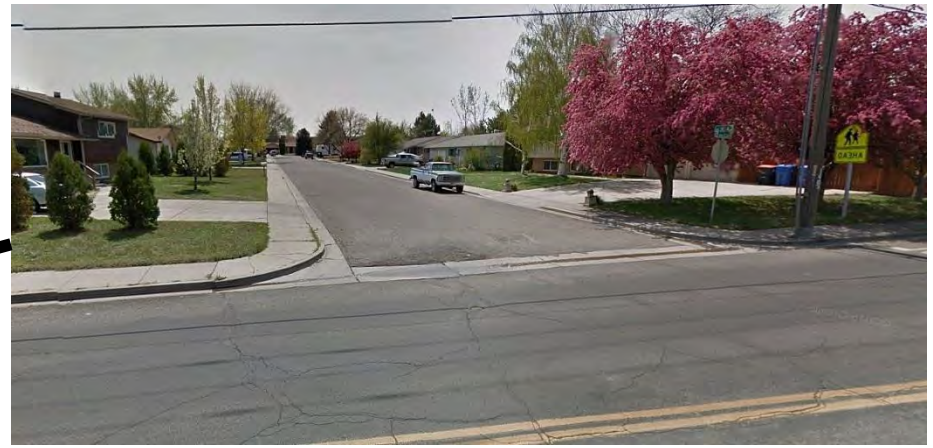
KITTELSON & ASSOCIATES

Traffic Mitigation



- Street design
- Phasing (Phase 6, last to develop)
- Signal at Columbia and Linder

Traffic Mitigation



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

February 05, 2019 – City Council, Public Hearing

Case Name: Preliminary Plat, Whisper Meadows; Request by Bailey Engineers.

Case Type: Applicant 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.

Case No.: 18-01-S (Prelim Plat) - A Pre Plat to Subdivide Approx. 73.50 acres.

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	Richard Durrant	Shannon Luckie
Print Address	7592 South Ten mile	7714 S. McLintock
City State, Zip	Meridian ID 83642	Meridian Id 83642
☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify	☒ Testify ☒ Not Testify
Print Name		Bryan Luckie
Print Address		7714 S McLintock Pl
City State, Zip		Meridian ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify
Print Name		Kelley Stevenson
Print Address		7751 S McLintock Pl
City State, Zip		Meridian ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name		Stephanie Kennedy
Print Address		7638 S. McLintock
City State, Zip		Meridian, Id 836

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	Print Name: TENNA VON DER EHE
Print Address	Print Address	Print Address: 7601 S Chisum Pl
City State, Zip	City State, Zip	City State, Zip: MERIDIAN ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Print Name: Rick Willis
Print Address	Print Address	Print Address: 2345 Cosburn Ln
City State, Zip	City State, Zip	City State, Zip: Meridian 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☒ Testify ☐ Not Testify
Print Name	Print Name	Print Name: Virginia Jeppesen
Print Address	Print Address	Print Address: 7901 S Chisum Way
City State, Zip	City State, Zip	City State, Zip: Meridian, ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☒ Not Testify
Print Name	Print Name	Print Name: ALANA EVOLFSON
Print Address	Print Address	Print Address: 7795 S. McLINTOCK
City State, Zip	City State, Zip	City State, Zip: MERIDIAN 83642
☐ 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

IN FAVOR	NEUTRAL	IN OPPOSITION
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Print Address	Print Address	Print Address
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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

This is Dru Wright. I cannot be there tonight. I was going to bring up the fact that city council voted previously that:

"the ***Actual*** density of the subdivision ***would not exceed 4.25*** homes per acre ***AND*** a density of 2 homes per gross acre along the border with the existing subdivision". The AND here indicates this was two separate decisions. That wording means that no lot in the subdivision should be smaller than 10000 square feet. Mr. Eck has some lots listed at less than 6000 square feet. This is inconsistent with the intent of the actual 4.25 homes per acre decision for that area that does not include the acreage along the border of the existing subdivision.

It is also inconsistent with the Kuna City Ordinance 6.1.3 which in part provides for "harmonious development of an area to be consistent with the existing homes and streets".

The Kuna Comprehensive Plan also calls for larger lots. Specifically, the Plan says on page 10: "Agriculture is important to Kuna's heritage, and there is interest in preserving large tracks of working agriculture land within the city for clustered, large-lot rural residential development. City officials and staff should not discourage clustered, large-lot rural residential developments if that land strategy can be integrated in such a fashion and the services can be provided to developments in an efficient and cost effective manner".

Page 13 also states: "A goal expressed by many people was the preservation of large lots and regular cluster development in appropriate balance with other types of residential development.".

This area, with the many large lots already existing here, requires that Mr. Eck's development be in keeping with the decision of City Council previously, with existing Kuna City Ordinances and with the Kuna Comprehensive Plan. No lot in the subdivision should be under 10000 square feet per the 4.25 per acre decision. The 4.25 per acre decision was separate from the 2 homes per gross acre density decision. As a result, the 4.25 homes per acres is not a gross measurement for the sub-division as a whole.

Thank you for your consideration and time.
Dru Wright
7828 South McClintock
(Chisum Valley Subdivision)

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
ACTION GARAGE DOOR, INC												
630	ACTION GARAGE DOOR, INC	19468-1		GARAGE DOOR FOR SPLASH PAD PUMP HOUSE, PARKS, JAN. '19	01/31/2019	1,215.00	.00	01-6045 C0NTINGENCY	1067	2/19		
Total 19468-1:						1,215.00	.00					
Total ACTION GARAGE DOOR, INC:						1,215.00	.00					
ADA COUNTY HIGHWAY DISTRICT (IMPACT)												
5	ADA COUNTY HIGHWAY DISTRICT (IMPACT)	01312019ACH		ACHD IMPACT FEE, JAN.'19	01/31/2019	77,818.00	77,818.00	01-2510 ACHD IMPACT FEE TRANSFER	0	2/19	02/08/2019	
Total 01312019ACHDI:						77,818.00	77,818.00					
Total ADA COUNTY HIGHWAY DISTRICT (IMPACT):						77,818.00	77,818.00					
ADA COUNTY SHERIFF'S OFFICE												
6	ADA COUNTY SHERIFF'S OFFICE	8170		SHERIFF SERVICES FOR FEBRUARY 2019	02/05/2019	183,845.78	.00	01-6000 LAW ENFORCEMENT SERVICES	0	2/19		
Total 8170:						183,845.78	.00					
Total ADA COUNTY SHERIFF'S OFFICE:						183,845.78	.00					
ALLSTREAM BUSINESS US, INC												
1411	ALLSTREAM BUSINESS US, INC	15877815		TELEPHONE, DATA, NETWORK SERVICES, 2/1-28/19 - ADMIN	02/01/2019	331.53	.00	01-6255 TELEPH0NE	0	2/19		
1411	ALLSTREAM BUSINESS US, INC	15877815		TELEPHONE, DATA, NETWORK SERVICES, 2/1-28/19 - P & Z	02/01/2019	118.40	.00	01-6255 TELEPH0NE	1003	2/19		

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
1411	ALLSTREAM BUSINESS US, INC	15877815		TELEPHONE, DATA, NETWORK SERVICES, 2/1-28/19 - WATER	02/01/2019	307.85	.00	20-6255 TELEPH0NE EXPENSE	0	2/19		
1411	ALLSTREAM BUSINESS US, INC	15877815		TELEPHONE, DATA, NETWORK SERVICES, 2/1-28/19 - SEWER	02/01/2019	307.85	.00	21-6255 TELEPH0NE EXPENSE	0	2/19		
1411	ALLSTREAM BUSINESS US, INC	15877815		TELEPHONE, DATA, NETWORK SERVICES, 2/1-28/19 - P.I	02/01/2019	118.39	.00	25-6255 TELEPH0NE EXPENSE	0	2/19		
Total 15877815:						1,184.02	.00					
Total ALLSTREAM BUSINESS US, INC:						1,184.02	.00					
ANALYTICAL LABORATORIES												
1	ANALYTICAL LABORATORIES	60104		MONTHLY BACTERIA SAMPLES, FEB. '19 - WATER	01/31/2019	304.00	.00	20-6152 M & R - LABORATORY COSTS	0	2/19		
Total 60104:						304.00	.00					
1	ANALYTICAL LABORATORIES	60105		LAB TESTS, JAN. '19 - SEWER	01/31/2019	850.25	.00	21-6152 M & R - LABORATORY COSTS	0	2/19		
Total 60105:						850.25	.00					
Total ANALYTICAL LABORATORIES:						1,154.25	.00					
BASALITE - BOISE												
453	BASALITE - BOISE	194133719		CONCRETE PRODUCTS FOR THE ORCHARD LIFT STATION, T.SHAFFER, JAN.'19	01/28/2019	681.60	.00	21-6020 CAPITAL IMPR0VEMENTS	1104	2/19		
Total 194133719:						681.60	.00					
453	BASALITE - BOISE	194133721		CONCRETE PRODUCTS FOR THE ORCHARD LIFT STATION, T.SHAFFER, JAN.'19	01/28/2019	681.60	.00	21-6020 CAPITAL IMPR0VEMENTS	1104	2/19		

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 194133721:						681.60	.00					
453	BASALITE - BOISE	194133722		CONCRETE PRODUCTS FOR THE ORCHARD LIFT STATION, T.SHAFFER, JAN.'19	01/28/2019	717.80	.00	21-6020 CAPITAL IMPR0VEMENTS	1104	2/19		
Total 194133722:						717.80	.00					
453	BASALITE - BOISE	194136037		CONCRETE PRODUCTS FOR ORCHARD LIFT STATION, B. BACHMAN, JAN. '19	01/29/2019	177.90	.00	21-6020 CAPITAL IMPR0VEMENTS	1104	2/19		
Total 194136037:						177.90	.00					
453	BASALITE - BOISE	194136038		RETURNS CREDIT MEMO, CONCRETE PRODUCTS FOR THE ORCHARD LIFT STATION, T. SHAFFER, JAN. '19	01/29/2019	-664.57	.00	21-6020 CAPITAL IMPR0VEMENTS	1104	2/19		
Total 194136038:						-664.57	.00					
453	BASALITE - BOISE	194140497		RETURNS CREDIT MEMO, CONCRETE PRODUCTS FOR THE ORCHARD LIFT STATION, T. SHAFFER, JAN. '19	01/29/2019	-626.10	.00	21-6020 CAPITAL IMPR0VEMENTS	1104	2/19		
Total 194140497:						-626.10	.00					
Total BASALITE - BOISE:						968.23	.00					
BEDLINERS OF TREASURE VALLEY, INC.												
1192	BEDLINERS OF TREASURE VALLEY, INC.	12921	8020	SPRAY IN BED LINER FOR TRUCK 35, B. GILLOGLY, JAN. '19	01/29/2019	450.00	.00	40-6166 PP&E PURCHASES OPERATIONS	1152	2/19		
Total 12921:						450.00	.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 BEDLINERS OF TREASURE VALLEY, INC.:						450.00	.00					
BIG SKY RENTALS LLC												
1846	BIG SKY RENTALS LLC	6155	7929	REFILLING PROPANE TANK, M. MEADE, JAN. '19	01/02/2019	13.46	13.46	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	2/19	02/08/2019	
Total 6155:						13.46	13.46					
1846	BIG SKY RENTALS LLC	6158		LIFT FOR HOLIDAY LIGHTS REMOVAL, PARKS, JAN. '19	01/03/2019	285.00	285.00	01-6212 RENT-EQUIPMENT	1004	2/19	02/08/2019	
Total 6158:						285.00	285.00					
Total BIG SKY RENTALS LLC:						298.46	298.46					
BOISE RIGGING SUPPLY												
246	BOISE RIGGING SUPPLY	B 063361	8011	LIFT STRAPS, CARABINERS FOR SAFETY HARNESS, AND CLEVISES, T. FLEMING, JAN. '19	01/28/2019	143.20	.00	21-6175 SMALL TOOLS	0	2/19		
Total B 063361:						143.20	.00					
Total BOISE RIGGING SUPPLY:						143.20	.00					
BUYWYZ LLC												
1795	BUYWYZ LLC	132916		STAPLES, HAND SANITIZER, CALCULATOR, LABELER, CORRECTION TAPE, FILE CABINET, FOR THE PLANT, D.CROSSLEY, JAN.'19 - WATER	01/30/2019	188.84	.00	20-6165 0FFICE SUPPLIES	0	2/19		
1795	BUYWYZ LLC	132916		STAPLES, HAND SANITIZER, CALCULATOR, LABELER, CORRECTION TAPE, FILE CABINET, FOR TREATMENT PLANT, D.CROSSLEY, JAN.'19 - SEWER	01/30/2019	188.84	.00	21-6165 OFFICE SUPPLIES	0	2/19		

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	132916		STAPLES, HAND SANITIZER, CALCULATOR, LABELER, CORRECTION TAPE, FILE CABINET, FOR TREATMENT PLANT, D.CROSSLEY, JAN.'19 - P.I	01/30/2019	71.94	.00	25-6165 OFFICE SUPPLIES	0	2/19		
1795	BUYWYZ LLC	132916		RECEIPT PAPER, UTILITY BILLING, JAN.'19 - ADMIN	01/30/2019	54.98	.00	01-6165 OFFICE SUPPLIES	0	2/19		
1795	BUYWYZ LLC	132916		RECEIPT PAPER, UTILITY BILLING, JAN.'19 - WATER	01/30/2019	72.57	.00	20-6165 0FFICE SUPPLIES	0	2/19		
1795	BUYWYZ LLC	132916		RECEIPT PAPER, UTILITY BILLING JAN.'19 - SEWER	01/30/2019	72.57	.00	21-6165 OFFICE SUPPLIES	0	2/19		
1795	BUYWYZ LLC	132916		RECEIPT PAPER, UTILITY BILLING, JAN.'19 - P.I	01/30/2019	19.80	.00	25-6165 OFFICE SUPPLIES	0	2/19		
1795	BUYWYZ LLC	132916		SCREEN CLEANER, POSTIT TABS, COPY PAPER, SHEET PROTECTORS, ENVELOPES, CANNED AIR, MAILING LABELS, CLERKS AND STOCK, JAN.'19	01/30/2019	158.38	.00	01-6165 OFFICE SUPPLIES	0	2/19		
1795	BUYWYZ LLC	132916		PENS, APPOINTMENT BOOK, BINDERS, N.STAUFFER, JAN.'19	01/30/2019	111.43	.00	01-6165 OFFICE SUPPLIES	0	2/19		
Total 132916:						939.35	.00					
1795	BUYWYZ LLC	133062	8023	JANITORIAL SUPPLIES FOR CITY HALL, B. PRICE, JAN. '19 - ADMIN	02/01/2019	71.12	.00	01-6025 JANITORIAL	0	2/19		
1795	BUYWYZ LLC	133062	8023	JANITORIAL SUPPLIES FOR CITY HALL, B. PRICE, JAN. '19 - P & Z	02/01/2019	25.40	.00	01-6025 JANITORIAL	1003	2/19		
1795	BUYWYZ LLC	133062	8023	JANITORIAL SUPPLIES FOR CITY HALL, B. PRICE, JAN. '19 - WATER	02/01/2019	66.04	.00	20-6025 JANITORIAL	0	2/19		
1795	BUYWYZ LLC	133062	8023	JANITORIAL SUPPLIES FOR CITY HALL, B. PRICE, JAN. '19 - SEWER	02/01/2019	66.04	.00	21-6025 JANITORIAL	0	2/19		

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	133062	8023	JANITORIAL SUPPLIES FOR CITY HALL, B. PRICE, JAN. '19 - P.I	02/01/2019	25.39	.00	25-6025 JANITORIAL	0	2/19		
Total 133062:						253.99	.00					
Total BUYWYZ LLC:						1,193.34	.00					
CASELLE INC												
1239	CASELLE INC	93201		CONTRACT SUPPORT AND MAINTENANCE 3/1-/31/19 - ADMIN	02/01/2019	459.20	.00	01-6052 CONTRACT SERVICES	0	2/19		
1239	CASELLE INC	93201		CONTRACT SUPPORT AND MAINTENANCE 3/1-31/19 - P & Z	02/01/2019	147.60	.00	01-6052 CONTRACT SERVICES	0	2/19		
1239	CASELLE INC	93201		CONTRACT SUPPORT AND MAINTENANCE 3/1-31/19 - WATER	02/01/2019	434.60	.00	20-6052 CONTRACT SERVICES	0	2/19		
1239	CASELLE INC	93201		CONTRACT SUPPORT AND MAINTENANCE 3/1-31/19 - SEWER	02/01/2019	434.60	.00	21-6052 C0NTRACT SERVICES	0	2/19		
1239	CASELLE INC	93201		CONTRACT SUPPORT AND MAINTENANCE 3/1-31/19 - P.I	02/01/2019	164.00	.00	25-6052 C0NTRACT SERVICES	0	2/19		
Total 93201:						1,640.00	.00					
Total CASELLE INC:						1,640.00	.00					
CENTURYLINK												
62	CENTURYLINK	208922113601		DEDICATED LANDLINE SCADA, 1/25-2/24/19 - WATER	01/25/2019	19.77	19.77	20-6255 TELEPH0NE EXPENSE	0	2/19	02/08/2019	
62	CENTURYLINK	208922113601		DEDICATED LANDLINE SCADA, 1/25-2/24/19 - SEWER	01/25/2019	19.77	19.77	21-6255 TELEPH0NE EXPENSE	0	2/19	02/08/2019	
62	CENTURYLINK	208922113601		DEDICATED LANDLINE SCADA, 1/25-2/24/19 - P.I	01/25/2019	7.53	7.53	25-6255 TELEPH0NE EXPENSE	0	2/19	02/08/2019	

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 20892211360125022419:						47.07	47.07					
Total CENTURYLINK:						47.07	47.07					
CITIBANK, N.A.												
1874	CITIBANK, N.A.	100053909	7953	PUMP SCREEN, M.MEADE,JAN.'19	01/08/2019	26.98	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	2/19		
Total 100053909:						26.98	.00					
Total CITIBANK, N.A.:						26.98	.00					
CONPAZ												
447	CONPAZ	1901280009		TVP MAYOR'S MEETING FUND	01/28/2019	598.26	.00	01-6155 MEETINGS/COMMITTEES	1031	2/19		
Total 1901280009:						598.26	.00					
Total CONPAZ:						598.26	.00					
DIGLINE												
25	DIGLINE	0060102-IN		DIG FEES, JAN.'19 - WATER	01/31/2019	203.74	.00	20-6065 DIG LINE EXPENSE	0	2/19		
25	DIGLINE	0060102-IN		DIG FEES, JAN.'19 - SEWER	01/31/2019	203.74	.00	21-6065 DIG LINE EXPENSE	0	2/19		
25	DIGLINE	0060102-IN		DIG FEES, JAN.'19 - P.I	01/31/2019	77.61	.00	25-6065 DIG LINE EXPENSE	0	2/19		
Total 0060102-IN:						485.09	.00					
Total DIGLINE:						485.09	.00					
DMH ENTERPRISES												

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
1745	DMH ENTERPRISES	01312019DMH		PLUMBING PERMITS FOR JANUARY 2019	01/31/2019	7,793.04	7,793.04	01-6202 PR0FESSI0NAL SERVICES	1003	2/19	02/08/2019	
Total 01312019DMHPP:						7,793.04	7,793.04					
Total DMH ENTERPRISES:						7,793.04	7,793.04					
DUBOIS CHEMICALS INC												
512	DUBOIS CHEMICALS INC	IN-1801048	8005	450# DRUM OF POLYMER, T.SHAFFER, JAN. '19	01/31/2019	2,816.27	.00	21-6151 M & R - PROCESS CHEMICALS	0	2/19		
Total IN-1801048:						2,816.27	.00					
Total DUBOIS CHEMICALS INC:						2,816.27	.00					
ED STAUB & SONS PETROLEUM, INC												
1731	ED STAUB & SONS PETROLEUM, INC	1288138-IN		PROPANE TANK RENT, FEB.'19	02/01/2019	10.00	.00	01-6212 RENT-EQUIPMENT	0	2/19		
Total 1288138-IN:						10.00	.00					
Total ED STAUB & SONS PETROLEUM, INC:						10.00	.00					
ELECTRICAL CONTROLS & INSTRUMENTATION												
1744	ELECTRICAL CONTROLS & INSTRUMENTATION	01312019ECI		ELECTRICAL PERMITS FOR JANUARY 2019	01/31/2019	9,219.94	9,219.94	01-6202 PR0FESSI0NAL SERVICES	1003	2/19	02/08/2019	
Total 01312019ECI:						9,219.94	9,219.94					
Total ELECTRICAL CONTROLS & INSTRUMENTATION:						9,219.94	9,219.94					
EVER-FRESH CARPET CLEANING												
1730	EVER-FRESH CARPET CLEANING	1904		CARPET CLEANING AT CITY HALL, FEB.'19 - ADMIN	02/05/2019	100.80	.00	01-6025 JANITORIAL	0	2/19		

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
1730	EVER-FRESH CARPET CLEANING	1904		CARPET CLEANING AT CITY HALL, FEB.'19 - P & Z	02/05/2019	36.00	.00	01-6025 JANITORIAL	1003	2/19		
1730	EVER-FRESH CARPET CLEANING	1904		CARPET CLEANING AT CITY HALL, FEB.'19 - WATER	02/05/2019	93.60	.00	20-6025 JANITORIAL	0	2/19		
1730	EVER-FRESH CARPET CLEANING	1904		CARPET CLEANING AT CITY HALL, FEB.'19 - SEWER	02/05/2019	93.60	.00	21-6025 JANITORIAL	0	2/19		
1730	EVER-FRESH CARPET CLEANING	1904		CARPET CLEANING AT CITY HALL, FEB.'19 - P.I	02/05/2019	36.00	.00	25-6025 JANITORIAL	0	2/19		
Total 1904:						360.00	.00					
1730	EVER-FRESH CARPET CLEANING	1905		CARPET CLEANING AT THE TREATMENT PLANT, JAN.'19 - WATER	02/05/2019	83.16	.00	20-6025 JANITORIAL	0	2/19		
1730	EVER-FRESH CARPET CLEANING	1905		CARPET CLEANING AT THE TREATMENT PLANT, JAN.'19 - SEWER	02/05/2019	83.16	.00	21-6025 JANITORIAL	0	2/19		
1730	EVER-FRESH CARPET CLEANING	1905		CARPET CLEANING AT THE TREATMENT PLANT, JAN.'19 - P.I	02/05/2019	31.68	.00	25-6025 JANITORIAL	0	2/19		
Total 1905:						198.00	.00					
Total EVER-FRESH CARPET CLEANING:						558.00	.00					
FATBEAM LLC												
1831	FATBEAM LLC	7701		INTERNET SERVICE FOR FEBRUARY 2019 - ADMIN	02/01/2019	95.00	.00	01-6052 CONTRACT SERVICES	0	2/19		
1831	FATBEAM LLC	7701		INTERNET SERVICE FOR FEBRUARY 2019 - WATER	02/01/2019	65.00	.00	20-6052 CONTRACT SERVICES	0	2/19		
1831	FATBEAM LLC	7701		INTERNET SERVICE FOR FEBRUARY 2019 - SEWER	02/01/2019	65.00	.00	21-6052 C0NTRACT SERVICES	0	2/19		

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
1831	FATBEAM LLC	7701		INTERNET SERVICE FOR FEBRUARY 2019 - P.I	02/01/2019	25.00	.00	25-6052 C0NTRACT SERVICES	0	2/19		
Total 7701:						250.00	.00					
Total FATBEAM LLC:						250.00	.00					
FIRE EXTINGUISHER CO., INC												
110	FIRE EXTINGUISHER CO., INC	55095		SEWER PLANT ANNUAL FIRE EXTINGUISHER SERVICE, FEB. '19	02/05/2019	105.00	.00	21-6140 MAINT & REPAIR BUILDING	0	2/19		
Total 55095:						105.00	.00					
110	FIRE EXTINGUISHER CO., INC	55096		CITY HALL ANNUAL FIRE EXTINGUISHER SERVICE, FEB. '19 - ADMIN	02/05/2019	7.00	.00	01-6140 MAINT. & REPAIR BUILDING	0	2/19		
110	FIRE EXTINGUISHER CO., INC	55096		CITY HALL ANNUAL FIRE EXTINGUISHER SERVICE, FEB. '19 - P&Z	02/05/2019	2.50	.00	01-6140 MAINT. & REPAIR BUILDING	1003	2/19		
110	FIRE EXTINGUISHER CO., INC	55096		CITY HALL ANNUAL FIRE EXTINGUISHER SERVICE, FEB. '19 - WATER	02/05/2019	6.50	.00	20-6140 MAINT. & REPAIR BUILDING	0	2/19		
110	FIRE EXTINGUISHER CO., INC	55096		CITY HALL ANNUAL FIRE EXTINGUISHER SERVICE, FEB. '19 - SEWER	02/05/2019	6.50	.00	21-6140 MAINT & REPAIR BUILDING	0	2/19		
110	FIRE EXTINGUISHER CO., INC	55096		CITY HALL ANNUAL FIRE EXTINGUISHER SERVICE, FEB. '19 - P.I.	02/05/2019	2.50	.00	25-6140 MAINT & REPAIR BUILDING	0	2/19		
Total 55096:						25.00	.00					
110	FIRE EXTINGUISHER CO., INC	55097		PARKS DEPT ANNUAL FIRE EXTINGUISHER SERVICE, 1 NEW 2.5# REPLACEMENT EXTINGUISHER DUE TO AGE, 1 NEW 5# EXTINGUISHER, FEB. '19	02/05/2019	155.00	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	2/19		

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 55097:						155.00	.00					
110	FIRE EXTINGUISHER CO., INC	55098		SEWER DEPT ANNUAL FIRE EXTINGUISHER SERVICE, 1 "O" RING, 1 PULL PIN, 2 NEW 5# REPLACEMENT EXTINGUISHER DUE TO AGE, 1 NEW 5# EXTINGUISHER, 1 NEW 10# REPLACEMENT EXITINGUISHER DUE TO AGE, FEB. '19	02/05/2019	347.00	.00	21-6150 M & R - SYSTEM	0	2/19		
Total 55098:						347.00	.00					
110	FIRE EXTINGUISHER CO., INC	55099		WATER DEPARTMENT ANNUAL FIRE EXTINGUISHER SERVICE, 1 "O" RING, 1 PULL PIN, FEB. '19	02/05/2019	79.00	.00	20-6150 M & R - SYSTEM	0	2/19		
Total 55099:						79.00	.00					
110	FIRE EXTINGUISHER CO., INC	55100		FLEET ANNUAL FIRE EXTINGUISHER SERVICE, 2 NEW 2.5# REPLACEMENT EXTINGUISHER DUE TO AGE, 2 NEW 5# FIRE EXTINGUISHERS, 1 NEW 10# REPLACEMENT EXTINGUISHER DUE TO AGE, FEB. '19 - ADMIN	02/05/2019	147.50	.00	01-6140 MAINT. & REPAIR BUILDING	0	2/19		
110	FIRE EXTINGUISHER CO., INC	55100		FLEET ANNUAL FIRE EXTINGUISHER SERVICE, 2 NEW 2.5# REPLACEMENT EXTINGUISHER DUE TO AGE, 2 NEW 5# FIRE EXTINGUISHERS, 1 NEW 10# REPLACEMENT EXTINGUISHER DUE TO AGE, FEB. '19 - WATER	02/05/2019	59.00	.00	20-6140 MAINT. & REPAIR BUILDING	0	2/19		
110	FIRE EXTINGUISHER CO., INC	55100		FLEET ANNUAL FIRE EXTINGUISHER SERVICE, 2 NEW 2.5# REPLACEMENT EXTINGUISHER DUE TO AGE, 2 NEW 5# FIRE EXTINGUISHERS, 1 NEW 10# REPLACEMENT EXTINGUISHER DUE TO AGE, FEB. '19 - SEWER	02/05/2019	59.00	.00	21-6140 MAINT & REPAIR BUILDING	0	2/19		

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
110	FIRE EXTINGUISHER CO., INC	55100		FLEET ANNUAL FIRE EXTINGUISHER SERVICE, 2 NEW 2.5# REPLACEMENT EXTINGUISHER DUE TO AGE, 2 NEW 5# FIRE EXTINGUISHERS, 1 NEW 10# REPLACEMENT EXTINGUISHER DUE TO AGE, FEB. '19 - P.I.	02/05/2019	29.50	.00	25-6140 MAINT & REPAIR BUILDING	0	2/19		
Total 55100:						295.00	.00					
110	FIRE EXTINGUISHER CO., INC	55138		FIRE SUPPRESSION SYSTEM - ANSUL, 3 EA. 450 DEGREE FUSE LINK, SENIOR CENTER, JAN. '19	01/23/2019	101.00	.00	01-6140 MAINT. & REPAIR BUILDING	1001	2/19		
Total 55138:						101.00	.00					
Total FIRE EXTINGUISHER CO., INC:						1,107.00	.00					
GLOBAL EQUIPMENT COMPANY INC												
1963	GLOBAL EQUIPMENT COMPANY INC	113836361	8042	6 TOILET PAPER HOLDERS FOR PARK BATHROOMS, J. MORFIN, JAN. '19	02/06/2019	121.08	.00	01-6140 MAINT. & REPAIR BUILDING	1004	2/19		
Total 113836361:						121.08	.00					
Total GLOBAL EQUIPMENT COMPANY INC:						121.08	.00					
GROUND INNOVATIONS LLC												
1917	GROUND INNOVATIONS LLC	1489		SAND AND WOOD CHIPS FOR PARKS, JAN. '19	01/30/2019	301.55	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	2/19		
Total 1489:						301.55	.00					
Total GROUND INNOVATIONS LLC:						301.55	.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
HARBOR FREIGHT TOOLS												
1312	HARBOR FREIGHT TOOLS	025977730005	8012	PRY BARS, RATCHET AND SOCKET SET, DRILLING BITS, AND 3/4 IMPACT, T.FLEMING, JAN.'19 - SEWER	01/28/2019	234.89	.00	21-6175 SMALL TOOLS	0	2/19		
Total 02597773000545:						234.89	.00					
Total HARBOR FREIGHT TOOLS:						234.89	.00					
IDAHO DEPARTMENT OF LABOR												
179	IDAHO DEPARTMENT OF LABOR	01252019IDOL		Q4/2018 STOCKDALE UNEMPLOYMENT, JAN.'19	01/25/2019	4,140.00	.00	01-6280 UNEMPL0YMENT EXPENSES	0	2/19		
Total 01252019IDOL:						4,140.00	.00					
Total IDAHO DEPARTMENT OF LABOR:						4,140.00	.00					
IDAHO HUMANE SOCIETY												
833	IDAHO HUMANE SOCIETY	02/2019		CONTRACT SERVICES FOR FEBRUARY 2019	02/01/2019	5,833.33	.00	01-6005 ANIMAL CONTROL SERVICES	0	2/19		
Total 02/2019:						5,833.33	.00					
Total IDAHO HUMANE SOCIETY:						5,833.33	.00					
IDAHO POWER CO												
38	IDAHO POWER CO	01312019I		ELECTRIC SERVICE FOR JANUARY 2019 - STREET LIGHTS	01/31/2019	883.67	883.67	01-6290 UTILITIES	1002	2/19	02/08/2019	
Total 01312019I:						883.67	883.67					
38	IDAHO POWER CO	02052019I		ELECTRIC SERVICE FOR JANUARY 2019 - STREET LIGHTS	02/05/2019	1.10	.00	01-6290 UTILITIES	1002	2/19		

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 02052019I:						1.10	.00					
Total IDAHO POWER CO:						884.77	883.67					
IDAHO POWER COMPANY (FIBER OPTIC)												
1867	IDAHO POWER COMPANY (FIBER OPTIC)	CK-19-01		POLE ATTACHEMNT RENTALS FOR 2019, FIBER OPTIC POLE ATTACHMENT CHARGES - DISTRIBUTION POLES, JAN. '19 - WATER	01/09/2019	39.50	.00	20-6290 UTILITIES EXPENSE	0	2/19		
1867	IDAHO POWER COMPANY (FIBER OPTIC)	CK-19-01		POLE ATTACHEMNT RENTALS FOR 2019, FIBER OPTIC POLE ATTACHMENT CHARGES - DISTRIBUTION POLES, JAN. '19 - SEWER	01/09/2019	39.50	.00	21-6290 UTILITIES EXPENSE	0	2/19		
1867	IDAHO POWER COMPANY (FIBER OPTIC)	CK-19-01		POLE ATTACHEMNT RENTALS FOR 2019, FIBER OPTIC POLE ATTACHMENT CHARGES - DISTRIBUTION POLES, JAN. '19 - P.I.	01/09/2019	15.05	.00	25-6290 UTILITIES EXPENSE	0	2/19		
Total CK-19-01:						94.05	.00					
Total IDAHO POWER COMPANY (FIBER OPTIC):						94.05	.00					
IDAHO STATE POLICE												
1509	IDAHO STATE POLICE	S9060756		NEW EMPLOYEE BACKGROUND CHECK, B.PRICE, UTILITY BILLING, JAN.'19 - ADMIN	02/01/2019	8.00	8.00	01-6202 PR0FESSI0NAL SERVICES	0	2/19	02/01/2019	
1509	IDAHO STATE POLICE	S9060756		NEW EMPLOYEE BACKGROUND CHECK, B.PRICE, UTILITY BILLING, JAN.'19 -WATER	02/01/2019	10.56	10.56	20-6202 PROFESSIONAL SERVICES	0	2/19	02/01/2019	
1509	IDAHO STATE POLICE	S9060756		NEW EMPLOYEE BACKGROUND CHECK, B.PRICE, UTILITY BILLING, JAN.'19 - SEWER	02/01/2019	10.56	10.56	21-6202 PR0FESSI0NAL SERVICES	0	2/19	02/01/2019	
1509	IDAHO STATE POLICE	S9060756		NEW EMPLOYEE BACKGROUND CHECK, B.PRICE, UTILITY BILLING,								

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 - P.I	02/01/2019	2.88	2.88	25-6202 PROFESSIONAL SERVICES	0	2/19	02/01/2019	
Total S9060756:						32.00	32.00					
Total IDAHO STATE POLICE:						32.00	32.00					
INTEGRINET SOLUTIONS, INC.												
1595	INTEGRINET SOLUTIONS, INC.	112272		PRO-ACTION MAINTENANCE, ADDITIONAL LABOR, TIMECLOCK SUPPORT, JAN.'19 - ADMIN	01/27/2019	88.70	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	2/19		
1595	INTEGRINET SOLUTIONS, INC.	112272		PRO-ACTION MAINTENANCE, ADDITIONAL LABOR, TIMECLOCK SUPPORT, JAN.'19 - P & Z	01/27/2019	31.68	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	2/19		
1595	INTEGRINET SOLUTIONS, INC.	112272		PRO-ACTION MAINTENANCE, ADDITIONAL LABOR, TIMECLOCK SUPPORT, JAN.'19 - WATER	01/27/2019	82.37	.00	20-6142 MAINT. & REPAIRS- EQUIPMENT	0	2/19		
1595	INTEGRINET SOLUTIONS, INC.	112272		PRO-ACTION MAINTENANCE, ADDITIONAL LABOR, TIME CLOCK SUPPORT, JAN.'19 - SEWER	01/27/2019	82.37	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
1595	INTEGRINET SOLUTIONS, INC.	112272		PRO-ACTION MAINTENANCE, ADDITIONAL LABOR, TIME CLOCK SUPPORT, JAN.'19 - P.I	01/27/2019	31.68	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
Total 112272:						316.80	.00					
1595	INTEGRINET SOLUTIONS, INC.	112350		2 YEAR SSL FOR TIMECLOCK.KUNAID.GOV - ADMIN	01/26/2019	160.00	.00	01-6075 DUES & MEMBERSHIPS	0	2/19		
Total 112350:						160.00	.00					
1595	INTEGRINET SOLUTIONS, INC.	112384		INSTALLED NEW MODULE ON SERVER FOR CASELLE, REPAIRED PRINTER ISSUE IN								

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
				CLERK'S OFFICE, PERFORMED PRO-ACTION MAINTENANCE, JAN.'19 - ADMIN	01/31/2019	34.94	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	2/19		
1595	INTEGRINET SOLUTIONS, INC.	112384		INSTALLED NEW MODULE ON SERVER FOR CASELLE, REPAIRED PRINTER ISSUE IN CLERK'S OFFICE, PERFORMED PRO-ACTION MAINTENANCE, JAN.'19 - P & Z	01/31/2019	12.48	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	2/19		
1595	INTEGRINET SOLUTIONS, INC.	112384		INSTALLED NEW MODULE ON SERVER FOR CASELLE, REPAIRED PRINTER ISSUE IN CLERK'S OFFICE, PERFORMED PRO-ACTION MAINTENANCE, JAN.'19 - WATER	01/31/2019	32.45	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	2/19		
1595	INTEGRINET SOLUTIONS, INC.	112384		INSTALLED NEW MODULE ON SERVER FOR CASELLE, REPAIRED PRINTER ISSUE IN CLERK'S OFFICE, PERFORMED PRO-ACTION MAINTENANCE, JAN.'19 - SEWER	01/31/2019	32.45	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
1595	INTEGRINET SOLUTIONS, INC.	112384		INSTALLED NEW MODULE ON SERVER FOR CASELLE, REPAIRED PRINTER ISSUE IN CLERK'S OFFICE, PERFORMED PRO-ACTION MAINTENANCE, JAN.'19 - P.I	01/31/2019	12.48	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
Total 112384:						124.80	.00					
Total INTEGRINET SOLUTIONS, INC.:						601.60	.00					
INTERMOUNTAIN GAS CO												
37	INTERMOUNTAIN GAS CO	482195000122		NATURAL GAS CONSUMPTION AT THE TREATMENT PLANT, 12/28/18-01/25/19 - WATER	02/01/2019	869.82	869.82	20-6290 UTILITIES EXPENSE	0	2/19	02/01/2019	
37	INTERMOUNTAIN GAS CO	482195000122		NATURAL GAS CONSUMPTION AT THE TREATMENT PLANT, 12/28/18-01/25/19 - SEWER	02/01/2019	869.82	869.82	21-6290 UTILITIES EXPENSE	0	2/19	02/01/2019	
37	INTERMOUNTAIN GAS CO	482195000122		NATURAL GAS CONSUMPTION AT THE TREATMENT PLANT, 12/28/18-01/25/19 - P.I	02/01/2019	331.36	331.36	25-6290 UTILITIES EXPENSE	0	2/19	02/01/2019	

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 4821950001228012519:						2,071.00	2,071.00					
Total INTERMOUNTAIN GAS CO:						2,071.00	2,071.00					
J & M SANITATION, INC.												
230	J & M SANITATION, INC.	01242019JM		SLUDGE REMOVAL, JAN.'19	01/24/2019	2,880.00	.00	21-6153 M & R - SLUDGE DISPOSAL	0	2/19		
Total 01242019JM:						2,880.00	.00					
230	J & M SANITATION, INC.	01252019-013		SANITATION RECEIPT TRANSFER, 01/25/2019 - 01/31/2019	02/01/2019	15,027.65	15,027.65	26-7000 SOLID WASTE SERVICE FEES	0	2/19	02/01/2019	
230	J & M SANITATION, INC.	01252019-013		SANITATION RECEIPT TRANSFER LESS FRANCHISE FEES, 01/25/2019 - 01/31/2019	02/01/2019	-1,484.73	-1,484.73	01-4170 FRANCHISE FEES	0	2/19	02/01/2019	
Total 01252019-01312019:						13,542.92	13,542.92					
230	J & M SANITATION, INC.	02012019-020		SANITATION RECEIPT TRANSFER, 02/01/2019-02/07/2019	02/08/2019	43,964.13	43,964.13	26-7000 SOLID WASTE SERVICE FEES	0	2/19	02/08/2019	
230	J & M SANITATION, INC.	02012019-020		SANITATION RECEIPT TRANSFER LESS FRANCHISE FEES, 02/01/2019-02/07/2019	02/08/2019	-4,343.66	-4,343.66	01-4170 FRANCHISE FEES	0	2/19	02/08/2019	
Total 02012019-02072019:						39,620.47	39,620.47					
230	J & M SANITATION, INC.	1242019JM		CONTAINER RENTAL AT MAINTENANCE YARD, DEC.'18 - PARKS	01/24/2019	255.00	.00	01-6212 RENT-EQUIPMENT	1004	2/19		
230	J & M SANITATION, INC.	1242019JM		CONTAINER RENTAL AT MAINTENANCE YARD, DEC.'18 - WATER	01/24/2019	102.00	.00	20-6212 RENT - EQUIPMENT	0	2/19		
230	J & M SANITATION, INC.	1242019JM		CONTAINER RENTAL AT MAINTENANCE YARD, DEC.'18 - SEWER	01/24/2019	102.00	.00	21-6212 RENT-EQUIPMENT	0	2/19		

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
230	J & M SANITATION, INC.	1242019JM		CONTAINER AT MAINTENANCE YARD, DEC.'18 - P.I	01/24/2019	51.00	.00	25-6212 RENT - EQUIPMENT	0	2/19		
Total 1242019JM:						510.00	.00					
Total J & M SANITATION, INC.:						56,553.39	53,163.39					
J. P. COOKE CO.												
956	J. P. COOKE CO.	553667	8041	500 DOG TAGS, 200 O-RINGS, J. REID, JAN. '19	02/08/2019	101.40	.00	01-6005 ANIMAL CONTROL SERVICES	0	2/19		
Total 553667:						101.40	.00					
Total J. P. COOKE CO.:						101.40	.00					
JEFF PATTON												
1984	JEFF PATTON	1934		VEHICLE LOCKOUT, M. BORZICK, JAN. '19 - P&Z	01/23/2019	7.50	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	1003	2/19		
1984	JEFF PATTON	1934		VEHICLE LOCKOUT, M. BORZICK, JAN. '19 - WATER	01/23/2019	10.38	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
1984	JEFF PATTON	1934		VEHICLE LOCKOUT, M. BORZICK, JAN. '19 - SEWER	01/23/2019	10.38	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
1984	JEFF PATTON	1934		VEHICLE LOCKOUT, M. BORZICK, JAN. '19 - P.I.	01/23/2019	1.74	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	2/19		
Total 1934:						30.00	.00					
Total JEFF PATTON:						30.00	.00					
JONATHAN STRICKLAND												
1976	JONATHAN STRICKLAND	148		JANITORIAL SERVICES FOR CITY HALL, FEBRUARY - ADMIN	02/04/2019	156.80	.00	01-6025 JANITORIAL	0	2/19		

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
1976	JONATHAN STRICKLAND	148		JANITORIAL SERVICES FOR CITY HALL, FEBRUARY 2019 - P & Z	02/04/2019	56.00	.00	01-6025 JANITORIAL	1003	2/19		
1976	JONATHAN STRICKLAND	148		JANITORIAL SERVICES FOR CITY HALL, FEBRUARY 2019 - WATER	02/04/2019	145.60	.00	20-6025 JANITORIAL	0	2/19		
1976	JONATHAN STRICKLAND	148		JANITORIAL SERVICES FOR CITY HALL, FEBRUARY 2019 - SEWER	02/04/2019	145.60	.00	21-6025 JANITORIAL	0	2/19		
1976	JONATHAN STRICKLAND	148		JANITORIAL SERVICES FOR CITY HALL, FEBRUARY 2019 - P.I	02/04/2019	56.00	.00	25-6025 JANITORIAL	0	2/19		
Total 148:						560.00	.00					
1976	JONATHAN STRICKLAND	149		JANITORIAL SERVICES FOR THE SENIOR CENTER, FEBRUARY 2019	02/04/2019	446.00	.00	01-6025 JANITORIAL	1001	2/19		
Total 149:						446.00	.00					
1976	JONATHAN STRICKLAND	150		JANITORIAL SERVICES FOR THE TREATMENT PLANT, FEBRUARY 2019 - WATER	02/04/2019	50.40	.00	20-6025 JANITORIAL	0	2/19		
1976	JONATHAN STRICKLAND	150		JANITORIAL SERVICES FORTHE TREATMENT PLANT, FEBRUARY 2019 - SEWER	02/04/2019	50.40	.00	21-6025 JANITORIAL	0	2/19		
1976	JONATHAN STRICKLAND	150		JANITORIAL SERVICES FOR THE TREATMENT PLANT, FEBRUARY 2019 - P.I	02/04/2019	19.20	.00	25-6025 JANITORIAL	0	2/19		
Total 150:						120.00	.00					
Total JONATHAN STRICKLAND:						1,126.00	.00					
J-U-B ENGINEERS, INC.												
1236	J-U-B ENGINEERS, INC.	0122828		PROFESSIONAL SERVICES FROM 11/4-12/31/18, KUNA DOWNTOWN REVITALIZATION								

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
				PHASE IIA & IIB, CITY MATCH	01/30/2019	499.68	.00	01-6045 C0NTINGENCY	1119	2/19		
1236	J-U-B ENGINEERS, INC.	0122828		PROFESSIONAL SERVICES FROM 11/4-12/31/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH - PARKS	01/30/2019	374.76	.00	01-6045 C0NTINGENCY	1119	2/19		
1236	J-U-B ENGINEERS, INC.	0122828		PROFESSIONAL SERVICES FROM 11/4-12/31/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH - WATER	01/30/2019	149.90	.00	20-6045 C0NTINGENCY	1119	2/19		
1236	J-U-B ENGINEERS, INC.	0122828		PROFESSIONAL SERVICES FROM 11/4-12/31/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH - SEWER	01/30/2019	149.90	.00	21-6045 C0NTINGENCY	1119	2/19		
1236	J-U-B ENGINEERS, INC.	0122828		PROFESSIONAL SERVICES FROM 11/4-12/31/18, KUNA DOWNTOWN REVITALIZATION PHASE IIA & IIB, CITY MATCH - P.I	01/30/2019	74.96	.00	25-6045 C0NTINGENCY FUND	1119	2/19		
Total 0122828:						1,249.20	.00					
Total J-U-B ENGINEERS, INC.:						1,249.20	.00					
KC TOOL SUPPLY												
240	KC TOOL SUPPLY	606918	8010	1 EA 20V IMPACT, 1 EA BATTER, 1 EA SAWZALL BLADE, T. FLEMING, JAN. '19	01/28/2019	577.00	.00	21-6175 SMALL TOOLS	0	2/19		
Total 606918:						577.00	.00					
Total KC TOOL SUPPLY:						577.00	.00					
KENDALL FORD OF MERIDIAN LLC												
1616	KENDALL FORD OF MERIDIAN LLC	11861925600	7937	2019 F-150 New Parks Truck, B. BACHMAN, JAN. '19	01/22/2019	29,919.62	.00	40-6166 PP&E PURCHASES OPERATIONS	1152	2/19		

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 11861925600:						29,919.62	.00					
Total KENDALL FORD OF MERIDIAN LLC:						29,919.62	.00					
KUNA LUMBER												
499	KUNA LUMBER	A104888	8029	2 LIGHT BULBS FIXTURES, COVER PLATES FOR HAND DRYERS, ROD CONTINOUS THREAD FOR TRASH CANS, D. ABBOT, JAN. '19	02/04/2019	52.13	.00	01-6140 MAINT. & REPAIR BUILDING	1004	2/19		
Total A104888:						52.13	.00					
499	KUNA LUMBER	A104889		RETURNED 2 BULBS FROM INVOICE #A104888, PARKS, FEB. '19	02/04/2019	-46.78	.00	01-6140 MAINT. & REPAIR BUILDING	1004	2/19		
499	KUNA LUMBER	A104889		STEEL WOOL FOR RESTROOMS, PARKS, FEB. '19	02/04/2019	3.23	.00	01-6140 MAINT. & REPAIR BUILDING	1004	2/19		
Total A104889:						-43.55	.00					
499	KUNA LUMBER	B121969	7954	CRIMPING PLIARS, R. WARWICK, JAN. '19	01/08/2019	11.24	.00	21-6175 SMALL TOOLS	0	2/19		
Total B121969:						11.24	.00					
499	KUNA LUMBER	B121974	7960	CONCRETE ANCHORS AND 3 EA CONCRETE DRILL BIT, R. WARWICK, JAN. '19	01/08/2019	9.33	.00	21-6150 M & R - SYSTEM	0	2/19		
Total B121974:						9.33	.00					
499	KUNA LUMBER	B122488	8007	20CT SANDING RESPIRATOR FOR PAINTING WELLS, M. DAVILA, JAN. '19	01/28/2019	20.69	.00	20-6160 MISCELLANE0US EXPENSES	0	2/19		
Total B122488:						20.69	.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
499	KUNA LUMBER	B122556	8016	QT OF PAINT FOR BATHROOMS, S. JONES, JAN. '19	01/30/2019	16.00	.00	01-6140 MAINT. & REPAIR BUILDING	1004	2/19		
Total B122556:						16.00	.00					
499	KUNA LUMBER	B122614	8024	1-PAIL OF PAINT FOR BATHROOMS. M. MEADE, FEB. '19	02/01/2019	121.49	.00	01-6140 MAINT. & REPAIR BUILDING	1004	2/19		
Total B122614:						121.49	.00					
499	KUNA LUMBER	B122816	8051	12"x12" 1/8 INCH THICK SHEET OF RUBBER FOR MAKING GASKETS FOR BELT PRESS AT TREATMENT PLANT,M. NADEAU, FEB '19	02/08/2019	7.46	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
Total B122816:						7.46	.00					
499	KUNA LUMBER	B122871	8055	5 EA. HOSE SHUTOFF, WINDOW CLEANER, T. SHAFER, FEB. '19	02/11/2019	11.47	.00	21-6175 SMALL TOOLS	0	2/19		
Total B122871:						11.47	.00					
499	KUNA LUMBER	B122894	8057	FOAM SEALANT FOR BATHROOMS, M. MEADE, FEB. '19	02/12/2019	11.58	.00	01-6140 MAINT. & REPAIR BUILDING	1004	2/19		
Total B122894:						11.58	.00					
499	KUNA LUMBER	B122903	8061	PIPE CLEANERS FOR CHLORINE AERATOR CLEAN, M. NADEAU, FEB. '19	02/12/2019	11.23	.00	21-6175 SMALL TOOLS	0	2/19		
Total B122903:						11.23	.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
499	KUNA LUMBER	C3332	8022	2 EA. 1X3/4 GALV BUSHING, 1 EA. 3/4X6 GALV NIPPLE, S.HOWELL, JAN.'19 - P.I.	01/31/2019	12.93	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
499	KUNA LUMBER	C3332	8022	4 EA. 1" KNOCKOUT SEAL, S.HOWELL, JAN.'19 - STREET LIGHTS	01/31/2019	3.20	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1002	2/19		
499	KUNA LUMBER	C3332	8022	2 EA. 12 OZ GAP FILR SEALANT, S.HOWELL, JAN.'19 - SENIOR CENTER	01/31/2019	10.42	.00	01-6140 MAINT. & REPAIR BUILDING	0	2/19		
499	KUNA LUMBER	C3332	8022	3 EA. 1/4" SOCKET ADAPTER, S.HOWELL, JAN.'19 - ADMIN	01/31/2019	5.66	.00	01-6175 SMALL TOOLS	0	2/19		
499	KUNA LUMBER	C3332	8022	3 EA. 1/4" SOCKET ADAPTER, S.HOWELL, JAN.'19 - WATER	01/31/2019	2.26	.00	20-6175 SMALL TOOLS	0	2/19		
499	KUNA LUMBER	C3332	8022	3 EA. 1/4" SOCKET ADAPTER, S.HOWELL, JAN.'19 - SEWER	01/31/2019	2.26	.00	21-6175 SMALL TOOLS	0	2/19		
499	KUNA LUMBER	C3332	8022	3 EA. 1/4" SOCKET ADAPTER, S.HOWELL, JAN.'19 - P.I.	01/31/2019	1.13	.00	25-6175 SMALL TOOLS	0	2/19		
	Total C3332:					37.86	.00					
	Total KUNA LUMBER:					266.93	.00					
KUNA RURAL FIRE DISTRICT (IMPACT)												
1944	KUNA RURAL FIRE DISTRICT (IMPACT)	01312019KRF		KUNA RURAL FIRE DISTRICT IMPACT FEES FOR JANUARY 2019	01/31/2019	44,864.00	44,864.00	01-2511 KRFD IMPACT FEE TRANSFER	0	2/19	02/08/2019	
1944	KUNA RURAL FIRE DISTRICT (IMPACT)	01312019KRF		KUNA RURAL FIRE DISTRICT IMPACT FEES LESS ADMIN FEES FOR JANUARY 2019	01/31/2019	-384.00	-384.00	01-4155 ADMINISTRATI0N SERVICES	0	2/19	02/08/2019	
	Total 01312019KRFDI:					44,480.00	44,480.00					
	Total KUNA RURAL FIRE DISTRICT (IMPACT):					44,480.00	44,480.00					
KUNA RURAL FIRE DISTRICT (PLAN REVIEW)												
1945	KUNA RURAL FIRE DISTRICT (PLAN REVIEW)	01312019KRF		KUNA RURAL FIRE DISTRICT PLAN REVIEW FOR JANUARY								

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
				2019	01/31/2019	2,351.36	2,351.36	01-2512 KRFD PLAN REVIEW FEE TRANSFER	0	2/19	02/08/2019	
1945	KUNA RURAL FIRE DISTRICT (PLAN REVIEW)	01312019KRF		KUNA RURAL FIRE DISTRICT PLAN REVIEW LESS ADMIN FEES FOR JANUARY 2019	01/31/2019	-7.00	-7.00	01-4155 ADMINISTRATI0N SERVICES	0	2/19	02/08/2019	
Total 01312019KRFDPR:						2,344.36	2,344.36					
Total KUNA RURAL FIRE DISTRICT (PLAN REVIEW):						2,344.36	2,344.36					
LES SCHWAB TIRES												
221	LES SCHWAB TIRES	12800344342		TUBE FOR SKIDSTEER TIRE, PARKS, JAN. '19	01/09/2019	144.99	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	2/19		
Total 12800344342:						144.99	.00					
221	LES SCHWAB TIRES	12800347894	8043	2 NEW REAR TIRES FOR THE JACOBSON MOWER, B.BOWEN, FEB.'19	02/06/2019	219.58	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	2/19		
Total 12800347894:						219.58	.00					
Total LES SCHWAB TIRES:						364.57	.00					
MATHESON TRI-GAS INC												
1871	MATHESON TRI-GAS INC	19083672		CYLINDER, HIGH END, HAZARDOUS MATERIAL, JAN.'19	01/31/2019	33.32	.00	21-6150 M & R - SYSTEM	0	2/19		
Total 19083672:						33.32	.00					
Total MATHESON TRI-GAS INC:						33.32	.00					
METROQUIP, INC.												
196	METROQUIP, INC.	100992	8034	PARTS FOR VAC TRAILER, J. OSBORN, JAN. '19	02/05/2019	49.02	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	2/19		

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 100992:						49.02	.00					
Total METROQUIP, INC.:						49.02	.00					
MISCELLANEOUS VENDORS 2												
1849	MISCELLANEOUS VENDORS 2	02012019RW		REIMBURSEMENT FOR EXAM APPLICATION FEE, R.WARWICK, FEB.'19	02/01/2019	92.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 02012019RW:						92.00	.00					
Total MISCELLANEOUS VENDORS 2:						92.00	.00					
NEOFUNDS BY NEOPOST												
1770	NEOFUNDS BY NEOPOST	01302019NEO		POSTAGE REFILL FOR POSTAGE METER, JAN.'19 - ADMIN	01/30/2019	140.00	.00	01-6190 P0STAGE & BILLING	0	2/19		
1770	NEOFUNDS BY NEOPOST	01302019NEO		POSTAGE REFILL FOR POSTAGE METER, JAN.'19 - P&Z	01/30/2019	50.00	.00	01-6190 P0STAGE & BILLING	1003	2/19		
1770	NEOFUNDS BY NEOPOST	01302019NEO		POSTAGE REFILL FOR POSTAGE METER, JAN.'19 - WATER	01/30/2019	130.00	.00	20-6190 P0STAGE & BILLING	0	2/19		
1770	NEOFUNDS BY NEOPOST	01302019NEO		POSTAGE REFILL FOR POSTAGE METER, JAN.'19 - SEWER	01/30/2019	130.00	.00	21-6190 P0STAGE & BILLING	0	2/19		
1770	NEOFUNDS BY NEOPOST	01302019NEO		POSTAGE REFILL FOR POSTAGE METER, JAN.'19 - P.I	01/30/2019	50.00	.00	25-6190 P0STAGE & BILLING	0	2/19		
Total 01302019NEOF:						500.00	.00					
Total NEOFUNDS BY NEOPOST:						500.00	.00					
PAIGE MECHANICAL GROUP, INC.												
1654	PAIGE MECHANICAL GROUP, INC.	9505		SERVICE ON HVAC SYSTEM IN CHEMICAL ROOM, T.SHAFFER, JAN.'19	01/24/2019	112.50	.00	21-6140 MAINT & REPAIR BUILDING	0	2/19		

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 9505:						112.50	.00					
Total PAIGE MECHANICAL GROUP, INC.:						112.50	.00					
PARTS, INC.												
470	PARTS, INC.	183066	8001	ELECTRICAL PARTS FOR TAHOE SAFETY LIGHTS, S. HOWELL, JAN. '19 - ADMIN	01/24/2019	18.15	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
470	PARTS, INC.	183066	8001	ELECTRICAL PARTS FOR TAHOE SAFETY LIGHTS, S. HOWELL, JAN. '19 - WATER	01/24/2019	7.26	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
470	PARTS, INC.	183066	8001	ELECTRICAL PARTS FOR TAHOE SAFETY LIGHTS, S. HOWELL, JAN. '19 - SEWER	01/24/2019	7.26	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
470	PARTS, INC.	183066	8001	ELECTRICAL PARTS FOR TAHOE SAFETY LIGHTS, S. HOWELL, JAN. '19 - P.I.	01/24/2019	3.62	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	2/19		
Total 183066:						36.29	.00					
470	PARTS, INC.	183296	8013	AIR FILTER FOR JOHN DEERE BACKHOE, AIR FILTER FOR GATOR, OIL AND AIR FILTERS FOR BOBCAT, PARKS, S. HOWELL, JAN. '19	01/28/2019	123.92	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	2/19		
Total 183296:						123.92	.00					
470	PARTS, INC.	183344	8014	SWITCH FOR SAFETY LIGHTS FOR TRUCK 35, SEWER, S. HOWELL, JAN. '19 - ADMIN	01/29/2019	5.79	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
470	PARTS, INC.	183344	8014	SWITCH FOR SAFETY LIGHTS FOR TRUCK 35, SEWER, S. HOWELL, JAN. '19 - WATER	01/29/2019	2.32	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
470	PARTS, INC.	183344	8014	SWITCH FOR SAFETY LIGHTS FOR TRUCK 35, SEWER, S. HOWELL, JAN. '19 - SEWER	01/29/2019	2.32	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		

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.	183344	8014	SWITCH FOR SAFETY LIGHTS FOR TRUCK 35, SEWER, S. HOWELL, JAN. '19 - P.I.	01/29/2019	1.16	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	2/19		
Total 183344:						11.59	.00					
470	PARTS, INC.	184147	8056	2 CYCLE OIL AND TUNE UP FOR EQUIPMENT, M. MEADE, FEB. '19	02/12/2019	18.27	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	2/19		
Total 184147:						18.27	.00					
470	PARTS, INC.	184156		CREDIT FOR SALES TAX THAT WAS APPLIED, FROM INVOICE#: 184147, M.MEADE, FEB. '19	02/12/2019	-.24	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	2/19		
Total 184156:						-.24	.00					
Total PARTS, INC.:						189.83	.00					
PETROLEUM STORAGE TANK FUND												
143	PETROLEUM STORAGE TANK FUND	25753		TANK FUND INSURANCE RENEWAL - PATAGONIA LIFT STATION - 3/1/19-2/28/20	02/05/2019	25.00	.00	21-6150 M & R - SYSTEM	0	2/19		
Total 25753:						25.00	.00					
Total PETROLEUM STORAGE TANK FUND:						25.00	.00					
RAIN FOR RENT												
144	RAIN FOR RENT	1310144	8031	WEST WELL PARTS AT THE FARM, T. FLEMING, JAN. '19	02/05/2019	686.00	.00	21-6090 FARM EXPENDITURES	0	2/19		
Total 1310144:						686.00	.00					
144	RAIN FOR RENT	1310145	8039	SPRINKLER PARTS FOR MAIN LINE AT FARM, R. WARWICK, JAN. '19	02/05/2019	52.00	.00	21-6090 FARM EXPENDITURES	0	2/19		

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 1310145:						52.00	.00					
Total RAIN FOR RENT:						738.00	.00					
RIDGEWOOD ENTERPRISES, INC												
1728	RIDGEWOOD ENTERPRISES, INC	105960009		GENERATOR, JAN.'19	01/09/2019	999.99	.00	01-6175 SMALL TOOLS	1004	2/19		
Total 105960009:						999.99	.00					
Total RIDGEWOOD ENTERPRISES, INC:						999.99	.00					
SHARP ELECTRONICS CORP -LEASE												
1734	SHARP ELECTRONICS CORP - LEASE	5005857639		COPIER LEASE, MODEL #MX2615N, 2/1-28/19, TREATMENT PLANT	02/03/2019	17.33	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	2/19		
1734	SHARP ELECTRONICS CORP - LEASE	5005857639		COPIER LEASE, MODEL #MX2615N, 2/1-28/19 - TREATMENT PLANT - WATER	02/03/2019	27.92	.00	20-6142 MAINT. & REPAIRS- EQUIPMENT	0	2/19		
1734	SHARP ELECTRONICS CORP - LEASE	5005857639		COPIER LEASE, MODEL #MX2615N, 2/1-28/19 - TREATMENT PLANT - SEWER	02/03/2019	34.65	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
1734	SHARP ELECTRONICS CORP - LEASE	5005857639		COPIER LEASE, MODEL #MX2615N, 2/1-28/19 - TREATMENT PLANT - P.I	02/03/2019	16.36	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
Total 5005857639:						96.26	.00					
Total SHARP ELECTRONICS CORP -LEASE:						96.26	.00					
SHARP ELECTRONICS CORP-METERED												
1806	SHARP ELECTRONICS CORP-METERED	11739556		EXCESS METER READING, MODEL #MX2615N, SERIAL #55096581, 10/1-31/2018 - TREATMENT PLANT - WATER	11/30/2018	51.64	51.64	20-6142 MAINT. & REPAIRS- EQUIPMENT	0	2/19	02/08/2019	
1806	SHARP ELECTRONICS CORP-METERED	11739556		EXCESS METER READING, MODEL # MX2615N, SERIAL # 55096581, 10/1-31/18 - TREATMENT PLANT - SEWER	11/30/2018	51.64	51.64	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19	02/08/2019	

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
1806	SHARP ELECTRONICS CORP-METERED	11739556		EXCESS METER READING, MODEL # MX2615N, SERIAL #55096581, 10/1-31/18 - TREATMENT PLANT - P.I	11/30/2018	19.68	19.68	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19	02/08/2019	
Total 11739556:						122.96	122.96					
1806	SHARP ELECTRONICS CORP-METERED	11798510		EXCESS METER READING, SHARP MODEL #MX2615N, SERIAL # 55096581, 12/1-31/18 - WATER	01/31/2019	28.86	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	2/19		
1806	SHARP ELECTRONICS CORP-METERED	11798510		EXCESS METER READING, SHARP MODEL #MC2615N, SERIAL #55096581, 12/1-31/18 - SEWER	01/31/2019	28.86	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
1806	SHARP ELECTRONICS CORP-METERED	11798510		EXCESS METER READING, SHARP MODEL #MC2615N, SERIAL #55096581, 12/1-31/18 - P.I	01/31/2019	11.00	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		
Total 11798510:						68.72	.00					
Total SHARP ELECTRONICS CORP-METERED:						191.68	122.96					
SHERMAN MILLER												
1983	SHERMAN MILLER	261		EXCAVATION FOR LINDER DUPLEX P.I. LINE, P. STEVENS, JAN. '19	01/24/2019	32,772.00	.00	25-6020 CAPITAL IMPR0VEMENTS	1054	2/19		
Total 261:						32,772.00	.00					
Total SHERMAN MILLER:						32,772.00	.00					
SPECIALTY PLASTICS & FABRICATI, INC.												
1477	SPECIALTY PLASTICS & FABRICATI, INC.	74335	8000	REPLACEMENT PANELS FOR THE GRIT SNAIL, T.SHAFFER, JAN.'19	01/28/2019	60.00	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	2/19		

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 74335:						60.00	.00					
Total SPECIALTY PLASTICS & FABRICATI, INC.:						60.00	.00					
THE JORDEL COMPANY												
1523	THE JORDEL COMPANY	00000002232	7940	LABELS FOR J.COULTER, JAN.'18	01/03/2019	187.50	.00	01-6165 OFFICE SUPPLIES	1005	2/19		
Total 00000002232:						187.50	.00					
1523	THE JORDEL COMPANY	00000002233		INSPECTION STICKERS, B.PRICE, JAN.'19	01/03/2019	155.00	.00	01-6165 OFFICE SUPPLIES	1003	2/19		
Total 00000002233:						155.00	.00					
1523	THE JORDEL COMPANY	00000002236	7941	INSPECTION STICKERS, B. PRICE, JAN. '19 - P&Z	01/04/2019	152.00	.00	01-6165 OFFICE SUPPLIES	1003	2/19		
Total 00000002236:						152.00	.00					
Total THE JORDEL COMPANY:						494.50	.00					
TREASURE VALLEY COFFEE												
992	TREASURE VALLEY COFFEE	2160:05951574	8058	1 CANISTER OF COFFEE, 2 CONTAINERS OF CREAMER, CITY HALL, FEB. '19	02/12/2019	62.00	.00	01-6165 OFFICE SUPPLIES	0	2/19		
Total 2160:05951574:						62.00	.00					
992	TREASURE VALLEY COFFEE	2160:05958661	8025	1 5-GALLON WATER BOTTLE, 1 WATER COOLER RENTAL, MAINTENANCE SHOP, FEB. '19	02/01/2019	16.70	.00	01-6165 OFFICE SUPPLIES	1004	2/19		
Total 2160:05958661:						16.70	.00					
992	TREASURE VALLEY COFFEE	2160:05958664	8025	5 EA. 5 GALLON WATER BOTTLES, 2 WATER COOLER RENTALS, CITY HALL, FEB. '19	02/01/2019	58.50	.00	01-6165 OFFICE SUPPLIES	0	2/19		

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 2160:05958664:						58.50	.00					
992	TREASURE VALLEY COFFEE	2160:05966229	8040	4 EA 5-GALLON WATER BOTTLES, 4 SLEEVES OF CUPS, AND 1 CANISTER OF COFFEE, D. CROSSLEY, FEB. '19	02/06/2019	40.38	.00	20-6165 0FFICE SUPPLIES	0	2/19		
992	TREASURE VALLEY COFFEE	2160:05966229	8040	4 EA 5-GALLON WATER BOTTLES, 4 SLEEVES OF CUPS, AND 1 CANISTER OF COFFEE, D. CROSSLEY, FEB. '19	02/06/2019	40.38	.00	21-6165 OFFICE SUPPLIES	0	2/19		
992	TREASURE VALLEY COFFEE	2160:05966229	8040	4 EA 5-GALLON WATER BOTTLES, 4 SLEEVES OF CUPS, AND 1 CANISTER OF COFFEE, D. CROSSLEY, FEB. '19	02/06/2019	15.38	.00	25-6165 OFFICE SUPPLIES	0	2/19		
Total 2160:059662291:						96.14	.00					
Total TREASURE VALLEY COFFEE:						233.34	.00					
TURF EQUIPMENT & IRRIGATION INC												
1969	TURF EQUIPMENT & IRRIGATION INC	436632-00	7787	SPRAY RIG FOR PARKS WEED SPRAYING, J.MORFIN, NOV.'18	01/21/2019	35,950.00	.00	40-6166 PP&E PURCHASES OPERATIONS	1175	2/19		
Total 436632-00:						35,950.00	.00					
1969	TURF EQUIPMENT & IRRIGATION INC	758167-00	7786	GRANDSTAND MOWER, J.MORFIN, NOV.'18	01/29/2019	10,726.00	.00	40-6166 PP&E PURCHASES OPERATIONS	1172	2/19		
Total 758167-00:						10,726.00	.00					
Total TURF EQUIPMENT & IRRIGATION INC:						46,676.00	.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
U.S. BANK (VISA)												
1444	U.S. BANK (VISA)	019790147568	7974	TRANSACT, THERMAL RECEIPT PAPER, J. REID, JAN. '19	01/14/2019	76.39	.00	01-6165 OFFICE SUPPLIES	0	2/19		
Total 01979014756826343771:						76.39	.00					
1444	U.S. BANK (VISA)	104390120101	7977	HOME DEPOT, BLINDS FOR THE PLANT, B.GILLOGLY, JAN.'19	01/11/2019	601.76	.00	21-6140 MAINT & REPAIR BUILDING	0	2/19		
Total 10439012010180159060:						601.76	.00					
1444	U.S. BANK (VISA)	104390180101		HOME DEPOT, CREDIT FOR RETURNED BLINDS, JAN.'19	01/17/2019	-601.76	.00	21-6140 MAINT & REPAIR BUILDING	0	2/19		
Total 10439018010180187565:						-601.76	.00					
1444	U.S. BANK (VISA)	128990030300	7928	IDAHO NURSERY & LANDSCAPE, HORTICULTURE EXPO FOR PARKS, J. MORFIN, JAN. '19	01/02/2019	725.00	.00	01-6265 TRAINING & SCH00LING	1004	2/19		
Total 12899003030021601860:						725.00	.00					
1444	U.S. BANK (VISA)	273383637100	7922	SUPER C, FUEL, J.COULTER, DEC.'18	12/28/2018	39.27	.00	01-6300 FUEL	1005	2/19		
Total 27338363710003209644:						39.27	.00					
1444	U.S. BANK (VISA)	330983630915	7916	IBOL, RETEST FOR OIT DISTRIBUTION TEST, J. OSBORN, DEC. '18 - WATER	12/28/2018	49.60	.00	20-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
1444	U.S. BANK (VISA)	330983630915	7916	IBOL, RETEST FOR OIT DISTRIBUTION TEST, J. OSBORN, DEC. '18 - P.I	12/28/2018	12.40	.00	25-6265 TRAINING & SCH00LING EXPENSE	0	2/19		

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 33098363091560003996:						62.00	.00					
1444	U.S. BANK (VISA)	330990050915	7945	IBOL, LICENSE EXAM, J.PEREZ, JAN.'19	01/04/2019	92.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 33099005091565005212:						92.00	.00					
1444	U.S. BANK (VISA)	330990080915	7949	IBOL, LICENSE EXAM, R.DAVILA, JAN.'19 - SEWER	01/07/2019	92.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 33099008091567003592:						92.00	.00					
1444	U.S. BANK (VISA)	330990150915	7981	IBOL, LICENSE EXAM, C.BLACK, JAN.'19 - SEWER	01/14/2019	92.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 33099015091563006566:						92.00	.00					
1444	U.S. BANK (VISA)	374783620000	7920	CWI, EXAM REGISTRATION, R.WARWICK, DEC.'18	12/27/2018	25.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 37478362000019717830:						25.00	.00					
1444	U.S. BANK (VISA)	374790100000	7963	CWI, CLASS REGISTRATION FOR J.WEBB, JAN.'19	01/09/2019	25.00	.00	20-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 37479010000011078748:						25.00	.00					
1444	U.S. BANK (VISA)	374790160000	7984	CWI, REGISTRATION FOR CLASS, J.COX, JAN.'18	01/15/2019	25.00	.00	20-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 37479016000011679523:						25.00	.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
1444	U.S. BANK (VISA)	457490111001	7976	OFFICE DEPOT, W-2 FORMS, N.STAUFFER, JAN.'19	01/10/2019	102.24	.00	01-6165 OFFICE SUPPLIES	0	2/19		
Total 45749011100170856397:						102.24	.00					
1444	U.S. BANK (VISA)	554283621536	7921	DEQ, CLASS REGISTRATION FOR R.WARWICK, DEC.'19	12/28/2018	75.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 55428362153627124471:						75.00	.00					
1444	U.S. BANK (VISA)	554283621536	7921	DEQ, CLASS REGISTRATION FOR C.BLACK, DEC.'18	12/28/2018	75.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 55428362153627124547:						75.00	.00					
1444	U.S. BANK (VISA)	554290031500	7930	DEQ, CLASS REGISTRATION, J.PEREZ, JAN.'19 - SEWER	01/03/2019	75.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 55429003150036797627:						75.00	.00					
1444	U.S. BANK (VISA)	554290041500	7938	BOISE METRO, CHAMBER LUNCH MEETING LEGISLATIVE FORUM, L. HOLLAND, JAN. '19	01/03/2019	40.00	.00	01-6155 MEETINGS/COMMITTEES	4000	2/19		
Total 55429004150043524278:						40.00	.00					
1444	U.S. BANK (VISA)	554290112701	7972	IDAHO PIZZA CO, COMMITTEE LUNCH, L. HOLLAND, JAN. '19	01/10/2019	86.97	.00	01-6155 MEETINGS/COMMITTEES	4000	2/19		
Total 55429011270112634245:						86.97	.00					
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, EMERGENCY LINE LOCATING & FLUSHING, C.DEYOUNG, JAN.'19 - WATER	01/03/2019	96.00	.00	20-6265 TRAINING & SCH00LING EXPENSE	0	2/19		

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
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, EMERGENCY LINE LOCATING & FLUSHING, C.DEYOUNG, JAN.'19 - P.I	01/03/2019	24.00	.00	25-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, EMERGENCY LINE LOCATING & FLUSHING, T.FLEMING, JAN.'19 - SEWER	01/03/2019	120.00	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, EMERGENCY LINE LOCATING & FLUSHING, T.RIVERA, JAN.'19 - WATER	01/03/2019	50.40	.00	20-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, EMERGENCY LINE LOCATING & FLUSHING, T.RIVERA, JAN.'19 - SEWER	01/03/2019	50.40	.00	21-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, EMERGENCY LINE LOCATING & FLUSHING, T.RIVERA, JAN.'19 - P.I	01/03/2019	19.20	.00	25-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, EMERGENCY LINE LOCATING & FLUSHING, J.WEBB, JAN.'19 - WATER	01/03/2019	96.00	.00	20-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, EMERGENCY LINE LOCATING & FLUSHING, J.WEBB, JAN.'19 - P.I	01/03/2019	24.00	.00	25-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 71059003627118375846:						480.00	.00					
1444	U.S. BANK (VISA)	710590036271	7930	IRWA, CLASS REGISTRATION, CONSUMER CONFIDENCE REPORTS, D.CROSSLEY, JAN.'19	01/03/2019	50.00	.00	20-6265 TRAINING & SCH00LING EXPENSE	0	2/19		
Total 71059003627118375911:						50.00	.00					
1444	U.S. BANK (VISA)	893083646667		JP COOKE, DOG LICENSE TAGS, A.WELKER, DEC.'19	12/28/2018	176.70	.00	01-6005 ANIMAL CONTROL SERVICES	0	2/19		

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 89308364666700051149:						176.70	.00					
1444	U.S. BANK (VISA)	921590046376		1099ONLINE, 1009 FORMS, J.EMPEY, JAN.'19	01/04/2019	66.74	.00	01-6165 OFFICE SUPPLIES	0	2/19		
Total 92159004637646103022:						66.74	.00					
1444	U.S. BANK (VISA)	921590088945	7955	IDABO, EDUCATION INSTITUTE, CLASS REGISTRATION FOR J.COULTER & B.BACHMAN, JAN.'19	01/08/2019	475.00	.00	01-6265 TRAINING & SCH00LING	1005	2/19		
Total 92159008894591433393:						475.00	.00					
1444	U.S. BANK (VISA)	921690031006	7919	AMAZON.COM, PHONE CORD FOR J.COULTER, DEC.'18	01/03/2019	7.99	.00	01-6165 OFFICE SUPPLIES	1005	2/19		
Total 92169003100639851774:						7.99	.00					
1444	U.S. BANK (VISA)	921690161008	7989	VSN.GOV, DOMAIN REGISTRY RENEWAL, J. EMPEY, JAN. '19	01/16/2019	400.00	.00	01-6075 DUES & MEMBERSHIPS	0	2/19		
Total 92169016100870470941:						400.00	.00					
1444	U.S. BANK (VISA)	926290092069	7952	ICSC, REGISTRATION FEES, RETAIL TRADE SHOW, L. HOLLAND, JAN. '19	01/08/2019	660.00	.00	01-6155 MEETINGS/COMMITTEES	4000	2/19		
Total 92629009206983600950:						660.00	.00					
1444	U.S. BANK (VISA)	939883612002	7899	LD PRODUCTS, CANNON COMPATIBLE TONER CARTRIDGES FOR CLERKS, A. WELKER, DEC. '18	12/27/2018	79.96	.00	01-6165 OFFICE SUPPLIES	0	2/19		

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 93988361200299200781:						79.96	.00					
1444	U.S. BANK (VISA)	939890232072		ITD, VEHICLE LICENSING, J.EMPEY, JAN.'19	01/23/2019	23.00	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
Total 93989023207280200157:						23.00	.00					
Total U.S. BANK (VISA):						4,127.26	.00					
UNIVAR USA, INC.												
1410	UNIVAR USA, INC.	NA369807		CREDIT/REFUND ON RETURNABLE POLY CONTAINER DEPOSIT, T.SHAFFER, NOV.'18	11/15/2018	-700.00	.00	21-6097 DEPOSITS ON ACCOUNT	0	2/19		
Total NA369807:						-700.00	.00					
1410	UNIVAR USA, INC.	NA369898		CREDIT 2 RETURNABLE POLY CONTAINER, ORDER #325367	01/09/2019	-1,400.00	.00	21-6097 DEPOSITS ON ACCOUNT	0	2/19		
Total NA369898:						-1,400.00	.00					
1410	UNIVAR USA, INC.	NA601685	8021	1 CONTAINER LIQUICHLOR, T. SHAFFER, JAN. '19	01/31/2019	759.67	.00	21-6151 M & R - PROCESS CHEMICALS	0	2/19		
1410	UNIVAR USA, INC.	NA601685	8021	DEPOSIT FOR RETURNABLE POLY CONTAINER, T.SHAFFER, JAN.'19	01/31/2019	700.00	.00	21-6097 DEPOSITS ON ACCOUNT	0	2/19		
Total NA601685:						1,459.67	.00					
Total UNIVAR USA, INC.:						-640.33	.00					
UTILITY REFUND #6												
1951	UTILITY REFUND #6	111480.02		JAMES L WISE, 528 E ROSEMARY ST, UTILITY REFUND	02/05/2019	21.27	.00	20-4500 METERED WATER SALES	0	2/19		

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	111480.02		JAMES L WISE, 528 E ROSEMARY ST, UTILITY REFUND	02/05/2019	27.57	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	111480.02		JAMES L WISE, 528 E ROSEMARY ST, UTILITY REFUND	02/05/2019	24.33	.00	26-4975 SOLID WASTE USER FEES	0	2/19		
1951	UTILITY REFUND #6	111480.02		JAMES L WISE, 528 E ROSEMARY ST, UTILITY REFUND	02/05/2019	8.55	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
1951	UTILITY REFUND #6	111480.02		JAMES L WISE, 528 E ROSEMARY ST, UTILITY REFUND	02/05/2019	2.12	.00	20-4510 SERVICE RECONNECT FEES	0	2/19		
Total 111480.02:						83.84	.00					
1951	UTILITY REFUND #6	174104.01		CBH HOMES, 1739 W SAHARA DR, UTILITY REFUND	02/06/2019	53.07	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	174104.01		CBH HOMES, 1739 W SAHARA DR, UTILITY REFUND	02/06/2019	4.27	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	174104.01		CBH HOMES, 1739 W SAHARA DR, UTILITY REFUND	02/06/2019	25.37	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 174104.01:						82.71	.00					
1951	UTILITY REFUND #6	174105.01A		CBH HOMES, 1727 W SAHARA DR, UTILITY REFUND	02/07/2019	11.31	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	174105.01A		CBH HOMES, 1727 W SAHARA DR, UTILITY REFUND	02/07/2019	33.36	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	174105.01A		CBH HOMES, 1727 W SAHARA DR, UTILITY REFUND	02/07/2019	14.09	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 174105.01A:						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	175009.01		CBH HOMES, 1430 W BAYHORSE ST, UTILITY REFUND	02/11/2019	-25.60	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	175009.01		CBH HOMES, 1430 W BAYHORSE ST, UTILITY REFUND	02/11/2019	-33.27	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	175009.01		CBH HOMES, 1430 W BAYHORSE ST, UTILITY REFUND	02/11/2019	88.00	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 175009.01:						29.13	.00					
1951	UTILITY REFUND #6	181060.02A		JASON HARLOW, 1211 N TASAVOL AVE, UTILITY REFUND	02/01/2019	16.84	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	181060.02A		JASON HARLOW, 1211 N TASAVOL AVE, UTILITY REFUND	02/01/2019	27.90	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	181060.02A		JASON HARLOW, 1211 N TASAVOL AVE, UTILITY REFUND	02/01/2019	12.72	.00	26-4975 SOLID WASTE USER FEES	0	2/19		
Total 181060.02A:						57.46	.00					
1951	UTILITY REFUND #6	181670.01		CHRISTINE M BONE, 1759 N KLEMMER AVE, UTILITY REFUND	02/05/2019	2.38	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	181670.01		CHRISTINE M BONE, 1759 N KLEMMER AVE, UTILITY REFUND	02/05/2019	2.94	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	181670.01		CHRISTINE M BONE, 1759 N KLEMMER AVE, UTILITY REFUND	02/05/2019	2.67	.00	26-4975 SOLID WASTE USER FEES	0	2/19		
1951	UTILITY REFUND #6	181670.01		CHRISTINE M BONE, 1759 N KLEMMER AVE, UTILITY REFUND	02/05/2019	1.22	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		

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 181670.01:						9.21	.00					
1951	UTILITY REFUND #6	190630.01		DEBORAH L LINDLEY, 1739 N DOE AVE, UTILITY REFUND	02/06/2019	2.51	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	190630.01		DEBORAH L LINDLEY, 1739 N DOE AVE, UTILITY REFUND	02/06/2019	2.63	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	190630.01		DEBORAH L LINDLEY, 1739 N DOE AVE, UTILITY REFUND	02/06/2019	2.28	.00	26-4975 SOLID WASTE USER FEES	0	2/19		
1951	UTILITY REFUND #6	190630.01		DEBORAH L LINDLEY, 1739 N DOE AVE, UTILITY REFUND	02/06/2019	.82	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
1951	UTILITY REFUND #6	190630.01		DEBORAH L LINDLEY, 1739 N DOE AVE, UTILITY REFUND	02/06/2019	.82	.00	20-4510 SERVICE RECONNECT FEES	0	2/19		
Total 190630.01:						9.06	.00					
1951	UTILITY REFUND #6	201260.02		SERGEY OLEYNIK, 691 E SIENNA CREEK ST, UTILITY REFUND	02/06/2019	100.00	.00	20-2200 WATER DEPOSITS HELD	0	2/19		
Total 201260.02:						100.00	.00					
1951	UTILITY REFUND #6	20740.02		ROBERTA KONZEK, 392 E AVALON ST, UTILITY REFUND	02/06/2019	100.00	.00	20-2200 WATER DEPOSITS HELD	0	2/19		
Total 20740.02:						100.00	.00					
1951	UTILITY REFUND #6	240395.01		WORLD CLASS PROPERTIES, 511 N SILTSTONE AVE, UTILITY REFUND	02/06/2019	100.00	.00	20-2200 WATER DEPOSITS HELD	0	2/19		
Total 240395.01:						100.00	.00					
1951	UTILITY REFUND #6	240755.02		IDAHO HOUSING AND FINANCE ASSOCIATION, 921 E FOLGADO CT, UTILITY REFUND	02/06/2019	100.00	.00	20-2200 WATER DEPOSITS HELD	0	2/19		

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 240755.02:						100.00	.00					
1951	UTILITY REFUND #6	251010.02		NW TRUSTEE SVC WELLS FARGO BANK, 1038 S SARAH AVE, UTILITY REFUND	02/06/2019	100.00	.00	20-2200 WATER DEPOSITS HELD	0	2/19		
Total 251010.02:						100.00	.00					
1951	UTILITY REFUND #6	260415.02A		PRESCOTT D LEE, 1867 N FIREBRICK DR, UTILITY REFUND	02/11/2019	68.95	.00	20-4500 METERED WATER SALES	0	2/19		
Total 260415.02A:						68.95	.00					
1951	UTILITY REFUND #6	268134.01		CBH HOMES, 1667 N VERIDIAN AVE, UTILITY REFUND	02/04/2019	14.95	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	268134.01		CBH HOMES, 1667 N VERIDIAN AVE, UTILITY REFUND	02/04/2019	19.41	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	268134.01		CBH HOMES, 1667 N VERIDIAN AVE, UTILITY REFUND	02/04/2019	7.92	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 268134.01:						42.28	.00					
1951	UTILITY REFUND #6	271090.02		CHRISTOPHER SEARS, 2065 W SAGWON DR, UTILITY REFUND	02/05/2019	3.51	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	271090.02		CHRISTOPHER SEARS, 2065 W SAGWON DR, UTILITY REFUND	02/05/2019	4.22	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	271090.02		CHRISTOPHER SEARS, 2065 W SAGWON DR, UTILITY REFUND	02/05/2019	3.54	.00	26-4975 SOLID WASTE USER FEES	0	2/19		
1951	UTILITY REFUND #6	271090.02		CHRISTOPHER SEARS, 2065 W SAGWON DR, UTILITY REFUND	02/05/2019	6.29	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		

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	271090.02		CHRISTOPHER SEARS, 2065 W SAGWON DR, UTILITY REFUND	02/05/2019	.66	.00	20-4510 SERVICE RECONNECT FEES	0	2/19		
Total 271090.02:						18.22	.00					
1951	UTILITY REFUND #6	277414.01A		CBH HOMES, 82 W SNOWY OWL ST, UTILITY REFUND	02/07/2019	52.00	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	277414.01A		CBH HOMES, 82 W SNOWY OWL ST, UTILITY REFUND	02/07/2019	3.80	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	277414.01A		CBH HOMES, 82 W SNOWY OWL ST, UTILITY REFUND	02/07/2019	2.96	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 277414.01A:						58.76	.00					
1951	UTILITY REFUND #6	277415.01		CBH HOMES, 64 W SNOWY OWL ST, UTILITY REFUND	02/06/2019	22.73	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	277415.01		CBH HOMES, 64 W SNOWY OWL ST, UTILITY REFUND	02/06/2019	29.51	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	277415.01		CBH HOMES, 64 W SNOWY OWL ST, UTILITY REFUND	02/06/2019	14.48	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 277415.01:						66.72	.00					
1951	UTILITY REFUND #6	278215.01		CBH HOMES, 9365 S BRAEBURN AVE, UTILITY REFUND	02/06/2019	41.22	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	278215.01		CBH HOMES, 9365 S BRAEBURN AVE, UTILITY REFUND	02/06/2019	53.60	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	278215.01		CBH HOMES, 9365 S BRAEBURN AVE, UTILITY REFUND	02/06/2019	18.61	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		

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 278215.01:						113.43	.00					
1951	UTILITY REFUND #6	278216.01		CBH HOMES, 9343 S BRAEBURN AVE, UTILITY REFUND	02/04/2019	20.82	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	278216.01		CBH HOMES, 9343 S BRAEBURN AVE, UTILITY REFUND	02/04/2019	27.04	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	278216.01		CBH HOMES, 9343 S BRAEBURN AVE, UTILITY REFUND	02/04/2019	9.47	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 278216.01:						57.33	.00					
1951	UTILITY REFUND #6	280223.01		TRIDENT HOMES LLC, 2248 N AZURITE PL, UTILITY REFUND	02/06/2019	53.48	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	280223.01		TRIDENT HOMES LLC, 2248 N AZURITE PL, UTILITY REFUND	02/06/2019	41.18	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	280223.01		TRIDENT HOMES LLC, 2248 N AZURITE PL, UTILITY REFUND	02/06/2019	55.13	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 280223.01:						149.79	.00					
1951	UTILITY REFUND #6	280385.01		TRIDENT HOMES, 2173 N CITRINE AVE, UTILITY REFUND	02/04/2019	30.43	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	280385.01		TRIDENT HOMES, 2173 N CITRINE AVE, UTILITY REFUND	02/04/2019	39.52	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	280385.01		TRIDENT HOMES, 2173 N CITRINE AVE, UTILITY REFUND	02/04/2019	34.89	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 280385.01:						104.84	.00					
1951	UTILITY REFUND #6	291004.01		CBH HOMES, 3345 W DEVOTION 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	02/04/2019	15.40	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	291004.01		CBH HOMES, 3345 W DEVOTION DR, UTILITY REFUND	02/04/2019	19.99	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	291004.01		CBH HOMES, 3345 W DEVOTION DR, UTILITY REFUND	02/04/2019	9.96	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 291004.01:						45.35	.00					
1951	UTILITY REFUND #6	291022.01		CBH HOMES, 6906 S NORDEAN AVE, UTILITY REFUND	02/07/2019	35.18	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	291022.01		CBH HOMES, 6906 S NORDEAN AVE, UTILITY REFUND	02/07/2019	27.09	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	291022.01		CBH HOMES, 6906 S NORDEAN AVE, UTILITY REFUND	02/07/2019	18.01	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 291022.01:						80.28	.00					
1951	UTILITY REFUND #6	300025.02		JAMES S ANDERSEN, 1186 E MYSTERY DR, UTILITY REFUND	02/07/2019	7.02	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	300025.02		JAMES S ANDERSEN, 1186 E MYSTERY DR, UTILITY REFUND	02/07/2019	9.66	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	300025.02		JAMES S ANDERSEN, 1186 E MYSTERY DR, UTILITY REFUND	02/07/2019	7.48	.00	26-4975 SOLID WASTE USER FEES	0	2/19		
1951	UTILITY REFUND #6	300025.02		JAMES S ANDERSEN, 1186 E MYSTERY DR, UTILITY REFUND	02/07/2019	3.39	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 300025.02:						27.55	.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	302135.01		RIVERWOOD HOMES, 1078 E ANDES DR, UTILITY REFUND	02/06/2019	2.02	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	302135.01		RIVERWOOD HOMES, 1078 E ANDES DR, UTILITY REFUND	02/06/2019	2.63	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	302135.01		RIVERWOOD HOMES, 1078 E ANDES DR, UTILITY REFUND	02/06/2019	1.75	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 302135.01:						6.40	.00					
1951	UTILITY REFUND #6	303203.01		HUBBLE HOMES, 2595 N ELK CREEK AVE, UTILITY REFUND	02/06/2019	2.72	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	303203.01		HUBBLE HOMES, 2595 N ELK CREEK AVE, UTILITY REFUND	02/06/2019	1.58	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
1951	UTILITY REFUND #6	303203.01		HUBBLE HOMES, 2595 N ELK CREEK AVE, UTILITY REFUND	02/06/2019	2.10	.00	20-4500 METERED WATER SALES	0	2/19		
Total 303203.01:						6.40	.00					
1951	UTILITY REFUND #6	303204.01		HUBBLE HOMES, 2575 N ELK CREEK AVE, UTILITY REFUND	02/06/2019	2.03	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	303204.01		HUBBLE HOMES, 2575 N ELK CREEK AVE, UTILITY REFUND	02/06/2019	2.64	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	303204.01		HUBBLE HOMES, 2575 N ELK CREEK AVE, UTILITY REFUND	02/06/2019	1.73	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 303204.01:						6.40	.00					
1951	UTILITY REFUND #6	303214.01		HUBBLE HOMES, 2270 N HOSE GULCH AVE, UTILITY REFUND	02/11/2019	22.79	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	303214.01		HUBBLE HOMES, 2270 N HOSE GULCH AVE, UTILITY REFUND	02/11/2019	29.60	.00	21-4600 SEWER USER FEES	0	2/19		

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	303214.01		HUBBLE HOMES, 2270 N HOSE GULCH AVE, UTILITY REFUND	02/11/2019	13.56	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 303214.01:						65.95	.00					
1951	UTILITY REFUND #6	303217.01		HUBBLE HOMES, 2312 N HOSE GULCH, UTILITY REFUND	02/04/2019	4.18	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	303217.01		HUBBLE HOMES, 2312 N HOSE GULCH, UTILITY REFUND	02/04/2019	5.41	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	303217.01		HUBBLE HOMES, 2312 N HOSE GULCH, UTILITY REFUND	02/04/2019	3.05	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 303217.01:						12.64	.00					
1951	UTILITY REFUND #6	303226.01		HUBBLE HOMES, 1051 E FIRESTONE DR, UTILITY REFUND	02/04/2019	16.07	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	303226.01		HUBBLE HOMES, 1051 E FIRESTONE DR, UTILITY REFUND	02/04/2019	20.86	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	303226.01		HUBBLE HOMES, 1051 E FIRESTONE DR, UTILITY REFUND	02/04/2019	6.86	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 303226.01:						43.79	.00					
1951	UTILITY REFUND #6	310022.01		COLEMAN HOMES, 9458 S SARATOV WAY, UTILITY REFUND	02/05/2019	6.39	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	310022.01		COLEMAN HOMES, 9458 S SARATOV WAY, UTILITY REFUND	02/05/2019	12.70	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	310022.01		COLEMAN HOMES, 9458 S SARATOV WAY, UTILITY REFUND	02/05/2019	4.23	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		

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 310022.01:						23.32	.00					
1951	UTILITY REFUND #6	318308.01		NEW HORIZON CONSTRUCTION CO, 153 S JOHNS BAY AVE, UTILITY REFUND	02/04/2019	18.55	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	318308.01		NEW HORIZON CONSTRUCTION CO, 153 S JOHNS BAY AVE, UTILITY REFUND	02/04/2019	24.09	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	318308.01		NEW HORIZON CONSTRUCTION CO, 153 S JOHNS BAY AVE, UTILITY REFUND	02/04/2019	13.15	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 318308.01:						55.79	.00					
1951	UTILITY REFUND #6	320011.00		HAYDEN HOMES, 1443 N STEENS AVE, UTILITY REFUND	02/04/2019	18.49	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	320011.00		HAYDEN HOMES, 1443 N STEENS AVE, UTILITY REFUND	02/04/2019	24.01	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	320011.00		HAYDEN HOMES, 1443 N STEENS AVE, UTILITY REFUND	02/04/2019	11.73	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		
Total 320011.00:						54.23	.00					
1951	UTILITY REFUND #6	320021.00		HAYDEN HOMES, 1878 E JOHN DEERE ST, UTILITY REFUND	02/06/2019	.27	.00	20-4500 METERED WATER SALES	0	2/19		
1951	UTILITY REFUND #6	320021.00		HAYDEN HOMES, 1878 E JOHN DEERE ST, UTILITY REFUND	02/06/2019	1.13	.00	21-4600 SEWER USER FEES	0	2/19		
1951	UTILITY REFUND #6	320021.00		HAYDEN HOMES, 1878 E JOHN DEERE ST, UTILITY REFUND	02/06/2019	1.27	.00	25-4700 PRESS. IRRIGATI0N USER FEES	0	2/19		

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 320021.00:						2.67	.00					
1951	UTILITY REFUND #6	80092.01		ROBERT KEITHLEY, 500 N WALNUT AVE, UTILITY REFUND	02/07/2019	14.74	.00	20-4510 SERVICE RECONNECT FEES	0	2/19		
1951	UTILITY REFUND #6	80092.01		ROBERT KEITHLEY, 500 N WALNUT AVE, UTILITY REFUND	02/07/2019	85.26	.00	26-4975 SOLID WASTE USER FEES	0	2/19		
Total 80092.01:						100.00	.00					
Total UTILITY REFUND #6:						2,041.26	.00					
UTILITY TRAILER SALES OF IDAHO, INC.												
1641	UTILITY TRAILER SALES OF IDAHO, INC.	36830PB	8009	LIGHT & BRACKET FOR SAFETY LIGHT OF TRAVIS' TRUCK, B. GIILLOGLY, JAN. '19	01/28/2019	381.13	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	2/19		
Total 36830PB:						381.13	.00					
1641	UTILITY TRAILER SALES OF IDAHO, INC.	36848PB	8015	PUMP FOR OIL TANKS AT SHOP, B. GILLOGLY, JAN. '19 - ADMIN	01/29/2019	23.60	.00	01-6175 SMALL TOOLS	0	2/19		
1641	UTILITY TRAILER SALES OF IDAHO, INC.	36848PB	8015	PUMP FOR OIL TANKS AT SHOP, B. GILLOGLY, JAN. '19 - WATER	01/29/2019	9.44	.00	20-6175 SMALL TOOLS	0	2/19		
1641	UTILITY TRAILER SALES OF IDAHO, INC.	36848PB	8015	PUMP FOR OIL TANKS AT SHOP, B. GILLOGLY, JAN. '19 - SEWER	01/29/2019	9.43	.00	21-6175 SMALL TOOLS	0	2/19		
1641	UTILITY TRAILER SALES OF IDAHO, INC.	36848PB	8015	PUMP FOR OIL TANKS AT SHOP, B. GILLOGLY, JAN. '19 - P.I.	01/29/2019	4.72	.00	25-6175 SMALL TOOLS	0	2/19		
Total 36848PB:						47.19	.00					
Total UTILITY TRAILER SALES OF IDAHO, INC.:						428.32	.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
VERIZON WIRELESS												
1575	VERIZON WIRELESS	9823175826		CELL PHONE SERVICE, 12/29/18-1/28/19 - ADMIN	01/28/2019	97.70	.00	01-6255 TELEPH0NE	0	2/19		
1575	VERIZON WIRELESS	9823175826		CELL PHONE SERVICE, 12/29/18-1/28/19 - PARKS	01/28/2019	314.02	.00	01-6255 TELEPH0NE	1004	2/19		
1575	VERIZON WIRELESS	9823175826		CELL PHONE SERVICE, 12/29/18-1/28/19 - BUILDING INSPECTION	01/28/2019	87.23	.00	01-6255 TELEPH0NE	1005	2/19		
1575	VERIZON WIRELESS	9823175826		CELL PHONE SERVICE, 12/29/18-1/28/19 - WATER	01/28/2019	344.20	.00	20-6255 TELEPH0NE EXPENSE	0	2/19		
1575	VERIZON WIRELESS	9823175826		CELL PHONE SERVICE, 12/29/18-1/28/19 - SEWER	01/28/2019	501.22	.00	21-6255 TELEPH0NE EXPENSE	0	2/19		
1575	VERIZON WIRELESS	9823175826		CELL PHONE SERVICE, 12/29/18-1/29/19 - P.I	01/28/2019	94.91	.00	25-6255 TELEPH0NE EXPENSE	0	2/19		
1575	VERIZON WIRELESS	9823175826		CELL PHONE SERVICE, 12/29/18-1/28/19 - ECONOMIC DEVELOPMENT	01/28/2019	43.61	.00	01-6255 TELEPH0NE	4000	2/19		
Total 9823175826:						1,482.89	.00					
1575	VERIZON WIRELESS	9823291062		TABLET SERVICE, 1/2-2/1/19 - ADMIN	02/01/2019	3.68	.00	01-6255 TELEPH0NE	0	2/19		
1575	VERIZON WIRELESS	9823291062		TABLET SERVICE, 1/2-2/1/19 - PARKS	02/01/2019	8.09	.00	01-6255 TELEPH0NE	1004	2/19		
1575	VERIZON WIRELESS	9823291062		TABLET SERVICE, 1/2-2/1/19 - BUILDING INSPECTION	02/01/2019	30.87	.00	01-6255 TELEPH0NE	1005	2/19		
1575	VERIZON WIRELESS	9823291062		TABLET SERVICE, 1/2-2/1/19 - WATER	02/01/2019	42.04	.00	20-6255 TELEPH0NE EXPENSE	0	2/19		
1575	VERIZON WIRELESS	9823291062		TABLET SERVICE, 1/2-2/1/19 - SEWER	02/01/2019	50.86	.00	21-6255 TELEPH0NE EXPENSE	0	2/19		

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
1575	VERIZON WIRELESS	9823291062		TABLET SERVICE, 1/2-2/1/19 - P.I	02/01/2019	11.46	.00	25-6255 TELEPH0NE EXPENSE	0	2/19		
Total 9823291062:						147.00	.00					
1575	VERIZON WIRELESS	9823291063		IPAD SERVICE, 1/2-2/1/19 - PARKS	02/01/2019	30.02	.00	01-6255 TELEPH0NE	1004	2/19		
Total 9823291063:						30.02	.00					
Total VERIZON WIRELESS:						1,659.91	.00					
WESTERN RECORDS DESTRUCTION, INC.												
1633	WESTERN RECORDS DESTRUCTION, INC.	0427037		RECORDS DESTRUCTION, 1/1-31/19 - ADMIN	02/01/2019	7.00	.00	01-6052 CONTRACT SERVICES	0	2/19		
1633	WESTERN RECORDS DESTRUCTION, INC.	0427037		RECORDS DESTRUCTION, 1/1-31/19 - P & Z	02/01/2019	2.25	.00	01-6052 CONTRACT SERVICES	1003	2/19		
1633	WESTERN RECORDS DESTRUCTION, INC.	0427037		RECORDS DESTRUCTION, 1/1-31/19 - WATER	02/01/2019	6.63	.00	20-6052 CONTRACT SERVICES	0	2/19		
1633	WESTERN RECORDS DESTRUCTION, INC.	0427037		RECORDS DESTRUCTION, 1/1-31/19 - SEWER	02/01/2019	6.63	.00	21-6052 C0NTRACT SERVICES	0	2/19		
1633	WESTERN RECORDS DESTRUCTION, INC.	0427037		RECORDS DESTRUCTION, 1/1-31/19 - P.I	02/01/2019	2.49	.00	25-6052 C0NTRACT SERVICES	0	2/19		
Total 0427037:						25.00	.00					
Total WESTERN RECORDS DESTRUCTION, INC.:						25.00	.00					
WESTERN STATES EQUIPMENT CO.												
98	WESTERN STATES EQUIPMENT CO.	IN000882833		MAINTENANCE ON GENERATOR AT PATAGONIA LIFT STATION, T. FLEMING, JAN. '19	01/29/2019	211.72	.00	21-6150 M & R - SYSTEM	0	2/19		

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 IN000882833:						211.72	.00					
98	WESTERN STATES EQUIPMENT CO.	IN000884390		MAINTENANCE ON GENERATOR AT BUTLER WELL, JAN. '19	01/30/2019	333.21	.00	20-6150 M & R - SYSTEM	0	2/19		
Total IN000884390:						333.21	.00					
98	WESTERN STATES EQUIPMENT CO.	IN000884392		MAINTENANCE ON GENERATOR AT DANSKIN LIFT STATION, T. FLEMING, JAN. '19	01/30/2019	333.21	.00	21-6150 M & R - SYSTEM	0	2/19		
Total IN000884392:						333.21	.00					
98	WESTERN STATES EQUIPMENT CO.	IN000884394		MAINTENANCE ON GENERATOR AT CRIMSON POINT LIFT STATION, T. FLEMING, JAN. '19	01/30/2019	331.18	.00	21-6150 M & R - SYSTEM	0	2/19		
Total IN000884394:						331.18	.00					
98	WESTERN STATES EQUIPMENT CO.	IN000884400		MAINTENANCE ON GENERATOR AT WELL #6, T. FLEMING, JAN. '19	01/30/2019	260.08	.00	20-6150 M & R - SYSTEM	0	2/19		
Total IN000884400:						260.08	.00					
98	WESTERN STATES EQUIPMENT CO.	IN000884401		MAINTENANCE ON GENERATOR AT DISCOVERY LIFT STATION, T. FLEMING, JAN. '19	01/30/2019	263.68	.00	21-6150 M & R - SYSTEM	0	2/19		
Total IN000884401:						263.68	.00					
98	WESTERN STATES EQUIPMENT CO.	IN000884402		MAINTENANCE ON GENERATOR AT CEDAR WELL, T. FLEMING, JAN. '19	01/30/2019	395.01	.00	20-6150 M & R - SYSTEM	0	2/19		

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 IN000884402:						395.01	.00					
98	WESTERN STATES EQUIPMENT CO.	IN000884404		MAINTENANCE ON GENERATOR AT DANSKIN WELL, T. FLEMING, JAN. '19	01/30/2019	271.41	.00	20-6150 M & R - SYSTEM	0	2/19		
Total IN000884404:						271.41	.00					
98	WESTERN STATES EQUIPMENT CO.	IN000884409		MAINTENANCE ON GENERATOR AT TEN MILE LIFT STATION, T. FLEMING, JAN. '19	01/30/2019	333.21	.00	21-6150 M & R - SYSTEM	0	2/19		
Total IN000884409:						333.21	.00					
Total WESTERN STATES EQUIPMENT CO.:						2,732.71	.00					
WEX BANK												
1234	WEX BANK	57622509		FUEL, JAN.'19 - ADMIN	01/31/2019	27.97	.00	01-6300 FUEL	0	2/19		
1234	WEX BANK	57622509		FUEL, JAN.'19 - P & Z	01/31/2019	7.75	.00	01-6300 FUEL	1003	2/19		
1234	WEX BANK	57622509		FUEL, JAN.'19 - PARKS	01/31/2019	232.50	.00	01-6300 FUEL	1004	2/19		
1234	WEX BANK	57622509		FUEL, JAN.'19 - BUILDING INSPECTION	01/31/2019	165.40	.00	01-6300 FUEL	1005	2/19		
1234	WEX BANK	57622509		FUEL, JAN.'19 -WATER	01/31/2019	343.92	.00	20-6300 FUEL	0	2/19		
1234	WEX BANK	57622509		FUEL, JAN.'19 - SEWER	01/31/2019	112.32	.00	21-6300 FUEL	0	2/19		
1234	WEX BANK	57622509		FUEL, JAN.'19 - P.I	01/31/2019	92.82	.00	25-6300 FUEL	0	2/19		
Total 57622509:						982.68	.00					
Total WEX BANK:						982.68	.00					
WHITE, PETERSON, GIGRAY, & NICHOLS P.A.												

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
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	25721-000		LEGAL SERVICES, JAN.'19 - ADMIN	01/31/2019	3,249.00	.00	01-6202 PR0FESSI0NAL SERVICES	0	2/19		
Total 25721-000:						3,249.00	.00					
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	25721-001		LEGAL SERVICES, JAN.'19 - WATER	01/31/2019	1,116.00	.00	20-6202 PROFESSIONAL SERVICES	0	2/19		
Total 25721-001:						1,116.00	.00					
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	25721-002		LEGAL SERVICES, JAN.'19 - P & Z	01/31/2019	261.00	.00	01-6202 PR0FESSI0NAL SERVICES	1003	2/19		
Total 25721-002:						261.00	.00					
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	25721-003		LEGAL SERVICE FEES, JAN.'19 - WATER	01/31/2019	108.00	.00	20-6202 PROFESSIONAL SERVICES	0	2/19		
Total 25721-003:						108.00	.00					
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	25721-004		LEGAL SERVICES, JAN.'19 - SEWER	01/31/2019	450.00	.00	21-6202 PR0FESSI0NAL SERVICES	0	2/19		
Total 25721-004:						450.00	.00					
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	25721-005		LEGAL SERVICES, JAN.'19 - P.I	01/31/2019	778.50	.00	25-6202 PROFESSIONAL SERVICES	0	2/19		
Total 25721-005:						778.50	.00					
Total WHITE, PETERSON, GIGRAY, & NICHOLS P.A.:						5,962.50	.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
Grand Totals:						544,731.42	198,273.89					

Dated: _____

Mayor: _____

City Council: _____

_____

_____

_____

_____

_____

City Treasurer: _____

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

RESOLUTION NO. R09-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING THE PARK USE AGREEMENT BY AND BETWEEN THE CITY OF KUNA, IDAHO AND THE KUNA YOUTH SOFTBALL AND BASEBALL ASSOCIATION, INC., PURSUANT TO THE TERMS OF THE AGREEMENT; AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho as follows:

Section 1. The Park Use Agreement by and between the City of Kuna, Idaho and the Kuna Youth Softball and Baseball Association, Inc., in substantially the form as attached hereto as EXHIBIT A is hereby approved.

Section 2. The Mayor of the City of Kuna, Idaho is hereby authorized to execute the Agreement, and the City Clerk is hereby authorized to attest to said execution as so authorized and approved for on behalf of the City of Kuna, Idaho.

PASSED BY THE COUNCIL of Kuna, Idaho this 19th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 19th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

P ARK USE AGREEMENT
CITY OF KUNA, IDAHO AND KUNA YOUTH SOFTBALL AND BASEBALL ASSOCIATION, INC.
BERNIE FISHER CITY PARK

This Park Use Agreement (AGREEMENT) is entered into by and between the City of Kuna, Idaho, (CITY), an Idaho municipal corporation and the Kuna Youth Softball and Baseball Association, Inc. (KYSBA) an Idaho general non-profit corporation, jointly referred to herein as the PARTIES.

WHEREAS, CITY owns and maintains Bernie Fisher City Park (PARK) located at Kuna, Idaho; and

WHEREAS, the PARK has certain improvements including baseball fields, excluding the concession stand; and

WHEREAS, KYSBA desires to use the PARK for its baseball clinics, practices and games during specified times of the year; and

WHEREAS, CITY grants KYSBA permission to use the PARK in exchange for certain contributions including maintenance, care, and improvements at the PARK.

NOW, THEREFORE, in consideration of the above recitals, which recitals are contractual in nature, the mutual covenants herein contained and such other and further consideration as is hereby acknowledged, the parties agree as follows:

1. USE: KYSBA agrees to use the PARK for the sole purpose of operating the baseball and softball program to provide athletic opportunities for the children of Kuna, Idaho.

2. RESPONSIBILITIES:

   The CITY Will:

   2.1. Have the PARK field reserved for KYSBA's exclusive use according to the following schedule:

   From March 1 to the third Sunday in July, Monday through Friday after 4:00 PM until dark, and all-day Saturday.

   2.2. At all other times individuals and/or groups may use the fields. Groups using the fields must contact the City of Kuna Parks & Recreation Department to ensure fields are available, register for their use, and review and sign the City's Baseball Field Use Agreement, which will include a training on maintaining the fields.

   2.3. Send out a Notice of Intent to Renew this Agreement on or before December 31, as provided for in paragraph 5.

2.4. Maintain the fields including mowing, over-seeding, and irrigating during the schedule set by the CITY. Maintain the irrigation system.

KYSBA Will:

2.5. Operate and manage the youth baseball program, including programs and clinics.

2.6. On or about November 1, provide the City Clerk with the names of the officers for KYSBA for the upcoming year.

2.7. If there is going to be a change in the reserved schedule as provided for in paragraph 2.1, provide the change to the City of Kuna Parks & Recreation Department on or before January 31.

2.8. After January 31, reservations for the fields for unscheduled dates and times, as provided for in paragraph 2.1., will be first come, first served.

2.9. KYSBA may, upon good cause, modify the reserved schedule during the season, however any prior reservation, as provided for in paragraph 2.8, will have priority to use the fields.

2.10. Return the Notice of Intent to Renew acknowledgement by January 31.

2.11. Hire and staff the umpires.

2.12. Ensure that the fields are in presentable and playable condition prior to each use.

2.13. Purchase and apply diamond dust as needed.

2.14. Provide trashcans during KYSBA events, practice and games and keep the area clean.

3. USAGE FEE: There will be no usage fee.

4. TERM: The term of this AGREEMENT shall be February 1, 2019 to January 31, 2020.

5. The City will send out a Notice of Intent to Renew to the KYSBA organization's address of file with the Secretary of State for Idaho and the president of the Board of Directors at the organization's post office box. The Notice of Intent to Renew will allow for the extension of this AGREEMENT for additional one (1) year terms.

6. INSPECTION: KYSBA has inspected and hereby accepts the PARK in the condition at the beginning of this AGREEMENT.

7. ALTERATIONS: KYSBA shall not make any renovations, alterations, additions, or install any fixtures, equipment, fencing, etc., without the express written consent of CITY. All

fixtures and improvements shall become the property of CITY at no cost to the City at termination or expiration of this AGREEMENT.

8. OTHER REQUIREMENTS: KYSBA shall maintain oversight and control of the participants in its program. Littering, vandalizing, destroying or otherwise damaging CITY property is prohibited.

9. COMPLIANCE WITH GOVERNING LAW: Each PARTY shall comply with all federal, state and local laws, rules and regulations, now in force or which may hereafter be in force pertaining to the use of the PARK.

10. INDEMNIFICATION: KYSBA shall indemnify, hold harmless and defend the CITY and its elected or appointed officials, employees and agents from and against all liabilities, claims, suits, losses and expenses, including reasonable attorney' s fees and court costs, arising out of or in the course of the use contemplated by this AGREEMENT that is caused in whole or in part by any act or omission of KYSBA, any act or omission of anyone directly or indirectly employed by KYSBA, or any act or omission for which KYSBA may be liable, whether or not it is caused in whole or in part by the party indemnified.

11. INSURANCE: KYSBA shall, at all times, obtain, pay for, and maintain insurance for the coverages and amounts of coverage not less than those set forth as follows:

    11.1. Worker's Compensation - in compliance with the state and federal laws, if required.

    11.2. Comprehensive Automobile Liability Policy - a minimum coverage of $1,000,000.00 combined single limits of liability for bodily injuries, death and property damage resulting from anyone occurrence.

    11.3. Comprehensive Premises Liability Policy- a minimum coverage of $1,000,000.00 including the following coverage:

        11.3.1. Premises and operations; and

        11.3.2. Broad Form Commercial General Liability Endorsement to include blanket contractual liability (specifically covering but not limited to the contractual obligations assumed by the organization; and

        11.3.3. Personal injury (with employment and contractual exclusions deleted); and

        11.3.4. Broad Form Property Damages coverage.

    11.4. KYSBA shall provide to CITY original Certificates of Insurance satisfactory to evidence such coverages before operations pursuant to this AGREEMENT commence.

11.5. CITY shall be named as an additional insured on all policies related to this Agreement, excluding Workers Compensation. Such policies shall provide that there shall be no termination, non-renewal, modification, or expiration of such coverage without forty-five (45) calendar days written notice to the CITY.

11.6. All insurance shall be written with a company having an A.M. Best rating of at least the "A" category and size categories of VII.

12. UTILITIES: CITY will provide general field maintenance, including lawn mowing, fertilizing, seeding, irrigation and irrigation system maintenance. Any other utility, including electricity shall be provided by KYSBA.

13. RUBBISH: KYSBA shall be responsible for garbage or refuse removal during its use of the PARK.

14. DAMAGE BY FIRE OR OTHER CASUALTY: If the PARK., or any part thereof is damaged by fire or other casualty to such an extent that it is rendered unusable, in whole or in part, the CITY shall have the option to terminate this AGREEMENT, or repair the premises. KYSBA shall have no claim for any loss of use during the period that the PARK. is being repaired.

15. NOTICES: Any notice required or intended to be given to the other PARTY under the terms of this AGREEMENT shall be in writing and shall be deemed to be duly delivered the earlier of (a) actual receipt by personal delivery to the representative (as defined herein), or in lieu of personal service, (b) by way of private courier, such as Federal Express or United Parcel Service addressed to the appropriate party and address as set forth herein, or in lieu of private courier, (c) U.S. Mail, registered, postage prepaid, return receipt requested.

15.1. CITY notice shall be sent to:

City Clerk for the City of Kuna, Idaho
Post Office Box 13
Kuna, Idaho 83634

15.2. KYSBA notice shall be sent to:

Kuna Youth Softball and Baseball Ass0ciation, Inc.
Post Office Box 449
Kuna, Idaho 83634

16. TERMINATION: Either Party reserves the right to terminate this AGREEMENT by providing written notice of its election to terminate to the other Party at least sixty (60) days prior to the date of termination.

17. ASSIGNMENT: This AGREEMENT is not assignable without the written consent of CITY.

18. WAIVER: No failure of the CITY to enforce any term hereof shall be deemed to be a waiver.

19. ENTIRE AGREEMENT: This AGREEMENT contains the entire agreement between the parties and may be modified only by an addendum to this AGREEMENT or by a new AGREEMENT in writing, signed by CITY and KYSBA.

20. ATTORNEY'S FEES: If either PARTY is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of the AGREEMENT, the prevailing party in such proceeding or action shall be entitled to recover from the other PARTY its reasonable attorney's fees and legal costs.

In witness whereof, the parties hereto have set their hands and seals on the day and year first written above.

CITY OF KUNA, IDAHO

Dated this 7 day of FEB, 2019

BY: _____
Joe L. Stear, Mayor

ATTEST:

Dated this 7 day of FEB, 2019

BY: Chris Engels
Chris Engels, City Clerk

KUNA YOUTH SOFTBALL AND BASEBALL ASSOCIATION, INC.

Dated this 7 day of FEB, 2019

BY: _____
Kris Perdew, President

RESOLUTION NO. R10-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING THE DEED OF PUBLIC UTILITY EASEMENT AND ACCEPTANCE FROM RUSSELL D. HUNEMILLER and KAREN HUNEMILLER.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho that the DEED OF PUBLIC UTILITY EASEMENT AND ACCEPTANCE from RUSSELL D. HUNEMILLER and KAREN HUNEMILLER, attached hereto as EXHIBIT A is hereby approved by the City of Kuna, Idaho as the beneficiary of said easement.

PASSED BY THE COUNCIL of Kuna, Idaho this 19th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 19th 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

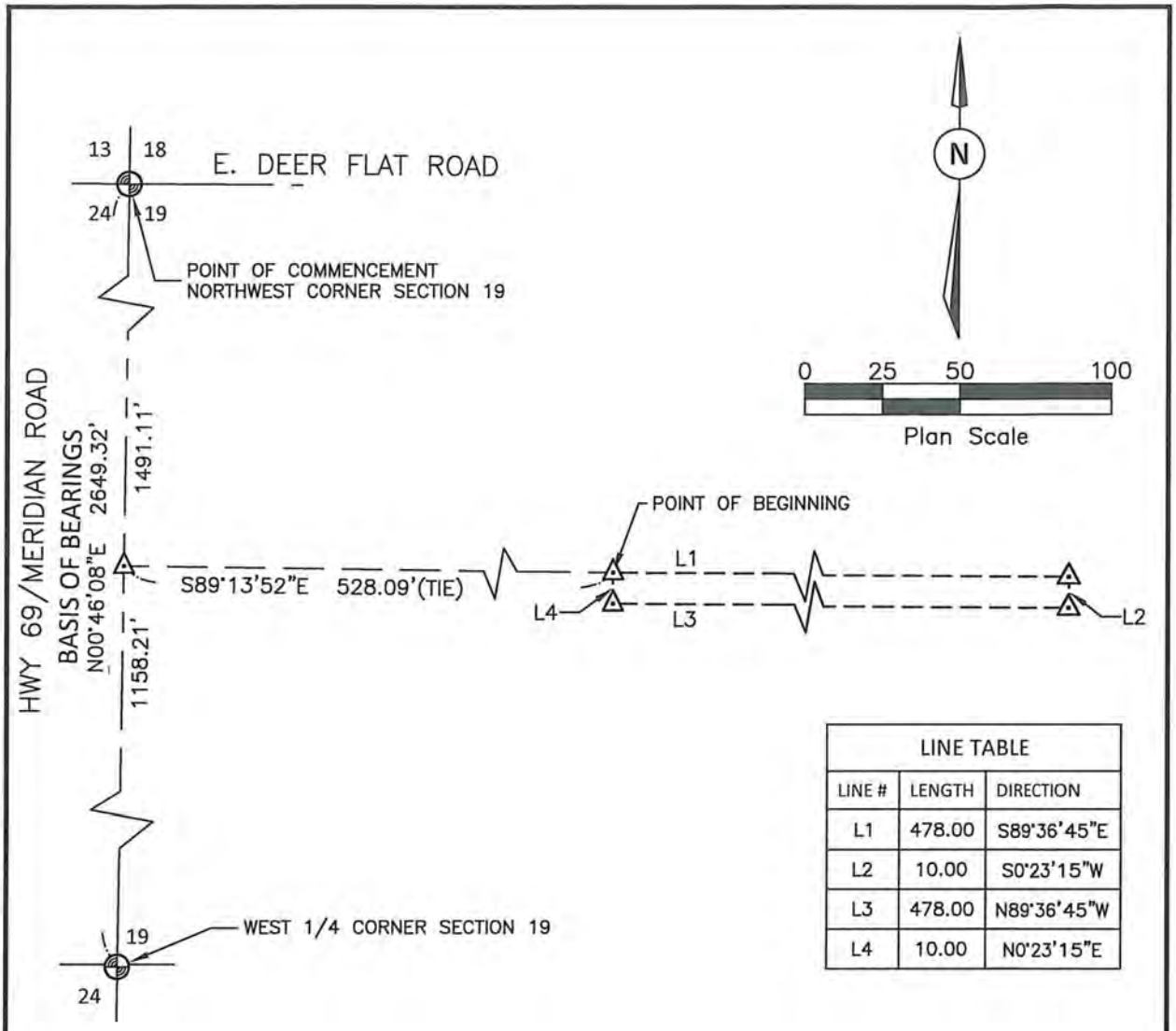
A parcel of land for a City of Kuna Pressurized Irrigation easement situated in a portion of Government Lot 2 of Section 19, Township 2 North, Range 1 East, Boise Meridian, City of Kuna, Ada County, Idaho and being more particularly described as follows:

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.



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

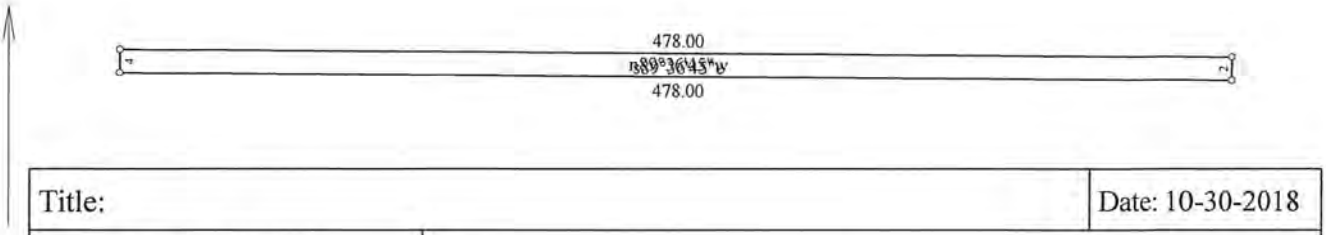
DATE: November, 2018
PROJECT: 18-053
SHEET: 1 OF 1

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, ---



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. R11-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING THE DEED OF PUBLIC UTILITY EASEMENT AND ACCEPTANCE FROM SANDSTONE FARMS, LLC.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho that the DEED OF PUBLIC UTILITY EASEMENT AND ACCEPTANCE from SANDSTONE FARMS, LLC, attached hereto as EXHIBIT A is hereby approved by the City of Kuna, Idaho as the beneficiary of said easement.

PASSED BY THE COUNCIL of Kuna, Idaho this 19th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 19th 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 UTILITY EASEMENT AND ACCEPTANCE

PARTIES:

Sandstone Farms, LLC, an Idaho limited liability company	*Grantor*	1888 E. Rodeo Lane Kuna, Idaho 83634
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 SANDSTONE FARMS, LLC, an Idaho limited liability company, Grantor (hereinafter referred to as "Grantor"), whose address is 1888 E. Rodeo Lane, Kuna, Idaho 83634, 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 Sandstone Farms, LLC, and Idaho limited liability company, whose address is 1888 E. Rodeo Lane, Kuna, Idaho 83634 and 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 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 18TH day of DECEMBER, 2018 with the intent that it shall be recorded in the office of the recorder of the County of Ada, state of Idaho.

Grantor:
SANDSTONE FARMS, LLC

By: _____
its: Member

Grantee:
CITY OF KUNA

By: _____
Joe L. Stear, Mayor

Attest:

_____
Chris Engels, City Clerk

STATE OF IDAHO)
: ss.
County of Ada)

On this 18TH day of DECEMBER, in the year of 2018, before me a notary public for the State of Idaho, personally appeared LARRY HANSEN, known or identified to me to be the manager or a member of SANDSTONE FARMS, LLC, and acknowledged to me that such limited liability company executed the same.

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

Notary Public for Idaho
My Commission Expires: 2/21/19

STATE OF IDAHO)
: ss.
County of Ada)

On this ____ day of _____, in the year of 2018, 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.

(SEAL)

Notary Public for Idaho
My Commission Expires: _____

W:\Work\K\Kuna, City of 25721\Public Utility Easements\Deed of Public Utility Easement-Lugarno Sub-18050 Deer Flat 1.21 acres.docx

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 8, 2018
40 Foot Wide Sewer & Water Easement ⌉ for the City of Kuna

BASIS OF BEARING for this description is South 0°15'37" West, between a brass cap marking the Center 1/4 Corner of Section 18, and a brass cap marking the South 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 and Water Easement, being a portion of the NE1/4 of the SW1/4 of Section 18, T.2N., R.1E., B.M., Ada County, Idaho, more particularly described as follows:

BEGINNING at a brass cap marking the Center 1/4 Corner of said Section 18;

Thence South 0°15'37" West, coincident with the east line of said NE1/4 of the SW1/4 of Section 18, a distance of 1322.90 feet to the CS1/16 Corner of said Section 18;

Thence North 89°32'01" West, coincident with the south line of said NE1/4 of the SW1/4 of Section 18, a distance of 40.00 feet;

Thence North 0°15'37" East, parallel with said east line of the said NE1/4 of the SW1/4 of Section 18, a distance of 1322.93 feet to the north line of said NE1/4 of the SW1/4 of Section 18;

Thence South 89°28'56" East, coincident with said north line of NE1/4 of the SW1/4 of Section 18, a distance of 40.00 feet to the **POINT OF BEGINNING**;

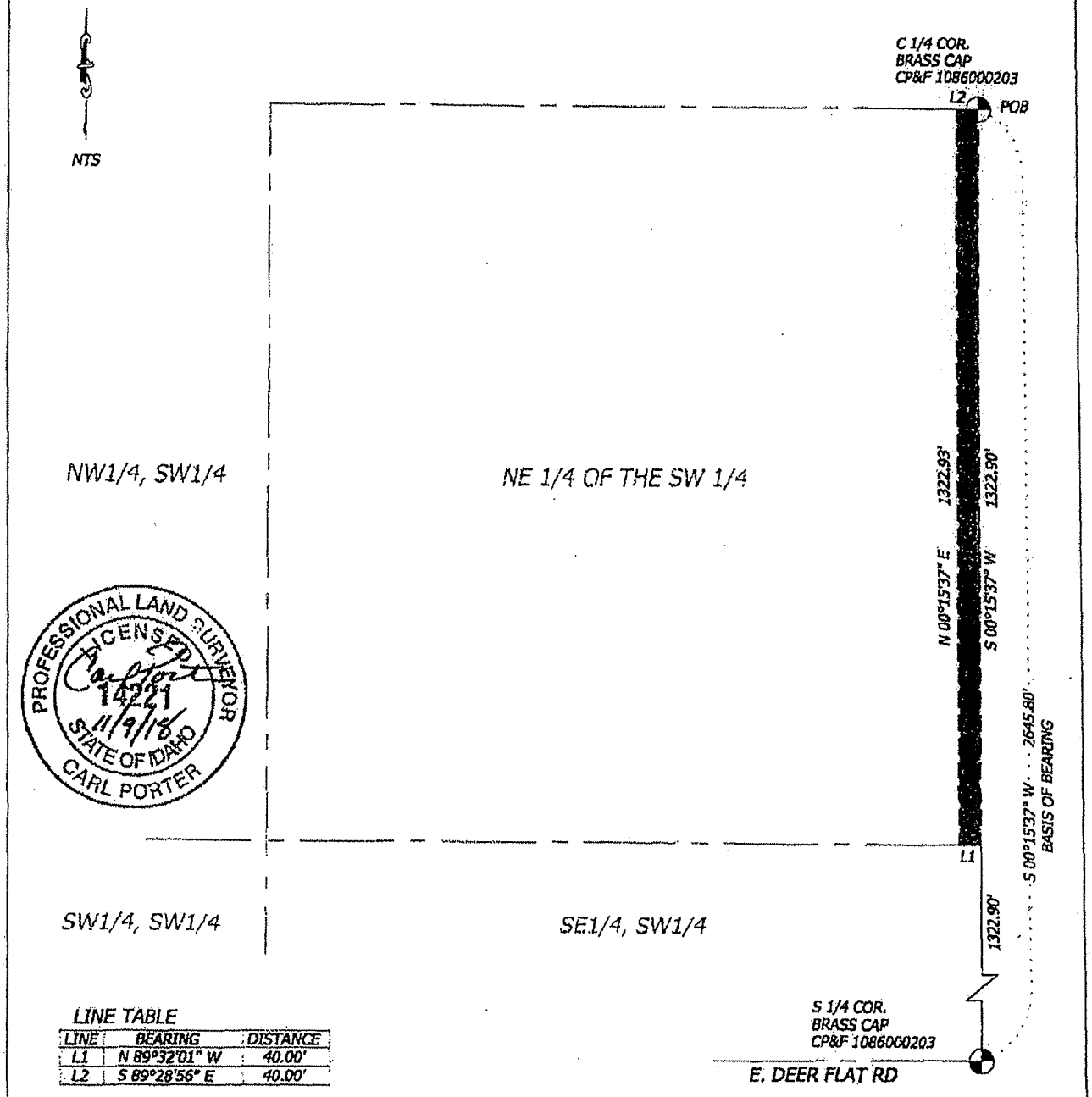
The above described parcel comprises 1.21 acres, more or less.

PROFESSIONAL LAND SURVEYOR
LICENSED
14221
11/9/18
STATE OF IDAHO
CARL PORTER

EXHIBIT A
1 of 2
1.21 acres

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

40' CITY OF KUNA WATER & SEWER EASEMENT



PROFESSIONAL LAND SURVEYOR
LICENSED
14221
11/9/18
STATE OF IDAHO
CARL PORTER

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 89°32'01" W	40.00'
L2	S 89°28'56" 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
1.21 acres

RESOLUTION NO. R12-2019
CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO APPROVING THE DEED OF PUBLIC IRRIGATION UTILITY EASEMENT AND GRANT CONVEYANCE OF MUNICIPAL IRRIGATION SYSTEM UTILITY PIPELINES AND GRANTEE ACCEPTANCE FROM SDN, LLC.

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

PASSED BY THE COUNCIL of Kuna, Idaho this 19th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 19th 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:

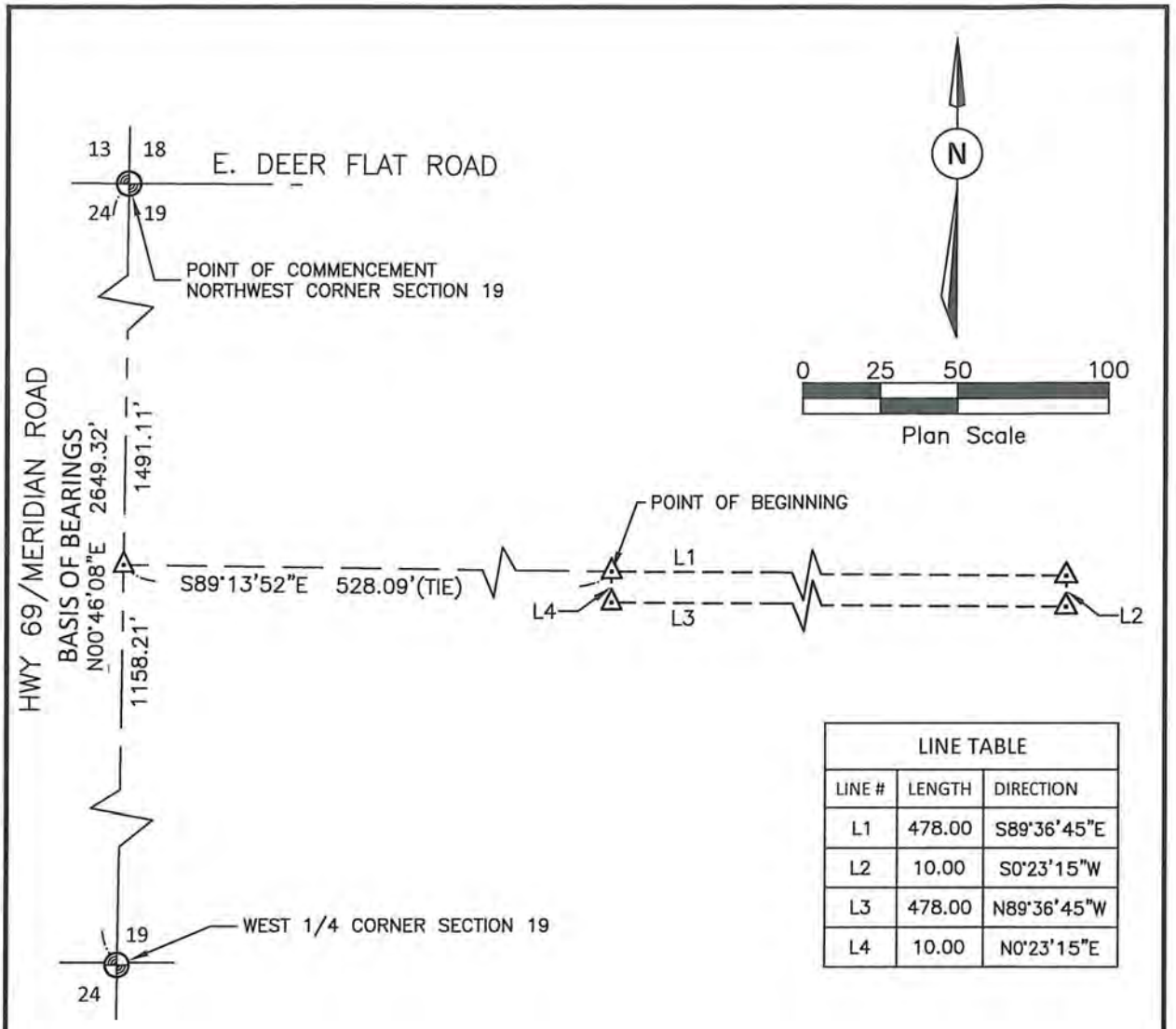
Commencing at a found aluminum cap marking the Northwest corner of said Section 19, which bears N00°46'08"E a distance of 2,649.32 feet from a found aluminum cap marking the West 1/4 corner of said Section 19; thence following the westerly line of said Section 19, S00°46'08"W a distance of 1,491.11 feet;
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

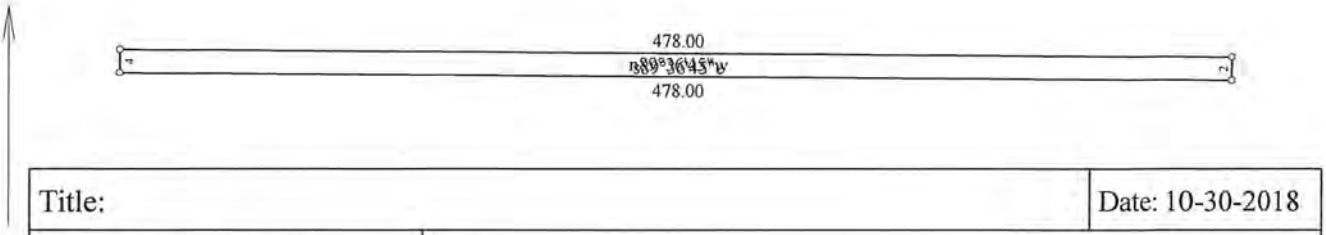
DATE: November, 2018
PROJECT: 18-053
SHEET: 1 OF 1

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, ---



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

CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.kunacity.id.gov
Phone: (208) 577-8794
Email: bbachman@kunaid.gov

Bob Bachman, BOC 1, IBC
Public Works Director
City of Kuna

MEMORANDUM

To: Mayor and Council

From: Bob Bachman - Public Works Director

RE: Sewer Infrastructure Improvement and Latecomer Reimbursement Resolution

Date: February 14, 2019

Mayor and Council,

This new resolution is to outline the mechanism of budgeted and non-budgeted sewer Capital Improvement Projects or infrastructure improvements eligible for reimbursements as well as to define and include the mechanism for Latecomer reimbursements. This is in addition to the reimbursement resolutions already in place. It is important that we clearly define and outline these reimbursements for future development.

Please contact me with any questions you may have.

Thank you,

Bob Bachman

RESOLUTION NO. R13-2019
CITY OF KUNA, IDAHO

CITY SEWER INFRASTRUCTURE IMPROVEMENT AND LATECOMER REIMBURSEMENT POLICY - 2019

1. PURPOSE

A resolution of the City of Kuna (City) setting forth a reimbursement policy that provides real property owners, developers, and/or the City of Kuna, hereinafter referred to as Developers, a mechanism to seek reimbursement for eligible sewer infrastructure improvements that exceed the Developer's sewer infrastructure improvement requirements. When a Developer, at its own expense and in conformance with the City Sewer System Master Plan or at the direction of the City, constructs an extension of the existing sewer system or constructs oversized sewer infrastructure improvement determined by the City to be larger than needed to serve the Developer's project, the Developer may be reimbursed to the extent allowed in this policy by entering into a reimbursement agreement with the City. Reimbursement will be for eligible costs of the sewer infrastructure improvement.

This resolution also provides a mechanism for developers to recover costs from other developments that benefit from the installation of sewer infrastructure improvements. The cost recovery mechanism is called a "Late Comer Agreement" and is further explained in Section 9 of this resolution.

2. DEFINITIONS

2.1. Budgeted Capital Improvement Project (CIP): A public works sewer infrastructure improvement or extension project to be constructed by a real property owner or developer where the project is scheduled to start construction in the next fiscal year.

2.2. Non-Budgeted Capital Improvement Project (CIP): A public works sewer infrastructure improvement or extension project to be constructed by a real property owner or developer where the project is not scheduled to start construction in the next fiscal year.

2.3. Line Capacity: The water carrying capacity of a pipeline for purposes of this policy is assumed to be 75% of the discharge computed by Manning's Equation at the minimum slope allowed per "Ten States Standards".

2.4. Nominal Pipe Diameter Needed: The minimum standard sewer pipe diameter (8", 10", 12", 15" and larger) with sufficient transmission capacity to carry the developments' designated peak discharge.

2.5. Peak Discharge: The Peak Discharge is assumed to be the Average Discharge multiplied by the peaking factor of the City Engineer's standard chart.

2.6. Late Comer: Property owner and/or Developer who later develops property in the vicinity of a project and utilize the improvements constructed to service the development.
2.7. Reasonable Duty: The minimum pipe size required by the development at twenty (20) linear feet of sewer line per gross development acre.
2.8. To-And-Through: The obligation to extend sewer infrastructure improvements to the property limit for connection by subsequent Developers.
2.9. Frontage: That portion of a development contiguous to a road, street, or a connecting project.
2.10. Property: Real estate either available for development or in the process of developing.
2.11. Connecting Property: Real estate contiguous to another property that has at least one common lot line or boundary line.
2.12. Property in the Vicinity: Real estate in the immediate, surrounding area of a development that may not be contiguous to the project.
2.13. Permanent Lift Station: A lift station identified in the Sewer Master Plan as a permanent lift station constructed with sufficient capacity to serve multiple developments for an indefinite period.
2.14. Temporary Lift Station: A lift station that will be removed when either gravity sewer main lines are constructed to service the development or a regional, permanent lift station is constructed to service the development and/or project.
2.15. Sewer Collection Pipelines
    2.15.1.1. Master Plan Interceptor Line (Street Frontage): A sewer mainline identified in the sewer master plan that lies adjacent to the property being developed and the adjoining street.
    2.15.1.2. Master Plan Interceptor Line (On-site): A sewer mainline identified in the sewer master plan that lies within the property development boundary.
    2.15.1.3. Master Plan Interceptor Line (Off-site): A sewer mainline identified in the sewer master plan that lies outside the property development boundary and not fronting a street.
    2.15.1.4. Non-Master Plan Collection Line (On-site): A sewer mainline lying within the development property boundary that is not identified in the Sewer Master Plan.
    2.15.1.5. Non-Master Plan Collection Line (Off-site): A sewer mainline lying outside the development property boundary that is not a street frontage mainline but is on property in the vicinity of the development property.
    2.15.1.6. Very Large Interceptor Lines: Interceptor lines exceeding fifteen (15)-inch diameter.

3. CRITERIA FOR REIMBURSEMENT

A Development may be eligible or ineligible for reimbursement according to criteria outlined herein. For instance, a line constructed larger than needed at the Developer's discretion and not at the direction of the City is not eligible for reimbursement.

Each project or development is presumed to benefit from the work of earlier Developments and to have, as a condition for receiving benefit from the existing city sewer system, a reasonable duty to add to, enhance, oversize or extend the existing system to and through the project. This reasonable duty is not reimbursable. The construction of on-site or off-site facilities beyond this reasonable duty is presumed to be eligible for reimbursement to the extent allowed in this policy and as approved by the City.

3.1. Payment of Connection Fees: Connection fees are remitted at the time of building permit issuance, or in other circumstances, at the time of connection to the system as defined in city resolutions.
3.2. Master Plan Interceptor Line (On-site): Construct the diameter specified in the Master Plan, or the nominal diameter needed in reference to developments' peak discharge, whichever is larger, at the depth and slope implied in the Master Plan. The Developer's reasonable duty for interceptor line construction is twenty (20) lineal feet of sewer interceptor line per gross development acre.
3.3. Master Plan Interceptor Line (Off-site): Construct the diameter specified in the Master Plan, or the nominal diameter needed in reference to the Developer's peak discharge, whichever is larger, at the depth and slope implied in the Master Plan. The Developer's reasonable duty for off-site interceptor line construction is the interceptor line needed per gross development acre less the length of interceptor line on-site, but not less than zero.
3.4. Non-Master Plan Collection Line (On-site): Construct the line with a minimum diameter of eight (8) inches as directed by the City, or the nominal diameter needed in reference to the Developer's peak discharge, whichever is larger, and which is the Developer's reasonable duty. If the City directs that an on-site non-master plan mainline be replaced with a line larger than the reasonable duty, it will be treated as an On-Site Gravity Sewer Facility for reimbursement purposes.
3.5. Non-Master Plan Collection Line (Off-site): Construct the line with a minimum diameter of 8 inches, or the nominal diameter needed in reference to the Developer's peak discharge, whichever is larger, and which is the Developer's reasonable duty. If the City directs that an off-site non-master plan mainline be replaced with a line larger than the reasonable duty, it will be treated as an Off-Site Gravity Sewer Facility for reimbursement purposes.

4. REIMBURSEMENT CONDITIONS

To be eligible for reimbursement, the Developer must, unless otherwise approved by the City, do the following:

4.1. Developer's project must be annexed into the City; and
4.2. Design the sewer infrastructure improvements in accordance with the City's sewer master plan; and

4.3. Receive at least three bids for the sewer construction and select the lowest responsive bid, unless otherwise approved by the City; and
4.4. Receive preliminary plat, special use permit or building permit approval from or complete a municipal service agreement with the City for the development being served by the sewer infrastructure improvements; and
4.5. Construct the sewer infrastructure improvements in accordance with the City approved plans and specifications including all lines, diameters and depths directed by the City; and
4.6. Lawfully dedicate the sewer system infrastructure improvements and any necessary easements to the City.

5. CONSTRUCTED SEWER INFRASTRUCTURE IMPROVEMENTS ELIGIBLE FOR REIMBURSEMENT

For sewer infrastructure improvements to be considered eligible for any reimbursement from the City, the sewer infrastructure improvements must meet at least one of the following conditions:

5.1. Off-Site Lines: A sewer collection mainline extension that lies off-site of the Developer's property and is beyond the reasonable duty of the Developer's project; or
5.2. On-Site Lines: A sewer collection mainline extension that lies within the Developer's property and is beyond the reasonable duty of the Developer's project; or
5.3. Deep On-Site Lines: A sewer collection mainline extension located within the Developer's property, not larger than the minimum nominal diameter needed to serve a Developer's project, but required by the City to be deeper than ten (10)-feet and deeper than the depth required to serve the Developer's property. The eligible cost for this item may include trench excavation, backfill and rock excavation for the portion of excavation deeper than ten (10)-feet and deeper than the depth required to serve the Developer's property. Depth of the sewer pipe will be determined from pre-developed ground elevation to the invert elevation of the sewer pipe; or
5.4. Large On-Site Lines: A sewer mainline eighteen (18) inches in diameter or larger, and larger than needed to serve the development, may be considered for additional eligible excavation and backfill costs (primarily based on added width of excavation and backfill) not covered under items 5.2 and 5.3 above; or
5.5. Lift Stations: Permanent sewage lift stations required by the City, together with required force mainlines, and sized to serve areas in addition to the Developer's property. **Temporary lift stations and/or force mains are not eligible for reimbursement from the City**; or
5.6. Off-Site Easements: Off-site easements required for construction of the above described sewer infrastructure improvements may also be eligible for reimbursement; or

5.7. Off-Site Engineering: Engineering services for off-site eligible sewer infrastructure improvements up to a maximum of seven percent (7%) of the construction cost of said sewer infrastructure improvements; or

5.8. City Construction: When the City constructs sewer collection mainlines, sewer lift stations and/or force mainlines using City funds, the City constructed sewer infrastructure improvements will be eligible for reimbursement to the City as a Developer and in the manner noted herein.

6. AMOUNT OF REIMBURSEMENT

6.1. Off-Site Gravity Sewer Facilities: The amount of Eligible Reimbursement available to the Developer for eligible off-site sewer collection mainline extensions beyond the reasonable duty shall be based upon a proportional amount of the costs to design and construct the infrastructure improvement computed from the ratio of the capacity of the nominal diameter needed by the Developer's project to seventy-five percent (75%) of the capacity of the diameter provided.

6.2. On-Site Gravity Sewer Facilities: The amount of Eligible Reimbursement available to the Developer for eligible on-site sewer collection mainline extensions beyond the size and/or depth of the reasonable duty shall be based upon an amount computed as the difference between the cost to design and construct the pipe size of the reasonable duty and the cost to design and construct the pipe size provided.

6.3. Permanent Lift Stations and Force Mainlines: The amount of Eligible Reimbursement available to the Developer for eligible lift stations and force mainlines beyond the reasonable duty shall be based upon a proportional amount of the costs to design and construct the infrastructure improvement computed from the ratio of the capacity of the reasonable duty of the Developer's project to seventy-five percent (75%) of the capacity of the facility provided.

6.4. Interest: Interest shall accrue on the Developer's remaining Eligible Reimbursement principal amount, as determined by items 6.1 through 6.2 above, at the simple rate of four percent (4%) per annum for a period of up to ten (10) years. The agreement shall have the amortization chart attached as an exhibit.

7. FINANCING SEWER INFRASTRUCTURE IMPROVEMENTS FOR BUDGETED CAPITAL IMPROVEMENT PROJECTS

The City will generate revenue for financing sewer infrastructure improvement reimbursements for Capital Improvement Projects (CIPs) by collecting connection fees for each equivalent dwelling unit (EDU) at or before issuing a building permit. The City Council shall review the connection fee each year and may make annual adjustments as needed to fund budgeted CIPs.

7.1. A Reimbursement Agreement between the City and the Developer is required to receive a reimbursement. The Reimbursement Agreement shall be approved by the City Council

and shall provide a mechanism for paying the reimbursement to the developer. On an individual basis, the Developer and the City may agree to receive up to a maximum of five (5) consecutive annual reimbursement payments. The agreement shall provide a specific condition that payment under this reimbursement policy is limited to availability of funds in the specific Funded Capital Improvement Funds Account. If there are insufficient funds collected, the Developer shall agree to accept less than full payout. The Reimbursement Agreement shall be entered into within one hundred eighty (180) days after completion of and acceptance of the project by the City Council.

7.2. City sponsored extensions and expansions are presumed to benefit existing and future users and the public in general. As a Developer, the City is not required to enter into an agreement with itself, is not limited in number of annual payments and the costs of its projects are fully reimbursable and not subject to reductions in reimbursement by proportional usage or the reasonable duty. The City is subject, in its annual reimbursements, to the annual distribution percentages defined herein.

7.3. No Reimbursement Agreement shall reimburse Developers for construction costs that exceed the eligible reimbursement amount.

7.4. The Reimbursement Agreement will terminate when the sooner of either occurs: the Developer has been fully reimbursed the agreed upon reimbursement amount at or prior to the end of the term of the agreement, or the City has tendered the fifth (5^{th}) annual payment whether or not the eligible reimbursement amount is paid in full. In no event shall the Reimbursement Agreement be extended beyond the initial term.

8. FINANCING SEWER INFRASTRUCTURE IMPROVEMENTS FOR NON-BUDGETED CAPITAL IMPROVEMENT PROJECTS

The City will generate revenue for financing sewer infrastructure improvement reimbursement agreements by assessing each equivalent dwelling unit (EDU) a Sewer Interceptor Fee (SIF) at or before issuance of a building permit. The amount of this SIF per EDU will be established by City Council resolution. The City will review the SIF amount each year and may make annual adjustments as needed to fund sewer infrastructure improvement reimbursement costs.

8.1. A Reimbursement Agreement entered into between the City and the Developer is a requirement for receiving reimbursement funds. The Reimbursement Agreement provides a mechanism to pay Developers up to ten (10) consecutive annual reimbursement payments. The Development Agreement shall provide a specific condition that payment under this reimbursement policy is limited to availability of funds in the specific Funded Capital Improvement Funds Account. If there are insufficient funds collected, the land owner or developer shall agree to accept less than full payout. The Reimbursement Agreement shall be entered into within one hundred eighty (180) days after completion of and acceptance of the project by the City Council.

8.2. No Reimbursement Agreement shall reimburse Developers for construction costs that exceed the eligible reimbursement amount.

8.3. The City will retain ten percent (10%) of the collected SIF for administration and developer support. This 10% fee will not reduce the Developers eligible reimbursement

dollar amount only the amount of funds each year available for reimbursement to the Developer(s).

8.4. The Reimbursement Agreement will terminate when the sooner of either occurs: The Developer has been fully reimbursed the agreed upon reimbursement amount at or prior to the end of the term of the agreement, or the City has tendered the tenth (10th) annual payment whether or not the eligible reimbursement amount is paid in full. In no event shall the Reimbursement Agreement be extended beyond the initial term.

8.5. The City will collect SIF from all entities that connect to and utilize the City's sewer facilities in conformance with adopted City policies. The portion of the SIF dedicated for reimbursement to Developers shall be reimbursed annually less the retained ten percent (10%) administration cost. Reimbursement payments, therefore, will be made annually only up to the amount of the SIF collected for sewer reimbursement and, in the proportions as defined below to each Developer.

8.6. The portion of the SIF dedicated for reimbursement that is collected annually will be reimbursed and distributed to Developers annually, based on the percent of each Developer's initial Total Eligible Reimbursement amount is to the combined initial Total Eligible Reimbursement amount of all Developer Sponsored Eligible Infrastructure Improvements for that reimbursement year. The Developer's initial Total Eligible Reimbursement will not vary from year-to-year until retired, but the Developer's percentage will vary as the combined initial Total Eligible Reimbursement amounts change from year-to-year.

8.7. Reimbursements will only be distributed for ten (10) annual payments after final acceptance of the Eligible Infrastructure Improvement. Depending on the SIF collected within the ten-year period, the Total Eligible Cost may or may not be reimbursed. Also, reimbursement to each Developer will not exceed their Total Eligible Reimbursement amount. Eligible Infrastructure Improvements completed on or before August 31st will first become eligible for reimbursement funds on or after September 1st the following year.

8.8. If in any year a Developer's claim is satisfied with a partial payment, the dedicated portion of the SIF for that year shall be reduced by the partial payment and the remainder shall be distributed to the remaining Developers without further consideration of the satisfied claim.

8.9. City sponsored extensions and expansions are presumed to benefit existing and future users and the public in general. As a Developer, the City is not required to enter into an agreement with itself, is not limited in number of annual payments and the costs of its projects are fully reimbursable and not subject to reductions in reimbursement by proportional usage or the reasonable duty defined herein. The City is subject, in its annual reimbursements, to the annual distribution percentages.

9. LATECOMER REIMBURSEMENT

Latecomer agreements allow a property owner who has installed infrastructure improvements to recover a portion of the costs of those improvements from other property owners who later develop property in the vicinity and use the improvements.

Latecomer agreement charges are a property owner's equitable share of the cost of the entire utility system. Latecomer assessments apply to infrastructure improvements that serve the property being developed and are triggered when a property owner submits an application for a development that will rely on the infrastructure improvements installed by a previous development.

9.1. If the development connects directly to a sewer infrastructure improvement covered by this policy, that development shall be responsible for its proportional share of the cost of the infrastructure improvement.
9.2. At the conclusion of any project covered under this policy, the Developer shall provide documentation to the City of the total project cost and properties covered under this policy, and the City shall keep record of each project for Latecomer Reimbursement calculations.
9.3. If the sewer infrastructure improvements lie fully within a connecting property, the connecting project shall be responsible for one hundred percent (100%) of the cost, minus the difference between the cost of the nominal pipe diameter needed by the development and the actual pipe diameter installed.
9.4. Each development connecting to the mainline shall pay the proportional share of the mainline cost. Proportional share shall be based on the number of EDUs used divided by the total mainline capacity multiplied by the length of the pipe.
9.5. A Latecomer Reimbursement Agreement shall be approved prior to construction and paid in full before recording final plat.
9.6. Latecomer Reimbursements shall only apply to the reimbursement of the sewer infrastructure improvements benefiting Property and the payment shall be added to the SIF account. The Latecomer Reimbursement shall be distributed at the same time as the reimbursements described in this policy. In the event an eligible project has been fully reimbursed at the time of receiving a Latecomer Reimbursement, the Latecomer Reimbursement shall be distributed to the City's CIP account.

Adopted by the City of Kuna this 19th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

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

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. R43-2014 - Step and Grade Policy-Longevity Compensation for Public Works and Parks Department

DATE: February 14, 2019

Mayor and Council,

This is a follow up to what was approved by Council previously for administration on February 5th, 2019. It is proposed 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,
Chris Engels
City Clerk

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	

RESOLUTION NO. R08-2019A

A RESOLUTION OF THE CITY OF KUNA, IDAHO AMENDING R08-2019 TO CORRECT THE STEP AND GRADE CHART COLUMN A AND INCLUDE ALL DEPARTMENTS IN THE AMENDED LONGEVITY POLICY OF THE CITY OF KUNA, IDAHO AS ATTACHED HERETO; 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 Chart Column A is corrected and the longevity policy includes all departments the City of Kuna, Idaho as Public Works Departments were not listed in R08-2019.

PASSED BY THE COUNCIL of Kuna, Idaho this 19th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 19th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

Addendum No. 1
City of Kuna
STEP AND GRADE POLICY- Public Works Department

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. Tests and Licenses or equivalent employee improvements.

      1.1.3. Promotions.

      1.1.4. Assignments of Responsible Charge.

      1.1.5. Each of the above will be explained further below.

2. ORGANIZATIONS AFFECTED:

   2.1. This policy applies to all Public Works Department employees in the Water Fund, Irrigation Fund, Sewer Fund, Parks Department, Mapping Division and Fleet & Equipment Management Division.

   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 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. TESTS AND LICENSES

5.1. Water and Sewer employees have an existing state sponsored system of licensing based on tests and experience. Parks, Fleet Management and Mapping do not have a government organized licensing system. Where a formal licensing structure is not available, an alternative equivalent advancement structure is provided.

5.2. Water Department Employees

5.2.1. By State statute, passing the Water Distribution 1 test is required within 1 year of beginning employment and is not a basis for advancement of either step or grade but is the basis for assigning a novice employee in the Water Fund to Grade 4, Step A. For advancement Water Department employees have the following options available:

5.2.1.1. Water 2 (Pass Distribution 2 or Lab 2 + Required Experience) Grade 5 and a salary increase of at least one step.

5.2.1.2. Water 3 (Pass Distribution 3 or Lab 3 + Required Experience) Grade 6 and a salary increase of at least one step.

5.2.1.3. Water 4 (Pass Distribution 4 or Lab 4 + Required Experience) Grade 7 and a salary increase of at least one step.

5.2.1.4. Lead 1 or Alternate Responsible Charge (Must be licensed at Class of System) Grade 8 and a salary increase of at least one step.

5.2.1.5. Lead 2 or Responsible Charge (Must be licensed at Class of System) Grade 9 and a salary increase of at least one step.

5.2.1.6. Superintendent (Must be licensed at Class of System) Grade 11 and a salary increase of at least one step.

5.3. Sewer Department Employees

5.3.1. By State statute, passing the Sewer Treatment 1 or Sewer Collections 1 is required within one (1) year of beginning employment and is not a basis for advancement of either step or grade but is the basis for assigning a novice employee in the Sewer Fund to Grade 4, Step A. For advancement Sewer Department employees have the following options available:

5.3.1.1. Sewer 2 (Pass Treatment 2 or Collection 2 or Lab 2 + Required Experience) Grade 5 and a salary increase of at least one step.

5.3.1.2. Sewer 3 (Pass Treatment 3 or Collection 3 or Lab 3 + Required Experience) Grade 6 and a salary increase of at least one step.

5.3.1.3. Sewer 4 (Pass Treatment 4 or Collection 4 or Lab 4 + Required Experience) Grade 7 and a salary increase of at least one step.

5.3.1.4. Lead 1 or Alternate Responsible Charge (Must be licensed at Class of System) Grade 8 and a salary increase of at least one step.

5.3.1.5. Lead 2 or Responsible Charge (Must be licensed at Class of System) Grade 9 and a salary increase of at least one step.

5.3.1.6. Superintendent (Must be licensed at Class of System) Grade 11 and a salary increase of at least one step.

5.4. Parks Employees

5.4.1. An employee may be designated to pursue either the Parks or Arborist track. The employee in the Arborist Track must demonstrate by experience or training the ability to tend, care for and maintain the living vegetation in the system. The employee in the Parks track must demonstrate by experience or training the ability to tend, use, care for and maintain the equipment and facilities in the system. A novice employee is assigned a salary based on Grade 3, Step A. For advancement Parks Department employees have the following options available:

5.4.1.1. Parks 2 or Arborist 2 (4,000 HRS Experience, Certified Pesticide Applicator, and receive Supervisor recommendation) Grade 4 and a salary increase of at least one step.

5.4.1.2. Parks 3 or Arborist 3 (8,000 HRS Experience, Comply with 5.4.1.7 or 5.4.1.8, and receive Supervisor recommendation) Grade 5 and a salary increase of at least one step.

5.4.1.3. Parks 4 or Arborist 4 (12,000 HRS Experience, Comply with 5.4.1.9 or 5.4.1.10, and receive Supervisor recommendation) Grade 6 and a salary increase of at least one step.

5.4.1.4. Lead 1 or Alternate Responsible Charge (Parks or Arborist 3, Supervisor recommendation) Grade 7 and a salary increase of at least one step.

5.4.1.5. Lead 2 or Responsible Charge (Parks or Arborist 4, Supervisor recommendation) Grade 8 and a salary increase of at least one step.

5.4.1.6. Superintendent (Supervisor or Mayor recommendation) Grade 10 and a salary increase of at least one step.

5.4.1.7. Certified Parks & Recreation Professional; Pass Test; 2 years non-concurrent experience; Must keep license current.

5.4.1.8. Heavy Equipment Operator 1; Pass City Written Test; Pass City Field Test #1; Log of 100 in-the-cab hours (backhoe, loader, mini-excavator, skid steer, grader, dozer); 2 years non-concurrent experience; Subject to Random Drug Tests.

5.4.1.9. Certified Playground Safety Inspector; Pass Test; 2 years non-concurrent experience; Must keep license current.

5.4.1.10. Sprinkler System Designer; 2 years non-concurrent experience.

5.5. Fleet & Equipment Management

5.5.1. Fleet Mechanic 1 is required within one (1) year of beginning employment to pass "Auto Maintenance and Light Repair" test and is not a basis for advancement of either step or grade but is the basis for assigning a novice employee in this Division to Grade 4, Step A. For advancement Fleet Management Department employees have the following options available:

5.5.1.1. Fleet Mechanic 2 (4,000 HRS Experience, Comply with 5.5.1.7, and receive supervisor recommendation) Grade 4 and a salary increase of at least one step.

5.5.1.2. Fleet Mechanic 3 (8,000 HRS Experience, Comply with Item 5.5.1.8 and receive supervisor recommendation) Grade 5 and a salary increase of at least one step.

5.5.1.3. Fleet Mechanic 4 (12,000 HRS Experience, Comply with 5.5.1.9, 5.5.1.10, or 5.5.1.11, and receive supervisor recommendation) Grade 6 and a salary increase of at least one step.

5.5.1.4. Lead 1 or Alternative Responsible Charge (Fleet Mechanic 3, and receive Supervisor recommendation) Grade 7 and a salary increase of at least one step.

5.5.1.5. Lead 2 or Responsible Charge (Fleet Mechanic 4, and received Supervisor recommendation) Grade 8 and a salary increase of at least one step.

5.5.1.6. Superintendent (Supervisor or Mayor recommendation) Grade 10 and a salary increase of at least one step.

5.5.1.7. Auto & Light Truck Certification; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.5.1.8. Truck Equipment Certification; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.5.1.9. Electronic Diesel Engine Diagnosis; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.5.1.10. Medium-Heavy Truck Certification; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.5.1.11. Undercar Specialist Exhaust Systems; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.6. Mapping Employees

5.6.1. An employee may be designated to pursue either Mapping or Computer Drafting tracks. The employee in the Mapping track must demonstrate by training and/or experience the ability to create mapping products to support Administration, Public Works, Planning and Zoning, Legal and Treasurer departmental activities of the City. The employee in the Computer Drafting track must demonstrate by training and experience the ability to create construction plan products to support the Engineering and Public Works functions of the City. Entry level is designated Map 1 or CAD 1 at Grade 6. For advancement Mapping or Computer Drafting employees have the following options available:

5.6.1.1. Map 2 or CAD 2 (4,000 HRS Experience and 2-year degree) Grade 7 and a salary increase of at least one step.

5.6.1.2. Map 3 or CAD 3 (8,000 HRS Experience and 2-year degree) Grade 8 and a salary increase of at least one step.

6. PROMOTIONS AND RESPONSIBLE CHARGE

6.1. The promotion to lead/foreman or superintendent shall have the grade as established in the approved EMPLOYEE PAY GRADE CHART and at least the salary of Step A within Grade. No advancement should occur, however, without a salary adjustment up of at least one step and no advancement should result in a lower salary from the present for the employee.

6.2. The State of Idaho requires the City designate a Responsible Charge Operator for Water Distribution, Sewer Treatment and Sewer Collection. This policy proposes there also be a Responsible Charge Operator for Irrigation and Parks. Designation as Responsible Charge Operator should be accompanied by a salary adjustment of two steps. The State also requires appointment of a Back-up Responsible Charge Operator. Designation as Backup Responsible Charge Operator should be accompanied by a salary adjustment of one step.

7. APPLICATION OF STEPS

7.1. In initiating this policy, the application of multiple steps, over multiple grades, should be done in a consistent sequence as follows:

7.1.1. Start with the base salary at the date of initiation at novice Grade, Step A.

7.1.2. Apply the number of steps earned within that grade.

7.1.3. Repeat the process on the subsequent earned grades until all steps the employee has earned are used up.

7.1.4. 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.

7.1.5. Salary adjustments for Steps and Grades are applied at the time they are earned.

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	$45.95	$46.41	$46.87	$47.33	$47.80	$48.27	$48.75	$49.24	$49.73	$50.21	$50.72	$51.22	$51.72	$52.24	$52.76	$53.27	$53.80	$54.34	$54.87	$55.42	$55.97	$56.51	$57.09	$57.66	$58.21	$58.79	$59.38	$59.95	$60.56	$61.16	$61.75	$62.38	$63.00	$63.63
12	$39.96	$40.36	$40.76	$41.16	$41.57	$41.98	$42.39	$42.81	$43.23	$43.67	$44.11	$44.54	$44.98	$45.43	$45.88	$46.32	$46.78	$47.25	$47.71	$48.19	$48.66	$49.15	$49.64	$50.14	$50.62	$51.13	$51.64	$52.14	$52.66	$53.19	$53.70	$54.24	$54.78	$55.33
11	$34.75	$35.10	$35.44	$35.79	$36.15	$36.51	$36.87	$37.23	$37.60	$37.97	$38.35	$38.72	$39.11	$39.50	$39.89	$40.28	$40.68	$41.08	$41.49	$41.90	$42.32	$42.74	$43.16	$43.59	$44.02	$44.42	$45.26	$45.34	$45.79	$46.25	$46.70	$47.17	$47.64	$48.12
10	$30.22	$30.52	$30.82	$31.13	$31.43	$31.74	$32.06	$32.38	$32.70	$33.02	$33.35	$33.68	$34.01	$34.35	$34.69	$35.03	$35.38	$35.73	$36.08	$36.44	$36.80	$37.17	$37.53	$37.90	$38.28	$38.66	$39.06	$39.43	$39.81	$40.21	$40.61	$41.02	$41.43	$41.83
9	$26.27	$26.53	$26.79	$27.06	$27.33	$27.60	$27.87	$28.15	$28.43	$28.71	$29.00	$29.28	$29.57	$29.87	$30.16	$30.45	$30.76	$31.07	$31.37	$31.68	$32.00	$32.31	$32.63	$32.95	$33.28	$33.61	$33.95	$34.28	$34.62	$34.97	$35.30	$35.66	$36.02	$36.36
8	$22.85	$23.08	$23.31	$23.54	$23.76	$24.00	$24.24	$24.48	$24.72	$24.97	$25.22	$25.47	$25.72	$25.97	$26.23	$26.49	$26.75	$27.02	$27.28	$27.55	$27.82	$28.10	$28.38	$28.66	$28.95	$29.23	$29.52	$29.81	$30.11	$30.41	$30.71	$31.01	$31.32	$31.63
7	$20.77	$20.98	$21.18	$21.39	$21.60	$21.81	$22.03	$22.26	$22.48	$22.70	$22.93	$23.15	$23.38	$23.61	$23.85	$24.08	$24.32	$24.56	$24.80	$25.05	$25.30	$25.54	$25.80	$26.06	$26.31	$26.57	$26.84	$27.10	$27.37	$27.64	$27.91	$28.19	$28.47	$28.75
6	$18.89	$19.07	$19.26	$19.45	$19.64	$19.83	$20.04	$20.23	$20.43	$20.64	$20.84	$21.04	$21.26	$21.46	$21.67	$21.90	$22.11	$22.33	$22.55	$22.77	$23.00	$23.23	$23.45	$23.68	$23.93	$24.16	$24.40	$24.64	$24.89	$25.14	$25.38	$25.63	$25.89	$26.14
5	$17.17	$17.34	$17.51	$17.69	$17.86	$18.04	$18.22	$18.39	$18.57	$18.76	$18.95	$19.13	$19.32	$19.51	$19.71	$19.90	$20.10	$20.30	$20.50	$20.70	$20.91	$21.12	$21.32	$21.53	$21.75	$21.96	$22.18	$22.40	$22.62	$22.85	$23.08	$23.30	$23.53	$23.77
4	$15.61	$15.77	$15.92	$16.08	$16.23	$16.39	$16.56	$16.72	$16.88	$17.06	$17.22	$17.39	$17.57	$17.73	$17.91	$18.10	$18.27	$18.45	$18.64	$18.82	$19.00	$19.20	$19.38	$19.57	$19.77	$19.97	$20.17	$20.37	$20.56	$20.77	$20.98	$21.18	$21.39	$21.61
3	$14.19	$14.33	$14.47	$14.62	$14.76	$14.91	$15.05	$15.20	$15.35	$15.51	$15.65	$15.81	$15.97	$16.13	$16.29	$16.45	$16.61	$16.78	$16.94	$16.91	$17.08	$17.45	$17.62	$17.80	$17.98	$18.15	$18.33	$18.51	$18.70	$18.88	$19.07	$19.36	$19.55	$19.74
2	$12.90	$13.03	$13.15	$13.29	$13.41	$13.54	$13.69	$13.82	$13.96	$14.10	$14.23	$14.37	$14.52	$14.66	$14.81	$14.95	$15.10	$15.25	$15.40	$15.55	$15.71	$15.87	$16.02	$16.18	$16.34	$16.50	$16.66	$16.83	$17.00	$17.17	$17.34	$17.50	$17.67	$17.86
1	$11.72	$11.83	$11.92	$12.07	$12.19	$12.31	$12.43	$12.56	$12.69	$12.81	$12.94	$13.06	$13.19	$13.33	$13.46	$13.59	$13.73	$13.86	$13.99	$14.14	$14.28	$14.41	$14.56	$14.71	$14.85	$15.00	$15.15	$15.29	$15.44	$15.61	$15.75	$15.92	$16.07	$16.22

COST OF LIVING ADJUSTMENT(COLA) FACTOR

3.48%

Employee Pay Grade Chart

PAY GRADE	WATER	SEWER	PARKS	MAPPING	BUILDING
13					
12					
11	Superintendent	Superintendent		Mapping Supervisor	
10			Park Supervisor Fleet Supervisor		
9	Lead 2 R Charge	Lead 2 R Charge		Lead 1	Building Official
8	Lead 1 Backup R Charge	Lead 1 Backup R Charge	Lead 2 R Charge	MAP 2 CAD 2	Building Inspector
7	Water 4	Sewer 4	Lead 1, Fleet 4 Backup R Charge	MAP 1 CAD 1	
6	Water 3	Sewer 3	Parks 4, Fleet 3 Arbor 4		
5	Water 2	Sewer 2	Parks 3, Fleet 2 Arbor 3		
4	Water 1	Sewer 1	Parks 2, Fleet 1 Arbor 2		
3			Parks 1 Arbor 1		
2					
1	Maint. Temp.	Maint. Temp.	Maint. Temp.	Maint. Temp.	

RESOLUTION NO. R08-2019A

A RESOLUTION OF THE CITY OF KUNA, IDAHO AMENDING R08-2019 TO CORRECT THE STEP AND GRADE CHART COLUMN A AND INCLUDE ALL DEPARTMENTS IN THE AMENDED LONGEVITY POLICY OF THE CITY OF KUNA, IDAHO AS ATTACHED HERETO; 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 Chart Column A is corrected and the longevity policy includes all departments the City of Kuna, Idaho as Public Works Departments were not listed in R08-2019.

PASSED BY THE COUNCIL of Kuna, Idaho this 19th day of February, 2019.

APPROVED BY THE MAYOR of Kuna, Idaho this 19th day of February, 2019.

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

Addendum No. 1
City of Kuna
STEP AND GRADE POLICY- Public Works Department

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. Tests and Licenses or equivalent employee improvements.

1.1.3. Promotions.

1.1.4. Assignments of Responsible Charge.

1.1.5. Each of the above will be explained further below.

2. ORGANIZATIONS AFFECTED:

2.1. This policy applies to all Public Works Department employees in the Water Fund, Irrigation Fund, Sewer Fund, Parks Department, Mapping Division and Fleet & Equipment Management Division.

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 ~~on the following criteria~~. 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.

~~Employees have added value as they continue to learn additional tasks during their employment with the city.~~

~~Employees who continue employment with the City means the City does not have the expense and inconvenience of training replacement employees.~~

~~When employees stay with the City, the City does not have the expense of recruiting for a replacement employee.~~

~~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.~~

5. TESTS AND LICENSES

5.1. Water and Sewer employees have an existing state sponsored system of licensing based on tests and experience. Parks, Fleet Management and Mapping do not have a government organized licensing system. Where a formal licensing structure is not available, an alternative equivalent advancement structure is provided.

5.2. Water Department Employees

5.2.1. By State statute, passing the Water Distribution 1 test is required within 1 year of beginning employment and is not a basis for advancement of either step or grade but is the basis for assigning a novice employee in the Water Fund to Grade 4, Step A. For advancement Water Department employees have the following options available:

5.2.1.1. Water 2 (Pass Distribution 2 or Lab 2 + Required Experience) Grade 5 and a salary increase of at least one step.

5.2.1.2. Water 3 (Pass Distribution 3 or Lab 3 + Required Experience) Grade 6 and a salary increase of at least one step.

5.2.1.3. Water 4 (Pass Distribution 4 or Lab 4 + Required Experience) Grade 7 and a salary increase of at least one step.

5.2.1.4. Lead 1 or Alternate Responsible Charge (Must be licensed at Class of System) Grade 8 and a salary increase of at least one step.

5.2.1.5. Lead 2 or Responsible Charge (Must be licensed at Class of System) Grade 9 and a salary increase of at least one step.

5.2.1.6. Superintendent (Must be licensed at Class of System) Grade 11 and a salary increase of at least one step.

5.3. Sewer Department Employees

5.3.1. By State statute, passing the Sewer Treatment 1 or Sewer Collections 1 is required within one (1) year of beginning employment and is not a basis for advancement of either step or grade but is the basis for assigning a novice employee in the Sewer Fund to Grade 4, Step A. For advancement Sewer Department employees have the following options available:

5.3.1.1. Sewer 2 (Pass Treatment 2 or Collection 2 or Lab 2 + Required Experience) Grade 5 and a salary increase of at least one step.

5.3.1.2. Sewer 3 (Pass Treatment 3 or Collection 3 or Lab 3 + Required Experience) Grade 6 and a salary increase of at least one step.

5.3.1.3. Sewer 4 (Pass Treatment 4 or Collection 4 or Lab 4 + Required Experience) Grade 7 and a salary increase of at least one step.

5.3.1.4. Lead 1 or Alternate Responsible Charge (Must be licensed at Class of System) Grade 8 and a salary increase of at least one step.

5.3.1.5. Lead 2 or Responsible Charge (Must be licensed at Class of System) Grade 9 and a salary increase of at least one step.

5.3.1.6. Superintendent (Must be licensed at Class of System) Grade 11 and a salary increase of at least one step.

5.4. Parks Employees

5.4.1. An employee may be designated to pursue either the Parks or Arborist track. The employee in the Arborist Track must demonstrate by experience or training the ability to tend, care for and maintain the living vegetation in the system. The employee in the Parks track must demonstrate by experience or training the ability to tend, use, care for and maintain the equipment and facilities in the system. A novice employee is assigned a salary based on Grade 3, Step A. For advancement Parks Department employees have the following options available:

5.4.1.1. Parks 2 or Arborist 2 (4,000 HRS Experience, Certified Pesticide Applicator, and receive Supervisor recommendation) Grade 4 and a salary increase of at least one step.

5.4.1.2. Parks 3 or Arborist 3 (8,000 HRS Experience, Comply with 5.4.1.7 or 5.4.1.8, and receive Supervisor recommendation) Grade 5 and a salary increase of at least one step.

5.4.1.3. Parks 4 or Arborist 4 (12,000 HRS Experience, Comply with 5.4.1.9 or 5.4.1.10, and receive Supervisor recommendation) Grade 6 and a salary increase of at least one step.

5.4.1.4. Lead 1 or Alternate Responsible Charge (Parks or Arborist 3, Supervisor recommendation) Grade 7 and a salary increase of at least one step.

5.4.1.5. Lead 2 or Responsible Charge (Parks or Arborist 4, Supervisor recommendation) Grade 8 and a salary increase of at least one step.

5.4.1.6. Superintendent (Supervisor or Mayor recommendation) Grade 10 and a salary increase of at least one step.

5.4.1.7. Certified Parks & Recreation Professional; Pass Test; 2 years non-concurrent experience; Must keep license current.

5.4.1.8. Heavy Equipment Operator 1; Pass City Written Test; Pass City Field Test #1; Log of 100 in-the-cab hours (backhoe, loader, mini-excavator, skid steer, grader, dozer); 2 years non-concurrent experience; Subject to Random Drug Tests.

5.4.1.9. Certified Playground Safety Inspector; Pass Test; 2 years non-concurrent experience; Must keep license current.

5.4.1.10. Sprinkler System Designer; 2 years non-concurrent experience.

5.5. Fleet & Equipment Management

5.5.1. Fleet Mechanic 1 is required within one (1) year of beginning employment to pass "Auto Maintenance and Light Repair" test and is not a basis for advancement of either step or grade but is the basis for assigning a novice employee in this Division to Grade 4, Step A. For advancement Fleet Management Department employees have the following options available:

5.5.1.1. Fleet Mechanic 2 (4,000 HRS Experience, Comply with 5.5.1.7, and receive supervisor recommendation) Grade 4 and a salary increase of at least one step.

5.5.1.2. Fleet Mechanic 3 (8,000 HRS Experience, Comply with Item 5.5.1.8 and receive supervisor recommendation) Grade 5 and a salary increase of at least one step.

5.5.1.3. Fleet Mechanic 4 (12,000 HRS Experience, Comply with 5.5.1.9, 5.5.1.10, or 5.5.1.11, and receive supervisor recommendation) Grade 6 and a salary increase of at least one step.

5.5.1.4. Lead 1 or Alternative Responsible Charge (Fleet Mechanic 3, and receive Supervisor recommendation) Grade 7 and a salary increase of at least one step.

5.5.1.5. Lead 2 or Responsible Charge (Fleet Mechanic 4, and received Supervisor recommendation) Grade 8 and a salary increase of at least one step.

5.5.1.6. Superintendent (Supervisor or Mayor recommendation) Grade 10 and a salary increase of at least one step.

5.5.1.7. Auto & Light Truck Certification; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.5.1.8. Truck Equipment Certification; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.5.1.9. Electronic Diesel Engine Diagnosis; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.5.1.10. Medium-Heavy Truck Certification; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.5.1.11. Undercar Specialist Exhaust Systems; Pass Test; 2 years non-concurrent experience; Must keep license current (one step).

5.6. Mapping Employees

5.6.1. An employee may be designated to pursue either Mapping or Computer Drafting tracks. The employee in the Mapping track must demonstrate by training and/or experience the ability to create mapping products to support Administration, Public Works, Planning and Zoning, Legal and Treasurer departmental activities of the City. The employee in the Computer Drafting track must demonstrate by training and experience the ability to create construction plan products to support the Engineering and Public Works functions of the City. Entry level is designated Map 1 or CAD 1 at Grade 6. For advancement Mapping or Computer Drafting employees have the following options available:

5.6.1.1. Map 2 or CAD 2 (4,000 HRS Experience and 2-year degree) Grade 7 and a salary increase of at least one step.

5.6.1.2. Map 3 or CAD 3 (8,000 HRS Experience and 2-year degree) Grade 8 and a salary increase of at least one step.

6. PROMOTIONS AND RESPONSIBLE CHARGE

6.1. The promotion to lead/foreman or superintendent shall have the grade as established in the approved EMPLOYEE PAY GRADE CHART and at least the salary of Step A within Grade. No advancement should occur, however, without a salary adjustment up of at least one step and no advancement should result in a lower salary from the present for the employee.

6.2. The State of Idaho requires the City designate a Responsible Charge Operator for Water Distribution, Sewer Treatment and Sewer Collection. This policy proposes there also be a Responsible Charge Operator for Irrigation and Parks. Designation as Responsible Charge Operator should be accompanied by a salary adjustment of two steps. The State also requires appointment of a Back-up Responsible Charge Operator. Designation as Backup Responsible Charge Operator should be accompanied by a salary adjustment of one step.

7. APPLICATION OF STEPS

7.1. In initiating this policy, the application of multiple steps, over multiple grades, should be done in a consistent sequence as follows:

7.1.1. Start with the base salary at the date of initiation at novice Grade, Step A.

7.1.2. Apply the number of steps earned within that grade.

7.1.3. Repeat the process on the subsequent earned grades until all steps the employee has earned are used up.

7.1.4. 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.

7.1.5. Salary adjustments for Steps and Grades are applied at the time they are earned.

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	$45.95	$46.41	$46.87	$47.33	$47.80	$48.27	$48.75	$49.24	$49.73	$50.21	$50.72	$51.22	$51.72	$52.24	$52.76	$53.27	$53.80	$54.34	$54.87	$55.42	$55.97	$56.51	$57.09	$57.66	$58.21	$58.79	$59.38	$59.95	$60.56	$61.16	$61.75	$62.38	$63.00	$63.63
12	$39.96	$40.36	$40.76	$41.16	$41.57	$41.98	$42.39	$42.81	$43.23	$43.67	$44.11	$44.54	$44.98	$45.43	$45.88	$46.32	$46.78	$47.25	$47.71	$48.19	$48.66	$49.15	$49.64	$50.14	$50.62	$51.13	$51.64	$52.14	$52.66	$53.19	$53.70	$54.24	$54.78	$55.33
11	$34.75	$35.10	$35.44	$35.79	$36.15	$36.51	$36.87	$37.23	$37.60	$37.97	$38.35	$38.72	$39.11	$39.50	$39.89	$40.28	$40.68	$41.08	$41.49	$41.90	$42.32	$42.74	$43.16	$43.59	$44.02	$44.42	$45.26	$45.34	$45.79	$46.25	$46.70	$47.17	$47.64	$48.12
10	$30.22	$30.52	$30.82	$31.13	$31.43	$31.74	$32.06	$32.38	$32.70	$33.02	$33.35	$33.68	$34.01	$34.35	$34.69	$35.03	$35.38	$35.73	$36.08	$36.44	$36.80	$37.17	$37.53	$37.90	$38.28	$38.66	$39.06	$39.43	$39.81	$40.21	$40.61	$41.02	$41.43	$41.83
9	$26.27	$26.53	$26.79	$27.06	$27.33	$27.60	$27.87	$28.15	$28.43	$28.71	$29.00	$29.28	$29.57	$29.87	$30.16	$30.45	$30.76	$31.07	$31.37	$31.68	$32.00	$32.31	$32.63	$32.95	$33.28	$33.61	$33.95	$34.28	$34.62	$34.97	$35.30	$35.66	$36.02	$36.36
8	$22.85	$23.08	$23.31	$23.54	$23.76	$24.00	$24.24	$24.48	$24.72	$24.97	$25.22	$25.47	$25.72	$25.97	$26.23	$26.49	$26.75	$27.02	$27.28	$27.55	$27.82	$28.10	$28.38	$28.66	$28.95	$29.23	$29.52	$29.81	$30.11	$30.41	$30.71	$31.01	$31.32	$31.63
7	$20.77	$20.98	$21.18	$21.39	$21.60	$21.81	$22.03	$22.26	$22.48	$22.70	$22.93	$23.15	$23.38	$23.61	$23.85	$24.08	$24.32	$24.56	$24.80	$25.05	$25.30	$25.54	$25.80	$26.06	$26.31	$26.57	$26.84	$27.10	$27.37	$27.64	$27.91	$28.19	$28.47	$28.75
6	$18.89	$19.07	$19.26	$19.45	$19.64	$19.83	$20.04	$20.23	$20.43	$20.64	$20.84	$21.04	$21.26	$21.46	$21.67	$21.90	$22.11	$22.33	$22.55	$22.77	$23.00	$23.23	$23.45	$23.68	$23.93	$24.16	$24.40	$24.64	$24.89	$25.14	$25.38	$25.63	$25.89	$26.14
5	$17.17	$17.34	$17.51	$17.69	$17.86	$18.04	$18.22	$18.39	$18.57	$18.76	$18.95	$19.13	$19.32	$19.51	$19.71	$19.90	$20.10	$20.30	$20.50	$20.70	$20.91	$21.12	$21.32	$21.53	$21.75	$21.96	$22.18	$22.40	$22.62	$22.85	$23.08	$23.30	$23.53	$23.77
4	$15.61	$15.77	$15.92	$16.08	$16.23	$16.39	$16.56	$16.72	$16.88	$17.06	$17.22	$17.39	$17.57	$17.73	$17.91	$18.10	$18.27	$18.45	$18.64	$18.82	$19.00	$19.20	$19.38	$19.57	$19.77	$19.97	$20.17	$20.37	$20.56	$20.77	$20.98	$21.18	$21.39	$21.61
3	$14.19	$14.33	$14.47	$14.62	$14.76	$14.91	$15.05	$15.20	$15.35	$15.51	$15.65	$15.81	$15.97	$16.13	$16.29	$16.45	$16.61	$16.78	$16.94	$16.91	$17.08	$17.45	$17.62	$17.80	$17.98	$18.15	$18.33	$18.51	$18.70	$18.88	$19.07	$19.36	$19.55	$19.74
2	$12.90	$13.03	$13.15	$13.29	$13.41	$13.54	$13.69	$13.82	$13.96	$14.10	$14.23	$14.37	$14.52	$14.66	$14.81	$14.95	$15.10	$15.25	$15.40	$15.55	$15.71	$15.87	$16.02	$16.18	$16.34	$16.50	$16.66	$16.83	$17.00	$17.17	$17.34	$17.50	$17.67	$17.86
1	$11.72	$11.83	$11.92	$12.07	$12.19	$12.31	$12.43	$12.56	$12.69	$12.81	$12.94	$13.06	$13.19	$13.33	$13.46	$13.59	$13.73	$13.86	$13.99	$14.14	$14.28	$14.41	$14.56	$14.71	$14.85	$15.00	$15.15	$15.29	$15.44	$15.61	$15.75	$15.92	$16.07	$16.22

COST OF LIVING ADJUSTMENT(COLA) FACTOR

3.48%

Employee Pay Grade Chart

PAY GRADE	WATER	SEWER	PARKS	MAPPING	BUILDING
13					
12					
11	Superintendent	Superintendent		Mapping Supervisor	
10			Park Supervisor Fleet Supervisor		
9	Lead 2 R Charge	Lead 2 R Charge		Lead 1	Building Official
8	Lead 1 Backup R Charge	Lead 1 Backup R Charge	Lead 2 R Charge	MAP 2 CAD 2	Building Inspector
7	Water 4	Sewer 4	Lead 1, Fleet 4 Backup R Charge	MAP 1 CAD 1	
6	Water 3	Sewer 3	Parks 4, Fleet 3 Arbor 4		
5	Water 2	Sewer 2	Parks 3, Fleet 2 Arbor 3		
4	Water 1	Sewer 1	Parks 2, Fleet 1 Arbor 2		
3			Parks 1 Arbor 1		
2					
1	Maint. Temp.	Maint. Temp.	Maint. Temp.	Maint. Temp.	

Received via email 2.14.2019

GIVENS PURSLEY LLP
Attorneys and Counselors at Law

601 W. Bannock Street
PO Box 2720
Boise, ID 83701
Telephone: 208-388-1200
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Thomas E. Dvorak
Debora Kristensen Grasham
Martin C. Hendrickson
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Neal A. Koskella
Michael P. Lawrence
Franklin G. Lee
David R. Lombardi
Kimberly D. Maloney
Kenneth R. McClure
Kelly Greene McConnell
Alex P. McLaughlin
Melodie A. McQuade
Christopher H. Meyer
L. Edward Miller
Patrick J. Miller
Judson B. Montgomery
Deborah E. Nelson
W. Hugh O'Riordan, LL.M.
Randall A. Peterman
Jack W. Relf
Michael O. Roe
Jamie Caplan Smith
Jeffrey A. Warr
Robert B. White

William C. Cole (Of Counsel)

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

February 14, 2019

Via email ***chris@kunaid.gov***
Attn: Mayor Joe Stear and Kuna City Council
751 West 4th Street
Kuna, ID 83634

Re: Conditional Approval of Whisper Meadows Preliminary Plat 18-01-ZC

Dear Mayor Stear and Council Members:

As you know, we represent the applicant on the above application. The subject property is already annexed and zoned, and the pending plat meets all of the City's standards. This application was submitted on January 11, 2018, and Planning and Zoning recommended approval on October 9, 2018.

Neighbors to the south in Chisum Valley have voiced concerns about local road connectivity on Chisum Way and McLintock Place. These concerns were first raised in June of 2018 when the Council rezoned the property and were raised again at the Council's February 5, 2019 hearing on the plat. As discussed at the February 5th hearing, the applicant did request a waiver of policy from ACHD to only connect Chisum Way and leave McLintock Place as pedestrian access only, which ACHD denied. Because ACHD has "exclusive general supervisory authority over all public streets and public rights of way"[1] in Ada County, the plat submitted provides for the connection to both Chisum Way and McLintock Place.

At the conclusion of the February 5th hearing, the Council continued this matter for City staff to work with ACHD to inquire about reconsidering ACHD's decision on the waiver. Today we learned the City has been in discussions with ACHD to revisit the waiver. The purpose of this letter is to reiterate that the applicant is willing to redesign the plat to reflect whatever decision ACHD makes with respect to the connections at Chisum Way and/or McLintock Place.

[1] I.C. § 50-1330.

This matter is scheduled to be heard at the Council's February 19th hearing. At that hearing, we will renew our request for the Council to conditionally approve the plat. Specifically, we would request the following condition:

> **if, within six (6) months of this approval, the Ada County Highway District approves a waiver of its connectivity policy such that the applicant is not required to provide local street connections to Chisum Way and/or McClintock Place, the applicant shall submit a revised preliminary plat to the City's Planning Director reflecting the connections allowed by the Ada County Highway District, and the City's Planning Director shall have authority to approve such revised preliminary plat as a minor modification. The Ada County Highway District's refusal to grant any connectivity waivers will not affect the validity of this approval, and it is not the applicant's obligation to seek any connectivity waivers.**

As noted above, the pending plat meets all of the applicable City standards and also meets ACHD's standards. This includes local street connectivity. Both the City Code[2] and ACHD's Policy Manual require local street connections as designed in the current plat. For these reasons, we believe conditional approval is proper at this time. We look forward to working collaboratively with the City and ACHD to resolve this issue.

Sincerely,

Jeff Bower

/JWB
cc: Bill Gigray
Troy Behunin
(via electronic mail)
14545572_2.docx [13707-5]

[2] Kuna City Code Section 6-3-3(C) "*Stub streets:* Where adjoining areas are not subdivided, the arrangement of streets in new subdivisions shall be such that said streets extend to the boundary line of the tract to make provisions for the future extension of said streets into adjacent areas."

Handed out by Applicant at the 2.5.2019 CC Mtg.

Whisper Meadows

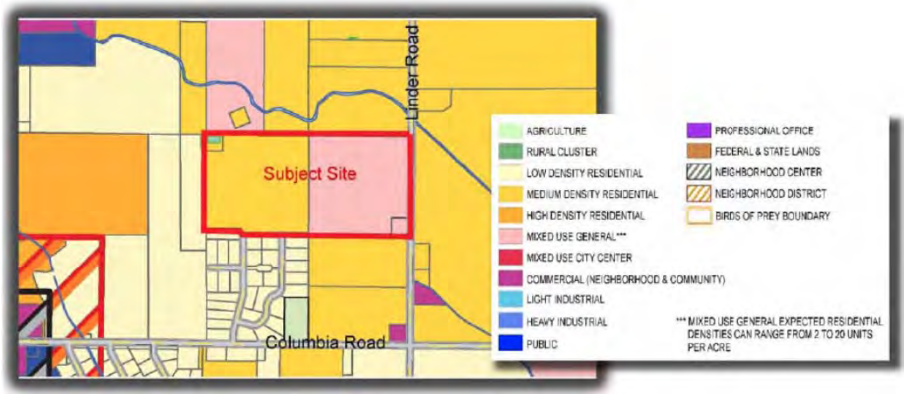
Kuna City Council

February 5, 2018

Handed out by Applicant at the 2.5.2019 CC Mtg.

The Property

- Linder between Columbia and Lake Hazel
- 73.5 acres
- Annexed in 2006



Handed out by Applicant at the 2.5.2019 CC Mtg.

2018 Rezone

O. Order of Decision by the City Council:

18-01-ZC (Rezone): Based on the facts outlined in staff's report and the public testimony during the public hearing by the City Council of Kuna, Idaho, the Council hereby approves Case No. 18-01-ZC, a rezone request by Katie Miller (Bailey Engineers) on behalf of Thistle Farm, LLC and Vanderkooy Farm, LLC, with the following conditions of approval *at time of development in the future*:

- Applicant shall follow the conditions stated in the staff report and related agency reports.
- Applicant shall insure that actual density does not exceed 4.25 D.U.A., and provide a max 2 D.U.G.A. along border of existing homes in Chisum Valley Subdivision.

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:

- Property is zoned R-6
- Conditions of approval
  - Overall Density: 4.25 DUs
  - Transition Density: 2.0 DUs per gross acre

Handed out by Applicant at the 2.5.2019 CC Mtg.

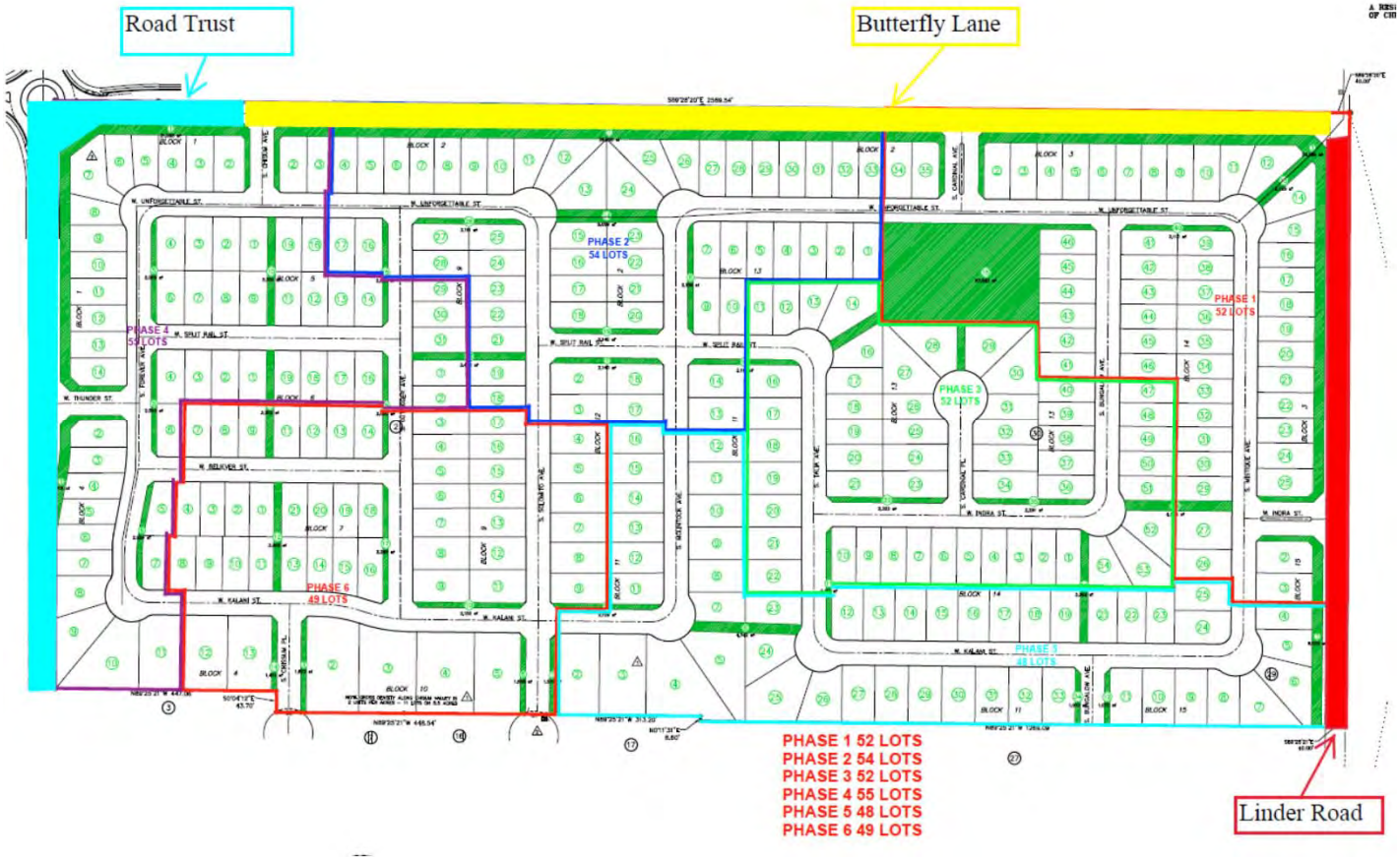
Preliminary Plat

Handed out by Applicant at the 2.5.2019 CC Mtg.

Landscape Plan and Open Space

Handed out by Applicant at the 2.5.2019 CC Mtg.

Traffic Improvements



Handed out by Applicant at the 2.5.2019 CC Mtg.

Connection of Local Streets

- McLintock and Chisum public streets dedicated to ACHD
- ACHD denied a waiver of policy
- Safety Concerns with dead end street
- ACHD Staff Report recited the benefits of connectivity

Handed out by Applicant at the 2.5.2019 CC Mtg.

Connection of Local Streets

achd

GLENN J. RHODES, President
SHERRY R. HUBER, Vice President
JAMES E. BRUCE, Secretary

INTER-DEPARTMENT
CORRESPONDENCE

DUKE/DSTECH
12-14-94

TO: ACHD Commission

DATE: December 12, 1994

FROM: Development Services

SUBJECT: PRELIMINARY PLAT - Duke's Country Estates Linder/Columbia
94-66-PDR/NF
(Developer - Collen Kesler, 3331 Grey Street, Nyssa, OR 97913)
(Engineer/Surveyor - Briggs Engineering, Van Elg, 1111 S.Orchard, Suite 600, Boise, ID 83705)

FACTS & FINDINGS:

1. Duke's Country Estates is a 38-lot, 160-acre non-farm residential subdivision located at the northwest corner of South Linder Road and West Columbia Road. The proposed subdivision has 32 buildable lots, three farm lots, one park lot and one lot intended to be a youth baseball facility. There are 10,800-feet of new public roads being platted with this subdivision.

L.F. OF FRONTAGE ON West Columbia Road- 2,600
MOST RECENT TRAFFIC COUNTS - Date 5/3/94 Volume 1,425
(W. Columbia Road e/o S. Linder Road)
FUNCTIONAL CLASSIFICATION MAP DESIGNATION - Local
ADA COUNTY RIDGE-TO-RIVERS PATHWAY PLAN - No pathway shown
EXISTING RIGHT-OF-WAY - 50-feet
REQUIRED RIGHT-OF-WAY - 80-feet (40-feet from centerline)
West Columbia Road is improved with 24-feet of paving and no sidewalk.

IMPACT FEE BENEFIT ZONE - West Ada
IMPACT FEE ASSESSMENT DISTRICT - Near Rural

3. Access for the 32 buildable lots is proposed from a public road off of Columbia Road. The design is proposed to be of a divided entry type with a raised landscaped median as a separate lot owned and maintained by the homeowners association.

   The proposed baseball facility would also be taking access off of Columbia Road with an offset of at least 850-feet from the internal road, Cogburn Way. At this time this facility is conceptual only and the review of the detailed plans for will be required.

4. A proposed access point and road easement along the east boundary of the subdivision is intended to be a agricultural only access for Lot OS1.

5. Design of cul-de-sac streets provides for street extension in the future.

6. An existing home (Lot 32), a future dwelling (Lot 31), and two 40-acre farm lots are proposed to take access off of Linder Road.

Handed out by Applicant at the 2.5.2019 CC Mtg.

Connection of Local Streets

SITE SPECIFIC REQUIREMENTS:

1. Dedicate 40-feet of right-of-way from the centerline of Columbia Road abutting parcel (10 additional feet). The owner will be compensated for this additional right-of-way from available impact fee revenues in this benefit zone.

2. Dedicate 40-feet of right-of-way from the centerline of Linder Road abutting parcel (10 additional feet). The owner will be compensated for this additional right-of-way from available impact fee revenues in this benefit zone.

3. Provide a 45-foot diameter temporary turn around easement at the end of McClintock Street.

4. Provide 3-feet of additional paving and a 3-foot gravel shoulder along West Columbia Road and Linder Road abutting parcel.

5. The raised landscaped median entrance at Cogburn Way shall have a minimum 20-foot face to face street section for the inbound lane and a minimum 24-foot face to face street section for the outbound lane.

   This median shall be a separate lot, owned and maintained by a homeowners association.

6. Direct lot access to Columbia Road is restricted for Lot 8, Block 40, and Lots 1 and 2, Block 41. Access to Lot 5, Block 40, is restricted to a single residential access unless otherwise approved by the District.

7. Note on the plat that the access easement on the east boundary of the subdivision will be limited to agricultural access only.

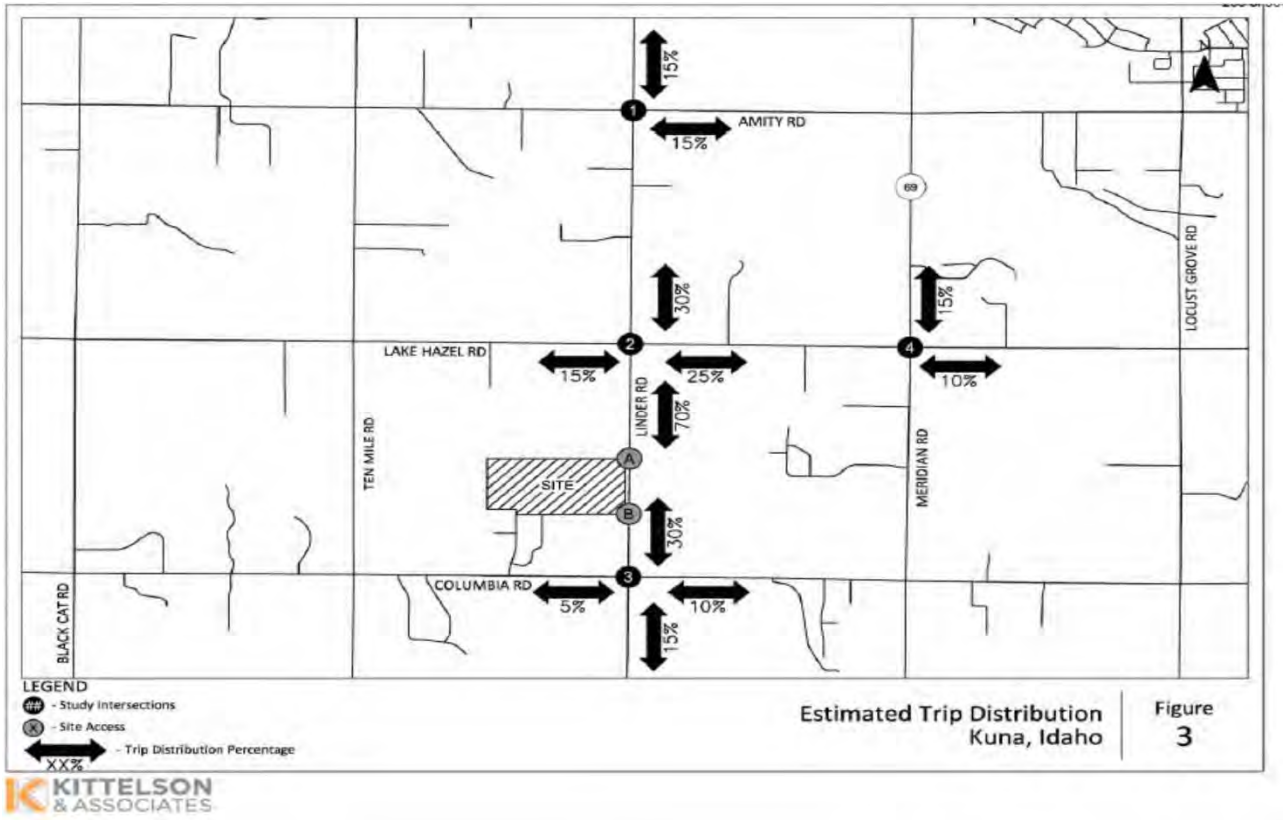
8. Internal streets shall be constructed with 30-feet of paving.

9. Chisholm Way shall be signed for no parking from the mid-point of lot #4 to the north boundary of lot #6 to prohibit parking in front of the micro path connecting the subdivision to the baseball facility.

- 30 foot street is still the ACHD standard for 1 acre subdivisions.

Handed out by Applicant at the 2.5.2019 CC Mtg.

Trips on Local Streets

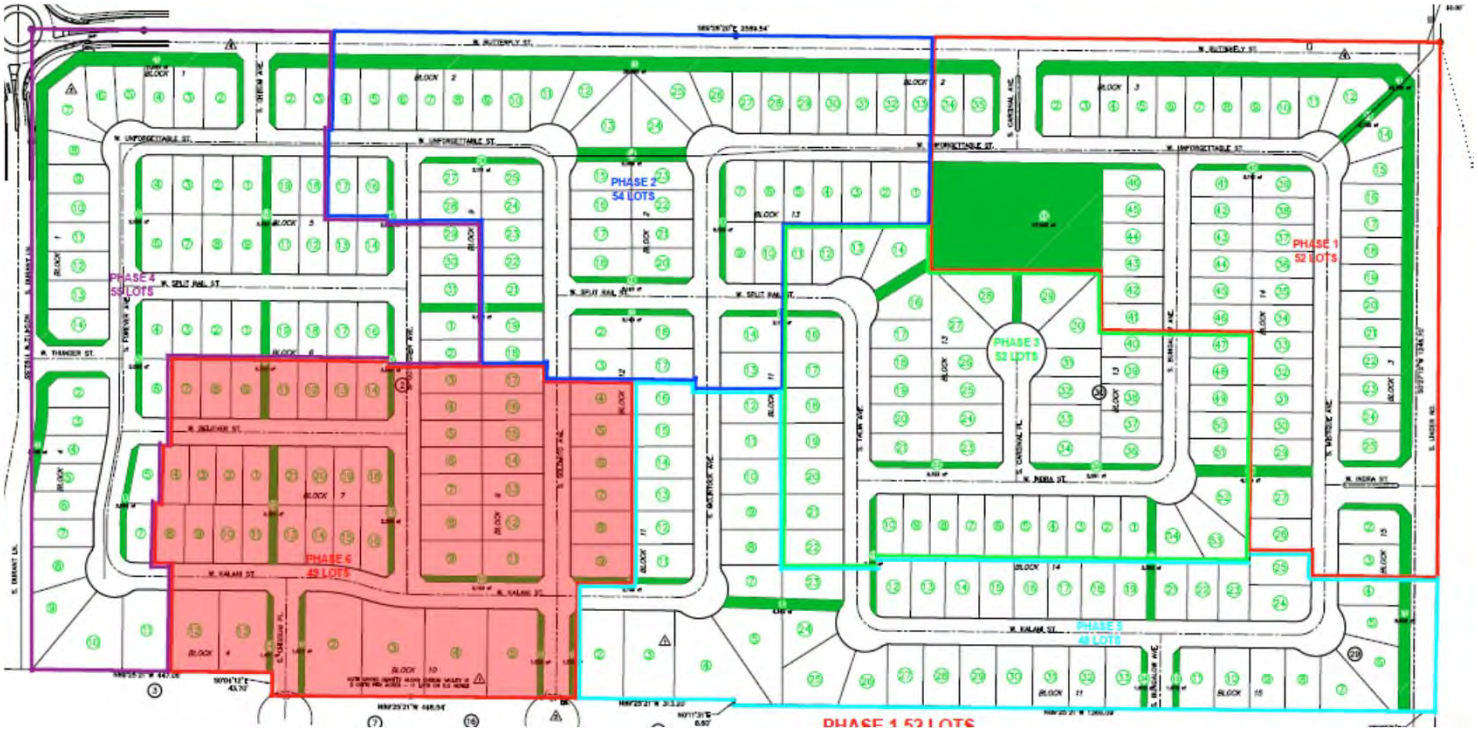


KITTELSON & ASSOCIATES

- 5% of total traffic will used Chisum or McLintock
- 150 trips per day
- 14 in the PM peak
- Trips will be split between Chisum and Mclintock

Handed out by Applicant at the 2.5.2019 CC Mtg.

Traffic Mitigation



- Street design
- Phasing (Phase 6, last to develop)
- Signal at Columbia and Linder

Handed out by Applicant at the 2.5.2019 CC Mtg.

Traffic Mitigation

CITY OF KUNA
PLANNING & ZONING DEPARTMENT

751 West 4th Street
P.O. Box 13
Kuna, ID 83634
Phone: 208-922-5274
Fax: 208-922-5989
www.kunacity.id.gov

February 13, 2019

RE: Whisper Meadows Stub Street Connection(s):

Gary Inselman and Esteemed ACHD Commissioners,

Please accept this letter as the City of Kuna's official request to revisit the Waiver request made by Tim Eck, for the *Whisper Meadows Subdivision* preliminary plat, in the fall of 2018.

At the public hearing with Kuna's City Council on February 5, 2019, and after a large number of residents protesting the connection to Chisum Valley (county subdivision), consequently, City Council has concerns about the connections.

The Kuna City Council seeks the audience of the ACHD Commission to request that both stub streets in Chisum Valley receive a landscaped, pedestrian-friendly, emergency access only at each connection point; Predicated on the following conditions:

- Kuna Rural Fire District (KRFD) approved all-weather access be provided,
- Said access is able to withstand a 75,000 LB. KRFD apparatus,
- Access width is no less than 25 feet wide,
- An approved KRFD barrier be placed to allow for Emergency/EMS access only.

At your earliest convenience, please notify the City when this would be entertained by the Commission.

With gratitude,

Joe L. Stear
Kuna City Mayor

Cc: Wendy Howell, Director of Planning Services
Troy Behunin, Planner III

Troy Behunin

Subject: Whisper Meadows-ACHD Variance Denied

From: Gary Inselman <ginselman@achdidaho.org>
Sent: Tuesday, February 12, 2019 4:10 PM
To: Troy Behunin <tbehunin@kunaid.gov>
Cc: Christy Little <Clittle@achdidaho.org>; Wendy Howell <whowell@kunaid.gov>
Subject: RE: Whisper Meadows-ACHD Variance Denied

Troy,

As we discussed on the phone, I have not been directed to attend the City Council Meeting but I can provide responses to your questions.

1. Why is a connection necessary and required to Chisum?

   Both agencies have policies in place requiring the continuation of streets into adjacent parcels when developed. ACHD policy 7207.2.4 Continuation of Streets includes:

   Benefits of Connectivity and Stub Streets 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.

2. Why does a ped pathway connect to Chism if there are no sidewalks, pathways, etc.?

   Chisum was developed as a large lot subdivision with a rural street section that provides a paved shoulder for pedestrians.

3. What is the notification process for ACHD public hearings?

   The ACHD Commission action on the preliminary plat for Whisper Meadows was not a public hearing. The City noticing requirements are all that are required.

4. Whose policies does ACHD look at to determine the requirements? ACHD or Kuna?

   ACHD follows ACHD policy requirements. ACHD staff will seek comment from City staff on issues such as the extension of stub streets to try avoid contradictory requirements.

5. Does ACHD give credits for impact fees? (only if in 5 year work plan?)

   ACHD provides reimbursement to developers that build impact fee eligible improvements. Only projects listed in the ACHD Capital Improvement Plan are impact fee eligible.

We went into a little more detail in our discussion on some of the questions but this covers the basics. Please let me know if the City would like to request ACHD to revisit the connection of the stub streets. That is the only issue that could be addressed based on the Commission action on the preliminary plat last September.

Thanks,
Gary.

Gary Inselman
Development Services Manager
Ada County Highway District
3775 N. Adams Street
Garden City, ID 83714
Office: (208) 387-6170
Fax: (208) 387-6393
ginselman@achdidaho.org

"We drive quality transportation for all Ada County – Anytime, Anywhere!"

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**

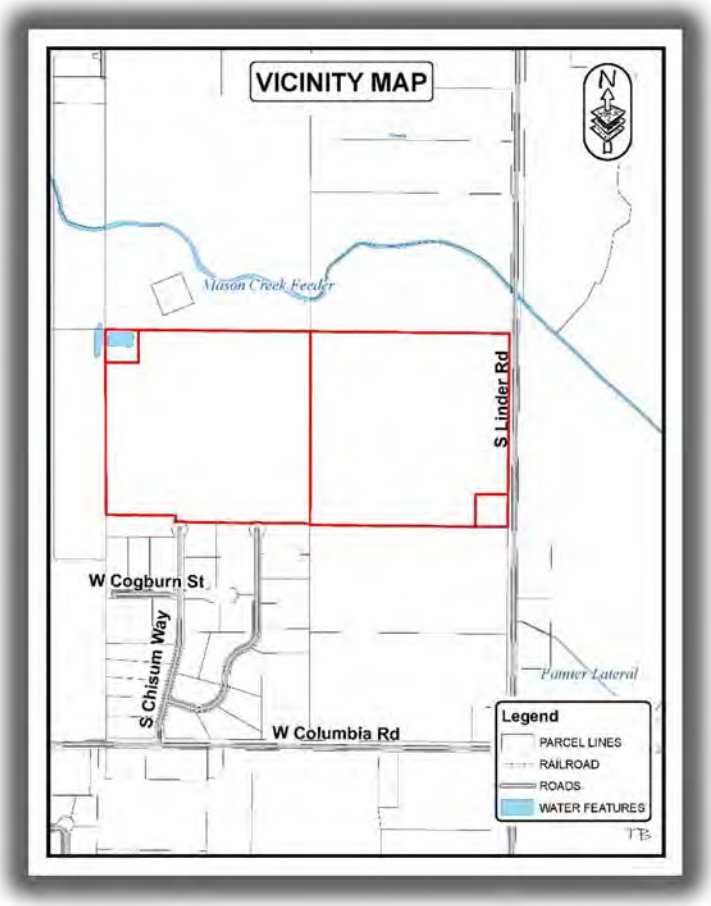
File Numbers: **18-01-S** (Preliminary Plat)

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*
Continued to: *February 19, 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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J. Proposed Factual Summary
K. Proposed Comprehensive Plan Analysis
L. Proposed Kuna City Code Analysis
M. Proposed Conclusions of Law
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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	January 18, 2019

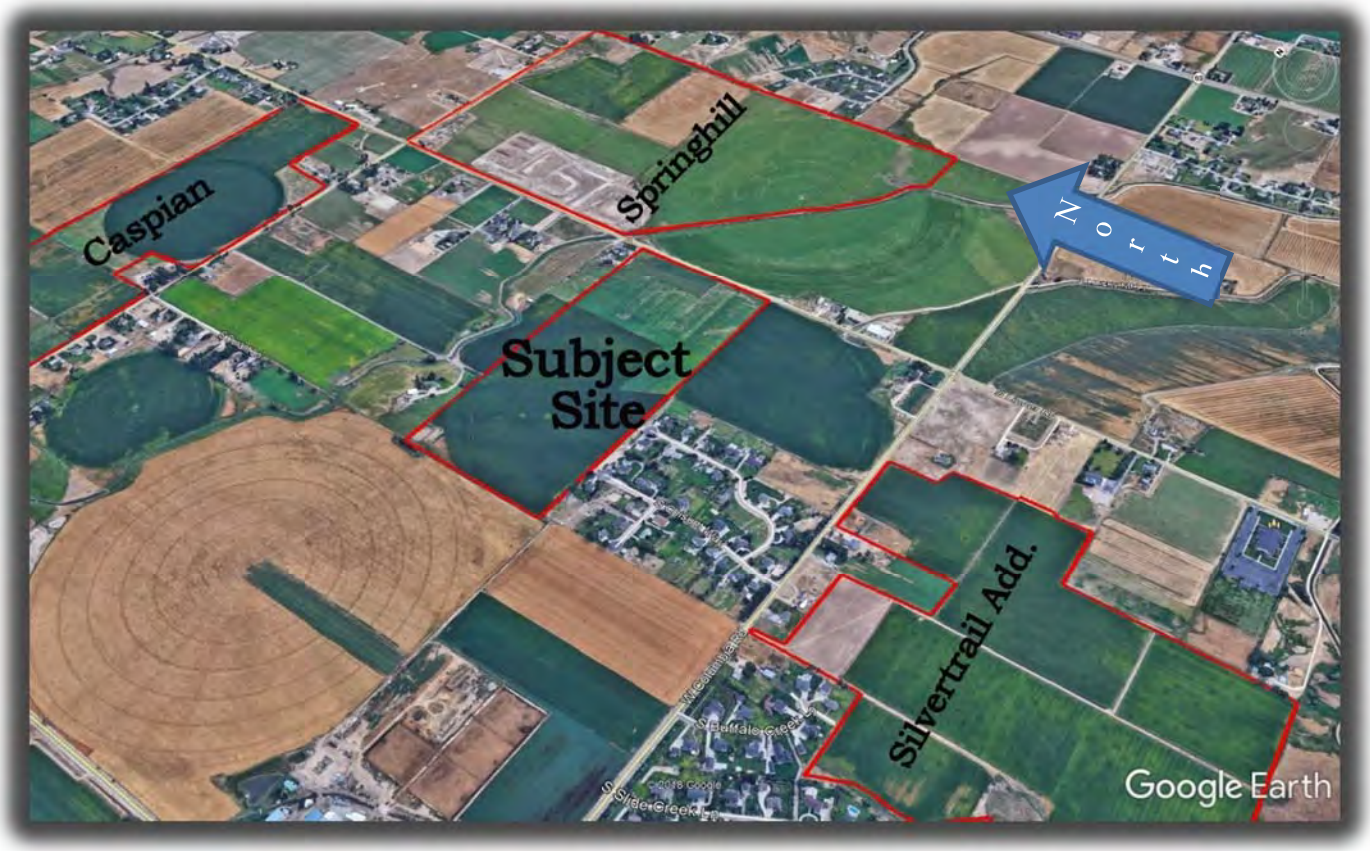
iv.	Kuna, Melba Newspaper	January 9, 2019
v.	Site Posted	January 18, 2019

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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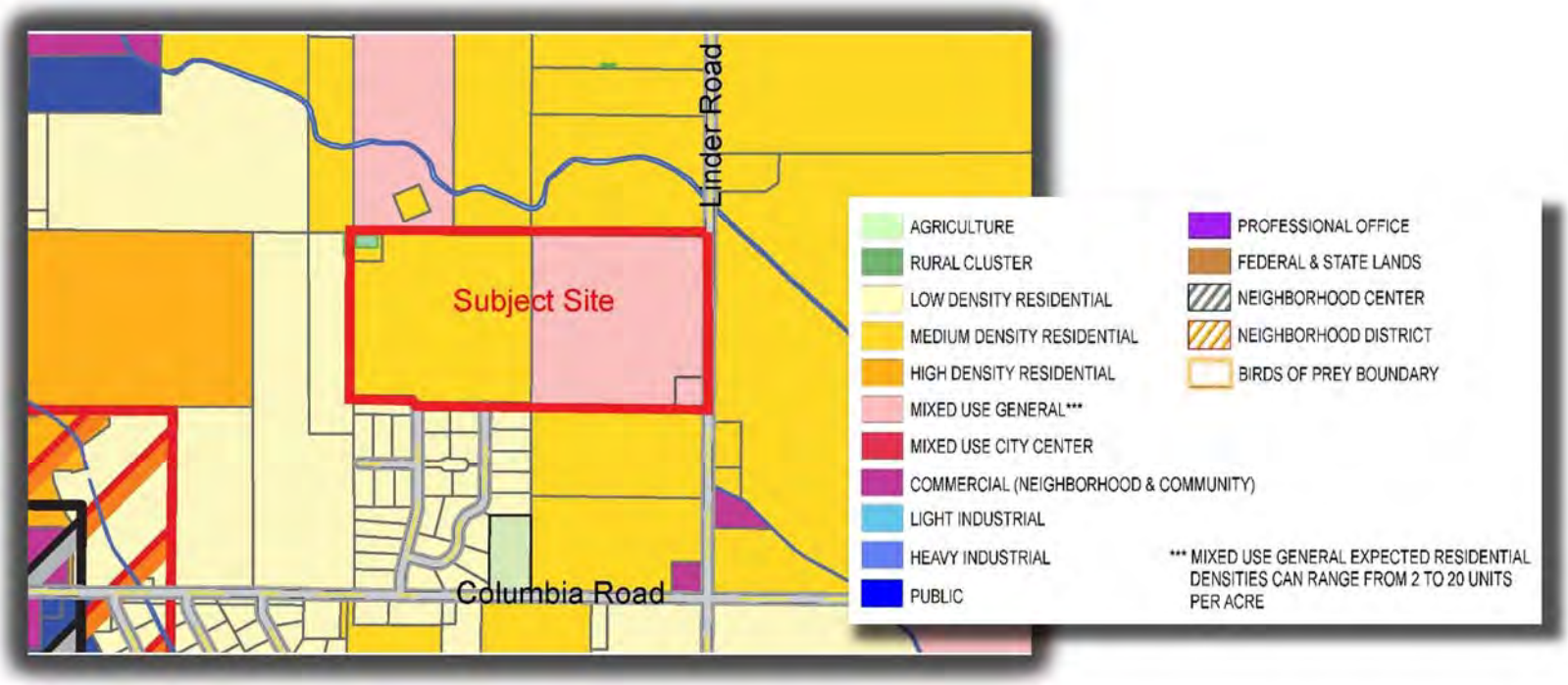
D. Site History:

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).

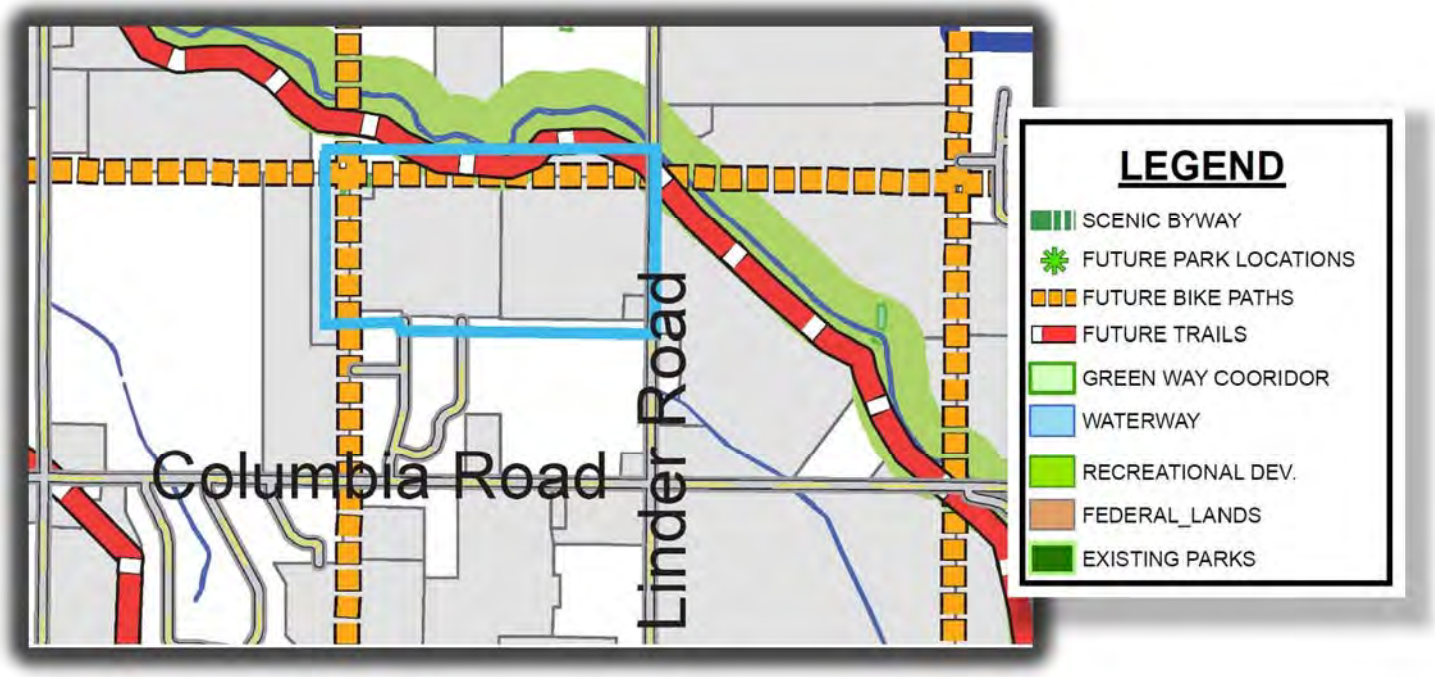
E. General Projects Facts:

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:

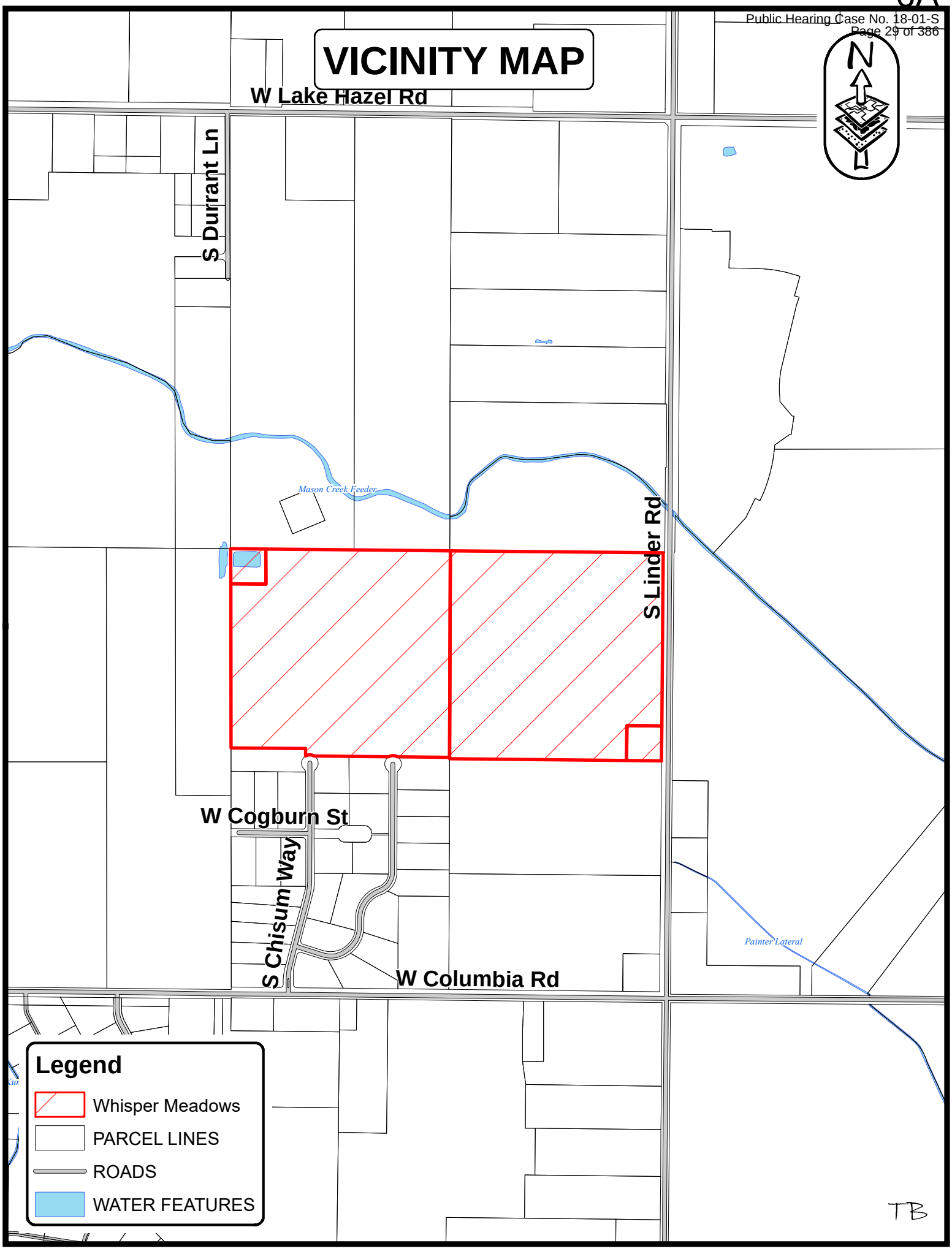
18-01-S (Preliminary Plat), *Note: This proposed motion is to recommend approval, conditional approval, or denial for this request to City Council. If the Commission wishes to approve or deny specific parts of the requests as detailed in this report, those changes must be specified.*

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
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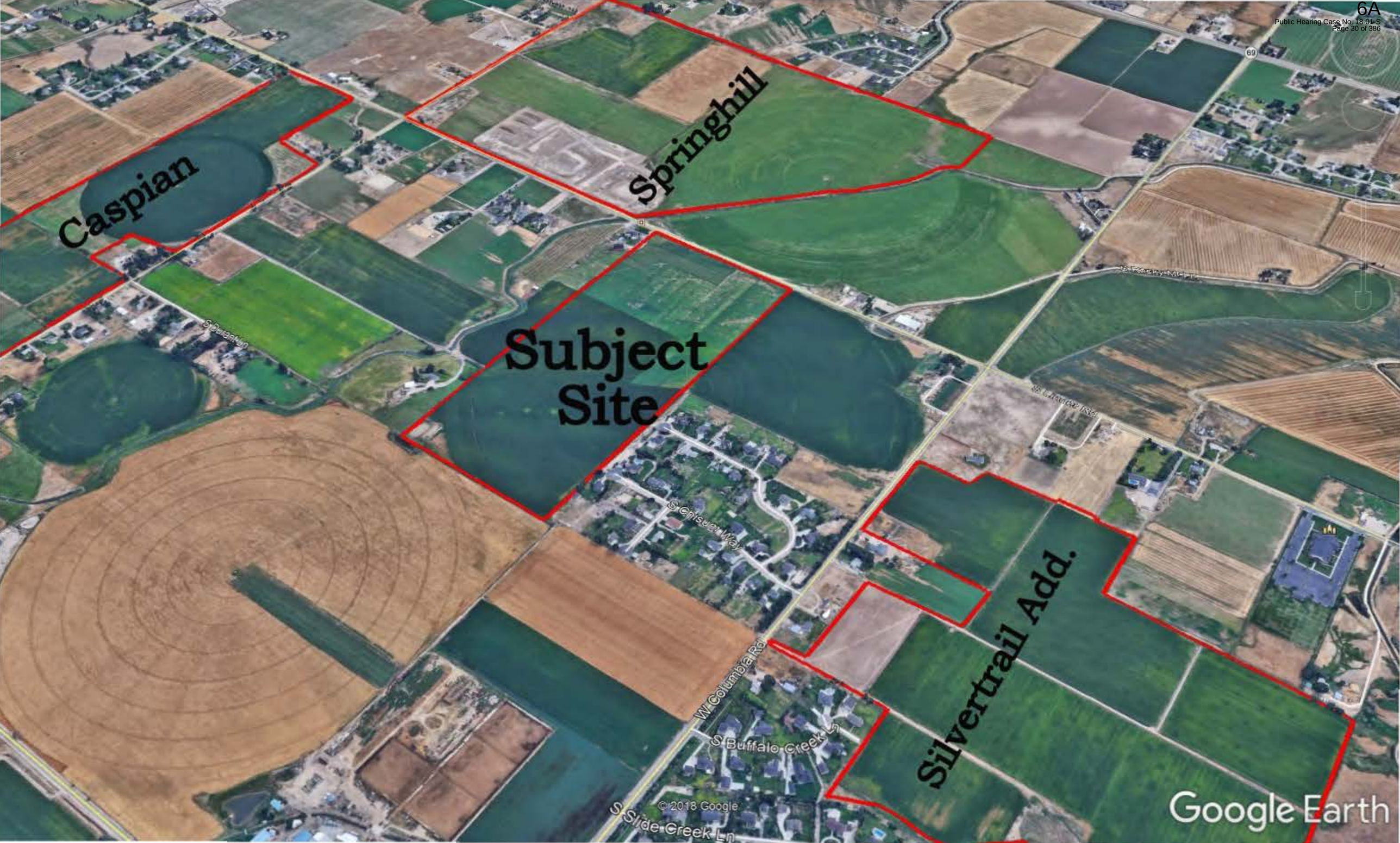
Legend
Whisper Meadows
PARCEL LINES
ROADS
WATER FEATURES
TB


Caspian
Springhill
Subject Site
Silvertrail Add.
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 18-07-DR 18-01-S
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
City, State, Zip: Eagle ID 83616
E-Mail: timothyeck@me.com
Fax #:

Applicant (Developer): Vanderkooy Farm LLC
Address: 6152 W.Halfmoon Ln
City, State, Zip: Eagle, ID 83616
Phone Number: 208-938-0013
E-Mail: timothyeck@me.com
Fax #:

Engineer/Representative: Bailey Engineers
Address: 4242 N.Brookside Ln
City, State, Zip: Boise, ID 83713
Phone Number: 208-938-0013
E-Mail: kmiller@baileyengineers.com
Fax #:

Subject Property Information

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

Project Description

Project / subdivision name: Whisper Meadows

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

Type of use proposed (check all that apply):

- [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

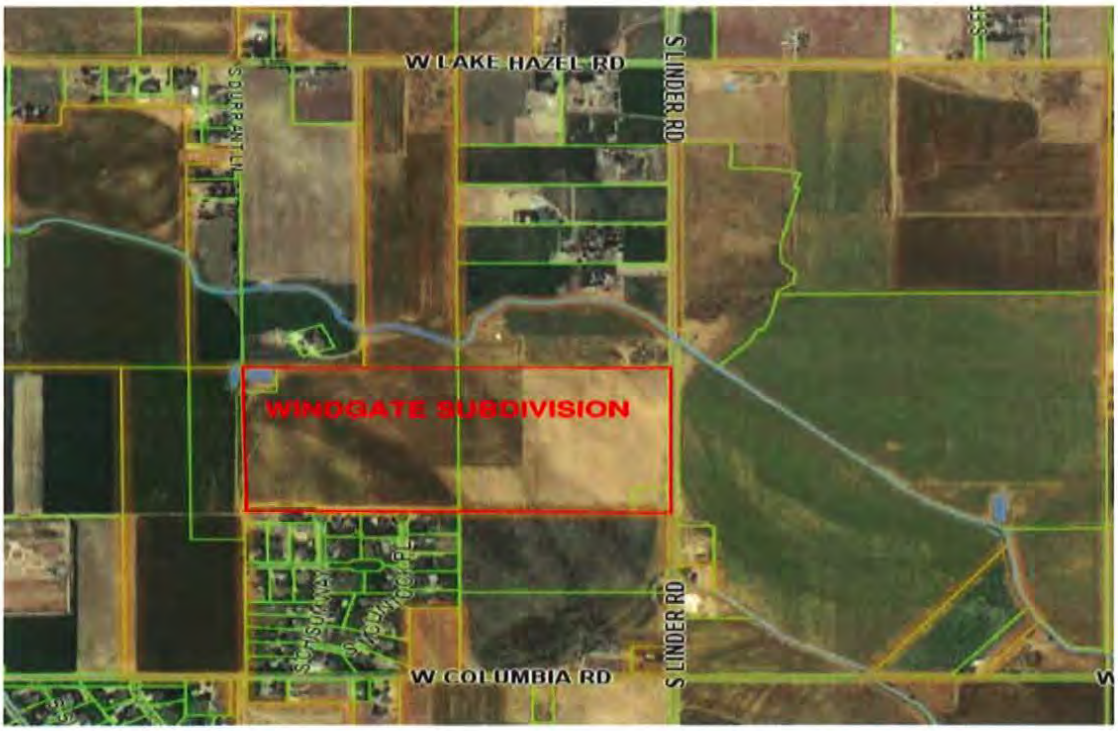
Troy Behunin, Senior Planner
Planning & Zoning Department
Kuna City Hall
751 W. 4th St.
Kuna, ID 83634

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.



Bailey Engineering, Inc.
CIVIL ENGINEERING|PLANNING|CADD

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

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

Proposed Zoning

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

Adjoining Land Use

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

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

Comprehensive Plan

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

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

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

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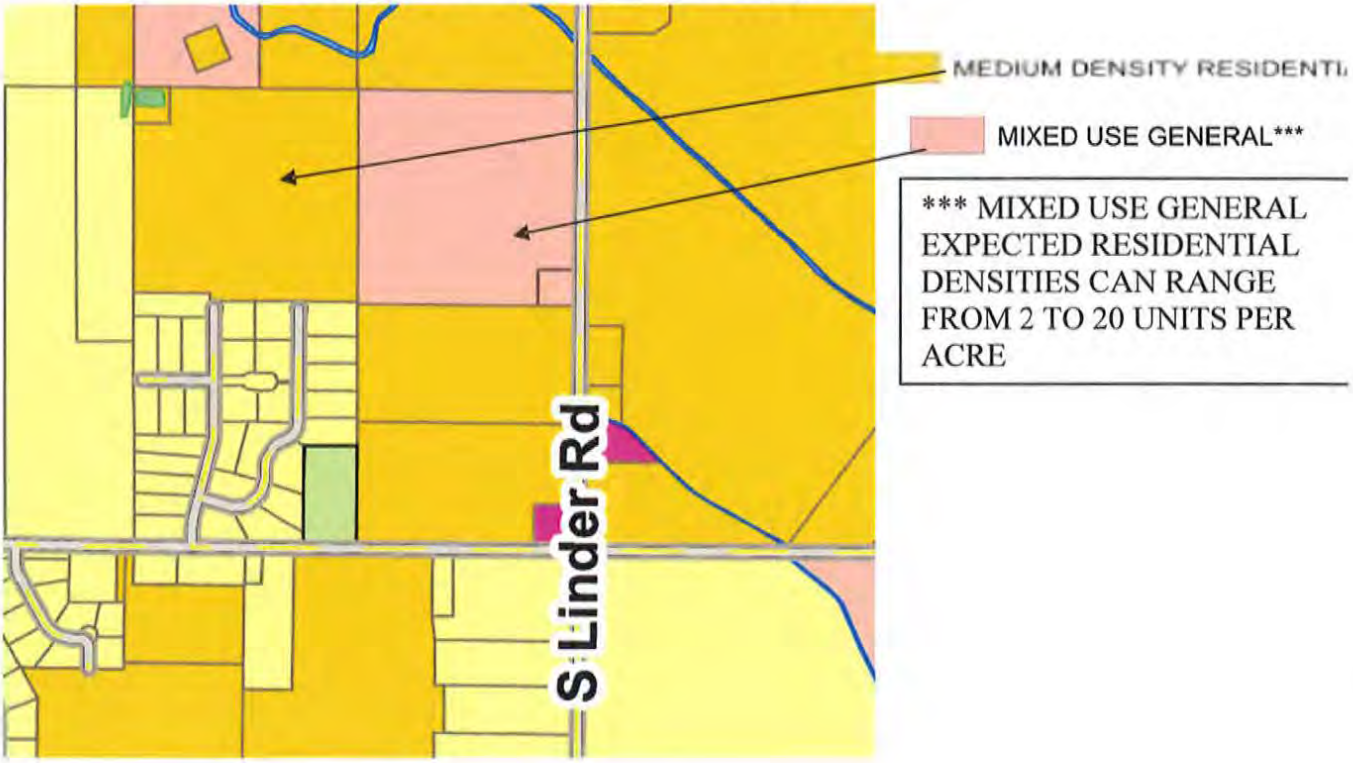

Neighborhood Meeting

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.

Bailey Engineering, Inc.
CIVIL ENGINEERING|PLANNING|CADD

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

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

Sewer and Water:

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

Pressure Irrigation

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

Bailey Engineering, Inc.
CIVIL ENGINEERING|PLANNING|CADD

Summary

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

Sincerely,

Katie Miller
Project Manager

4242 N. Brookside Lane ◆ Boise, Idaho 83714 ◆ Tel.: 208-938-0013

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'
WW	WEEPING WHITE PINE	PICEA GLAUCA 'PENDULA'
	STREET TREES (CLASS II&III)	
AP	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	LIRODENDRON 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 'WILTONI'
	CREEPING MAHONIA	MAHONIA REPENS
	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET- NOARE'
DF	DWARF FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'HAMELN'
	DARTS GOLD NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DART'S GOLD'
	STELLA D'ORO DAYLILY	HEMEROCALLIS 'STELLA D'ORO'
	EMERALD 'N' GOLD EUONYMUS	EUONYMUS FORTUNEI 'EMERALD 'N' GOLD'
	ENDLESS SUMMER HYDRANGEA	HYDRANGEA ARBORESCENS 'P11HM-1'
	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'
	HIDCOTE BLUE ENGLISH LAVENDER	LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE'
	OTTO LUYKEN LAUREL	PRUNUS LAUROCERASUS 'OTTO LUYKEN'
	PJM RHODODENDRON	RHODODRENDRON 'P.JM'
	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'
SW	SUMMERWINE NINEBARK	PHYSOCARPUS OPULIFOLIA 'SEWARD'

LAWN

6' VINYL FENCE ALONG PERIMETER PROPERTY LINES (TYP)

4' VINYL FENCE ADJACENT TO CONNECTION PATHWAYS AND COMMON AREAS (TYP).

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'	7710' / 100' = 7.7	16 TREES	23 TREES (14 SHADE TREES + 18 ORNAMENTAL TREES)
			24 EVERGREENS	27 EVERGREENS
			93 SHRUBS	126 SHRUBS
W. BUTTERFLY ST.	25'	2450' / 100' = 24.5	49 TREES	60.5 TREES (41 SHADE TREES + 39 ORNAMENTAL TREES)
			74 EVERGREENS	74 EVERGREENS
			294 SHRUBS	299 SHRUBS
S. DURANT LN. (FUTURE)	20'	1030' / 100' = 10.3	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:	166
TOTAL NUMBER OF TREES:	438

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	309
COMMON LOTS	39
DENSITY DU/ACRE	4.22
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%)
EXISTING ZONING	A
PROPOSED ZONING	R6

WHISPER MEADOWS SUBDIVISION

KUNA, ID

PRELIMINARY PLAT LANDSCAPE PLAN

OWNER

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

FEBRUARY 5, 2019

NORTH

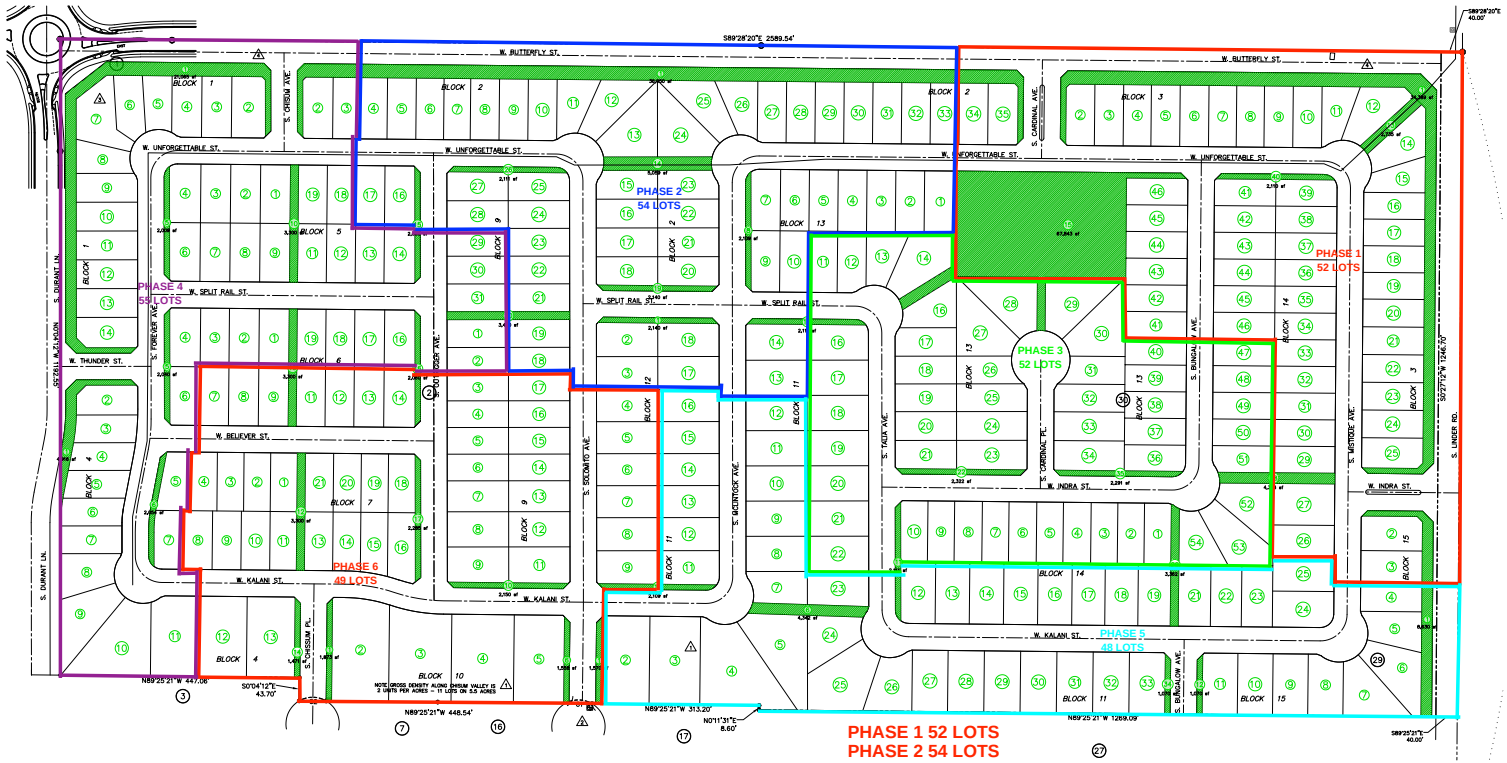
0' 120' 240' 360'
SCALE 1" = 120'

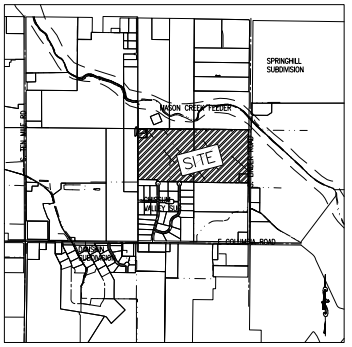
STATE OF IDAHO — Kimberly Leigh Leonhardt — 16535 — LANDSCAPE ARCHITECT

JENSENBELTS ASSOCIATES
Site Planning / Landscape Architecture
1509 Tyrell Lane, Ste 150 Boise, ID 83706
Ph. (208) 343-7176, Fx. (208) 343-7178

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
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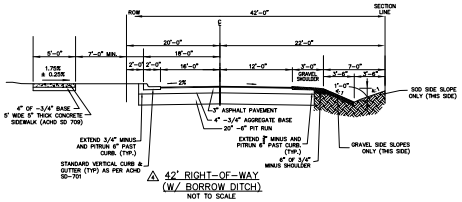
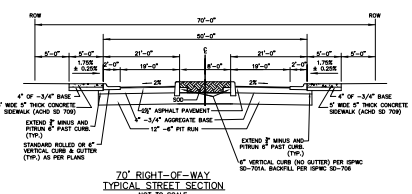
C-3	CONCEPTUAL SEWER PROFILES
C-4	CONCEPTUAL SEWER PROFILES & LOT TABLES
C-5	CONCEPTUAL CROSSINGS

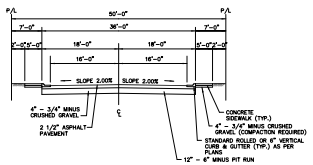
PHASE 1 52 LOTS
PHASE 2 54 LOTS
PHASE 3 52 LOTS
PHASE 4 55 LOTS
PHASE 5 48 LOTS
PHASE 6 49 LOTS



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 UNDER 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 R6 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.
4262 W BROOKSIDE LANE
BOISE, ID 83714
509-6013

PLANNER
TONY WATERS
BAILEY ENGINEERING, INC.
4262 W BROOKSIDE LANE
BOISE, ID 83714
509-6013

DEVELOPMENT FEATURES

ACREAGE
TOTAL PARCEL = 73.17 ACRES
TOTAL LOTS = 348
BUILDABLE LOTS = 310
COMMON LOTS = 38
DENSITY (GRADE) = 4.24

ZONING
EXISTING = A
PROPOSED = R6

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	5735	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	3060	440
BLOCK 7 Lot 6 OPEN	2054	442
BUFFER		
BUFFER		
PATHWAY		
ENDCAP		
BUFFER		
PATHWAY		
ENDCAP		
ENDCAP		
ENDCAP		
PATHWAY		
ENDCAP		

Parcel Table		
Lot	Area	Perimeter
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	369
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
PATHWAY		
ENDCAP		
ENDCAP		
ENDCAP		
ENDCAP		
PARK/OPEN		

Parcel Table		
Lot	Area	Perimeter
BLOCK 13 Lot 22 OPEN	3332	493
BLOCK 13 Lot 25 OPEN	2291	486
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
ENDCAP		
ENDCAP		
ENDCAP		
ENDCAP		
ENDCAP		
ENDCAP		
BUFFER		
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
4262 N. BROOKSIDE LANE TEL 208-639-6013
BOISE, ID 83714 www.baileyengineering.com

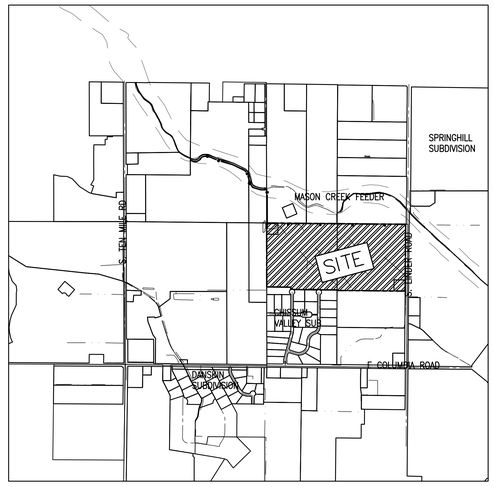
DRAWN BY: DAB | CHECKED BY: DAVID A. BAILEY P.E. | PROJECT: C2016-026 | DATE: 01-12-2018

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
2018



VICINITY MAP
N.T.S.

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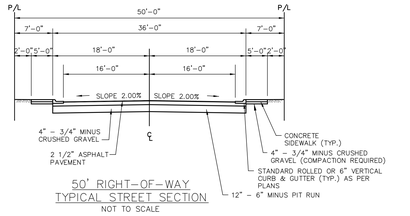
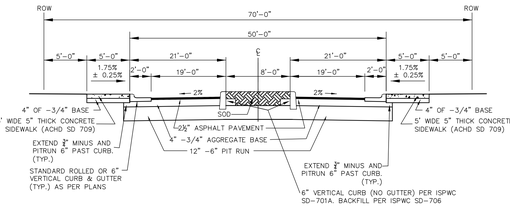


50' RIGHT-OF-WAY
TYPICAL STREET SECTION
NOT TO SCALE



70' RIGHT-OF-WAY
TYPICAL STREET SECTION
NOT TO SCALE

NOTES:
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2. A 10' UTILITY EASEMENT IS LOCATED ADJACENT TO THE EXTERIOR BOUNDARY.
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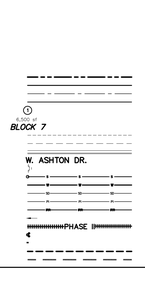
5. DRAINAGE FOR THE PUBLIC STREETS WILL BE COLLECTED IN STORM DRAIN CATCH BASINS AND ROUTED THROUGH SAND AND GREASE TRAPS TO SEEPAGE BEDS OR STORM DRAINAGE PONDS.
6. ALL LOTS WITHIN THIS SUBDIVISION ARE SINGLE FAMILY RESIDENTIAL LOTS, WITH THE EXCEPTION OF COMMON LOTS AS SHOWN WHICH ARE COMMON AREA LOTS 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 - 5.56 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 R6 ZONE
MINIMUM BUILDABLE LOT SIZE - 5527 SF
MAXIMUM BUILDABLE LOT SIZE - 20430 SF
AVERAGE BUILDABLE LOT SIZE - 6965 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
KATIE 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 - R6

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	BUFFER
BLOCK 2 Lot 1 OPEN	36050	3187	BUFFER
BLOCK 2 Lot 14 OPEN	5059	459	PATHWAY
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	
BLOCK 7 Lot 12 OPEN	3300	470	PATHWAY
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	3362	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: C2016-026 | 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

Development Services Department

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

Lead Agency: City of Kuna

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

Commission Hearing: September 26, 2018
Regular Agenda

Commission Approval: September 26, 2018

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

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

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

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.

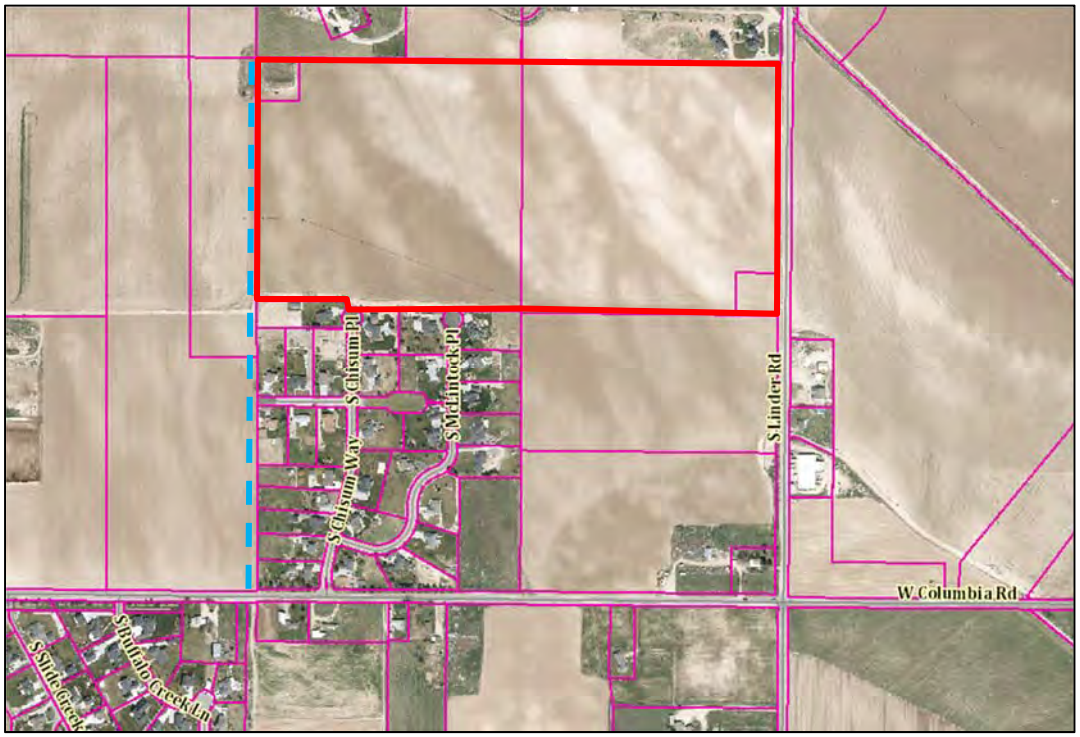
Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

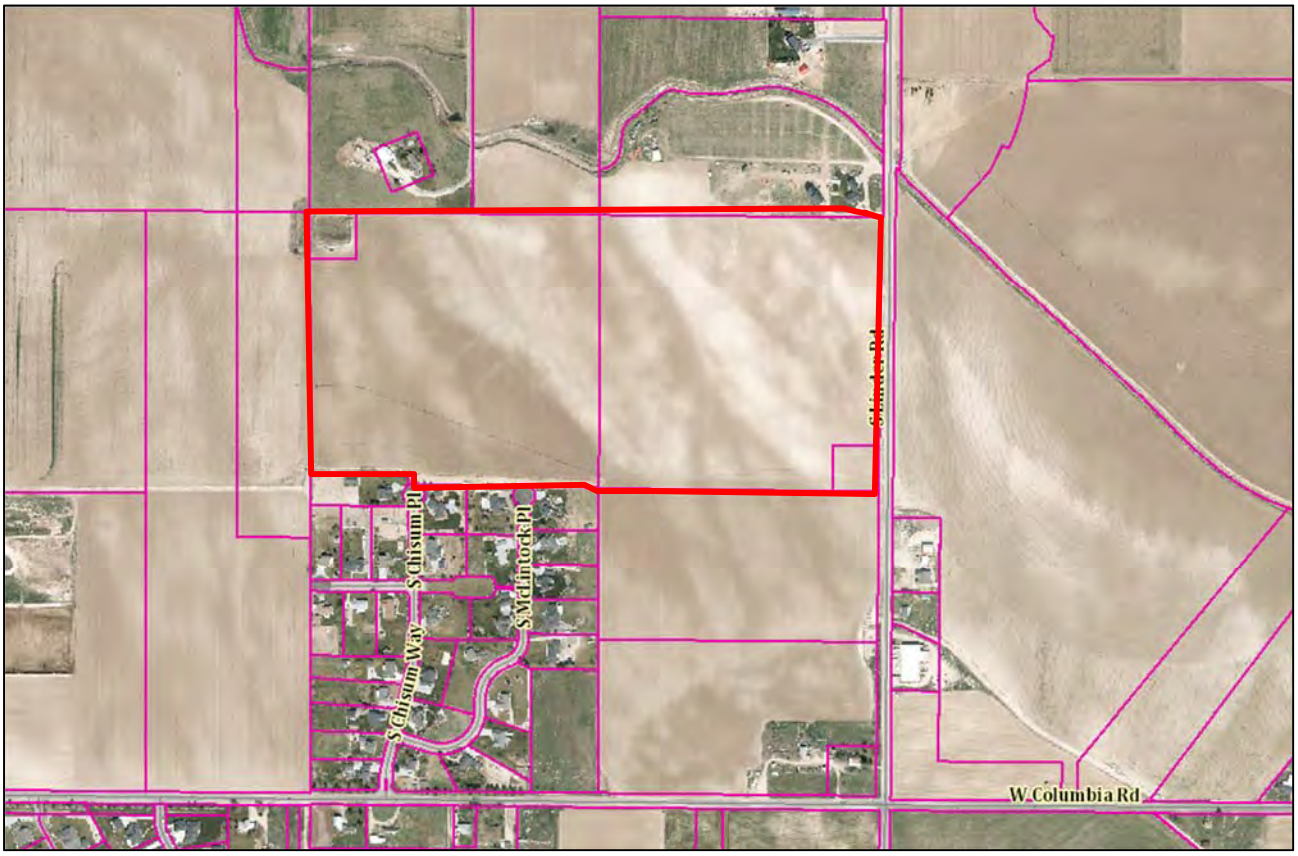
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

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)

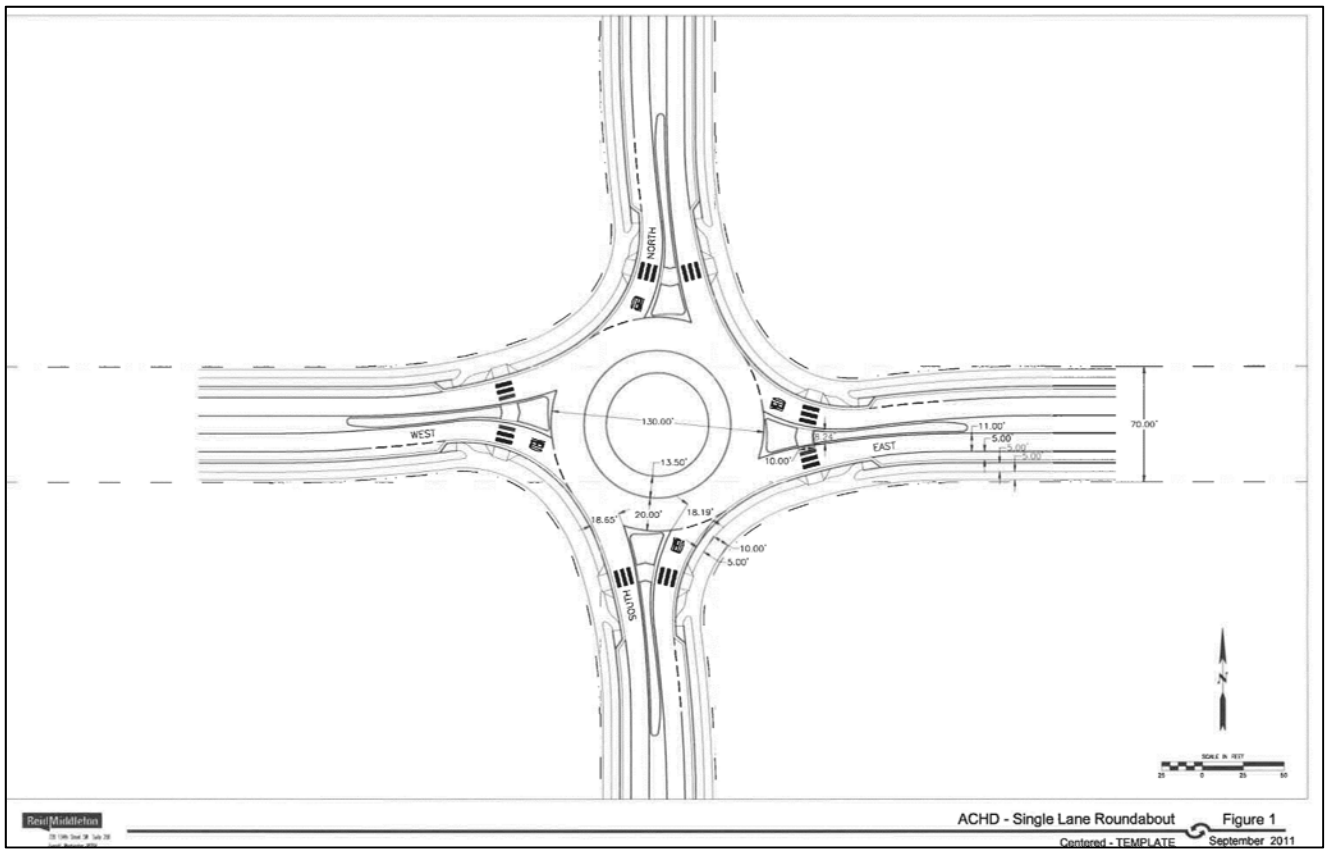
- Widen and reconstruct the signalized intersection per ACHD's *2016 CIP* (IN2016-60). If ACHD and ITD determine that interim improvements should be considered due to the time horizon for the *2016 CIP* funding is moved out beyond the 2026-2030 timeframe, the following interim improvements could be considered 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: Ron Body

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
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.

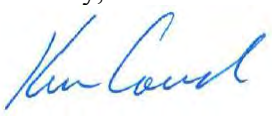
5. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State highway.

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;

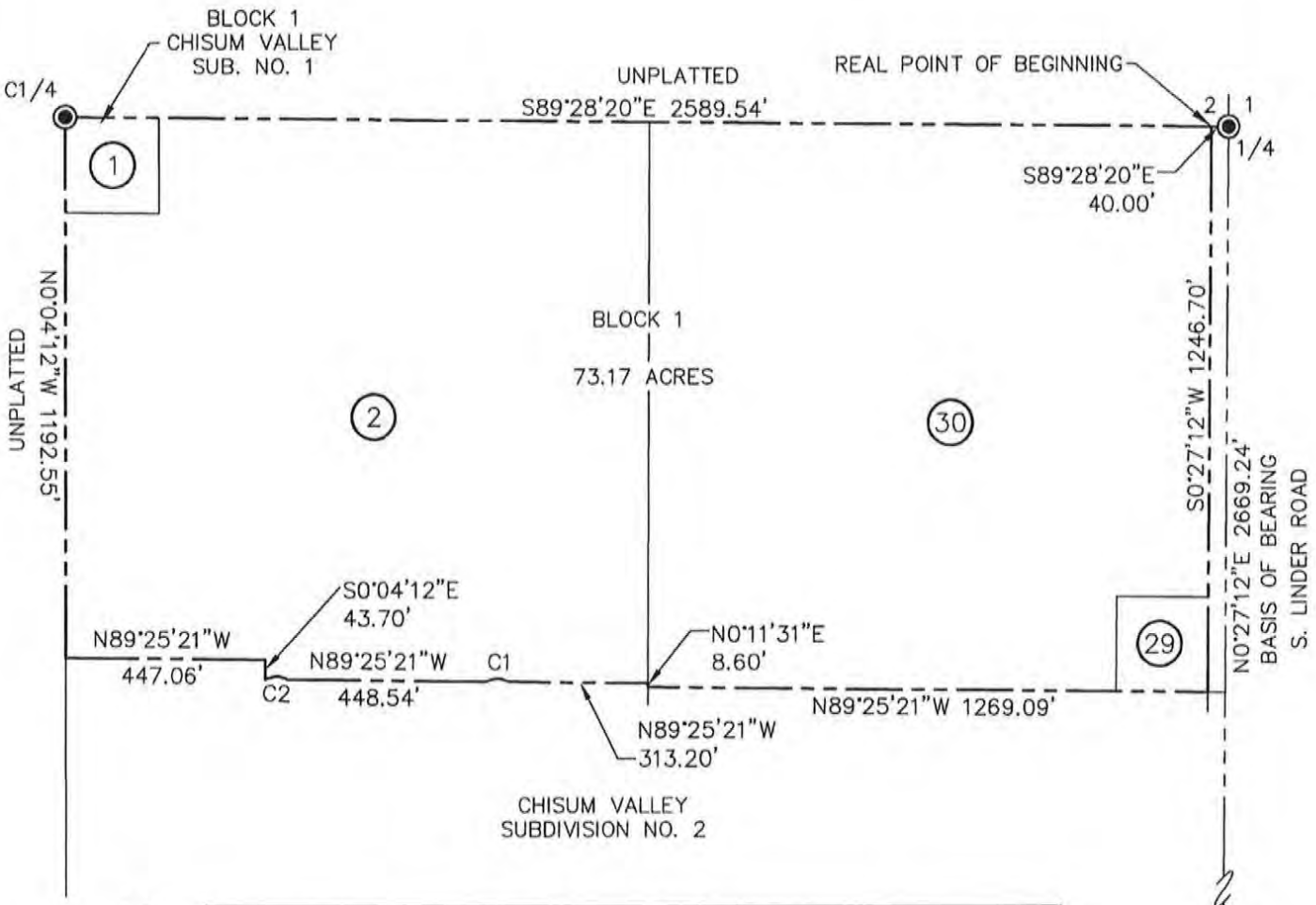
thence 52.86 feet along the arc of a non-tangent curve to the left, said curve having a radius of 50.00 feet, a central angle of 60°34'11" and a long chord which bears North 89°47'09" West, 50.43 feet;

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

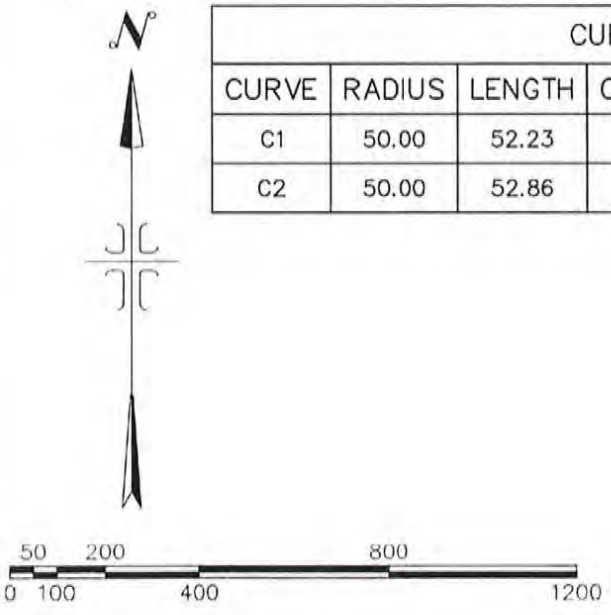
thence North 89°25'21" West, 447.06 feet to the SW corner of said Lot 2;

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 COOBURN		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 OOLTSON	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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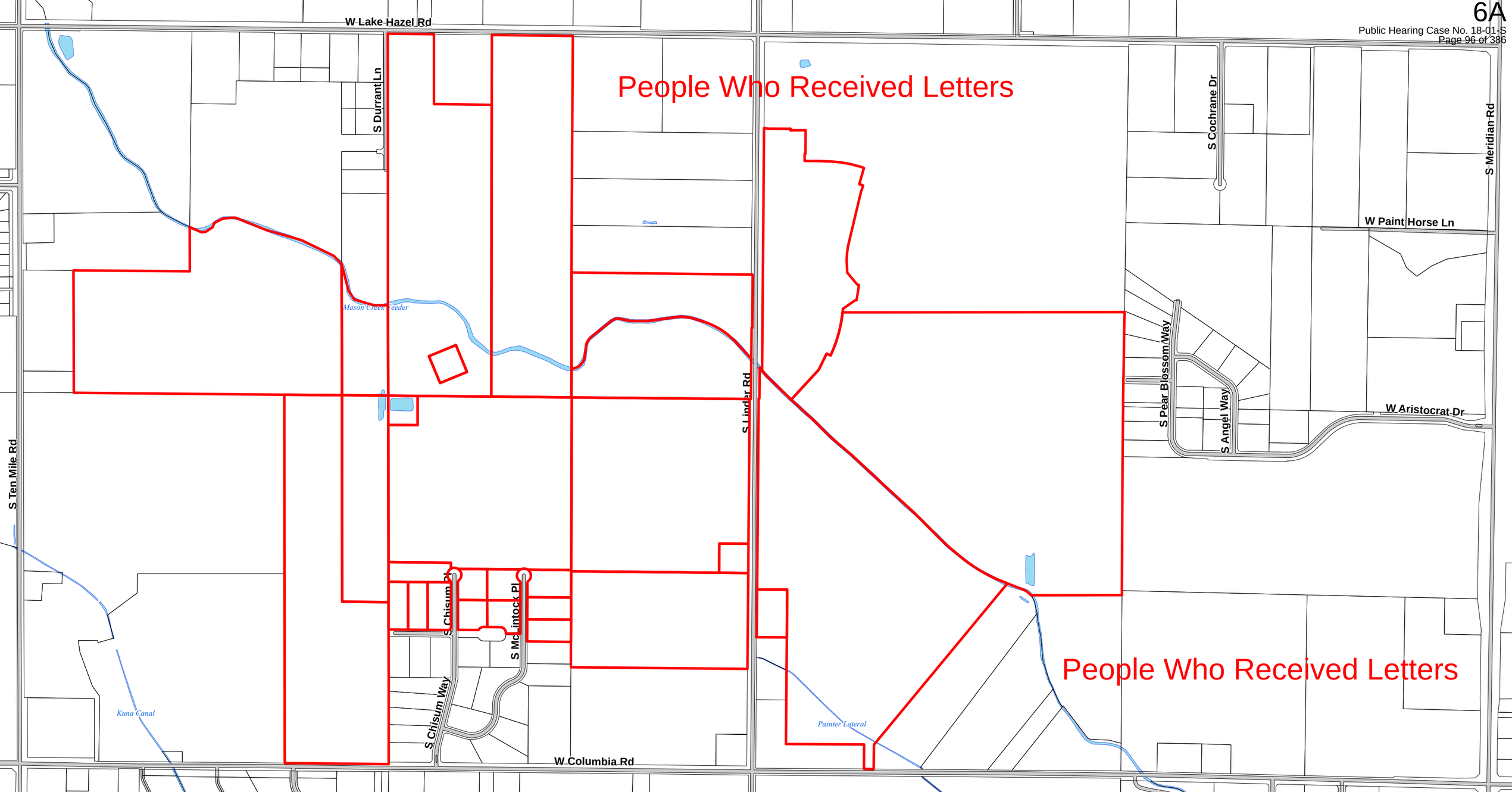
People Who Received Letters
People Who Received Letters
W Lake Hazel Rd
S Durrant Ln
S Cochrane Dr
S Meridian Rd
W Paint Horse Ln
S Pear Blossom Way
S Angel Way
W Aristocrat Dr
S Linder Rd
S Ten Mile Rd
S Chisum Pl
S McLintock Pl
S Chisum Way
W Columbia Rd
Mason Creek Feeder
Kuna Canal
Painter Lateral

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

[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

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]

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

Email: joshuaricciardi77@gmail.com

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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

[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: [illegible] o: [illegible] f: [illegible]
a: [illegible]

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

Untitled Map
June 2003
Write a description for your map.
Legend
Linder Farms LLC.
received
10.09.18
Google Earth
Image © 2018 DigitalGlobe
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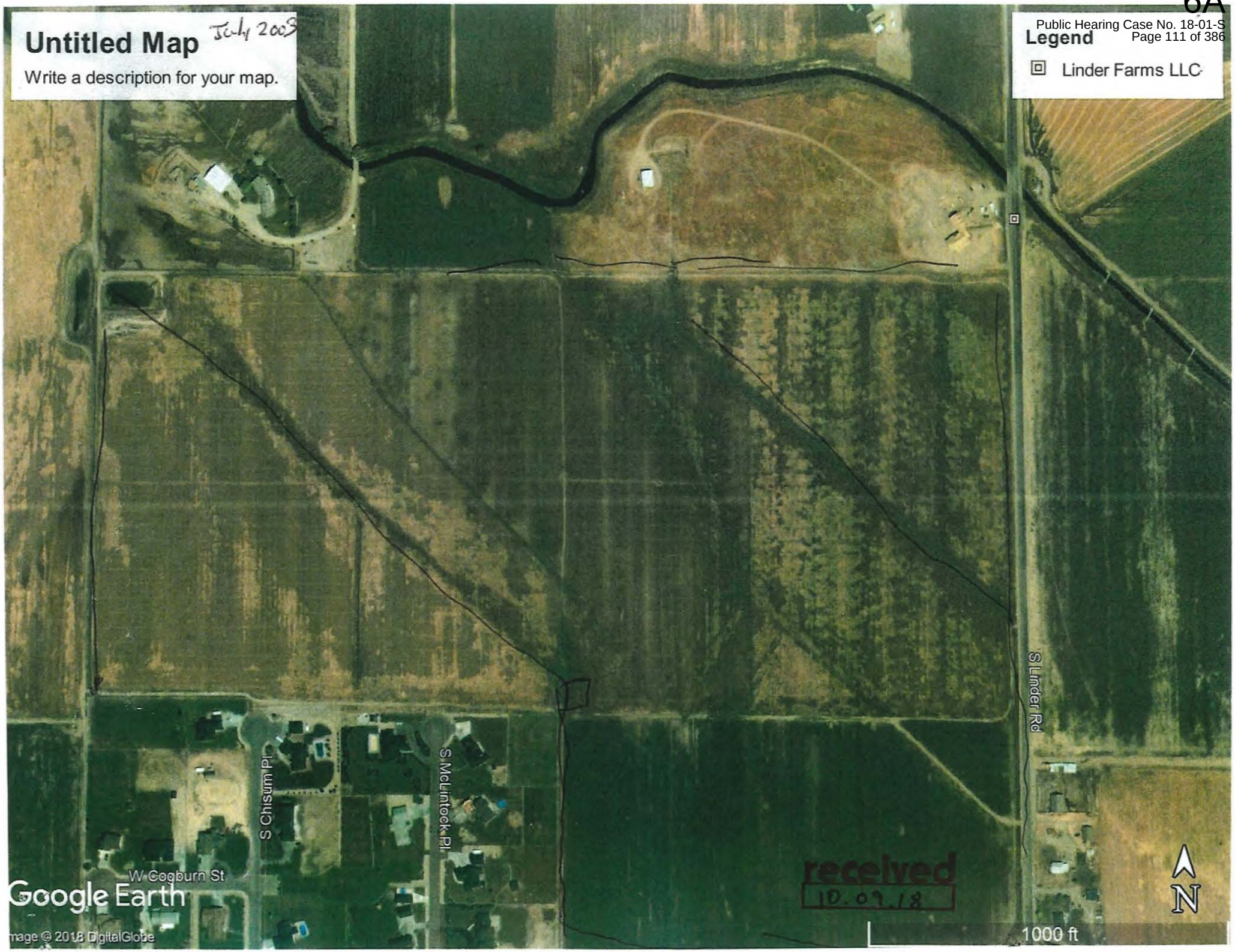
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10.09.18

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10.09.18
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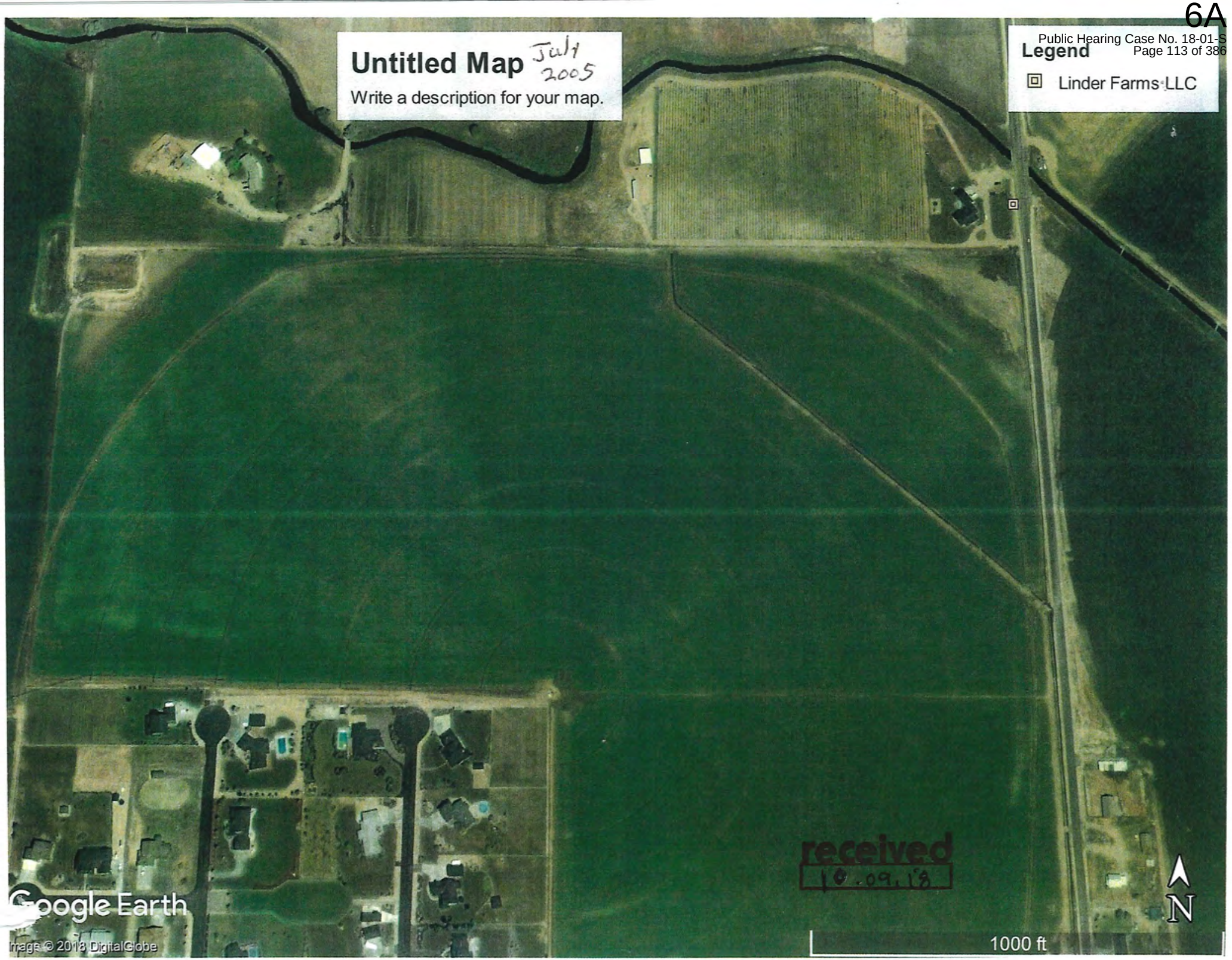
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Linder Farms LLC
received
10.09.18
Google Earth
Image © 2018 DigitalGlobe
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received
4.9.2018

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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11/6/17	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

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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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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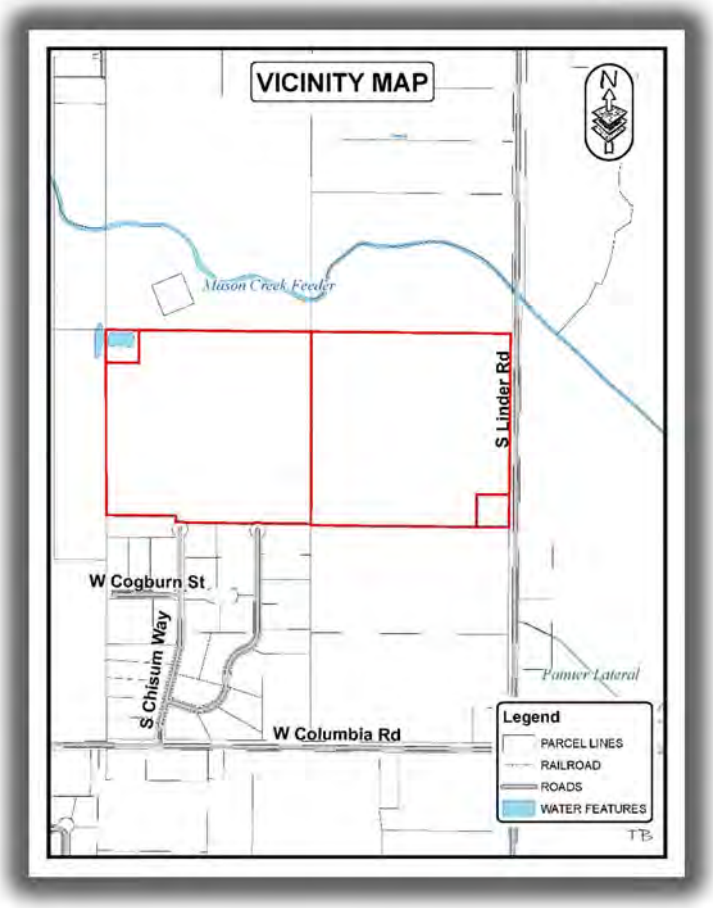
City of Kuna

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

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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J. Factual Summary
K. Comprehensive Plan Analysis
L. Kuna City Code Analysis
M. Conclusions of Law
N. Recommendation to City Council

A. Process and Noticing:

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

a. Notifications

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

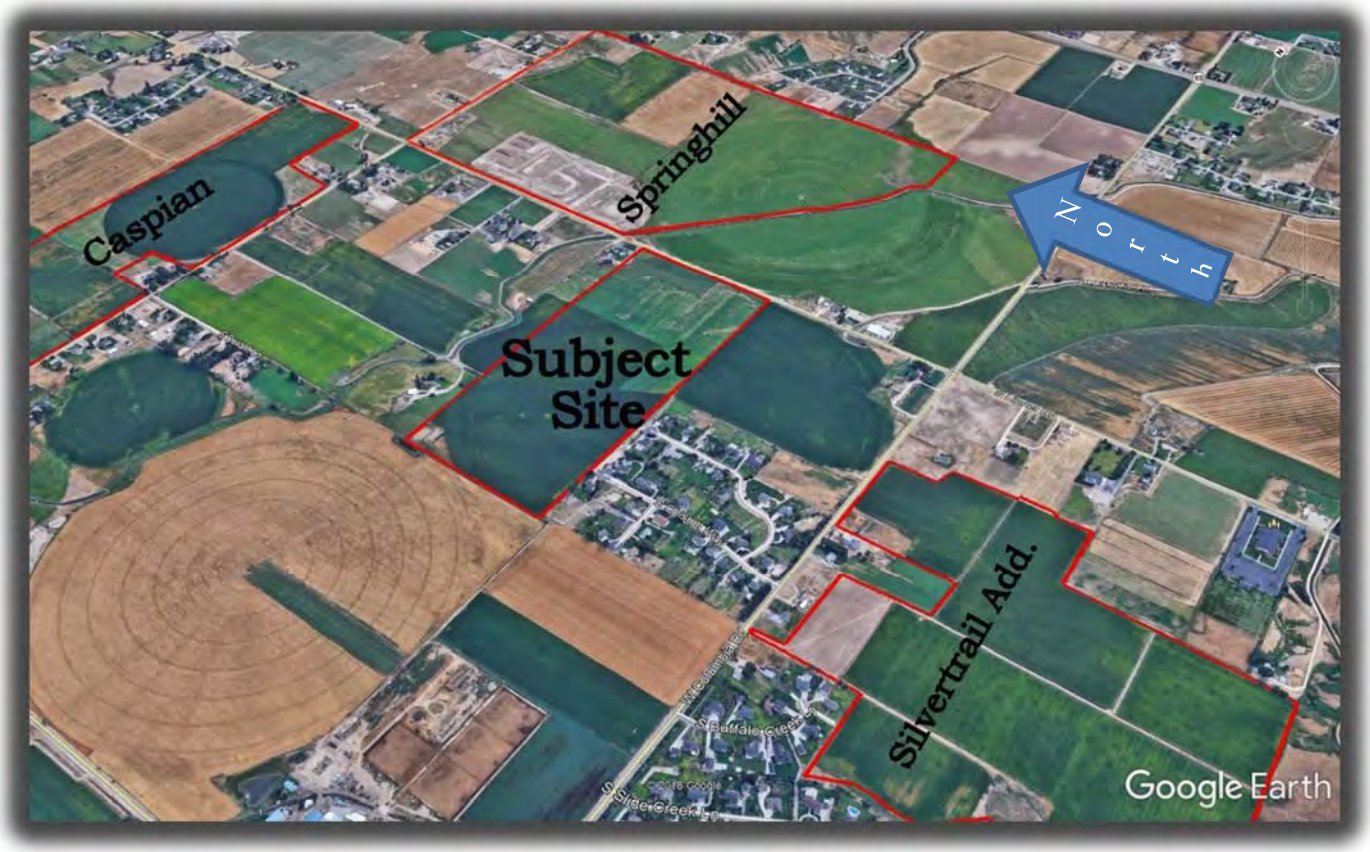
ii.	Agency Comment Request	February 12, 2018
iii.	350' Property Owners	August 31, 2018
	COURTESY MAILING NOTICE	*October 1, 2018*
iv.	Kuna, Melba Newspaper	August 16, 2018
v.	Site Posted	August 31, 2018

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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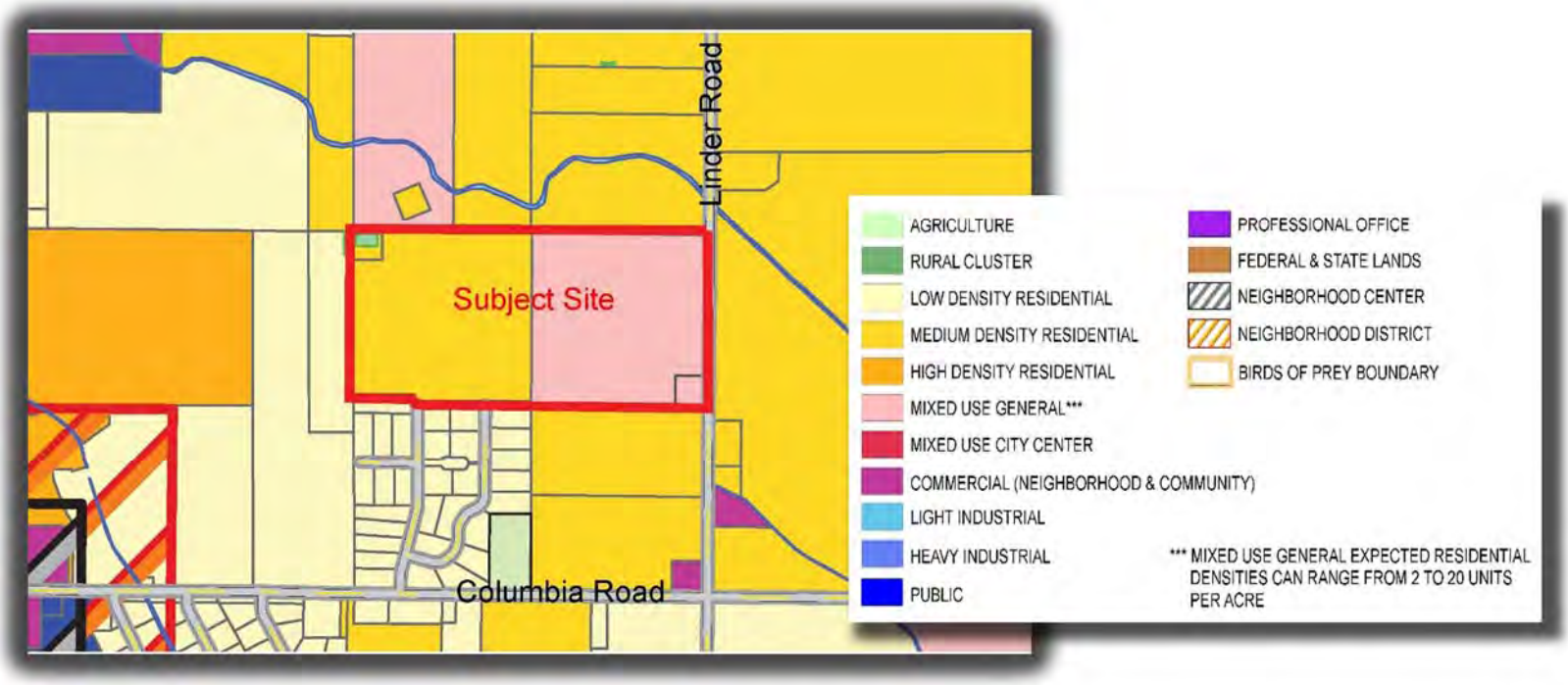
D. Site History:

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).

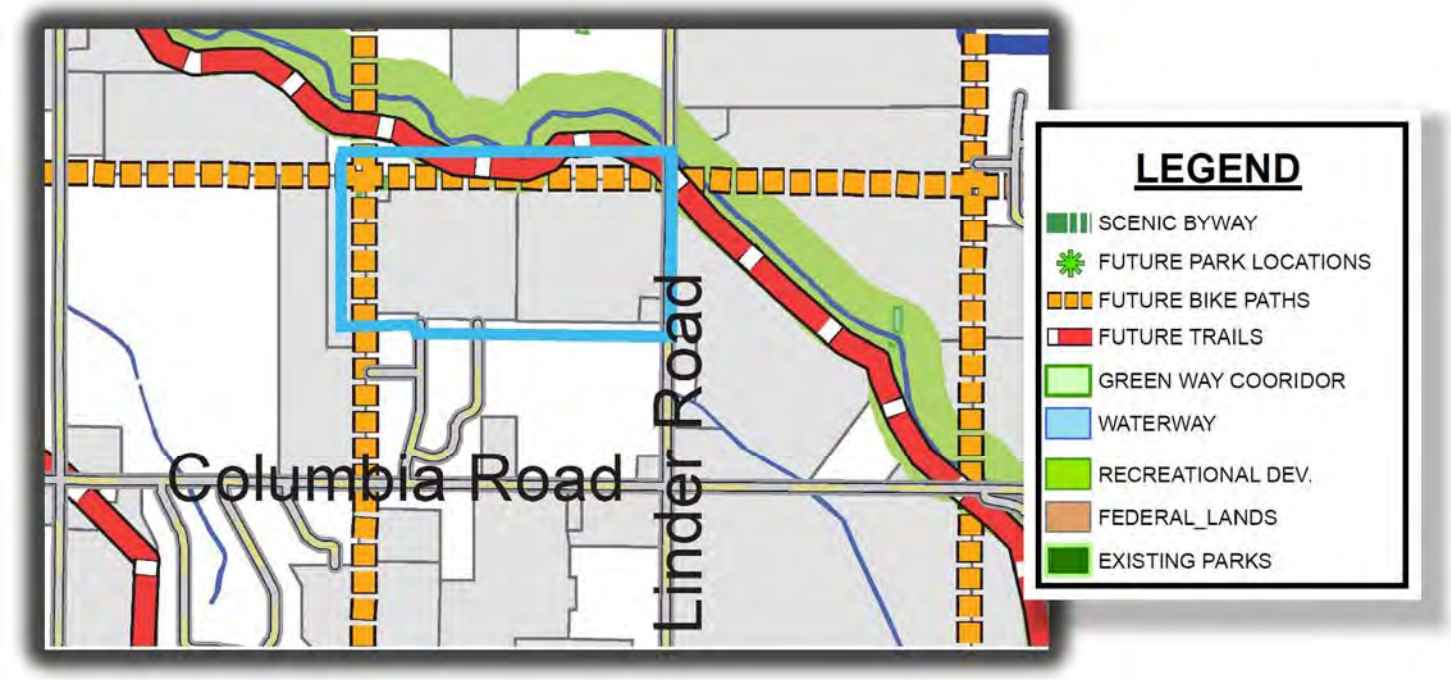
E. General Projects Facts:

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. **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:

- *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

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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

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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

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

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

CITY OF KUNA
PLANNING & ZONING COMMISSION

MEETING MINUTES
Tuesday, October 9, 2018

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

CITY OF KUNA

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

City Council Meeting
MINUTES
Tuesday, June 5, 2018

~~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

NOTE: Copies of all agenda material are available for public review in the Office of the City Clerk. Persons who have questions concerning any agenda item may call the City Clerk's Office at 922-5830. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 922-5830 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

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

Briana Buban-Vonder Haar, Acting Mayor
Pursuant to Idaho Code §50-608

ATTEST:

Chris Engels

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	Print Name: Stephanie Kennedy
Print Address	Print Address	Print Address: 7638 S. McLintock
City State, Zip	City State, Zip	City (Kuna) State, Zip: Meridian ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☑ Testify ☐ Not Testify
Print Name	Print Name	Print Name: Virginia Jeppesen
Print Address	Print Address	Print Address: 7901 S Chisum Way
City State, Zip	City State, Zip	City State, Zip: Meridian ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☑ Testify ☐ Not Testify
Print Name	Print Name	Print Name: JENNA VONDER EHE
Print Address	Print Address	Print Address: 7681 S Chisum Pl
City State, Zip	City State, Zip	City State, Zip: MERIDIAN ID 83642
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☑ Testify ☐ Not Testify
Print Name	Print Name	Print Name: Lauri Allen
Print Address	Print Address	Print Address: 7960 S Chisum Way
City State, Zip	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	✓ Print Name 7828 S MCLINTOCK DR
City State, Zip	City State, Zip	Print Address TEMPE AZ 85427
		City State, Zip
☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify	☐ Testify ☐ Not Testify
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Print Address	Print Address	Print Address
City State, Zip	City State, Zip	City State, Zip

CITY OF KUNA
PO Box 13 • Kuna, Idaho • 83634 • Phone (208) 922-5274
Fax: (208) 922-5989 • www.kunacity.ld.gov

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	1751 S McLintock PL
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	1675 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
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		Letter
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Print Name	Print Name	Rick Wills
Print Address	Print Address	2345 Cosbern St
City State, Zip	City State, Zip	Meridian 83642

CITY OF KUNA
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Fax: (208) 922-5989 • www.kunacity.ld.gov

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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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Prepared By:
Kittelson & Associates, Inc.
101 South Capitol Boulevard, Suite 301
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Project Principal: John Ringert, PE
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Project Analyst: Mark Heisinger

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.

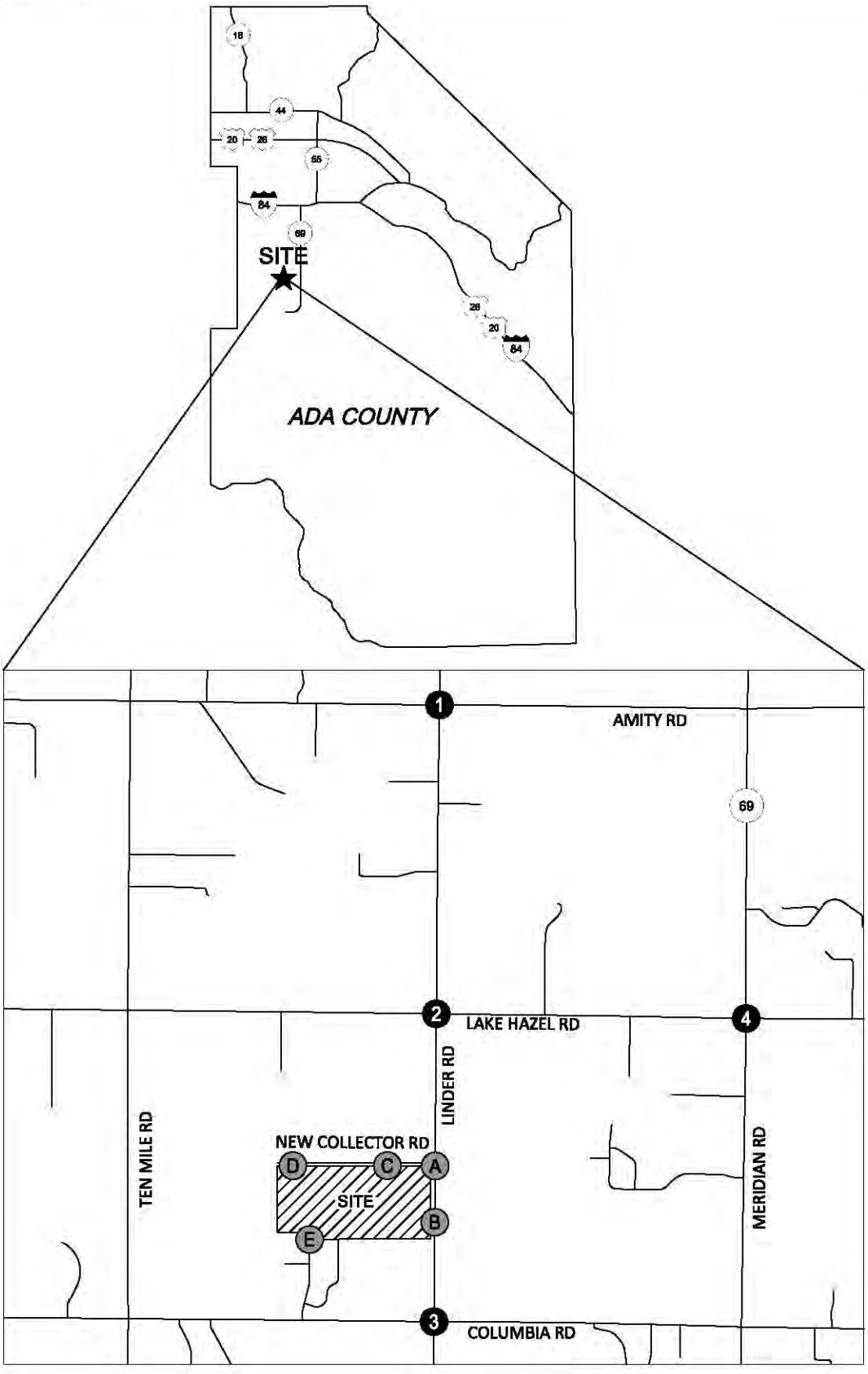
PROJECT DESCRIPTION

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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KITTELSON & ASSOCIATES

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:

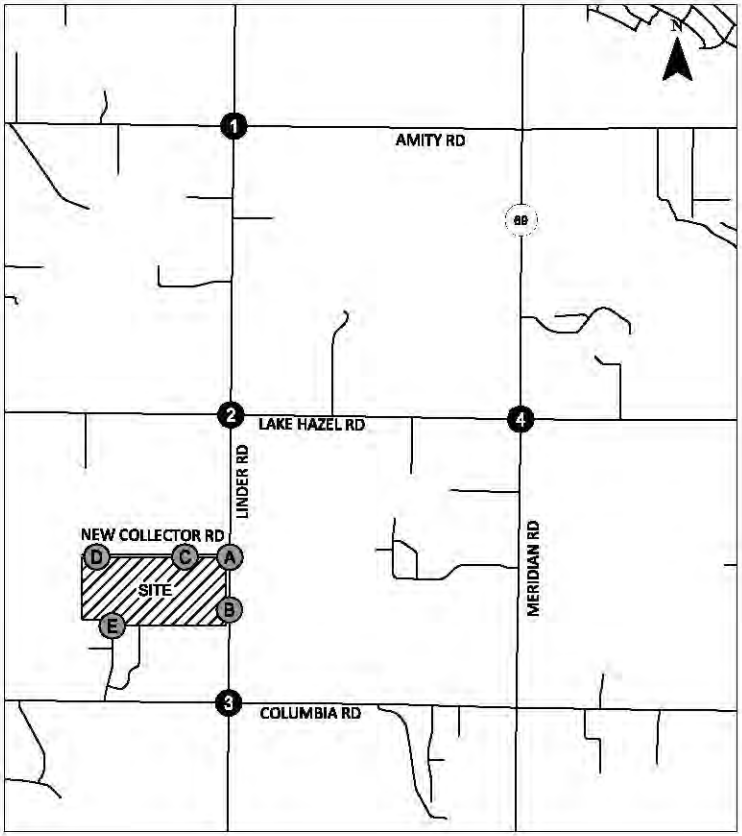
1. Linder Road & Amity Road
2. Linder Road & Lake Hazel Road
3. Linder Road & Columbia Road
4. Meridian Road (SH 69) & Lake Hazel Road

The study intersections and their existing lane configurations and traffic control devices are presented in Figure 3.

SITE CONDITIONS AND ADJACENT LAND USES

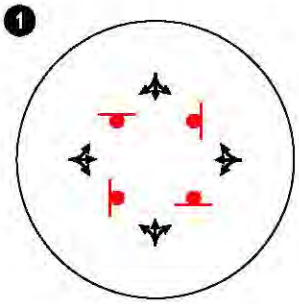
The proposed site's eastern frontage is along Linder Road, approximately one-half mile south of Lake Hazel Road and one-quarter mile north of Columbia Road. Properties surrounding the site are privately owned and consist of agricultural fields and rural residential lots, with a small residential subdivision 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.



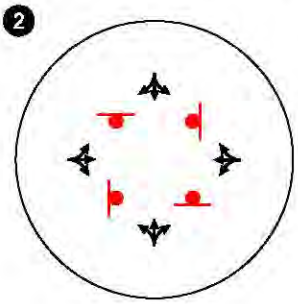
LINDER RD & AMITY RD

1



LINDER RD & LAKE HAZEL RD

2



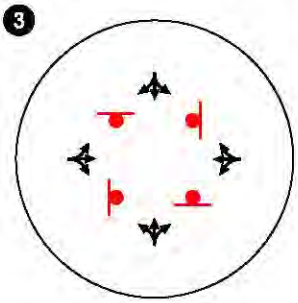
LINDER RD & NEW COLLECTOR RD

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



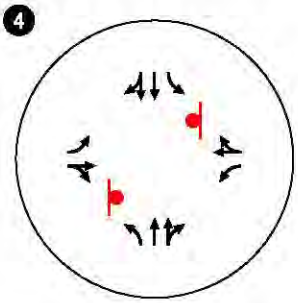
LINDER RD & SOUTHEAST ACCESS

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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KITTELSON & ASSOCIATES

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.*

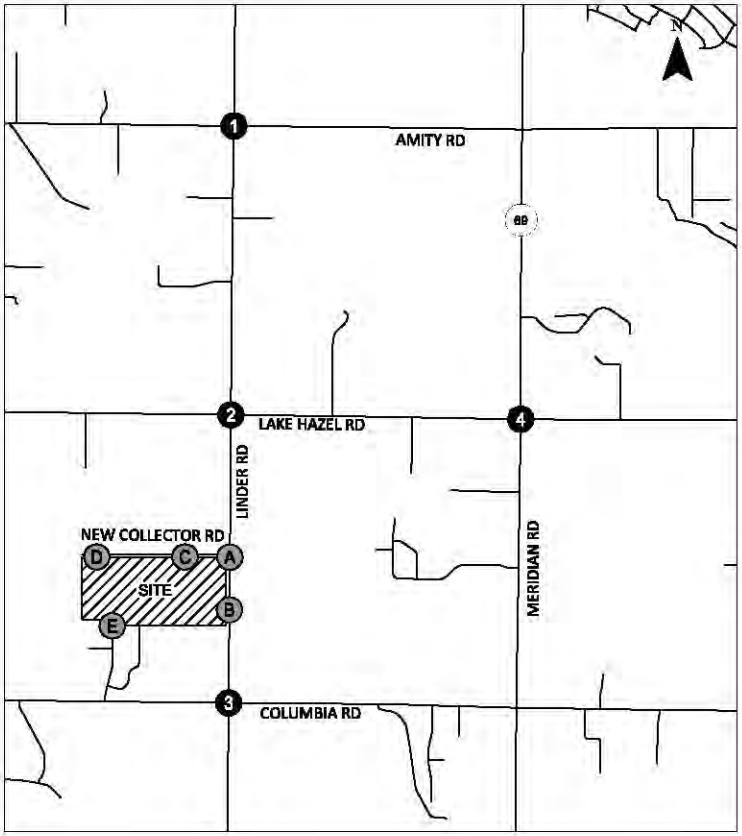
Weekday AM and PM Peak Hour Intersection Operations

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:

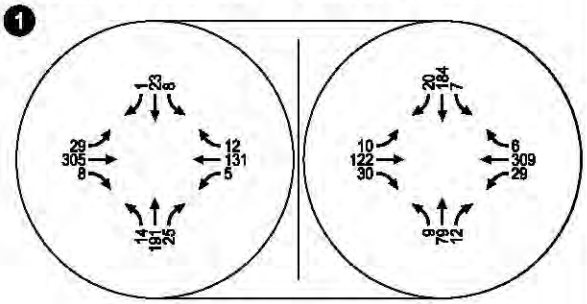
- **Lake Hazel Road & Meridian Road (SH 69) (AM and PM Peak Hour)** – During the weekday a.m. and p.m. peak hour both lane groups on the eastbound and westbound approach operate with a lane group v/c ratio of greater than 1.00, resulting in LOS F, falling below ITD and ACHD operational standards.



LINDER RD & AMITY RD

Weekday AM Peak Hour | Weekday PM Peak Hour

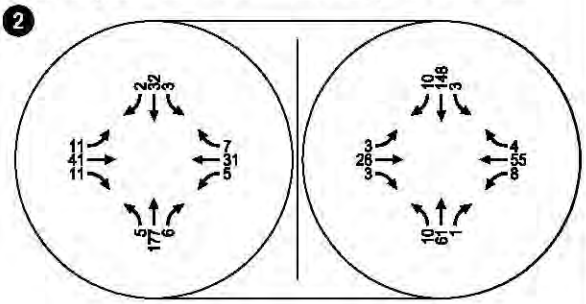
1



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.

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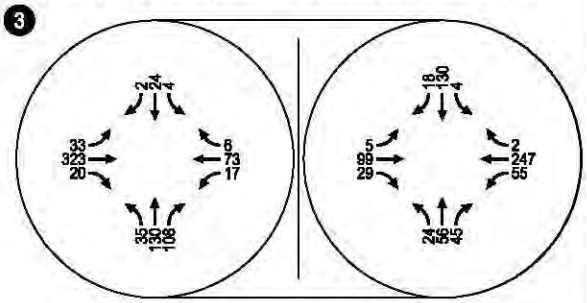
LINDER RD & COLUMBIA RD

Weekday AM Peak Hour | Weekday PM Peak Hour

3



LINDER RD & SOUTHEAST ACCESS

Weekday AM Peak Hour | Weekday PM Peak Hour

B

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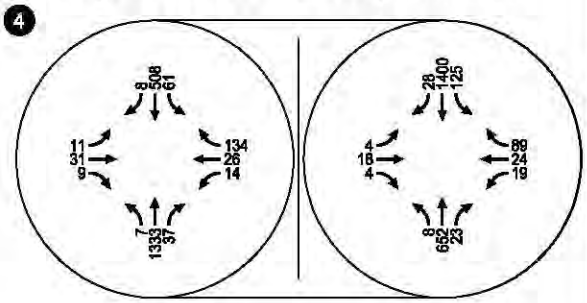
MERIDIAN RD & LAKE HAZEL RD

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

H:\22\22046 - Gripentrog Subdivision TIS\dwgs\22046_Figures.dwg Feb 06, 2018 - 1:57pm - bloorporai Layout Tab: Fig 4_Existing

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.

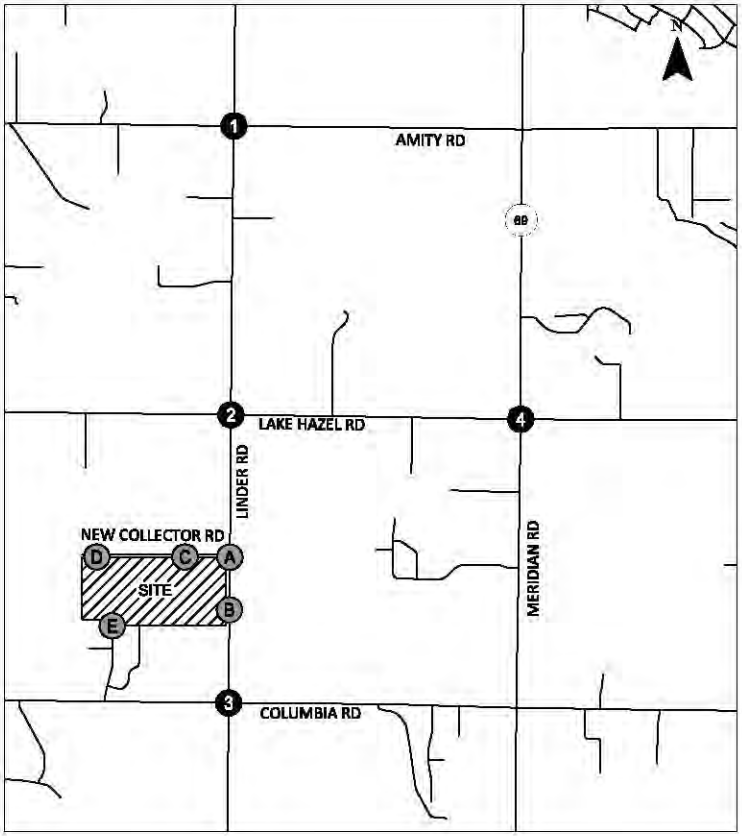
Year 2026 Background Roadway Segment Analysis

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

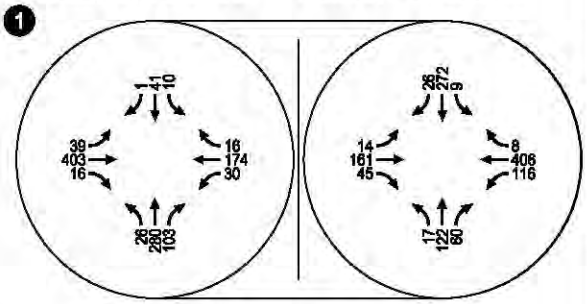
Notes: [1] Travel lanes include the total number of lanes across the roadway's respective cross section.



LINDER RD & AMITY RD

Weekday AM Peak Hour | Weekday PM Peak Hour

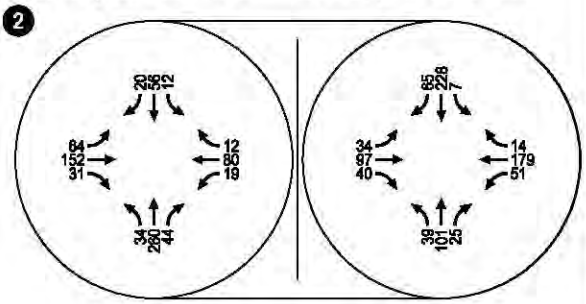
1



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

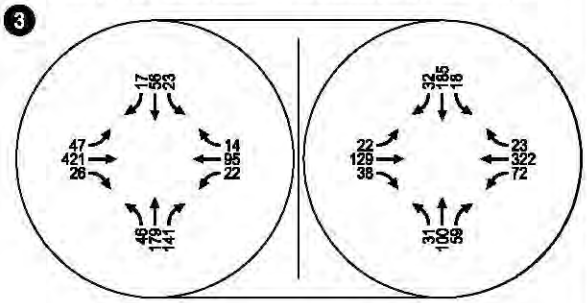
This access will not exist until build-out of the site. Therefore, it is has not been analyzed under Year 2026 Background conditions.

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

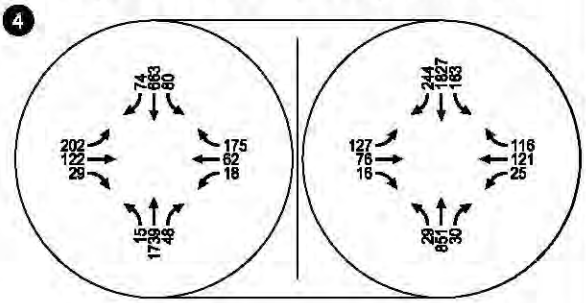
This access will not exist until build-out of the site. Therefore, it is has not been analyzed under Year 2026 Background conditions.

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

H:\22\22046 - Gripentrog Subdivision TIS\dwgs\22046_Figures.dwg Feb 06, 2018 - 1:57pm - bkorporaal Layout Tab: Fig 5_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.

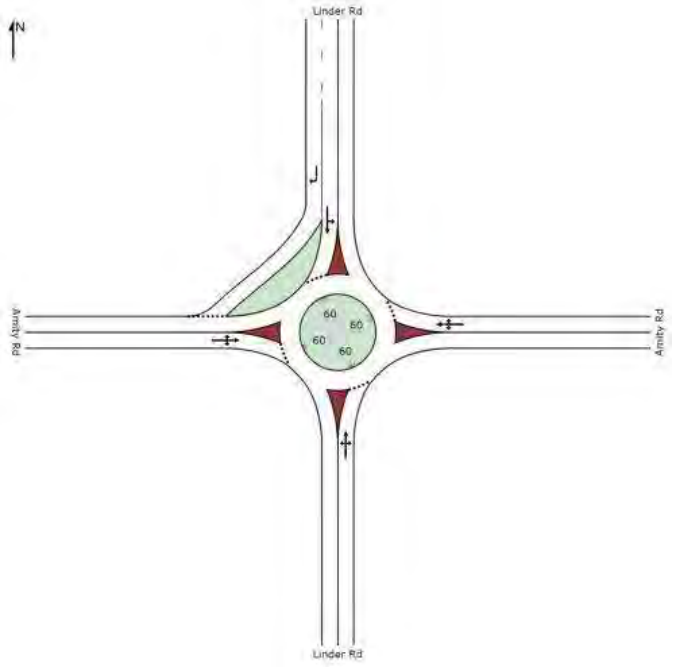


Exhibit 1. Linder Rd & Amity Rd Roundabout Layout as Described in ACHD's *2016 CIP (IN2016-5)*

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.

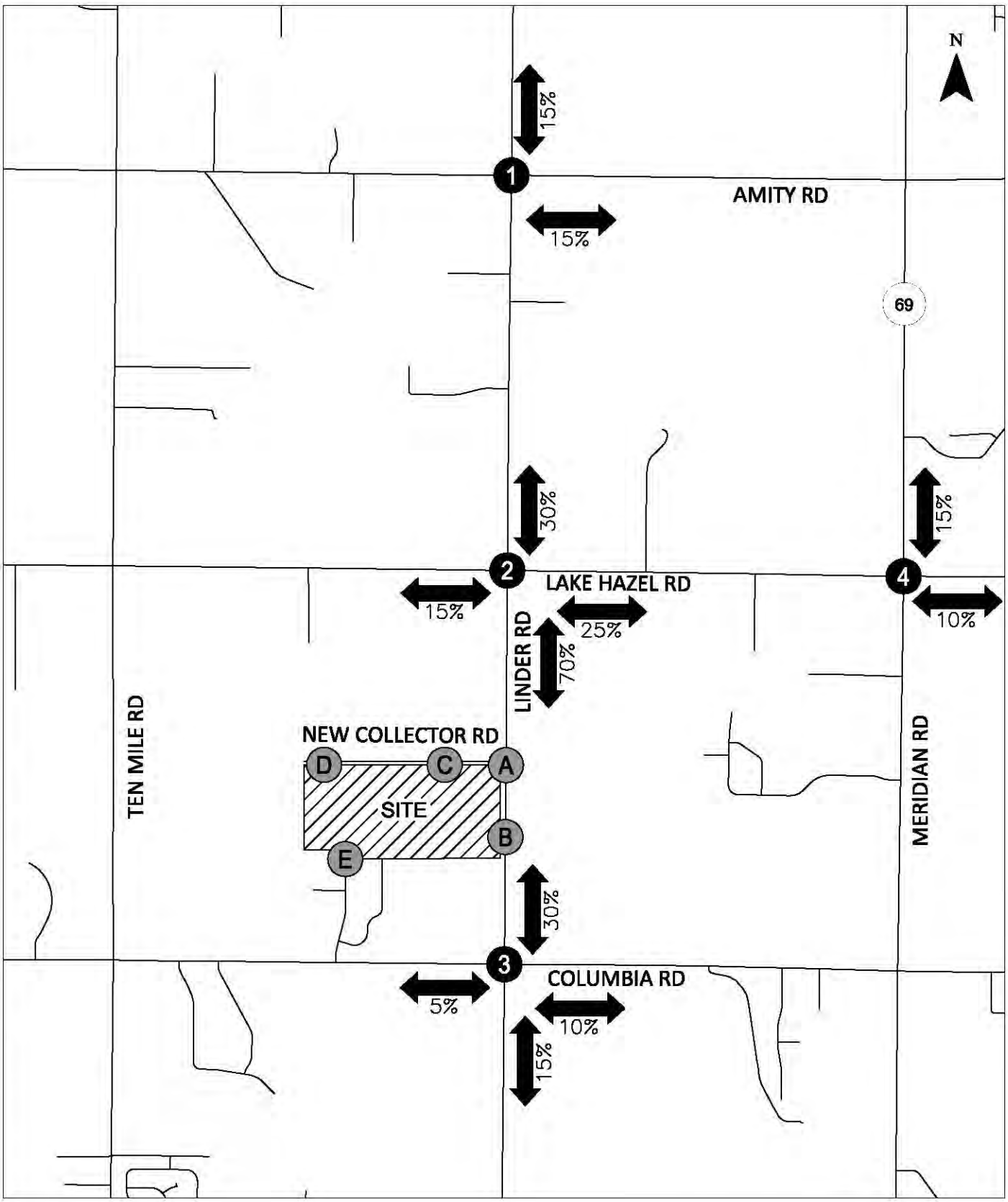
As shown in Table 13, the full-build out the proposed Whisper Meadows Subdivision development is estimated to generate a total of 2,938 daily net new trips, 227 weekday a.m. peak hour net new trips (57 inbound / 170 outbound) and 292 weekday p.m. peak hour net new trips (184 inbound / 108 outbound).

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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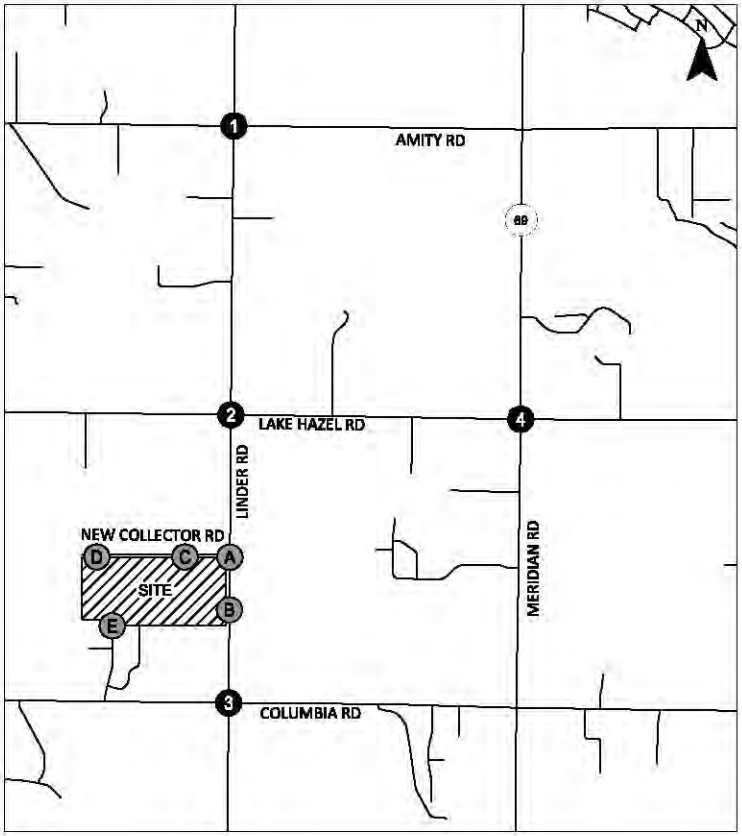
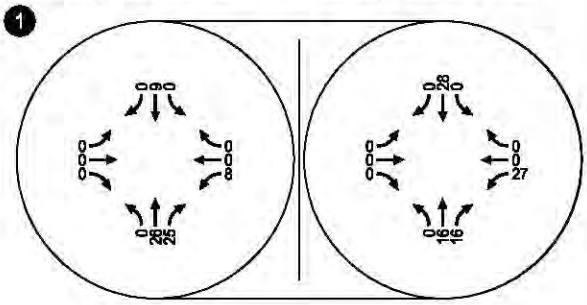


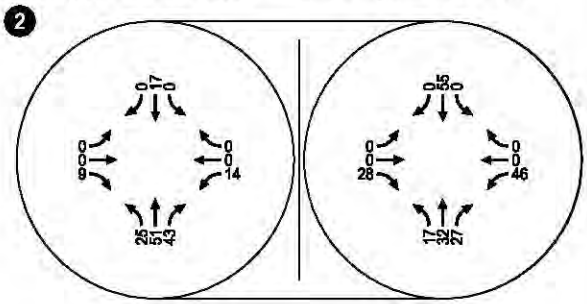
LINDER RD & AMITY RD

Weekday AM Peak Hour | Weekday PM Peak Hour



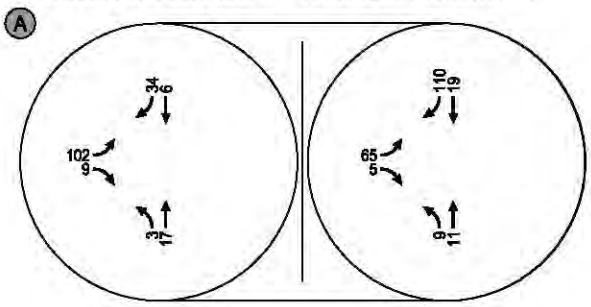
LINDER RD & LAKE HAZEL RD

Weekday AM Peak Hour | Weekday PM Peak Hour



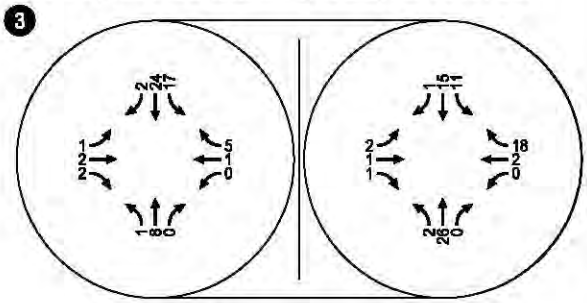
LINDER RD & NEW COLLECTOR RD

Weekday AM Peak Hour | Weekday PM Peak Hour



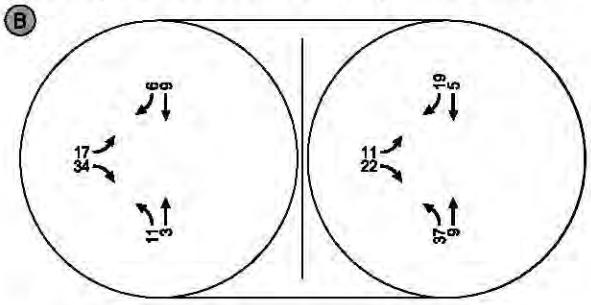
LINDER RD & COLUMBIA RD

Weekday AM Peak Hour | Weekday PM Peak Hour



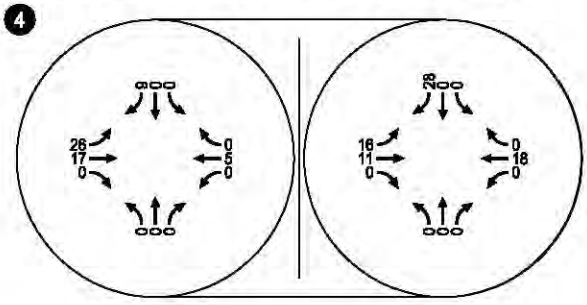
LINDER RD & SOUTHEAST ACCESS

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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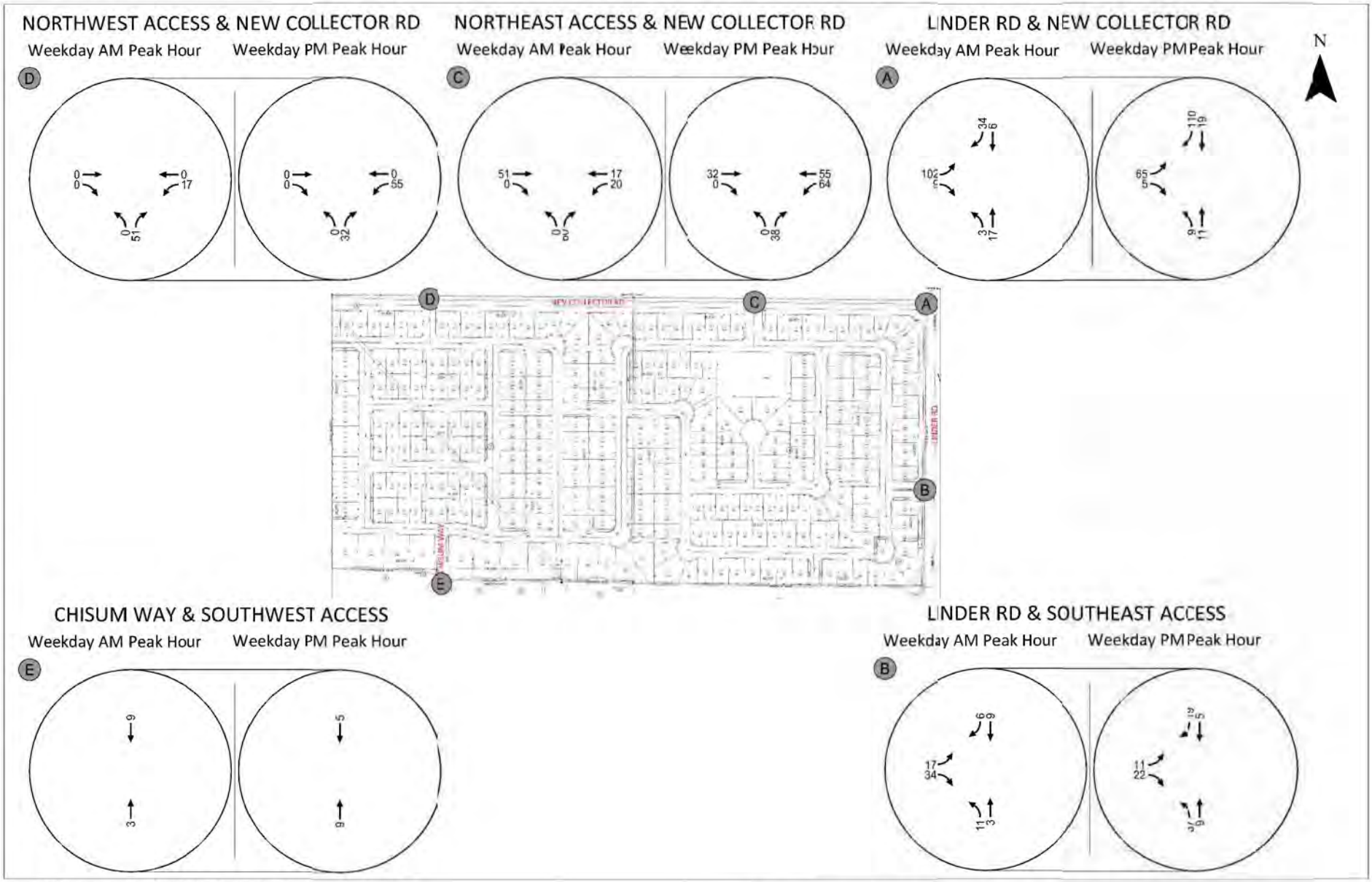

Note: Preliminary site plan from Bailey Engineering, Inc. dated October 2017.

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.

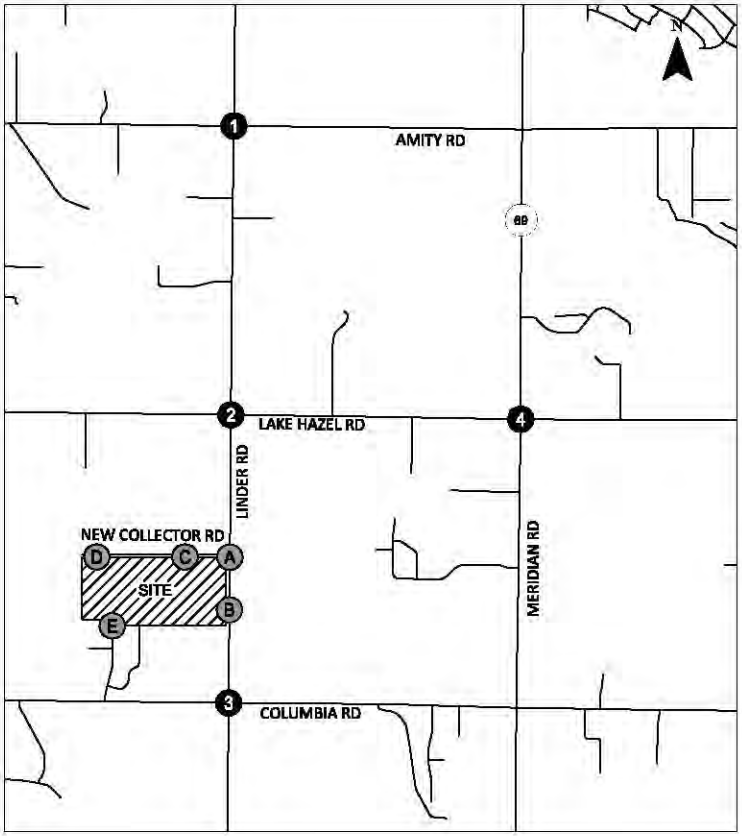
Weekday AM and PM Peak Hour Intersection Operations

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:

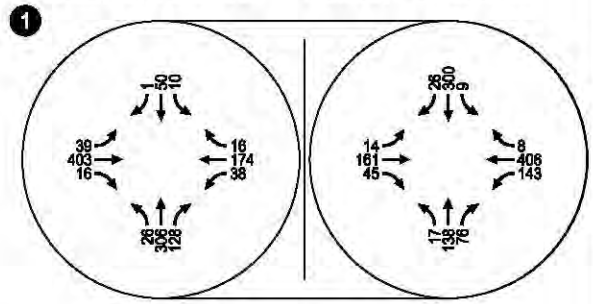
- **Amity Road & Linder Road (PM Peak Hour)** – During the weekday p.m. peak hour the westbound approach is projected to reach capacity which was found to occur under year 2026 background conditions.
- **Lake Hazel Road & Meridian Road (SH 69) (AM and PM Peak Hour)** – During the weekday a.m. and p.m. 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.



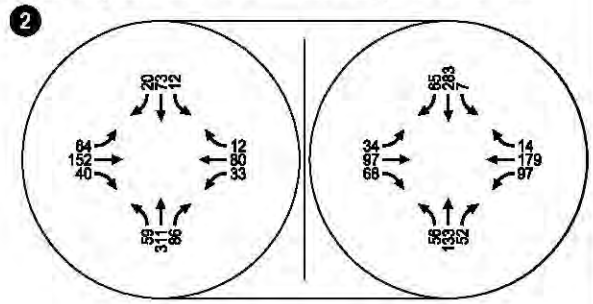
LINDER RD & AMITY RD

Weekday AM Peak Hour | Weekday PM Peak Hour



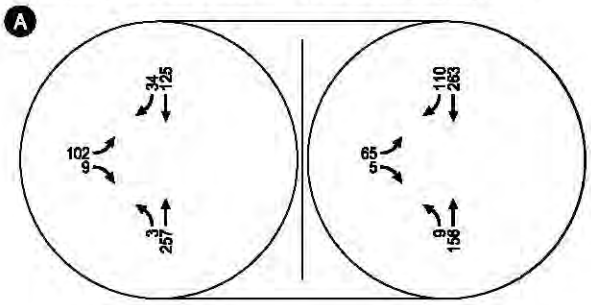
LINDER RD & LAKE HAZEL RD

Weekday AM Peak Hour | Weekday PM Peak Hour



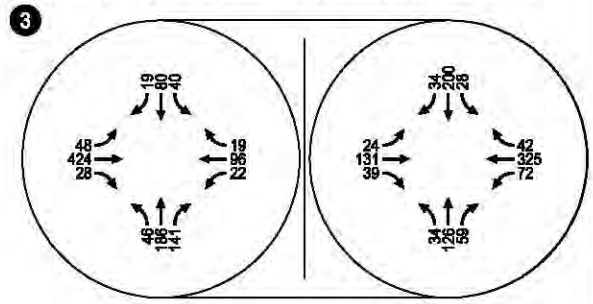
LINDER RD & NEW COLLECTOR RD

Weekday AM Peak Hour | Weekday PM Peak Hour



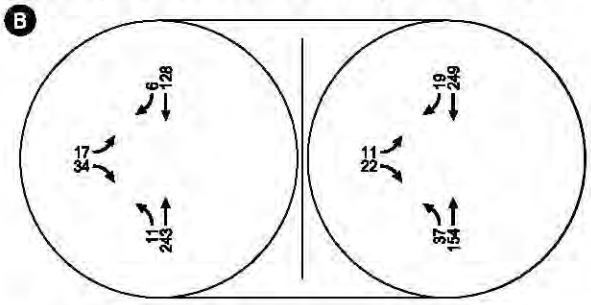
LINDER RD & COLUMBIA RD

Weekday AM Peak Hour | Weekday PM Peak Hour



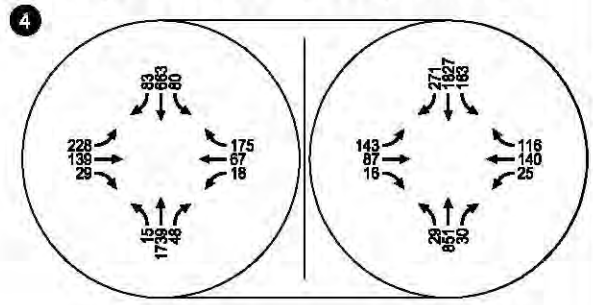
LINDER RD & SOUTHEAST ACCESS

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

Year 2026 Total Traffic Volumes
Weekend AM and PM Peak Hour
Kuna, Idaho

Figure **9**

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KITTELSON & ASSOCIATES

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.

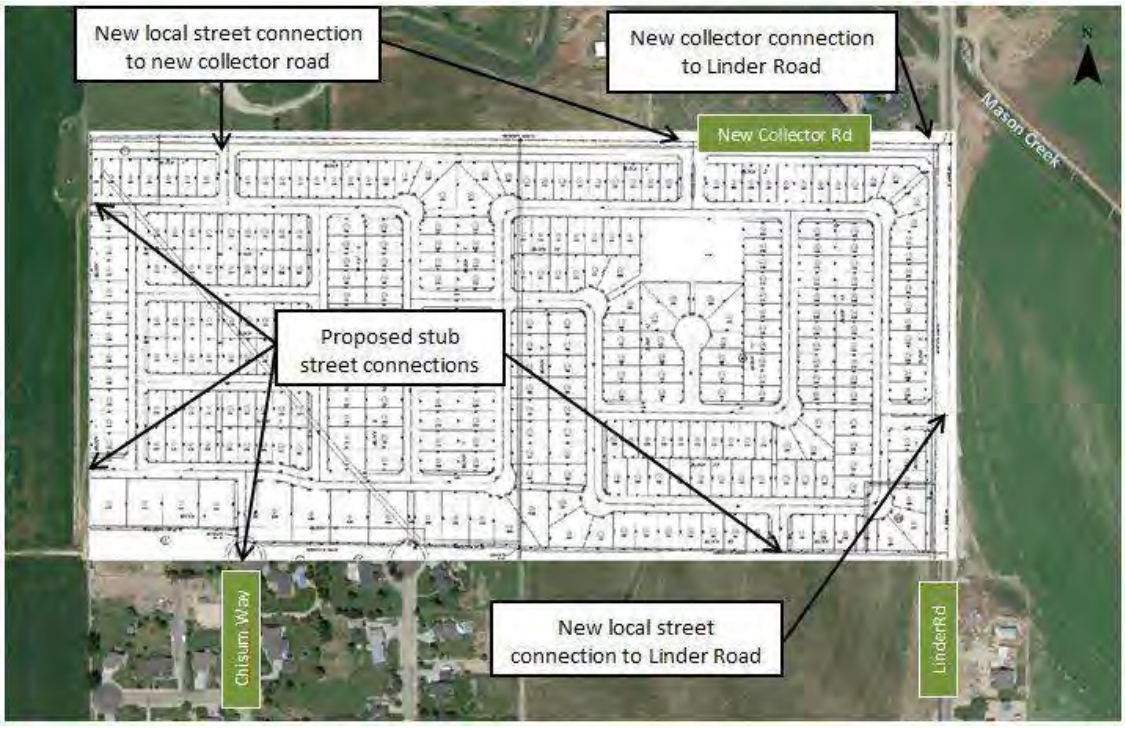


Exhibit 2. Proposed Site Access Locations

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

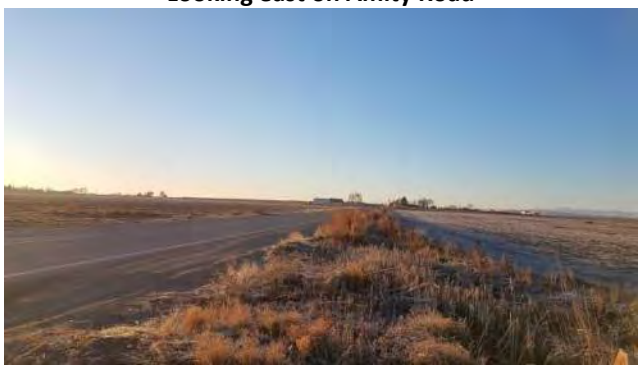


Exhibit 4. Sight Distance at the Proposed Linder Road & New Collector Road

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.

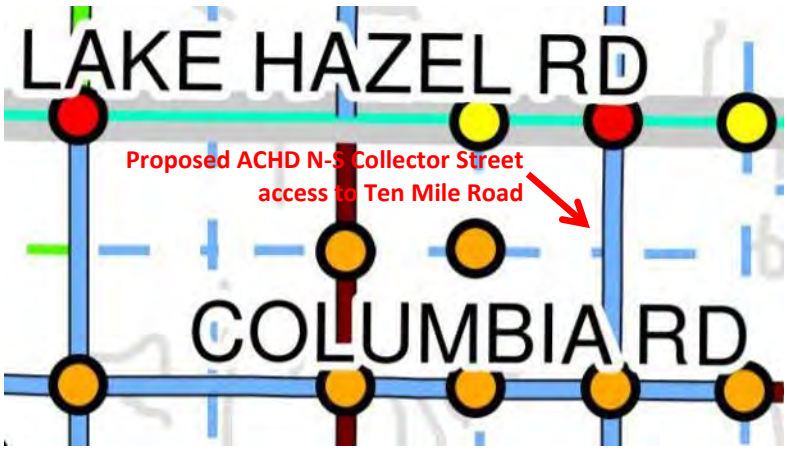


Exhibit 6. Access Connection on ACHD Master Street Map

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.

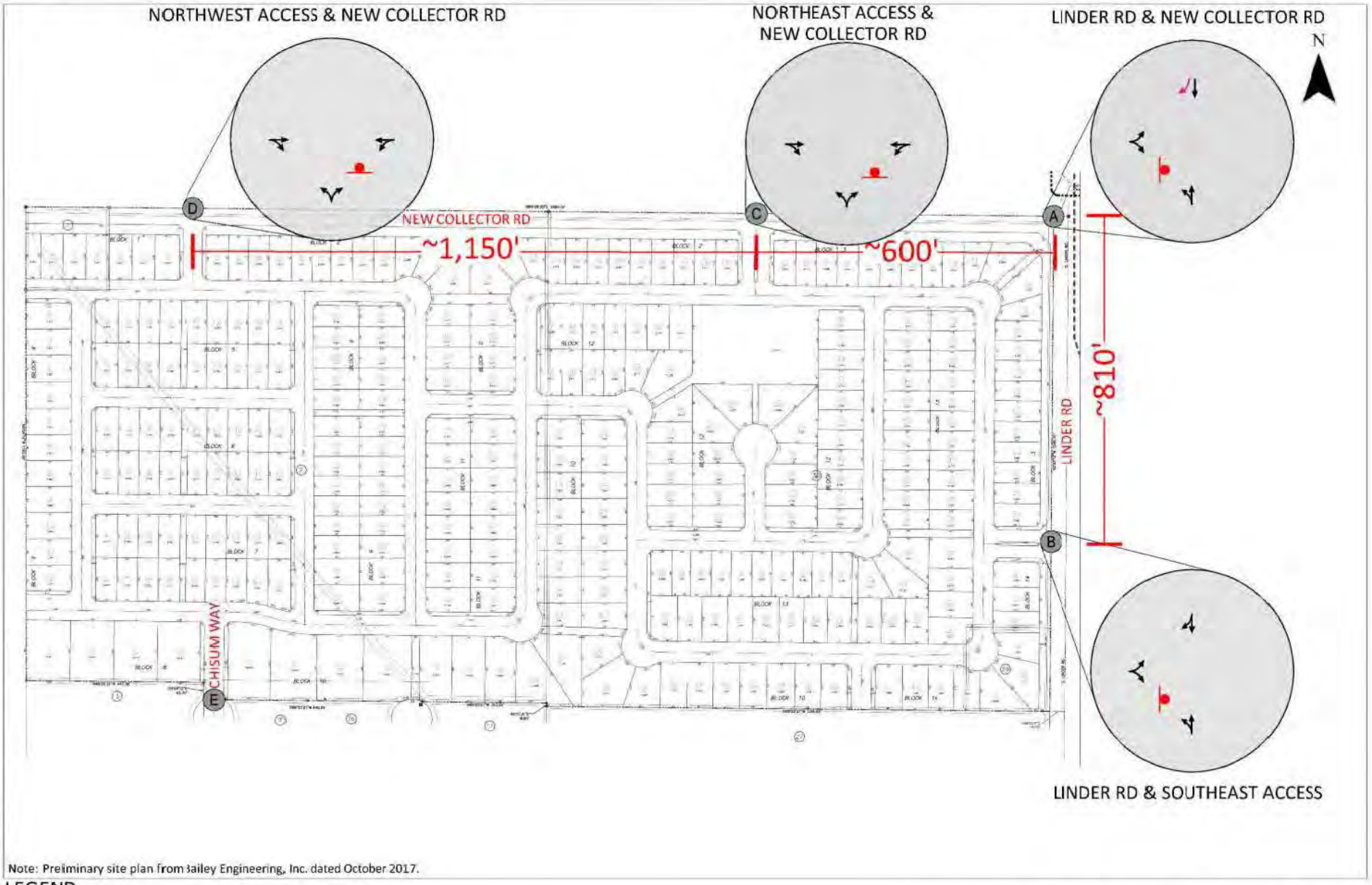
Therefore the following is recommended:

- 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:\22\22046 - Gripentrog Subdivision TIS\dwgs\22046_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.

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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

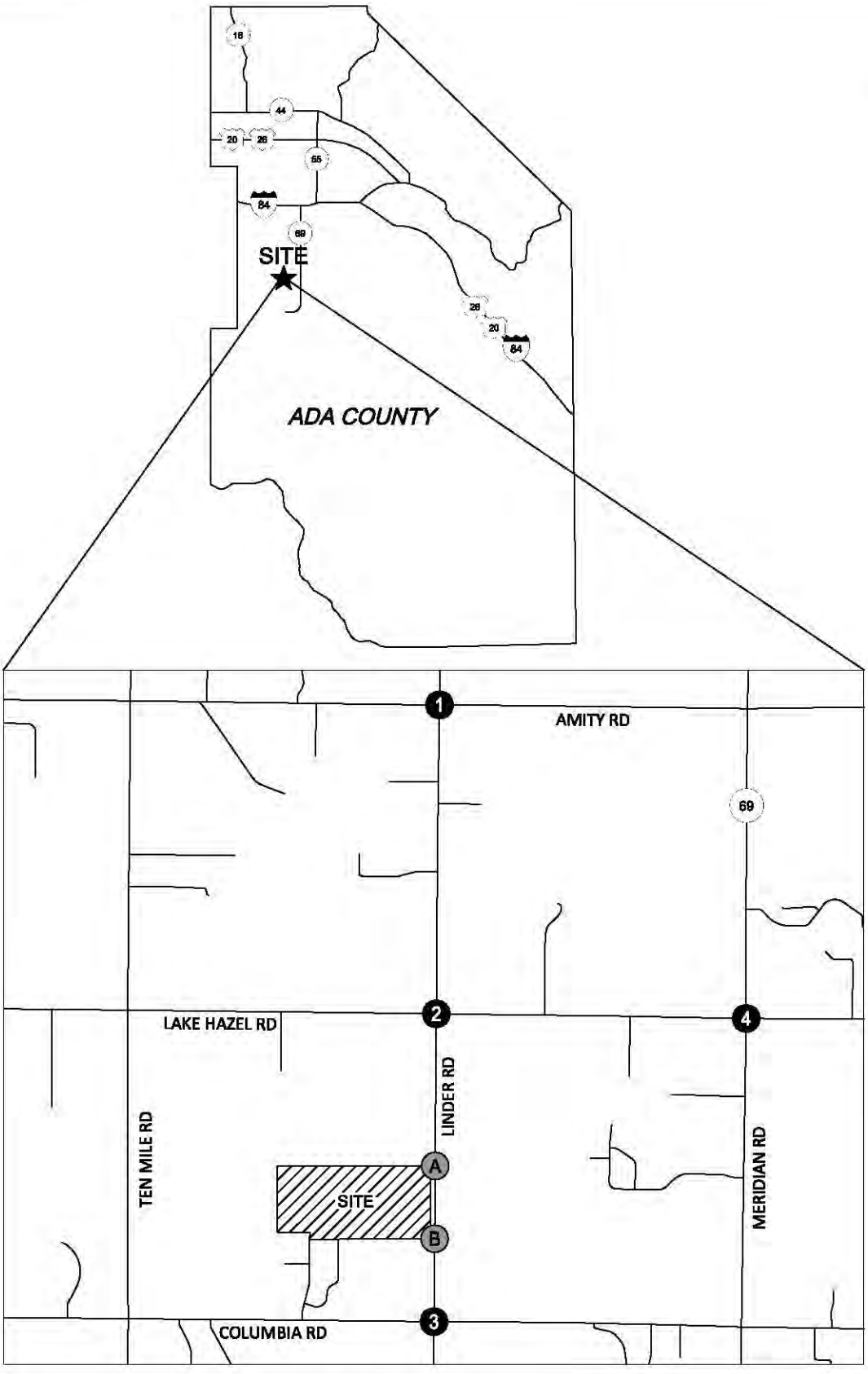
This memorandum documents the scope of work and summarizes the assumptions for the transportation impact study (TIS) for the proposed Gripentrog Subdivision, located between Lake Hazel Road and Columbia Road with Linder Road serving as its eastern boundary in Kuna, Idaho. The information presented in 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\122046 - Gripentrog Subdivision TIS\dwgs\122046_Figures.dwg Nov 10, 2017 - 8:48am - bkorporaal Layout Tab: Fig 1_SiteVicinity

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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 - 9:07am - 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.

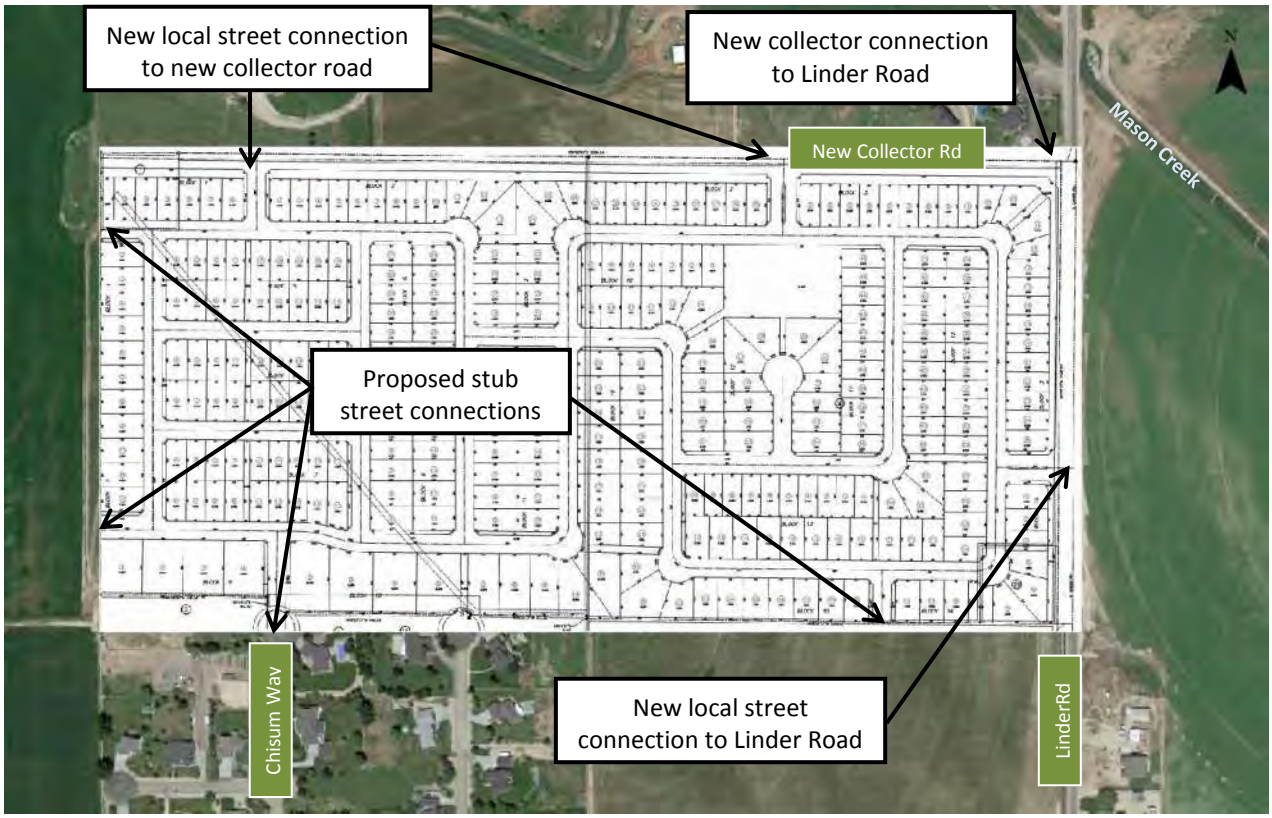


Exhibit 1. Proposed Site Access Locations

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.

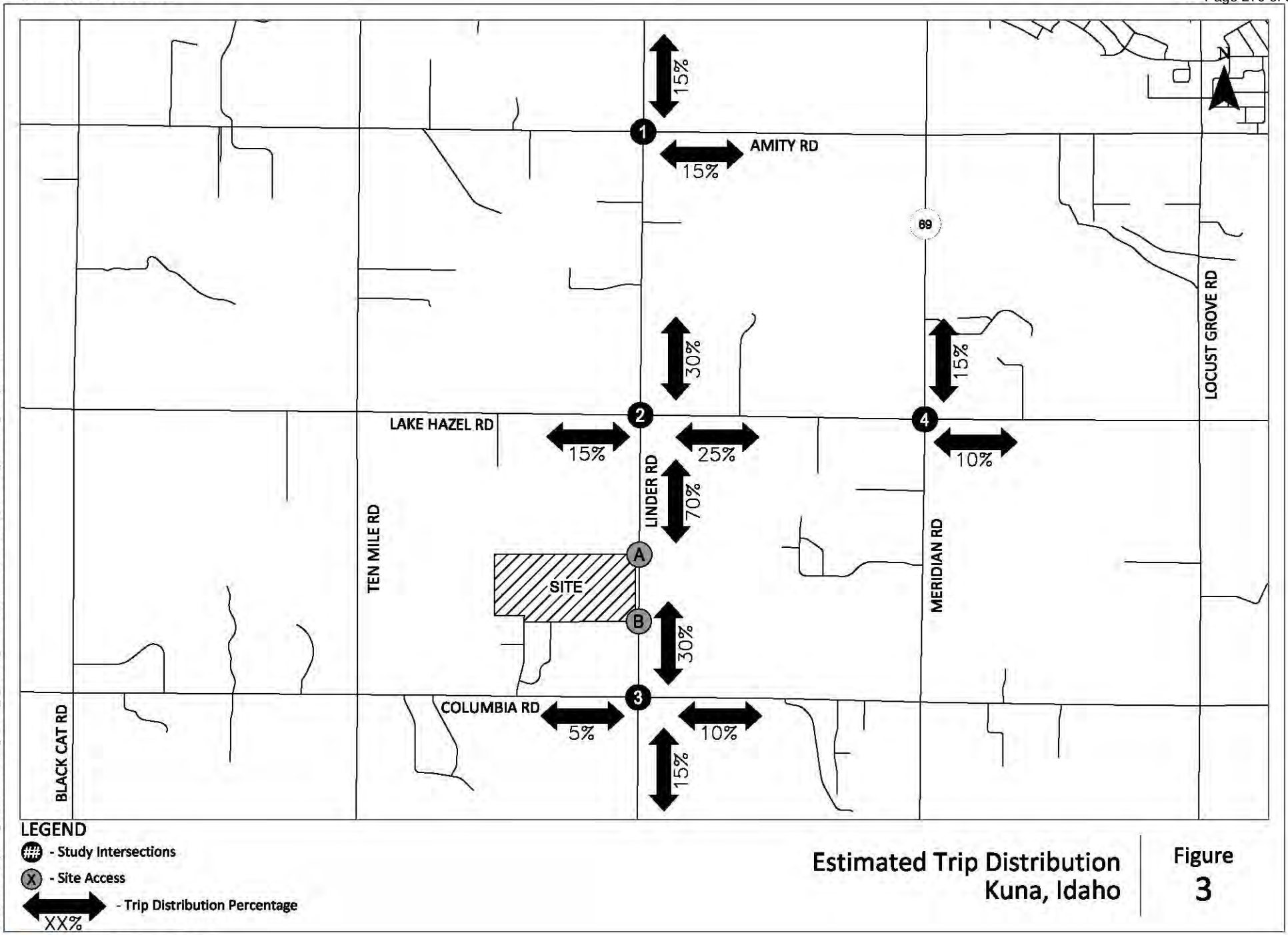
Table 1. Proposed Trip Generation of Gripentrog Subdivision

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

H:\22\22046 - Gripentrog Subdivision TIS\dwgs\22046_Figures.dwg Nov 10, 2017 - 8:48am - bkorporeal Layout Tab: Fig 3 - Trip Distribution

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

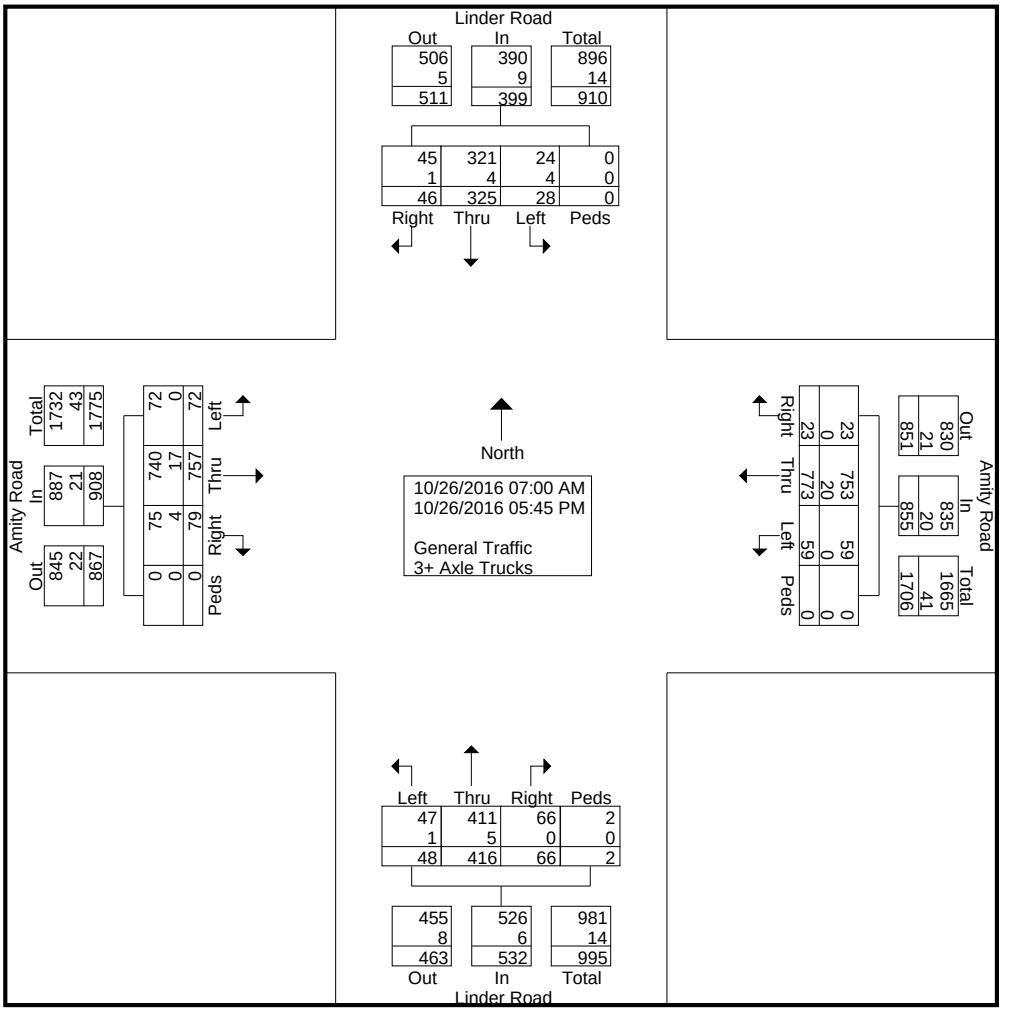
04:00 PM	2	19	3	0	24	1	52	4	0	57	4	14	3	0	21	3	34	3	0	40	142
04:15 PM	5	36	0	0	41	0	60	3	0	63	1	11	4	0	16	5	24	3	0	32	152
04:30 PM	8	22	3	0	33	0	67	7	0	74	4	17	4	0	25	12	28	2	0	42	174
04:45 PM	5	30	2	0	37	2	65	5	0	72	6	16	4	2	28	5	38	2	0	45	182
Total	20	107	8	0	135	3	244	19	0	266	15	58	15	2	90	25	124	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



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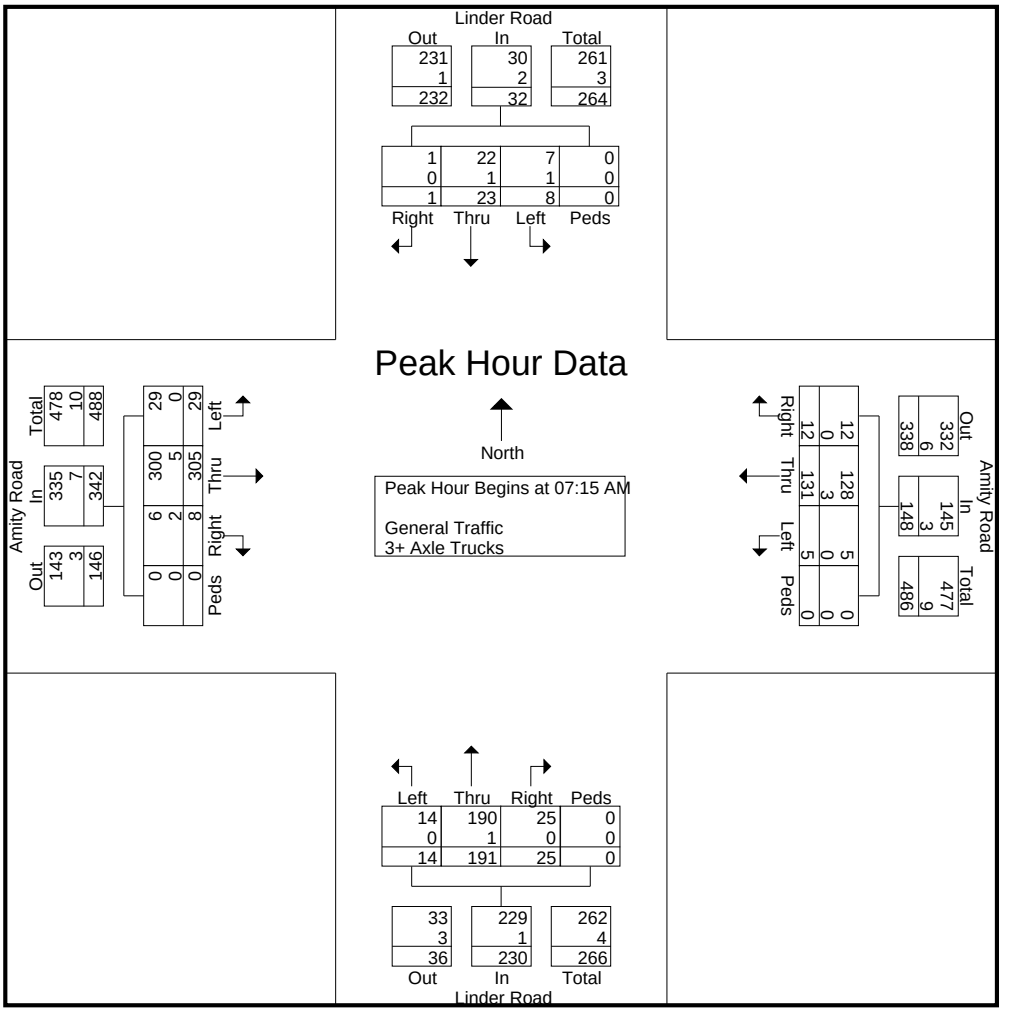
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
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



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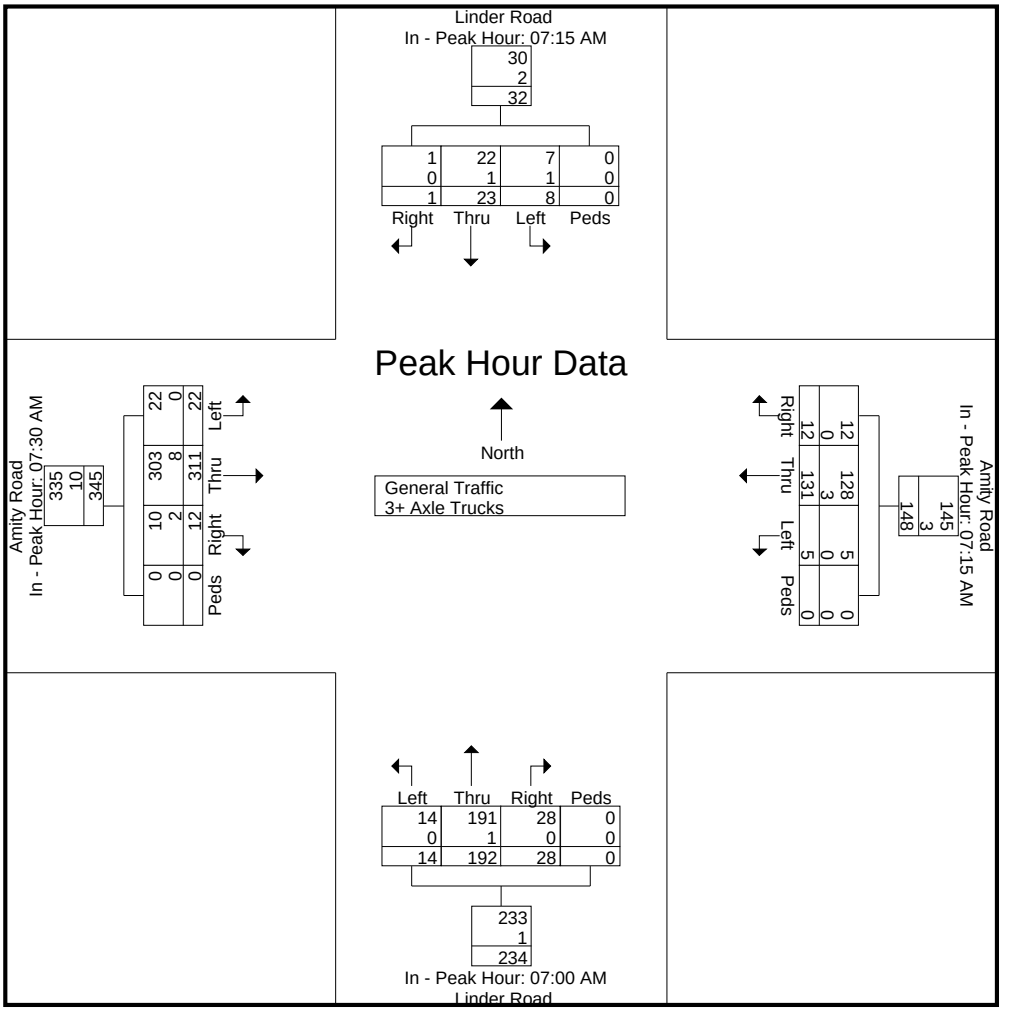
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					07:00 AM					07:30 AM					
+0 mins.	**1**	7	0	0	8	0	29	1	0	30	4	32	2	0	38	2	79	6	0	87	
+15 mins.	0	**8**	1	0	**9**	**5**	**38**	0	0	**43**	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	



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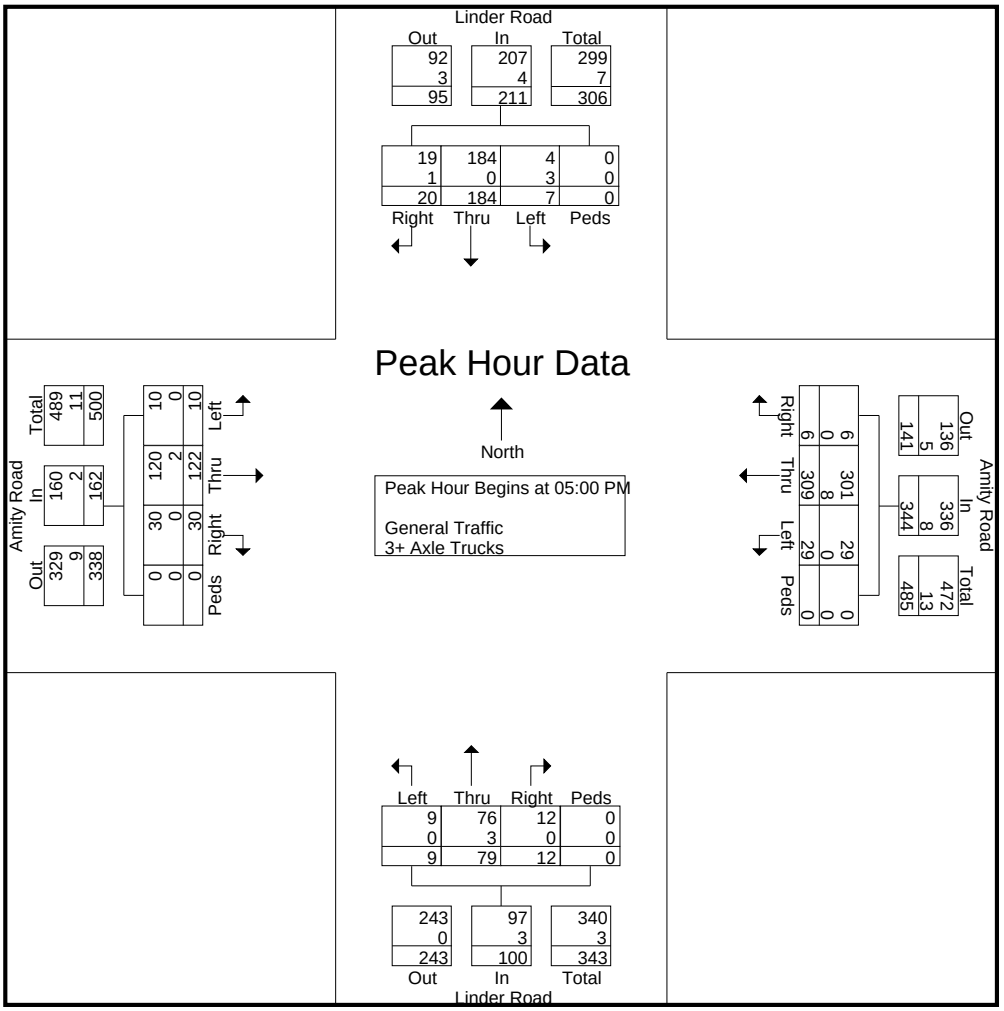
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
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



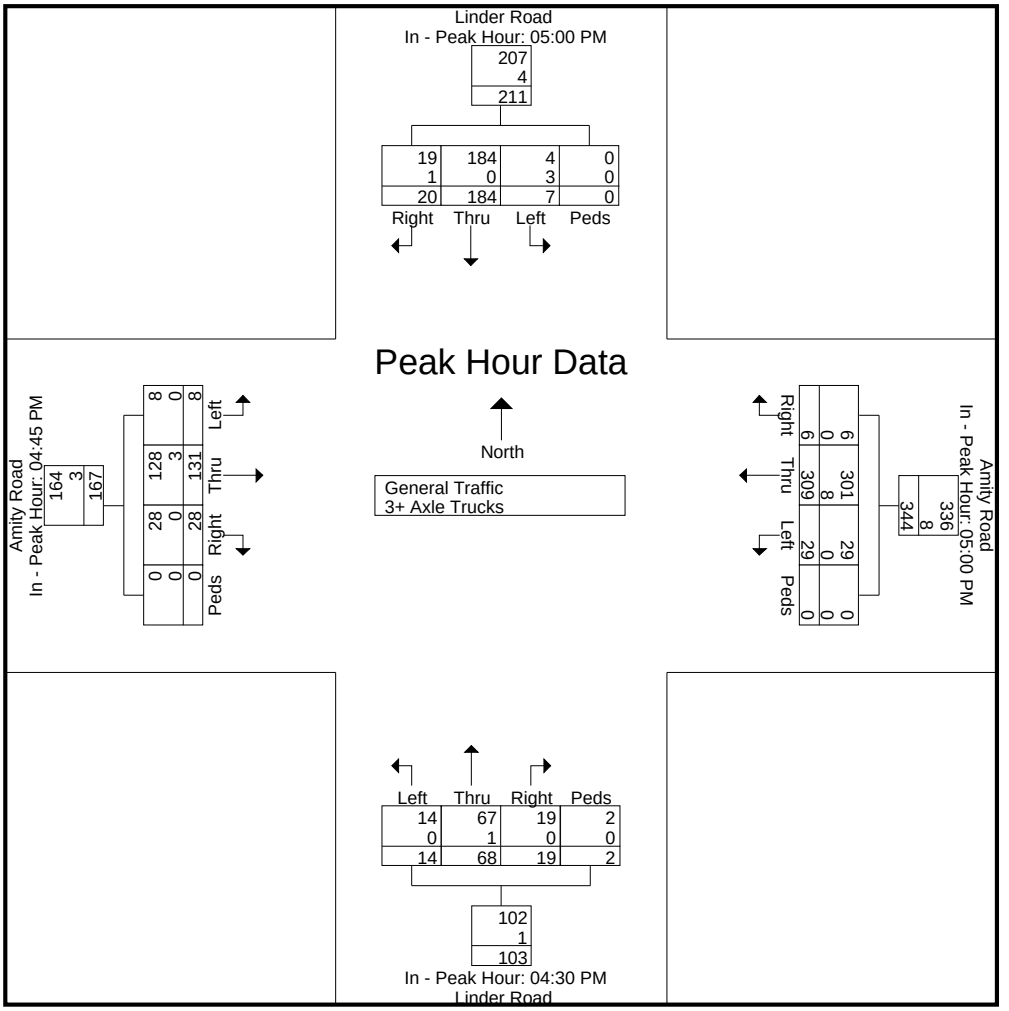
L2 Data Collection

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	1	0	3	0	4	0	8	0	0	8	0	1	0	0	1	0	3	0	0	3	
% 3+ Axle Trucks	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

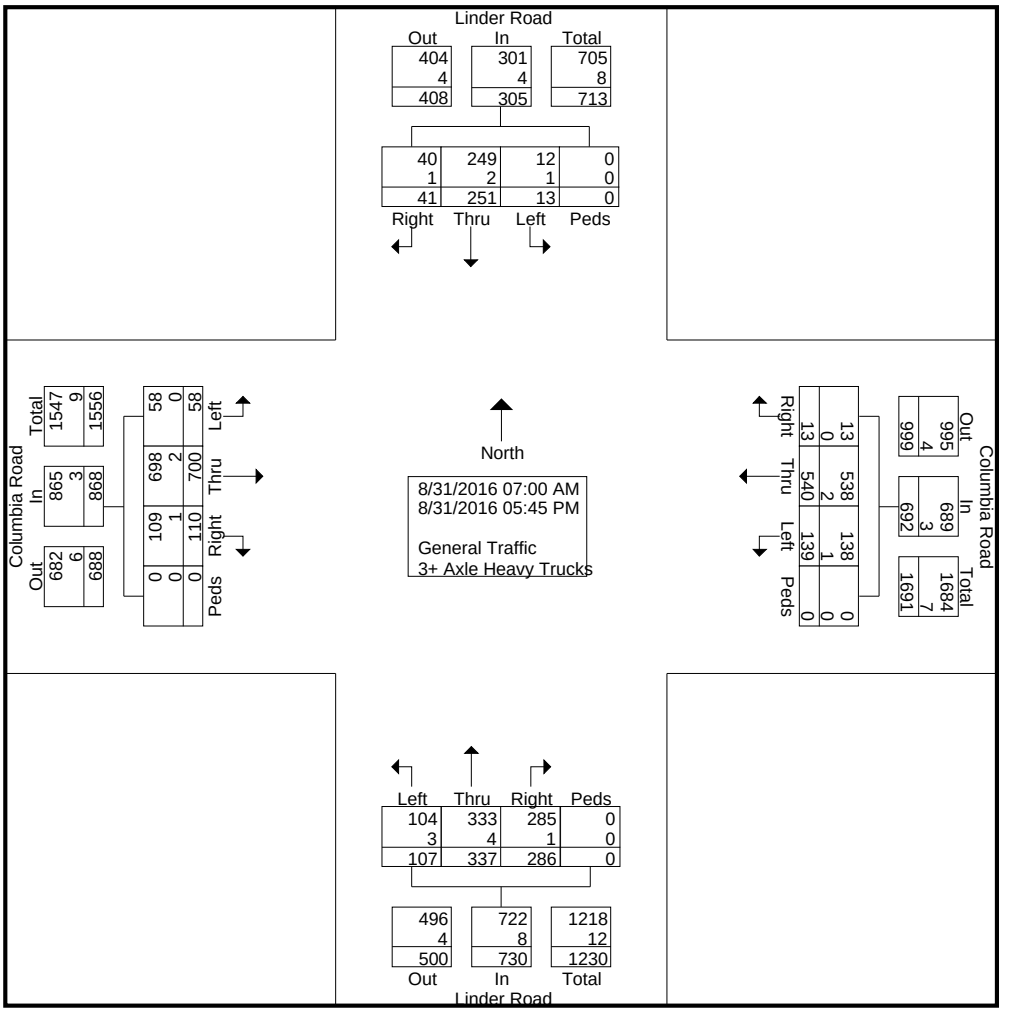
04:00 PM	4	19	0	0	23	1	36	16	0	53	12	11	3	0	26	5	20	3	0	28	130
04:15 PM	7	21	2	0	30	0	39	16	0	55	12	15	3	0	30	4	32	1	0	37	152
04:30 PM	1	12	1	0	14	4	51	6	0	61	13	22	8	0	43	9	23	1	0	33	151
04:45 PM	5	13	0	0	18	0	51	19	0	70	7	19	8	0	34	5	23	2	0	30	152
Total	17	65	3	0	85	5	177	57	0	239	44	67	22	0	133	23	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



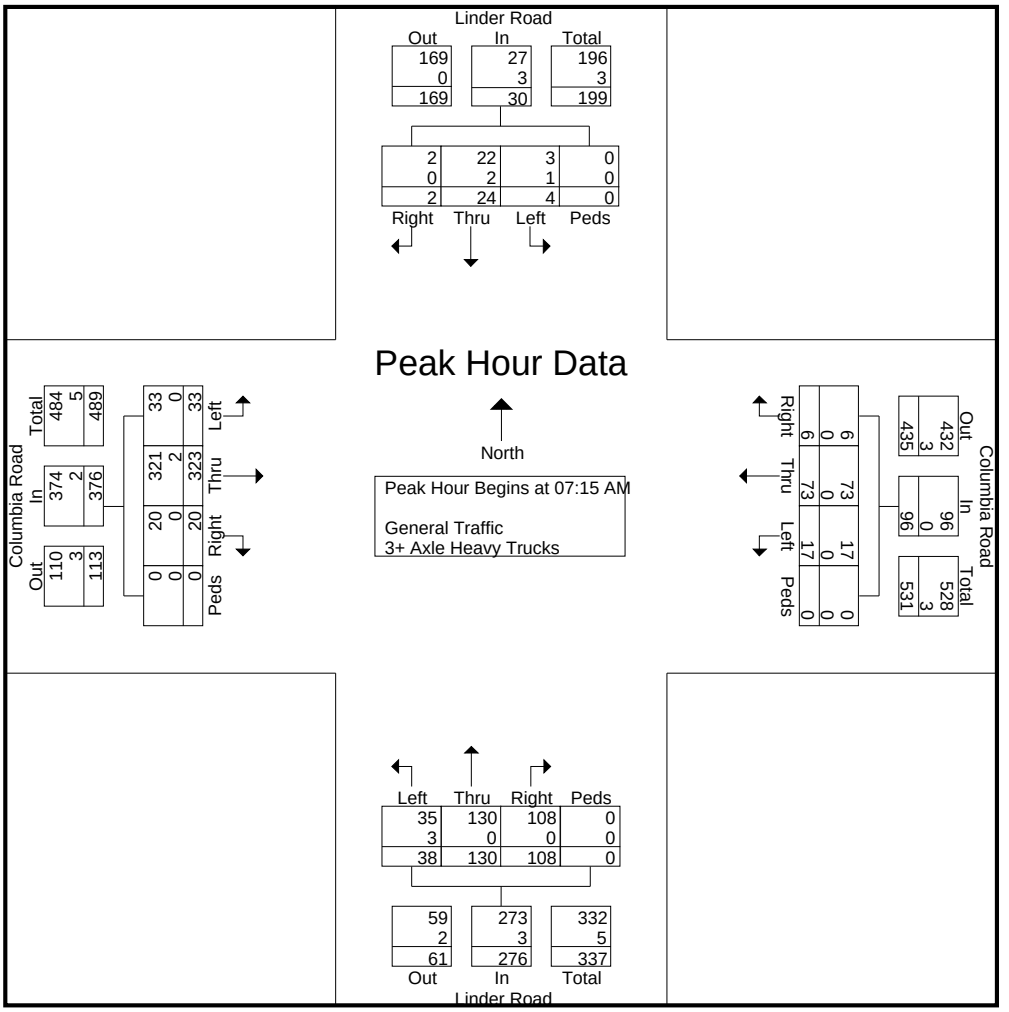
L2 Data Collection

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



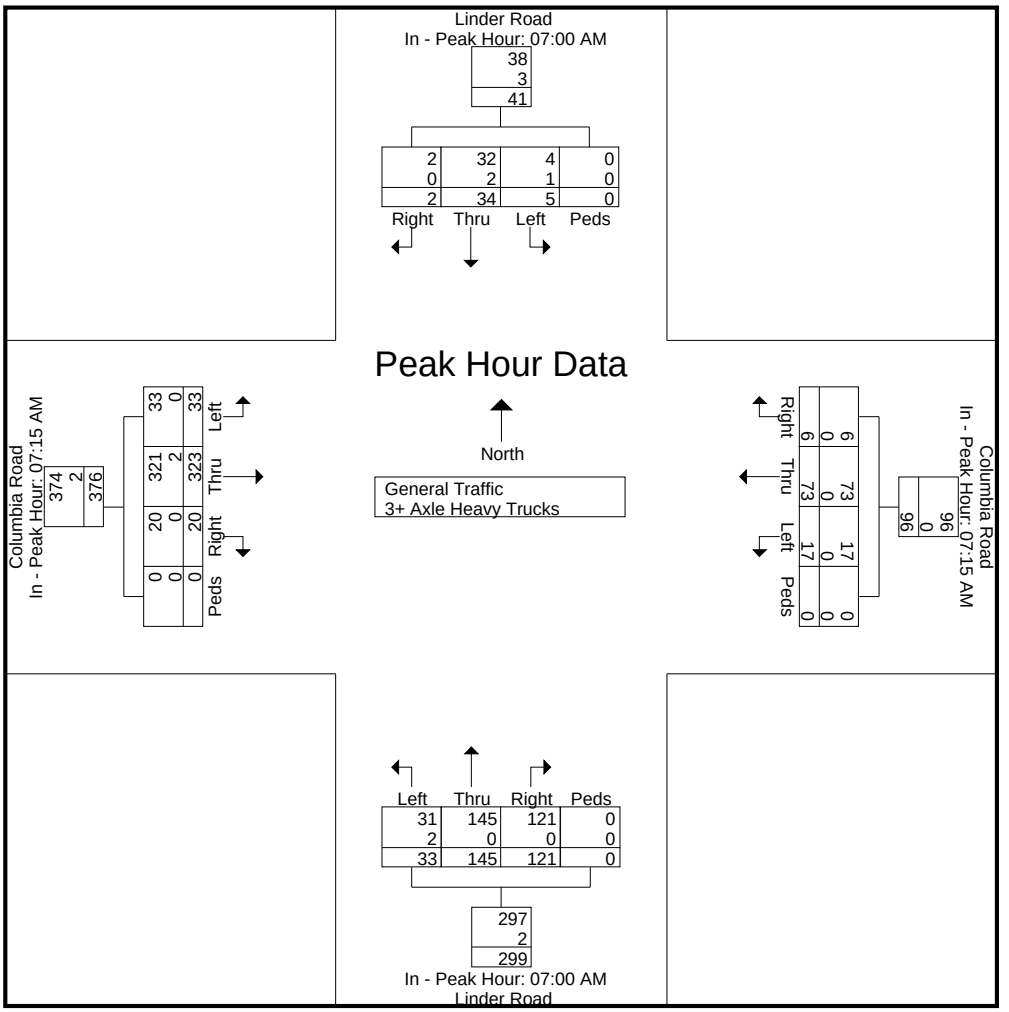
L2 Data Collection

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	



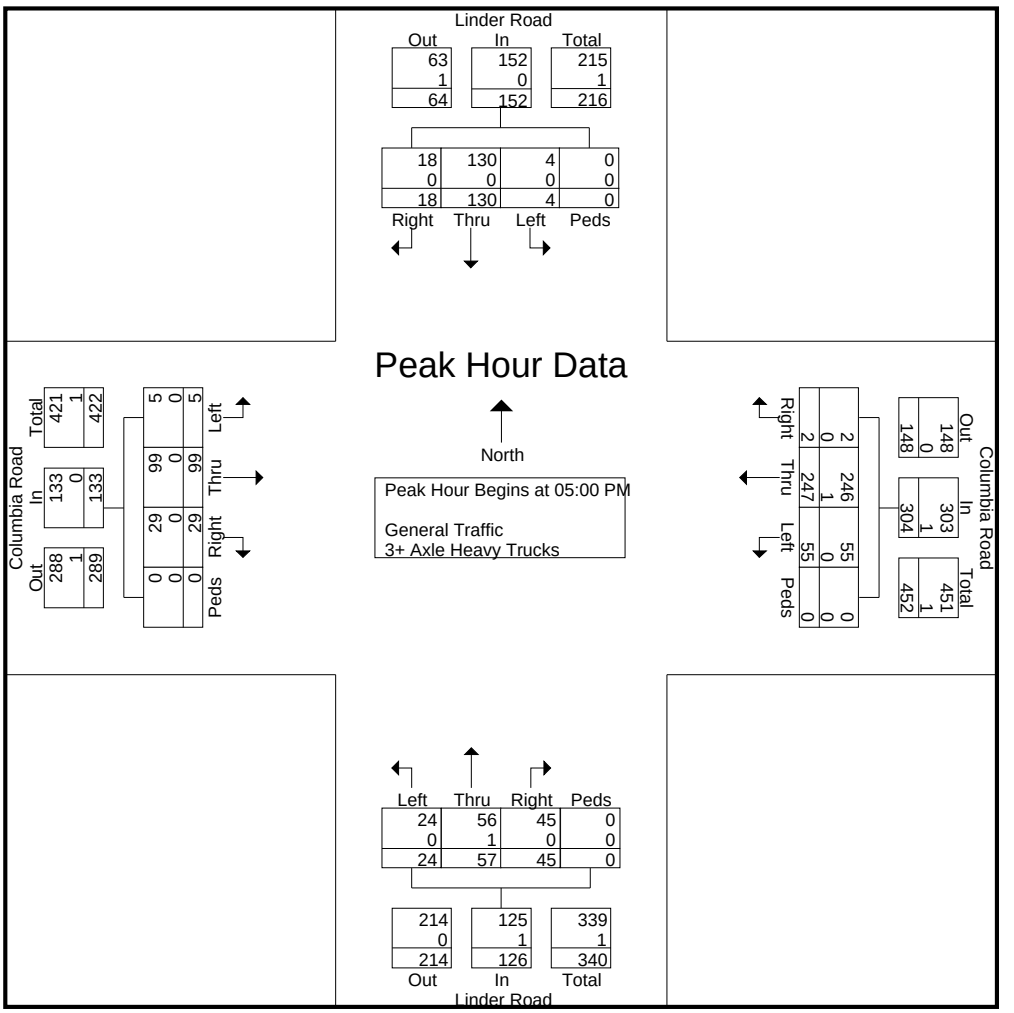
L2 Data Collection

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



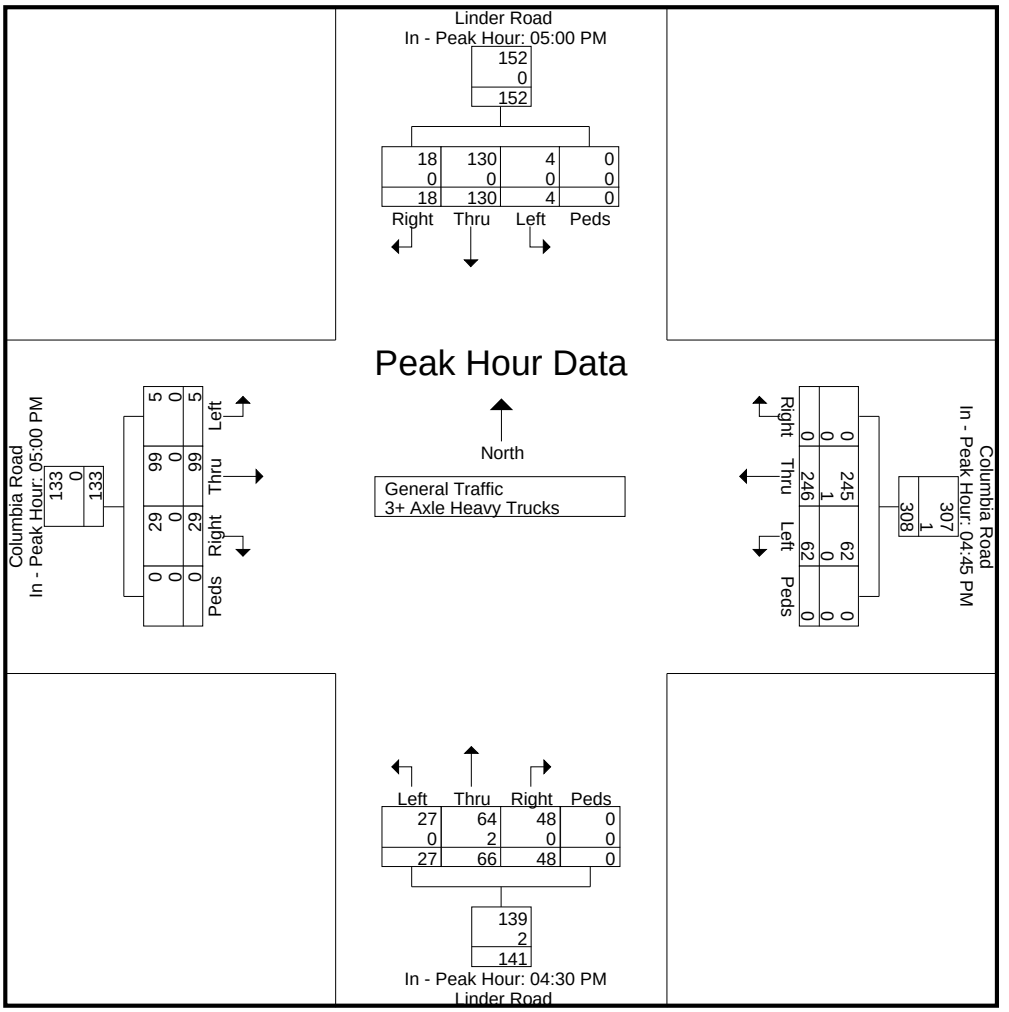
L2 Data Collection

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

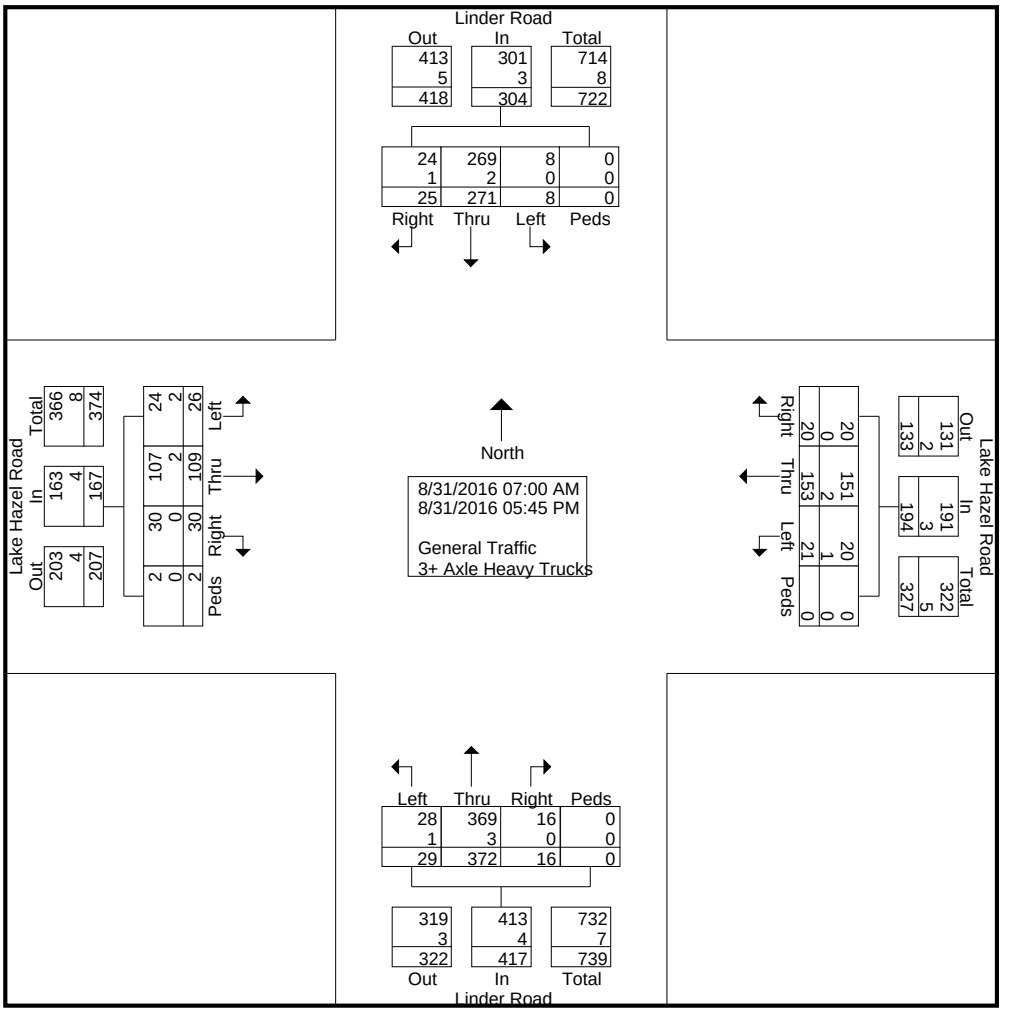
04:00 PM	1	20	1	0	22	1	8	1	0	10	1	14	0	0	15	1	9	0	0	10	57
04:15 PM	4	19	0	0	23	0	12	4	0	16	2	11	4	0	17	4	6	0	0	10	66
04:30 PM	3	11	0	0	14	0	9	1	0	10	0	22	3	0	25	2	2	1	0	5	54
04:45 PM	3	24	0	0	27	1	9	2	0	12	1	16	2	0	19	1	2	1	0	4	62
Total	11	74	1	0	86	2	38	8	0	48	4	63	9	0	76	8	19	2	0	29	239
05:00 PM	2	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



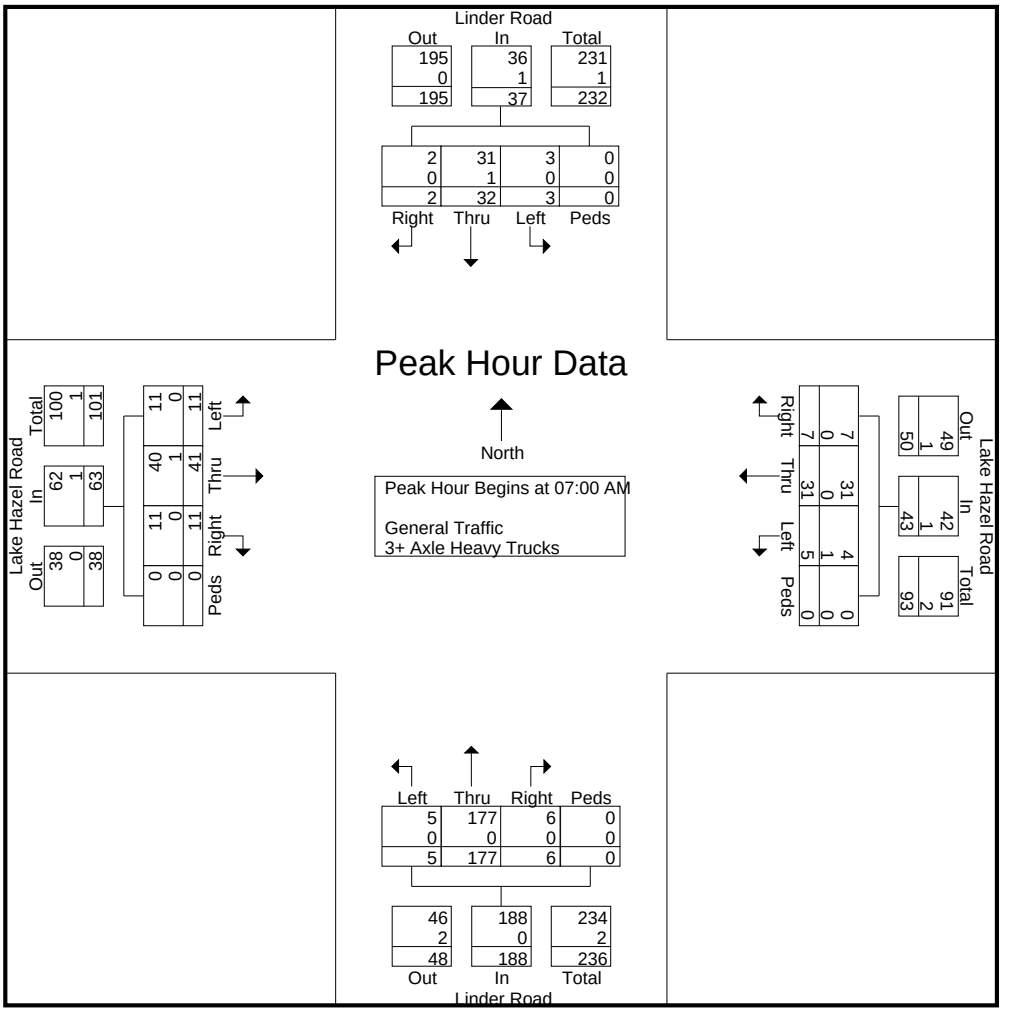
L2 Data Collection

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



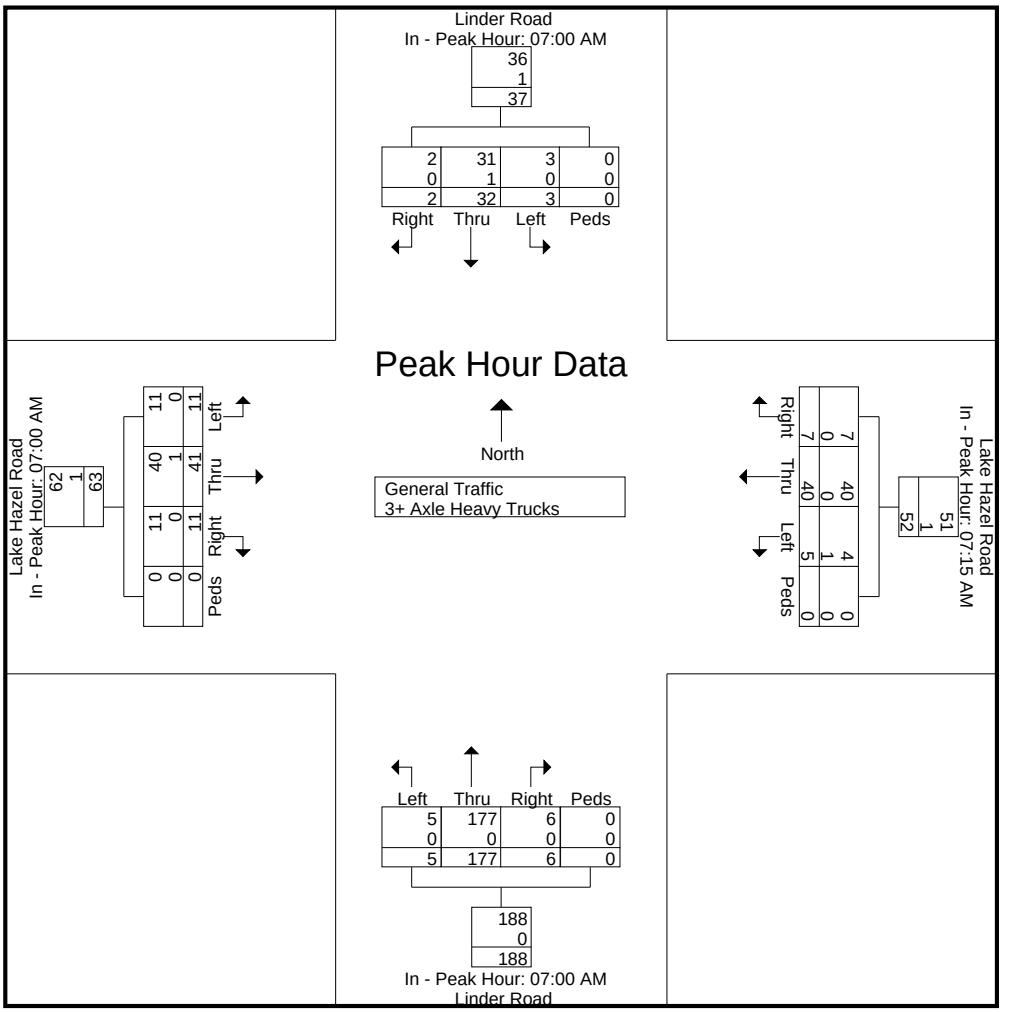
L2 Data Collection

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	



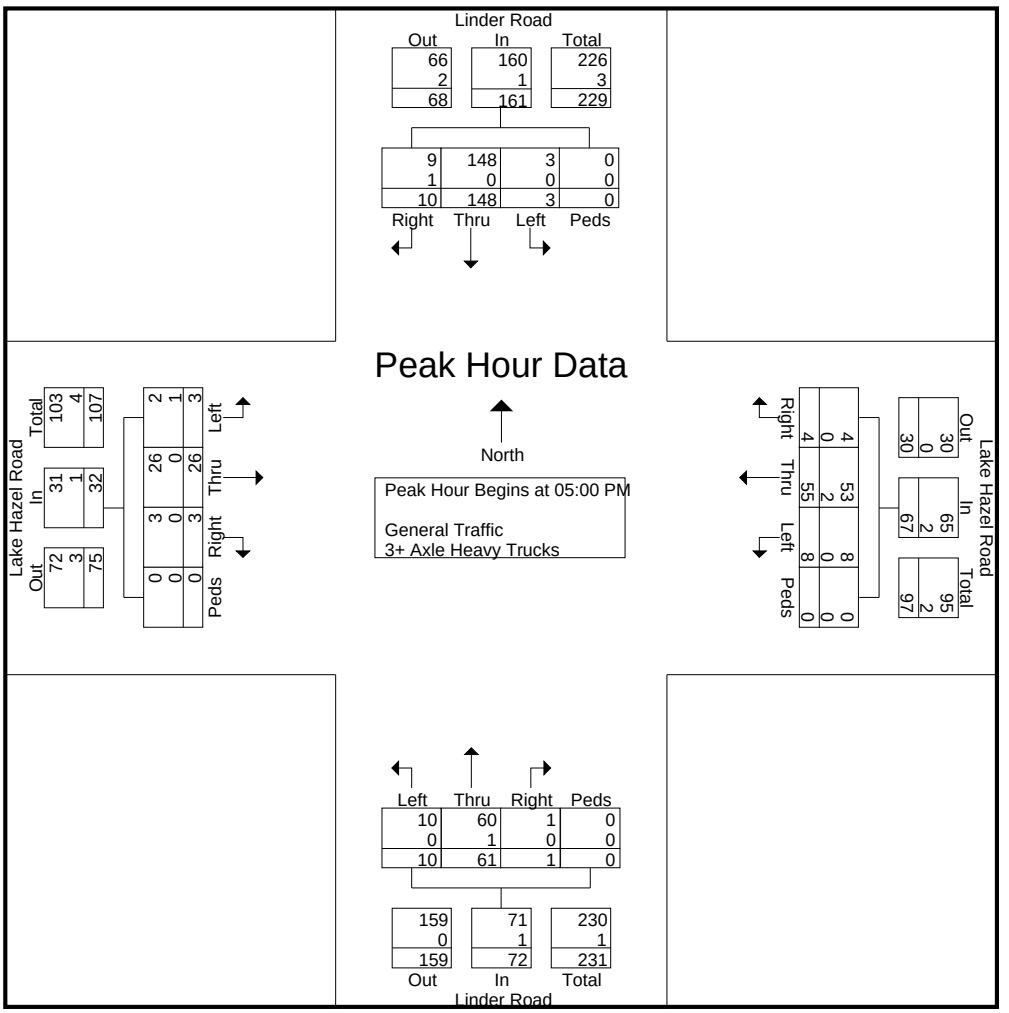
L2 Data Collection

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



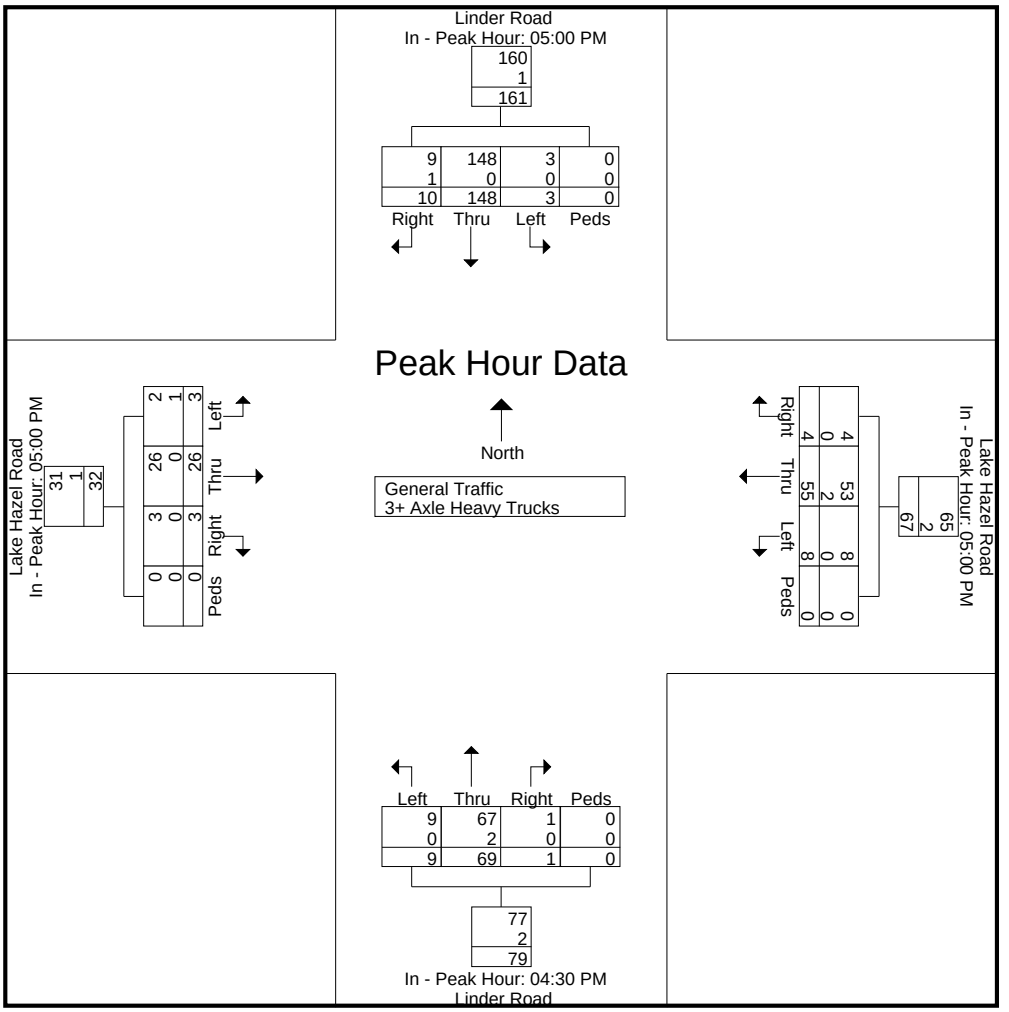
L2 Data Collection

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

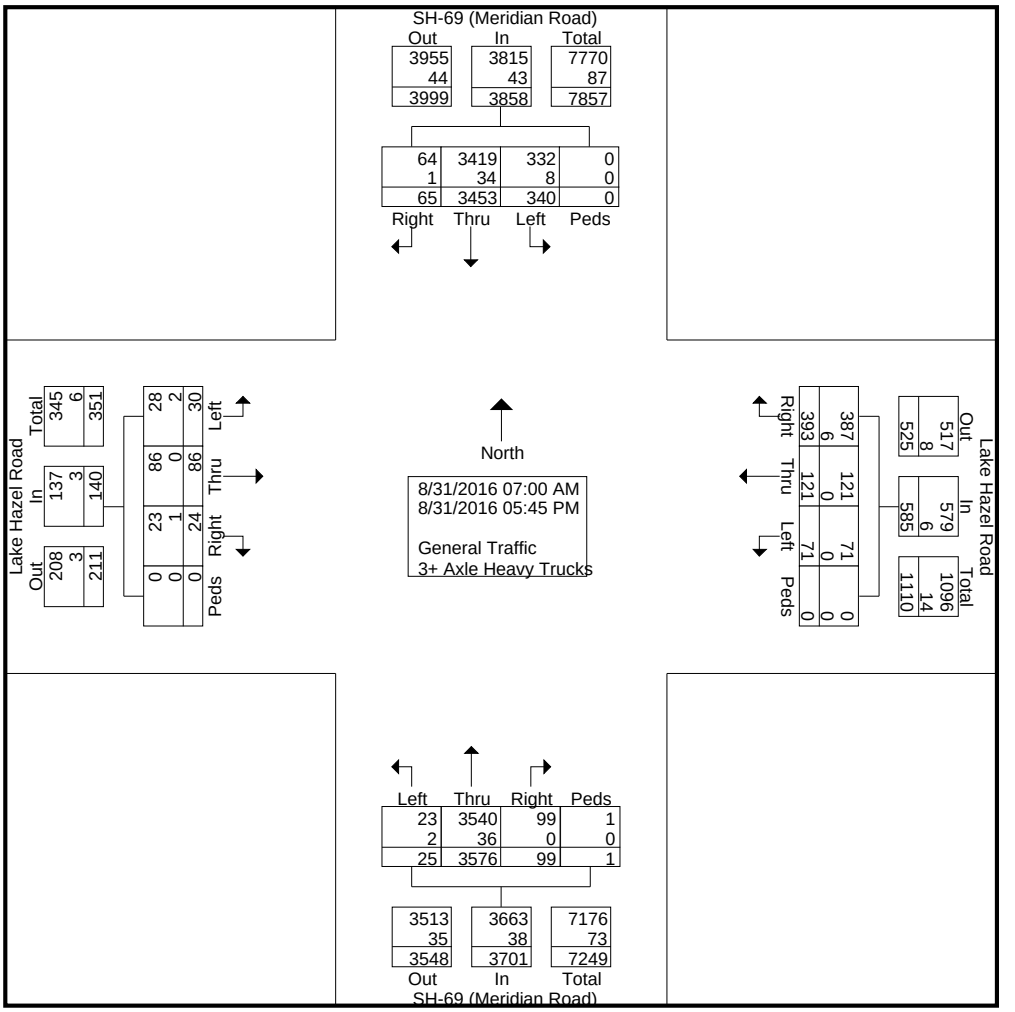
04:00 PM	4	261	17	0	282	17	8	3	0	28	5	173	2	0	180	2	5	2	0	9	499
04:15 PM	4	267	27	0	298	27	9	5	0	41	5	199	3	1	208	2	9	2	0	13	560
04:30 PM	5	340	25	0	370	27	6	7	0	40	4	184	0	0	188	0	2	0	0	2	600
04:45 PM	5	315	28	0	348	23	6	3	0	32	5	142	4	0	151	1	2	1	0	4	535
Total	18	1183	97	0	1298	94	29	18	0	141	19	698	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



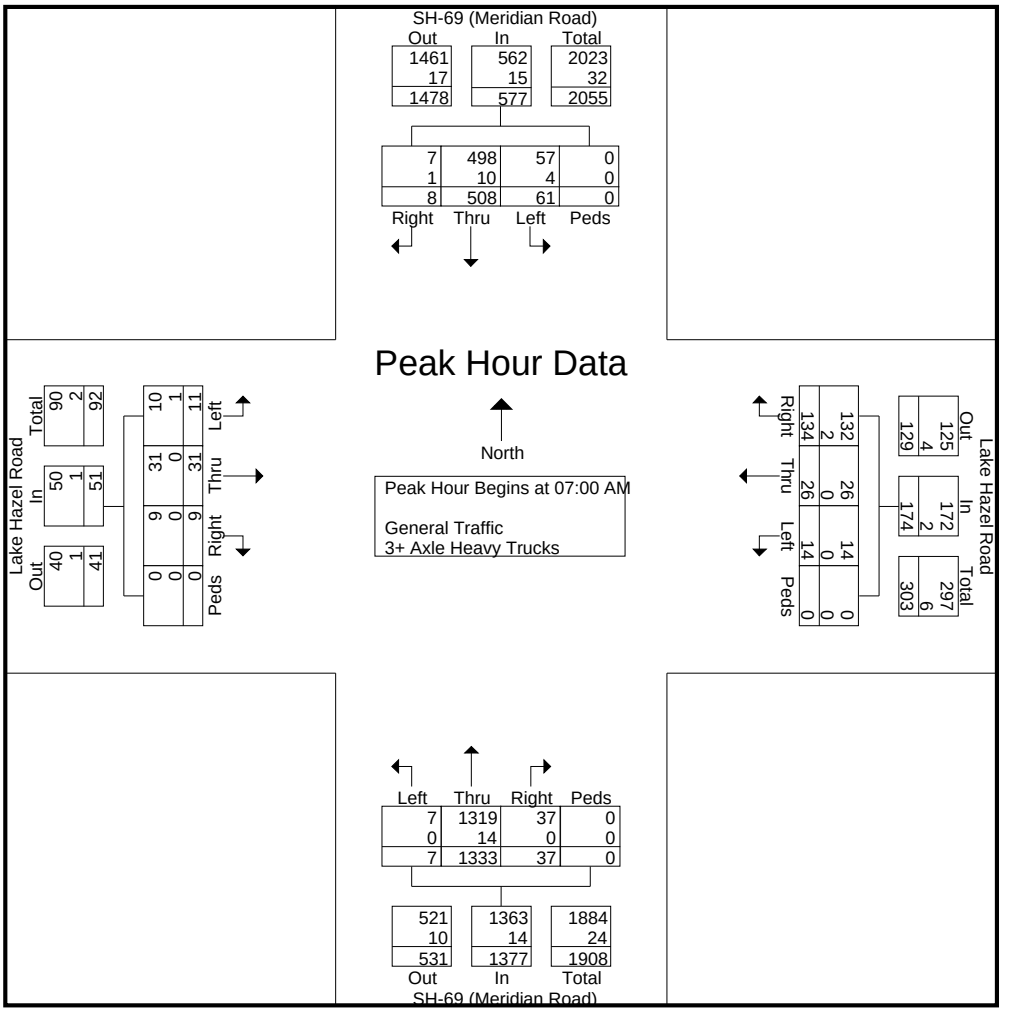
L2 Data Collection

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



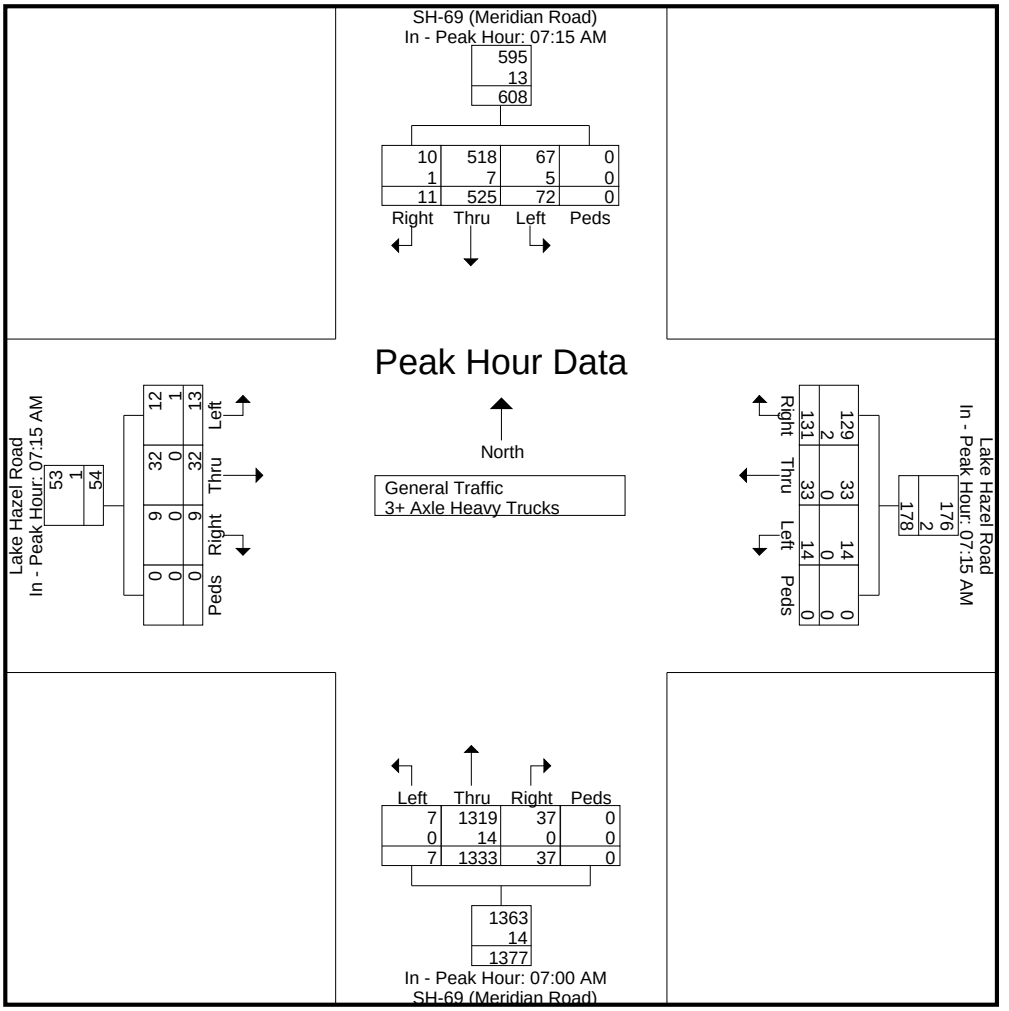
L2 Data Collection

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	



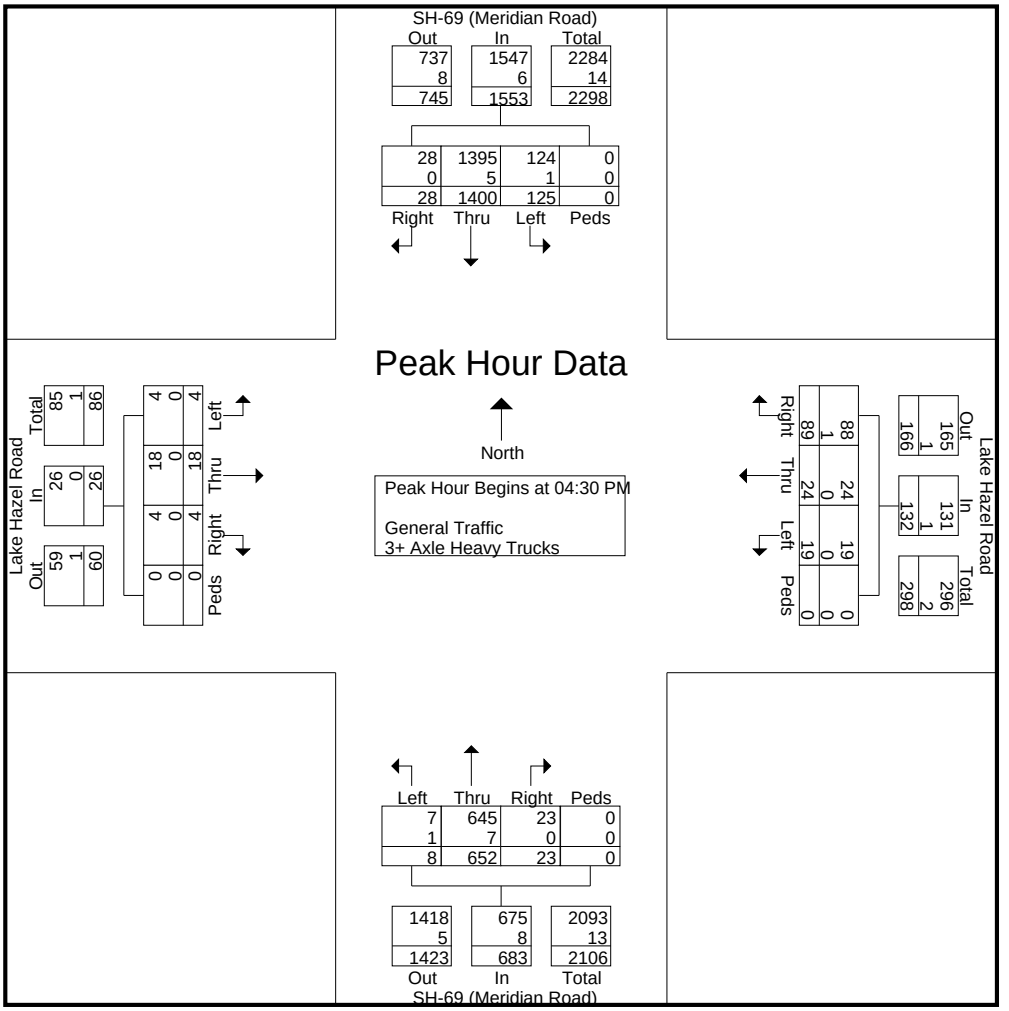
L2 Data Collection

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



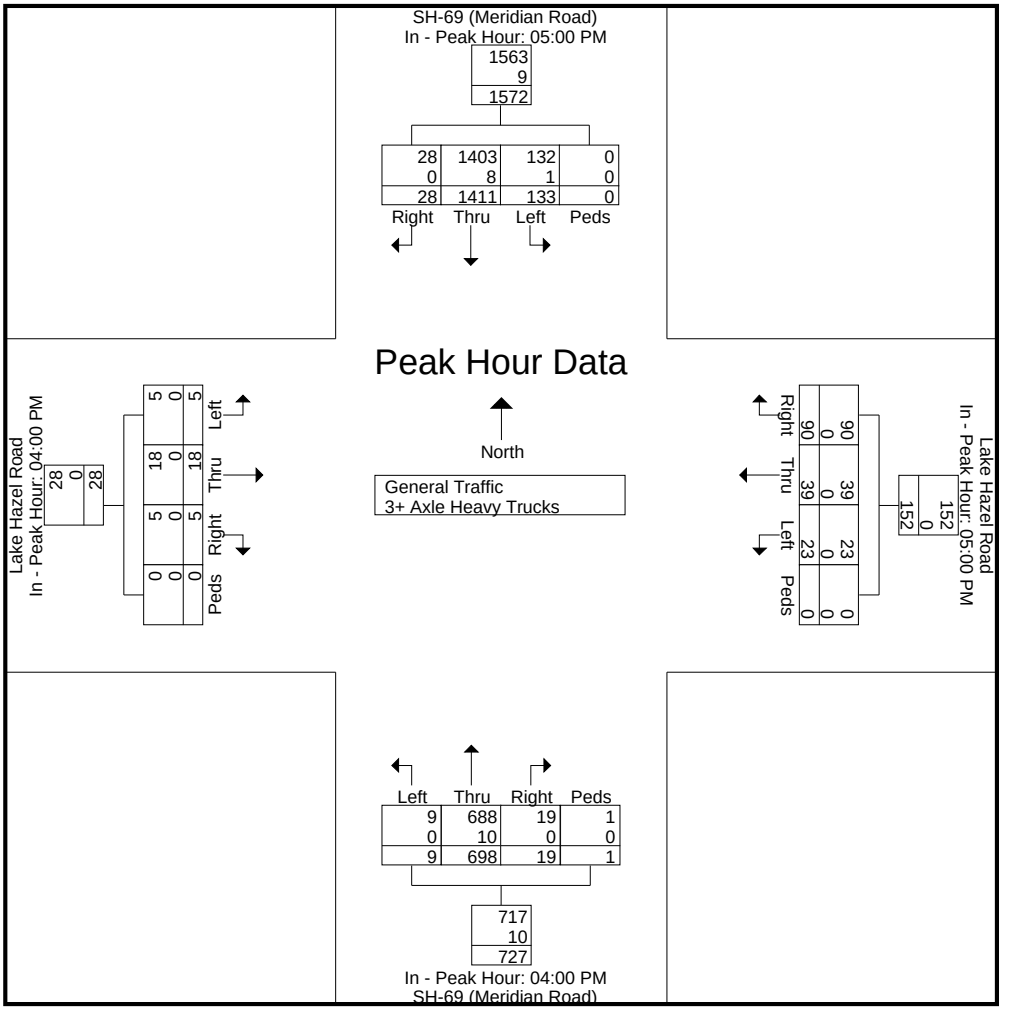
L2 Data Collection

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

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	-

Analysis Traffic Volumes

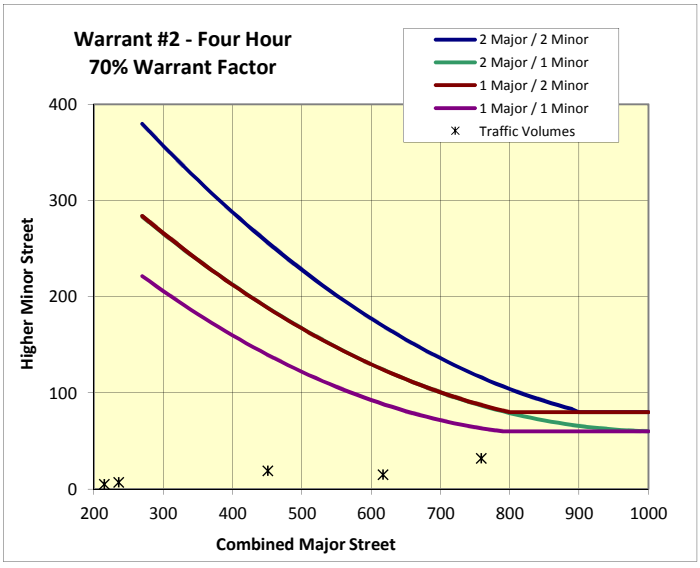
Hour Begin	Hour End	Major Street NB	Major Street SB	Minor Street EB	Minor Street WB
12:00 AM	1:00 AM	31	91	2	3
1:00 AM		20	49	0	3
2:00 AM		27	40	1	3
3:00 AM		67	26	2	0
4:00 AM		151	64	5	5
5:00 AM		466	151	11	15
6:00 AM		1064	266	29	69
7:00 AM		1422	671	53	133
8:00 AM		992	417	38	119
9:00 AM		771	450	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

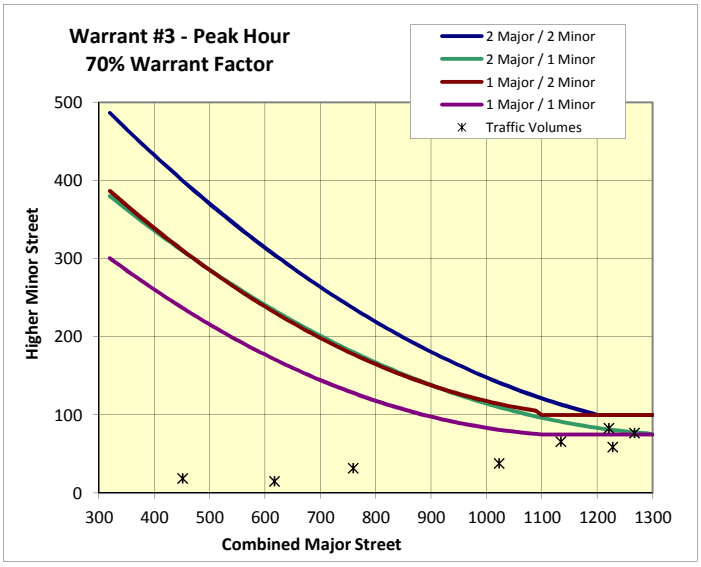
Input Parameters

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

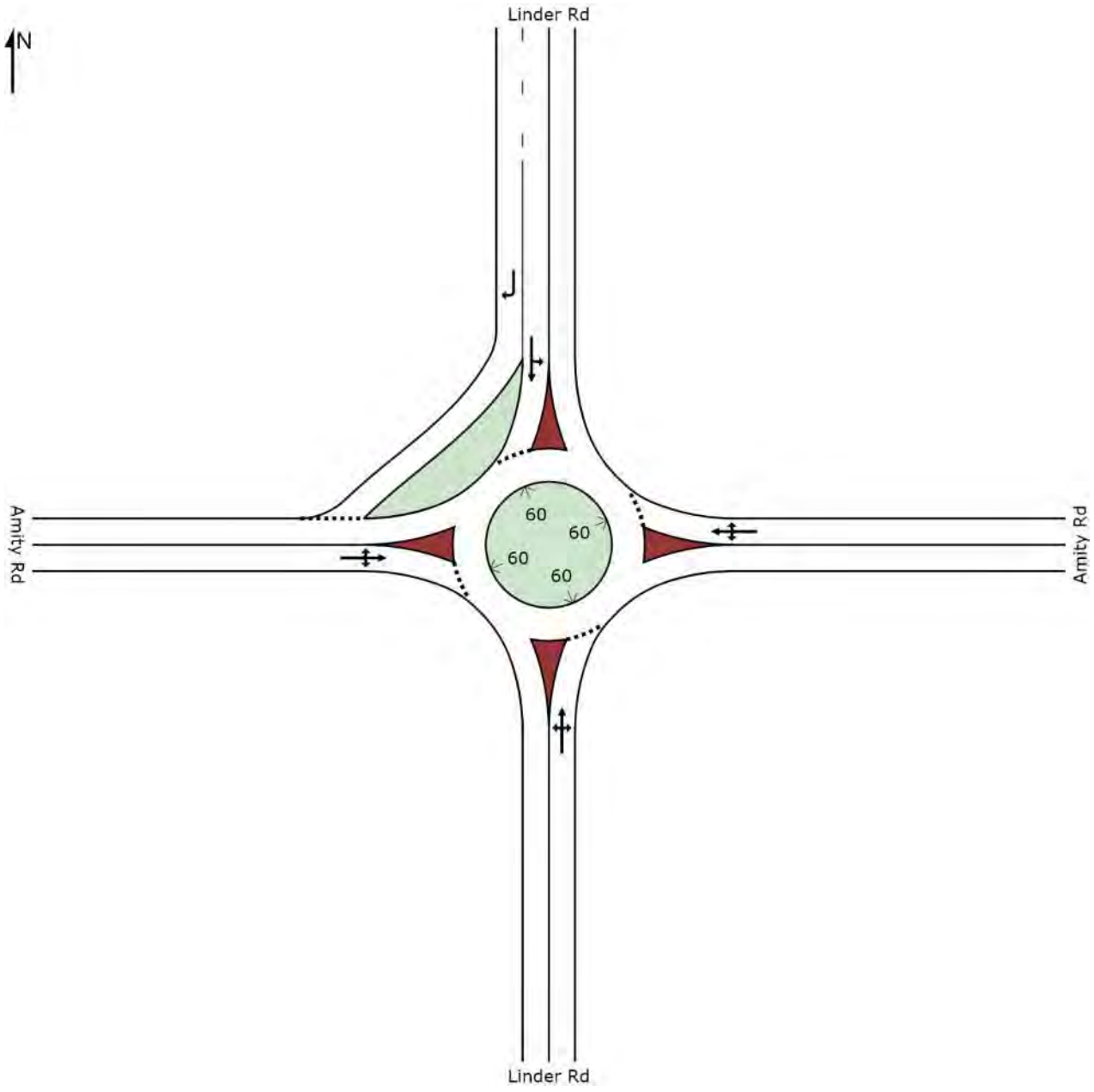
Intersection Summary	
HCM 2010 Ctrl Delay	48.5
HCM 2010 LOS	D

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	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

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

Warrant Summary

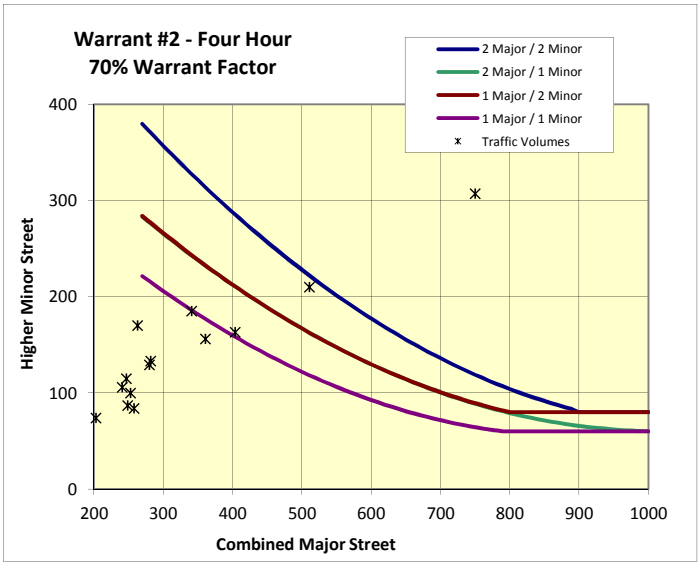
Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

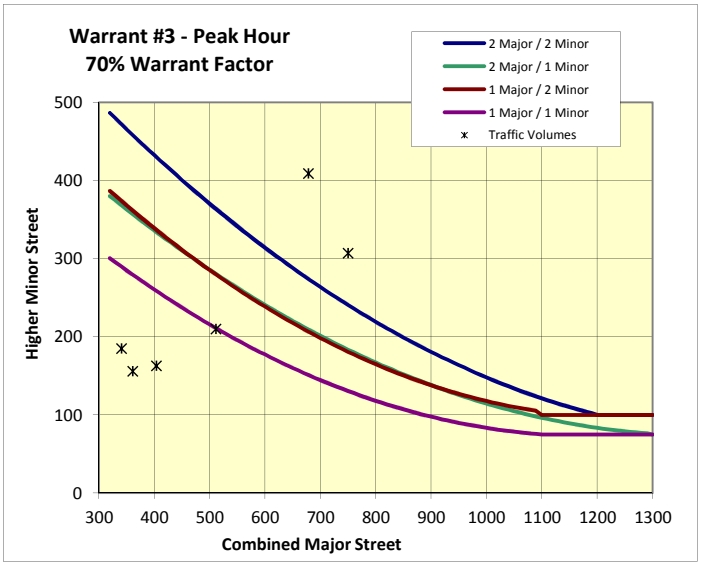
Input Parameters

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	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

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

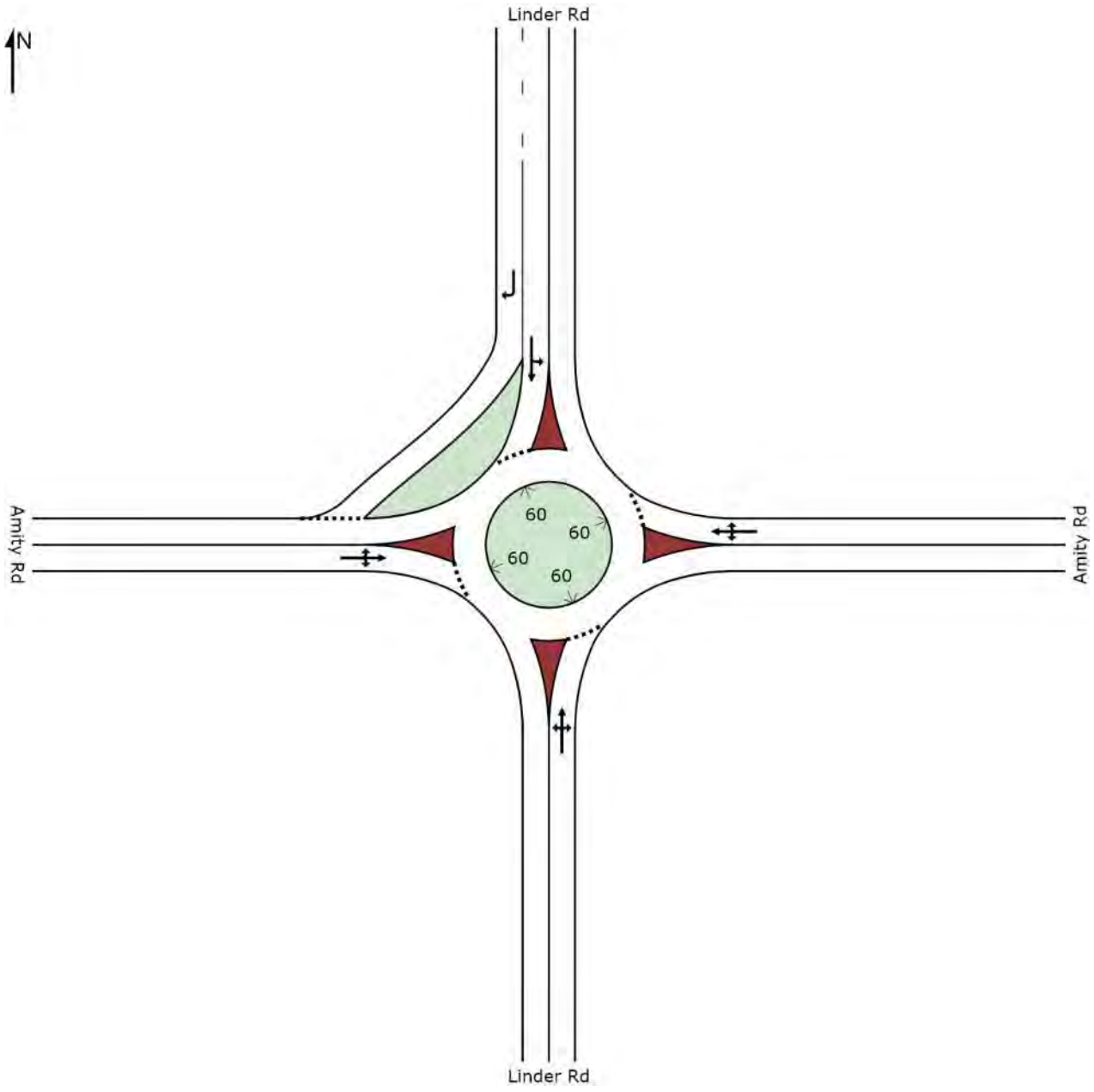
Intersection Summary	
HCM 2010 Ctrl Delay	54.4
HCM 2010 LOS	D

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	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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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

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

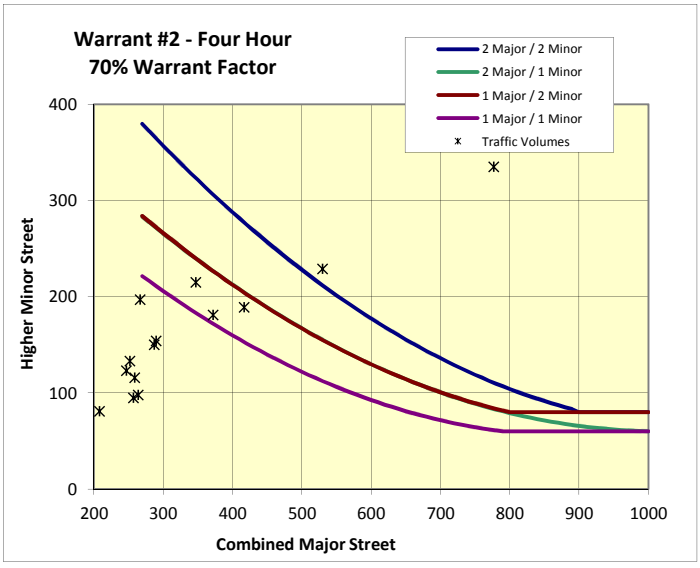
Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Daily

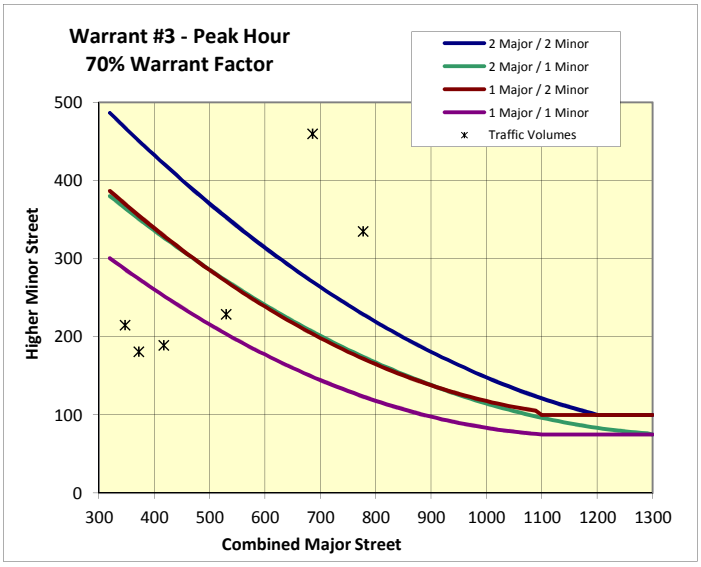
Analysis Traffic Volumes

Hour Begin	Hour End	Major Street EB	Major Street WB	Minor Street NB	Minor Street 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 #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.

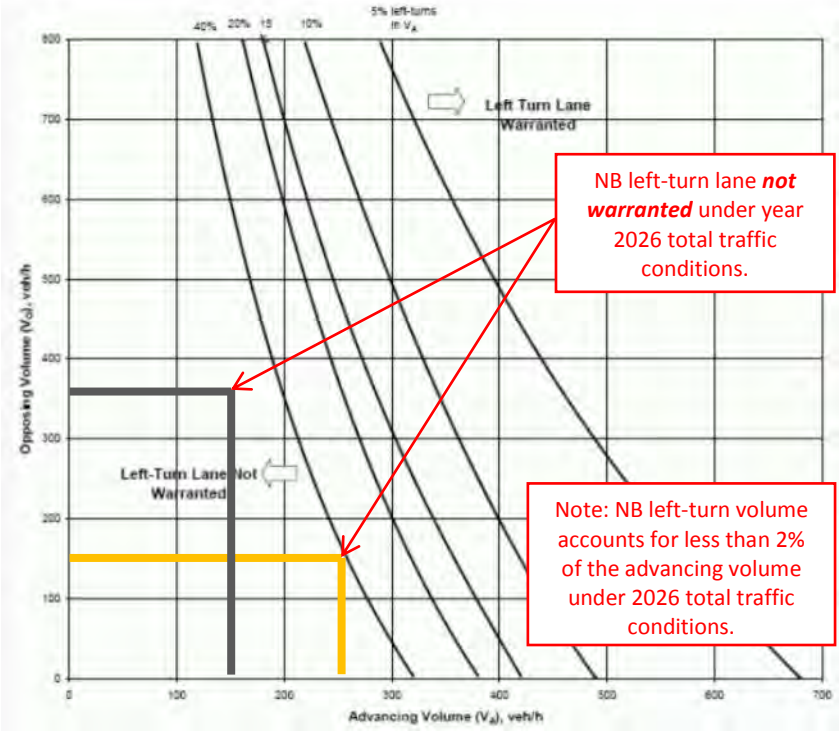
If the combination of major road approach volume and right-turn volume intersects above or to the right of the speed trend line corresponding to the major road operating speed, then a right-turn lane is appropriate.

Legend:

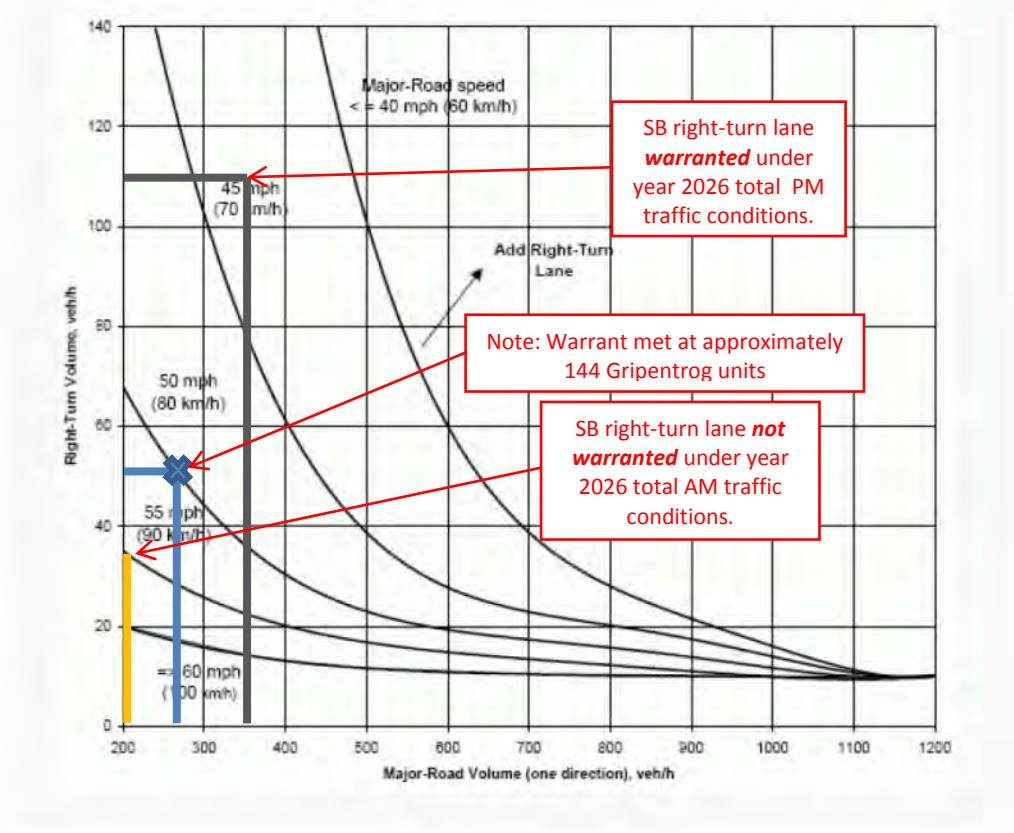
Year 2026 Background AM =
Year 2026 Background PM =
Year 2026 Total AM =
Year 2026 Total PM =

Not applicable as no access will be used prior to build-out of the site.

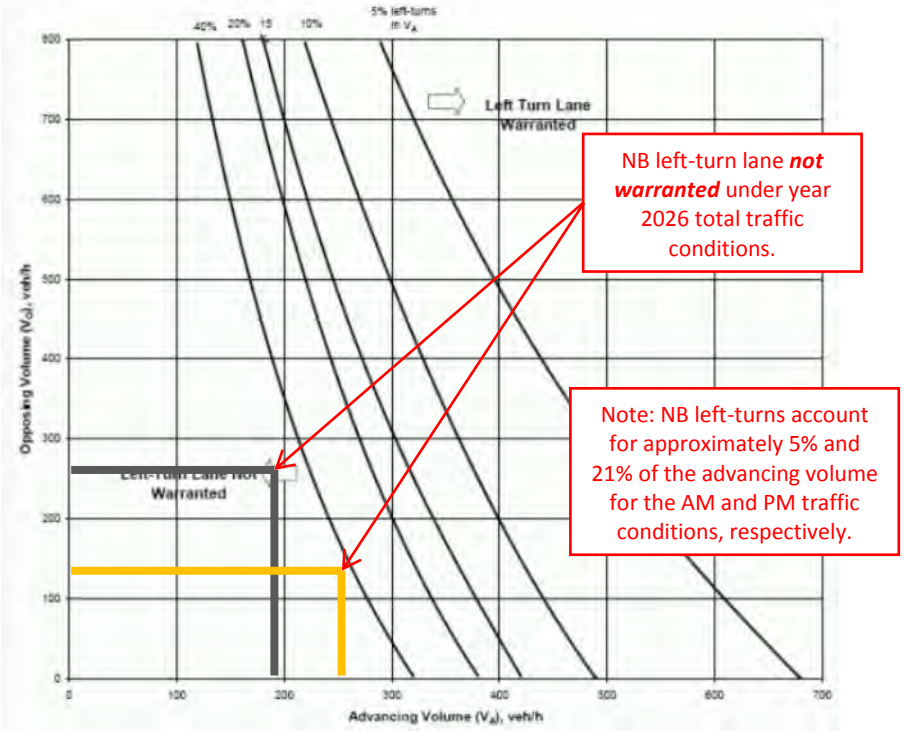
A. New Collector Road & Linder Road



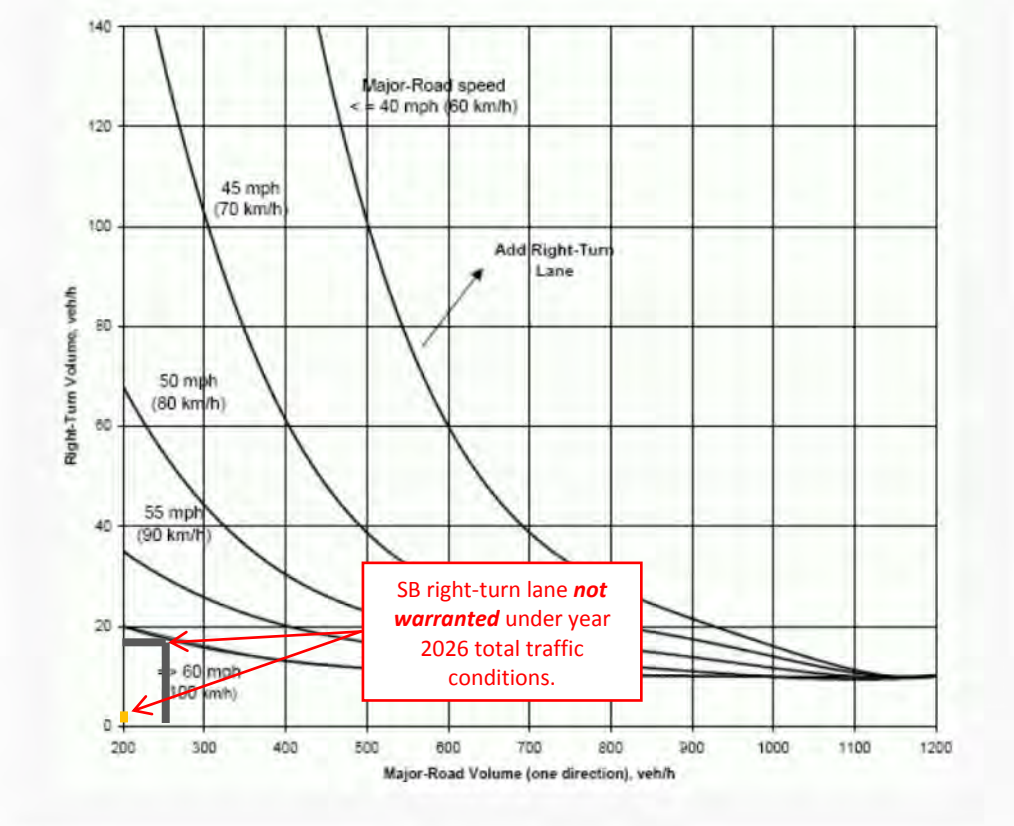
Peak Hour	NB Left-Turn Lane Warrant?	SB Right Turn Lane Warrant?
AM Peak Hour	No	No
PM Peak Hour	No	Yes (Total)



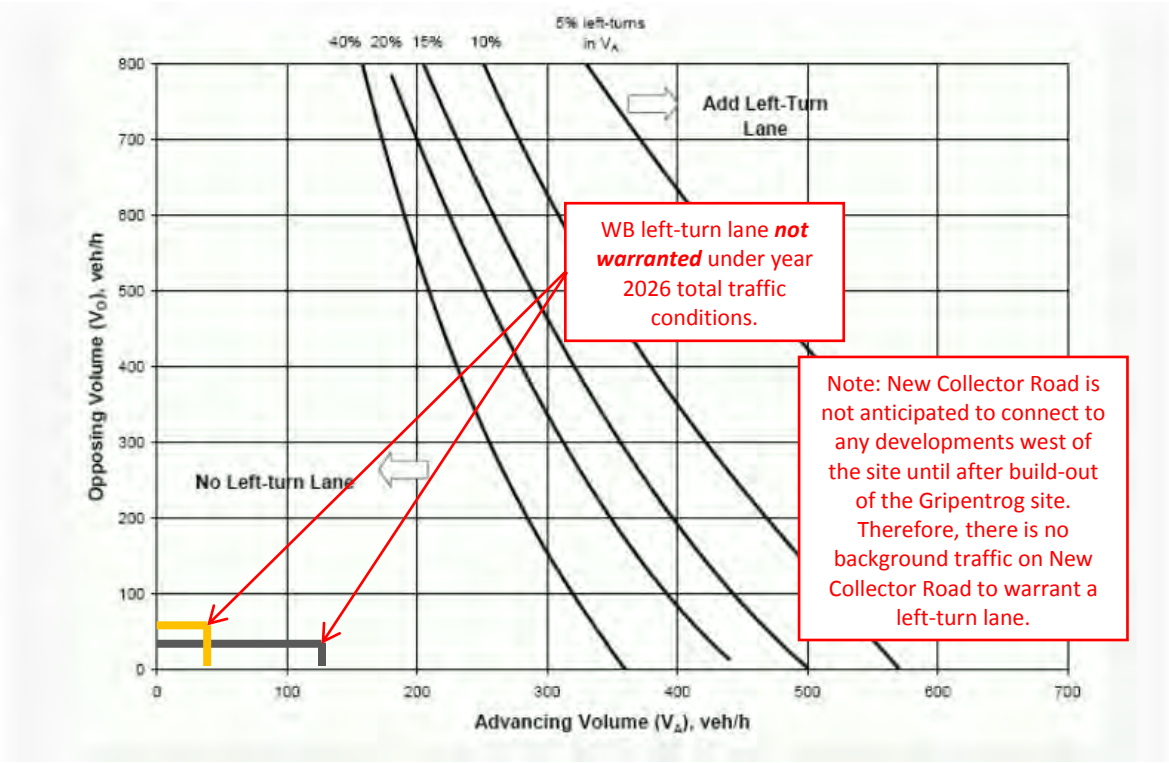
B. Southeast Access & Linder Road



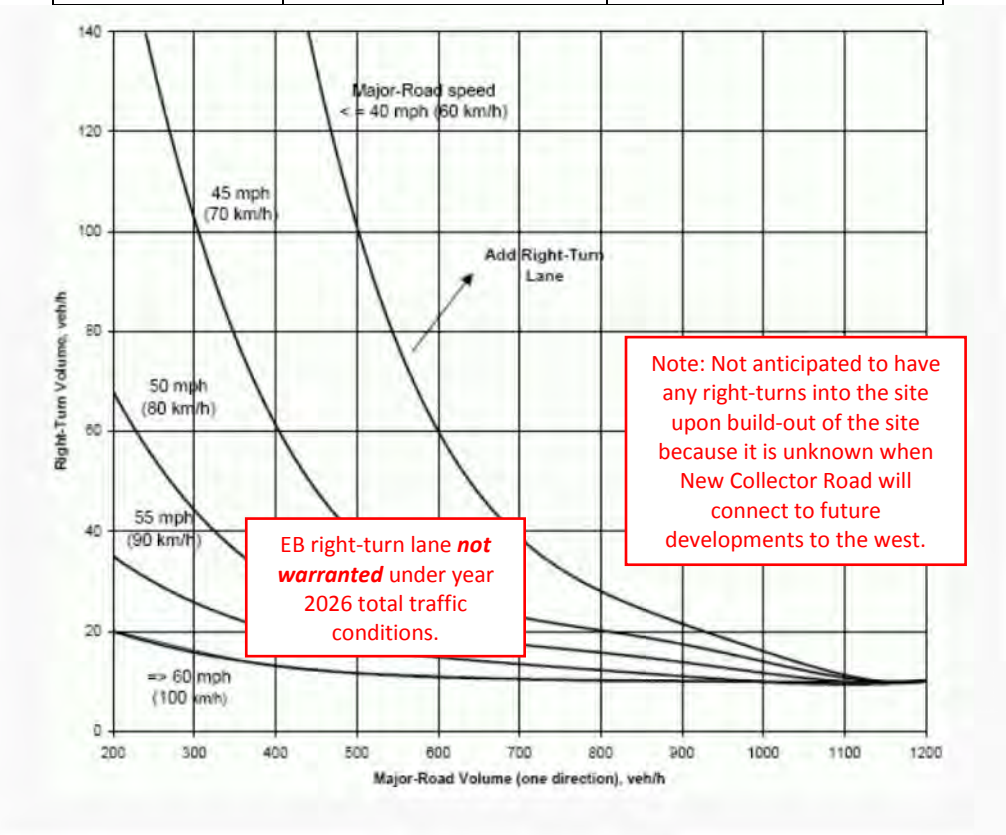
Peak Hour	NB Left-Turn Lane Warrant?	SB Right Turn Lane Warrant?
AM Peak Hour	No	No
PM Peak Hour	No	No



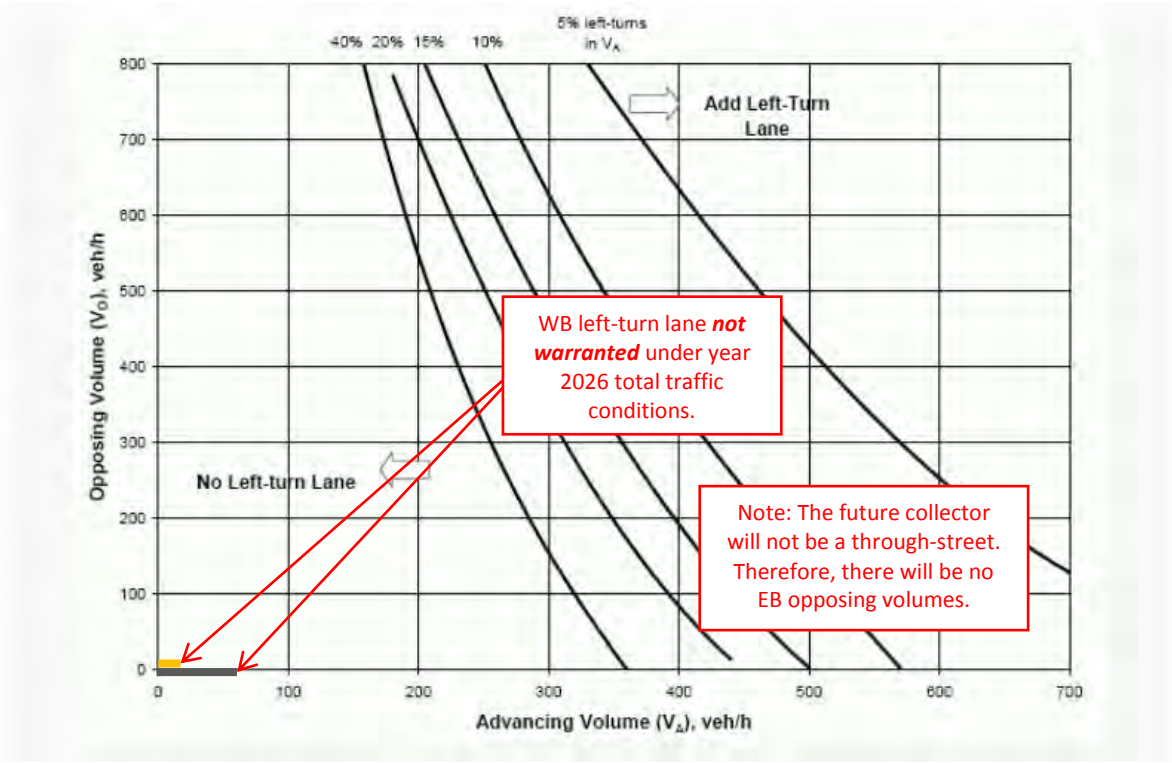
C. Northeast Access & New Collector Road



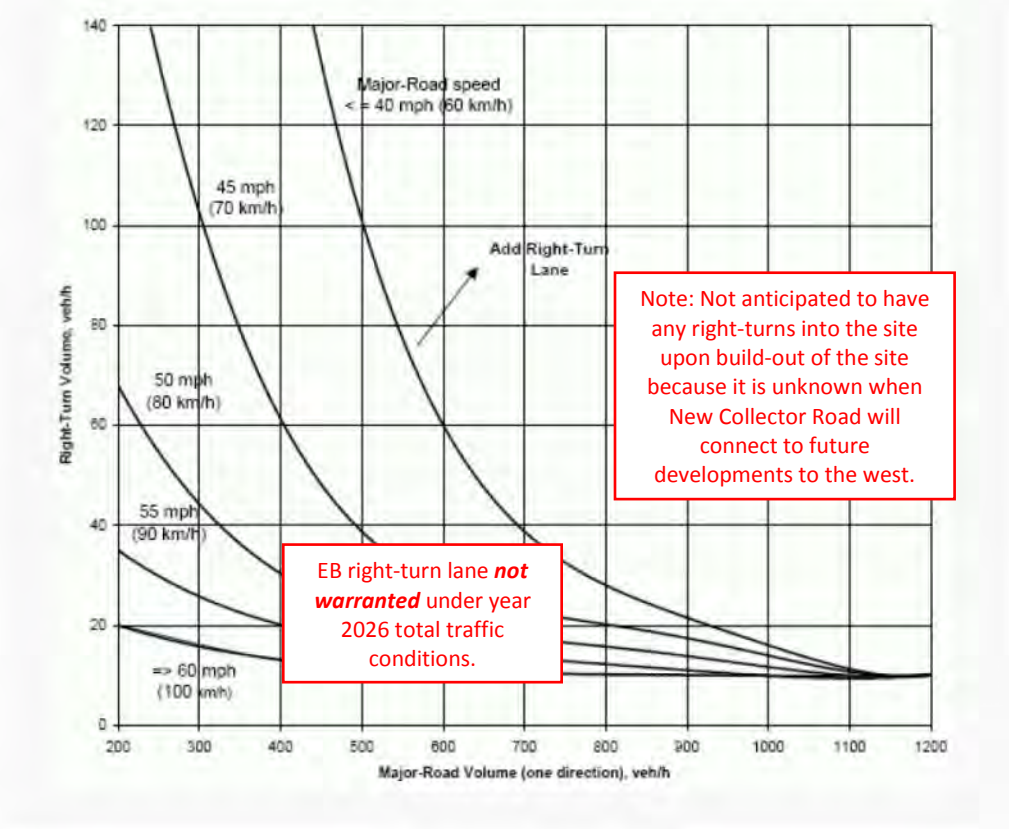
Peak Hour	WB Left-Turn Lane Warrant?	Right Turn Lane Warrant?
AM Peak Hour	No	No
PM Peak Hour	No	No



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

City Council – Staff Memo

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

To: City Council

Case Numbers: 18-05-AN (Annex), 18-06-S (Subdivision) & 18-34-DR (Design Review): *Redcloud Subdivision*

Location: Southeast Corner (SEC) of Luker and Great Bear Roads, Kuna, Idaho 83634

Planner: Troy Behunin, Planner III

Hearing Date: *February 19, 2019*

Representative: **Alex MacDonald**
885 W. Rush Road
Eagle, Idaho 83616
208.939.1000

Owner: **SSM2, Company**
Thomas Maile
885 W. Rush Road
Eagle, Idaho 83616
208.939.1000
newhorizonconstruction@gmail.com

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
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I. Proposed Factual Summary
J. Proposed Comprehensive Plan Analysis
K. Proposed City Code Analysis
L. Commission's Recommendation
M. Recommended Order of Decision
N. Proposed Findings and Conclusions

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 annexations and subdivision applications are designated as *public hearings*, with the Planning and Zoning Commission as the recommending body, and City Council as the decision-making body. These land use applications were given proper public notice and have followed the requirements set forth in Idaho Code, Chapter 65, Local Land Use Planning Act (LLUPA).

a. Notifications

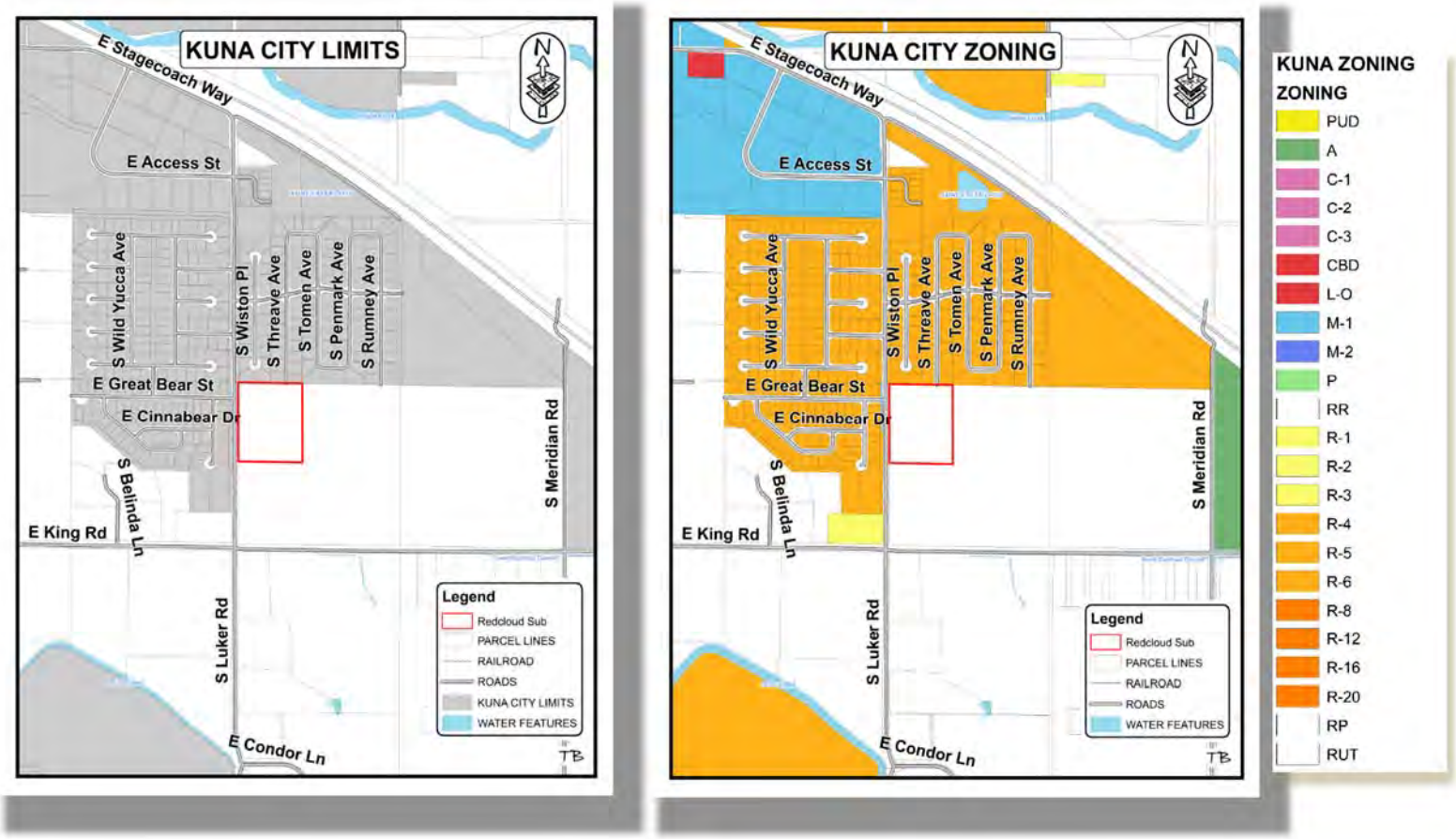
i.	Neighborhood Meeting	July 26, 2018 (Ten persons attended)
ii.	Agencies	November 2, 2018
iii.	350' Property Owners	February 8, 2019
iv.	Kuna, Melba Newspaper	January 23, 2019

v. Site Posted February 7, 2019

B. Applicant Request:

1. The applicant, SSM2, Company, requests to annex approximately 8.00 acres into Kuna City with an R-6, residential zone, and to subdivide the property into 41 single family residential lots and three (3) common lots and have reserved the name *Redcloud Subdivision*. The site is located at the southeast corner of Luker and Great Bear Roads, The site address is 1250 S. Luker Rd., Kuna, Idaho; In Section 25, T 2N, R 1W, APN #: S1325438500.

C. Exhibit Maps:



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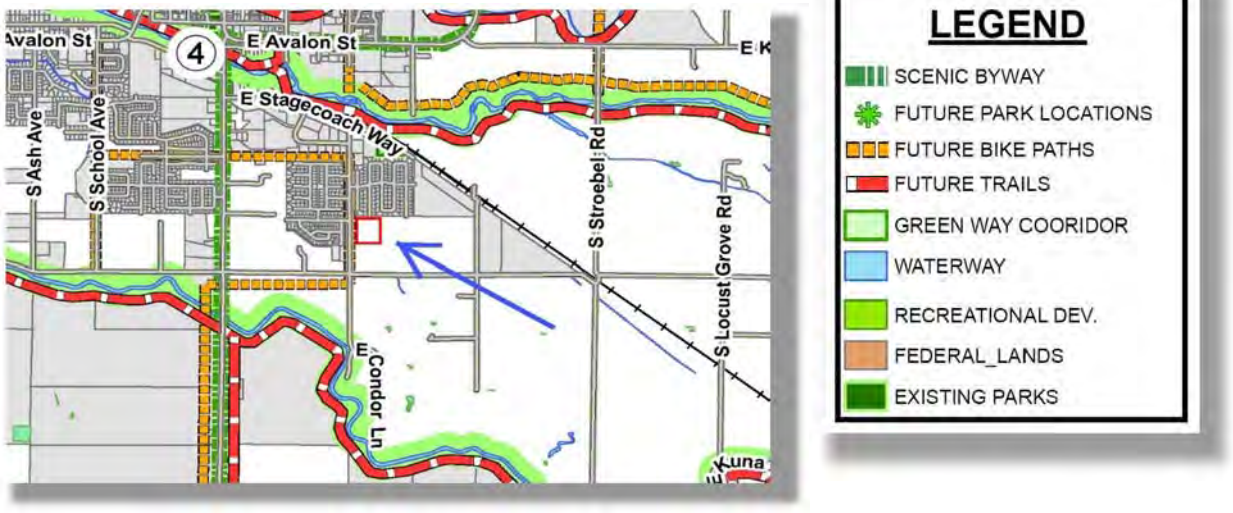
D. **History:** The approximate 8.0-acre subject site is currently in Ada County, however, it is contiguous to Kuna City limits on the north and west sides of the parcel, and has historically been used for a single family residence and the remainder for open field and Agricultural purposes.

E. **General Projects Facts:**

1. **Comprehensive Plan Designation:** 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 approx. 8.00-acre site as Medium Density Residential (4-8 DUA).

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



The Kuna Recreation and Master Pathways Plan map identifies a future bike trail on Luker Road. Applicant has provided a bike lane on their Preliminary Plat road section detail.

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

North	R-6	Medium Density Residential – Kuna City
South	R-6	Rural Urban Transition – Ada County
East	RUT	Rural Urban Transition – Ada County
West	R-6	Medium Density Residential – Kuna City culture – City of Kuna

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

Property Owner	Parcel Size	Current Zone	Parcel Number
SSM 2 Company	Approx. 8.00 ac.	RUT	S1325438500

5. **Services:**

Sanitary Sewer– City of Kuna
Potable Water – City of Kuna
Irrigation District – Boise-Kuna Irrigation District
Pressurized Irrigation – City of Kuna (KMIS)
Fire Protection – Kuna Rural Fire District
Police Protection – Kuna City Police (A.C.S.O.)
Sanitation Services – J & M Sanitation

6. **Existing Structures, Vegetation and Natural Features:** Currently there is a residence on site, with approximately five out-buildings. This site is generally flat and on-site vegetation is consistent with typical residence and agricultural fields.

Transportation / Connectivity: The site has significant frontage along Luker and shall provide adequate Rights-of-Way (ROW) to serve the needs of the site and in sufficient amounts to satisfy Kuna and ACHD's requirements for roadway improvements, including road widening and curb, gutter and sidewalks. There is an existing stub street connection with the subdivision to the north and staff recommends the developer be conditioned to connect to it, and provide stubs to adjacent properties for future subdivisions, as shown on their proposed preliminary plat.

7. **Environmental Issues:** Staff is not aware of any environmental issues, health or safety conflicts. Idaho Department of Environmental Quality (DEQ) has provided recommendations for surface and groundwater protection practices and requirements for development of the site.

8. **Agency Responses:** The following responding agency comments are included as exhibits with this case file:
   - City Engineer (Paul Stevens) - Exhibit B 1
   - Ada County Highway District (ACHD) - Exhibit B 2
   - Boise Project Board of Control – Exhibit B 3
   - Central District Health Department (CDHD) – Exhibit B 4
   - Department of Environmental Quality (DEQ) – Exhibit B 5
   - Idaho Transportation Department (ITD) – Exhibit B 6

F. Staff Analysis:

Applicant requests approval to annex approximately 8.00 total acres with a current county zone as Rural Urban Transition (RUT) *into* Kuna City limits with an R-6 (Medium Density Residential) zone; and subdivide the subject property creating a 40 lot, single family subdivision, known as *Redcloud* Subdivision. Applicant also proposes to develop three (3) additional lots, into common lots for the residents. A Homeowners Association (HOA) will be established for the care and maintenance for the common lots and landscape buffers.

The applicant proposes annexation applying the category "A" method, and as it touches current City limits on two sides of the project, the site is eligible for annexation. Applicant is proposing two (2) phases of development which will largely be driven by the consumer market.

Public services will be extended to the property at the developers cost, thereby extending City facilities. Applicant proposes 41 buildable lots over Approx. 8.00 acres in an R-6 zone (Med. Density) and as such, staff views this proposal compliant with the Comp Plan Map. Staff was unable to locate proposed street lights on Luker Road. Staff recommends the applicant be conditioned to provide street lights throughout the Sub that comply with KCC, including street lights at all intersections and hydrants.

Originally, the applicant proposed to continue Threave Avenue through the site and stub directly to the property below Redcloud. In their report, ACHD recommended that this design be changed, in order to avoid a lengthy Threave Avenue where speeds can increase on longer roads. At the December 11, 2018, P & Z hearing, the Commission discussed ACHD's concern about Threave Avenue connection and recommended the applicant change the stub street for the property to the south be provided from Durelton Avenue. The applicant has provided staff with an updated plan reflecting the stub street in the recommended location, the updated plan is in your packet. Additionally, the Commission required that the applicant provide additional open space for the residents. The updated plan also reflects this change as well. While staff agrees that additional open space was provided, staff would defer to Council's decision, whether the open space needs to be increased in size, or moved to a better location.

Staff has determined these applications comply with Title 5 of the Kuna City Code; Idaho Statute §50-222; and the Kuna Comprehensive Plan; and forwards Case No's 18-05-AN and 18-06-S, to the Kuna Council with recommended conditions of approval listed in section 'M' 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.
4. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

H. Proposed Procedural Background:

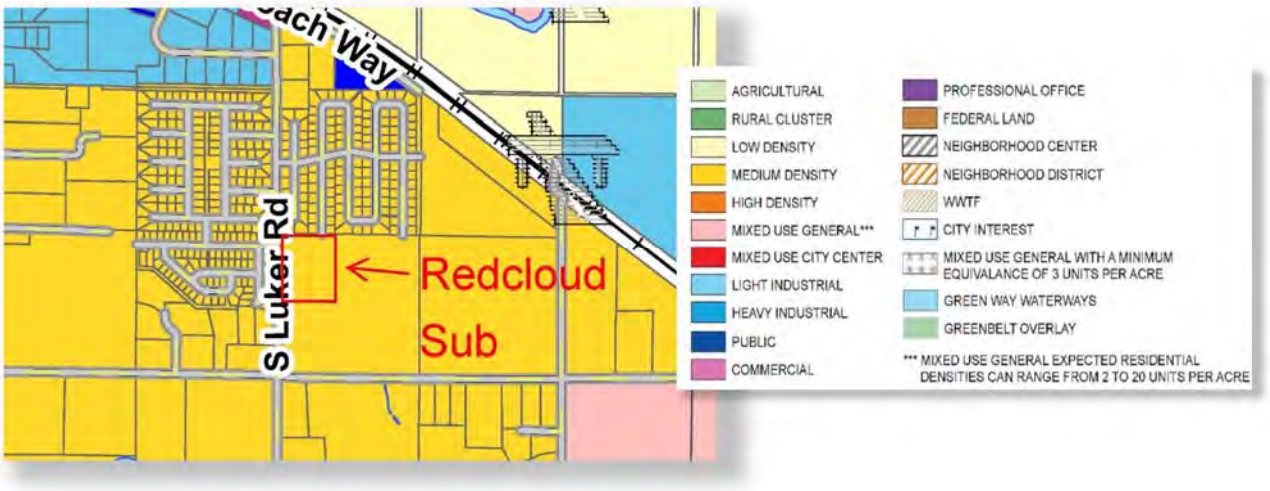
On February 19, 2019, the Council will consider Case No's 18-05-AN and 18-06-S, including the applications, agency comments, staff's report, application exhibits and public testimony presented or given.

I. Proposed Factual Summary:

This site is located near the southeast corner (SEC) of Luker and Great Bear Roads. Applicant proposes to annex approximately 8.00 acres into the City of Kuna with an R-6 (Medium Density Residential -MDR) zone. Applicant has submitted a preliminary plat to subdivide the parcel into 40 buildable lots and three (3) common lots, and proposes full improvements for Luker Road, and all internal Roads to City and ACHD standards.

J. Proposed Comprehensive Plan Analysis:

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



The comprehensive plan is a living document, intended for use as a guide to governmental bodies. The plan is not law that must be strictly adhered to in the most stringent sense; it is to be used by public officials to assist their decision making for the City.

2.0 – Property Rights and Summary

Goal 1: Ensure the City land use policies, restrictions, conditions and fees do not violate private property rights and ensure that land use actions, decisions, and regulations do not effectively eliminate all economic value of the subject property. Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right and evaluate with guidance from the City attorney and the Idaho Attorney General's six criterion established to determine the potential for property "takings".

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

5.0 Economic Development Goals and Objectives - Summary:

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

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

***6.0 Land Use Goals and Objectives - Summary*:**

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

Comment: *The project complies with the land use plan as adopted by the City by incorporating the following; landscape buffers, sidewalks,, varied larger housing densities and types and promotes desirable, cohesive community character and a quality neighborhood.*

8.0 - Public Services, Facilities and Utilities Goals and Objectives - Summary:

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

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

9.0 - Transportation Goals and Objectives - Summary:

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

Comment: *The project meets the transportation goals of the City by extending public rights-of-way on South Luker Road and internal roads to create additional transportation connections.*

12.0 - Housing Goals and Objectives - Summary:

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

Comment: *Applicant has proposed 40 single family lots which will possibly contribute to high-quality lots of varied sizes to be developed in a logical and orderly manner. The development adds, connections to existing and future subdivisions, creating a pleasant neighborhood environment.*

13.0 - Community Design Goals and Objectives - Summary:

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

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

K. Proposed Kuna City Code Analysis:

1. This request appears to be consistent and in compliance with all Kuna City Codes (KCC).
   Comment: *The proposed project meets the land use and area standards in Chapter 3, Title 5 of the Kuna City Code (KCC). Staff also finds that the proposed project meets all applicable requirements of Titles 5 and 6 of the KCC.*

2. The site is physically suitable for an annexation with an R-6 MDR, and subdivision.
   Comment: *The 8.00 acre (approximate) project is a request for Annexation with an R-6 (Medium Density Residential) and a Subdivision. The site appears to be compatible with the proposal.*

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

4. The Annexation and Subdivision proposals are not likely to cause adverse public health problems.
   Comment: *The proposed Annexation and Subdivision for the property follows all Kuna City Codes. The medium density land use application requires connection to public sewer and potable water systems, therefore eliminating the occurrence of adverse public health problems.*

5. The application appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.
   Comment: *The Council did consider the location of the property and adjacent uses. The subject property is adjacent to Kuna City limits and will be connected to the Kuna City central sewer and potable and pressure irrigation water systems. The current adjacent uses are both farms and residential uses and are adjacent to a major collector road.*

6. The existing and proposed street and utility services in proximity to the site are suitable and adequate for residential purposes.
   Comment: *Correspondence from ACHD and Kuna Public Works confirms that the streets and utility services are suitable and adequate for the residential project.*

L. Commission Recommendation to Council:

On December 11, 2018 the Commission voted to recommend approval to Council for Case No's, 18-05-AN & 18-06-S, based on the facts outlined in staff's report and public testimony during the public hearing with the Planning and Zoning Commission of Kuna, Idaho, and hereby recommends *approval* for Case No's 18-05-AN (Annexation), and 18-06-S; (Preliminary Plat) a subdivision request from SSM2 Company to annex and subdivide approximately 8.00 acres into 44 total lots (41 buildable lots and 3 common lots), subject to the following conditions of approval:

- Applicant shall follow the conditions outlined in the Staff Report,
- Applicant shall work with ACHD and the city to mitigate the traffic concerns along Threave Avenue,
- Applicant shall work with the city to provide connectivity throughout the subdivision with some pathway and preferably an additional open space of a minor nature so that the residents have an open area.

M. Proposed Order of Decision by the Council:

Note: These motions are for the approval, conditional approval or denial of the design review application and the recommendation of approval or denial of the annexation and preliminary plat applications. However, if the 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 during the public hearing the Council of Kuna, Idaho, hereby (***approves / conditionally approves / denies***) Case No's 18-05-AN (Annexation), & 18-06-S; (Preliminary Plat) a request from SSM2 Company to annex and subdivide approximately 8.00 acres into 43 total lots (40 buildable lots and 3 common lots); subject to the following conditions of approval listed in section "M" of this staff report.

1. The applicant and/or owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
   a. The City Engineer shall approve the sewer hook-ups.
   b. The City Engineer shall approve drainage and grading plans.
   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. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
e. 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.
f. The *Boise Project and Board of Control* shall approval any modifications to the existing irrigation system.
g. Approval from Ada County Highway District shall be obtained and Impact Fees must be paid prior to issuance of any building permit.
h. Idaho Transportation Department. No public street construction may be commenced without the approval and permit from Ada County Highway District and Idaho Transportation Department.
i. All public rights-of-way shall be dedicated and constructed to standards of the City, Ada County Highway District,

2. Installation of utility service facilities shall comply with requirements of the public utility or irrigation district providing 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.
4. Street lighting shall use LED lights, with spacing and wattages meeting KCC 5-4-6; applicant shall coordinate a street light plan for P&Z approval in concert with the prepared construction drawings for the project.
5. Parking within the site shall comply with KCC 5-9-3. A separate Design Review application is required for the community clubhouse and parking lot.
6. Fencing within and around the site shall comply with Kuna City standards – KCC 5-5-5- A-J and KCC 6-4-2-E.
7. A sign permit is required prior to any subdivision entrance sign construction and shall comply with KCC 5-10-4. Monument signs will require a separate design review.
8. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within three days or as the planting season permits as required to meet KCC 5-17-7 standards. Maintenance and planting within public rights-of-way shall be approved from the public entities owning the property.
9. Submit a petition to the City consenting to the pooling of irrigation surface water rights for delivery purposes and requesting to annex the irrigation surface water rights appurtenant to the property to the Kuna Municipal Pressure Irrigation system of the City (KMID) prior to requesting final plat signature from the City Engineer.
10. The land owner/applicant/developer and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the Commission and/or Council, or seek amending them through public hearing processes.
11. The applicant's proposed preliminary plat (dated 12/13/18) and landscape plan (dated 08/01/2018 UPDTD) shall be considered binding site plans, or as modified and approved through the public hearing process.
12. Applicant shall add the following notes to the landscape plans and resubmit a PDF for Planning and Zoning approved plans, bearing the changes.
    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. Applicant shall bring landscape buffers into compliance as described in Kuna City Code 5-17, and submit a PDF bearing these changes for approval.
14. Applicant shall follow staff, city engineer and other agency recommended requirements as applicable.
15. Applicant shall demonstrate permanent access, maintenance and care for all lots affected by shared driveways as proposed on the preliminary plat bearing the same date as above.
16. Compliance with all local, state and federal laws is required.

DATED: This ____ day of _____, 2019.

N.

City of Kuna

City Council

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's 18-05-AN & 18-06-S*, including the Comprehensive Plan, Kuna City Code, Staff's Report, including the exhibits, and the testimony during the public hearing, the Kuna Council hereby ***approves/ conditionally approves/denies*** the Findings of Fact and Conclusions of Law, and conditions of approval for Case *No's 18-05-AN & 18-06-*S a request for Annexation & Preliminary Plat, by SSM2 Company:

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 Council held a public hearing on the subject applications on February 19, 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 18-05-AN & 18-06-S, 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 18-05-AN & 18-06-S, 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.*

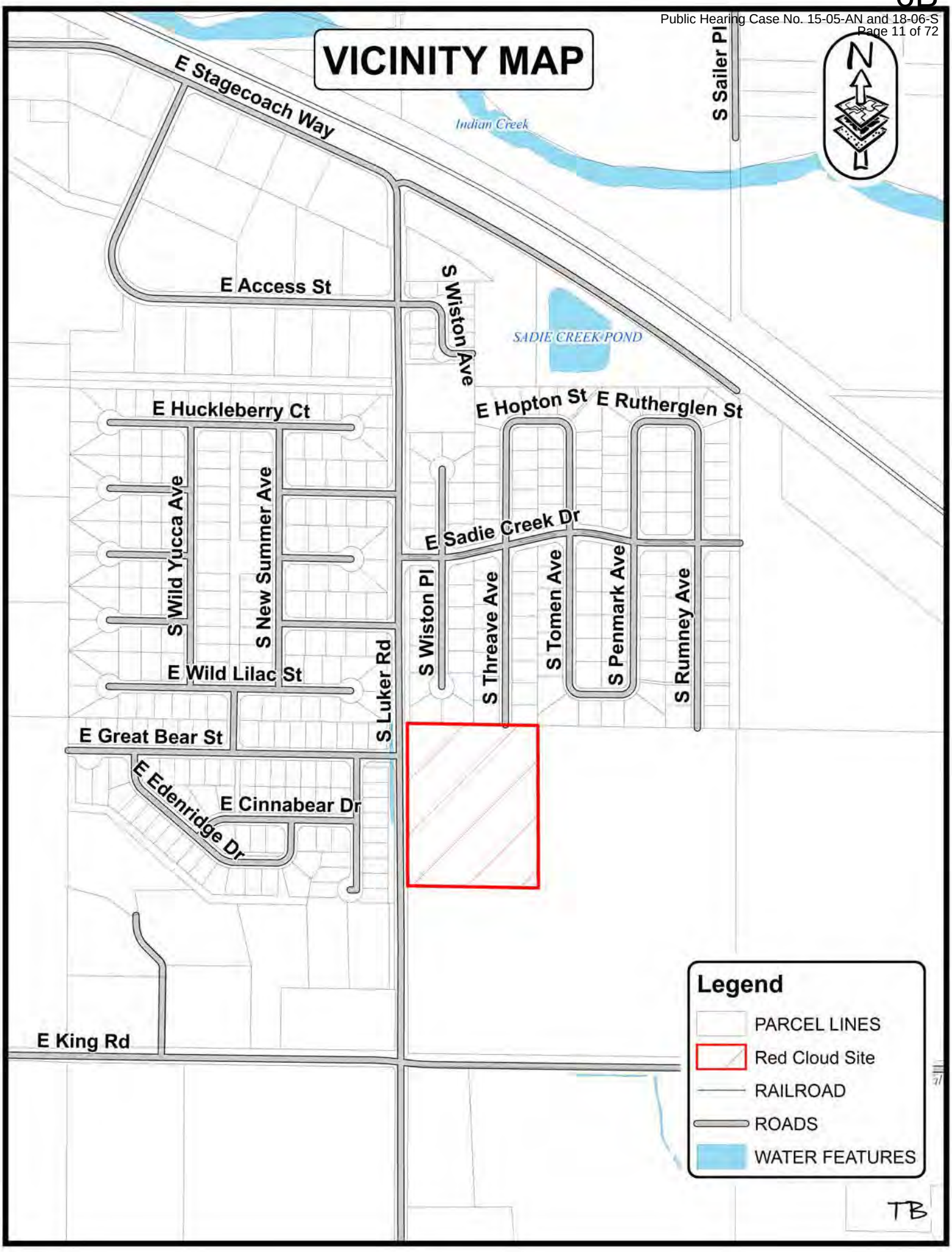
4. *Kuna's Council has the authority to* ***approve / deny*** *Case No's 18-05-AN & 18-06-S.*

   Comment: *On February 19, 2019, Council voted to* ***approve / deny*** *Case No's 18-05-AN & 18-06-S.*

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

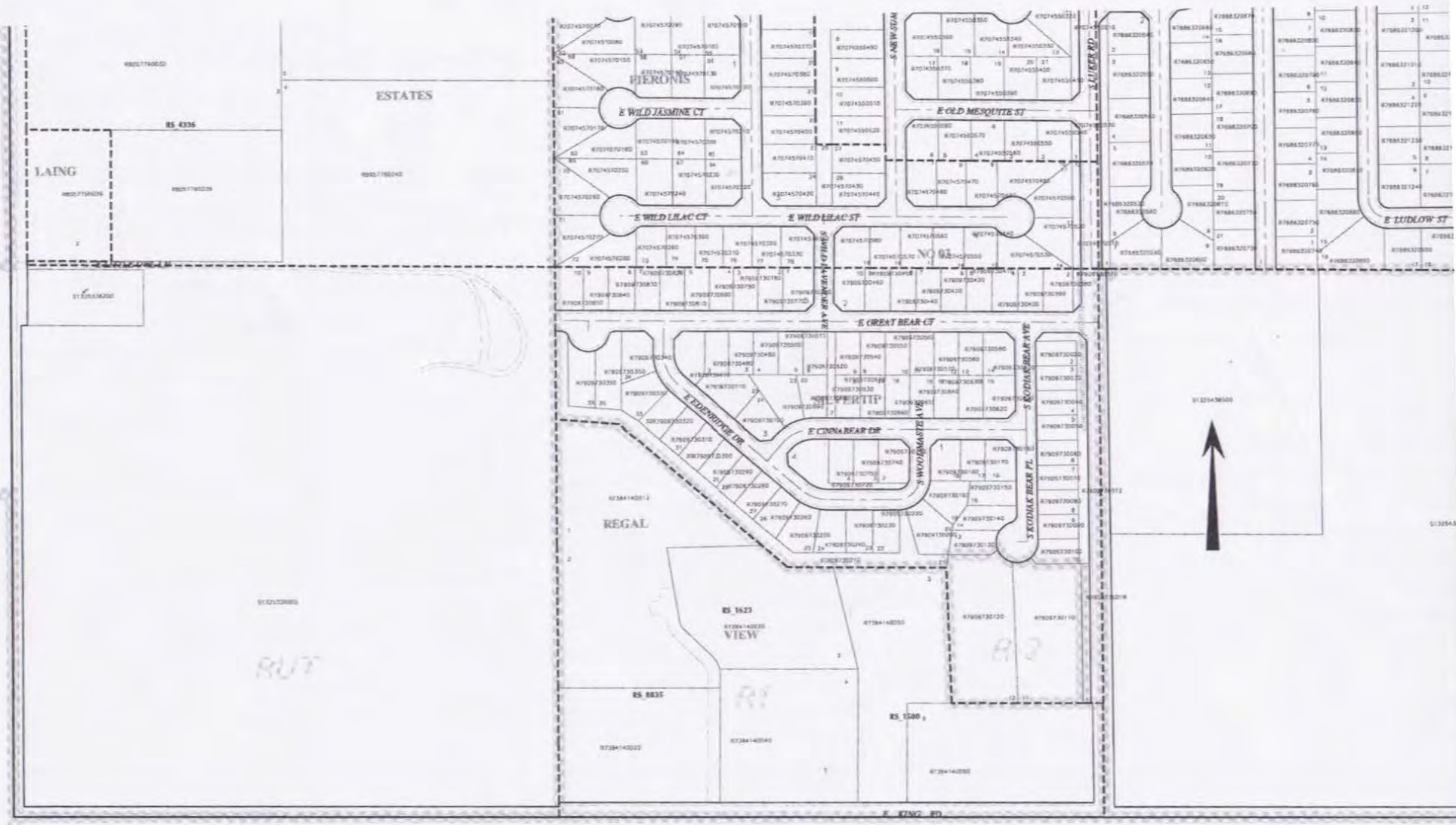
   Comment: *Notices were mailed out to land owners within 350 FT of the proposed project site on February 8, 2019, and a legal notice was published in the Kuna Melba Newspaper on January 23, 2019. The applicant placed signs on the property on February 7, 2019.*

DATED: this ____ day of _____, 2019.


VICINITY MAP
E Stagecoach Way
Indian Creek
S Sailer Pl
N
E Access St
S Wiston Ave
SADIE CREEK POND
E Huckleberry Ct
E Hopton St
E Rutherglen St
S Wild Yucca Ave
S New Summer Ave
E Sadie Creek Dr
S Wiston Pl
S Threave Ave
S Tomen Ave
S Penmark Ave
S Rumney Ave
E Wild Lilac St
S Luker Rd
E Great Bear St
E Edenridge Dr
E Cinnabear Dr
E King Rd
Legend
PARCEL LINES
Red Cloud Site
RAILROAD
ROADS
WATER FEATURES
TB

S Luker Rd
S Luker Rd
S Tierra Vista Ave
S Tierra Vista Ave
S Tierra Vista Ave
S Tierra Vista Ave
S Tierra Vista Ave
E Saddle Creek Dr
S Rumsey Ave
S Rumsey Ave
S Rumsey Ave

This plat is included solely for the purpose of assisting and locating said premises and Stewart Title assumes no liability for variations, if any, in dimensions and locating ascertained by actual survey.



Red Cloud Subdivision Project
Letter of Intent

We are proposing an annexation into the City of Kuna, and a re-zone to R-6 to create a subdivision that is similar to the surrounding subdivisions. We believe that the community will be best served by creating more opportunity for families of all ages to live in the great community of Kuna.

We estimate approximately 41 new homes, and are proposing the name Misty Meadows. We have been working with B&A Engineering, as well as the City of Kuna engineering/development teams to confirm that all required public services are available to the property, and specifically we anticipate that the property meets gravity flow requirements for sewer services.

Misty Meadows was a typo from the applicant. Through conversations with the applicant, the name of the Sub is proposed as Redcloud Sub.

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)	
Project name	
Date Received	
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
- ☐ Preliminary Plat
- ☑ Rezone
- ☐ Special Use
- ☐ Temporary Business
- ☐ Vacation
- ☐ Variance

Contact/Applicant Information

Owners of Record: SSM2 Company Address: 885 W. Rush Rd City, State, Zip: Eagle, ID 83616	Phone Number: 208-939-1000 E-Mail: newhorizonconstruction@gmail.com Fax #:
Applicant (Developer): SSM2 Company Address: 885 W. Rush Rd City, State, Zip: Eagle, ID 83616	Phone Number: 208.939-1000 E-Mail: newhorizonconstruction@gmail.com Fax #:
Engineer/Representative: Tom Maile / Alex Macdonald Address: Same City, State, Zip:	Phone Number: 208-939-1000 E-Mail: newhorizonconstruction@gmail.com Fax #:

Subject Property Information

Site Address: 1250 S. Luker Ln	
Site Location (Cross Streets): Luker / Great Bear	
Parcel Number (s): S1325438500	
Section, Township, Range: 2N1W25	
Property size : 8 acres	
Current land use: Residential	Proposed land use: Residential
Current zoning district: RUT	Proposed zoning district: R-6

Project Description

Project / subdivision name: Red Clouds Subdivision
General description of proposed project / request: 41 lot residential subdivision

Type of use proposed (check all that apply):
- [x] Residential
- [ ] Commercial
- [ ] Office
- [ ] Industrial
- [ ] Other

Amenities provided with this development (if applicable):

Residential Project Summary (if applicable)

Are there existing buildings? [x] Yes [ ] No
Please describe the existing buildings: 2 (two) single family homes and out buildings
Any existing buildings to remain? [ ] Yes [x] No
Number of residential units: 41 Number of building lots: 41
Number of common and/or other lots: 3
Type of dwellings proposed:
- [x] Single-Family
- [ ] Townhouses
- [ ] Duplexes
- [ ] Multi-Family
- [ ] Other

Minimum Square footage of structure (s): 1,000
Gross density (DU/acre-total property): 5.37 Net density (DU/acre-excluding roads): 5.88
Percentage of open space provided: 3.75% Acreage of open space: 0.22
Type of open space provided (i.e. landscaping, public, common, etc.): common landscaped areas

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: 8/3/18

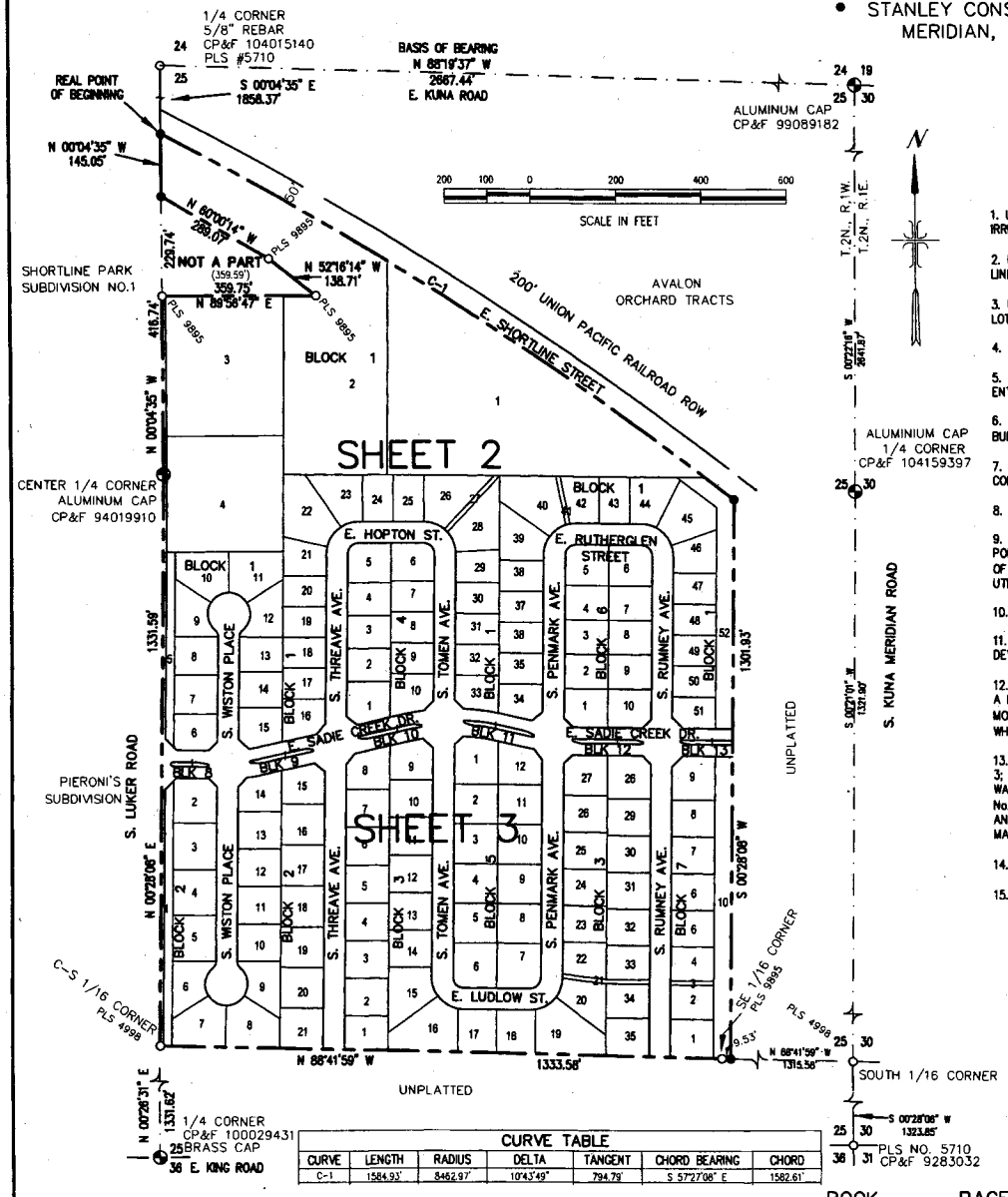
FINAL PLAT SHOWING

SADIE CREEK SUBDIVISION NO. 1

A RESUBDIVISION OF A PORTION OF BLOCK 11, AMENDED PLAT OF PART OF THE AVALON ORCHARD TRACTS AND A PORTION OF THE NORTH 1/2 OF THE SE 1/4, LOCATED IN SECTION 25, T.2N., R.1W., B.M., CITY OF KUNA, ADA COUNTY, IDAHO

2008

• STANLEY CONSULTANTS •
MERIDIAN, IDAHO



LEGEND

PROPERTY BOUNDARY	FOUND BRASS OR ALUMINUM CAP MONUMENT, AS SHOWN
EASEMENT LINE (SEE NOTE 1, 2 & 3)	SET 5/8" X 30" REBAR WITH PLASTIC CAP, PLS 4998
ACHD STORM DRAIN EASEMENT	SET 1/2" X 24" REBAR WITH PLASTIC CAP, PLS 4998
CENTERLINE	FOUND 5/8" REBAR WITH PLASTIC CAP
LOT LINE	FOUND 1/2" REBAR WITH PLASTIC CAP
RIGHT-OF-WAY LINE	CALCULATED POINT (NOT SET)
SECTION LINE	
1 LOT NUMBER	

NOTES:

1. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT TEN (10) FOOT PROPERTY DRAINAGE, PUBLIC UTILITY, KUNA CITY STREET LIGHT, SEWER AND IRRIGATION EASEMENT ADJACENT TO ANY PUBLIC STREET. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF HARD-SURFACED DRIVEWAYS AND WALKWAYS TO EACH LOT.

2. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A FIVE (5) FOOT PROPERTY DRAINAGE, PUBLIC UTILITY AND IRRIGATION EASEMENT ADJACENT TO ALL SIDE LOT LINES INSIDE THIS SUBDIVISION WHICH DO NOT FRONT A PUBLIC STREET.

3. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A TEN (10) FOOT PROPERTY DRAINAGE, PUBLIC UTILITY AND IRRIGATION EASEMENT ADJACENT TO ALL REAR LOT LINES INSIDE THIS SUBDIVISION.

4. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THE RE-SUBDIVISION.

5. IRRIGATION WATER HAS BEEN PROVIDED FROM THE BOISE-KUNA IRRIGATION DISTRICT, IN COMPLIANCE WITH IDAHO CODE 31-3805(b). LOTS WITHIN THE SUBDIVISION WILL BE ENTITLED TO IRRIGATION WATER RIGHTS, AND WILL BE OBLIGATED FOR ASSESSMENTS FROM THE BOISE-KUNA IRRIGATION DISTRICT.

6. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF KUNA APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR AS SPECIFICALLY APPROVED AND/OR REQUIRED, OR AS SHOWN ON THIS PLAT.

7. THE SADIE CREEK HOME OWNER'S ASSOCIATION, OWNERSHIP AND/OR MAINTENANCE COMMITMENT MAY NOT BE ELIMINATED OR ASSIGNED TO OTHERS WITHOUT THE EXPRESS CONSENT OF THE CITY OF KUNA.

8. SEE RECORD OF SURVEY NOS. 6733 AND 7243, ADA COUNTY RECORDER'S OFFICE, FOR ADDITIONAL DATA OF RECORD.

9. ALL LOTS SHOWN ON THIS PLAT ARE RESIDENTIAL LOTS EXCEPT LOT 1, BLOCK 1, WHICH SHALL BE OWNED AND MAINTAINED BY THE CITY OF KUNA FOR A PARK AND IRRIGATION POND; LOTS 2, 3 AND 4, BLOCK 1, WHICH ARE INDUSTRIAL LOTS; LOTS 5, 27, 41 AND 52, BLOCK 1; LOT 1, BLOCK 2; LOT 21, BLOCK 3; LOTS 3 AND 10, BLOCK 7; AND LOTS 1 OF BLOCKS 8, 9, 10, 11, 12 AND 13 WHICH ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE SADIE CREEK HOME OWNER'S ASSOCIATION AND ARE COVERED BY A PUBLIC UTILITY EASEMENT.

10. EXCEPT LOTS 3 AND 4, BLOCK 1; DIRECT LOT ACCESS TO S. LUKER ROAD IS HEREBY PROHIBITED AND DIRECT LOT ACCESS TO E. SADIE CREEK DRIVE IS HEREBY PROHIBITED.

11. LOT 20, BLOCK 2 AND LOT 34, BLOCK 3, ARE SUBJECT TO A TEMPORARY TURNAROUND EASEMENT IN FAVOR OF THE ADA COUNTY HIGHWAY DISTRICT AND CANNOT BE DEVELOPED UNTIL THE STREETS ARE EXTENDED.

12. THIS DEVELOPMENT RECOGNIZES IDAHO CODE§ 22-4503, RIGHT TO FARM ACT, WHICH STATES "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NON AGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR APPURTENANCE TO IT."

13. A PORTION OF LOTS 1, 2, 3, 4, 5, 6, 7, 29, 30 AND 31 OF BLOCK 1; LOTS 1, 2, 3, AND 4, OF BLOCK 2; LOTS 1, 2, 7, 8, 24, 25, 26, 27, 28, 29, 33, 34 AND 35 OF BLOCK 3; LOTS 1, 2 AND 10 OF BLOCK 4; LOTS 3, 4, 5, AND 6 BLOCK 5; LOTS 4, 5, 6, 7, AND 8, OF BLOCK 6; LOT 1 BLOCK 8; ARE SERVIENT TO AND CONTAIN THE ACHD STORM WATER DRAINAGE SYSTEM. THESE LOTS ARE ENCUMBERED BY THAT CERTAIN MASTER PERPETUAL STORM WATER DRAINAGE EASEMENT RECORDED ON JUNE 1, 2004 AS INSTRUMENT No. 104068411, OFFICIAL RECORDS OF ADA COUNTY, AND INCORPORATED HEREIN BY THIS REFERENCE AS IF SET FORTH IN FULL (THE "MASTER EASEMENT"). THE MASTER EASEMENT AND THE STORM WATER DRAINAGE SYSTEM ARE DEDICATED TO ACHD PURSUANT TO SECTION 40-2302 IDAHO CODE. THE MASTER EASEMENT IS FOR THE OPERATION AND MAINTENANCE OF THE STORM WATER DRAINAGE SYSTEM.

14. THE SADIE CREEK HOMEOWNER'S ASSOCIATION SHALL BE RESPONSIBLE TO MAINTAIN THE 20' LANDSCAPING EASEMENT IN LOTS 2 AND 3, BLOCK 1 ALONG S. LUKER ROAD.

15. SEE AMENDED PLAT OF PART OF THE AVALON ORCHARD TRACTS AS RECORDED IN BOOK 6 OF PLATS AT PAGE 254, ADA COUNTY RECORDER'S OFFICE FOR ADDITIONAL DATA OF RECORD .

HEALTH CERTIFICATE

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE NOT BEEN SATISFIED AND ARE IN FORCE FOR ALL RESIDENTIAL AND COMMERCIAL LOTS IN THIS SUBDIVISION.

LOTS 1 THROUGH 4, 6 THROUGH 26, 28 THROUGH 40, 42 THROUGH 51, BLOCK 1; LOTS 2 THROUGH 21, BLOCK 2; LOTS 1 THROUGH 20, 22 THROUGH 35, BLOCK 3; LOTS 1 THROUGH 10, BLOCK 4; LOTS 1 THROUGH 12, BLOCK 5; LOTS 1 THROUGH 10, BLOCK 6; AND LOTS 1 AND 2 AND 4 THROUGH 9, BLOCK 7.

NO OWNER SHALL CONSTRUCT ANY BUILDING, DWELLING OR SHELTER WHICH NECESSITATES THE SUPPLYING OF WATER OR SEWAGE FACILITIES FOR PERSONS USING SUCH PREMISES UNTIL SANITARY RESTRICTION REQUIREMENTS ARE SATISFIED AND LIFTED.

CENTRAL DISTRICT HEALTH DEPARTMENT — 12/13/07

CENTRAL DISTRICT HEALTH DEPARTMENT ADA COUNTY

PROFESSIONAL LAND SURVEYOR REGISTERED LAND SURVEYOR 4998 STATE OF IDAHO MICHAEL E. MARKS 12/13/07

CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD BEARING	CHORD
C-1	1584.93'	8462.97'	10°43'49"	794.79'	S 57°27'08" E	1582.61'

DEVELOPER:
RED CLIFF DEVELOPMENT
MERIDIAN, IDAHO

BOOK ____ PAGE ____

SHEET 1 OF 5
18724 12/07/07

Q:\18724\05-Srv\02-Dwg\X-18724-FP.dwg Dec 13, 2007 - 9:26am

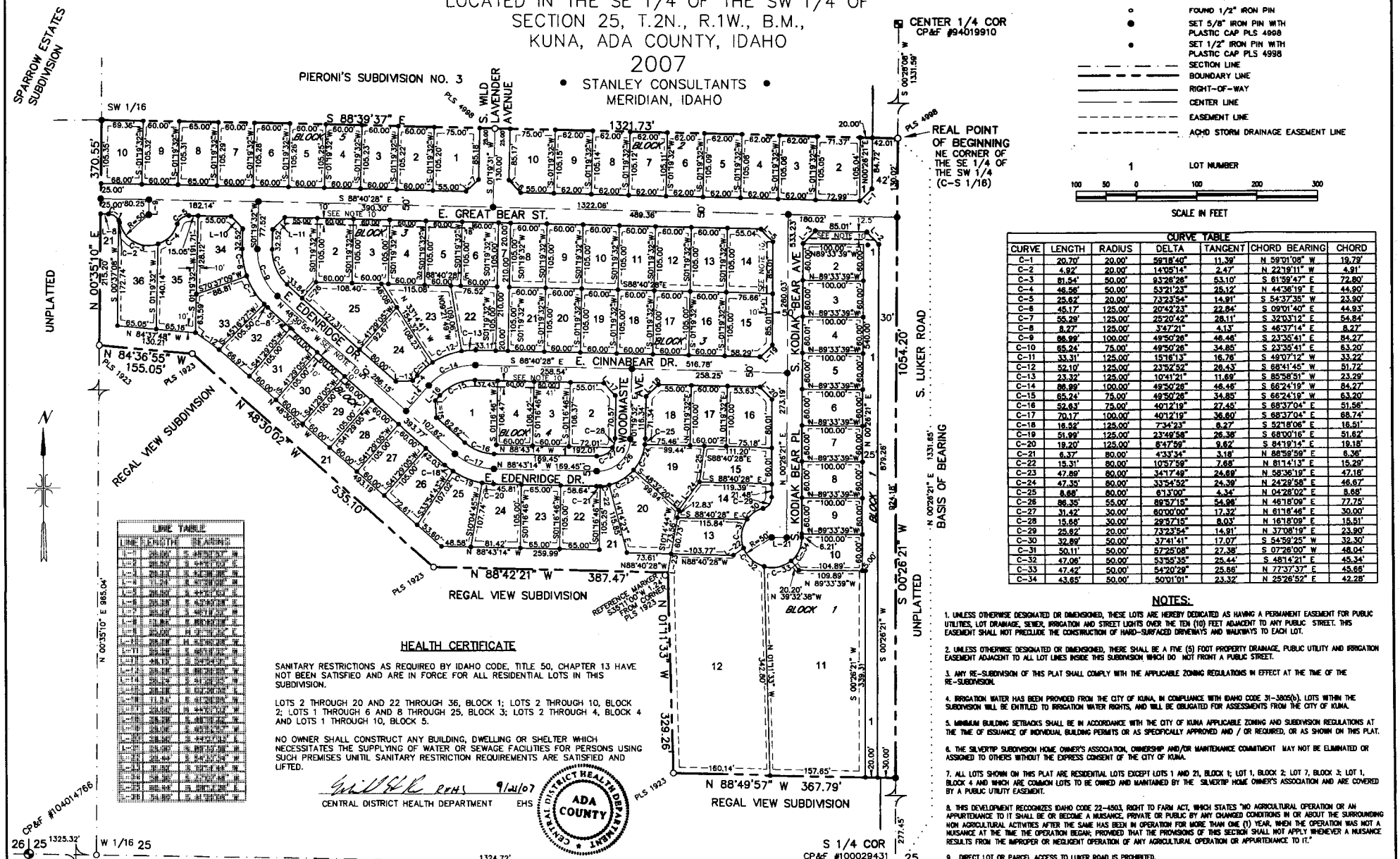
FINAL PLAT SHOWING

SILVERTIP SUBDIVISION

LOCATED IN THE SE 1/4 OF THE SW 1/4 OF SECTION 25, T.2N., R.1W., B.M., KUNA, ADA COUNTY, IDAHO

2007

• STANLEY CONSULTANTS •
MERIDIAN, IDAHO



LEGEND

- FOUND ALUMINUM CAP
- FOUND BRASS CAP
- FOUND 5/8" IRON PIN
- FOUND 1/2" IRON PIN
- SET 5/8" IRON PIN WITH PLASTIC CAP PLS 4998
- SET 1/2" IRON PIN WITH PLASTIC CAP PLS 4998
- SECTION LINE
- BOUNDARY LINE
- RIGHT-OF-WAY
- CENTER LINE
- EASEMENT LINE
- ACHD STORM DRAINAGE EASEMENT LINE
- 1 LOT NUMBER

100 50 0 100 200 300
SCALE IN FEET

CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD BEARING	CHORD
C-1	20.70'	20.00'	59°18'40"	11.39'	N 59°01'08" W	19.79'
C-2	4.92'	20.00'	14°05'14"	2.47'	N 22°19'11" W	4.91'
C-3	81.54'	50.00'	93°26'26"	53.10'	S 61°59'47" E	72.80'
C-4	46.56'	50.00'	53°21'23"	25.12'	N 44°36'19" E	44.90'
C-5	25.62'	20.00'	73°23'54"	14.91'	S 54°37'35" W	23.90'
C-6	45.17'	125.00'	20°42'23"	22.84'	S 09°01'40" E	44.93'
C-7	55.29'	125.00'	25°20'42"	28.11'	S 32°03'12" E	54.84'
C-8	8.27'	125.00'	3°47'21"	4.13'	S 46°37'14" E	8.27'
C-9	86.99'	100.00'	49°50'26"	46.46'	S 23°35'41" E	84.27'
C-10	85.24'	75.00'	49°50'26"	34.85'	S 23°35'41" E	63.20'
C-11	33.31'	125.00'	15°16'13"	16.76'	S 49°07'12" W	33.22'
C-12	52.10'	125.00'	23°52'52"	26.43'	S 68°41'45" W	51.72'
C-13	23.32'	125.00'	10°41'21"	11.69'	S 85°58'51" W	23.29'
C-14	86.89'	100.00'	49°50'26"	46.46'	S 66°24'19" W	84.27'
C-15	65.24'	75.00'	49°50'26"	34.85'	S 66°24'19" W	63.20'
C-16	52.63'	75.00'	40°12'19"	27.45'	S 68°37'04" E	51.56'
C-17	70.17'	100.00'	40°12'19"	36.60'	S 68°37'04" E	68.74'
C-18	16.52'	125.00'	7°34'23"	8.27'	S 52°18'06" E	16.51'
C-19	51.99'	125.00'	23°49'58"	26.38'	S 68°00'16" E	51.62'
C-20	18.20'	125.00'	8°44'59"	9.62'	S 84°19'14" E	19.18'
C-21	6.37'	80.00'	4°33'34"	3.18'	N 86°59'59" E	6.36'
C-22	15.31'	80.00'	10°57'59"	7.68'	N 81°14'13" E	15.29'
C-23	47.89'	80.00'	34°17'48"	24.69'	N 58°36'19" E	47.18'
C-24	47.35'	80.00'	33°54'52"	24.39'	N 24°29'58" E	46.67'
C-25	8.68'	80.00'	6°13'00"	4.34'	N 04°26'02" E	8.68'
C-26	86.35'	55.00'	89°57'15"	54.98'	N 46°18'09" E	77.75'
C-27	31.42'	30.00'	60°00'00"	17.32'	N 61°16'46" E	30.00'
C-28	15.68'	30.00'	29°57'15"	8.03'	N 16°18'09" E	15.51'
C-29	25.62'	20.00'	73°23'54"	14.91'	N 37°08'19" E	23.90'
C-30	32.89'	50.00'	37°41'41"	17.07'	S 54°59'25" W	32.30'
C-31	50.11'	50.00'	57°25'08"	27.38'	S 07°26'00" W	48.04'
C-32	47.06'	50.00'	53°55'35"	25.44'	S 48°14'21" E	45.34'
C-33	47.42'	50.00'	54°20'29"	25.66'	N 77°37'37" E	45.66'
C-34	43.65'	50.00'	50°01'01"	23.32'	N 25°26'52" E	42.28'

LINE TABLE

LINE	LENGTH	BEARING
L-1	84.72'	N 00°28'21" E
L-2	12.5'	
L-3	85.01'	
L-4	130.02'	
L-5	42'	
L-6	182.14'	
L-7	390.30'	
L-8	80.25'	
L-9	32.52'	
L-10	77.52'	
L-11	32.52'	
L-12	92.6'	
L-13	33.1'	
L-14	258.54'	
L-15	258.25'	
L-16	71.34'	
L-17	75.46'	
L-18	82.01'	
L-19	58.29'	
L-20	85.01'	
L-21	73.61'	
L-22	60.23'	
L-23	99.84'	
L-24	12.83'	
L-25	119.39'	
L-26	115.84'	
L-27	103.77'	
L-28	160.14'	
L-29	157.65'	
L-30	109.89'	
L-31	104.89'	
L-32	6.21'	
L-33	20.20'	N 39°32'38" W

HEALTH CERTIFICATE

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE NOT BEEN SATISFIED AND ARE IN FORCE FOR ALL RESIDENTIAL LOTS IN THIS SUBDIVISION.

LOTS 2 THROUGH 20 AND 22 THROUGH 36, BLOCK 1; LOTS 2 THROUGH 10, BLOCK 2; LOTS 1 THROUGH 6 AND 8 THROUGH 25, BLOCK 3; LOTS 2 THROUGH 4, BLOCK 4 AND LOTS 1 THROUGH 10, BLOCK 5.

NO OWNER SHALL CONSTRUCT ANY BUILDING, DWELLING OR SHELTER WHICH NECESSITATES THE SUPPLYING OF WATER OR SEWAGE FACILITIES FOR PERSONS USING SUCH PREMISES UNTIL SANITARY RESTRICTION REQUIREMENTS ARE SATISFIED AND LIFTED.

9/21/07
CENTRAL DISTRICT HEALTH DEPARTMENT EHS

CENTRAL DISTRICT HEALTH DEPARTMENT ADA COUNTY

PROFESSIONAL LAND SURVEYOR REGISTERED 4998 STATE OF IDAHO MICHAEL E. MARKS 9/21/07

NOTES:

1. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THESE LOTS ARE HEREBY DEDICATED AS HAVING A PERMANENT EASEMENT FOR PUBLIC UTILITIES, LOT DRAINAGE, SEWER, IRRIGATION AND STREET LIGHTS OVER THE TEN (10) FEET ADJACENT TO ANY PUBLIC STREET. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF HARD-SURFACED DRIVEWAYS AND WALKWAYS TO EACH LOT.

2. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A FIVE (5) FOOT PROPERTY DRAINAGE, PUBLIC UTILITY AND IRRIGATION EASEMENT ADJACENT TO ALL LOT LINES INSIDE THIS SUBDIVISION WHICH DO NOT FRONT A PUBLIC STREET.

3. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THE RE-SUBDIVISION.

4. IRRIGATION WATER HAS BEEN PROVIDED FROM THE CITY OF KUNA, IN COMPLIANCE WITH IDAHO CODE 31-3805(b). LOTS WITHIN THE SUBDIVISION WILL BE ENTITLED TO IRRIGATION WATER RIGHTS, AND WILL BE OBLIGATED FOR ASSESSMENTS FROM THE CITY OF KUNA.

5. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF KUNA APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR AS SPECIFICALLY APPROVED AND / OR REQUIRED, OR AS SHOWN ON THIS PLAT.

6. THE SILVERTIP SUBDIVISION HOME OWNER'S ASSOCIATION, OWNERSHIP AND/OR MAINTENANCE COMMITMENT MAY NOT BE ELIMINATED OR ASSIGNED TO OTHERS WITHOUT THE EXPRESS CONSENT OF THE CITY OF KUNA.

7. ALL LOTS SHOWN ON THIS PLAT ARE RESIDENTIAL LOTS EXCEPT LOTS 1 AND 21, BLOCK 1; LOT 1, BLOCK 2; LOT 7, BLOCK 3; LOT 1, BLOCK 4 AND WHICH ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE SILVERTIP HOME OWNER'S ASSOCIATION AND ARE COVERED BY A PUBLIC UTILITY EASEMENT.

8. THIS DEVELOPMENT RECOGNIZES IDAHO CODE 22-4503, RIGHT TO FARM ACT, WHICH STATES "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NON AGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR APPURTENANCE TO IT."

9. DIRECT LOT OR PARCEL ACCESS TO LUKER ROAD IS PROHIBITED.

10. A PORTION OF LOTS 1, 29, 30, 31 AND 32, BLOCK 1; LOTS 1, 2, 3, 4, 5, 6, 14, AND 15, BLOCK 3; LOTS 1, 3, AND 4, BLOCK 4; ARE SERVIENT TO AND CONTAIN THE ACHD STORM WATER DRAINAGE SYSTEM. THESE LOTS ARE ENCUMBERED BY THAT CERTAIN MASTER PERPETUAL STORM WATER DRAINAGE EASEMENT RECORDED ON JUNE 1, 2004 AS INSTRUMENT No. 104058411, OFFICIAL RECORDS OF ADA COUNTY, AND INCORPORATED HEREIN BY THIS REFERENCE AS IF SET FORTH IN FULL (THE "MASTER EASEMENT"). THE MASTER EASEMENT AND THE STORM WATER DRAINAGE SYSTEM ARE DEDICATED TO ACHD PURSUANT TO SECTION 40-2302 IDAHO CODE. THE MASTER EASEMENT IS FOR THE OPERATION AND MAINTENANCE OF THE STORM WATER DRAINAGE SYSTEM.

DEVELOPER:
GRIZZLY DEVELOPMENT

BOOK ____ PAGE ____

SHEET 1 OF 2
9/21/07-19279

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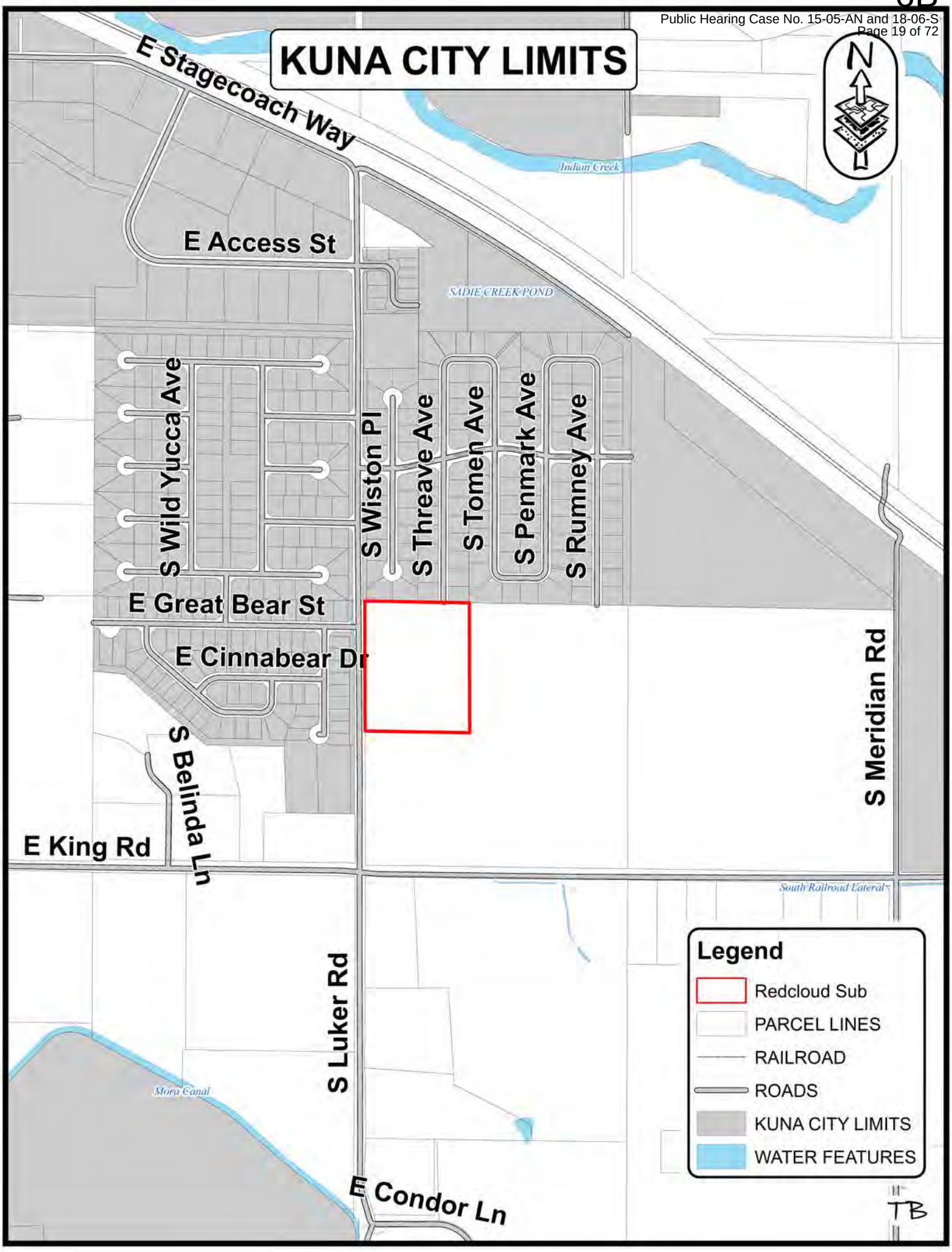
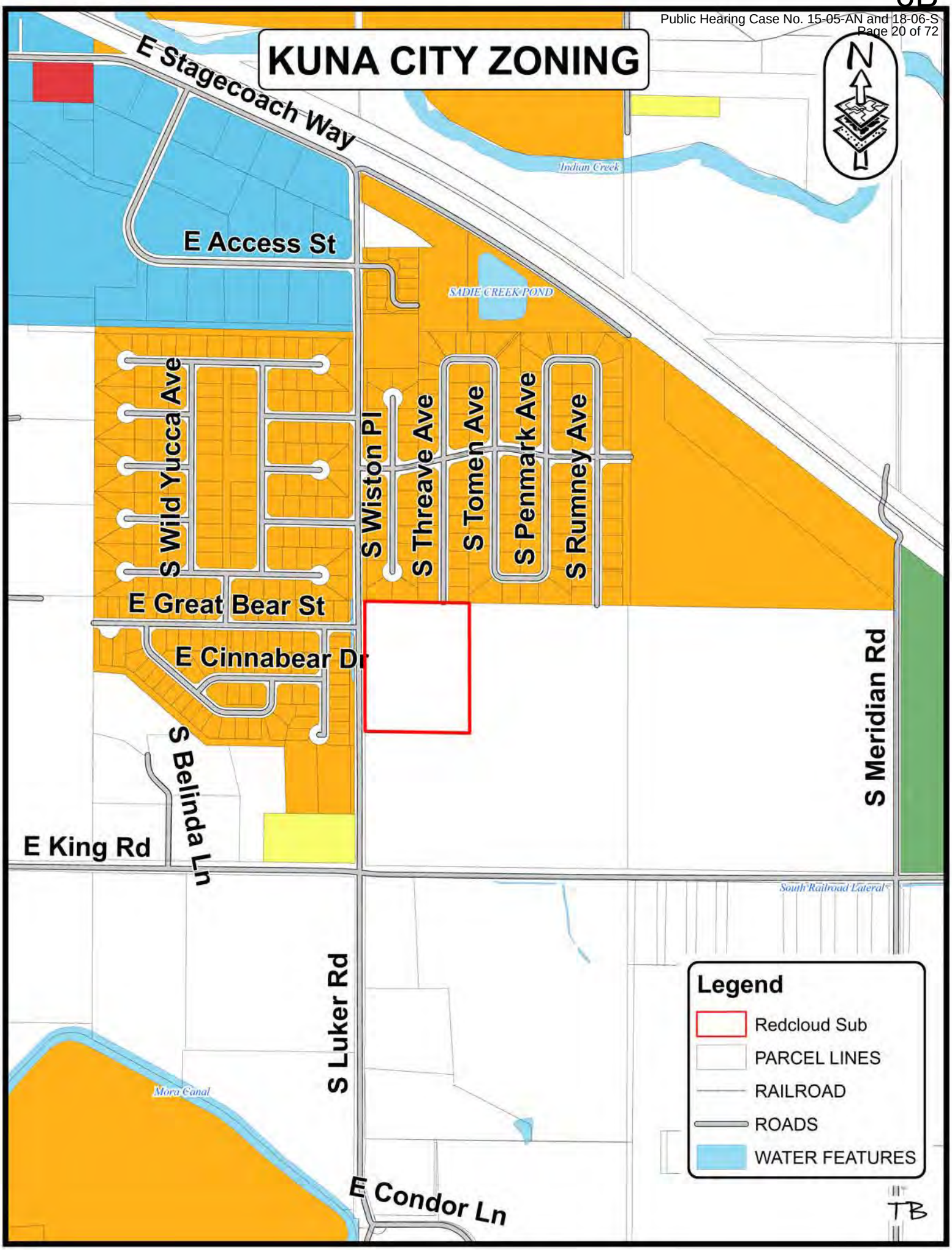

KUNA CITY LIMITS
E Stagecoach Way
Indian Creek
E Access St
SADIE CREEK POND
S Wild Yucca Ave
S Wiston Pl
S Threave Ave
S Tomen Ave
S Penmark Ave
S Rumney Ave
E Great Bear St
E Cinnabear Dr
S Meridian Rd
S Belinda Ln
E King Rd
South Railroad Lateral
S Luker Rd
Mora Canal
E Condor Ln
Legend
Redcloud Sub
PARCEL LINES
RAILROAD
ROADS
KUNA CITY LIMITS
WATER FEATURES
TB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S Luker Rd
Mora Canal
E Condor Ln
Legend
Redcloud Sub
PARCEL LINES
RAILROAD
ROADS
WATER FEATURES
TB

Vicinity Map

Setback/Zoning Table

PROPOSED ZONE	R6
MINIMUM LOT SIZE	4,500 SF
FRONT YARD SETBACK	20 FEET
REAR YARD SETBACK	15 FEET
STREET SIDE YARD SETBACK	20 FEET
INTERIOR SIDE YARD SETBACK	5 FEET
MAXIMUM BUILDING HEIGHT	35 FEET
MINIMUM STREET FRONTAGE	45 FEET
MAXIMUM LOT COVERAGE	40%
EXISTING ZONE	RUT

Land Use Calculations

DESCRIPTION	AREA (ACRES)	PERCENTAGE
PROJECT	8.0	100%
RESIDENTIAL LOTS	5.30	66.29%
OPEN SPACE AREA LOTS	0.46	5.70%
RIGHT-OF-WAY	2.24	28.01%

RESIDENTIAL LOTS	40
OPEN SPACE AREA LOTS	3
RESIDENTIAL DENSITY	5.13/Acre

Sewer Manhole Invert Table

SSMH NUMBER	INVERT IN			INVERT OUT			RIM/EG	DEPTH
	SIZE (IN)	ELEV	DIR	SIZE (IN)	ELEV	DIR	ELEV	(FEET)
EX--A	8	2697.73	W	8	2697.73	W	2701.83	4.10
1	8	2698.94	S	8	2698.84	W	2703.02	4.18
	8	2698.94	E					
2				8	2699.54	E	2703.51	3.97
3	8	2700.58	E	8	2700.48	N	2704.64	4.16
4				8	2701.12	E	2704.98	3.86
EX--B	8	2699.00	N	8	2699.00	N	2704.06	5.06
5	8	2699.70	E	8	2699.60	N	2704.51	4.91
	8	2699.70	S					
6	8	2701.34	S	8	2701.24	N	2705.53	4.29
7				8	2701.73	N	2705.71	3.98

Reference Documents

SUBDIVISION PLATS
- SILVERTIP SUBDIVISION, BOOK 99, PAGES 12689–12690
- SADIE CREEK SUBDIVISION NO. 1, BOOK 100, PAGES 12931–12935

RECORDS OF SURVEY
- ROS NO. 1500
- ROS NO. 1623
- ROS NO. 7205

DEEDS
WARRANTY DEED 102111368

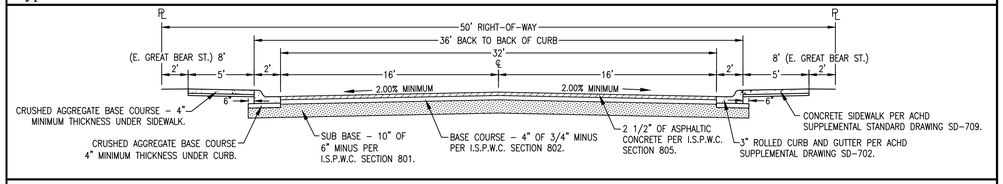
Notes

1. THERE ARE NO POTENTIALLY HAZARDOUS AREAS KNOWN OR IDENTIFIED.
2. THERE ARE NO STREAMS, PONDS, LAKES, OR WETLANDS ON THIS PROPERTY.
3. THERE ARE NO PERMANENT AND/OR SEASONAL HIGH GROUNDWATER AREAS ON THIS PROPERTY.
4. THERE ARE NO IDENTIFIED UNSTABLE ROCK FORMATIONS, OR LANDSLIDE AREAS ON THIS PROPERTY.
5. THIS PROPERTY IS NOT IN AN AQUIFER RECHARGE AREA.
6. NO UNSTABLE SOILS SUSCEPTIBLE TO EROSION EXISTING ON THIS PROPERTY. ALL AREAS ARE SUITABLE FOR DEVELOPMENT.
7. SANITARY SEWER SERVICE IS TO BE PROVIDED BY THE CITY OF KUNA
8. POTABLE WATER IS TO BE PROVIDED BY THE CITY OF KUNA.
9. PROPERTY LIES WITHIN THE BOISE KUNA IRRIGATION DISTRICT.
10. PROPERTY LIES WITHIN THE KUNA RURAL FIRE DISTRICT.
11. EXISTING IRRIGATION FACILITIES TO BE CONTINUED TO THEIR HISTORIC DISCHARGE POINTS.
12. THIS PROPERTY IS CURRENTLY ZONED RUT, PROPOSED ZONE R-6.
13. EXISTING USE: AGRICULTURAL.
14. CONTOUR INTERVAL: 1 FOOT DATUM: NAVD 88
15. COMMON AREAS SHOWN HEREON SHALL BE MAINTAINED BY THE HOMEOWNERS' ASSOCIATION.
16. THIS DEVELOPMENT ANTICIPATES USING SUBSURFACE STORM WATER DISPOSAL OF STORM WATER GENERATED FROM THE LOCAL ROAD SYSTEM.
17. PUBLIC UTILITIES ARE TO BE PROVIDED FROM THE PUBLIC UTILITY PROVIDERS FROM JOINT TRENCH ADJACENT TO THE PUBLIC ROADS. SPECIFIC DESIGN CRITERIA WILL BE MET DURING THE CONSTRUCTION APPROVAL PHASE OF THIS DEVELOPMENT.
18. THIS PARCEL LIES WITHIN THE "ZONE X" FLOODWAY PER FEMA MAP PANEL #16001C0400J, AREAS OF 0.2% ANNUAL CHANCE OF FLOOD.
19. THE FOLLOWING TAX PARCEL NUMBER IS INCLUDED WITHIN THIS SUBDIVISION: S1325438500.
20. POTABLE WATER, SANITARY SEWER AND PRESSURE IRRIGATION ARE AVAILABLE TO THIS SITE WITH THE EXTENSION OF SERVICES FROM MAINLINES AS REQUIRED AND SHOWN HEREON.
21. LOT 8, BLOCK 3, LOT 1, BLOCK 1, LOT 1, BLOCK 5 TO BE OWNED AND MAINTAINED BY THE HOA.

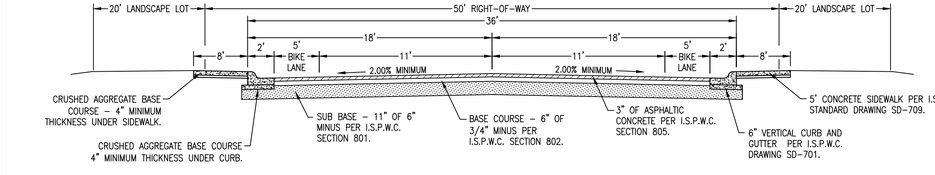
Legend

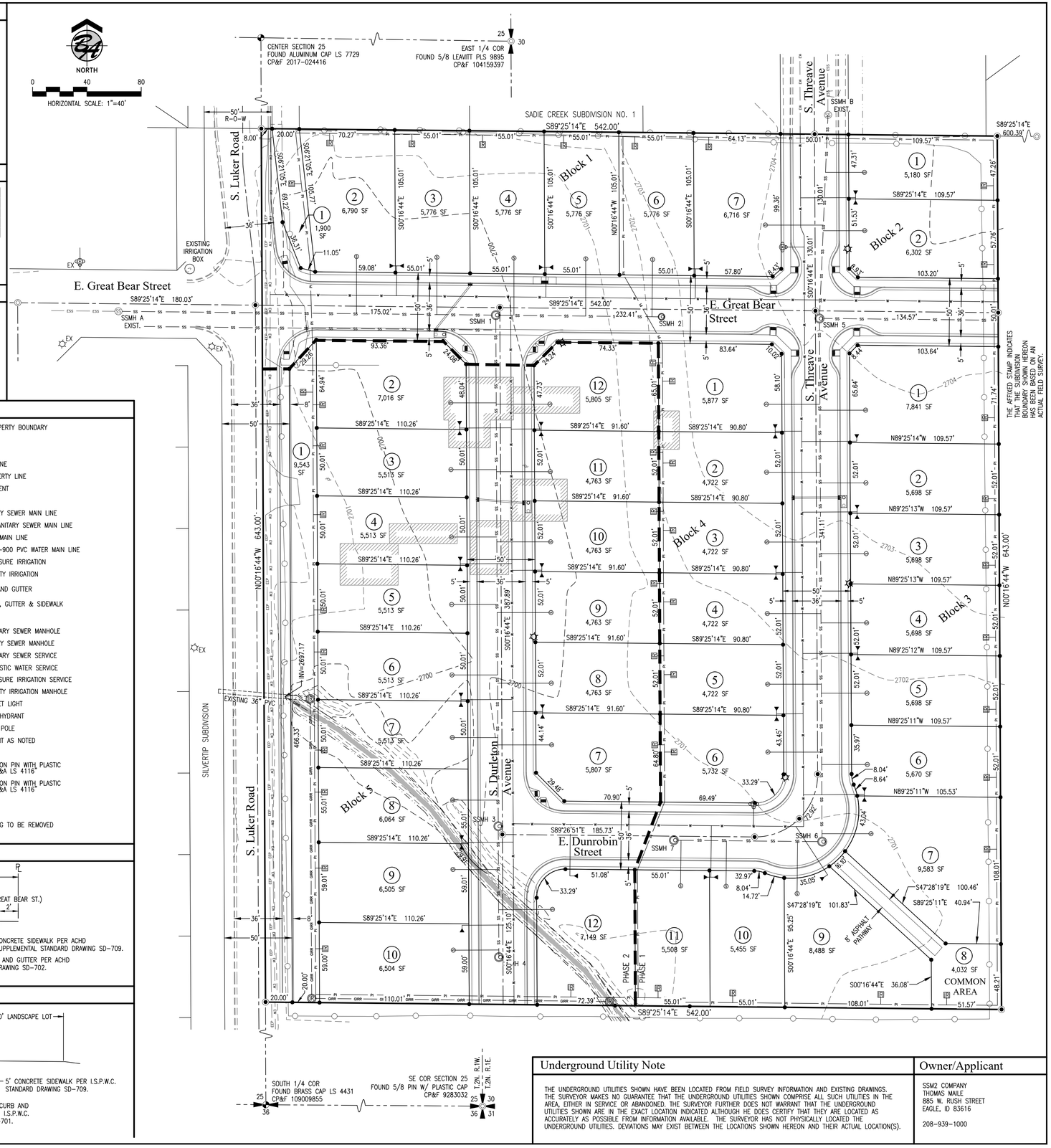
- PROJECT / PROPERTY BOUNDARY
- LOT LINE
- SECTION LINE
- STREET CENTERLINE
- ADJOINING PROPERTY LINE
- SIDEWALK EASEMENT
- EXISTING FENCE
- EXISTING SANITARY SEWER MAIN LINE
- PROPOSED 8" SANITARY SEWER MAIN LINE
- EXISTING WATER MAIN LINE
- PROPOSED 8" C-900 PVC WATER MAIN LINE
- PROPOSED PRESSURE IRRIGATION
- PROPOSED GRAVITY IRRIGATION
- EXISTING CURB AND GUTTER
- PROPOSED CURB, GUTTER & SIDEWALK
- EXISTING DITCH
- SSMH 1 — PROPOSED SANITARY SEWER MANHOLE
- SSMH A EXIST. — EXISTING SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER SERVICE
- PROPOSED DOMESTIC WATER SERVICE
- PROPOSED PRESSURE IRRIGATION SERVICE
- PROPOSED GRAVITY IRRIGATION MANHOLE
- PROPOSED STREET LIGHT
- PROPOSED FIRE HYDRANT
- EXISTING UTILITY POLE
- FOUND MONUMENT AS NOTED
- FOUND 5/8" PIN
- SET 1/2"X24" IRON PIN WITH PLASTIC CAP LABELED "B&A LS 4116"
- SET 5/8"x30" IRON PIN WITH PLASTIC CAP LABELED "B&A LS 4116"
- (2) — LOT NUMBER
- EXISTING BUILDING TO BE REMOVED

Typical 50-Foot Local Street Section NOT TO SCALE



Residential Collector Street Section (S. Luker Road) NOT TO SCALE





Underground Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. DEVIATIONS MAY EXIST BETWEEN THE LOCATIONS SHOWN HEREON AND THEIR ACTUAL LOCATION(S).

Owner/Applicant

SSM2 COMPANY
THOMAS MAILE
885 W. RUSH STREET
EAGLE, ID 83616

208-939-1000

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

REGISTERED PROFESSIONAL ENGINEER 4116 STATE OF IDAHO JOSEPH D. CANNING

THE AFFIXED STAMP INDICATES THAT THE SUBDIVISION BOUNDARY SHOWN HEREON HAS BEEN BASED ON AN ACTUAL FIELD SURVEY.

Preliminary Plat

Red Cloud Subdivision

SITUATE IN SECTION 25, T.2 N., R. 1 W., BOISE MERIDIAN, ADA COUNTY, IDAHO
CITY OF KUNA, ADA COUNTY, IDAHO

Revisions

REV.	DESC.	DATE/BY
A	ADDED EXISTING BUILDING LOCATIONS	10-22-18 KMK
B	REVISED PHASING AND LAYOUT	12-14-18 NPL

SCALE: 1" = 40'
DATE: DECEMBER 13, 2018
DRAWN BY: N.P. LA CROSS
CHECKED BY: J.D. CANNING
PROJECT NO. M128
DRAWING FILE NAME: M128 LUKER ROAD.dwg

SHEET NO:
1

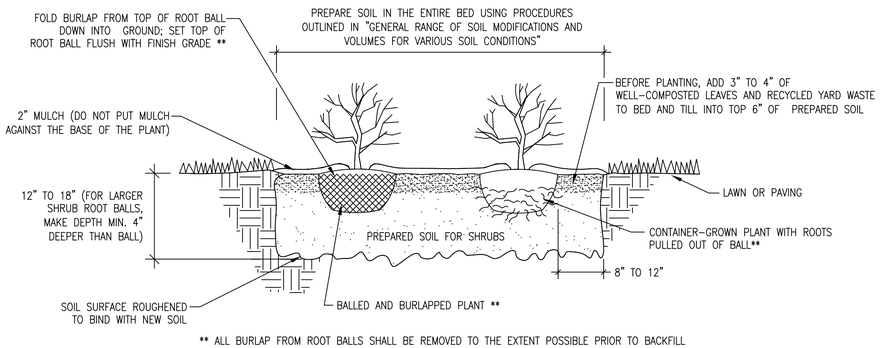
Plant Palette Table

	COMMON NAME	BOTANICAL NAME	SIZE
	EVERGREEN TREES		
1 TOTAL FROM TABLE	AUSTRIAN PINE	PINUS NIGRA	6–8' HT B&B
	COLORADO BLUE SPRUCE	PICEA PUNGENS 'GLAUCA'	6–8' HT B&B
	SHADE TREES		
1 TOTAL FROM TABLE	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	2" CALIP B&B
	DEBORAH MAPLE	ACER PLATANOIDES 'DEBORAH'	2" CALIP B&B
	LONDON PLANETREE	PLATANUS X ACERIFOLIA 'BLOODGOOD'	2" CALIP B&B
	SHADEMASTER HONEYLOCUST	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	2" CALIP B&B
	WORPLESDON SWEETGUM	LIQUIDAMBAR STYRACIFLUA	2" CALIP B&B
	GREENSPIRE LINDEN	TILIA CORDATA 'GREENSPIRE'	2" CALIP B&B
	ORNAMENTAL TREES		
1 TOTAL FROM TABLE	ARISTOCRAT PEAR	PYRUS CALLERYANA 'ARISTOCRAT'	2" CALIP B&B
	FLAME AMUR MAPLE	ACER GINNALA 'FLAME'	2" CALIP B&B
	PRAIRIFIRE CRAB	MALUS 'PRAIRIFIRE'	2" CALIP B&B
	REDBUD	CERCIS CANADENSIS	2" CALIP B&B
	SPRING SNOW CRAB	MALUS 'SPRING SNOW'	2" CALIP B&B
	WASHINGTON HAWTHORN	CRATAEGUS PHAENOPYRUM	2" CALIP B&B

	COMMON NAME	BOTANICAL NAME	SIZE
	SHRUBS/ORNAMENTAL GRASSES		
3 TOTAL SHRUBS 3 TOTAL GRASSES FROM TABLE	ANTHONY WATERER SPIRAEA	SPIRAEA x BUMALDA 'ANTHONY WATERER'	5 GAL
	BLUE CHIP JUNIPER	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	5 GAL
	BLUE OAT GRASS	HELICTOTRICHON SEMPERVIRENS	2 GAL
	CHAMPLAIN ROSE	ROSA 'CHAMPLAIN'	3 GAL
	CREEPING MAHONIA	MAHONIA REPENS	3 GAL
	CRIMSON PYGMY BARBERRY	BERBERIS THUNBERGII 'CRIMSON PYGMY'	3 GAL
	DIABOLO NINEBARK	PHYSOCARPUS OPULIFOLIUS 'MONLO'	5 GAL
	DWARF ARCTIC WILLOW	SALIX PURPUREA 'NANA'	5 GAL
	FLAME GRASS	MISCANTHUS SINENSIS 'PURPURASCENS'	2 GAL
	GOLDMOUND SPIREA	SPIRAEA x BUMALDA 'GOLDMOUND'	3 GAL
	GRO–LOW SUMAC	RHUS AROMATICA 'GRO–LOW'	3 GAL
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	5 GAL
	NEARLY WILD ROSE	ROSA 'NEARLY WILD'	3 GAL

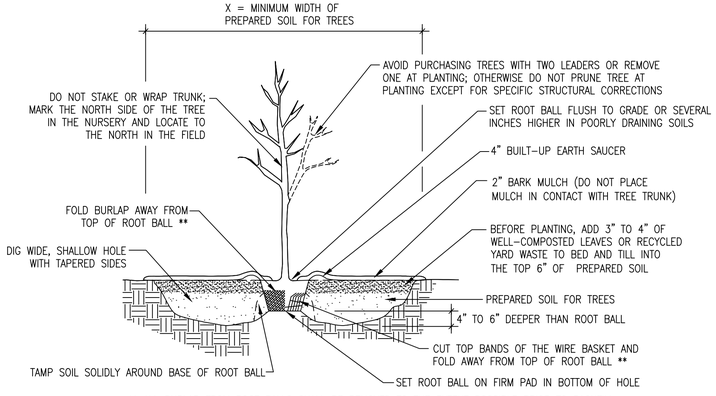
Notes

1. ALL PLANTS SHALL MEET OR EXCEED MINIMUM KUNA CITY ORDINANCE REQUIREMENTS.
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. ALL COMMON SPACE LANDSCAPING SHALL BE OWNED AND MAINTAINED BY A HOMEOWNER'S ASSOCIATION.
4. NO TREES SHALL IMPEDE THE 40–FOOT VISION TRIANGLES AT ROAD INTERSECTIONS. NO TREES OR SHRUBS OVER 3–FEET HIGH AT MATURITY SHALL BE PLANTED WITHIN STREET VISION TRIANGLES.
5. NO TREES SHALL BE PLANTED WITHIN 10–FEET OF ANY ADA COUNTY HIGHWAY DISTRICT STORM DRAINAGE FACILITIES. NO TREES SHALL BE PLANTED WITHIN 50–FEET OF STOP SIGNS.
6. INSTALLATION OF REQUIRED PLANTING ON THE RESIDENTIAL LOTS SHALL BE COMPLETED AS REQUIRED AT THE TIME OF HOME CONSTRUCTION.
7. ALL COMMON LOTS SHALL BE PLANTED WITH HYDROSEED OR SOD AFTER TREE PLANTING.



** ALL BURLAP FROM ROOT BALLS SHALL BE REMOVED TO THE EXTENT POSSIBLE PRIOR TO BACKFILL

Typical Shrub Planting Detail
NOT TO SCALE



** ALL BURLAP FROM ROOT BALLS SHALL BE REMOVED TO THE EXTENT POSSIBLE PRIOR TO BACKFILL

Typical Tree Planting Detail
NOT TO SCALE

Calculations

LANDSCAPE BUFFER S. LUKER ROAD

TOTAL LENGTH 565 L.F.

REQUIRED	INSTALLED
12 SHADE/ORNAMENTAL TREES	18
17 EVERGREENS	20
68 SHRUBS/ORNAMENTAL GRASSES	69

Fencing

6–FOOT VINYL PRIVACY FENCING SHALL BE INSTALLED ALONG THE SOUTH AND EAST BOUNDARIES OF THE DEVELOPMENT AND ALONG THE REAR OF THE LOTS ABUTTING THE 20' LANDSCAPE BUFFER ALONG LUKER ROAD, PURSUANT TO MANUFACTURES SPECIFICATIONS. (EXISTING VINYL FENCE ALONG NORTH BOUNDARY)

TOTAL LINEAL FOOTAGE = 1,650 L.F.

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

REGISTERED PROFESSIONAL ENGINEER 4116 STATE OF IDAHO JOSEPH D. CANNING

Landscape Plan

Red Cloud Subdivision
SITUATE IN SECTION 25, T.2 N., R. 1 W., BOISE MERIDIAN, CITY OF KUNA, ADA COUNTY, IDAHO

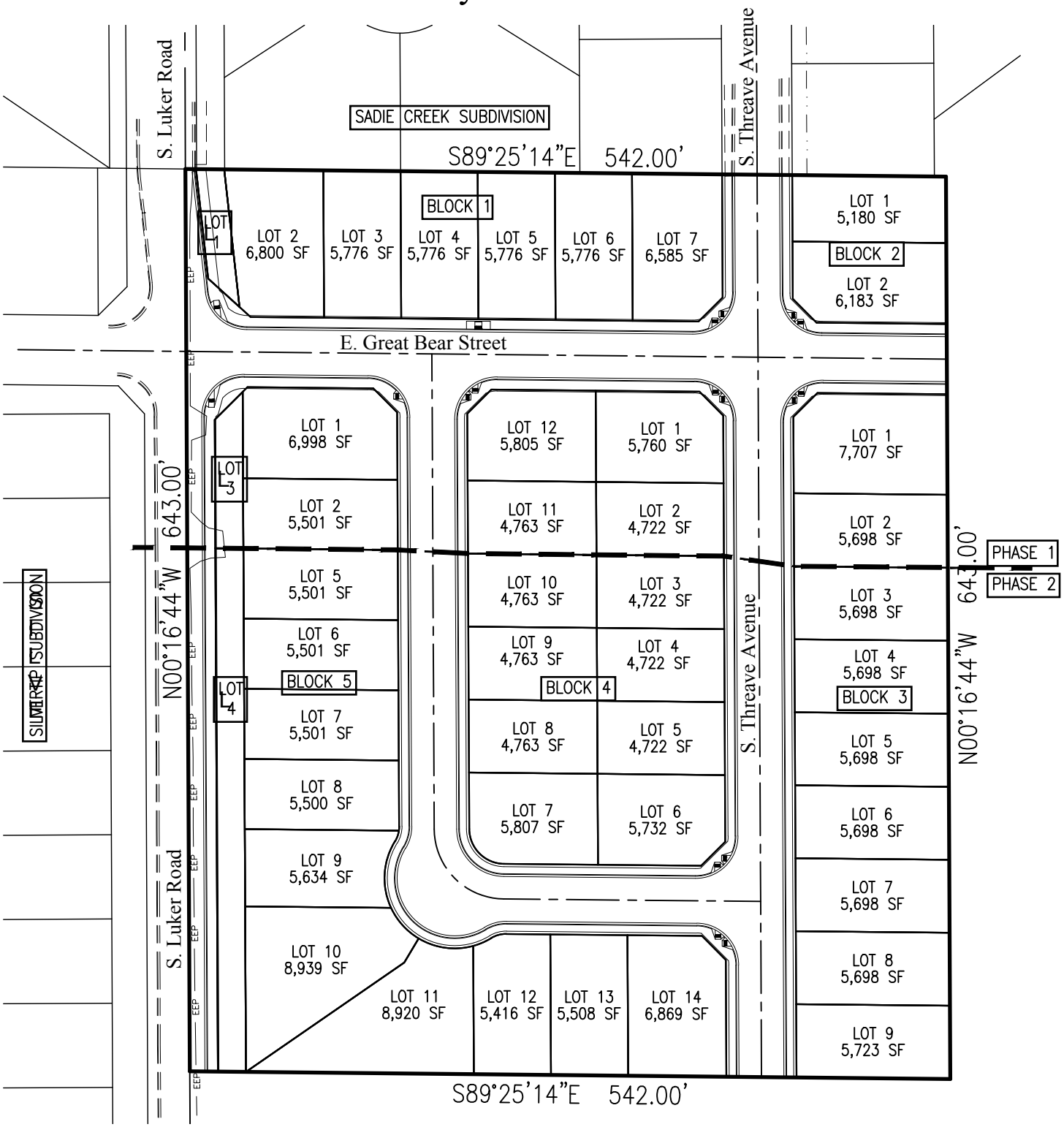
Revisions

REV.	DESC.	DATE/BY

SCALE: 1" = 50'
DATE: AUGUST 1, 2018
DRAWN BY: N.P. LA CROSS
CHECKED BY: J.D. CANNING
PROJECT NO. M1728
DRAWING FILE NAME: M1728 LANDSCAPE PLAN.DWG

SHEET NO:
1 of 1

Red Cloud Subdivision
Layout Sketch



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

NORTH
SCALE: 1"=100'

CITY OF KUNA

P.O. BOX 13

KUNA. ID 83634

Paul A. Stevens, P.E.

Kuna City Engineer

PRELIMINARY PLAT REVIEW MEMORANDUM

Date: **6 December 2018**

From: **Paul A. Stevens, P.E.**

To: **Wendy Howell, Planning and Zoning Director**

RE: **Red Cloud Subdivision**

The Preliminary Plat request by SSM Company, dated October 31, 2018 has been reviewed. The proposed preliminary plat provided shows 41 single family buildable lots and 3 common lots. The following narrative resulted.

1. Sanitary Sewer Needs

a) The City has sufficient sewer *treatment* capacity to serve Red Cloud Subdivision as proposed at the South Wastewater Treatment facility.

b) The south wastewater treatment facility is fed from Ten Mile Lift Station. This lift station is currently operating approximately 189 EDUs above capacity. Additional capacity will not be available until the new Orchard Lift Station is put into service (early 2019). 248 EDUs will be diverted from the current Ten Mile Lift Station resulting with 59 available EDUs in Ten Mile Lift Station once the new lift station is on line.

c) This property was not included in Local Improvement District 2006-1. No sewer connection fees were pre-paid. Consequently, no connection fee credits and no reserved sewer treatment capacity have been set aside for Red Cloud Subdivision. Sufficient treatment connections are available at standard rates to serve this site. When connecting to the sewer system, the applicant shall abide by any relevant sewer reimbursement policies and agreements and any relevant connection fees as established by the Kuna City Council at the time of connection.

d) City Code (6-4-2O) requires connection to the City sewer system for all sanitary sewer needs.

e) For any connected load, it is recommended that this application be conditioned to conform to the sewer master plan. Developer's engineer shall provide verification of gravity flow from this project.

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 at useable depths.

g) For assistance in locating existing facilities and understanding issues associated with connection, please contact the GIS Manager at 287-1726.

2. Potable Water Needs

a) The City has sufficient potable water supply to serve Red Cloud Subdivision. Red Cloud Subdivision shall be subject to connection fees for the demand of the ultimate connected load as provided in the City's Fee Resolution and Standard Table.
b) The nearest available water main (12 inch) is located in the S. Luker Road immediately adjacent to this site. The water main line shall also connect to the water main is S Threave Avenue such that appropriate main line looping occurs.
c) City Code (6-4-2X) requires connection to the City water system for all potable water needs.
d) For any connected load, it is recommended this application be conditioned to conform to the water master plan.
e) A minimum of 8-inch water mains should be installed by developer in internal subdivision streets.
f) At least 8-inch water mains are to be extended and connected by developer to water trunk lines and mains through all stub and entry-way streets.
g) Improvements necessary to provide adequate fire protection as required by Kuna Fire District will be required of the development.
h) For assistance in locating existing facilities, please contact the GIS Manager at 287-1726.

3. Pressure Irrigation

a) The applicant's property is not connected to the City pressure irrigation system. The nearest pressure main (12-inch) is located in S. Luker Road approximately 50 feet from the proposed main entrance to Red Cloud Subdivision.
b) The property's irrigation needs are presently served by the Boise-Kuna Irrigation District.
c) Relying on drinking water for irrigation purposes is contrary to City Code (6-4-2I) and the public interest and is not accounted for in the approved Water Master Plan. It is recommended that this project be conditioned to require connection and annexation to the City Pressure Irrigation system at the time of development.
d) The development is subject to connection fees based on number of dwellings and lot size for the residential area and based on ultimate landscaped area for the common lots, as provided in City Resolutions.
e) For any connected load, it is recommended that this application be conditioned to conform to the Pressure Irrigation Master Plan. The Master Plan designates the providing of a 12-inch trunk line in the S. Luker Road .
f) It is further recommended that annexation into the municipal irrigation district and pooling of water rights is a requirement at the time of final platting.
g) It is recommended that conformity with approved City PI standards is required, including the providing of adequately sized internal and boundary loop lines. Preliminarily, pressurized irrigation lines 6-inch diameter shall be provided along the south and east borders of the site. All pressurized irrigation shall be looped wherever possible and connected to adjacent properties.

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 of 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) All new development shall provide a documentation map that illustrates existing surface and sub-surface water irrigation supply system and drainage ways in/on the applicant's property and in the right-of-way adjacent to the proposed development with the construction plan set. The maps 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 an Idaho licensed professional engineer. Provide drainage/irrigation drawings with the project plan set for review by the City Engineer. Construction and materials shall be acceptable to the City Engineer. Facilities provided must be accessible (easements or right-of-way) for continued maintenance, and if necessary, replacement.

5. General

a) With the addition of this property into the corporate limits of Kuna and its potential connection to sewer, water and irrigation services, this property will be placing demand not only on constructed facilities but on water rights provided by others. It is the reasonable expectation, in return, that this property transfer to the City, at time of connection, any conveyable water rights by deed and "Change of Ownership" form from IDWR. The domestic water right associated solely with a residence and ½ acre or less is not conveyable. The water right held in trust by an irrigation district is also not conveyable.
b) A plan approval letter will be required if this project affects any local irrigation districts or its facilities. Indian Creek is one of those 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) 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 final approval. The applicant is advised that detailed review and plan approval occurs at the time of approval of the official improvement plans.

6. Inspection Fees

An inspection fee will be required for City inspection of the construction of any public 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 S. Luker Road. This road is considered a quarter line road by the various master plans.

a) Sufficient half right-of-way on the quarter line and section line for the classified streets should be provided pursuant to City and ACHD standards.
b) Residential Easements – City Code (6-3-8) requires the providing of 10-foot front and back lot line easements and side-lot easements, as necessary. The Engineering Team recommends the following:
    a. 10-foot minimum subdivision boundary easement – which can be reduced to 5' on the phase lines if there are no irrigation or public utilities within those easements;
    b. 10-foot minimum street frontage easement for public utilities and irrigation;
    c. 10-foot back lot line easement as required in code for irrigation;
    d. 5-foot side lot line easement as required in code for irrigation;
    e. Additional easements as needed for facilities not in right-of-way of width and alignment acceptable to the City.
c) It is recommended that approaches onto classified streets comply with ACHD approach policies.
d) It is recommended that sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, are provided at the time of land-use change, development or re-development.

8. As-Built Drawings

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

9. Phasing of Development

a) Any phasing plan, to be acceptable, must extend city services, extend transportation facilities and extend other utilities in a manner to maintain reliable service to the buildable lots in the subdivision and not disrupt 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 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 is required to provide a metes and bounds property description of the subject parcel.

Project/File: **Red Cloud Subdivision / KPP18-0013 / 18-05-AN, 18-06-S**
The applicant is requesting annexation and preliminary plat approval of Red Cloud Subdivision. The proposed residential subdivision consists of 41 buildable lots and 3 common lots on 8-acres located at the southeast corner of Luker Road and Great Bear Street in Kuna, Idaho.

Lead Agency: City of Kuna

Site address: 1250 S. Luker Road

Staff Approval: December 7, 2018

Applicant: Alex McDonald & Thomas Maile
SSM2, Company
885 W. Rush Rd.
Eagle, ID 83616

Staff Contact: Austin Miller
Phone: 387-6335
E-mail: amiller@achdidaho.org

A. Findings of Fact

1. **Description of Application:** The applicant is requesting annexation and preliminary plat approval of Red Cloud Subdivision. The proposed residential subdivision consists of 41 buildable lots and 3 common lots on 8-acres located at the southeast corner of Luker Road and Great Bear Street in Kuna, Idaho. The proposed use is consistent with the City of Kuna's comprehensive plan which calls for medium density residential.

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

Direction	Land Use	Zoning
North	Sadie Creek Subdivision	R-6
South	Rural to Urban Transition Zone	RUT
East	Rural to Urban Transition Zone	RUT
West	Silver Tip Subdivision	R-6

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

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:

   - Owl Subdivision, a proposed 4-lot residential preliminary plat, located at the northeast corner of the intersection of Swan Falls Road and King Road is currently under review by ACHD and Ada County Development Services.

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

6. **New Center Lane Miles:** The proposed development includes 0.34 centerline miles of new public road.

7. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.

8. **Capital Improvements Plan (CIP) / Integrated Five Year Work Plan (IFYWP):**

   There are no roadways, bridges or intersections in the general vicinity of the project that are in the Integrated Five Year Work Plan (IFYWP) or the District's Capital Improvement Plan (CIP).

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 387 additional vehicle trips per day; 41 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

2. **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
King Road	None	Minor Arterial	82	Better than "E"
Luker Road	643-feet	Collector	N/A	N/A
Threave Avenue	50-feet	Local	N/A	N/A

   * Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).
   * Acceptable level of service for a two-lane collector is "D" (425 VPH).

3. **Average Daily Traffic Count (VDT)**
   Average daily traffic counts are based on ACHD's most current traffic counts.

   - The average daily traffic count for King Road east of Swan Falls Road was April 16, 2014.
   - Current traffic counts are not available for this segment of Luker Road.
   - Current traffic counts are not available for this segment of Threave Avenue.

C. Findings for Consideration

1. Luker Road

a. Existing Conditions: Luker Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Luker Road (30-feet from centerline).

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. This segment of Luker Road is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 54-feet of right-of-way.

c. **Applicant Proposal:** The applicant is proposing to improve Luker Road abutting the site as a 36-foot street section with vertical curb, gutter and attached sidewalk.

d. **Staff Comments/Recommendations:** The applicant should be required to improve Luker Road abutting the site as a 36-foot collector street section, with vertical curb, gutter and 7-foot wide attached concrete sidewalk (or 5-foot wide detached) abutting the site.

2. Internal Local Streets

a. **Existing Conditions:** No local streets exist internal to the site.

Threave Avenue stubs to the site's northern property line located 420-feet east of Luker Road (measured centerline to centerline).

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.

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: Unless otherwise approved by Kuna, 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.

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.

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.

Speed Control and Traffic Calming Policy: District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If

the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require maintenance and/or license agreement.

c. Applicant's Proposal: The applicant is proposing to construct all internal local streets as 36-foot street sections with curb, gutter and 5-foot wide attached sidewalk.

The applicant is proposing to construct a knuckle at the intersection of Durleton Avenue and Dunrobin Street.

The applicant is proposing to extend Threave Avenue into the site.

The applicant is proposing to construct 2 stub streets as follows:

- Great Bear Street is proposed to stub to the eastern property line 130-feet south of the northern property line.
- Threave Avenue is proposed to stub to the southern property line 420-feet east of Luker Road (measured centerline to centerline).

Both proposed stub streets are less than 150-feet in length.

d. Staff Comments/Recommendations: The applicant should be required to construct all internal local streets as 36-foot street sections with curb, gutter and 5-foot wide attached concrete sidewalk.

The applicant's proposal to extend Threave Avenue into the site meets District policy, however the stub to the southern property line does not meet District design standards as Threave Avenue would be in excess of 1,350-feet. The applicant should terminate Threave Avenue at Dunrobin Street. The applicant should be required to stub Durleton Avenue to the south (as depicted to the right). A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." As the stub street is less than 150-feet long a temporary turnaround is not required.

The applicant should be required to construct bulb-outs at the intersection of Threave Avenue and Great Bear Street to serve as traffic calming, providing 24-feet of pavement between each bulb-out.

3. Roadway Offsets

a. Existing Conditions: No streets exist internal to the site.

b. Policy:

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

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

c. Applicant's Proposal: The applicant is proposing to construct Great Bear Street aligned with Great Bear Street to the west of Luker Road. The applicant is proposing all internal street offsets to exceed 125-feet (measured centerline to centerline).

d. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved as proposed.

4. 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.

5. 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.

6. Other Access

Luker Road is classified as a collector roadway. Direct lot access is prohibited to this roadway and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Improve Luker Road abutting the site as a 36-foot collector street section, with vertical curb, gutter and 7-foot wide attached concrete sidewalk (of 5-foot wide detached) abutting the site.

2. Construct all internal local streets as 36-foot street sections with curb, gutter and 5-foot wide attached concrete sidewalk.

3. Extend the stub of Threave Avenue into the site, terminating at Dunrobin Street.

4. Stub Durleton Avenue to the south. Install a sign at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

5. Stub Great Bear Street to the east. Install a sign at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

6. Construct bulb-outs at the intersection of Threave Avenue and Great Bear Street, providing 24-feet of pavement between each bulb-out.

7. Align Great Bear Street with the street on the west side of Luker Road. Construct all internal street offsets to exceed 125-feet (measured centerline to centerline).

8. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.

9. Payment of impact fees is due prior to issuance of a building permit.

10. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

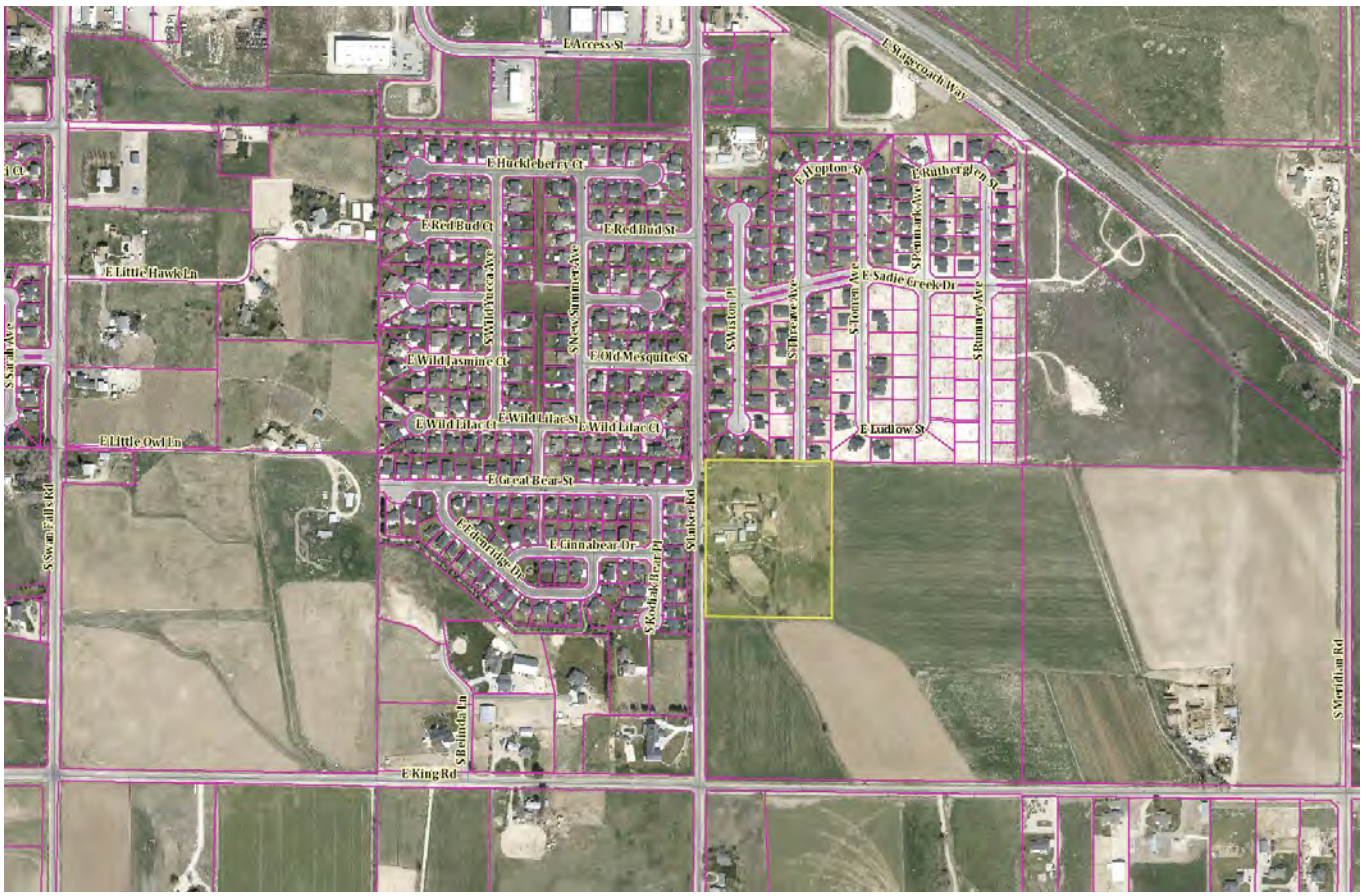
F. Conclusions of Law

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

G. Attachments

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

VICINITY MAP



SITE PLAN

EXISTING 6' VINYL FENCE
S89°25'14"E 542.00'
S. Threave Avenue
6' VINYL FENCE
Block 1
Block 2
S. Luker Road
E. Great Bear Street
E. Great Bear Street
N00°16'44"W 643.00'
S. Durleton Avenue
Block 4
S. Threave Avenue
Block 5
Block 3
E. Dunrobin Street
6' VINYL FENCE
S89°25'14"E 542.00'

Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

☒Submit a development application to a City or to Ada County

☒The City or the County will transmit the development application to ACHD

☒The ACHD **Planning Review Section** will receive the development application to review

☒The **Planning Review Section** will do one of the following:

☐Send a **"No Review"** letter to the applicant stating that there are no site specific conditions of approval at this time.

☒Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

☐Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

☐For **ALL** development applications, including those receiving a **"No Review"** letter:

- The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
- The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:
Construction (Non-Subdivisions)
☐ **Driveway or Property Approach(s)**

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

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

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

Construction (Subdivisions)
☐ **Sediment & Erosion Submittal**

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

☐ **Idaho Power Company**

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

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

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

    a. Filing Fee: The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

    b. Initiation: An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

    c. Time to Reply: The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

    d. Notice of Hearing: Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

    e. Action by Commission: Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

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

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

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

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

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

06 November 2018

City of Kuna
P.O. Box 13
Kuna, Idaho 83634

RE: Red Cloud Sub **18-05-S**
1250 S Luker, Kuna 83634
Boise-Kuna Irrigation District BK-393
South Railroad Lateral 115+50
Sec. 25, T2N, R1W, BM.

RECEIVED
NOV 08 2018
CITY OF KUNA

Troy Behunin, Planner:

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

Whereas this property lies within the Boise-Kuna Irrigation District it is important that representatives of this development contact the BKID office as soon as possible to discuss a pressure system prior to any costly design work. If applicable, the irrigation system will have to be built to specific specifications as set by the District / Project.

Boise Project Board of Control must receive a written response from the Boise-Kuna Irrigation District as to who will own and operate the pressure irrigation system prior to review and approval of an irrigation plan by Boise Project Board of Control.

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

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

Sincerely,

Thomas Ritthaler
Management / GIS

tbr/tr
cc: Clint McCormick Watermaster, Div; 2 BPBC
Lauren Boehlke Secretary – Treasurer, BKID
File

CENTRAL DISTRICT HEALTH DEPARTMENT

CENTRAL DISTRICT HEALTH DEPARTMENT

Environmental Health Division

Return to:
- ☐ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☒ Kuna
- ☐ Meridian
- ☐ Star

Rezone # _____

Conditional Use # _____

Preliminary / Final / Short Plat 18-06-S

Red Cloud

RECEIVED
NOV 21 2018
CITY OF KUNA

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

☐ 4. We will require more data concerning soil conditions on this Proposal before we can comment.

☐ 5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
- ☐ high seasonal ground water
- ☐ bedrock from original grade
- ☐ waste flow characteristics
- ☐ other _____

☐ 6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☐ 7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.

☒ 8. After written approval from appropriate entities are submitted, we can approve this proposal for:
- ☒ central sewage
- ☐ interim sewage
- ☐ individual sewage
- ☐ community sewage system
- ☒ central water
- ☐ individual water
- ☐ community water well

☒ 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
- ☒ central sewage
- ☐ sewage dry lines
- ☐ community sewage system
- ☐ central water
- ☐ community water

☐ 10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.

☐ 11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 12. We will require plans be submitted for a plan review for any:
- ☐ food establishment
- ☐ beverage establishment
- ☐ swimming pools or spas
- ☐ grocery store
- ☐ child care center

☒ 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.

☐ 14. _____ Reviewed By: Rob Bodi

_____ Date: 11/16/18

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:	*November 15, 2018*
Agency Requesting Comments:	*City of Kuna*
Date Request Received:	*November 2, 2018*
Applicant/Description:	*Red Cloud Subdivision 18-05-AN and 18-06-S*

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

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

1. Air Quality

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

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

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

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

2. Wastewater and Recycled Water

- *DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.*

- *IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.*

  All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.

- *DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.*

- *DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

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

3. Drinking Water

- *DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.*

- *IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.*

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

- *DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at http://www.deq.idaho.gov/water-quality/drinking-water.aspx). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.*

- *If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.*

- *DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.*

- *DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

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

4. Surface Water

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

- *If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.*

- *The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call 208-334-2190 for more information. Information is also available on the IDWR website at:* http://www.idwr.idaho.gov/WaterManagement/StreamsDams/Streams/AlterationPermit/AlterationPermit.htm

- *The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.*

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

5. Hazardous Waste And Ground Water Contamination

- ***Hazardous Waste.*** *The types and number of requirements that must be complied with under the federal Resource 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 2018AEK177

November 14, 2018

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

VIA EMAIL

Development Application	**18-05-AN, 18-06-S**
Project Name	**RED CLOUD SUBDIVISION**
Project Location	1250 South Luker Road, 1.75 miles south of SH-69 milepost 1.75
Project Description	Annex into Kuna City limits, and also seeks approval for a Preliminary Plat for the approx. eight acres. Applicant's proposes to divide this parcel into 41 buildable and 3 common lots.
Applicant	SSM2 Company

The Idaho Transportation Department (ITD) reviewed the referenced annexation and preliminary plat applications and has the following comments:

1. This project does not abut the State highway system.

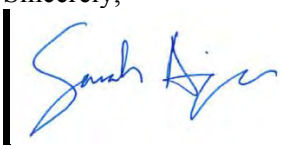
2. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State highway.

3. All signing shall meet the requirements of IDAPA 39.03.60 rules which govern advertising along the State highway system. The applicant may contact Justin Pond, Program Manager for ITD's Headquarters Right-of-Way Section at 334-8832 for more information.

4. ITD does not object to the annexation and preliminary plat as presented in the application.

If you have any questions, you may contact Ken Couch at (208) 332-7190 or me at (208) 334-8338.

Sincerely,



Sarah Arjona
Development Services
Sarah.Arjona@itd.idaho.gov

Maintenance Agreement For Common Lots

(section numbers to be revised as part of full CCR's)

5.5.2.1 Operation and Maintenance of Red Cloud Common Area Operate, maintain, and otherwise manage or provide for the operation, maintenance, and management of the Red Cloud Common Area, including but not limited to, the repair and replacement of property damaged or destroyed by casualty loss and the maintenance and repair of the private streets and streetlights.

Specifically, the Association shall, at Grantors sole discretion, operate and maintain all properties owned by Grantor which are designated by Grantor for temporary or permanent use by Members of the Association. Such properties may include those lands intended for open space uses.

Additionally, the Association shall maintain the security and privacy gate or gates installed on the Red Cloud Common Area of the Property.

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

5.5.2.3 Maintenance of Berms and Fences. Maintain any and all berms, fences, and/or landscaping within the Red Cloud Common Area.

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

shall pay all other federal, state or local taxes, including income or corporate taxes, if any, levied against the Association.

5.5.2.5 Water and Other Utilities. Acquire, provide, and/or pay for water, sewer, garbage disposal, refuse and rubbish collection, electrical, telephone and gas and other necessary services for the Red Cloud Common Area.

5.5.2.6Insurance. Obtain insurance from reputable insurance companies authorized to do business in the State of Idaho, and maintain in effect any insurance policy the Board deems necessary or advisable which may include:

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

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

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

5.5.2.6.4 The Association shall be deemed trustee of the interests of all Owners in connection with any insurance proceeds paid to the Association under such policies, and shall have full power to receive such Owner's interests in such proceeds and to deal therewith.

5.5.2.6.5 Insurance. premiums for the above insurance coverage shall be deemed a common expense to be included in the Regular Assessments levied by the Association.

From: Sub Name Mail <subnamemail@adaweb.net>
Sent: Wednesday, August 8, 2018 3:37 PM
To: Alex Macdonald; New Horizon Construction;
Cc: 'Joe Canning'; Dave Crawford
Subject: Redcloud Subdivision Name Reservation

Joe Canning, B & A Engineers
Dave Crawford, B & A Engineers
Tom Maile New Horizon Construction

RE: Subdivision Name Reservation: **REDCLOUD SUBDIVISION**

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

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

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

Neighborhood Meeting Certification

CITY OF KUNA PLANNING & ZONING * 763 W. Avalon, Kuna, Idaho, 83634 * www.kunacity.id.gov * (208) 922-5274 * Fax: (208) 922-5989

GENERAL INFORMATION:

You must conduct a neighborhood meeting prior to application for variance, conditional use, zoning ordinance map amendment, expansion or extension of a nonconforming use, and/or a subdivision. Please see Section 8-7A-3 of the Kuna City Code or ask one of our planners for more information on neighborhood meetings.

The meeting must be held either on a weekend between 10 a.m. and 7 p.m., or a weekday between 6 p.m. and 8 p.m. Meetings cannot be conducted on holidays, holiday weekends, or the day before or after a holiday or holiday weekend. The meeting must be held at one of the following locations:

- The Subject Property;
- The nearest available public meeting place (Examples include fire stations, libraries and community centers);
- An office space within a 1-mile radius of the subject property.

The meeting cannot take place more than 2 months prior to acceptance of the application and the application will not be accepted before the neighborhood meeting is conducted. You are required to send written notification of your meeting, allowing a reasonable amount of time before your meeting for property owners to plan to attend. Contacting and/or meeting individually with residents will not fulfill Neighborhood Meeting requirements.

You may request a list of the people you need to invite to the neighborhood meeting from our department. This list includes property owners within 300 feet of the subject property. Once you have held your neighborhood meeting, please complete this certification form and include it with your application.

Please Note: The neighborhood meeting must be conducted in one location for attendance by all neighboring residents. Contacting and/or meeting individually with residents does not comply with the neighborhood meeting requirements.

Please include a copy of the sign-in sheet for your neighborhood meeting, so we have written record of who attended your meeting and the letter of intent sent to each recipient. In addition, provide any concerns that may have been addressed by individuals that attended the meeting.

Description of proposed project: Residential Subdivision

Date and time of neighborhood meeting: 7/26/18 7:00PM

Location of neighborhood meeting: 1250 S. Luker Rd. Kuna, Id.

SITE INFORMATION:

See attached Legal description

Location: Quarter: SE¼ Section: 25 Township: 2 Range: 1W Total Acres: 8

Subdivision Name: Lot: Block:

Site Address: 1250 S. Luker Rd, Kuna Tax Parcel Number(s): S1325438500

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

CURRENT PROPERTY OWNER:

Name: SSM 2 Company

Address: 885 W. Rush City: Eagle State: Id Zip: 83616

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

Name: Tom MAITE Business (if applicable):

Address: 885 W. Rush Rd City: Eagle State: Id Zip: 83616

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	ADA Co. to City of Kuna
✓ Re-zone	
✓ Subdivision (Sketch Plat and/or Prelim. Plat)	ATTACHED
Special Use	
Variance	
Expansion of Extension of a Nonconforming Use	
Zoning Ordinance Map Amendment	

APPLICANT:

Name: SM 7 Company

Address: 885 W. Russell

City: Eagle State: Id Zip: 83616

Telephone: _____ 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 7/27/18

SIGN IN SHEET

PROJECT NAME: 1750 S. Luker Road, Kuna

Date: 7/26/18

	Name	Address	Zip	Phone
1	Jon & Abby Widick	1163 S Threave Ave	83634	208-965-6586
2	Jason & Bruce Wasserman	1021 E. Ludlow St.	83634	510.331.5563 / 510.331.5568
3	Mike & LeAnn Losh	1032 S. Threave Ave	83634	208-870-0007
4	Jungle Rae Perry	6100 W. Backpack St.	83634	208-870-6105
5	Mike & Shanan Kindred	1043 E Ludlow St	83634	208-908-3379
6	Hope Watsmonsta	1164 S. Threave	83634	208-957-8938
7	Rich Watsmonsta	1551 S Luker Rd	83634	208-999-1167
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City of Kuna

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

P&Z Findings of Fact & Conclusions of Law

To: Planning and Zoning Commission

Case Numbers: 18-05-AN (Annex), 18-06-S (Subdivision) & 18-34-DR (Design Review): *Redcloud Subdivision*

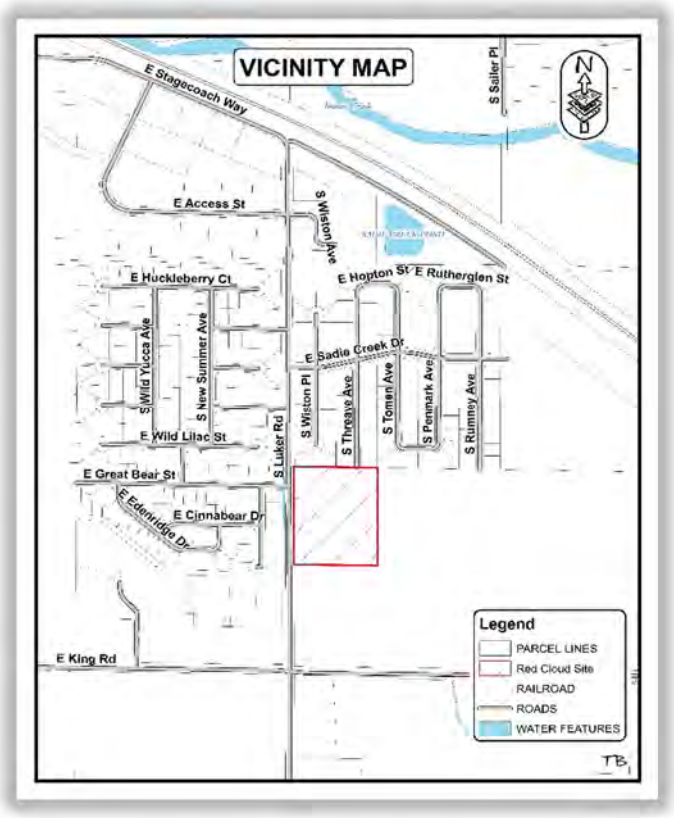
Location: Southeast Corner (SEC) of Luker and Great Bear Roads, Kuna, Idaho 83634

Planner: Troy Behunin, Planner III

Hearing Date: *December 11, 2018*
Findings of Fact: *January 8, 2019 (just 1 mtg. in Dec.)*

Representative: **Alex MacDonald**
885 W. Rush Road
Eagle, Idaho 83616
208.939.1000

Owner: **SSM2, Company**
Thomas Maile
885 W. Rush Road
Eagle, Idaho 83616
208.939.1000
newhorizonconstruction@gmail.com



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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. Findings of Fact and Conclusions of Law
L. Commission's Recommendation

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 annexations and subdivision applications are designated as *public hearings*, with the Planning and Zoning Commission as the recommending body, and City Council as the decision-making body. These land use applications were given proper public notice and have followed the requirements set forth in Idaho Code, Chapter 65, Local Land Use Planning Act (LLUPA).

a. Notifications

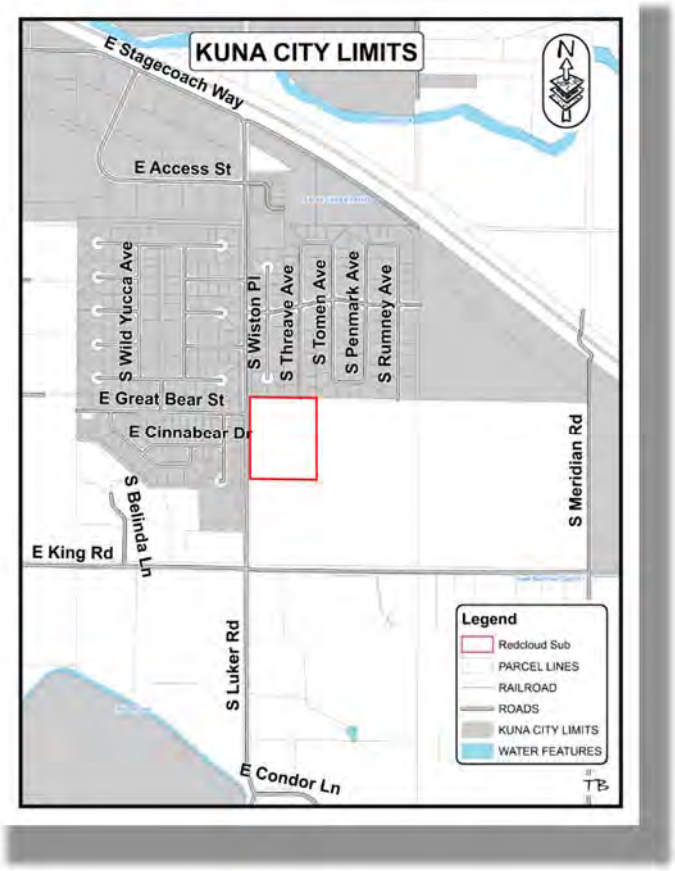
i.	Neighborhood Meeting	July 26, 2018 (Ten persons attended)
ii.	Agencies	November 2, 2018
iii.	350' Property Owners	November 30, 2018

iv.	Kuna, Melba Newspaper	November 21, 2018
v.	Site Posted	November 29, 2018

B. Applicant Request:

1. The applicant, SSM2, Company, requests to annex approximately 8.00 acres into Kuna City with an R-6, residential zone, and to subdivide the property into 41 single family residential lots and three (3) common lots and have reserved the name *Redcloud Subdivision*. A Design Review application for four common areas and buffer landscaping accompanies this application. The site is located at the southeast corner of Luker and Great Bear Roads, The site address is 1250 S. Luker Rd., Kuna, Idaho; In Section 25, T 2N, R 1W, APN #: S1325438500.

C. Exhibit Maps:

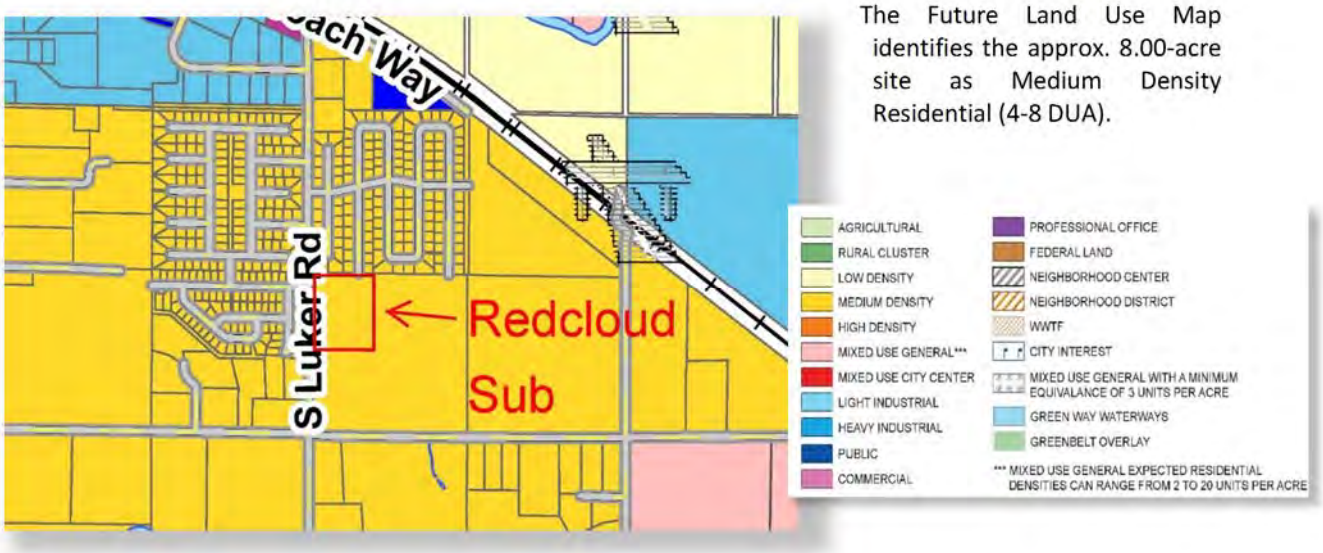


COPYRIGHTED

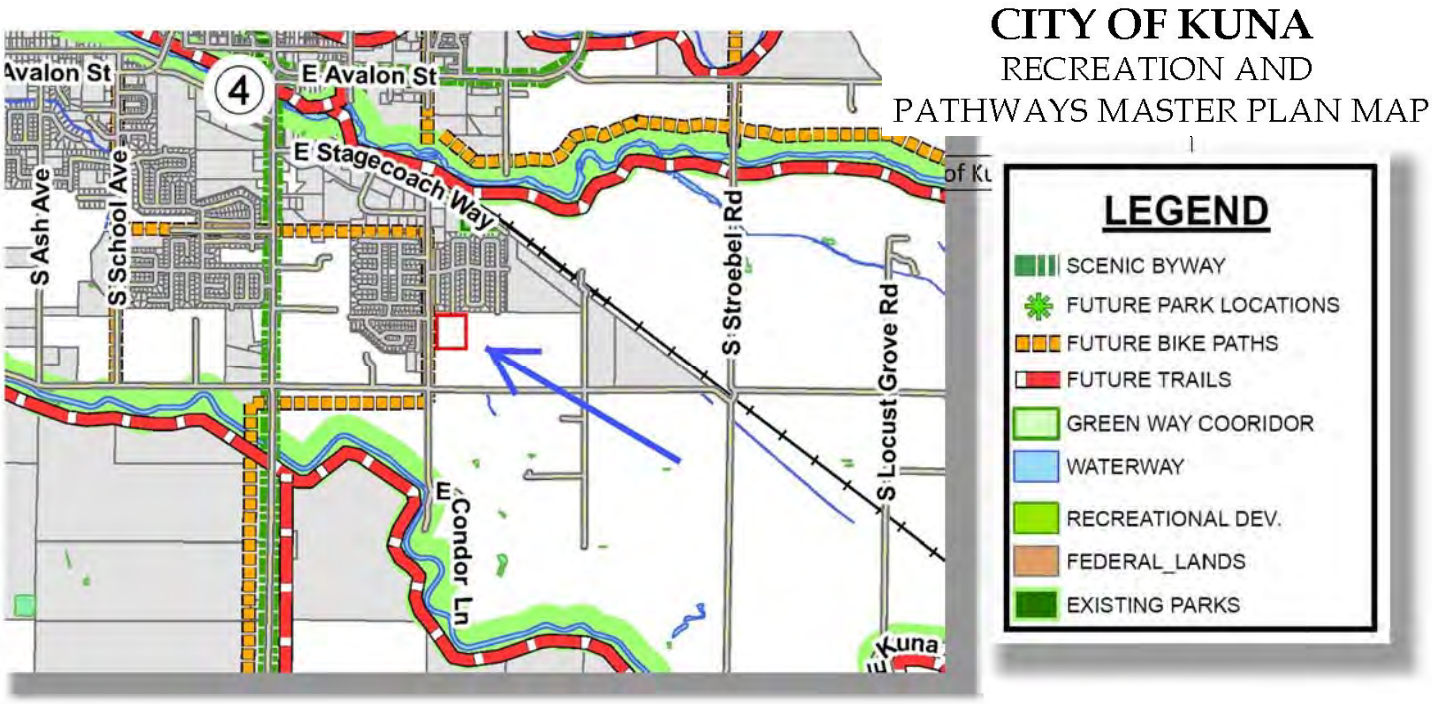
D. **History:** The approximate 8.0-acre subject site is currently in Ada County, however, it is contiguous to Kuna City limits on the north and west sides of the parcel, and has historically been used for a single family residence and the remainder for open field and Agricultural purposes.

E. **General Projects Facts:**

1. **Comprehensive Plan Designation:** 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 approx. 8.00-acre site as Medium Density Residential (4-8 DUA).



2. **Kuna Recreation and Pathways Master Plan Map:**
The Kuna Recreation and Master Pathways Plan map identifies a future bike trail on Luker Road. Applicant has provided a bike lane on their Preliminary Plat road section detail.



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

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

Property Owner	Parcel Size	Current Zone	Parcel Number
SSM 2 Company	Approx. 8.00 ac.	RUT	S1325438500

5. **Services:**

Sanitary Sewer– City of Kuna
Potable Water – City of Kuna
Irrigation District – Boise-Kuna Irrigation District
Pressurized Irrigation – City of Kuna (KMID)
Fire Protection – Kuna Rural Fire District
Police Protection – Kuna City Police (A.C.S.O.)
Sanitation Services – J & M Sanitation

6. **Existing Structures, Vegetation and Natural Features:** Currently there is a residence on site, with approximately five out-buildings. This site is generally flat and on-site vegetation is consistent with typical residence and agricultural fields.

Transportation / Connectivity: The site has significant frontage along Luker and shall provide adequate Rights-of-Way (ROW) to serve the needs of the site and in sufficient amounts to satisfy Kuna and ACHD's requirements. For roadway improvements, including road widening and curb, gutter and sidewalks.

There is an existing stub street connection with the subdivision to the north and staff recommends the developer be conditioned to connect to it, and provide for others to connect by providing stubs for future subdivisions, as shown on their proposed preliminary plat.

7. **Environmental Issues:** Staff is not aware of any environmental issues, health or safety conflicts. Idaho Department of Environmental Quality (DEQ) has provided recommendations for surface and groundwater protection practices and requirements for development of the site.

8. **Agency Responses:** The following responding agency comments are included as exhibits with this case file:
   - City Engineer (Paul Stevens) - Exhibit B 1
   - Ada County Highway District (ACHD) - Exhibit B 2
   - Boise Project Board of Control – Exhibit B 3
   - Central District Health Department (CDHD) – Exhibit B 4
   - Department of Environmental Quality (DEQ) – Exhibit B 5
   - Idaho Transportation Department (ITD) – Exhibit B 6

F. Staff Analysis:

Applicant requests approval to annex approximately 8.00 total acres with a current county zone as Rural Urban Transition (RUT) *into* Kuna City limits with an R-6 (Medium Density Residential) zone; and subdivide the subject property creating a 41 lot, single family subdivision, known as *Redcloud* Subdivision. Applicant also proposes to develop three (3) additional lots, into common lots for the residents. A Homeowners Association (HOA) will be established for the care and maintenance for the common lots and landscape buffers.

The applicant proposes annexation applying the category "A" method, and as it touches current City limits on two sides of the project, the site is eligible for annexation. Applicant is proposing two (2) phases of development which will largely be driven by the consumer market.

Public services will be extended to the property at the developers cost, by extending existing City facilities. Applicant proposes 41 buildable lots over Approx. 8.00 acres in an R-6 zone (Med. Density) and as such, staff views this proposal compliant with the Comp Plan Map. Staff was unable to locate proposed street lights on Luker Road. Staff recommends the applicant be conditioned to provide street lights throughout the Sub that comply with KCC, including street lights at all intersections and hydrants.

A design review application accompanies the applicant's request for the common area landscaping and buffers. Staff finds the proposed landscape plan complies with KCC 5-17, except as otherwise noted in this report. Staff notes that a monument sign for the subdivision was not included with the design review application, all monument signs are required to go through design review. This process can be accomplished at a later date without any delay to the project. Staff recommends the applicant be conditioned to place sod wherever the landscape plan identifies "grasses". Staff also notes that the planting details should be changed to reflect KCC; which are requested in the proposed conditions of approval (Condition #12). Staff recommends that the applicant resubmit an 11 X 17" plan bearing these changes.

Applicant is hereby notified that this project is subject to design review inspection fees. Required inspections (post construction), are to verify landscaping compliance prior to signature on the final plat.

Staff has determined these applications comply with Title 5 of the Kuna City Code; Idaho Statute §50-222; and the Kuna Comprehensive Plan; and forwards Case No's 18-05-AN, 18-06-S and 18-34-DR, to the Kuna Commission with recommended conditions of approval listed in section 'L' 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.
4. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

H. Factual Summary:

This site is located near the southeast corner (SEC) of Luker and Great Bear Roads. Applicant proposes to annex approximately 8.00 acres into the City of Kuna with an R-6 (medium density residential) zone. Applicant has submitted a preliminary plat to subdivide the parcel into 41 buildable lots and three (3) common lots, and proposes full improvements for Luker Road, and all internal Roads to City and ACHD standards.

I. Comprehensive Plan Analysis:

The Kuna Planning and Zoning Commission may accept or reject the Comprehensive Plan components, and has determined the proposed combination preliminary and final plat request for the site *is* consistent with the following Comprehensive Plan components as described below:

The comprehensive plan is a living document, intended for use as a guide to governmental bodies. The plan is not law that must be strictly adhered to in the most stringent sense; it is to be used by public officials to assist their decision making for the City.

2.0 – Property Rights and Summary

Goal 1: Ensure the City land use policies, restrictions, conditions and fees do not violate private property rights and ensure that land use actions, decisions, and regulations do not effectively eliminate all economic value of the subject property. Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right and evaluate with guidance from the City attorney and the Idaho Attorney General's six criterion established to determine the potential for property "takings".

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

5.0 Economic Development Goals and Objectives - Summary:

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

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

6.0 Land Use Goals and Objectives - Summary:

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

Comment: *The project complies with the land use plan as adopted by the City by incorporating the following; landscape buffers, sidewalks,, varied larger housing densities and types and promotes desirable, cohesive community character and a quality neighborhood.*

8.0 - Public Services, Facilities and Utilities Goals and Objectives - Summary:

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

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

9.0 - Transportation Goals and Objectives - Summary:

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

Comment: *The project meets the transportation goals of the City by extending public rights-of-way on South Luker Road and internal roads to create additional transportation connections.*

12.0 - Housing Goals and Objectives - Summary:

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

Comment: *Applicant has proposed 41 single family lots which will possibly contribute to high-quality lots of varied sizes to be developed in a logical and orderly manner. The development adds, connections to existing and future subdivisions, creating a pleasant neighborhood environment.*

13.0 - Community Design Goals and Objectives - Summary:

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

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

J. Kuna City Code Analysis:

1. This request appears to be consistent and in compliance with Kuna City Code (KCC).
   Comment: *The proposed project meets the land use and area standards in Chapter 3, Title 5 of KCC. Staff also finds that the proposed project meets all applicable requirements of Title 6 of KCC.*

2. The site is physically suitable for a subdivision.
   Comment: *The approx. 8.00 acre subdivision has sufficient size to include a mix of lot sizes, community landscape buffer(s).*

3. The annexation and subdivision uses are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.
   Comment: *The land to be annexed is not used as wildlife habitat. Roads, homes and open spaces are planned for construction according the City requirements and best practices. Staff is not aware of any environmental damage or loss of habitat associated with the proposed development.*

4. The annexation and subdivision application is not likely to cause adverse public health problems.
   Comment: *The annexation of the property requires a zoning designation per Kuna Code 5-13-9. The medium density zone requires connection to public sewer and water, therefore eliminating the occurrence of adverse public health problems. Through correspondence with public service providers and application evaluation, this project appears to avoid detriment to surrounding uses.*

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 annexation, and design of the subdivision did consider the location of the property, classified roadway (Luker) and the system. The subject property can be connected to the City's public sewer, water and pressure irrigation facilities. The adjacent uses are complimentary uses (Kuna) as proposed in the Kuna Comprehensive Plan Future Land Use Map.*

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

K. Commission Findings of Fact:

Based upon the record contained in Case No's 18-05-AN, 18-06-S and 18-34-DR including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna Commission hereby recommends *approval of* the Findings of Fact and Conclusions of Law, and conditions of approval for Case No's 18-05-AN, 18-06-S and 18-34-DR, a request for preliminary plat and design review approval by SSM2:

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

   Comment: *The Kuna Planning and Zoning Commission held a public hearing on the subject applications on December 11, 2018, to hear from City staff, the applicant and to accept public testimony. The decision by the Commission is based on the application, staff report and public testimony, both oral and written.*

2. *Based on the evidence contained in Case No's 18-05-AN, 18-06-S and 18-34-DR, this proposal generally complies with the Comprehensive Plan and City Code.*

   Comment: *Kuna's Comprehensive Plan (Comp Plan), encourages a variety of housing types for all income levels numerous times throughout the document. The City attempts to balance all housing types within the City. Additionally, the Comprehensive Plan encourages the Integration of sidewalks, bike lane systems into community life and development patterns. The applicant has proposed a significant addition of sidewalks through the Sub, and connection to an existing Sub and provided for additional stub street connections.*

3. *Based on the evidence contained in Case No's 18-05-AN, 18-06-S and 18-34-DR, 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. *The Kuna Planning and Zoning Commission has the authority to approve Case No. 18-34-DR, and to recommend approval for Case No's 18-05-AN and 18-06-S to Council.*

   Comment: *On December 11, 2018, the Commission voted to approve Case No. 18-35-DR and recommend approval for Case No's 18-05-AN and 18-06-S.*

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: *Neighborhood Notices were mailed out to residents within 350-FT of the proposed project site on November 30, 2018 and a legal notice was published in the Kuna Melba Newspaper on November 21, 2018. The applicant placed a sign on the property on November 29, 2018.*

Based upon the record in 18-05-AN, 18-06-S and 18-34-DR**,** including the Comprehensive Plan, Kuna City Code, Staff's report, including the exhibits, and the testimony elicited during the public hearing, the Commission hereby recommends *approval* for Case No's 18-05-AN and 18-06-S, a request for annexation and subdivision preliminary plat to Council, and approves Case No. 18-34-DR Subdivision Design Review request by the applicant as follows:

The Commission concludes that the Application complies with the City of Kuna's Zoning regulations (Title 5) of KCC and/or the Subdivision regulations outlined in title 6 of KCC and/or the Landscape Code in title 5.

L. Commission's Recommendation and Approval:

18-05-AN Annexation), 18-06-S (Preliminary Plat), Based on the facts outlined in staff's memo, the Comp Plan, City Code, the record before the Commission, the applicant's presentation, public testimony and discussion during the public hearing by the Planning and Zoning Commission of Kuna, Idaho, the Commission hereby recommends approval to City Council for Case No's 18-05-AN and 18-06-S, an annexation and preliminary plat request by SSM2 Company, with the following conditions of approval:

18-34-DR (Design Review), Based on the facts outlined in staff's memo, the Comp Plan, City Code, the record before the Commission, the applicant's presentation, public testimony and discussion during the public hearing by the Planning and Zoning Commission of Kuna, Idaho, the Commission hereby *approves* Case No. 18-34-DR, Design Review, a request by SSM2 Company, with the following conditions of approval:

- Applicant shall follow the conditions outlined in the Staff Report,
- Applicant shall work with ACHD and the city to mitigate the traffic concerns along Threave Avenue,
- Applicant shall work with the city to provide connectivity throughout the subdivision with some pathway and preferably an additional open space of a minor nature so that the residents have an open area.

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 drainage and grading plans.
    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. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
    e. 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.
    f. The *Boise Project and Board of Control* shall approval any modifications to the existing irrigation system.
    g. Approval from Ada County Highway District shall be obtained and Impact Fees must be paid prior to issuance of any building permit.
    h. Idaho Transportation Department. No public street construction may be commenced without the approval and permit from Ada County Highway District and Idaho Transportation Department.
    i. All public rights-of-way shall be dedicated and constructed to standards of the City, Ada County Highway District,

2. Installation of utility service facilities shall comply with requirements of the public utility or irrigation district providing 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.
4. Street lighting shall use LED lights, with spacing and wattages meeting KCC 5-4-6; applicant shall coordinate a street light plan for P&Z approval in concert with the prepared construction drawings for the project.
5. Parking within the site shall comply with KCC 5-9-3. A separate Design Review application is required for the community clubhouse and parking lot.
6. Fencing within and around the site shall comply with Kuna City standards – KCC 5-5-5- A-J and KCC 6-4-2-E.
7. A sign permit is required prior to any subdivision entrance sign construction and shall comply with KCC 5-10-4. Monument signs will require a separate design review.
8. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within three days or as the planting season permits as required to meet KCC 5-17-7 standards. Maintenance and planting within public rights-of-way shall be approved from the public entities owning the property.
9. Submit a petition to the City consenting to the pooling of irrigation surface water rights for delivery purposes and requesting to annex the irrigation surface water rights appurtenant to the property to the Kuna Municipal Pressure Irrigation system of the City (KMID) prior to requesting final plat signature from the City Engineer.
10. The land owner/applicant/developer and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the Commission and/or Council, or seek amending them through public hearing processes.
11. The applicant's proposed preliminary plat (dated 0/24/18) and landscape plan (dated 08/01/2018) shall be considered binding site plans, or as modified and approved through the public hearing process.
12. Applicant shall add the following notes to the landscape plans and resubmit a PDF for Planning and Zoning approved plans, bearing the changes.
    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. Applicant shall bring landscape buffers into compliance as described in Kuna City Code 5-17, and submit a PDF bearing these changes for approval.
14. Applicant shall follow staff, city engineer and other agency recommended requirements as applicable.
15. Applicant shall demonstrate permanent access, maintenance and care for all lots affected by shared driveways as proposed on the preliminary plat bearing the same date as above.
16. Compliance with all local, state and federal laws is required.

DATED: This 8th day of January, 2019.

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, December 11, 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	Absent	Jace Hellman, Planner II	X
Commissioner Stephen Damron	X	Sam Weiger, Planner I	X
Commissioner John Laraway	X		

6:00 pm – COMMISSION MEETING & PUBLIC HEARING

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

Call to Order and Roll Call

1. **CONSENT AGENDA**
   Meeting Minutes for November 27, 2018.
   Findings of Fact and Conclusions of Law For 18-05-S (Preliminary Plat) – Lete Commercial Subdivision.
   Findings of Fact and Conclusions of Law For 18-12-SUP (Special Use Permit) and 18-03-ZC (Rezone) – Kuna CTE High School.
   Findings of Fact and Conclusions of Law For 18-03-AN (Annexation), 18-01-CPM (Comprehensive Map Change), 18-04-ZC (Rezone), 18-02-PUD (Planned Unit Development) and 18-04-S (Preliminary Plat) – Falcon Crest Subdivision.

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

2. **NEW BUSINESS**
   18-38-DR (Design Review) – Snerk's Drive-Thru and Retail Building; ALC Architecture seeks Design Review approval from the Planning and Zoning Commission (acting as Design Review Committee) for a new 650 square-foot drive-thru soda shop and a new 6,100 square-foot retail building, accompanying landscaping, lighting and a parking lot. The site is located at 450 East Deer Flat Road, Kuna, Idaho 83634.

   Sam Weiger: Chairman, commissioners, for the record Sam Weiger, Planner I Kuna Planning and Zoning Staff 751 W 4th ST. The application before you tonight is 18-38-DR (Design Review) which is seeking approval for a 650 square-foot drive-thru soda shop and a 6,100 square-foot retail building, accompanying landscaping and a parking lot. The site is located at 450 East Deer Flat Road. The applicant proposes one driveway access from East Deer Flat Road. The applicant proposes gravel as a ground cover for the borrow ditch. According to Kuna City Code 5-9-2, gravel surfaces are not permitted as a ground cover. Staff recommends that the applicant sod the borrow ditch until ACHD improvements are made. The City Engineer has added a condition that the applicant shall include an Idaho PE design for the seepage beds. The seepage beds shall comply with ACHD standards even if remaining private. The applicant shall provide sidewalk along the frontage to comply with ACHD requirements. Additionally, the proposed parking lot lighting features at least one light for every 14 parking spaces, and the lights are LED lights. The parking lot lighting complies with Kuna City Code 5-9-5. J&M Sanitation recently notified staff that the trash enclosure location and structure meet their standards, so it is no longer necessary to include the condition regarding J&M Sanitation in your motion. The applicant has not proposed street lights. Street lights are not required, but staff would welcome installation of one street light evenly spaced between the existing street lights on the north side and south side of Deer Flat Road. Any street lights shall comply with Kuna City Code 6-4-2, which requires street lights along frontages

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every 250 feet at maximum. With the recommended and required changes, staff has determined that the application generally complies with Kuna City Code; Idaho Code; and the Kuna Comprehensive Plan; Staff forwards a recommendation of approval for Case No. 18-38-DR to the Planning and Zoning Commission, subject to the recommended conditions of approval. **C/Young**: Is there a fence proposed anywhere here? **Sam Weiger**: They did not propose a chain-link fence, but there is existing fencing along the property. **C/Young**: Is that on the west side only? **Sam Weiger**: The chain-link fencing goes all the way around the property. **Cory Tanner**: My address is 2619 West Lake Hazel Road. This project right across from Kuna High School is for a drive-thru soda shop and retail strip. It's just over one acre in size It's also next to the Kuna Life Church. I've talked extensively with Ada County Highway District in terms of only having only one ingress-egress from the property instead of two. We designed the plan on what they recommended. Stan Johnson with Kuna Life Church, apparently with the previous owner, had originally had discussions about the fence. That fencing on two sides of the church actually belongs to Stan Johnson, one side belongs to the school. We designed a wide singular entrance into the property. The idea was to provide as much parking as they could with a drive-around feature. One of the issues we came across was working with J&M Sanitation in terms of a large-enough turnaround space. We simply could not figure out how to design the plan in such a way that we could back up a truck and bring it out that front way. The plan shows a cross-access to the east right by the garbage corral that would go into the parking lot of Kuna Life Church. It lines up perfectly with their parking lot, and how they have it designed. I actually sat down this week with Stan Johnson. He has to talk with his board in terms of solving that problem. That would be the only break in fencing there. I have had many establishments express interest in the retail building spaces. **C/laraway**: I know there is chain-link fence on the west side. What's the fence on the east side and the north? **Cory Tanner**: It is actually a full six-foot chain-link fence all the way around. I would want to dress the fence up a little bit. We would probably do a nicer chain-link fence. **C/Laraway**: Once you have these areas subdivided, is this to be a draw for Kuna High School students. **Cory Tanner**: Yes. I also talked to Stan about his after-school programs. **C/Young**: Since the property to the north is zoned R-2, even though there is no current residence, a concern I have being residential and having a chain-link fence is headlights from cars. I don't believe there is a berm. On the north side have you considered putting in a vinyl fence? **Cory Tanner**: Is that property owned by Stan Johnson where he has the ball fields? He described to me the master plan of his development. He is operating in the gymnasium with the chapel. The area right behind this development would end up being chapel and additional parking for his space. His biggest concern was more about safety and less about lights. He just wants to make sure that there is enough of a barrier. **C/Damron**: Have you talked to Stan about making that usage for both places? **Cory Tanner**: He's got a couple of singular cans, where as I have a dumpster. We did talk about taking our enclosure and facing it towards the church, but I didn't want him to feel responsible for our garbage. We could potentially revisit it with an entrance on the back side and the unloading doors on his side. **C/Damron**: If he expands it, you both can use it at the same spot. **C/Laraway**: Do you want to talk about the ground cover? **Cory Tanner**: I requested a deviation from City Code. I talked to Stacey Yarrington with ACHD. She indicated to me that she purchased the property on the corner of Linder and Deer Flat. They were planning and redoing that section I believe in 2019, it's on their schedule to be redone. That whole strip from Linder to Meridian was also in the near future to be finished off, she told me it would a waste of effort. I know there was a comment about engineering for the borrow pit. I talked to Paul Stevens about that, the whole frontage was redone by ACHD. They just put in a new sidewalk across the property and redid the borrow puts all across there. It was previously owned by the previous owner. The sold away the highway district and finished off that sidewalk on that piece. The entrance to this property was almost designed the same way. I would take down the chain-link fence that ACHD put across the front of the property in favor of bushes and landscaping. **C/Young**: I didn't see any signage in the application? **Sam Weiger**: Chairman Young, signage was not part of the application. **C/Young**: As far as the building, what I assume is the rear elevation, have you considered putting pilasters up there? **Cory Tanner**: I feel the same way. I talked to Jeff Likes and went back and forth on a couple of things about awnings and a brick column on either side of it. I would imagine that many employees would park in the back, whereas customers park in the front. **C/Young**: Do you have preference between awnings and pilasters to do in the rear? **Cory Tanner**: I am operating in a building with front facades and in the back, you have awnings. My intent was to put those there, because they would be coming

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in and out frequently. I think in the similar sense, it can be broken up. I would prefer to have the awnings. However, on the west side of the building in the courtyard area, I thought about switching the plan slightly and putting brick all the way across and back two or three feet. **C/Hennis**: There will be lighting in the rear for employees when they enter and such? **Cory Tanner**: Yes, I had talked to Jeff about putting on exterior lighting on the building and also on the parking lot lights. I'm showing on at least this plan that I have at least three lights across the back. **C/Hennis**: Do these exits have to have awnings on them? Otherwise it's nicely planned. **Sam Weiger**: First, we want to reiterate that commercial does not allow chain-link fencing, so we will work with the applicant on the fencing. **C/Young**: The chain-link between the school yard is acceptable right? **Sam Weiger**: Yes. **C/Hennis**: We were also wondering about the borrow pit and sodding. Has ACHD actually purchased it? **Troy Behunin**: We can require this as a licensing agreement. Typically, when this situation happens with curb, gutter and sidewalk, we don't have to worry. Because it's in the five-year work plan, an applicant can avoid the road widening. In those cases, ACHD will allow an applicant to put a portion of the right-of-way along their frontage. As the applicant stated, it does complete the project and looks nicer. I believe the improvement is scheduled for 2019, but you never know. If ACHD is willing to confirm that construction will begin in 2019, I believe that staff would concede that it's not necessary. **C/Hennis**: If they verify with ACHD, I have no problem with that.

Commissioner Hennis motions to approve Case No. 18-38-DR with the conditions as outlined in the staff report; With an additional condition that one street light is added per the city's recommendation at an equal distance between the existing two. With an additional condition that the applicant work with the city to arrive at an appropriate fencing material on the two sides; An additional condition that the applicant provide a rear elevation with some breakup in the architecture, such as the awnings over the rear doors. And an additional condition that if verified by ACHD that the work along the applicant's frontage is going to happen in 2019, the borrow pit can remain gravel. Commissioner Laraway seconds, all aye and motion carried 3-0.

PUBLIC HEARING

18-06-AN (Annexation), 18-08-S (Preliminary Plat) and 18-35-DR (Design Review) – Ledgestone Subdivision; On behalf of trilogy development, Inc., WHPacific requests to annex two contiguous parcels comprising of approximately 60.85 acres on East Hubbard Road and North Locust Grove Road into Kuna City Limits with an R-8 zoning designation; and to subdivide the 60.85-acres into 298 total lots, consisting of 253 single family buildable lots, and 45 Common lots. The subject sites are adjacent to the southwest corner of East Hubbard Road and North Locust Grove Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN's S1418121126 & S1418123400). - **Staff Request this item be table to January 22, 2019; ACHD staff report was not received.**

Commissioner Hennis motions to table Case Nos. 18-06-AN, 18-08-S and 18-35-DR to January 22, 2019. Commissioner Damron seconds, all aye and motion carried 3-0.

18-05-AN (Annexation), 18-06-S (Preliminary Plat) & 18-34-DR (Design Review) – Redcloud Subdivision; The applicant, SSM2, Company, requests to annex approximately 8.00 acres into Kuna City with an R-6, residential zone, and to subdivide the property into 41 single family residential lots and three (3) common lots and have reserved the name *Redcloud Subdivision*. A Design Review application for four common areas and buffer landscaping accompanies this application. The site is located at the southeast corner of Luker and Great Bear Roads, the site address is 1250 S. Luker Rd., Kuna, Idaho; In Section 25, T 2N, R 1W, APN #: S1325438500.

Thomas Maile: I represent SSM2, I am the developer of the property in question. I reside in 885 West Rush Road in Eagle. We're not asking for any enlargements of zoning. We are contiguous to the north and west. We are requesting annexation along with zoning medium density. I reviewed ACHDs staff report and called Austin Miller with ACHD. I inquired with Austin why to adjust layout. Threave Street would become too long. The subdivision to our north that

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lines up with the street has a cul-de-sac ending in that subdivision. I can see ACHDs logic trying to avoid Sadie Creek to the north and the proposed Red Cloud Sub. We can easily provide that stub-out on the south boundary. The other comment from ACHD I think is inappropriate. The rural nature of the surrounding areas is asking that we construct bulb-outs. I didn't get a chance to talk to Austin Miller. With the size of this subdivision, nothing to the south and nothing to the north and west has these bulb-outs. Troy may have information different than I received. I think that it cuts down and makes less congestion. That is the only comment I'd like to provide to the commission this evening. We'll work on all of the conditions. We propose as we've done on two different locations. We did Sailor Shores Meadows. We improved the surrounding area by that small subdivision. We envision continuing to work with Hayden Homes or simplicity homes. The second subdivision has the second signed plat this evening. The need is there. We had a neighborhood meeting that will create more congestion going into rush hour. If you were smart about getting out of Kuna. You'd avoid the rail road tracks, so no undue stress will go into Kuna Downtown. As proposed, it will be a valuable asset to the Kuna community. **C/Laraway**: Out of the 41 lots, do you have anything set for amenities? **Thomas Maile**: We don't, but the stuff to the north and west and we don't have any HOA agreement for amenities. We could explore that option. **Troy Behunin**: Good Evening Commission Members for the record, TB, Planner III, 751 W. 4th Street, Kuna. The application before you tonight is case No's 18-05-AN and 18-06-S; Annexation and Pre Plat are presented for your vote to recommend approval, conditional approval or denial for the Annexation. Then, Case No. 18-34-DR; The DR is presented for your approval, conditional approval, or denial. All of the noticing procedures have been followed to hold the public hearing. The applicant seeks annexation of approximately 8.00 acres into Kuna City limits with an R-6 zone, which matches the Comp Plan map designation of Medium Density Residential. This project is seeking annexation and preliminary plat approvals and have secured Red Cloud as the Subs name. The site is located near the southeast corner of Luker and Great Bear Roads. This project has frontage along Luker Road, a mid-mile collector on the west side of the site. The site touches City limits on its north and west lines and qualifies for annexation using the category "A" method. Applicant also proposes a preliminary plat over the 8 acres and proposes up to 41 buildable lots and three common lots. Applicant will need to extend all City and public utilities to the site, which will likely include two phases for the project. Applicant shall also be conditioned to widen Luker Road and provide full improvements for Luke Road frontage. Staff agrees with ACHD's condition to install a stub on Durleton Ave rather than Threave Ave for all safety reasons. Applicant also submitted for a DR for the Sub. No sub sign was proposed for DR but is required when the applicant wished to install one. Staff wants to recommend or clarify that "Grasses" on the landscape plan actually mean Sod. Staff recommends the change for the planting detail as well. Staff notes that this project is subject to design review inspection fees and inspections (post construction), to verify landscaping compliance prior to signature on the final plat. Staff has worked with the applicant to get you the information for tonight. Staff finds this application to be in concert with the comp plan goals and the comp plan map and looks forward to the project in this location opening a new chapter in Kuna's history. I stand for questions. **C/Hennis**: You indicated three common lots. The three common lots are just toward Luker Road side? **Troy Behunin**: Correct. Two are in phase one and one is on phase two. **C/Hennis**: The only landscaping plan we have is just this one site plan. I didn't know if I had missed it or not. **Troy Behunin**: The subdivisions that he was mentioning, Sadie Creek to the north and Wild Meadows to the west. They actually have open space inside the subdivisions. Sadie Creek actually has a developed city park and a dog park within that park. I believe it's a three-to-four-acre parcel. There is some open space for the subdivision. **C/Young**: There are also pathways leading to open spaces as well. I don't see any pathways. Is there access from Sadie Creek into the irrigation swimming area and the dog park? **Troy Behunin**: There is. Even if they have to walk around, that's still part of the subdivision. That subdivision is kind of a weird shape. **C/Hennis**: I don't see anything about Sadie Creek as well. Kuna didn't have a regional pathway map back then. **C/Laraway**: There will be common lots in the subdivision then, correct? **C/Young**: Those common lots are listed along Luker. What's shown in the preliminary plat in the subdivision includes open space. What's shown in the preliminary plat within the subdivision is no open space. **C/Laraway**: The common lots that you're referring to is over off Great Bear has a little park there with slides. Sadie Creek has the park, correct? **Troy Behunin**: Yes. **C/Laraway**: My concern is with the HOAs that are going to allow these students going from one playground to another legally. **Troy Behunin**: That's a civil matter. Typically, what happens is HOAs

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are built for those to live in the subdivision. We've seen a new development like to use someone else's green space. **Bruce Wasserman:** I live at 1021 East in the Pioneer Subdivision. I'm not opposed to growth, but I'm concerned about access to any sub-development on that side of the tracks in emergency situations. I don't know if that's an issue that's been around as long as there have been houses on that side of the tracks. I'd like to see something happen that accelerates development of some emergency access. **Kyle Williams**: 1173 South Wiston Place. I'm in favor of this. Where they built my subdivision and it abutted the property in question, there is a couple foot elevation. I hope they graduate it, so there is not such a sharp drop. There are also quite a few mature trees in Pioneer Estates and then also on the east boundary. If possible, I would like to have them leave those mature trees in place. If not, whoever owns the property in the end will make the ultimate decision. **Mike Wash**: I live at 1032 South Threave. One of my concerns is what you're calling green area or open area. The second concern I had was drainage in regards to snow. **Thomas Maile**: There is some very insightful testimony from the neighbors. Specifically, from the point of fire protection, you almost need a larger tax base to fund and make available a second fire department or second fire station. Someday that may be south of the tracks, and there may be a bridge that goes over the tracks someday. These are all things that potentially down the road may occur. As I said preliminarily, there may be a cross access going down East King to avoid the downtown area. We're looking at minimizing these concerns. To feed individuals, which I don't think Kuna is facing completely, but it's certainly something to consider. As far as tiles, I didn't fully understand those but I'll work with the citizen. I think that once dedicated to ACHD, there does seem to be more snow removal equipment. Hopefully ACHD can request those. One gentleman asked about the trees. There is certainly value associated with timber. **C/Young**: Now is the Commission discussion. **C/Hennis**: This just mimics the preexisting subdivision. I do have concerns with the long road. I would like to see some open space, whether it be amenities or a place to play. C/Young: I also agree with ACHD looking at the length of those streets. I know teenagers and long streets and speed, and a need for open space. We need some connectivity pathway. As this develops, if something develops to the east, the city has wanted a pathway and connectivity between subdivisions. If it wants to go to council with a recommendation of approval, I think that should be something that could be conditioned. **C/Hennis**: That addresses the concern for emergency services on that side on that side of the tracks.

Commissioner Hennis motions to recommend approval of Case Nos. 18-05-AN and 18-06-S with the conditions as outlined in the staff report; with an additional condition that the applicant work with ACHD and the city to mitigate the traffic concerns along Threave Avenue; An additional condition that the applicant work with the city to provide connectivity throughout the subdivision with some pathway and preferably an additional open space of a minor nature so that the residents have an open area. Commissioner Damron seconds, all aye and motion carried 3-0.

3. COMMISSION REPORTS

4. ADJOURNMENT

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

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_____
Lee Young, Chairman
Kuna Planning and Zoning Commission

ATTEST:

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

City of Kuna

City Council Memo

751 W. 4th St.
Kuna, ID 83634
Phone :(208) 922-5274
Fax: (208) 922-5989
Kunacity.Id.gov

To: Kuna City Council

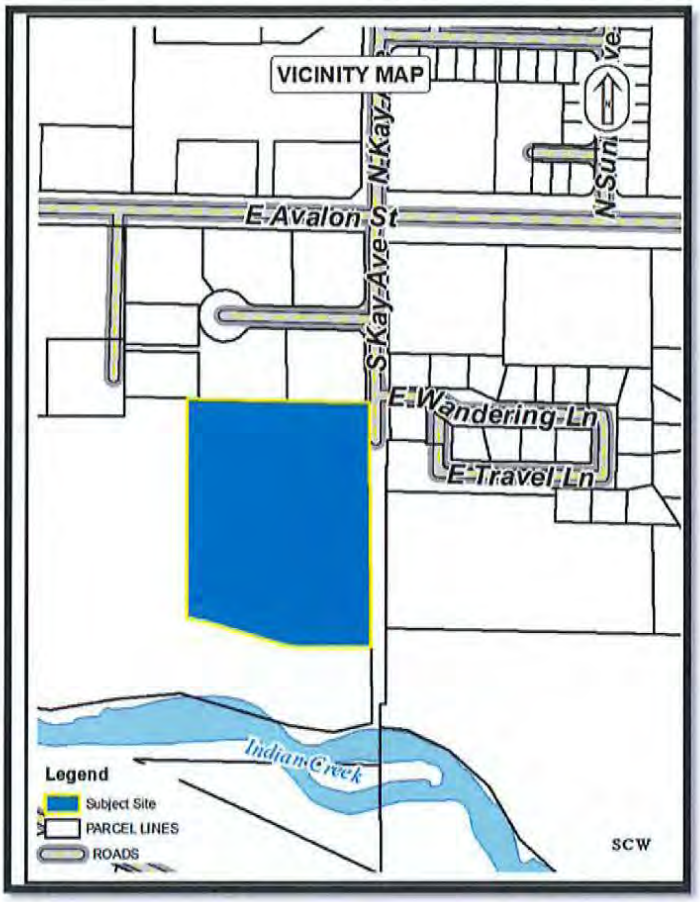
Case Number: 18-04-LS (Lot Split)

Location: 199 South Kay Avenue
Kuna, ID 83634

Planner: Sam Weiger, Planner I

Meeting Date: February 19, 2019

Applicant: **Kevin Allcot**
Water Tower Development, LLC
533 W 2600 S #275
Bountiful, UT 84010
801-232-6561
kallcott@aol.com



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B. Applicant Request
C. Concept Map Before and After
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J. Proposed Decision by the Council

A. Course of Proceedings:

1. A Lot Split (LS) is designated in Kuna City Code (KCC) 1-14-3, as a public meeting, with the City Council as the decision-making body. As a public meeting, this application does not require public notice as set forth in Idaho Code, Chapter 65; Idaho Local Land Use Planning Act. The guidelines for decision making by the City Council as outlined in KCC 1-14-3 have been adhered to.

    a. Notifications

i.	Kuna Public Works/Police	January 18, 2019
ii.	Completeness Letter	January 22, 2019
iii.	Agenda	February 19, 2019

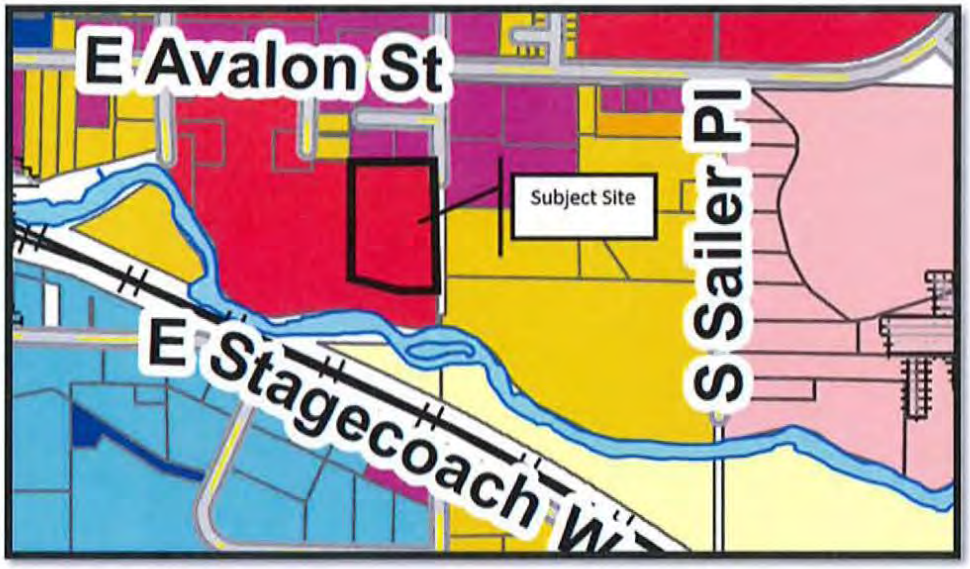
B. Applicants Request:

The applicant, Kevin Allcot, is requesting to split approximately two acres off a six-acre parcel. The property is located at 199 South Kay Avenue, Kuna, ID 83634. The purpose of the lot split is to facilitate the development of a parking lot for the *United States Postal Service*, who will relocate to 693 Wythe Creek Court.

C. **Aerial Map:**

D. **General Project Facts:**

1. **Comprehensive Plan Designation:** The subject parcel is designated as Mixed-Use City Center.



2. **Surrounding Land Uses:**

North	C-3	Service Commercial – Kuna City
South	R-4	Medium Density Residential – Kuna City
East	R-6 C-1	Medium Density Residential – Kuna City Neighborhood Commercial – Kuna City
West	R-4	Medium Density Residential – Kuna City

3. **Parcel Sizes, Current Zoning, Parcel Numbers:**
   - R0615253160: Approximately 5.813 acres – Zoning: R-4 (Medium Density Residential)

4. **Services:**
   Sanitary Sewer – City of Kuna
   Potable Water – City of Kuna
   Fire Protection – Kuna Rural Fire District
   Police Protection – Kuna City Police (Ada County Sheriff)
   Irrigation District – City of Kuna (KMID)
   Sanitation Services – J&M Sanitation

5. **Existing Structures, Vegetation and Natural Features:** The subject site currently consists of dirt and low vegetation. The subject parcel is generally flat with a slope between 0-1%.

6. **Transportation / Connectivity:** The subject site has one access point on South Kay Avenue.

7. **Environmental Issues:** The subject site lies within the Kuna Nitrate Priority Area (NPA). Beyond the NPA, staff is not aware of any additional environmental issues, health or safety conflicts.

E. Staff Analysis:

Staff has determined that subject parcel qualifies for a lot split. As a qualifying parcel, staff views this proposed Lot Split application to be consistent with the Comprehensive Plan and the approved current and future land use maps. The newly created parcel will retain an R-4 (medium density residential) zoning designation.

Sanitary sewer and potable water are within 300 feet of the subject sites. Kuna City Code requires properties to make the connection to City services when those services are within 300 feet of the property. Parking lot landscaping will require pressurized irrigation.

Staff has determined that this lot split is consistent with Kuna City Code, specifically Title 5, the Future Land Use Map and Idaho Code, Title 67, Chapter 65, Local Land Use Planning Act. Staff forwards a recommendation of *approval* for Case No. 18-04-LS to the Kuna City Council.

F. Applicable Standards:

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

G. Comprehensive Plan Analysis:

The City Council may accept or reject the Comprehensive Plan components as described below:

1. The proposed Lot Split is consistent with the following Comprehensive Plan components:

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

Policy 1: *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 criterions were established to determine the potential for property takings.*

GOALS AND POLICY - *Private Property Rights*

Objective 1.2: *Ensure that City land use actions, decisions, and regulations do not effectively eliminate all economic value of the subject property.*

Objective 1.4: *Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right. Ensure City actions do not impose a substantial and significant limitation on the use of the property.*

GOALS AND POLICY – *Land Use*

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

H. Proposed Decision by the Council:

Note: This proposed motion is for (approval or denial) of this request. However, if the Council wishes to approve or deny specific parts of the request as detailed in the staff report, those changes must be specified.

Based on the facts outlined in staff's report, documentation contained in the case file and any discussion at the public meeting, the City Council of Kuna, Idaho, hereby (approves/denies) Case No. 18-04-LS (Lot Spilt) request, (with/without) the following conditions of approval:

1. Applicant or their representative engineer-surveyor shall record the following documents:
   a. Proposed Record of Survey (ROS).
   b. Execute and record the necessary deeds to accomplish the new parcel boundaries as approved.
   c. Provide copies of the **recorded ROS** and **recorded new deeds**, to the Planning and Zoning Department as evidence of compliance.
   d. Applicant and/or Owner shall complete the aforementioned conditions **within one (1) year** of the City Council's Order of Decision.
2. Any future development or improvements to the existing parcel or the newly created parcels must follow all codes in place at the time of the original Lot Split (LS) approval by the Kuna City Council.
3. The parking lot and accompanying landscaping will require a separate design review application and shall be submitted in conformance with Kuna City Code.
4. The applicant shall adhere to all agency and staff requirements and recommendations.
5. Applicant must ensure the driveway approach is approved and permitted by Ada County Highway District prior to recording the *lot split*; providing proper access to the newly created parcel in sufficient widths as approved by the City engineer, Kuna Fire District and the Planning and Zoning Department.
   a. Applicant shall provide Kuna Planning and Zoning proof of ACHD approved driveway approach to the newly created parcel prior to issuance of any building permits.
6. Applicant shall convey proper easements on the record of survey for all existing and future utilities in sufficient widths approved by the City engineer and the Planning and Zoning Department. All easement line work shall be shown on the record of survey.
7. All utilities shall be installed underground (see KCC 6-4-2-W), unless otherwise approved.
8. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on compliance with the requirements of the governing irrigation district is required.
9. Applicant shall follow all Kuna Fire Department standards and recommendations.
10. Applicant shall comply with all federal, state and local laws.

DATED: this 19th day of February, 2019

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

Commission & Council Review Application

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

*Please submit the appropriate checklist (s) with application

For Office Use Only	
File Number (s)	18-04-LS
Project name	USPS Parking Lot Split
Date Received	12.19.18
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
- ☐ Preliminary Plat
- ☐ Rezone
- ☐ Special Use
- ☐ Temporary Business
- ☐ Vacation
- ☐ Variance

Contact/Applicant Information

Owners of Record: Water Tower Development, LLC
Address: Attn: Kevin Allcott 533 W 2600 S #275
City, State, Zip: Bountiful, UT 84010
Phone Number: 801-232-6561
E-Mail: kallcott@aol.com
Fax #:

Applicant (Developer): Kevin Allcot
Address: 533 W 2600 S #275
City, State, Zip: Bountiful, UT 84010
Phone Number: 801-232-6561
E-Mail: kallcott@aol.com
Fax #:

Engineer/Representative: Same as above
Address:
City, State, Zip:
Phone Number:
E-Mail:
Fax #:

Subject Property Information

Site Address: 199 S KAY AVE KUNA, ID
Site Location (Cross Streets): South Kay Ave and East Wandering Lane
Parcel Number (s): R0615253160
Section, Township, Range: Section 25 T. 2.N, R.1.W B.M. Kuna, Ada County
Property size : 5.81 Acres Total - Divided to 2.00 and 3.81 Acres
Current land use: Vacant
Proposed land use: USPS parking lot
Current zoning district: C-1
Proposed zoning district: C-1

Project Description

Project / subdivision name: _____

General description of proposed project / request: To split lot to allow for construction of parking facility for Post Office

Type of use proposed (check all that apply):

- ☐ Residential
- ☐ Commercial
- ☐ Office
- ☐ Industrial
- ☒ Other Parking for Post Office

Amenities provided with this development (if applicable): _____

Residential Project Summary (if applicable)

Are there existing buildings? ☐ Yes ☐ No

Please describe the existing buildings: _____

Any existing buildings to remain? ☐ Yes ☐ No

Number of residential units: _____ Number of building lots: _____

Number of common and/or other lots: _____

Type of dwellings proposed:

- ☐ Single-Family
- ☐ Townhouses
- ☐ Duplexes
- ☐ Multi-Family
- ☐ Other

Minimum Square footage of structure (s): _____

Gross density (DU/acre-total property): _____ Net density (DU/acre-excluding roads): _____

Percentage of open space provided: _____ Acreage of open space: _____

Type of open space provided (i.e. landscaping, public, common, etc.): _____

Non-Residential Project Summary (if applicable)

Number of building lots: _____ Other lots: 0

Gross floor area square footage: _____ Existing (if applicable): _____

Hours of operation (days & hours): _____ Building height: _____

Total number of employees: _____ Max. number of employees at one time: _____

Number and ages of students/children: _____ Seating capacity: _____

Fencing type, size & location (proposed or existing to remain): _____

Proposed Parking:

a. Handicapped spaces: _____ Dimensions: _____
b. Total Parking spaces: _____ Dimensions: _____
c. Width of driveway aisle: _____

Proposed Lighting: _____

Proposed Landscaping (berms, buffers, entrances, parking areas, common areas, etc.): _____

Applicant's Signature: [signature], Mgr Date: 12/16/18

Lot Split: 199 Kay St. – Submittal Letter

The lot split is necessary to facilitate the development of a parking lot for the United States Postal Service who will relocate to the building at 693 Wythe Creek. The new facility will allow USPS to provide higher level of customer service. Furthermore, additional lots will be created on the two-acre parcel through a future subdivision, which will no doubt provide additional services to the Kuna community.

DESCRIPTION FOR
PARCEL A

A parcel of land being a portion Lot 3 of Avalon Orchard Tracts as if filed in Book 4 of Plats at Page 189, records of Ada County, Idaho, located in the NW 1/4 of Section 25, T.2N., R.1W., B.M., Kuna, Ada County, Idaho, more particularly described as follows:

Commencing at the N1/4 corner of said Section 25 from which the W1/16 corner of said Section 25 bears North 88°39'09" West, 1,309.24 feet;

thence along the North-South centerline of said Section 25 South 00°23'58" East, 451.09 feet;

thence leaving said North-South centerline North 88°39'09" West, 20.01 feet to the SE corner of Cement Falls Park Subdivision as filed in Book 89 of Plats at Pages 10,387 and 10,388, record of Ada County, Idaho, said point being the **REAL POINT OF BEGINNING**;

thence along the West right-of-way line of S. Kay Avenue South 00°23'58" East, 193.32 feet;

thence leaving said West right-of-way line North 89°58'40" West, 439.99 feet;

thence North 00°04'19" East, 202.86 feet;

thence North 89°58'48" East, 25.19 feet to the SW corner of said Cement Falls Park Subdivision;

thence along said the South boundary line of said Cement Falls Park Subdivision South 88°39'09" East, 413.31 feet to the **REAL POINT OF BEGINNING**. Containing 2.00 acres, more or less.

DESCRIPTION FOR
PARCEL B

A parcel of land being a portion Lots 3 and 5 of Avalon Orchard Tracts as if filed in Book 4 of Plats at Page 189, records of Ada County, Idaho, located in the NW 1/4 of Section 25, T.2N., R.1W., B.M., Kuna, Ada County, Idaho, more particularly described as follows:

Commencing at the N1/4 corner of said Section 25 from which the W1/16 corner of said Section 25 bears North 88°39'09" West, 1,309.24 feet;

thence along the North-South centerline of said Section 25 South 00°23'58" East, 451.09 feet;

thence leaving said North-South centerline North 88°39'09" West, 20.01 feet to the SE corner of Cement Falls Park Subdivision as filed in Book 89 of Plats at Pages 10387 and 10388, record of Ada County, Idaho;

thence along the West right-of-way line of S. Kay Avenue South 00°23'58" East, 193.32 feet to the **REAL POINT OF BEGINNING**;

thence continuing along said West right-of-way line South 00°23'58" East, 397.77 feet;

Thence leaving said West right-of-way line North 89°45'48" West, 166.11 feet;

Thence 45.90 feet along the arc of a curve to the right, said curve having a radius of 165.00 feet, a central angle of 15°56'17" and a long chord which bears North 81°47'40" West, 45.75 feet;

Thence North 73°49'32" West, 202.91 feet;

Thence 37.79 feet along the arc of a curve to the left, said curve having a radius of 275.00 feet, a central angle of 07°52'26" and a long chord which bears North 77°45'45" West, 37.76 feet;

Thence North 00°04'19" East, 326.18 feet;

Thence South 89°58'40" East, 439.99 feet to the **REAL POINT OF BEGINNING**. Containing 3.81 acres, more or less.

TitleOne
a title & escrow co.

ADA COUNTY RECORDER Christopher D. Rich
BOISE IDAHO Pgs=2 CHE FOWLER
TITLEONE BOISE

2018-012964
02/12/2018 02:40 PM
$15.00

Order Number: 18306618

WARRANTY DEED

For Value Received,

Little Wood Landing, LLC, an Idaho limited liability company, the Grantor, does hereby grant, bargain sell and convey unto, **Water Tower Development, LLC, an Idaho limited liability company,** whose current address is **533 W. 2600 S. #275, Bountiful, UT 84010,** the Grantee, the following described premises, in **Ada County, Idaho,** To Wit:

A parcel of land being a portion Lots 3 and 5 of Avalon Orchard Tracts as filed in Book 4 of Plats at Page 189 records of Ada County, Idaho, located in the Northwest quarter of Section 25, Township 2 North, Range 1 West, Boise Meridian, Kuna, Ada County, Idaho, more particularly described as follows:

Commencing at the North quarter corner of said Section 25 from which the West 1/16 corner of said Section 25 bears North 88°39'09" West, 1309.24 feet; thence along the North-South centerline of said Section 25
South 00°23'58" East, 451.09 feet; thence leaving said North-South centerline
North 88°39'09" West, 20.01 feet to the Southeast corner of Cement Falls Park Subdivision as filed in Book 89 of Plats at Pages 10387 and 10388, record of Ada County, Idaho, said point being the Real Point of Beginning; thence along the West right-of-way line of S. Kay Avenue South 00°23'58" East, 591.09 feet; thence leaving said West right-of-way line
North 89°45'48" West, 166.11 feet; thence 45.90 feet along the arc of a curve to the right, said curve having a radius of 165.00 feet, a central angle of 15°56'17" and a long chord of 45.75 feet which bears North 81°47'40" West; thence
North 73°49'32" West, 202.91 feet; thence 37.79 feet along the arc of a curve to the left, said curve having a radius of 275.00 feet, a central angle of 07°52'26" and a long chord of 37.76 feet which bears North 77°45'45" West; thence
North 00°04'19" East, 529.04 feet; thence
North 89°58'48" East, 25.19 feet to the Southwest corner of said Cement Falls Park Subdivision; thence along said South boundary line
South 88°39'09" East, 413.31 feet to the Real Point of Beginning.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, its heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that they are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to

all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility assessments (if any) for the current year, which are not due and payable, and that Grantor will warrant and defend the same from all lawful claims whatsoever. Whenever the context so requires, the singular number includes the plural.

Dated: 02/09/2018

Little Wood Landing, LLC, an Idaho limited liability company

By: _____
John Mackey, Manager

State of Idaho, County of Ada, ss.

On this 9th day of February 2018, before me, the undersigned, a Notary Public in and for said State, personally appeared John Mackey, known or identified to me to be a Manager of the limited liability company that executed the within instrument and acknowledged to me that he executed the same for and on behalf of said limited liability company and that such limited liability company executed it.

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

_____
Notary Public for Idaho
Residing In: Meridian, ID
My Commission Expires: 5/23/2021

CLAYTON D. FREEMAN NOTARY PUBLIC STATE OF IDAHO

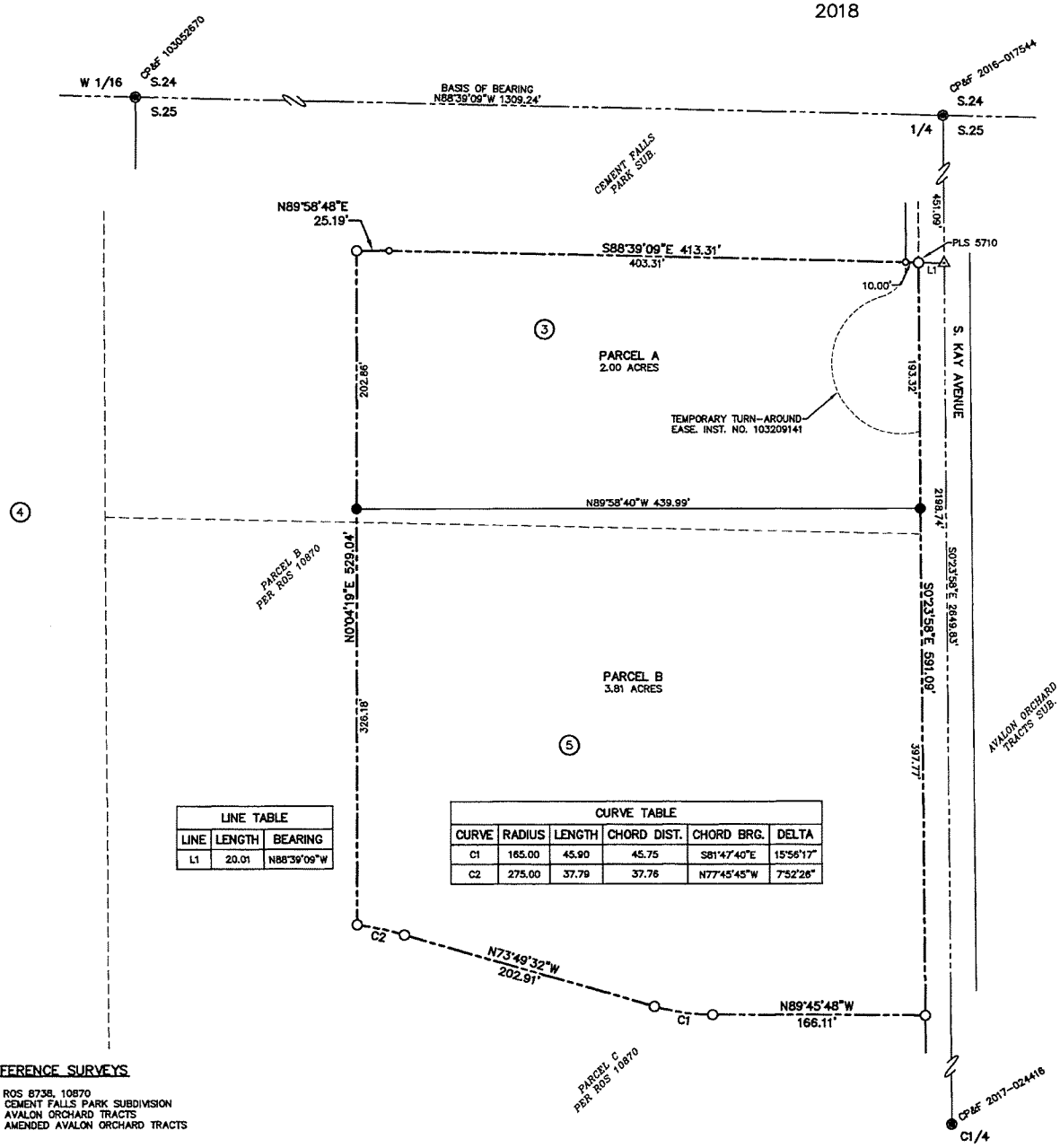
Vicinity Map

RECORD OF SURVEY FOR

WATER TOWER DEVELOPMENT LLC

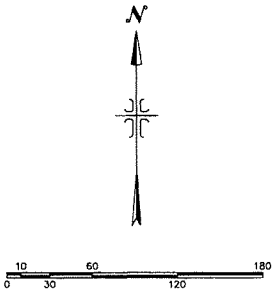
A PORTION OF PARCEL 3 AND LOT 5, BLOCK 3 OF AVALON ORCHARD TRACTS
LOCATED IN THE NW 1/4 OF SECTION 25, T.2N., R.1W., B.M.
KUNA, ADA COUNTY, IDAHO
2018

ROS NO._____



LINE TABLE		
LINE	LENGTH	BEARING
L1	20.01	N88°39'09"W

CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD DIST.	CHORD BRG.	DELTA
C1	165.00	45.90	45.75	S81°47'40"E	15°56'17"
C2	275.00	37.79	37.76	N77°45'45"W	7°52'26"



LEGEND

- FOUND 1/2" IRON PIN PLS 4116 UNLESS OTHERWISE NOTED
- FOUND 5/8" IRON PIN, PLS 7729 UNLESS OTHERWISE NOTED
- FOUND ALUMINUM CAP MONUMENT
- SET 5/8" IRON PIN WITH CAP PLS 7729
- CALCULATED POINT
- BOUNDARY LINE
- ORIGINAL LOT LINE
- NEW PARCEL LINE
- EXISTING EASEMENT LINE
- PARCEL LINE
- SECTION LINE
- RIGHT-OF-WAY LINE
- (7) LOT NO. PER AVALON ORCHARD TRACTS

COUNTY RECORDER'S CERTIFICATE

INST. NO._____

STATE OF IDAHO, COUNTY OF ADA, ss.

FILED FOR RECORD AT THE REQUEST OF WATER TOWER DEVELOPMENT LLC
_____MIN. PAST_____O'CLOCK__M. THIS_____DAY OF_____2018
CHRISTOPHER D. RICH, RECORDER

BY_____DEPUTY

FEE $_____

RECORDING INDEX NUMBER: 214-25-4-0-0-04-189

REFERENCE SURVEYS

1. ROS 8738, 10870
2. CEMENT FALLS PARK SUBDIVISION
3. AVALON ORCHARD TRACTS
4. AMENDED AVALON ORCHARD TRACTS

IDAHO SURVEY GROUP, LLC
9955 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

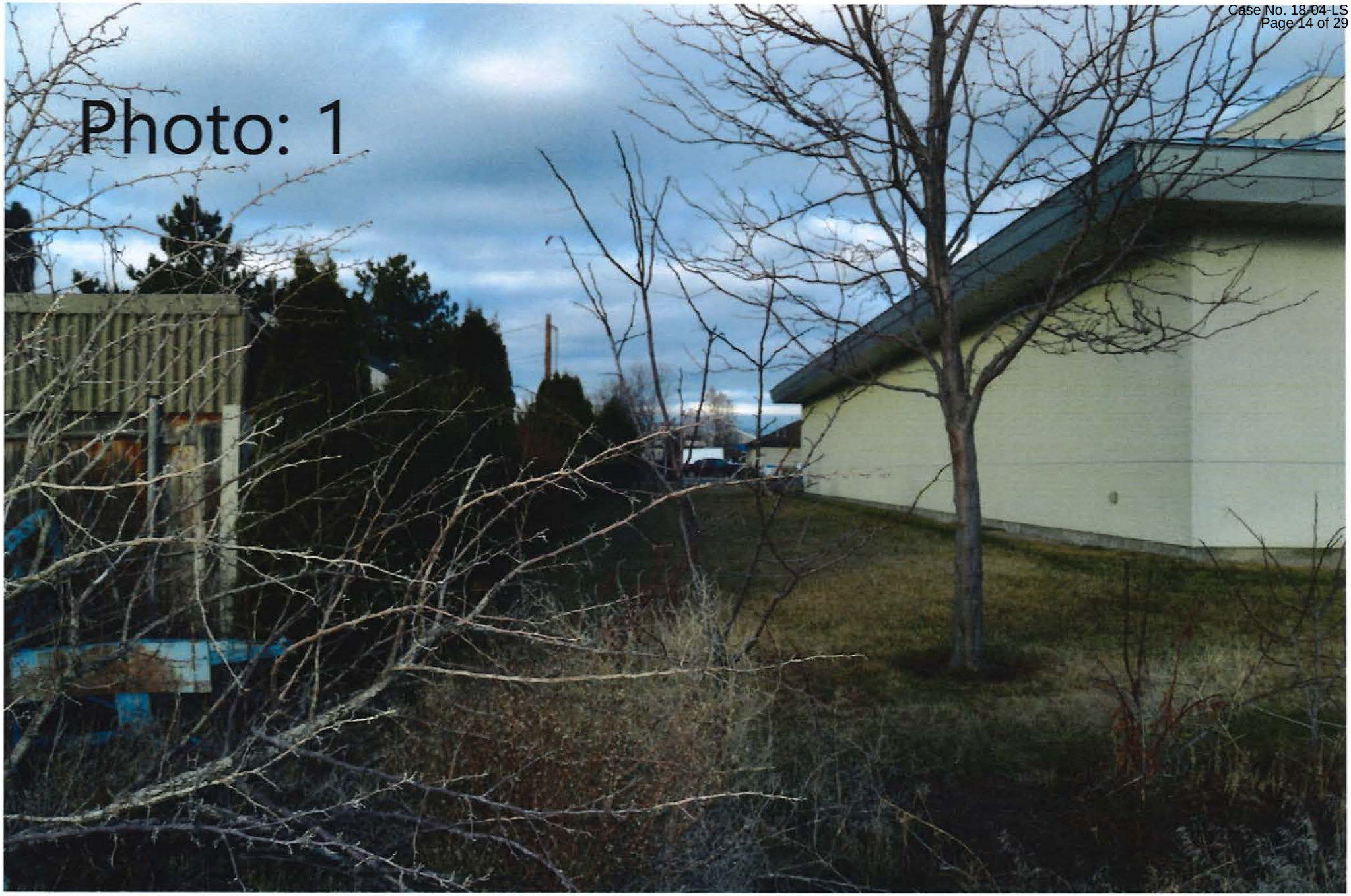


Photo: 1

Photo: 2

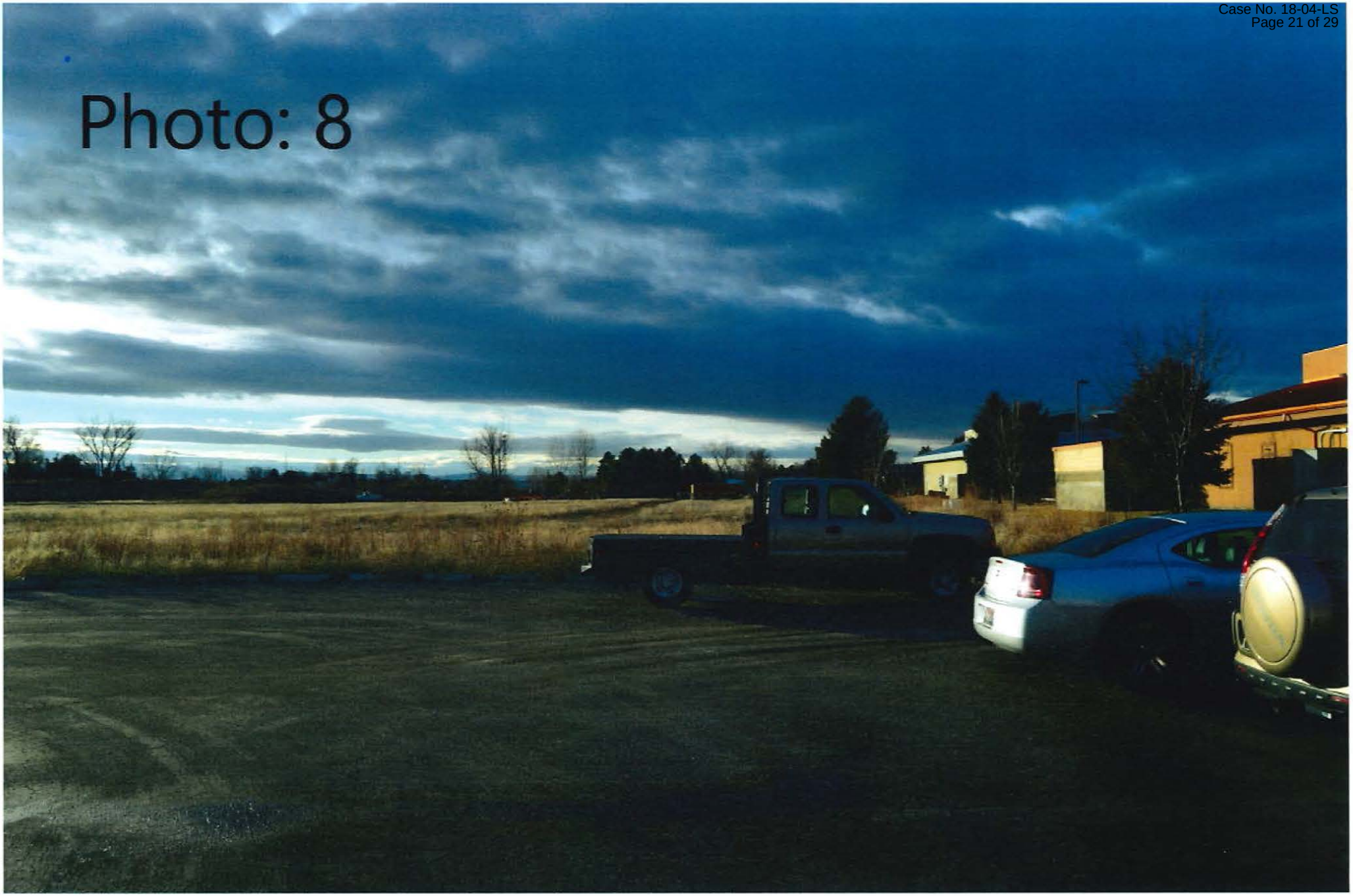
Photo: 3

Photo: 4

Photo: 5
Jeep
1A 9709N

Photo: 6

Photo: 7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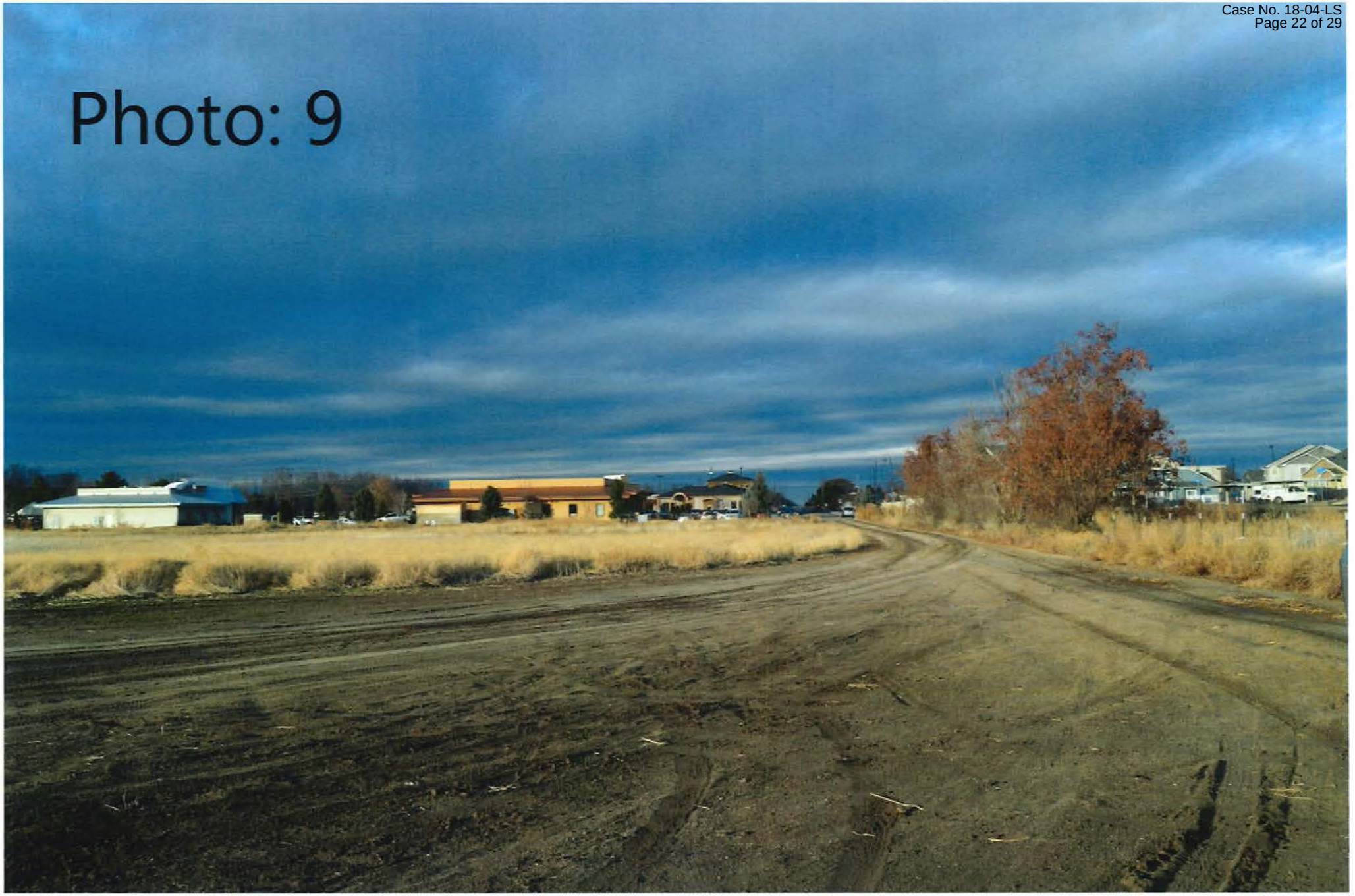
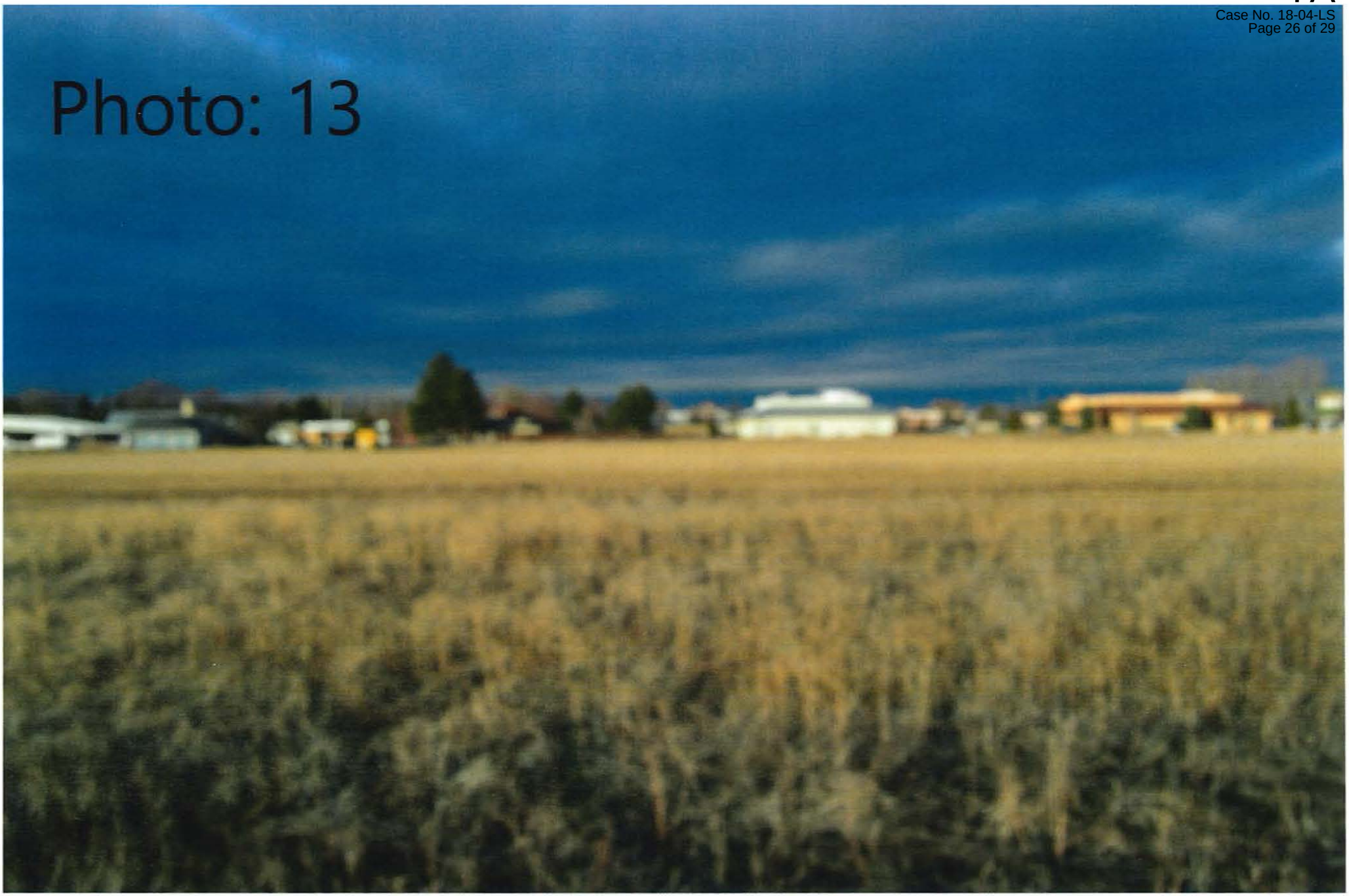


Photo: 9

Photo: 10

Photo: 11

Photo: 12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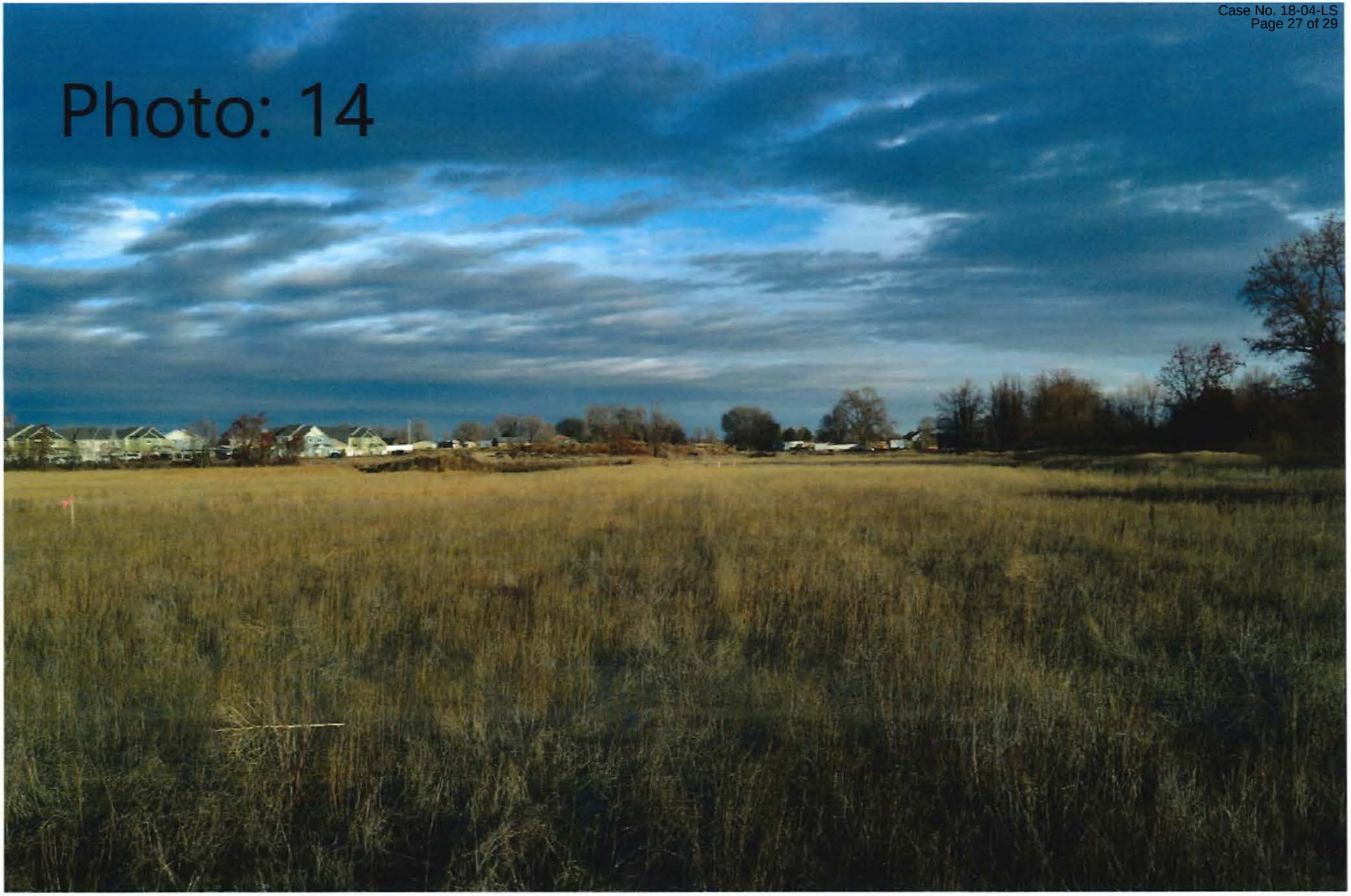
Photo: 14

Photo: 15

Photo: 16

From: Chris Engels <cengels@kunaid.gov>
Sent: Thursday, February 14, 2019 3:39 PM
To: Kuna Chamber of Commerce <info@kunachamber.com>
Cc: Mayor Stear <mayorstear@kunaid.gov>; Chief Jon McDaniel <jmcdaniel@adaweb.net>; Baylee Wilder <bwilder@iccu.com>; Kara Medrano <Kara.Medrano@fib.com>; Melissa Scholes <mscholes.farmers@gmail.com>; Greg Decker <gregdecker@allstate.com>; Lisa Holland <lholland@kunaid.gov>; Bobby Withrow <bwithrow@kunaid.gov>; Jessica Reid <jreid@kunaid.gov>; Chris Engels <cengels@kunaid.gov>
Subject: RE: Kuna Days - Safety Concerns/ Satellite Parking

Hello Chamber Board,

This will need to go to City Council for a decision.

Council donates $2,500 from the general fund specifically for fireworks and payable to Fireworks America. We'll let Council know that the Chamber is declining the donation. It will be up to Council to determine if they wish to expend funds on any other alternatives or not. This email trail has all the details so it will be provided to Council for review in making their determination.

We'll touch base and let you know Council's decision.

As always, we look forward to a safe and fun event for the community.

Thank you,
Chris

Chris Engels
City Clerk-
Grant Administrator
City of Kuna
208.922.5546 | 208.387.7727 direct
kunacity.id.gov

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From: Kuna Chamber of Commerce <info@kunachamber.com>
Sent: Thursday, February 14, 2019 2:46 PM
To: Chris Engels <cengels@kunaid.gov>
Cc: Mayor Stear <mayorstear@kunaid.gov>; Chief Jon McDaniel <jmcdaniel@adaweb.net>; Baylee Wilder <bwilder@iccu.com>; Kara Medrano <Kara.Medrano@fib.com>; Melissa Scholes <mscholes.farmers@gmail.com>; Greg Decker <gregdecker@allstate.com>; Lisa Holland <lholland@kunaid.gov>; Bobby Withrow <bwithrow@kunaid.gov>; Jessica Reid <jreid@kunaid.gov>
Subject: Re: Kuna Days - Safety Concerns/ Satellite Parking

Good Afternoon,

Thank you so much for the email below. I think we are going to have a much safer and enjoyable Kuna Days this year!

The Chamber/Kuna Days Committee without a doubt will keep the firework show as part of our Kuna Days Event. The show is the main attraction for the many people who come from all around the Treasure Valley to watch the amazing display on Saturday Night. Location will be same as last year, down by the greenbelt and will begin at 10pm.

The Board would like to propose the following:

1) The Chamber/Committee, in an effort to reduce congestion, will be providing the following street closures:

- 2nd Street will be closed from Linder to Ave C for the entire duration of Kuna Days. (which is 2 blocks more than what we have had in the past)
- Main Street will be closed Saturday from 10AM-Midnight. In addition, Avenues A-D will be closed between Main and 2nd Street during this time.

To provide continuity and clear communication the Chamber/Committee will be solely responsible for managing this process and will incur all expenses associated with the closures. We will work with ACHD and Road Work Ahead Traffic Services to insure this is a smooth and safe process.

2) The Chamber/Committee will also pay the City's park fees that have been quoted and approved by the Parks and Rec Department dated 01/03/19 totaling $854.00 for the entire weekend. We does not wish for *additional* discounts.

3) The Chamber/Committee will take care of any and all firework costs. We will not seek a donation from Council/City to help support the cost of the Kuna Days firework show; which in the past has averaged at least $2500 that was donated.

Therefore, in order to provide continuity. The Chamber/Committee ask that the City of Kuna take full responsibility for providing and managing the transportation/satellite parking costs and scheduling. The Chamber/Committee will be happy to include the transportation schedule and details as part of

our marketing material efforts for Kuna Days. All details will be posted on our website, social media and any printed materials.
With the above option the city will be saving a total of $2600. We think it would be a win-win for all of us.

Thank you all for working with us to make this a great event. We appreciate it

Have a great rest of your day,

Kuna Chamber of Commerce Board of Directors

On Wed, Feb 13, 2019 at 11:54 AM Chris Engels <cengels@kunaid.gov> wrote:

> Hello Karri and all,
>
> Mayor Stear, Chief McDaniel, myself, Parks Director Bobby Withrow and Economic Development Director Lisa Holland met on Monday and reviewed your questions and information. I've bullet pointed but let me know if we've missed anything.
>
> Bussing:
>
> - As we (Chamber and City Staff) discussed in the meeting on January 3rd, bussing was being requested for safety reasons. We also discussed that once you obtained a cost, let us know so we could consider whether we could assist with part of the cost or offset park fees the first year if city hall was included as a pick up/drop off point. Karri indicated she was checking with Brown bus company. According to our notes, we discussed starting at approximately 7/7:30 pm to 11/11:30 pm but would tighten those times once the blow off time for fireworks was confirmed.
> - Also in the notes, we show that if the fireworks moved across the tracks, busses may not be needed.
> - In a previous email, Karri indicated that the board felt the cost for busses was too expensive and could consider it for next year. As I responded, for safety reasons, the busses were still needed. To clarify what the costs were, the Clerk's office and Parks Department pulled quotes from two different companies.
>
>   - Boise Shuttle Services: $79 per hour – 42 seats – clock runs from when they leave the yard until the bus gets back to their yard. Will follow whatever route is set.
>   - Caldwell Bus Transportation: $75 per hour – 42 seats – 3 hour minimum and clock runs from when they leave the yard until the bus gets back to their yard. Will follow whatever route is set.
>
> - Though there is a cost, it seems that 1 bus would be less than $500 and less than $1,000 for two busses and for the size of the event, we don't see it as unreasonable.
> - In determining how many busses, route, drop off/pick up locations, we would have you

work with Chief McDaniel to further address safety and provide the schedule as part of your Special Event Plan application.

Fireworks:

- Ideally, we had hoped to have the blow off area at the 17 acres on Shortline but if your contractor isn't able to make that change, that issue is closed.
- If you determine to not hold a fireworks display, that would be disappointing to the community, visitors and those who have committed funds to the display but ultimately, that is the Chambers decision. Safety is important as we all agree and we believe a bussing, satellite parking, opening additional areas for viewing and working together will enable the fireworks display to continue.

Main Street:

- In our January 3rd meeting, we had requested the cost of closing Main St after the parade until midnight and that the city would cover those costs if we determined we were able. We also stated that if we closed Main St, the Chamber was welcome to use a section in front of the park if it would be helpful to your event. In your email below, its unclear if you're indicating the Chamber is now going to close Main St or if the City is still to consider it? Let us know so we can make that determination.

Fireworks Viewing areas:

- Yes, the city will pick up entertainment on the west end of the greenbelt to encourage people to spread out to watch the fireworks.

Parking:

- The city will help share any and all parking and bus schedule information to the public.

Overall, we agree that everyone has a concern for safety of the public.

Let me know if there are any additional questions or clarifications.

Thank you,
Chris

Chris Engels
City Clerk-
Grant Administrator
City of Kuna
208.922.5546 | 208.387.7727 direct
kunacity.id.gov

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From: Kuna Chamber of Commerce <info@kunachamber.com>
Sent: Thursday, February 7, 2019 12:19 PM
To: Chris Engels <cengels@kunaid.gov>; Mayor Stear <mayorstear@kunaid.gov>; Chief Jon

McDaniel <jmcdaniel@adaweb.net>
Cc: Baylee Wilder <bwilder@iccu.com>; Kara Medrano <Kara.Medrano@fib.com>; Melissa Scholes <mscholes.farmers@gmail.com>; Greg Decker <gregdecker@allstate.com>
Subject: Kuna Days - Safety Concerns/ Satellite Parking

Hello Mayor Stear, Chief McDaniel and Chris!

The board and myself wanted to get all of us on the same page/email for the Kuna Days event and get clarification on the details on the Safety Concerns/Satellite Parking.

Thank you for the information regarding the fireworks location and bussing. We all have the same goals for the event and that is to make sure it runs smoothly and that people are safe. We appreciate your input as no one wants Kuna on the map for having an incident at Kuna Days. We heard from Fireworks America that we are unable to move the location of the fireworks because of fire hazards both in the field and the close proximity to buildings and homes on Shortline, so because of that we will have to either; use the same location that we have been using or we will need to not have fireworks. *I think we can all agree that this would create an uproar with attendees, as this is the main draw for Kuna Days*. In an effort to better understand the needs of the event, would you be willing to further explain the bussing requirement? We want to make sure that all safety goals are being met throughout this process. Chris, in your previous email, you stated that the concern was that *"there was so many people in a restricted area."* Is the main issue the amount of pedestrians close to the fall out area, mainly on 2nd St and the park?

In an effort to help the car/pedestrian congestion this year, we have extended the 2nd Street closure to be from Linder Rd down to Ave C, as well as keeping Main Street closed for the remainder of the day after the parade (from Ave A to Ave D) approximately 10am-midnight as well as ending our live music around 8pm (as requested).These measures should have a significant impact on improving the congestion from last year. To also help alleviate people congregating in one area to view the firework show, we can work together on getting some maps out to the public prior to the event to show optimum "viewing" areas to hopefully help spread the crowds of people throughout the downtown/greenbelt area. The unfortunate part is that we will not be able to control where people choose to stand/congregate to watch the show but hoping the map will help.

Any further clarification on this matter would be great. We appreciate that we are able to work together and make it amazing! A lot of us have been here for the *many many* years of Kuna Days and we see that Kuna Days is getting viewed as "an event not to be missed"

Have a great rest of your day :)

Karri Keller

Executive Director

208-922-9254 (o)

123 Swan Falls Rd

PO Box 123

Kuna, ID. 83634

Hours: Tues-Thurs / 9am-3pm

www.kunachamber.org

ORDINANCE NO. 2019-05
KUNA, IDAHO

AN ORDINANCE OF THE CITY COUNCIL OF KUNA, IDAHO AMENDING TITLE 1, CHAPTER 6, SECTION 8 ENTITLED PUBLIC HEARING RULES OF PROCEDURE OF THE KUNA CITY CODE PROVIDING FOR:

- **CLARIFICATION ON PUBLIC HEARING RULES OF PROCEDURE;**
- **ESTABLISHING TESTIMONY TIME LIMITS;**
- **REGULATING THE PRESENTATION OF DOCUMENTS AND OTHER FORMS OF PHYSICAL EVIDENCE;**
- **AMENDING THE RECOGNIZED PUBLIC HEARING MOTIONS;**
- **CLARIFYING CONFLICT OF INTEREST PROCEEDURES; AND**
- **PROVIDING FOR AN EFFECTIVE DATE AND PUBLICATION.**

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Kuna, Ada County, Idaho:

Section 1: That Title 1, Chapter 6, Section 8 of the Kuna City Code be and the same is hereby amended to read as follows:

1-6-8: - PUBLIC HEARING RULES OF PROCEDURE:

The following rules are hereby established, shall be observed in the conduct of any public hearing before the city council, planning and zoning commission, design review committee, or any city standing or ad hoc committee (a "City Agency") authorized to conduct public hearings, and shall be known as the "public hearing rules of procedure".

A. No person shall be permitted to testify or speak before a City Agency at a public hearing, unless such person has written his or her name and address thereafter on a sign-up sheet provided by the city or unless such person has been recognized and authorized by the presiding chairman to speak. This rule shall not apply to staff or technical witnesses directed by the presiding chairman to testify or provide evidence at the public hearing.

B. No person shall be permitted to speak before a City Agency at a public hearing until such person has been recognized by the presiding chairman and has clearly stated for the record their name, address, and interest in the matter.

C. All public hearing proceedings shall be recorded electronically and all persons speaking at such public hearings shall speak before a microphone in such a manner as will assure that the recorded testimony or remarks will be included in the record of the proceedings and the clerk of the proceedings shall notify speakers when they are not compliance

D. The following is the general public hearing time limits, unless a special hearing time limit is otherwise established by majority vote of the members of the City Agency, for speakers [not including time for questions and response] is as follows:

Staff presentation: fifteen (15) minutes; and

Applicant representative: ten (10) minutes, and

Public testimony: three (3) minutes; and

Applicant rebuttal testimony: ten (10) minutes.

Persons called to testify by the City Agency members to respond to their questions are not subject to these time limits.

No testimony will be received after the approval of a motion to close evidence presentation and proceed to deliberation.

Any special time limit established by the City Agency shall consider but not be limited to, the number of speakers who sign up for each hearing, providing a fair opportunity for interested parties and persons to present relevant evidence or information, the lateness of the hour at the commencement of the hearing, and the number of hearings left on the meeting agenda, and shall apply only to the speaker's comments.

E. Any person or applicant who wishes to speak and who also wishes to present any documents and other forms of physical evidence not already in the record of proceedings must provide the same to the Clerk of the Proceedings prior to the commencement of the receipt of testimony so the same may be marked as an exhibit by the Clerk which shall be identified by the speaker during their testimony; and any electronic displays or presentations must be provided prior to the meeting and prior to the distribution of the agenda and supporting documents to the governing body. No late electronic submissions will be allowed and no non-city produced external disc or external drive will be permitted to be used on city equipment. Any paper copies must be in a size that is clearly viewable by the governing body and attendees of the meeting from a minimum distance of ten (10) feet or individual copies may be provided and, in a quantity, to provide a copy for all members of the governing body, staff and any public in attendance.

F. Speakers should not be interrupted by members of the City Agency so long as the speaker's comments are related to the subject matter of the hearing until an imposed time limit has been reached.

G. At the conclusion of a speaker's comments, each member of the City Agency, when recognized by the presiding chairman, shall be allowed to question the speaker, and the speaker shall be limited to answers to the questions asked. The question and answer period shall not be included in the speaker's time limit, if one has been established.

H. Any person not conforming to any of the above rules may be prohibited from speaking during the public hearing. Any person refusing to comply with such prohibition may be removed from the room by order of the presiding chairman.

I. All decisions made or actions taken by a City Agency shall be initiated by motion of one (1) of its members.

J. Every motion seconded by another member shall proceed to a vote unless such motion be withdrawn by the maker of the motion prior to the vote. Every motion failing to receive a second shall die without a vote.

K. There shall be five (5) recognized public hearing motions which can be made in meetings subject to these rules, and listed in priority order in the event more than one (1) motion is pending, such motions are:

1. Motion to open the public hearing;
2. Motion to suspend or amend these rules
3. Motion for recess and continuance of the public hearing for matters as specified to a time and date certain;
4. Motion to close evidence presentation and proceed to deliberation;
5. Motion to take action as is relevant to the deliberation and when relevant a direction to prepare findings of fact, conclusions and law and order of recommendation or decision for approval at the next scheduled meeting.

L. City Agency members shall disclose potential conflicts of interest they may have regarding the subject matter of the public hearing. They may ask the city attorney for an opinion as to whether or not they have a conflict of interest under law. A member with a conflict of interest; and additionally, in a quasi-judicial proceeding, who discloses that they will be unable to make a fair and impartial determination of the facts at issue based solely upon the evidence presented at the hearing, shall recuse themselves and request permission from the presiding chairman to absence themselves from the hearing. A member for any other reason, desiring not to participate in a matter before a public hearing shall advise the presiding chairman of the reason therefor. A vote of the other members present shall be called by the chairman which shall require a majority vote of the other members of the City Agency in order to be excused from the hearing. As all meetings and hearings, except for executive sessions, are open to public view and scrutiny, all deliberations by body members shall be clearly audible in order to be heard by all persons present in the room and capable of being later transcribed.

M. For legislative matters, testimony and other information may be received by the body in any order chosen by the presiding chairman.

N. For quasi-judicial matters such as, but not limited to, licensing applications and zoning applications, the presiding chairman shall receive testimony at the public hearing in the following order:

1. Report to the body by city staff;
2. Presentation by the applicant;
3. Testimony of those in support of the application;
4. Testimony of those neutral toward the application;
5. Testimony of those opposed to the application;
6. Rebuttal presentation by the applicant.

O. The body may suspend or amend any one or more of these rules by vote of one-half plus one (1) of the full body, and the presiding chairman shall have the authority to interpret and apply the foregoing rules. An appeal of such interpretation or application may be made to the city council, which will act on such appeal as expeditiously as it can. Appeals during a council meeting may be decided during the public hearing wherein the question arises, or may be decided at a later date, at the council's discretion.

Section 2: Date of Effect and Publication:

This ordinance shall be in full force and effect upon its passage, approval and publication, according to law.

ADOPTED this 19th day of February, 2019.

CITY OF KUNA

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

ORDINANCE NO. 2019-05
KUNA, IDAHO

AN ORDINANCE OF THE CITY COUNCIL OF KUNA, IDAHO AMENDING TITLE 1, CHAPTER 6, SECTION 8 ENTITLED PUBLIC HEARING RULES OF PROCEDURE OF THE KUNA CITY CODE PROVIDING FOR:

- **CLARIFICATION ON PUBLIC HEARING RULES OF PROCEDURE;**
- **ESTABLISHING TESTIMONY TIME LIMITS;**
- **REGULATING THE PRESENTATION OF DOCUMENTS AND OTHER FORMS OF PHYSICAL EVIDENCE;**
- **AMENDING THE RECOGNIZED PUBLIC HEARING MOTIONS;**
- **CLARIFYING CONFLICT OF INTEREST PROCEEDURES; AND**
- **PROVIDING FOR AN EFFECTIVE DATE AND PUBLICATION.**

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Kuna, Ada County, Idaho:

Section 1: That Title 1, Chapter 6, Section 8 of the Kuna City Code be and the same is hereby amended to read as follows:

1-6-8: - PUBLIC HEARING RULES OF PROCEDURE:

The following rules are hereby established, shall be observed in the conduct of any public hearing before the city council, planning and zoning commission, design review committee, or any city standing or ad hoc committee ~~other body~~ (a "City Agency") authorized to conduct public hearings, and shall be known as the "public hearing rules of procedure".

A. ~~A.~~ No person shall be permitted to testify or speak before a City Agency ~~the body~~ at a public hearing, unless such person has written his or her name and address thereafter on ~~sign up~~sign-up sheet~~s to be~~ provided by the city or unless such person has been recognized and authorized by the presiding chairman ~~and invited~~ to speak. This rule shall not apply to staff or technical witnesses directed by the presiding chairman to testify or provide evidence at the public hearing. ~~give evidence or information to the body.~~

B. ~~B.~~ No person shall be permitted to speak before a City Agency ~~the body~~ at a public hearing until such person has been recognized by the presiding chairman and has clearly stated for the record ~~such person's~~ their name, ~~and~~ address and interest in the matter.

C. ~~C.~~ All public hearing proceedings shall be recorded electronically and all persons speaking at such public hearings shall speak before a microphone in such a manner as will assure that the recorded testimony or remarks will be included in the record of the

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proceedings~~accurate and trustworthy~~ and the clerk of the proceedings shall notify speakers when they are not compliance ~~.~~

D. ~~D.~~ The following is the general public hearing time limits, unless a special hearing time limit is otherwise established by majority vote of the members of the City Agency, for speakers [not including time for questions and response] ~~At the commencement of the public hearing~~is as follows:

Staff presentation: fifteen (15) minutes; and

Applicant ~~,~~representative, ~~the presiding chairman may established~~ a time limit ~~is to be observed by all speakers. Applicant is limited to~~ ten (10) minutes, and

P~~p~~ublic testimony ~~is limited to~~ three (3) minutes; and

~~rebuttal of the~~ A~~a~~pplicant rebuttal testimony ~~is limited to~~ ten (10) minutes.

Persons called to testify by the City Agency members to respond their questions are not subject to these time limits.

No testimony will be ~~accepted by~~ received after the approval of a motion to close evidence presentation and proceed to deliberation. ~~applicant or public after the closure of the rebuttal time unless the governing body ask a question.~~

Any special time limit established by the City Agency shall consider ~~other than listed may be imposed shall to reflect a reasonable balance of factors including,~~ but not be limited to, the number of speakers who sign up for each hearing, providing a fair opportunity for interested parties and persons to present relevant evidence or information, the lateness of the hour at the commencement of the hearing, and the number of hearings left on the meeting agenda, and shall apply only to the speaker's comments.

E. ~~E.~~ Any person or applicant who wishes to speak and who also wishes to present any documents and other forms of physical evidence not already in the record of proceedings must provide the same to the Clerk of the Proceedings prior to the commencement of the receipt of testimony so the same may be marked as an exhibit by the Clerk which shall be identified by the speaker during their testimony; and a~~A~~ny electronic displays or presentations must be provided prior to the meeting and prior to the distribution of the agenda and supporting documents to the governing body. No late electronic submissions will be allowed and no non-city produced external disc or external drive will be permitted to be used on city equipment. Any paper copies must be in a size that is clearly viewable by the governing body and attendees of the meeting from a minimum distance of ten (10) feet or individual copies may be provided and, in a quantity, to provide a copy for all members of the governing body, staff and any public in attendance.

F. Speakers should not ~~No speaker shall~~ be interrupted by members of the City Agency ~~body or the presiding chairman~~ so long as the speaker's comments are related to the subject matter of the hearing until an imposed time limit has been reached.

G. ~~F.~~ At the conclusion of a speaker's comments, each member of the City Agency ~~body~~, when recognized by the presiding chairman, shall be allowed to question the speaker, and the speaker shall be limited to answers to the questions asked. The question and answer period shall not be included in the speaker's time limit, if one has been established.

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H. ~~G.~~ Any person not conforming to any of the above rules may be prohibited from speaking during the public hearing. Any person refusing to comply with such prohibition may be removed from the room by order of the presiding chairman.

I. ~~H.~~ All decisions made or actions taken by a City Agency ~~body~~ shall be initiated by motion of one (1) of its members.

J. ~~I.~~ Every motion seconded by another member shall proceed to a vote unless such motion be withdrawn by the maker of the motion prior to the vote. Every motion failing to receive a second shall die without a vote.

K. ~~J.~~ There shall be ~~seven~~ five (~~7~~5) recognized public hearing motions which can be made in meetings subject to these rules, and listed in priority order in the event more than one (1) motion is pending, such motions are:

1. ~~1.~~ Motion to open the public hearing ~~amend the body's meeting agenda~~;
2. ~~2.~~ Motion to suspend or amend these rules
3. Motion for ~~adjournment or~~ recess and continuance of the public hearing for matters as specified to a time and date certain;
4. ~~3.~~ Motion to close evidence presentation and proceed to deliberation ~~table or continue any matter~~;

~~4. Motion to take action as is relevant to the deliberation and when relevant a direction to prepare findings of fact, conclusions and law and order of recommendation or decision for approval at the next scheduled meeting. suspend or amend these rules;~~

~~5. Substitute motions or motions to amend a pending motion;~~

5. ~~6. Motion to approve, with or without conditions, or motion to deny any pending application or other matter; and~~

~~7. Motion to hold an executive session (for those bodies where an executive session may be allowed).~~

~~K. All members present for a meeting shall vote on each motion unless excused by a majority vote of the other members present based on reasons of conflict of interest or other good cause or may be excused by the presiding chairman at the chairman's discretion without a vote.~~ City Agency members ~~Each member~~ shall disclose ~~at any meeting~~ potential conflicts of interest they may have regarding the subject matter of the public hearing~~that may exist for any of the items on the agenda prior to that agenda item being discussed~~. They may ask the city attorney for an opinion as to whether or not they have a conflict of interest under law. A member with a conflict of interest; and additionally in a quasi-judicial proceeding, who discloses that they will be unable to make a fair and impartial determination of the facts at issue based solely upon the evidence presented at the hearing, shall recuse themselves and request permission from the presiding chairman to absence themselves from the hearing. A member for any other reason, desiring not to participate in a ~~any~~ matter before a public hearing shall advise the presiding chairman of the reason therefor. A vote of the other members present shall be called by the ~~presiding chairman~~ chairman ~~or the presiding chairman may determine whether there exists a conflict or other~~

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~~good cause~~ which shall require a majority vote of the other members of the City Agency in order to be excused ~~excusing such member~~ from the hearing. ~~participation and any voting. Good cause shall only be found in circumstances where allowing participation of the member would reasonably appear to undermine the fairness and/or impartiality of the body's deliberation of a matter.~~

L. ~~L.~~ As all meetings and hearings, except for executive sessions, are open to public view and scrutiny, all deliberations by body members shall be clearly audible in order to be heard by all persons present in the room and capable of being later transcribed.

M. ~~M.~~ For legislative matters, testimony and other information may be received by the body in any order chosen by the presiding chairman.

N. ~~N.~~ For quasi-judicial matters such as, but not limited to, licensing applications and zoning applications, the presiding chairman shall receive testimony at the public hearing in the following order:

1. ~~1.~~ Report to the body by city staff;
2. ~~2.~~ Presentation by the applicant;
3. ~~3.~~ Testimony of those in support of the application;
4. ~~4.~~ Testimony of those neutral toward the application;
5. ~~5.~~ Testimony of those opposed to the application;
6. ~~6.~~ Rebuttal presentation by the applicant.

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O. The body may suspend or amend any one or more of these rules by vote of one-half plus one (1) of the full body, and the presiding chairman shall have the authority to interpret and apply the foregoing rules. An appeal of such interpretation or application may be made to the city council, which will act on such appeal as expeditiously as it can. Appeals during a council meeting may be decided during the public hearing wherein the question arises, or may be decided at a later date, at the council's discretion.

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Section 2: Date of Effect and Publication

This ordinance shall be in full force and effect upon its passage, approval and publication, according to law.

ADOPTED this 19th day of February, 2019.

CITY OF KUNA

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

(Space above reserved for recording)

ORDINANCE NO. 2019-06
CITY OF KUNA, IDAHO

ORDINANCE AMENDING THE EXTERIOR BOUNDARIES OF THE KUNA MUNICIPAL IRRIGATION SYSTEM [Challenger Development 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 SILVER TRAIL SUBDIVISION NO. 3; 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 SILVER TRAIL SUBDIVISION NO. 3 [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 19th day of February, 2019.

CITY OF KUNA

_____
Joe L. Stear, Mayor

ATTEST:

_____
Chris Engels, City Clerk

EXHIBIT A

LEGAL DESCRIPTION FOR WATER RIGHTS ON SILVER TRAIL SUBDIVISION NO. 3

KNOW ALL MEN BY THESE PRESENTS: That the undersigned does hereby certify that it is the owner of a certain tract of land to be known as SILVER TRAIL SUBDIVISION NO. 3, and that it intends to include the following described land in this plat:

A re-subdivision of a portion of Lot 68, Block 1 of Danskin Ridge Subdivision No. 6 as shown in Book 103 of Plats at Pages 13739 through 13741 records of Ada County, Idaho. Situate in the west half of Section 11, Township 2 North, Range 1 West, Boise Meridian, Kuna City, Ada County, Idaho, and being more particularly described as follows:

Commencing at the southwest corner of said Section 11; thence N00°36'21"E, 2,657.55 feet along the westerly boundary of the southwest quarter of said Section 11 and along the centerline of South Ten Mile Road to the northwest corner of the southwest quarter of said Section 11; thence S89°23'19"E, 1,317.92 feet along the northerly boundary of the southwest quarter of said Section 11 and along a line 35-feet southerly of and parallel with the centerline of West Mason Creek Street to the westerly boundary of said Lot 68 and to the Point of Beginning:

Thence N00°06'56"W, 772.41 feet along the westerly boundary of said Lot 68;

Thence S82°11'14"E, 383.94 feet along the northerly boundary of said Lot 68;

Thence N76°26'44"E, 39.85 feet along the boundary of Warranty Deed Inst. No. 2018-069723 records of Ada County, Idaho;

Thence N50°01'20"E, 30.01 feet along the boundary of said Lot 68;

Thence N30°26'45"E, 20.02 feet along the boundary of said Lot 68;

Thence N08°09'56"E, 132.25 feet along the boundary of said Lot 68;

Thence S79°09'18"E, 90.50 feet;

Thence S70°00'00"E, 38.78 feet;

Thence S37°15'03"E, 45.96 feet;

Thence S24°46'23"W, 155.31 feet;

Thence S15°52'49"W, 50.92 feet;

Thence S29°17'17"W, 10.00 feet;

Thence S00°06'56"E, 380.86 feet;

Thence S07°43'29"W, 50.39 feet;

Thence S00°36'41"W, 100.00 feet;

Thence S89°23'19"E, 327.84 feet;

Thence 58.06 feet along a tangent curve deflecting to the right having a radius of 297.00 feet, a central angle of 11°12'01", a long chord bearing of S83°47'18"E, and a long chord distance of 57.97 feet;

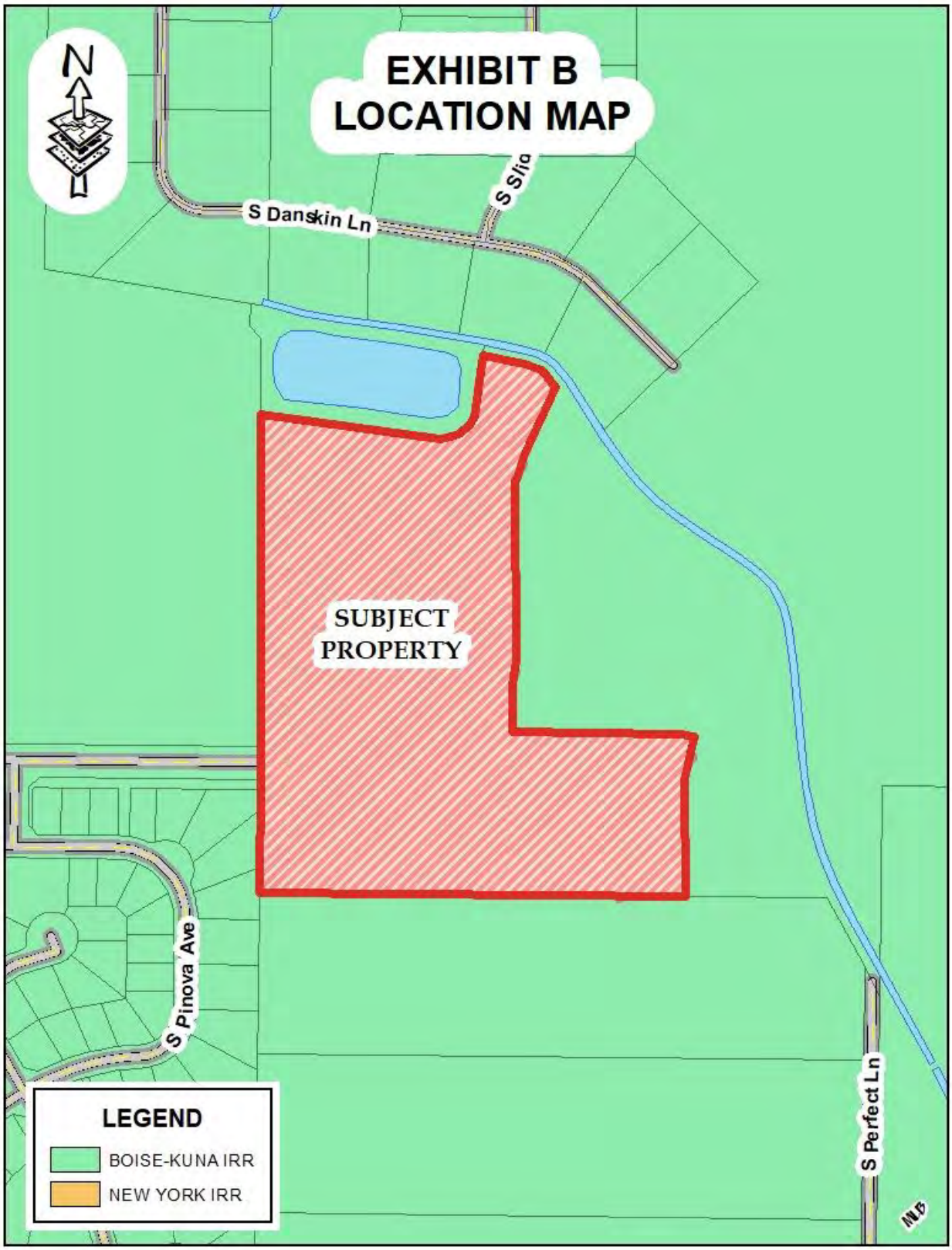
Thence S11°48'42"W, 94.00 feet;

Thence S00°06'56"E, 246.51 feet to the northerly boundary of Prairie Clover Estates Subdivision as shown in Book 69 of Plats at Pages 7074 through 7075 records of Ada County, Idaho and to the southerly boundary of said Lot 68;

Thence N89°27'25"W, 901.52 feet along the southerly boundary of said Lot 68, and along the northerly boundary of said Prairie Clover Estates Subdivision to the northwest corner of said Prairie Clover Estates Subdivision, to the easterly boundary of Silver Trail Subdivision No. 1 as shown in Book 108 of Plats at Pages 15053 through 15056 records of Ada County, Idaho and to the westerly boundary of the northeast quarter of the southwest quarter of said Section 11;

Thence N00°44'56"E, 239.15 feet along said boundary of Silver Trail Subdivision No. 1 and the westerly boundary of said Lot 68 and to the southerly right-of-way of West Mason Creek Street, which is the Point of Beginning.

Comprising 15.59 acres, more or less.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LOCATION MAP
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