



City of Kuna

P&Z Staff Memo

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To: Planning and Zoning Commission

Case Numbers: 15-05-S (Preliminary Plat) and 15-08-DR (Design Review)
Silver Trail Addition Subdivision

Location: South East Corner (SEC) Ten Mile and Columbia Roads, Kuna, Idaho 83634

Planner: Troy Behunin, Planner III

Hearing Date: December 13, 2016

Applicant: **DB Development,**
Tim Eck
6152 W. Half Moon Ln.
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Engineer: **B&A Engineers,**
David Crawford
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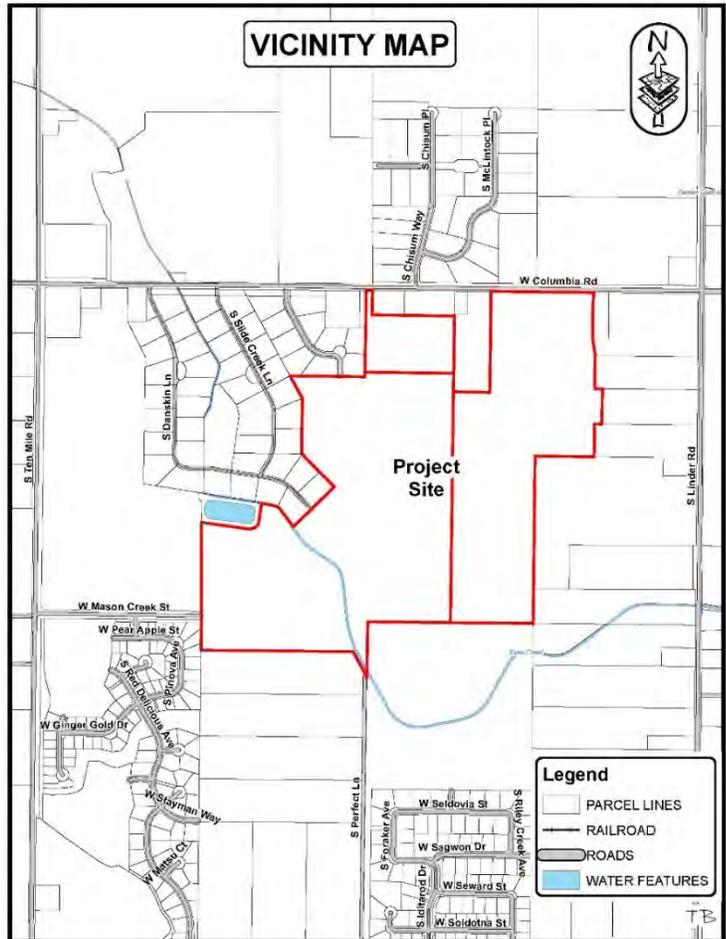


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A. Process and Noticing:

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

a. Notifications

- | | |
|----------------------------------|--|
| i. Neighborhood Meeting | July 20, 2015 (seven persons attended) |
| ii. Agency Comment Request | October 23, 2015 |
| iii. 315' Property Owners Notice | December 5, 2016 |
| iv. Kuna, Melba Newspaper | November 23, 2016 |
| v. Site Posted | December 2, 2016 |

B. Applicant's Request:

On behalf of Viper Investments, LLC, David Crawford with B & A Engineers, is requesting approval for a preliminary plat over approximately 130.55 acres, currently zoned R-6 (Medium Density Residential). The applicant proposes to subdivide three properties into 421 buildable lots and 56 common lots. The subject site is located on the south side of Columbia Road, between Ten Mile and Linder Roads. The south west corner of this project touches the east end of Mason Creek Street, which is south of Silvertrail Elementary school.

C. Aerial Map:



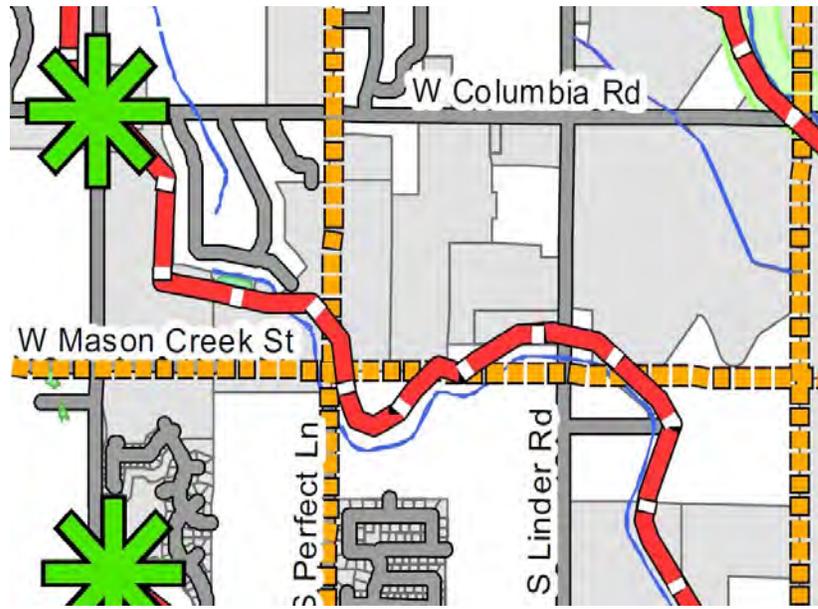
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D. Site History:

This site is in the City, and has been undeveloped for many years. It is adjacent to four existing subdivisions. Three are County subdivisions, while one is a City subdivision. Two of the subject properties are lots within the Danskin Ridge subdivision. Historically, it has been farmed.

E. General Projects Facts:

1. **Comprehensive Plan Map:** The Future Land Use Map (Comp Plan Map) is intended to serve as a *guide* for the decision making body for the City. This map indicates land use designations generally speaking, it is not the actual zone. The Comp Plan Map identifies this entire site as Medium Density Residential. The range for Medium Density is 4 - 8 dwelling units per acre (DUA).
2. **Recreation and Pathways Map:** The Recreation and Pathways Master Plan Map indicates a future trail along the southwest boundary of the site, situated along the Kuna Canal.



3. **Surrounding Land Uses:**

North	RR, A	Rural Residential & Agriculture – Ada County and Kuna City
South	RR	Rural Residential – Ada County
East	RR, A	Rural Residential & Agriculture – Ada County and Kuna City
West	RR, R-6	Rural Residential & Medium Density Residential – Ada County and Kuna City

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

- Project Size in total: 130.55 acres (approximately)
- Zoning: R-6; Medium Density Residential, Kuna; for all parcels
- Parcel #: R1727750100 (74.2 ac.) Lot 68, Block 1, Danskin Ridge Sub No. 6,
Parcel #: S1311111350 (48.7 ac.)
Parcel #: R1727730050 (7.5 ac.) Lot 52, Block 1, Danskin Ridge Sub No. 4.

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 Police (Ada County Sheriff’s office)
- Sanitation Services – J&M Sanitation

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

The land is being used for agricultural purposes. Applicant anticipates that the land will continue the historic Ag. uses on the lands until development occurs. This site is generally flat, with a slight slope from the center of the site to the west and south west, generally.

7. **Transportation / Connectivity:**

The applicant proposes two access points on Columbia Road. The applicant has also proposed extending the mid-mile road (Mason Creek Street) on the entire south side of the project which runs east-west. As the project develops, additional points of access will be provided through proposed stub streets.

8. **Environmental Issues:**

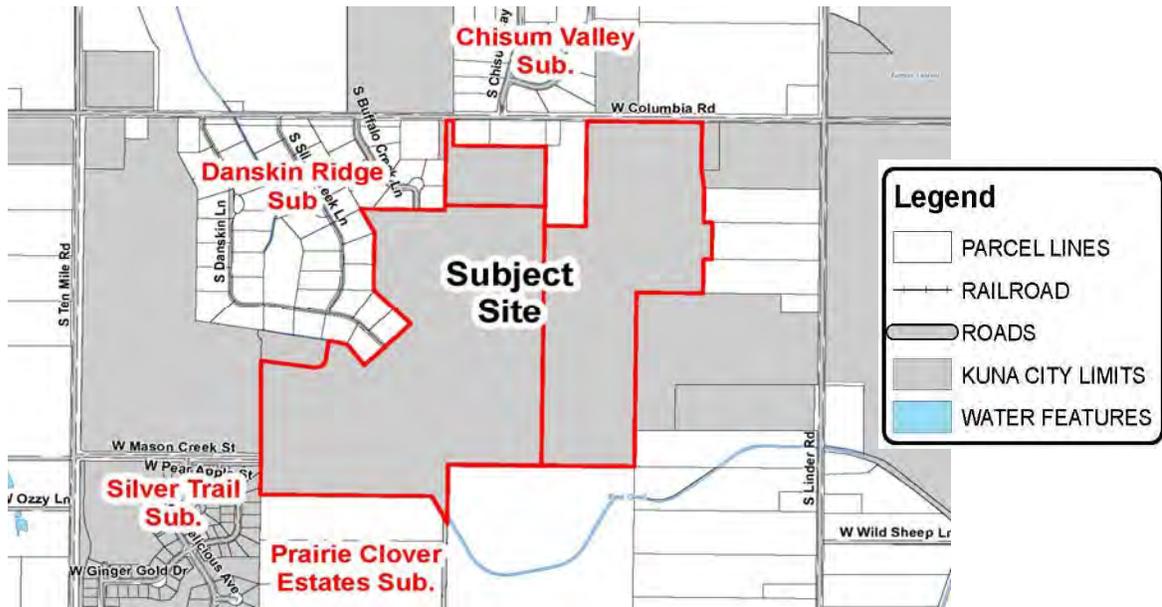
Staff is not aware of any environmental, health or safety conflicts.

9. **Agency Responses:**

The following agencies returned comments: City Engineer (Gordon Law, P.E.) page 27, Ada County Highway District (Mindy Wallace) Page 32, Boise Project Board of Control (Bob Carter) page 55, Central Dist. Health Dept. (Lori Badigian), page 58, Idaho Transportation Department (ITD) page 29, which are included with this case file and are included with this report.

F. **Staff Analysis:**

This subdivision and design review applications involve two lots within recorded plats, and an un-platted City parcel. All three properties are in Kuna City limits and already zoned R-6 (Medium Density Residential). This project is adjacent to four other platted subdivisions and is adjacent to a minor arterial (Columbia Rd.) and touches another mid-mile collector road (Mason Creek St.). All major public utilities are near, or adjacent to this site. Applicant intends to prepare the site for a new single-family housing development to be built over an anticipated 13 phases. Applicant believes full build-out will be achieved in approximately 13 years, if one phase per year (or 40 homes) is developed. The applicant is prepared to adjust their timeline with market demands.



Staff has reviewed Kuna’s Comprehensive Plan (Comp Plan), which encourages a variety of housing types and income levels numerous times throughout the Comp Plan. The sections of the Comp Plan that address

housing types are included below, in Section K (Comp Plan analysis) of this report. The City attempts to balance all housing types within the City. The project site is already zoned R-6 (Medium Density Residential) and the applicants request for a gross density of 3.65 dwellings per acre, is well under the existing zones density limits of six units per acre. Staff has reviewed the preliminary plat for technical compliance with KCC Chapter 6, and has determined that it appears to conform to KCC as required. Staff would recommend that the applicant work with Kuna Rural Fire District (KRFD) to conform to the secondary access limits of the KRFD, for the number of homes utilizing access points.

The applicant has proposed a landscape buffer adjacent to Columbia Road and another landscape buffer on the south side of the project between the homes that will back the extended Mason Creek Street and the roadway. The applicant also proposes to install landscaping on both sides of a required north-south mid-mile collector (future School Avenue) that will be constructed near the middle of the project. The landscape plan provides other landscaped areas throughout the subdivision at the end of streets, and in landscape pockets. Staff has reviewed the landscape plan, and determined it appears to follow Kuna City Code 5-17. Staff recommends the applicant add two notes to the landscape plan for planting requirements, and submit an 11 X 17 for approval bearing the requested changes that are listed in the Recommended Conditions of Approval. The applicant has proposed 8.68 acres for open space, which is 6.65% of the projects area.

Staff has determined this application complies with Title 5 and 6 of the Kuna City Code; Idaho Statute § 67-6511; and the Kuna Comprehensive Plan; and forwards a recommendation of approval for Case No's 15-05-S and 15-08-DR subject to any conditions of approval outlined by Council.

G. Applicable Standards:

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

H. Procedural Background:

On December 13, 2016, the Planning and Zoning Commission considered the case numbers, including the application, agency comments, staff's report, application exhibits and public testimony presented or given.

I. Factual Summary:

This site is located on the south side of Columbia Road, between Ten Mile and Linder Roads. The project consists of 130.55 (approx.) acres that are already in the City limits and currently zoned R-6 (Med. Den. Residential). Applicant requests preliminary plat approval for a new subdivision of 421 buildable lots, and 56 common lots consisting of 13 development phases. If approved, this project will take access from Columbia Road in two places, and a third access from a classified road will come from Mason Creek Street in the SWC of the project. Additionally, this project will continue the mid-mile road to the east, and provide multiple access points for future projects.

J. City Council's Findings of Fact:

Based upon the record in **15-08-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 *approves/denies* Case No. 15-08-DR, a request for subdivision design review request by the applicant follows:

Based upon the record in **15-05-S**, including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony elicited during the public hearing, the Kuna Commission hereby recommends *approval/denial* for Case No's 15-05-S, a request for a subdivision request by the applicant as follows:

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

1. In making a decision regarding the Subdivision application, the Commission 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 Kuna City Commission has the authority to recommend approval or denial for Case no 15-05-S and authority to approve/deny Case No. 15-08-DR. On December 13, 2016, Kuna's Commission voted to recommend approval/denial of Case No.s 15-05-S, and voted on the same night for approval/denial of Case No. 15-08-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 December 13, 2016 with the Commission.

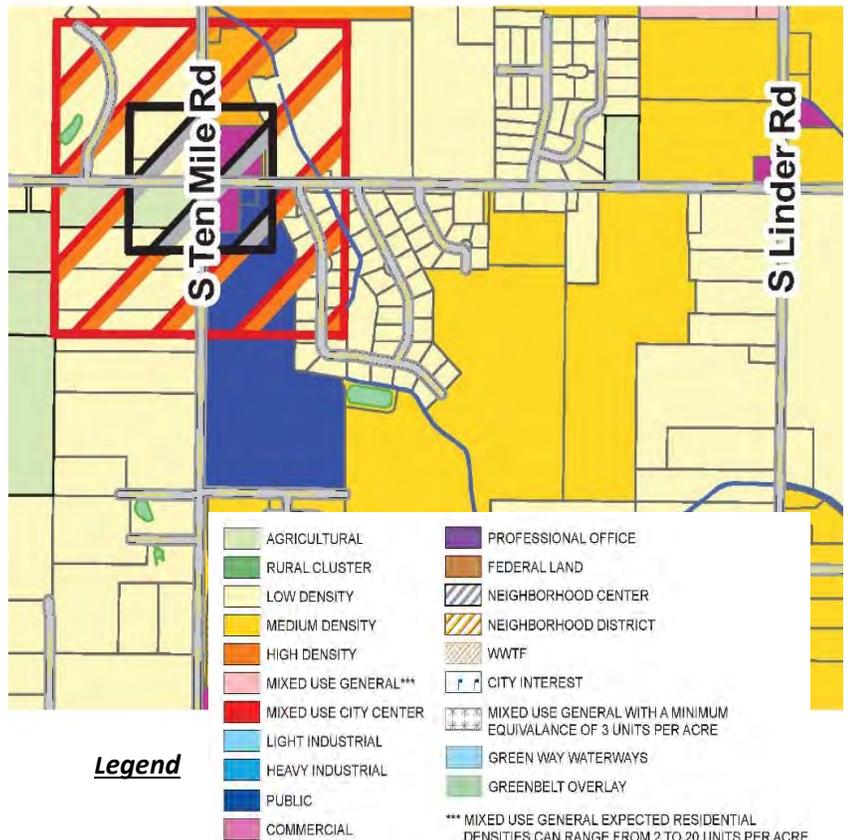
K. City Commissions Comprehensive Plan

Analysis:

Commission determines the proposed subdivision for the site is/is not consistent with the following Comp Plan components:

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 price to appeal to a variety of people. A goal expressed by many was the preservation of large lots and rural cluster development in appropriate balance with a complement of other types of residential development (Page 21 [CP]).



Comment: *The Comp Plan and the corresponding Future Land Use Map (with land use designations) provides for medium density (R-6). This project has proposed a density of less than six units per acre, therefore it conforms to the Comp Plan and the Future Land Use Map.*

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

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

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

Economic Development Goals and Objectives - Section 5 - Summary:

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

Comment: *The Comp Plan encourages adequate housing for all income levels and calls for increasing pedestrian connections. This project supplies a number of additional housing types to Kuna's inventory and provides opportunities for quality housing. This development enhances the City's pedestrian network for non-motorized transportation, by proposing pathway connections to other subdivisions and the nearby elementary school.*

Land Use Goals and Objectives - Section 6 - Summary:

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

Comment: *This project adds a number of quality housing varieties to the City's inventory for all types of lifestyles, ages and economic groups. This project also proposes 6.65% open space which adds to the greenspaces in Kuna, keeping it a desirable City while enhancing the City's overall pathway network.*

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 – Obj. 1.1, Pg. 163 12.4 and Pg. 165 – 2.1 [CP]).

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 [CP]).

Comment: *Applicant proposes a high-quality development with a variety of dwelling types, densities, and price points for all income levels in this part of Kuna as encouraged by the Comp Plan. This project significantly adds to the City's overall network of utilities, sidewalks and roadways, therefore it complies with logical, orderly development and discourages land divisions and development greater than one half acre, and avoids increased municipal services costs and sprawl.*

Community Design Goals and Objectives - Section 13 - Summary:

Strengthen Kuna's Image through good community and urban design principles that create self-sufficient neighborhoods. Foster good community design concepts that incorporate landscape features to serve as buffers

between incompatible uses while reducing scale and creates a sense of place (Pg.167 – Goal 1 and Pg. 168 – 1.2[CP]).

Comment: Applicant proposes good community and urban design principles through creation of greenspaces, extension of the pedestrian pathway network and adding to the City's sidewalk network. Applicant also proposes extending Mason Creek Street, which adds to the roadway system thereby complying with the adopted Master Street Plan of Kuna (Functional Classified Road Map). This development also incorporates landscape buffers, and creates a sense of place for citizens. Therefore, this project fosters sound community design concepts and complies with the Comp Plan goals and strengthens Kuna's image. Applicant has proposed a positive affect for adjoining property owners by developing under the allowed densities of the R-6 zone (3.65 Gross Density).

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 [CP]).

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

L. City Council's Idaho State Code Analysis:

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

M. The Commission's Conclusions of Law:

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

1. The Commission feels the site *is/is not* physically suitable for subdivision and development into a single-family subdivision, as proposed.

Comment: *The 130.55 acre (approximate) project does/does not appear to be suitable for subdivision and development as single-family subdivision, as proposed.*

2. The subdivision uses are 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. Roads, driveways, family units and open spaces are planned for construction according the City and ACHD requirements and best practices and will therefore not cause environmental damage or loss of habitat.*

3. The rezone and subdivision applications are not likely to cause adverse public health problems.

Comment: *The subdivision of the property would comply with the Comp Plan. The project would connect to public sewer and potable water systems, therefore eliminating the occurrence of adverse public health problems.*

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

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

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

6. Based on the evidence contained in Case Nos. 15-05-S, and 15-08-DR, Commission finds Case No's 15-05-S, and 15-08-DR adequately comply with Kuna City Code.
7. Based on the evidence contained in Case Nos. 15-05-S, and 15-08-DR, Council finds Case No's 15-05-S, and 15-08-DR generally do comply with Kuna's Subdivision Code.

N. Recommended Conditions of Approval:

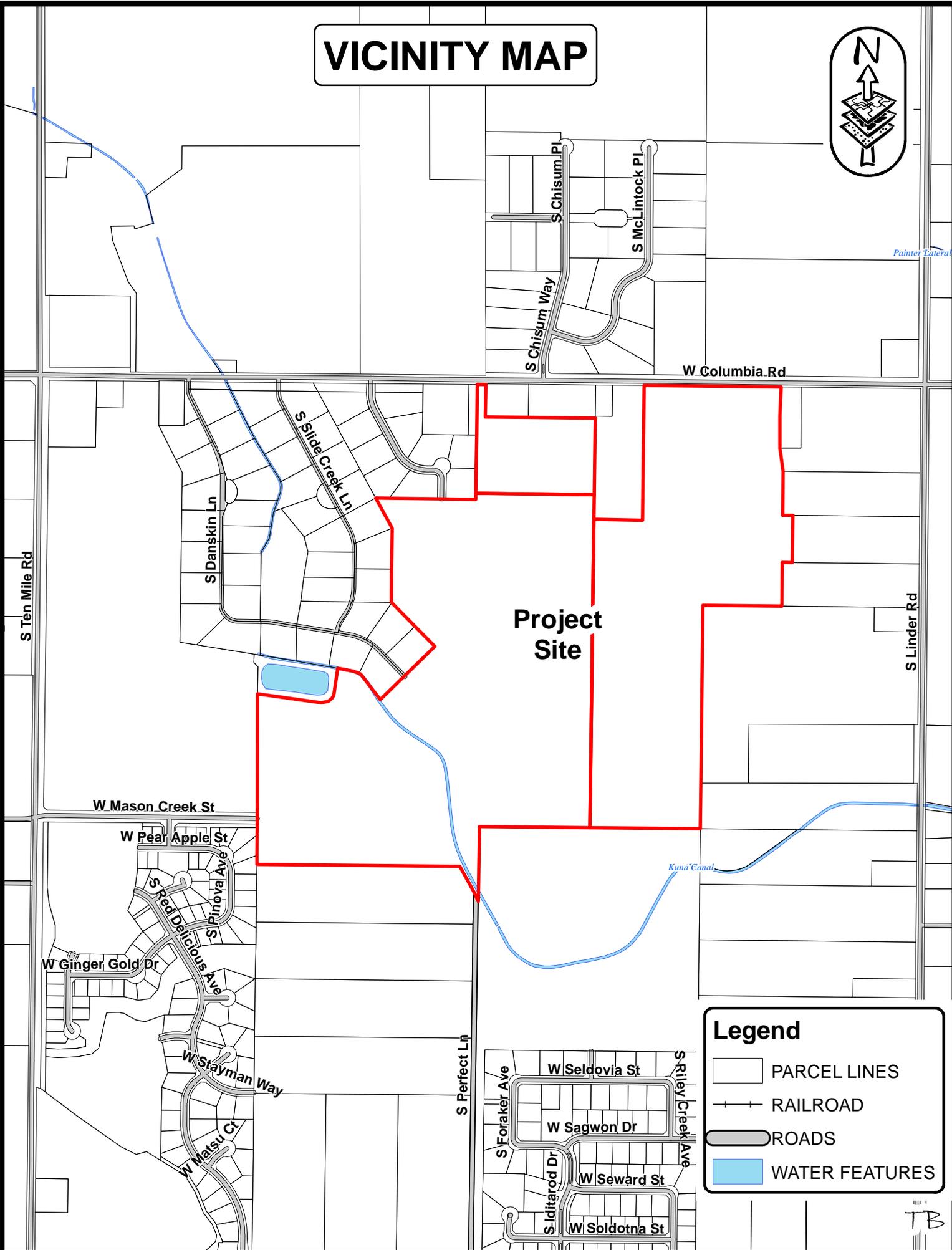
Based upon the Comp Plan, Kuna City Code, the record before the Commission, the applicant's presentation and testimony at the December 13, 2016, and discussion at the public hearing, the Kuna Commission votes to recommend approval for Case Nos. 15-05-S, and approves/denies 15-08-DR, including the request for a new subdivision and design review with the following conditions of approval:

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

2. All public rights-of-way shall be dedicated and constructed to standards of the City, Ada County Highway District and Idaho Transportation Department. No public street construction may commence without the approval and permit from Ada County Highway District and/or Idaho Transportation Department.
 - 2.1– With development and as necessary, dedicate right-of-way in sufficient amounts to follow City and ACHD standards and widths.
3. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see **KCC 6-4-2-W**.
4. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
5. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation system of the City (KMID).
6. Street lights within the site shall be LED lighting and must comply with Kuna City Code and established Dark Skies practices.
7. Parking within the site shall comply with Kuna City Code. (Unless specifically approved otherwise).
8. Fencing within and around the site shall comply with Kuna City Code (Unless specifically approved otherwise and permitted). Perimeter fencing (and permit) is required prior to requesting final plat signatures from Kuna City Clerk and Engineer.
9. All signage 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. Applicant shall add the following notes to the landscape plans and resubmit a PDF for Planning and Zoning approved plans, bearing the changes.
 - 11.1 – Landscape contractor shall remove all twine/ropes and burlap from root balls.
 - 11.2 – Landscape contractor shall remove the wire basket from the top 1/2 of the root ball.
12. The land owner/applicant/developer, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through public hearing processes.
13. Applicant shall follow staff, City engineers and other agency recommended requirements as applicable.
14. Developer/owner/applicant shall comply with all local, state and federal laws.

DATED: This ____ day of _____, 2017.

VICINITY MAP



Legend

- PARCEL LINES
- RAILROAD
- ROADS
- WATER FEATURES

TB



W Columbia Rd

S Danskinn Ln

S Danskinn Ln

S Perfect Ln

W Mason Creek St

W Seldovia St

W Sagwa Dr

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B & A Engineers, Inc.

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

August 12, 2015

City of Kuna

763 W. Avalon St.
Kuna, Idaho 83634

Subject: Preliminary Plat Approval Request for the for Silver Trail Subdivision

Council, Commission and Staff:

We are pleased to present this request for approval of a Preliminary Plat of Silver Trail Subdivision on behalf of the land owner, Viper Investments LLC. The project site is located east of Ten Mile Road, south of Columbia Road and north of Hubbard Road, in Kuna City, Idaho.

The site consists of 130.55 acres of land. It is located within the Kuna City Limits, Zoned R-6, and is included within the City of Kuna Sanitary Sewer Local Improvement District.

Site Information

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

R1727730050

R1727750100

S1311111350

The lands are currently utilized for agricultural activities.

General Site Features

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

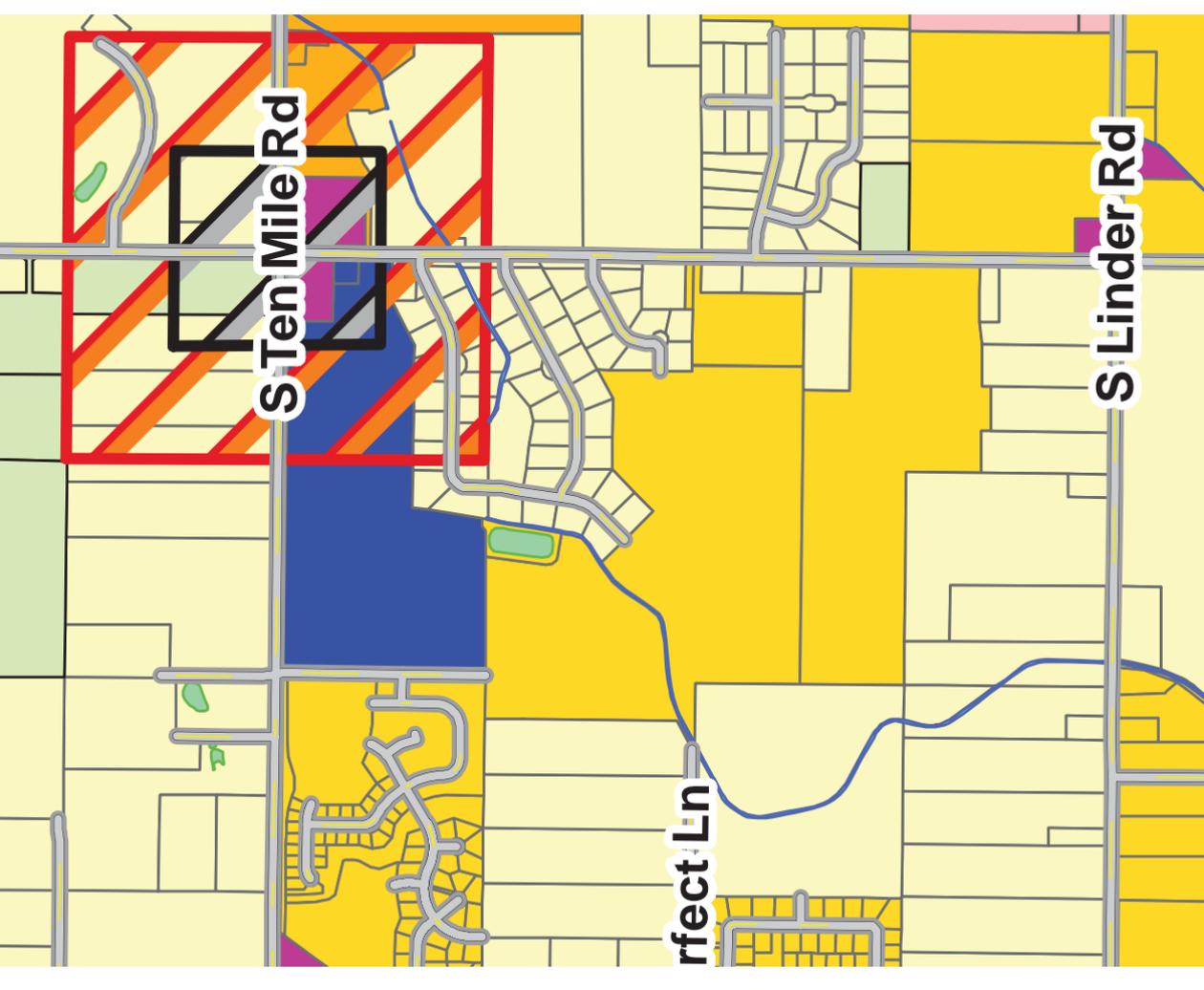
Existing Public Streets

N. W. Mason Creek Street on the project's west boundary

W. Columbia Road on the project's north boundary

Several private lanes extend to the northwesterly boundary of the development site from Danskin Ridge Subdivision.

Each of the roadways noted are considered collector roads. Each is unique in their situation and current improvements. Each is presented in a manner consistent with the required improvements for their classification. A detailed description of all the nuances necessary for development of these roads is not being presented with this letter.



S Ten Mile Rd

S Linder Rd

reflect Ln

B & A Engineers, Inc.

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

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

Sanitary Sewer

The project has an existing sanitary sewer trunk line located at the current terminus of W. Mason Creek St. along the project's southwesterly boundary. The sanitary sewer lines within the development are to be installed as development occurs to provide service to the lots within the subdivision. The preliminary design of the sanitary sewer mainlines to service the development is represented within the preliminary plat.

Water

The project has an existing domestic water main line located at the current terminus of W. Mason Creek St. along the projects southwesterly boundary. The development will provide main line extensions as necessary to provide water service to all the lots in the subdivision. This may include oversized mainlines, as may be required by the City's master plan.

Pressure Irrigation

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

Irrigation

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

An irrigation well exists near the north portion of the development which provides irrigation water for a land owner adjoining the development. The well is to remain through the initial development of the project. As development progresses the well may have to be relocated to the lands which it services.

Based on the phasing plan provided for the project it is anticipated that many years will pass prior to development

Kuna Canal

The Kuna Canal exists near the southwesterly portion of the development; this canal is anticipated to be partially piped through the development, under the Mason Creek Road extension.

B & A Engineers, Inc.

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

Site History

Silver Trail Subdivision has been proposed with a commensurate development strategy, fitting with the adjoining lands already developed in the area. A portion of the land included within the development was open space from Danskin Subdivision. The Danskin Subdivision was platted in Ada County. Since the Danskin development has occurred, urban services have been made available in the area. The lands comprising Silver Trail Subdivision have been annexed into the City of Kuna and have been included within the Kuna Sewer LID. Residential lots within Danskin Subdivision are not located within the City limits of Kuna.

Pre-Application Meeting

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

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

Secondary fire access may be required after 30 lots have been developed. When this threshold of building lots has occurred a secondary access will be provided through the development. This may be a temporary emergency access gravel road suitable for fire apparatus equipment to access the development from an alternative access point. This access point may be provided from Columbia Road or another suitable location coordinated with the fire department at the appropriate time.

Neighborhood Meeting

A neighborhood meeting was held for the proposed project on Monday July 20, 2015 at 6:00PM at the project Site. The neighborhood sign in sheet has been included within the application. Several questions were brought up during the meeting from individual land owners. These were as follows:

Question: *Will the project be phased? When and where will the project start construction?*

Answer: We do anticipate approximately 13 total phases, starting with phase one from the extension of Mason Creek Road. Construction of the development may realistically commence within 12-18 months and is dependent on many factors.

Question: *Will all the roads be built at the same time?*

Answer: The infrastructure for the development will be built to service the lots within each consecutive phase of development.

Question: *Will the development rebuild the fence along the existing Danskin Subdivision?*

B & A Engineers, Inc.

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

Answer: Fencing will be installed as required by Kuna City Code. Kuna Code is restrictive on the material types allowed. Additional discussion with the affected landowners would be appropriate when the development has reached that area.

Question: *What are the home sizes?*

Answer: Home sizes will be similar to those being built in the area. Home sizes may range from 1,400 – 2,800 Square Feet, more or less. Depending on what future homeowners may want and market conditions at the time of home construction.

Question: *Will the development provide a benefit for schools?*

Answer: The large scale development application requirements of the City of Kuna do require that an economic study is provided. The economic study will be made available as a public record when the application is submitted.

The lands comprising Silvertrail Subdivision are currently being taxed at an agricultural rate. Development will increase the land values and commensurately benefit schools based on taxes generated from the improvements to the land.

Question: *How was the contact information for the neighborhood meeting notification generated?*

Answer: The neighborhood meeting list was provided by the City as requested and as required by Kuna Code. Neighbors within 300-feet of the development site were notified.

Question: *Why are there smaller lots adjacent to the existing Danskin Development*

Answer: Danskin Subdivision was developed as a “Non-Farm or Cluster” Subdivision. Larger lot sizes and dedicated open space were required with this rural development style. The lands comprising Silver Trail are located within the urban City Limits. The R6 zone allows for denser development than that being shown. The Danskin Development is not located within the Kuna City limits.

Adjoining Land Use

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

The following list generally identifies adjoining land uses:

North:	Single Family Residential, Agricultural – City limits Agricultural – County RR
South:	Single Family Residential, Agricultural – City Limits R6, Agricultural, County RR
East:	Single Family Residential – City Limits Agricultural, County RR
West:	Agricultural, Single Family, Kuna School District – City Limits R6, Agricultural and County RR

B & A Engineers, Inc.

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

Zoning

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

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

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

- **Density**

Density has been calculated as 3.65 residential homes per acre, far under the maximum listed as 6 dwelling units per acre. We believe that this is consistent with surrounding land uses and previous developments adjacent to the project.

- **Public Utility Connections sewer and water**

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

- **Zone**

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

Economic Study

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

Traffic Analysis

A traffic analysis has been provided with this application for the city's review. This analysis has been provided to the Ada County Highway District.

The traffic analysis has highlighted several development related items. Improvements will be provided as necessary for the collector and arterial roadways adjacent to the development, in accordance with the Ada County Highway District requirements and as may be identified later in the life of the project.

The Ada County Highway District has not provided any input at the time this letter was written. Additional coordination may be required to definitively identify specific requirements and when they may be appropriate to provide.

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

Utilities

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

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

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

With the development of Silver Trail Subdivision, the necessary infrastructure of public utilities, such as gas, phone, and power will be coordinated for extension throughout the development via specific plans as they are required for construction.

Storm Drainage

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

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

Hazardous Areas

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

Project Phasing

A phasing plan has been provided for the development. The phasing of the development is critical to maintain consistent predictable economic development for the project. This will allow the appropriate sizing of facilities to be developed and allow the consistent extension of utilities necessary to provide the services for the development.

Market conditions which consider the absorption rate of homes have been considered within the phasing of the development. The plan this phasing plan has used a lot market absorption rate of

B & A Engineers, Inc.

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

approximately 40 lots per year. It is anticipated one phase will be developed per year. There are 13 phases shown, therefore 13 years for build out have been identified.

Summary

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

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

Sincerely,



David Crawford
B&A Engineers, Inc.

Silver Trail Subdivision Vicinity Map



B&A Engineers, Inc.

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



NORTH
NOT TO SCALE



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

Commission & Council Review Application

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

*Please submit the appropriate checklist (s) with application

Type of Review (check all that apply):

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

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

Contact/Applicant Information

Owners of Record: <u>Viper Investments, LLC</u>	Phone Number: _____
Address: <u>1977 E. Overland Rd.</u>	E-Mail: _____
City, State, Zip: <u>Boise, ID 83642</u>	Fax #: _____
Applicant (Developer): <u>Timothy Eck</u>	Phone Number: <u>208.850.0591</u>
Address: <u>6152 W. Half Moon Lane.</u>	E-Mail: <u>timothyeck@me.com</u>
City, State, Zip: <u>Eagle, Id. 83616</u>	Fax #: _____
Engineer/Representative: <u>David Crawford B&A Engineers, Inc.</u>	Phone Number: <u>208.343.3381</u>
Address: <u>5505 W. Franklin Rd.</u>	E-Mail: <u>dacrawford@baengineers.com</u>
City, State, Zip: <u>Boise, Id. 83705</u>	Fax #: <u>208.342.5792</u>

Subject Property Information

Site Address: <u>2111 N. Linder Rd.</u>
Site Location (Cross Streets): <u>West of Linder Rd., South of Columbia Rd. and East of Ten Mile Rd.</u>
Parcel Number (s): <u>R1727730050, S1311111350, R1727750100</u>
Section, Township, Range: <u>Section 11, Township 2 North, Range 1, West</u>
Property size : <u>130.55 Acres</u>
Current land use: <u>Agricultural</u> Proposed land use: <u>Single Family Residential</u>
Current zoning district: <u>R6</u> Proposed zoning district: <u>No change</u>

Project Description

Project / subdivision name: <u>Silver Trail Estates Subdivision</u>	
General description of proposed project / request: <u>Preliminary Plat approval request</u>	
Type of use proposed (check all that apply):	
<input checked="" type="checkbox"/> Residential _____	
<input type="checkbox"/> Commercial _____	
<input type="checkbox"/> Office _____	
<input type="checkbox"/> Industrial _____	
<input type="checkbox"/> Other _____	
Amenities provided with this development (if applicable): _____	

Residential Project Summary (if applicable)

Are there existing buildings? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Please describe the existing buildings: _____	
Any existing buildings to remain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Number of residential units: <u>421</u>	Number of building lots: <u>477</u>
Number of common and/or other lots: <u>56</u>	
Type of dwellings proposed:	
<input checked="" type="checkbox"/> Single-Family _____	
<input type="checkbox"/> Townhouses _____	
<input type="checkbox"/> Duplexes _____	
<input type="checkbox"/> Multi-Family _____	
<input type="checkbox"/> Other _____	
Minimum Square footage of structure (s): <u>1,400 SF</u>	
Gross density (DU/acre-total property): <u>3.65</u>	Net density (DU/acre-excluding roads): <u>4.66</u>
Percentage of open space provided: <u>6.65%</u>	Acreage of open space: <u>8.68</u>
Type of open space provided (i.e. landscaping, public, common, etc.): <u>Landscaping,</u>	

Non-Residential Project Summary (if applicable) Not 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: _____

Estimate of Revenue Generation

Silver Trail Subdivision

Kuna, Idaho

June 8, 2015

**Submitted by:
Mr. Timothy Eck
DB Development
2228 West Piazza Street
Meridian, Idaho 83634
(208) 286-0520**

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



**Silver Trail Subdivision
Estimate of Revenue Generation
June 8, 2015**

Assumptions ⁽¹⁾			
Number of Acres		130.55	
Number of Residential Lots		476	
Number of phases		12	
Estimated Average Home Price ⁽²⁾	\$	215,000	
2015 Homeowners Exemption ⁽³⁾	\$	89,580	
Estimated Average Assessed Property Value ⁽⁴⁾	\$	125,420	
Average Square Feet/house ⁽⁵⁾	\$	2,100	
ONE TIME FEES			
Item	Per Lot	Total	
Drawing Review Fee/Phase ⁽⁶⁾	\$ 10	\$	7,160
Record Drawing Fee/Phase ⁽⁷⁾	N/A	\$	2,400
Sewer Hook-up Fee ⁽⁸⁾	\$ 5,155	\$	2,453,780
Water Hook-up Fee ⁽⁹⁾	\$ 2,584	\$	1,229,984
Irrigation Hook-up Fee ⁽¹⁰⁾	\$ 1,520	\$	723,520
Administrative ⁽¹¹⁾	N/A	\$	150
Preliminary Plat Base Fee ⁽¹²⁾	N/A	\$	1,276
Preliminary Plat Per Lot Fee ⁽¹²⁾	\$ 20	\$	9,520
Final Plat Base Fee ⁽¹³⁾	N/A	\$	600
Final Plat Per Lot Fee ⁽¹³⁾	\$ 20	\$	9,520
Mechanical Fee w/o Gas Fireplace - 75%	\$ 93	\$	33,201
Mechanical Fee with Gas Fireplace - 25%	\$ 128	\$	15,232
Building Permit-Zoning Fee	\$ 40	\$	19,040
Building Permit-Application Fee	\$ 30	\$	14,280
Building Permit-Residential Check Fee	\$ 25	\$	11,900
Building Permit-Average SF Fee ⁽¹⁴⁾	\$ 1,271	\$	604,877
Streetlight Inspection Fee	N/A	\$	35
Landscape Inspection Fee	N/A	\$	150
ACHD Impact Fee ⁽¹⁵⁾	\$ 2,994	\$	1,425,144
TOTAL ONE-TIME FEES		\$	6,561,769
ANNUAL TAXES AND FEES			
Annual Usage Fees	Monthly Usage Fee per Lot	Annualized Usage Fee Per Lot	Total
Annual Water Fee	\$ 19.46	\$ 234	\$ 111,156
Annual Sewer Fee	\$ 25.37	\$ 304	\$ 144,913
TOTAL ANNUAL FEES		\$ 538	\$ 256,069
Annual Taxes by Taxing District	Levy ⁽¹⁶⁾	Per Lot ⁽¹⁷⁾	Total
Ada County	0.003024432	\$ 379	\$ 180,558
Emergency Medical	0.000157028	\$ 20	\$ 9,375
Ada County Highway District	0.001083315	\$ 136	\$ 64,674
School District No. 3	0.006651477	\$ 834	\$ 397,093
Kuna Library	0.000652119	\$ 82	\$ 38,931
Kuna City	0.003197657	\$ 401	\$ 190,900
Kuna Cemetery	0.000137394	\$ 17	\$ 8,202
Kuna Fire	0.001443226	\$ 181	\$ 86,160
Mosquito Abatement	0.000030348	\$ 4	\$ 1,812
College of Western Idaho	0.000166280	\$ 21	\$ 9,927
TOTAL ANNUAL TAX LEVY		0.0165432760	\$ 987,632

Source: City of Kuna unless otherwise noted.

Footnotes

- (1) Source: Client unless otherwise noted.
- (2) Client estimates home prices to be between \$185,000 and \$250,000. \$215,000 equals the approximate mid-point between the two prices.
- (3) Source: Idaho State Tax Commission website: <http://tax.idaho.gov/i-1051.cfm>.
- (4) Estimated Assessed Value is calculated by subtracting the Homeowners Exemption from Average Home Price.
- (5) Client estimates square footage of homes to range between 2,000 sq. ft. and 2,200 sq. ft.; 2,100 sq. ft. equals the approximate mid -point between the two home sizes.
- (6) The fee for the drawing review by the City Engineer is \$200 per phase plus \$10 per lot and is charged at the beginning of the project.
- (7) The Record Drawing Fee of \$200 per phase is charged at the end of each phase.
- (8) Includes sewer treatment connection and sewer trunk connection.
- (9) Includes water supply, trunk, water meter and well mitigation/water source capacity fee.
- (10) Assumes 8,531 sf /lot.
- (11) Administrative fee totals \$150. In addition, the City will charge hard costs for publishing and mailing notices.
- (12) The fee for the Preliminary Plat is \$1,276 plus \$20 per lot.
- (13) The fee for the Final Plat is \$600 plus \$20 per lot.
- (14) Troy Behunin of City of Kuna indicates that the building permit fee is calculated based upon the square footage of the home and national construction cost factors. Troy calculated the fee based upon a 2,100 sf home.
- (15) Source: ACHD website for 2014-15 base impact fees. Troy Behunin at the City of Kuna indicates that ACHD allows a homeowners exception of \$77 that Kuna applies to all residential permits. Kuna collects the net amount of \$2,994.
- (16) Source: Ada County Clerk 2014 Preliminary L-1 report and Ada County Assessor website.
- (17) Estimated Assessed Value is calculated by subtracting the Homeowners Exemption from the Estimated Average Home Price and then multiplying that amount by the levy rate.



CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.cityofkuna.com

GORDON N. LAW
CITY ENGINEER

Telephone (208) 287-1727; Fax (208) 287-1731
Email: glaw@cityofkuna.com

MEMORANDUM

TO: Director of Kuna Planning and Zoning

FROM: Gordon N. Law
Kuna City Engineer

RE: Silver Trail Project
Preliminary Plat
15-05-S, 15-08-DR

DATE: October 26, 2015

The City Engineer has reviewed the Preliminary Plat request of the above applicant dated October 22, 2015. It is noted that specific development plans are provided, which includes 421 single family residential lots and 56 common lots. Accordingly, the City Engineer provides the following comments:

1. Sanitary Sewer Needs

- a) The City has sufficient sewer treatment capacity to serve this site. The Sewer Master Plan for disposal of wastewater from this area designates discharge to the existing Danskin regional lift station. All wastewater flows from this project would receive treatment at the North Wastewater Treatment facility. This site is not presently connected to the city system and would be subject to connection fees for the demand of the ultimate connected load as provided in the City's Standard Table.
- b) This property was included in Local Improvement District 2006-1 and satisfied its obligations to the District and consequently has reserved treatment capacity for 406 single family lots. Treatment capacity for the remaining lots may be secured for this site only from those who have reserved capacity or from capacity not reserved and upon payment of appropriate fees. When connecting to the sewer system, the applicant will need to abide by any relevant sewer reimbursement policies and agreements and any relevant connection fees.
- c) City Code (6-4-20) requires connection to the City sewer system for all sanitary sewer needs.
- d) For any connected load, it is recommended this application be conditioned to conform to the sewer master plan. This requirement includes extension of a 10-inch gravity main from the east end of Mason Creek Road throughout the project.

- e) At all reasonable locations where sewer service could be extended to adjoining properties, sewer mains should be stubbed to the property line or extended at useable depths in right-of-way adjacent to the project. This applies to a sewer main to serve the lots in Danskin Ridge Subdivisions 2, 3 and 5 and presently on private community sewer, sewer mains in entry-way streets, and sewer stubs in stub streets.
- f) For assistance in locating existing facilities and understanding issues associated with connection, please contact the City Engineer at 287-1727.

2. Potable Water Needs

- a) The City has sufficient potable water supply to serve this site. This site is not connected to the city system and would be subject to connection fees for the demand of the ultimate connected load as provided in the City's Standard Table.
- b) The nearest available water main (12-inch) is located in Columbia Road right-of-way adjacent to the project and in Mason Creek Road at the western boundary of the project.
- c) City Code (6-4-2X) requires connection to the City water system for all potable water needs.
- d) For any connected load, it is recommended this application be conditioned to conform to the water master plan. Specifically, 12-inch water mains are required in the portions of Mason Creek Road and School Street extensions where they do not presently exist.
- e) 8-inch water mains should be installed by developer in internal subdivision streets.
- f) At least 8-inch water mains are to be stubbed by developer to the property line or trunk lines in all entry-way streets and stub 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 City Engineer at 287-1727.
- i) The City Engineer concludes redundancy of water transmission route to the development site is provided by existing facilities.

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 Mason Creek Road.
- b) The property's irrigation needs are presently served by the Boise-Kuna Irrigation District. The city does not have pressure irrigation pumping facilities in the vicinity of this development but the proposed use ultimately justifies the construction of a regional pump station at the Danskin Sewer evaporation pond adjacent to the project site.
- c) It is recommended this application be conditioned to conform to the pressure irrigation master plan. Specifically, 12-inch pressure irrigation mains are required in the portions of Columbia Road fronting the project, Mason Creek Road and School Street extensions where they do not presently exist. The City Engineer also recommends the extension of a major transmission main from the new pump station to Mason Creek Road.
- d) 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 this project be conditioned to require connection and annexation to the City Pressure Irrigation system at the time of development.
- e) 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.

- f) It is further recommended that annexation into the municipal irrigation district and pooling of water rights is a requirement at the time of and precedent to final platting.
- g) It is recommended that conformity with approved City PI standards is required, including the providing of adequately sized internal loop lines.

4. Grading and Storm Drainage

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

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

5. General

- a) With the addition of this property into the corporate limits of Kuna and its potential connection to water and irrigation services, this property will be placing demand not only on constructed facilities but on water rights provided by others. It is the reasonable expectation, in return, that this property transfer to the City at time of connection any conveyable water rights by deed and "Change of Ownership" form from IDWR. The domestic water right associated solely with a residence and ½ acre or less is not conveyable. The water right held in trust by an irrigation district is also not conveyable.
- b) A plan approval letter will be required if this project affects any local irrigation districts.
- 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 may include some alignments for City infrastructure. This information is helpful but has not been reviewed in detail and has

not received final approval. The applicant is advised that detailed review and plan approval occurs at the time of approval of the official improvement plans.

6. Inspection Fees

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

7. Right-of-Way

The subject property fronts on its north side on a section line arterial street (Columbia Road) and includes extensions to two mid-mile collectors (Mason Creek, School). The following conditions are related to these classified streets:

- a) Sufficient half right-of-way on the quarter line and section line for the classified streets should be provided pursuant to City and ACHD standards.
- b) Residential Easements – City Code (6-3-8) requires the providing of 10-foot front and back lot line easements and side-lot easements, as necessary. The City Engineer recommends the following:
 - a. 10-foot minimum subdivision boundary easement;
 - b. 10-foot minimum street frontage easement;
 - c. 10-foot back lot line easement as required in code;
 - d. 5-foot side lot line easement.
- c) It is recommended approaches onto classified streets comply with ACHD approach policies.
- d) At the time these comments were prepared, ACHD had not provided their comments on needed stub streets, particularly on the east side of the project and into existing phases of Danskin Ridge Subdivisions. The City Engineer will reserve any comments on this subject until ACHD submits their recommendations.
- e) It is recommended sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, are provided at the time of land-use change, development or re-development.

8. As-Built Drawings

As-built drawings are required at the conclusion of any public facility construction project and are the responsibility of the developer and its 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 later phases of a project with expenses in a disproportionate amount compared to early phases.
- 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.



John S. Franden, President
Mitchell A. Jaurena, Vice President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

Date: October 13, 2016

To: Tim Eck
6152 W. Half Moon Lane
Eagle, ID 83616

Subject: Silver Trail Subdivision

On October 12, 2016 the Ada County Highway District Commission acted on your applications for the above referenced project. The attached report lists site-specific requirements, conditions of approval and street improvements, which the District may require with future specific development applications.

While the ACHD Commission approved this preliminary plat application, they did not approve the proposed streets layout for the development. ACHD's first site specific condition of approval requires a revised preliminary plat to be submitted for review and approval prior to final plat approval.

If you have any questions, please to contact me at (208) 387-6178.

Sincerely,

Mindy Wallace, AICP
Planner III
Development Services
Ada County Highway District

CC: Project file
City of Kuna – Troy Behunin
B & A Engineers – David Crawford



Project/File: **Silver Trail/ KPP15-0006/ 15-05-S/ 15-08-DR**
 This is a preliminary plat and design review application to construct 421 single family dwelling units and 56 common lots on 131-acres. The site is located south of Columbia Road, east of Ten Mile Road, and west of Linder Road in Kuna, Idaho.

Lead Agency: City of Kuna

Site address: S of Columbia Rd and
E of Ten Mile Rd

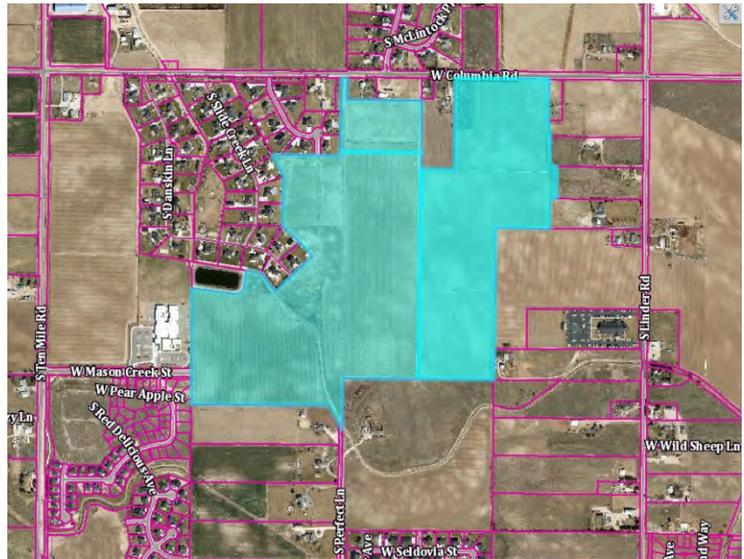
Commission Hearing: October 12, 2016
Consent Agenda

Commission Approval: October 12, 2016

Applicant: Timothy Eck
6152 W Half Moon Lane
Eagle, ID 83616

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

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



A. Findings of Fact

1. **Description of Application:** The applicant is requesting approval of a preliminary plat and design review application to construct 421 single family dwelling units and 56 common lots on 131-acres. The property is currently zoned R-6 (medium density residential) and is consistent with the City of Kuna's comprehensive plan.

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

Direction	Land Use	Zoning
North	Rural Residential (Ada County)	RR
South	Rural Residential (Ada County)	RR
East	Rural Residential (Ada County)	RR
West	Rural Residential (Ada County)	RR

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:
 - Arbor Ridge is in various phases of development directly north of the site.
 - Crimson Point is in various phases of development west of the site.
 - Ardell Estates, consisting of 261 single-family residential lots and 27 common lots on 69-acres is located south of the site and was approved by the ACHD Commission on August 24, 2015.
5. **Transit:** Transit services are not available to serve this site.
6. **New Center Lane Miles:** There are 4.77 new centerline miles of public roadway associated with this project.
7. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
8. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
 - The intersection of Linder Road and Deer Flat Road is scheduled in the IFYWP to be widened to 5-lanes on the north leg, 4-lanes on the south, 5-lanes east, and 5-lanes on the west leg, and reconstructed/signalized in 2020.
 - Deer Flat Road is listed in the CIP to be widened to 5-lanes from Linder Road to SH-69/ Meridian Road between 2026 and 2030.
 - The intersection of Columbia Road and Ten Mile Road is scheduled in the CIP to be widened to a single lane roundabout between 2031 and 2035.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 4,532 vehicle trips per day; 476 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**

Thompson Engineers prepared a traffic impact study for the proposed Silver Trail Subdivision. Below is an executive summary of the findings **as presented by Thompson Engineers**. The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

Executive Summary

Thompson Engineers, Inc. has been retained to prepare a traffic impact study for the proposed Silver Trail Subdivision in Kuna, Idaho. The purposed of this study is to evaluate the potential traffic impacts resulting from the project and make recommendations for mitigation of the impacts. The study is prepared in accordance with the requirements of the Ada County Highway District.

Proposed Development

The project is a residential development of approximately 476 single family dwelling units. The site plan was not considered final at the time of this report and the final plan may include minor modifications.

The site is expected to access the transportation system via Columbia Road. There is also connectivity via Mason Creek Street to Ten Mile Road.

Study Area

The area of influence is anticipated to be southwest Ada County, Idaho, including the City of Kuna. The primary impacts will be along Columbia Road, with secondary impacts along Ten Mile Road. The study area will include the intersections of Columbia Road and Linder Road, Ten Mile Road and Columbia Road, Columbia Road and Meridian Road (SH-69), as determined by the COMPASS transportation model.

Conclusions

Below are the findings of this report:

- Based on the trip generation methods recommended in the Trip Generation Manual, the site will generate 4,532 trips per day of which 357 trips will occur during the AM peak hour and 476 trips will occur during the PM peak hour.
- Initially, the site will access the transportation system via Mason Creek Street for the first several phases. At build out, the site will access the transportation system primarily via Columbia Road and secondarily via Mason Creek Street. Future connections to Linder Road via the extension of Mason Creek Street are anticipated.
- The intersection of Columbia Road and Linder Road will operate at unacceptable levels of service under total traffic conditions in build out year. Both the AM peak hour and the PM peak hour are impacted. The level of service can be improved with the addition of left turn lanes on Columbia Road. *Without turn lanes, a roundabout or signal will be required to improve the operation of the intersections. Traffic from this project will comprise 16.2% of the total traffic at the intersection in the PM peak hour.*
- The intersection of Columbia Road and Ten Mile Road will operate at unacceptable levels of service under total traffic conditions in the build out year. Both the AM peak hour and the PM peak hour are impacted. The level of service can be improved with the addition of left turn lanes on Ten Mile Road. This intersection is scheduled for a roundabout in the 20 year plan. Without turn lanes, a roundabout or signal will be required to improve the operation of the intersections. Traffic from this project will comprise 18.2% of the total traffic at the intersection in the PM peak hour.
- The intersection of Columbia Road and Meridian Road will operate at acceptable levels of service under background and total traffic conditions in the build out year. The left turn bay will be insufficient for the queue.
- Columbia Road will need widening to three lanes west of Linder Road, and at least three lanes east of Linder Road. This project will be phased and not take access to Columbia Road for several years. Any improvements to Columbia Road will not be required until that time. At that time, this report should be reviewed to see what additional development has occurred and what improvements will be required at that time.
- This development will construct School Avenue as a mid-mile collector through the entire
- The development will construct Mason Creek Street as a mid-mile collector through the entire project. No front on housing is proposed for Mason Creek Street.
- It is estimated that existing Mason Creek Street east of Ten Mile Road will not exceed 3,000 vpd with the addition of site traffic.
- None of the internal roadways with front on housing are expected to incur a daily traffic of 1,000 vpd or more, and should be classified as local roads.

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

Although not noted in the executive summary the TIS did include a phasing analysis, which included 2 phases. The study noted that 215 homes could be built prior to needing to access Columbia Road and that 84 homes could be built prior to the Columbia/Ten Mile Road intersection exceeding acceptable LOS "E".

To accommodate the total traffic conditions in the build-out (2018) the traffic impact study recommends signaling (or constructing a single lane roundabout) the Columbia/Ten Mile Road and Columbia Road/Linder Road intersections and widening Columbia Road to 3 lanes between SH-69 and Ten Mile. These improvements are all located off-site.

The widening of Columbia Road to 3 lanes between SH-69 and Ten Mile cannot be constructed as recommended as there is not enough existing right-of-way to accommodate the improvements and the recommended improvements are off-site and not adjacent to property owned by the applicant. There is enough right-of-way to allow for the installation of interim signals at the Columbia/Ten Mile and Columbia/Linder Road intersections.

Staff Recommendations: The first several phases of the development are proposed to access the site using Mason Creek Street via Ten Mile Road. The traffic impact study notes that 84 homes could be built before the Columbia/Ten Mile Road intersection exceeds acceptable LOS "E". Therefore staff recommends that prior to ACHD's signature on the final plat which contains the 85th lot that the applicant be required to install an interim signal within the existing right-of-way at the Columbia/Ten Mile intersection. The applicant should be required to coordinate the design and construction of the interim signal with ACHD's Development Review staff.

The traffic study notes that a connection to Columbia Road is necessary after 215 homes have been built. Prior to ACHD's signature on the final plat which contains the 216th lot the applicant should be required to make the Columbia Road connection. When the Columbia Road connection is made the applicant should be required to widen Columbia Road to provide a continuous center left turn lane with tapers between School Street and Greyjoy Road. Road widening will fit within the existing right-of-way in this area if the road is widened 6-feet on both sides (north and south) of Columbia Road.

The traffic study also notes that when the Columbia Road connection is made that Columbia/Linder Road intersection will exceed acceptable LOS "E" and will need to be improved with an interim signal (or single lane roundabout). To verify the assumptions of the traffic impact study and to ensure that improvements are made when warranted; prior to the ACHD's signature on the final plat which contains the 216th lot the applicant should be required to submit an updated traffic impact study to staff for review.

The updated traffic impact study should include a signal warrant analysis for the Columbia/Linder Road intersection, as well as an analysis of the Columbia /SH-69 intersection, the School Street/Mason Creek intersection, and the Columbia Road segment between Ten Mile Road and SH-69. Additional improvements such as capacity improvements at the Columbia/Linder Road intersection and spot widening along Columbia Road may be required based on the findings of the future updated traffic impact study

The applicant can make the Columbia Road connection at any time (prior to final platting 216 lots), but the continuous center left turn lane with tapers on Columbia Road between School Street and Greyjoy Road and the updated traffic study will need to be submitted to ACHD for review when the connection occurs.

Due to the lack of existing right-of-way necessary to accommodate the construction of the widening of Columbia Road to 3 lanes between Ten Mile Road and SH-69 (offsite) staff recommends a waiver of the Roadway Level of Service standards for Columbia Road, as the applicant will be widening a portion of Columbia Road to 3-lanes between School Street and Greyjoy Road, installing an interim signal at the Columbia/Ten Mile Road intersection, and the

applicant will be submitting an updated traffic impact study and may have additional requirements based on the finding at that time.

3. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Columbia Road	850-feet	Minor Arterial	370	Better than "D"	"F"
Ten Mile Road	0-feet	Minor Arterial	339	Better than "D"	Better than "D"
Linder Road	0-feet	Minor Arterial	139	Better than "D"	Better than "D"
Mason Creek Street	50-feet	Collector	333	Better than "D"	Better than "D"

- * Acceptable level of service for a two-lane collector is "D" (425 VPH).
- * Acceptable level of service for a three-lane collector is "D" (530 VPH).
- * Acceptable level of service for a two-lane minor arterial is "D" (550 VPH).
- * Acceptable level of service for a three-lane minor arterial is "D" (720 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 Columbia Road east of Ten Mile was 3,849 on 6/9/15.
- The average daily traffic count for Ten Mile Road south of Columbia was 6,624 on 7/26/16.
- The average daily traffic count for Linder Road south of Columbia was 2,597 on 8/20/14.
- The average daily traffic count for Mason Creek Street east of Ten Mile was 946 on 1/21/16.

C. Findings for Consideration

1. Columbia Road/Ten Mile Road Intersection

As noted above prior to ACHD's signature on the final plat which contains the 85th lot the applicant should be required to install an interim signal within the existing right-of-way at the Columbia/Ten Mile intersection. The applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should note that the intersection should 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.

In order to ensure the Columbia/Ten Mile Road intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat which contains the 85th building lot:

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

2. Columbia/Linder Road Intersection

The traffic study notes that a connection to Columbia Road is necessary after 215 homes have been built. It also notes that when the Columbia Road connection is made that the Columbia/Linder Road intersection will exceed acceptable LOS “E” and will need to be improved with an interim signal. To verify the assumptions of the traffic impact study and to ensure that improvements are made when warranted; staff has recommended that an updated traffic impact study be provided, which includes an update analysis of the Columbia/Linder Road intersection. The updated traffic impact study should be submitted prior to the ACHD's signature on the final plat which contains the 216th lot.

If the updated traffic impact study shows that Columbia/Linder Road intersection will exceed acceptable LOS “E” and that signal warrants are met, then the applicant will be required to install an interim signal prior to ACHD's signature on the final plat which contains the 216th lot. Additionally, the applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should note that the intersection should 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.

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

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

3. Columbia Road

a. Existing Conditions: Columbia Road is improved with 2-travel lanes, 27-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 55-feet of right-of-way for Columbia Road (28-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 Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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.

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 Columbia Road is designated in the MSM as a Residential Arterial with 3-lanes and on-street bike lanes, a 46-foot street section within 74-feet of right-of-way.

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).

- c. **Applicant Proposal:** The applicant has proposed to construct a 5-foot wide detached concrete sidewalk on Columbia Road abutting the site.
- d. **Staff Comments/Recommendations:** Consistent with the MSM the applicant should be required to dedicated 37-feet of right-of-way from the centerline of Columbia Road abutting the site. Per ACHD policy 7205.2, the applicant will not be compensated for this right-of-way dedication, as this section of Columbia Road is not listed for improvements in ACHD's CIP.

The applicant's proposal to construct a 5-foot wide detached concrete sidewalk meet's ACHD policy and should be approved, as proposed. The sidewalk should be located a minimum of 30-feet from the centerline of Columbia Road abutting the site.

The applicant should be required to widen the pavement on Columbia Road to minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site.

Additionally, the applicant should be required to widen the pavement on Columbia Road to provide a continuous center left turn lane with tapers between School Street and Greyjoy Road. Widening for the continuous center left turn lane should occur prior to ACHD's signature on the final plat which contains the 216th lot, or when the connection to Columbia Road is made. Road widening will fit within the existing right-of-way in this area if the road is widened 6-feet on both sides (north and south) of Columbia Road. The applicant should be required to coordinate the design and construction of the continuous center left turn lane with ACHD's Development Review staff.

4. School Street

a. **Existing Conditions:** There are no existing collector roadways within 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.

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM. The new collector roadway should continue through the property stubbing to the north and south. The 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 has proposed to construct School Street as a 36-foot street section with vertical curb, gutter, and an 8-foot wide attached concrete sidewalk within 60-feet of right-of-way.
- d. **Staff Comments/Recommendations:** The applicant's proposal meet's District policy and should be approved, as proposed. The applicant may reduce the sidewalk width to 7-feet in width and should reduce the right-of-way by 4-feet to only extend 2-feet behind the back of the sidewalk on both sides of the roadway.

5. Mason Creek Street

- a. **Existing Conditions:** There are no existing collector streets internal to the site.
- b. **Policy:**
 - Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

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

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

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

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

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

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

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

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. The new collector roadway should continue through the property stubbing to the west and

east. The 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 is proposing to continue and construct Mason Creek Street into the site as a new east/west residential collector street, as a 46-foot street section with bike lanes, vertical curb, gutter, a 3-foot wide planter strip, and an 8-foot wide detached sidewalk, within 70-feet of right-of-way.
- d. **Staff Comments/Recommendations:** Although the proposed street section matches the existing improvements on Mason Creek Street west of the site, the proposal is not consistent with the MSM, which requires the construction of a 36-foot street section.

The applicant should be required to extend Mason Creek into the site as a 46-foot street section to match the existing street section, the roadway should then taper to a 36-foot residential collector street section with vertical curb, gutter, and a 5-foot wide detached (or 7-foot wide attached) concrete sidewalk within 54-feet of right-of-way. If detached sidewalks are constructed, then the right-of-way can be reduced to 2-feet behind the back of curb.

Per ACHD's Tree Planter Policy, an 8-foot wide planter strip is required between the top back of curb and the face of the detached sidewalk.

6. School Street/Mason Creek Street 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 School Street and Mason Creek Street intersection.

- b. **Staff Comments/Recommendations:** As noted above, the intersection of School Street and Mason Creek Street is shown as a single lane roundabout on the MSM. The traffic impact study included a warrant analysis for a roundabout at this intersection and concluded that a roundabout is not warranted, but instead the use of stop signs should be considered. Therefore construction of a roundabout at the School Street/Mason Creek Street intersection is not required at this time. However, the applicant should be required to dedicate right-of-way at the School Street/Mason Creek Street intersection consistent with the template shown on attachment 3 to accommodate the future construction of the single lane roundabout at the intersection.

This intersection should be re-evaluated as part of the required traffic impact study update required to be submitted prior to ACHD's signature on the final plat which contains the 216th building lot. If the roundabout is warranted as a result of the updated traffic impact study, then the applicant should be required to design and construct the roundabout at that time. If the roundabout is not warranted, then the intersection will be re-evaluated through future traffic impact studies as parcels to the south and east develop, extending School Street to Hubbard Road and Mason Creek Street to Linder Road.

7. 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 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

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

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.

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

The applicant has proposed to construct 5 cul-de-sac turnarounds at the terminus of the following roadways:

- Sandor Place
- Tyrion Court

- Arya Place
- Arlene Court
- Minerva Court

The applicant has proposed to construct 9 knuckles throughout the site.

- d. **Staff Comments/Recommendations:** The applicant's proposal meet's ACHD policy and should be approved, as proposed. The internal local streets may be constructed as 33 to 36-foot street sections. The cul-de-sac turnarounds should be constructed with a minimum radius of 45-feet.

8. Roadway Offsets

- a. **Existing Conditions:** There are no roadways 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 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.

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 two new roadways to intersect Columbia Road. A new north/south collector roadway, School Street, located at the half mile, and a local street, Greyjoy, located approximately 400-feet west of the east property line.

School Street is proposed to offset of Buffalo Creek Lane by 652-feet and Chisum Way by 370-feet.

- d. **Staff Comments/Recommendations:** The applicant's proposal to construct a new collector street, School Street, is consistent with the MSM and ACHD's Roadway Offset policy, but does not meet District Local Street Intersection Spacing on Minor Arterials, which requires public streets intersecting minor arterial roadways to align or offset by 660-feet.

However, staff recommends a modification of policy to allow School Street to be located as proposed, as the proposed location meet's ACHD policy and the location is consistent with the MSM.

The applicant's proposal for Greyjoy meet's ACHD policy and should be approved, as proposed.

9. Stub Streets

a. **Existing Conditions:** There is one stub street to the site, Mason Creek Street, located at the site's southwest property line.

b. **Policy:**

Stub Street Policy: District policies 7206.2.4 and 7207.2.4 state that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Sections 7206.2.5.4 and 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." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

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

Temporary Dead End Streets Policy: District policies 7206.2.4 and 7207.2.4 require that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer 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 extend Mason Creek Street into the site and to construct 2 stub streets to the east; Mason Creek Street, and Jared Street. Mason Creek Street is proposed to be constructed abutting the site's south property line. Jared Street is proposed to be located approximately 950-feet north of the south property line.

d. **Staff Comments/Recommendations:** The applicant's proposal meet's District policy and should be approved, as proposed. Additionally, the applicant should be required to extend Stark Street, east of Hodor Road stubbing the roadway to the east property line.

The applicant should also be required to extend Drogo Road as a stub street to the north and Podrick Way to the west as a stub street to provide access and provide connectivity to the adjacent parcels.

The applicant should be required to construct a temporary turnaround at the terminus of Mason Creek Street, as it is proposed to extend greater than 150-feet. The temporary turnaround should be constructed to the dimensional requirements of a standard cul-de-sac. If the turnaround is constructed within a temporary easement and the 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.

The applicant should be required to install a sign at the terminus of Jared Street, Stark Street, Drogo Road and Podrick Way, stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

The applicant should be required to install a sign at the terminus Mason Creek Street stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."



10. Traffic Calming

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

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.

- b. **Staff Comments/Recommendations:** There are several long sections of both collector and local roadways proposed with the Silver Trail Subdivision, which are greater than 1,000-feet in length and will need to be redesigned to reduce the length of the roadways or to include the use of passive design elements. The following roadways should be redesigned:

- School Street
- Mason Creek Street
- Jennell Avenue
- Declan Way
- Hordor Road
- Corbin Drive

Speed humps/bumps and valley gutter will not be accepted as traffic calming.

The applicant should be required to submit a revised preliminary plat showing the redesigned roadways for review and approval prior to ACHD's signature on the first final plat.

11. Bridge for Kuna Canal Crossing

The District will require that the applicant submit the bridge plans for the crossing of the Kuna Canal (W Mason Creek) for review and approval prior to the pre-construction meeting and final plat approval. Note: all plan submittals for bridges or pipe crossings of irrigation facilities should be submitted to ACHD for review no later than December 15th for construction in the following year prior to irrigation season.

12. 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.

13. 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.

14. Other Access

Columbia Road is classified as a minor arterial roadway. School Street and Mason Creek Street 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. Redesign the following roadways to reduce the length of the roadways or to include the use of passive design elements and submit a revised preliminary plat showing the redesigned roadways for review and approval prior to ACHD's signature on the first final plat.
 - School Street
 - Mason Creek Street
 - Jennell Avenue
 - Declan Way

- Hordor Road
- Corbin Drive

Speed humps/bumps and valley gutter will not be accepted as traffic calming.

2. Prior to ACHD's signature on the final plat which contains the 85th lot install an interim signal within the existing right-of-way at the Columbia/Ten Mile intersection. Coordinate the design and construction of the interim signal with ACHD's Development Review staff.
3. Enter into a signal agreement with ACHD for the installation of the interim signal at the Columbia/Ten Mile Road intersection. The signal agreement shall note 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.

In order to ensure the Columbia/Ten Mile Road intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat which contains the 85th building lot:

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

4. Prior to ACHD's signature on the final plat which contains the 216th lot make the Columbia Road connection. When the Columbia Road connection is made widen Columbia Road to provide a continuous center left turn lane with tapers between School Street and Greyjoy Road. The road widening, 6-feet on both sides (north and south) of Columbia Road will fit within the existing right-of-way. Coordinate the design and location of the center turn lane and tapers with ACHD's Development Review staff.
5. Prior to the ACHD's signature on the final plat which contains the 216th lot the applicant should be required to submit an updated traffic impact study to staff for review. The updated traffic impact study should include a signal warrant analysis for the Columbia/Linder Road intersection, the Columbia /SH-69 intersection, the School Street/Mason Creek intersection, and the Columbia Road segment between Ten Mile Road and SH-69.
6. Additional improvements such as capacity improvements at the Columbia/Linder Road intersection, School Street/Mason Creek intersection, and spot widening along Columbia Road may be required based on the findings of the future updated traffic impact study.
7. If it is determined through the updated traffic impact study that improvements are needed at the Columbia/Linder Road intersection, then install an interim signal within the existing right-of-way at the Columbia/Linder Road intersection. Coordinate the design and construction of the interim signal with ACHD's Development Review staff.

Enter into a signal agreement with ACHD for the installation of the interim signal at the Columbia/Linder Road intersection. The signal agreement shall note 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.

In order to ensure the Columbia/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 216th building lot:

- Signal Agreement
 - Full design and approved plans for the intersection
8. The applicant can make the Columbia Road connection at any time (prior to final platting 216 lots), but widening of Columbia Road as noted in site specific condition 3 is required and the updated traffic study will need to be submitted to ACHD for review when the connection occurs.
 9. Dedicate 37-feet of right-of-way from the centerline of Columbia Road abutting the site. The applicant will not be compensated for this right-of-way dedication.
 10. Construct a 5-foot wide detached concrete sidewalk located a minimum of 30-feet from the centerline of Columbia Road abutting the site. Provide a permanent right-of-way easement for any sidewalk located outside of the dedicated right-of-way.
 11. Widen the pavement on Columbia Road to minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site.
 12. Construct School Street onto Columbia Road at the half-mile, as a 36-foot street section with vertical curb, gutter, and an 8-foot wide attached concrete sidewalk, as proposed. The applicant may reduce the sidewalk width to 7-feet in width and shall reduce the right-of-way to only extend 2-feet behind the back of the sidewalk on both sides of the roadway.
 13. Extend Mason Creek into the site as a 46-foot street section to match the existing improvements, then taper the roadway to a 36-foot residential collector street section with vertical curb, gutter, and a 5-foot wide detached (or 7-foot wide attached) concrete sidewalk within 54-feet of right-of-way. If detached sidewalks are constructed, then the right-of-way can be reduced to 2-feet behind the back of curb. If detached sidewalks are constructed, an 8-foot wide planter strip is required between the top back of curb and the face of the detached sidewalk.
 14. Dedicate additional right-of-way to accommodate the construction of a future construction of a single lane roundabout at the School Street/Mason Creek Street intersection consistent with the template shown on attachment 3.
 15. Construct the internal local streets as 33-36-foot street section with rolled curb, gutter, and 5-foot wide attached concrete sidewalks within 50-feet of right-of-way.
 16. Construct 5 cul-de-sac turnarounds with a minimum radius of 45-feet at the terminus of the following roadways:
 - Sandor Place
 - Tyrion Court
 - Arya Place
 - Arlene Court
 - Minerva Court
 17. Construct 9 knuckles throughout the site, as proposed.
 18. Construct Greyjoy Road onto Columbia Road, located 400-feet west of the east property line, as proposed.
 19. Construct 5 stub streets, Jared, Stark, Drogo, Podrick, and Mason Creek as depicted on page 13. Install a sign at the terminus of Jared Street, Stark Street, Drogo Road and Podrick Way, stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
 20. Construct a temporary turnaround at the terminus of Mason Creek Street. The temporary turnaround shall be constructed to the dimensional requirements of a standard cul-de-sac. If the

turnaround is constructed within a temporary easement and the 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.

21. Install a sign at the terminus Mason Creek Street stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."
22. Submit the bridge plans for the crossing of the Kuna Canal (W Mason Creek) for review and approval prior to the pre-construction meeting and final plat approval.
23. Payment of impacts fees are due prior to issuance of a building permit.
24. 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.

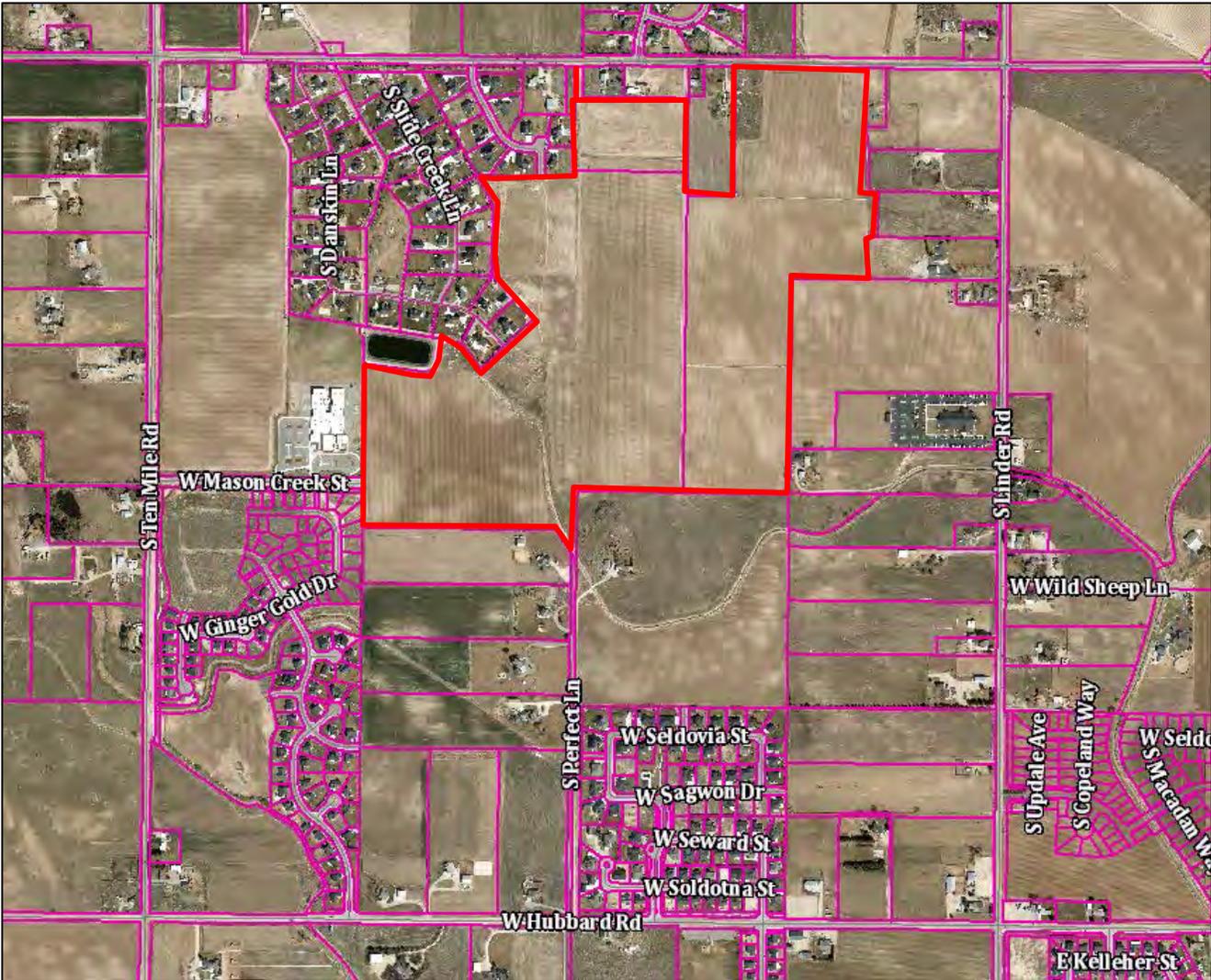
F. Conclusions of Law

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. Roundabout Template
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines

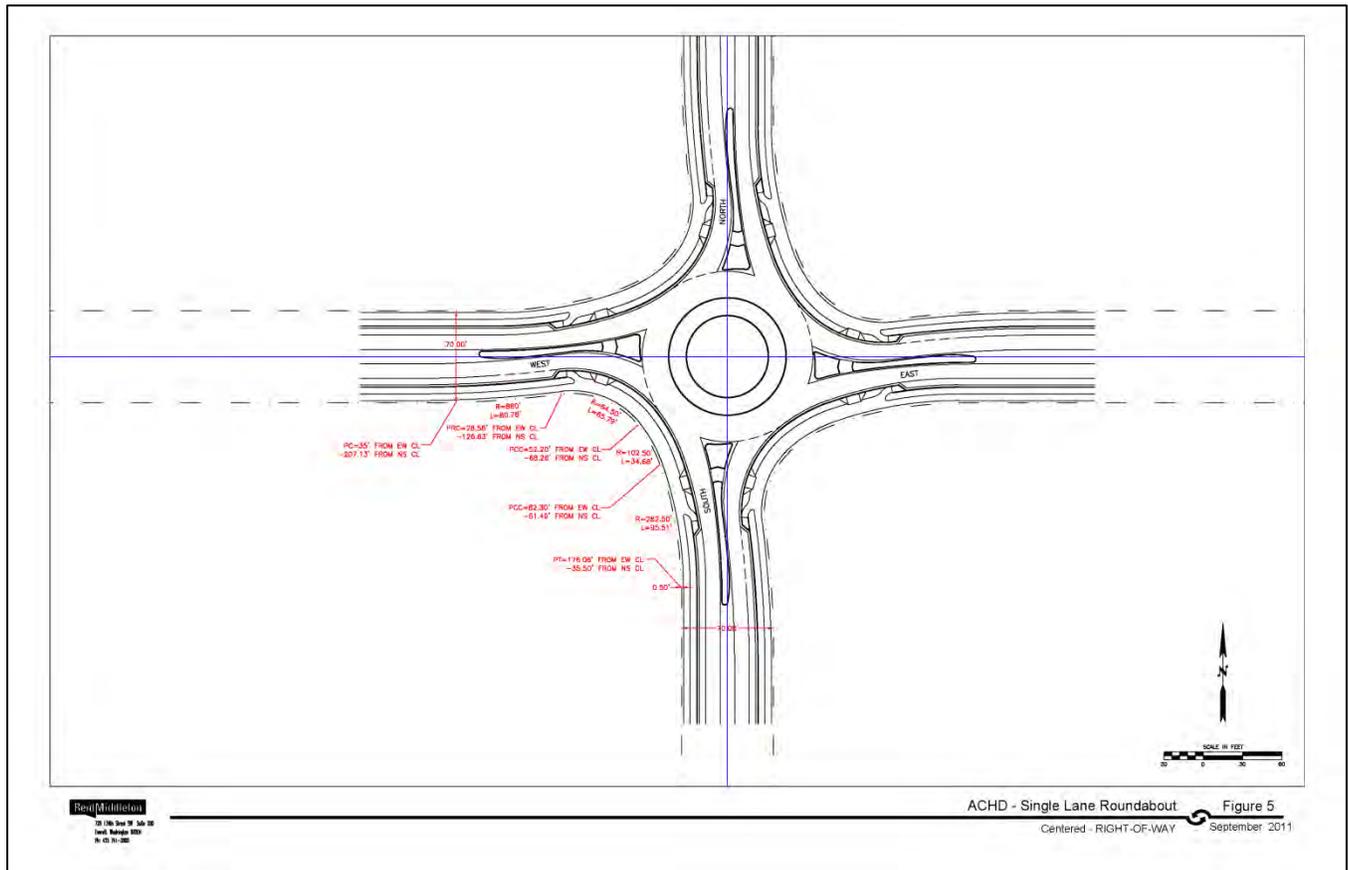
VICINITY MAP



SITE PLAN



Roundabout Template



Requintel
 2015, Suite 10, San Jose
 4080, Redwood Blvd
 San Jose, CA 95128

ACHD - Single Lane Roundabout Figure 5
 Centered - RIGHT-OF-WAY September 2011

WILL PATTERSON
CHAIRMAN OF THE BOARD

MAX SVATY
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

24 November 2015

City of Kuna
P.O. Box 13
Kuna, Idaho 83634

RE: B & A Engineers, David Crawford- Viper Investments, LLC **15-05-S**
S.E. Corner of Ten Mile & Columbia Roads
Boise-Kuna Irrigation District BK-264
Kuna Lateral 281+00
Sec. 11, T2N, R1W, BM.

City of Kuna:

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

The Boise Project Board of Control is contracted to operate and maintain this lateral. We assert this federal easement 25 feet northeast and 28 feet southwest of the lateral's centerline. Whereas this area is for the operation and maintenance of our facility, no activity should hinder our ability to do so.

Project easements must be called out on any future preliminary and final plats.

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

The Boise Project does not approve landscaping (other than grass) within its easements.

The Boise Project Board of Control does not approve of pathways within our easements. We are constantly trying to uphold these federal easements in order to perform our obligation to operate, maintain and deliver surface irrigation water to our patrons. The introduction of pedestrians, cyclists, etc. into our work area, becomes a burden on our personnel trying to perform their duties. The Project maintains its facilities with large vehicles and heavy equipment, to include dump trucks, dozers, graders, backhoes and long booms with counter weights. Although our operators possess the highest regard for safety, this machinery offers many blind spots that limit visibility. Project work

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CITY OF KUNA

easements are barely wide enough for this equipment. Any proposed pathways should be relocated outside of our easements and segregated from canal maintenance operations.

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

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

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

The proposed piping of the Kuna Lateral (to include all appurtenant boxes and/or structures) must be warranted by the land owner for a period of (5) five-years. The Warrantee Agreement must be secured prior to ANY disturbance of that facility.

Boise Project Board of Control must approve any requests and/or relocation of delivery points prior to construction.

Our records indicate the water rights through the Boise-Kuna Irrigation District are NOT available for this entire development. Of the 130.55 acres for the proposed subdivision, there are only 27.95 acres of District surface water rights. Those lots, which do not hold valid water rights, must be so noted on the plat and/or irrigation plan.

Using district water rights on other properties than what it was designated for is considered water spreading. Therefore it is important to contact Boise-Kuna Irrigation District to discuss if the intent of these water rights is to be used or co-mingled together with other water from another source to service the above-mentioned property.

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 the 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.

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

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

Wording on the preliminary and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Control facilities are subject to Idaho Statutes, Title 42-1209.

This development is subject to Idaho Code 31-3805, in accordance, this office is requesting a copy of the irrigation and drainage plans.

Boise Project Board of Control requests a full set of plans for our review and approval when applicable.

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

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Bob Carter".

Bob Carter
Assistant Project Manager, BPBC

bdc/bc

cc: Clint McCormick Watermaster, Div; 2 BPBC
Lauren Boehlke Secretary – Treasurer, BKID
File



CENTRAL DISTRICT HEALTH DEPARTMENT
Environmental Health Division

Return to:

- ACZ
Boise
Eagle
Garden City
Kuna
Meridian
Star

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NOV 03 2015
CITY OF KUNA

Rezone #
Conditional Use #
Preliminary / Final / Short Plat 15-05-5
Sect. 11

- 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:
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:
9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
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:
13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.

14. Reviewed By: [Signature]
Date: 10/29/15



IDAHO TRANSPORTATION DEPARTMENT

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

(208) 334-8300
itd.idaho.gov

October 30, 2015

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

VIA EMAIL

RE: 15-04-S AND 15-08-DR SILVER TRAIL SUBDIVISION

The Idaho Transportation Department has reviewed the referenced subdivision and design review application for the Silver Trail Subdivision east of Ten Mile Road, south of Columbia Road and north of Hubbard Road west of SH-69. ITD has the following comments:

1. ITD has no objection to the requested application. The project does not generate any more trips than anticipated under the Comprehensive Plan and this site does not require access to the State Highway System.

If you have any questions, you may contact Shona Tonkin at 334-8341 or me at 332-7191.

Sincerely,

A handwritten signature in blue ink that reads "James K. Morrison".

James K. Morrison
Development Services Manager
jim.morrison@itd.idaho.gov

**Traffic Impact Study
Silver Trail Subdivision
Kuna, Idaho**



Prepared For:

**CBH Homes
2228 W. Piazza St.
Meridian, Id. 83646**

May 14, 2015

Thompson  **Engineers**
Traffic and Civil **Inc.**
181 East 50th St
Garden City, ID 83714
(208) 484-4410

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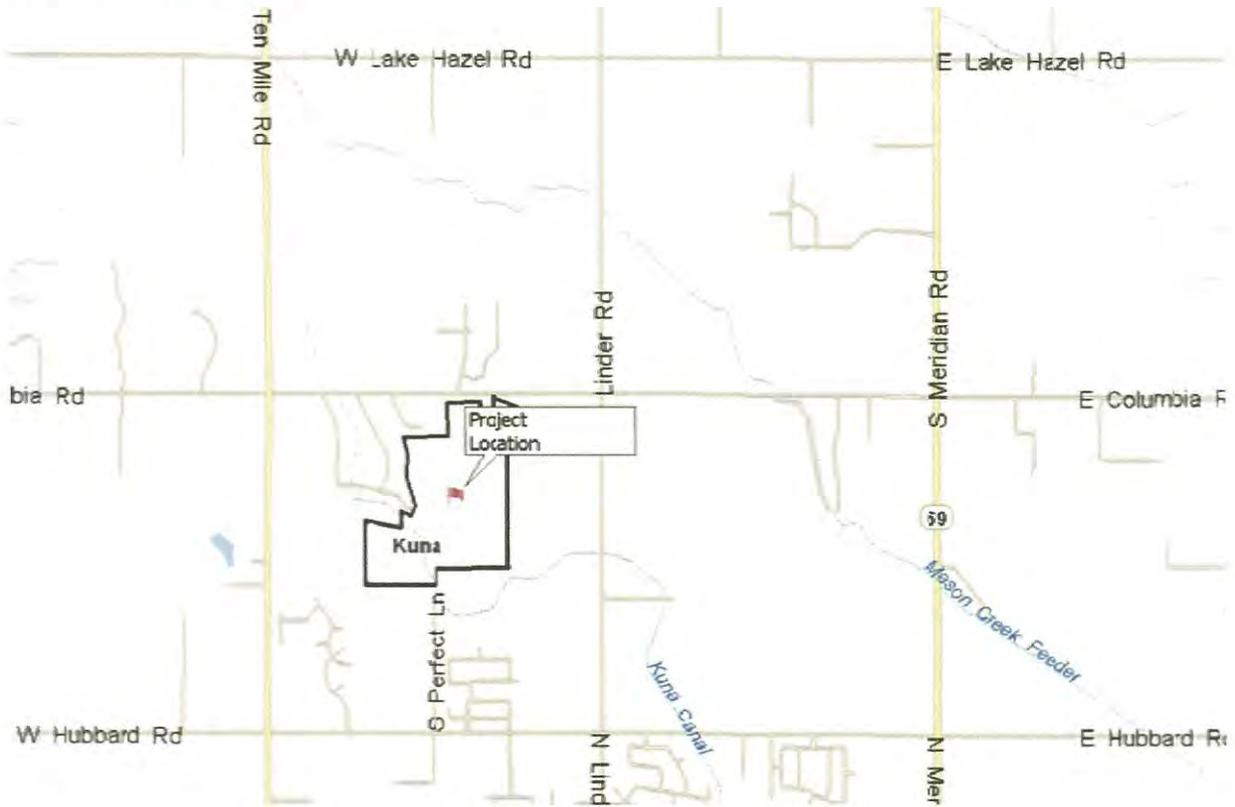
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INTRODUCTION

Thompson Engineers, Inc. has been retained to prepare a traffic impact study for the proposed Silver Trail Subdivision in Kuna, Idaho, approximately as shown in **Figure 1**. The purpose of this study is to evaluate the potential traffic impacts resulting from the project and make recommendations for mitigation of the impacts. In particular, the scope of the study includes the following:

- Trip Generation of the proposed development
- Trip distribution and traffic assignment of the site generated traffic
- The capacity of the transportation system to support the development
- Intersection treatment of the site access points

Figure 1- Project Location



PROPOSED DEVELOPMENT

The project is residential development of approximately 476 single family dwelling units. The final site plan was not finalized at the time of this report. A preliminary site plan is shown in **Figure 2**.

The site is expected to access the transportation system via Columbia Road and Ten Mile Road via Mason Creek Road.

Figure 2 - Preliminary Site Plan



STUDY AREA CONDITIONS

Study Area

The area of influence is anticipated to be southwest Ada County, Idaho, including the City of Kuna. The primary impacts will be along Columbia Road. The study area will include the intersections of Ten Mile Road and Columbia Road, Linder Road and Columbia Road, and Meridian Road and Columbia Road, as determined by a model run of the COMPASS transportation model.

Land Use

The site is within the Kuna city area of impact and is currently vacant. Existing zoning and land uses are for agricultural. A zoning change for residential use will be required.

STUDY PERIOD

Build Out Year

The Build out Year for this project is assumed to be 2018 to correspond with COMPASS data. The actual build out of the site will depend on market conditions and project implementation.

Horizon Year

2030 was selected as the horizon year, in accordance with the requirements of the Ada County Highway District.

EXISTING CONDITIONS

Road System

Columbia Road is classified as a minor arterial road by ACHD. In the vicinity of this project, it has one through lane in each direction, and narrow shoulders. Lanes are approximately 12 feet wide. It does not have curb and gutter on either side of the roadway. There are multiple driveways on both sides of the highway. It has a posted speed of 50 MPH in front of the project.

Linder Road is classified as an arterial road by ACHD. In the vicinity of this project, it has one through lane in each direction, and narrow shoulders. Lanes are approximately 12 feet wide. It does not have curb and gutter on either side of the roadway. There are multiple driveways on both sides of the highway. It has a posted speed of 45 MPH in the vicinity of the project.

Ten Mile Road is classified as an arterial road by ACHD. In the vicinity of this project, it has one through lane in each direction, and narrow shoulders. Lanes are approximately 12 feet wide. It does not have curb and gutter on either side of the roadway. There are multiple driveways on both sides of the highway. It has a posted speed of 45 MPH in the vicinity of the project.

Table 4 - PM Peak Hour Intersection Summary

LOS Summary PM Peak Hour Condition	2015			Build Out								
	Existing			Background			Total			Mitigated		
	Delay s/v	v/c	LOS									
Columbia Ten Mile	17.4		C	26.8		C	76.4		F	26.5		D
NB Approach	16.7	0.58	C	24.6	0.74	C	29.7	0.84	E	17.2	0.53	C
SB Approach	18.9	0.66	C	34.3	0.85	D	138.8	1.00	F	29.9	0.82	D
EB Approach	13.3	0.18	B	16.6	0.53	D	23.9	0.62	C	18.2	0.56	C
WB Approach	18.8	0.65	C	30.0	0.76	D	56.3	0.94	F	34.7	0.84	D
Columbia Linder	14.1		B	18.4		C	59.0		F	18.5		C
NB Approach	10.5	0.41	B	12.1	0.45	B	14.3	0.45	B	13.0	0.45	B
SB Approach	10.1	0.32	B	12.0	0.41	B	14.4	0.45	B	13.1	0.45	B
EB Approach	10.0	0.39	A	11.2	0.40	B	14.1	0.47	B	13.3	0.44	B
WB Approach	17.7	0.69	C	25.5	0.80	D	100.6	1.00	F	23.8	0.80	C
Columbia Meridian	23.4	0.51	C	22.9	0.55	C	24.8	0.59	C			
EB Approach	50.5		D	51.9		D	48.5		D			
Left	59.3	0.80	E	62.3	0.81	E	56.4	0.84	E			
Through/Right	38.6	0.32	D	37.7	0.32	D	34.4	0.27	C			
WB Approach	66.2		E	52.2		D	50.7		D			
Left	66.2	0.78	E	51.5	0.77	D	51.3	0.77	D			
Through	64.8	0.84	E	54.2	0.84	D	52.1	0.85	D			
Right	39.8	0.13	D	39.0	0.13	D	38.1	0.12	D			
NB Approach	13.0		B	13.9		B	15.9		B			
Left	52.0	0.57	D	51.9	0.58	D	51.9	0.58	D			
Through	10.9	0.23	B	11.9	0.26	B	14.1	0.28	B			
Right	9.4	0.02	A	10.1	0.03	B	11.9	0.03	B			
SB Approach	14.0		B	15.6		B	18.5		B			
Left	52.2	0.66	D	52.5	0.68	D	52.5	0.68	D			
Through	13.2	0.49	B	14.9	0.54	B	17.7	0.58	B			
Right	11.1	0.26	B	12.3	0.29	B	16.8	0.46	B			
Greyjoy Entrance							12.7		B			
NB Approach							17.2	0.05	C			
WB Approach							7.8	0.05	A			
EB Approach							0.0	0.00	A			
School Avenue							14.0		B			
NB Approach							19.3	0.10	C			
WB Approach							8.1	0.10	A			
EB Approach							0.0	0.00	A			

Intersection Analysis

The intersection of Columbia Road and Ten Mile Road will operate at a poor level of service in the build out scenario. This impact can be mitigated with the construction of left turn lanes on the north and south bound approaches.

The intersection of Columbia Road and Linder Road will operate at a poor level of service in the build out scenario. This impact can be mitigated with the construction of left turn lanes on the east and west bound approaches.

The intersection of Columbia Road and Meridian Road will operate at an acceptable level of service without any improvements to the intersection.

Roadway Analysis

Roadway segments are analyzed under horizon year peak hour traffic in accordance with Table 2 of the ACHD Development Policy Manual. The results are shown in Table 5.

Table 5- Roadway Segment Analysis

Roadway		Existing	Background	Off Site	Site	Total	LOS
Columbia Road	AM Peak	605	670	0	120	790	>E
E. of Linder	PM Peak	443	490	0	155	645	E
Columbia Road	AM Peak	453	500	0	120	620	E
W. of Linder	PM Peak	333	370	0	180	550	D

Columbia Road is classified as a minor arterial roadway, and the minimum level of service by ACHD policy is LOS D. The maximum permissible hourly volume in one direction is 550 vehicles per hour for a LOS D. Columbia Road between Linder and Meridian Roads currently exceeds this volume in the westbound direction in the AM peak hour, and is anticipated to exceed this volume in the eastbound direction in the PM peak hour under background traffic conditions. With the addition of site traffic, Columbia Road between Linder and Ten Mile Roads will exceed this threshold.

Columbia Road between School Avenue and Linder should be widened to three lanes as soon as access is taken to Linder Road.

Columbia Road between Linder Road and Meridian Road will need widening to at least three lanes. However, very little of the land fronting on Columbia Road is developed. Widening should occur as development occurs along this corridor.

Site Access

The developer is proposing access from several locations including:

- A full access on Linder at the extension of School Avenue. School Avenue will be extended completely through the project as a mid-mile collector. No front on housing is proposed for School Avenue.
- A full access on Linder, at Greyjoy Road, east of School Avenue. Based on the anticipated traffic volume, Greyjoy Road will need to be classified as a collector road. No front on housing is proposed for this segment of Greyjoy road.
- The project will connect to Mason Creek Road at the south end of the site. Mason Creek Road currently connects to Ten Mile Road.

Mason Creek Road extends across the entire project as a mid-mile collector road with no front on housing. It is anticipated that Mason Road will be extended to Linder Road when future development occurs.

All access approaches are in conformance with the ACHD Access Policy.

Site Circulation

The site plan provides good internal circulation, several access points to the subdivision, and cross connection to other development. None of the internal roadways that show front on housing should exceed 1,000 vpd.

Figure 12- Internal Daily Traffic Volumes



DISCUSSIONS

Roadway Improvements

Required Due to Existing Traffic Conditions

All intersections included in the study function at an acceptable level of service under existing traffic conditions. No improvements are required.

Columbia Road east of Linder Road is currently operating at LOS E in the AM peak hour. Additional lanes will be required to improve the roadway to LOS D. There is no plan to improve Columbia Road in the 5 year or 20 year ACHD Improvement Plans.

Required Due to Background Traffic Conditions

All of the intersections function at an acceptable level of service under background traffic conditions. No improvements are required.

Columbia Road east of Linder Road will continue to operate at LOS E. Columbia Road west of Linder Road will operate at LOS D.

The left turn bay for the eastbound left turn movement at Columbia Road and Meridian Road will need to be lengthened to handle the anticipated queue.

Required Due to Total Traffic Conditions

With the addition of site traffic, the intersection of Ten Mile and Columbia will require capacity improvements to operate at an acceptable level of service. Adding north and southbound left turn lanes will improve the level of service to an acceptable level. Since this intersection is scheduled for a roundabout in the 20 year plan, a contribution to the roundabout may be considered in lieu of constructing improvements.

With the addition of site traffic, the intersection of Linder and Columbia will require capacity improvements to operate at an acceptable level of service. Adding east and westbound left turn lanes will improve the level of service to an acceptable level.

Columbia Road will need to be widened to at least three lanes for the roadway to operate at LOS D. The development does not front on large portions of Columbia Road or the intersections. It is not known if there is sufficient right-of-way to construct any of the above improvements.

On-site Traffic

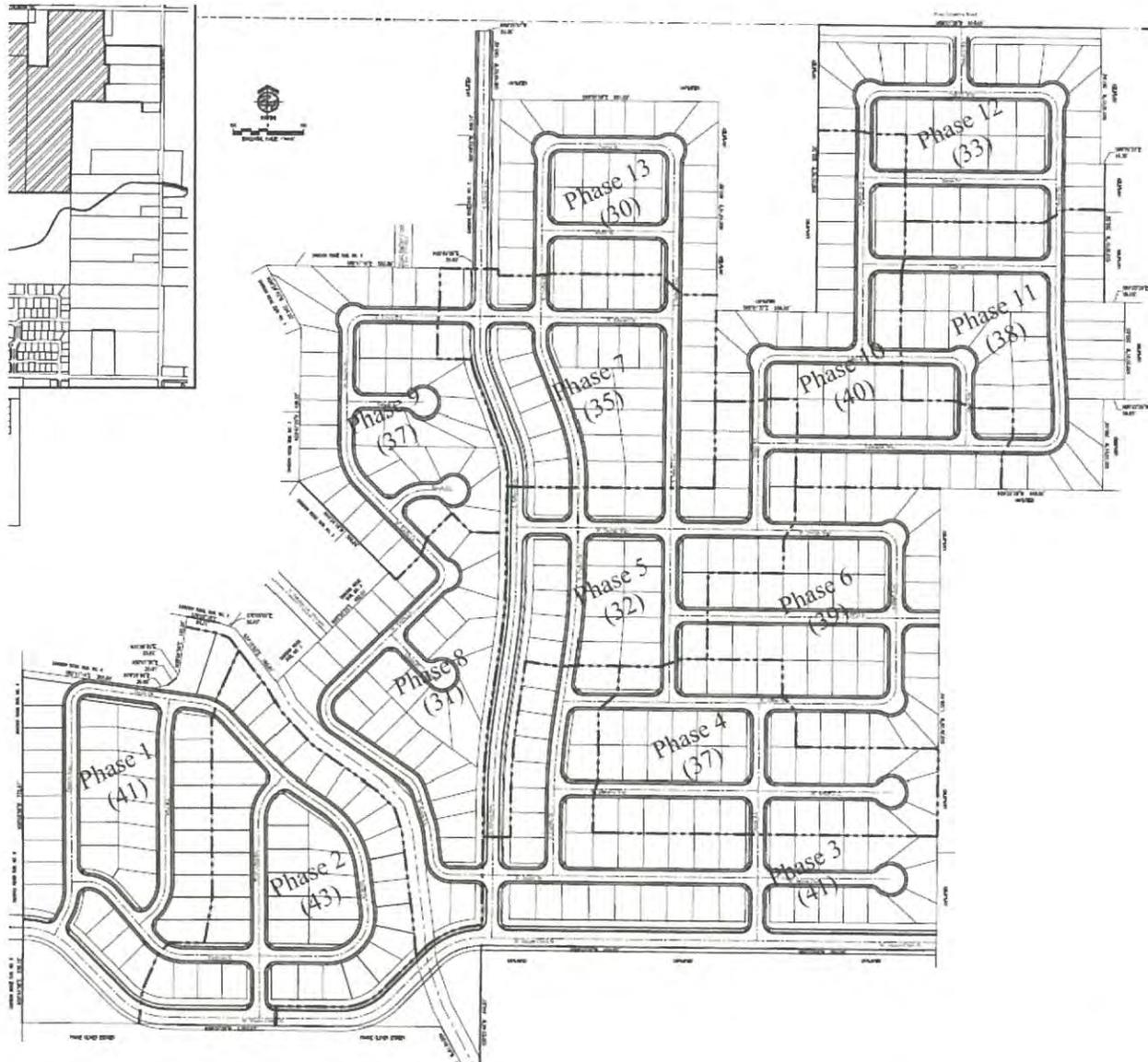
The internal roadway system will allow good site circulation. School Avenue and Mason Creek Road are planned as mid-mile collector roads and will not have any front on housing. None of the other internal roadways will exceed a daily volume of 1,000 vpd.

Phasing

The developer is proposing to construct the subdivision in as many as 10 phases as shown in Figure 15. The phasing is required in part because of sewer and water availability. Sewer and water availability also will require phasing to begin in the southwest corner of the project. Access for the first several phases will be via Mason Creek Road. If vehicles

are forced to use Mason Creek Road for the initial access, they will likely use Ten Mile Road for access to Interstate 84. The impact to Columbia Road would be significantly decreased. A significant number of housing units could be constructed without connecting to Columbia Road if emergency access is obtained to any one of the private roads abutting the site. Once School Avenue connects to Columbia Road, traffic patterns will be altered and improvements will be required to Columbia Road.

Figure 15- Phasing Plan



It will be several years before access is needed onto Columbia Road. The undeveloped parcels along Columbia Road between Linder Road and Meridian Road may be developed in that time. This may provide an opportunity for widening in advance of the connections by this project. When the project does connect to Columbia Road, this report should be reviewed and updated.

CONCLUSIONS

This study identifies transportation impacts associated with the proposed Silver Trail Subdivision in Kuna, Idaho. The development is a residential development. Below are the findings of this report:

- Based on the trip generation methods recommended in the Trip Generation Manual, the site will generate 4532 trips per day of which 357 trips will occur during the AM peak hour and 476 trips will occur during the PM peak hour.
- Initially, the site will access the transportation system Mason Creek Road for the first several phases. At build out, the site will access the transportation system primarily via Columbia Road and secondarily via Mason Creek Road. Future connections to Linder Road via the extension of Mason Creek Road are anticipated.
- The intersection of Columbia Road and Linder Road will operate at unacceptable levels of service under total traffic conditions in build out year. Both the AM peak hour and the PM peak hour are impacted. The level of service can be improved with the addition of left turn lanes on Columbia Road.
- The intersection of Columbia Road and Ten Mile Road will operate at unacceptable levels of service under total traffic conditions in the build out year. Both the AM peak hour and the PM peak hour are impacted. The level of service can be improved with the addition of left turn lanes on Ten Mile Road. This intersection is scheduled for a roundabout in the 20 year plan.
- The intersection of Columbia Road and Meridian Road will operate at acceptable levels of service under background and total traffic conditions in the build out year. The left turn bay will be insufficient for the queue.
- Columbia Road will need widening to three lanes west of Linder Road, and at least three lanes east of Linder Road. This project will be phased and not take access to Columbia Road for several years. Any improvements to Columbia Road will not be required until that time. At that time, this report should be reviewed to see what additional development has occurred and what improvements will be required at that time.
- This development will construct School Avenue as a mid-mile collector through the entire project. No front on housing is proposed for School Avenue.
- The development will construct Mason Creek Road as a mid-mile collector through the entire project. No front on housing is proposed for Mason Creek Road.
- None of the internal roadways with front on housing are expected to incur a daily traffic of 1,000 vpd or more, and should be classified as local roads.

LANDSCAPE CALCULATIONS

LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED
W. COLUMBIA RD.	20'	110' / 100' =	16 TREES	16.5 TREES (12 SHADE TREES + 4 ORNAMENTAL TREES)
			24 EVERGREENS 43 SHRUBS	24 EVERGREENS 128 SHRUBS
S. SCHOOL AVE. (WEST)	20'	1775' / 100' =	36 TREES	36 TREES (25 SHADE TREES + 11 ORNAMENTAL TREES)
			54 EVERGREENS 213 SHRUBS	55 EVERGREENS 434 SHRUBS
S. SCHOOL AVE. (EAST)	20'	2195' / 100' =	44 TREES	44 TREES (36 SHADE TREES + 8 ORNAMENTAL TREES)
			66 EVERGREENS 264 SHRUBS	67 EVERGREENS 400 SHRUBS
W. MASON CREEK ST.	20'	2535' / 100' =	51 TREES	51.5 TREES (34 SHADE TREES + 17 ORNAMENTAL TREES)
			76 EVERGREENS 304 SHRUBS	80 EVERGREENS 478 SHRUBS

NUMBER OF TREES PROVIDED ON COMMON LOTS: 204
 NUMBER OF TREES PROVIDED ON BUFFERS: 412
 TOTAL NUMBER OF TREES: 614

THERE ARE NO EXISTING TREES ON SITE.
 NO MITIGATION IS REQUIRED.

PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME
EVERGREEN TREES		
BH	BLACK HILLS SPRUCE	PICEA GLAUGA DENSATA
BS	COLUMNAR BLUE SPRUCE	PICEA FUNGENS 'GLAUGA FASTIGIATA'
VP	VANDERWOLF PINE	PINUS FLEXILIS 'VANDERWOLF'
SHADE TREES		
HL	SUNBURST HONEYLOCUST	GLEDITZIA TRIACANTHOS F. INERMIS 'SUNBURST'
FA	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'
SM	SUNSET MAPLE	ACER RUBRUM 'FRANKSRED'
ORNAMENTAL TREES		
AM	AMUR MAPLE	ACER GINNALLA 'FLAME'
AP	ARISTOCRAT PEAR	PYRUS GALERYANA 'ARISTOCRAT'
FF	PRAIRIEFIRE CRABAPPLE	MALUS sp. 'PRAIRIEFIRE'
SHRUBS/ORNAMENTAL GRASSES		
BR	BLACK EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTRUM'
	BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'NILTONI'
	CRIMSON PYGMY BARBERRY	BERBERIS THUNBERGII 'CRIMSON PYGMY'
	CREeping MAHONIA	MAHONIA REPENS
	ROSA FLOWER CARPET- NOARE	ROSA 'FLOWER CARPET- NOARE'
	DWARF FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'HAMELN'
DG	DARTS GOLD NINEBARK	PHYSCOCARPUS OPULIFOLIUS 'DART'S GOLD'
DL	STELLA D'ORO DAYLILY	HEMEROCALLIS 'STELLA D'ORO'
	EMERALD 'N' GOLD EUONYMUS	EUONYMUS FORTUNEI 'EMERALD 'N' GOLD'
	ENDLESS SUMMER HYDRANGEA	HYDRANGEA ARBORESCENS 'PIHM-I'
	FINE LINE BUCKTHORN	RHAMNUS FRAGULA 'RON WILLIAMS'
FL	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'
GL	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'
IH	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'
KF	LITTLE DEVIL NINEBARK	PHYSCOCARPUS OPULIFOLIUS 'DONNA MAY'
LD	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'
MG	OTTO LUYKEN LAUREL	PRUNUS LAURO-CERASUS 'OTTO LUYKEN'
OL	ORANGE ROCKET BARBERRY	BERBERIS THUNBERGII 'ORANGE ROCKET'
OR	PJM RHODODENDRON	RHODODENDRON 'PJM'
SF	SHOWOFF FORSYTHIA	FORSYTHIA x INTERMEDIA 'MINDOR'
	SKY HIGH JUNIPER	JUNIPERUS SCOPULORUM 'BAILIGH'
	SUMMERWINE NINEBARK	PHYSCOCARPUS OPULIFOLIA 'SEWARD'
	LAWN	



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. ALL COMMON SPACE LANDSCAPING SHALL BE OWNED AND MAINTAINED BY A HOMEOWNER'S ASSOCIATION.
4. 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.
5. 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.
6. 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.
7. PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTER'S PRE-APPROVAL. 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.

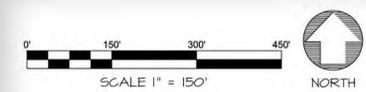
DEVELOPMENT FEATURES

TOTAL AREA	130.55 ACRES
RESIDENTIAL LOTS	476 43.22 ACRES (11%)
OPEN SPACE LOTS	56 8.81 ACRES (1%)
RIGHT-OF-WAY	28.52 ACRES (22%)
EXISTING ZONING	R-6



JENSEN BELTS ASSOCIATES
 Site Planning / Landscape Architecture
 482 Main Street, Boise, Idaho 83702
 Ph: (208) 348-7176, Fax: (208) 348-7178

JUNE 18, 2015
 SHEET 1.0



OWNER/APPLICANT
 VIPER INVESTMENTS, LLC
 1977 E. OVERLAND RD.
 MERIDIAN, ID 83642

SILVER TRAIL SUBDIVISION

KUNA, ID PRELIMINARY PLAT LANDSCAPE PLAN

PLANT PALETTE

(REFERENCE SHEET L8)

SYM	COMMON NAME	SYM	COMMON NAME
-----	-------------	-----	-------------

EVERGREEN TREES

BH	BLACK HILLS SPRUCE
BS	COLUMNAR BLUE SPRUCE
VP	VANDERWOLF PINE

SHADE TREES

HL	SUNBURST HONEYLOCUST
PA	AUTUMN PURPLE ASH
SM	SUNSET MAPLE

ORNAMENTAL TREES

AM	AMUR MAPLE
AP	ARISTOCRAT PEAR
PF	PRAIRIEFIRE CRABAPPLE

[Symbol]	LAWN	[Symbol]	UNKNOWN GRASS
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6" VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, SHT L8

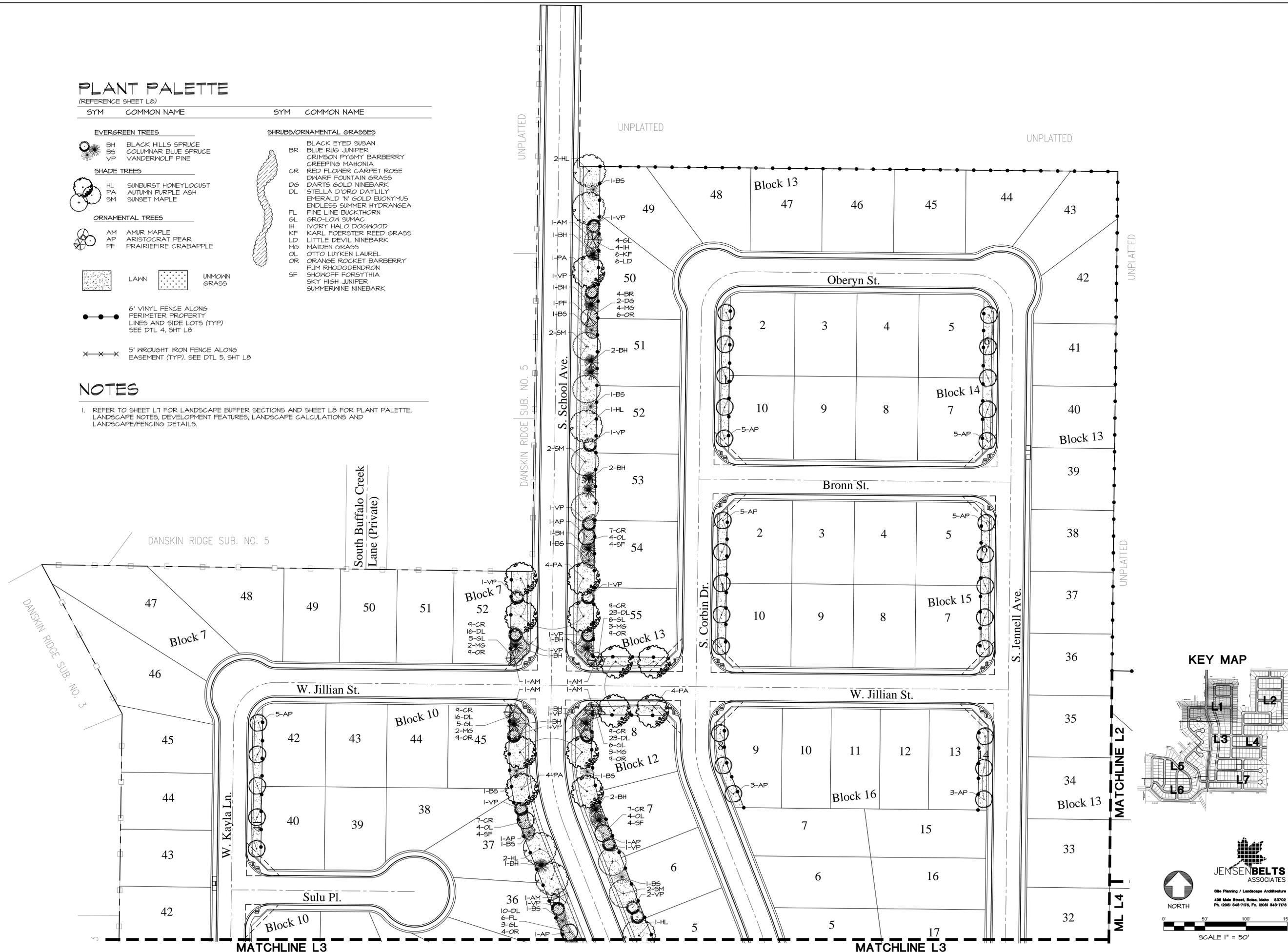
5' WROUGHT IRON FENCE ALONG EASEMENT (TYP). SEE DTL 5, SHT L8

SHRUBS/ORNAMENTAL GRASSES

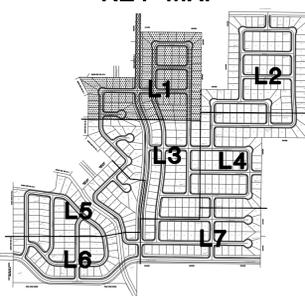
BR	BLACK EYED SUSAN
BJ	BLUE RUG JUNIPER
CR	CRIMSON PYGMY BARBERRY
CR	CREeping MAHONIA
CR	RED FLOWER CARPET ROSE
DG	DWARF FOUNTAIN GRASS
DL	DARTS GOLD NINEBARK
DL	STELLA D'ORO DAYLILY
DL	EMERALD 'N' GOLD EUNYMIUS
DL	ENDLESS SUMMER HYDRANGEA
FL	FINE LINE BUCKTHORN
GL	GRO-LOW SUMAC
IH	IVORY HALO DOGWOOD
KF	KARL FOERSTER REED GRASS
LD	LITTLE DEVIL NINEBARK
MG	MAIDEN GRASS
OL	OTTO LUYKEN LAUREL
OR	ORANGE ROCKET BARBERRY
OR	PJM RHODODENDRON
SF	SHOWOFF FORSYTHIA
SF	SKY HIGH JUNIPER
SF	SUMMERWINE NINEBARK

NOTES

- REFER TO SHEET L7 FOR LANDSCAPE BUFFER SECTIONS AND SHEET L8 FOR PLANT PALETTE, LANDSCAPE NOTES, DEVELOPMENT FEATURES, LANDSCAPE CALCULATIONS AND LANDSCAPE/FENCING DETAILS.



KEY MAP



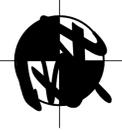
JENSEN BELTS ASSOCIATES
 Site Planning / Landscape Architecture
 405 Main Street, Boise, Idaho 83702
 Ph: (208) 548-7776, Fax: (208) 548-7778

NORTH

0' 50' 100' 150'

SCALE 1" = 50'

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



SILVER TRAIL SUBDIVISION

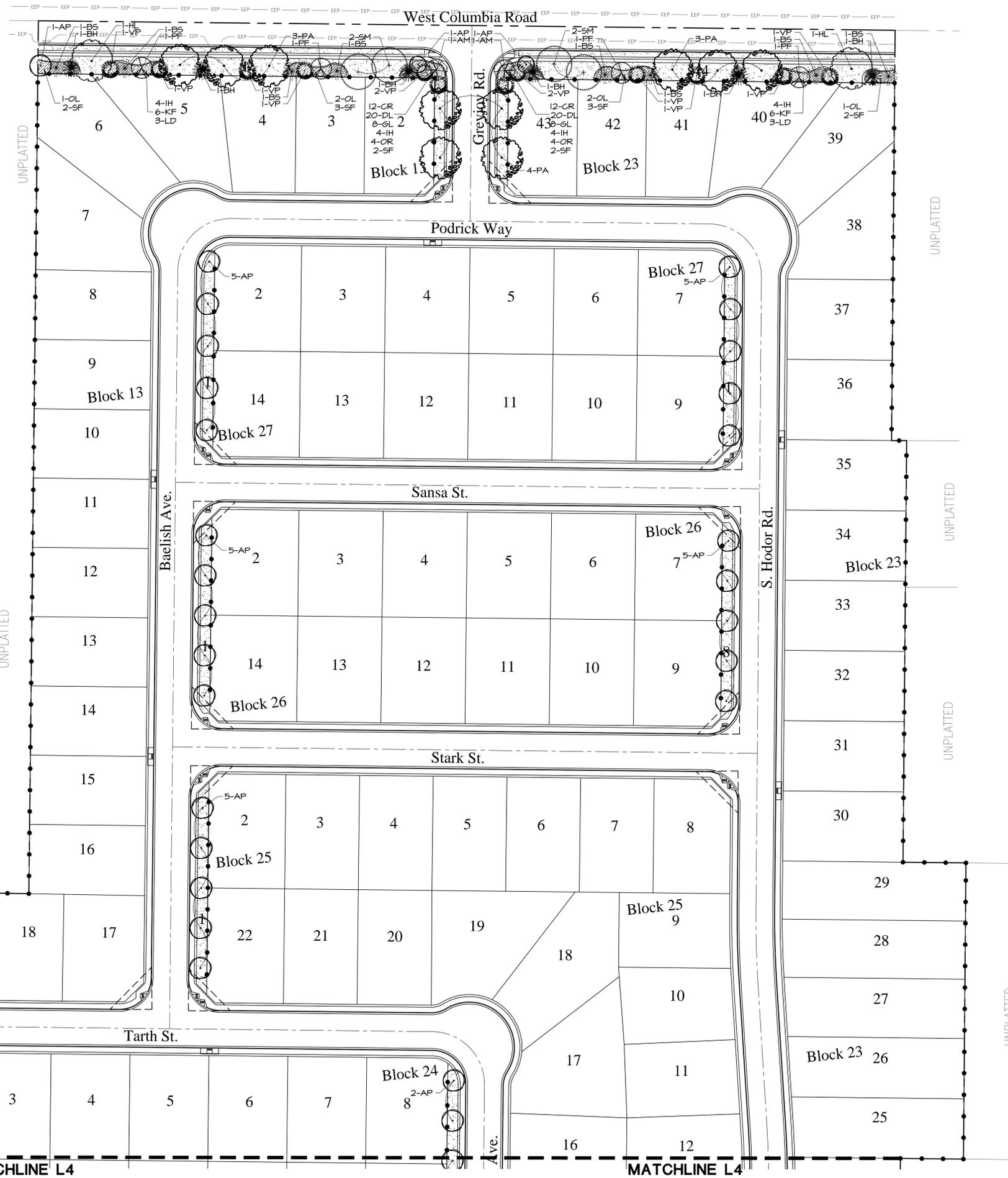
PARCELS OF LAND BEING A PORTION OF LOT 52, BLOCK 1 OF DANSKIN RIDGE SUBDIVISION NO. 4, ALL OF LOT 66, BLOCK 1 OF DANSKIN RIDGE SUBDIVISION NO. 6, AND A PORTION OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 2 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF KUNA, ADA COUNTY, IDAHO.

Preliminary Plat Landscape Plan

DATE:	JUNE 18, 2015
HORIZ. SCALE:	AS NOTED
VERT. SCALE:	AS NOTED
DRAWN BY:	JN
CHECKED BY:	KCS
FILE:	

SHEET NUMBER 1 of 8

L 1



PLANT PALETTE

(REFERENCE SHEET L0)

SYM COMMON NAME

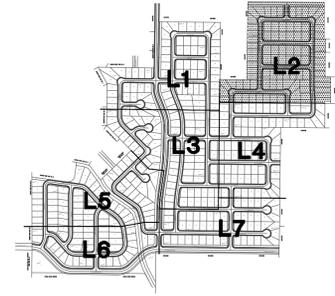
- EVERGREEN TREES**
 - BH BLACK HILLS SPRUCE
 - BS COLUMNAR BLUE SPRUCE
 - VP VANDERWOLF PINE
- SHADE TREES**
 - HL SUNBURST HONEYLOCUST
 - PA AUTUMN PURPLE ASH
 - SM SUNSET MAPLE
- ORNAMENTAL TREES**
 - AM AMUR MAPLE
 - AP ARISTOGRAT PEAR
 - FF PRAIRIEFIRE CRABAPPLE
- SHRUBS/ORNAMENTAL GRASSES**
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 - CR RED FLOWER CARPET ROSE
 - DL DWARF FOUNTAIN GRASS
 - DG DARTS GOLD NINEBARK
 - DL STELLA D'ORO DAYLILY
 - EM EMERALD 'N' GOLD EUONYMUS
 - ES ENDLESS SUMMER HYDRANGEA
 - FL FINE LINE BUCKTHORN
 - GL GRO-LOW SUMAC
 - IV IVORY HALO DOGWOOD
 - KF KARL FOERSTER REED GRASS
 - LD LITTLE DEVIL NINEBARK
 - MG MAIDEN GRASS
 - OL OTTO LUYKEN LAUREL
 - OR ORANGE ROCKET BARBERRY
 - PJM PJM RHODODENDRON
 - SH SHOWOFF FORSYTHIA
 - SK SKY HIGH JUNIPER
 - SN SUMMERWINE NINEBARK

- LAWN
- UNMOWN GRASS
- 6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP) SEE DTL 4, SHT L0
- 5' WROUGHT IRON FENCE ALONG EASEMENT (TYP). SEE DTL 3, SHT L0

NOTES

1. REFER TO SHEET L1 FOR LANDSCAPE BUFFER SECTIONS AND SHEET L0 FOR PLANT PALETTE, LANDSCAPE NOTES, DEVELOPMENT FEATURES, LANDSCAPE CALCULATIONS AND LANDSCAPE/FENCING DETAILS.

KEY MAP



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SCALE 1" = 50'

B&A Engineers, Inc.
 Consulting Engineers, Surveyors & Planners
 5505 W. Franklin Rd. Boise, Id. 83705
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SILVER TRAIL SUBDIVISION

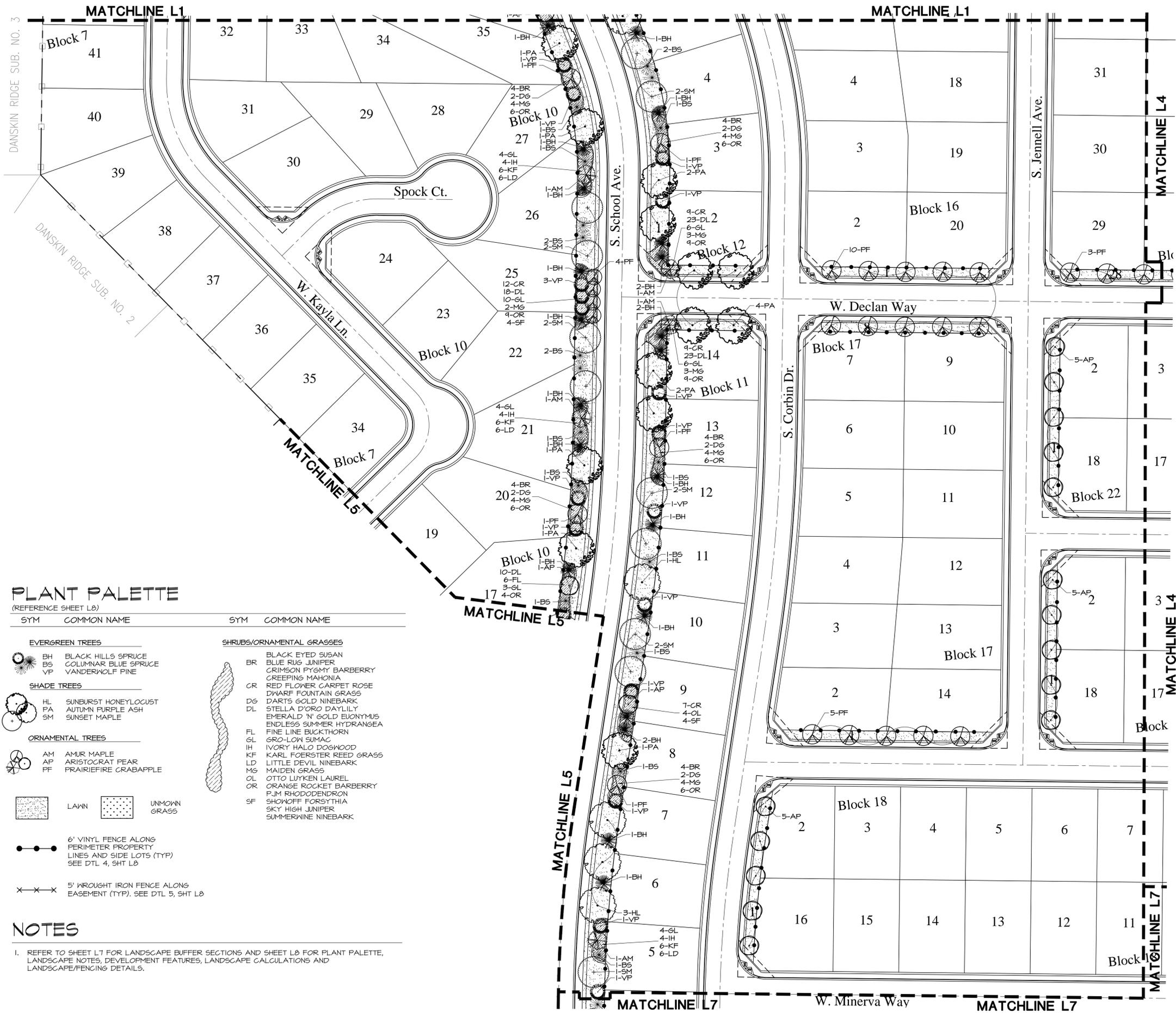
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Preliminary Plat Landscape Plan

DATE:	JUNE 18, 2015
HORIZ. SCALE:	AS NOTED
VERT. SCALE:	AS NOTED
DRAWN BY:	JN
CHECKED BY:	KCS
FILE:	

SHEET NUMBER: 2 of 8

L 2



PLANT PALETTE

(REFERENCE SHEET L8)

SYM	COMMON NAME	SYM	COMMON NAME
-----	-------------	-----	-------------

EVERGREEN TREES

- BH BLACK HILLS SPRUCE
- BS COLUMNAR BLUE SPRUCE
- VP VANDERWOLF PINE

SHADE TREES

- HL SUNBURST HONEYLOCUST
- PA AUTUMN PURPLE ASH
- SM SUNSET MAPLE

ORNAMENTAL TREES

- AM AMUR MAPLE
- AP ARISTOCRAT PEAR
- PF PRAIRIEFIRE CRABAPPLE

- LAWN
- UNKNOWN GRASS

- 6" VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP). SEE DTL 4, SHT L8

- 5' WROUGHT IRON FENCE ALONG EASEMENT (TYP). SEE DTL 5, SHT L8

NOTES

1. REFER TO SHEET L7 FOR LANDSCAPE BUFFER SECTIONS AND SHEET L8 FOR PLANT PALETTE, LANDSCAPE NOTES, DEVELOPMENT FEATURES, LANDSCAPE CALCULATIONS AND LANDSCAPE/FENCING DETAILS.

SHRUBS/ORNAMENTAL GRASSES

- BR BLACK EYED SUSAN
- BJ BLUE RUG JUNIPER
- CR CRIMSON PYGMY BARBERRY
- CR CREEPING MAHONIA
- CR RED FLOWER CARPET ROSE
- DL DWARF FOUNTAIN GRASS
- DG DARTS GOLD NINEBARK
- DL STELLA D'ORO DAYLILY
- EMERALD N' GOLD EUONYMUS
- ENDLESS SUMMER HYDRANGEA
- FL FINE LINE BUCKTHORN
- GL GRO-LOW SUMAC
- IH IVORY HALO DOGWOOD
- KF KARL FOERSTER REED GRASS
- LD LITTLE DEVIL NINEBARK
- M6 MAIDEN GRASS
- OL OTTO LUYKEN LAUREL
- OR ORANGE ROCKET BARBERRY
- FJM RHODODENDRON
- SHOWOFF FORSYTHIA
- SKY HIGH JUNIPER
- SUMMERWINE NINEBARK
- SF

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 (208) 343-3381



SILVER TRAIL SUBDIVISION

PARCELS OF LAND BEING A PORTION OF LOT 52, BLOCK 1 OF DANSKIN RIDGE SUBDIVISION NO. 4, ALL OF OF LOT 66, BLOCK 1 OF DANSKIN RIDGE SUBDIVISION NO. 6, AND A PORTION OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 2 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF KUNA, ADA COUNTY, IDAHO.

Preliminary Plat Landscape Plan

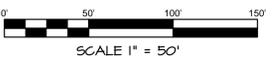
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VERT. SCALE:	AS NOTED
DRAWN BY:	JN
CHECKED BY:	KCS
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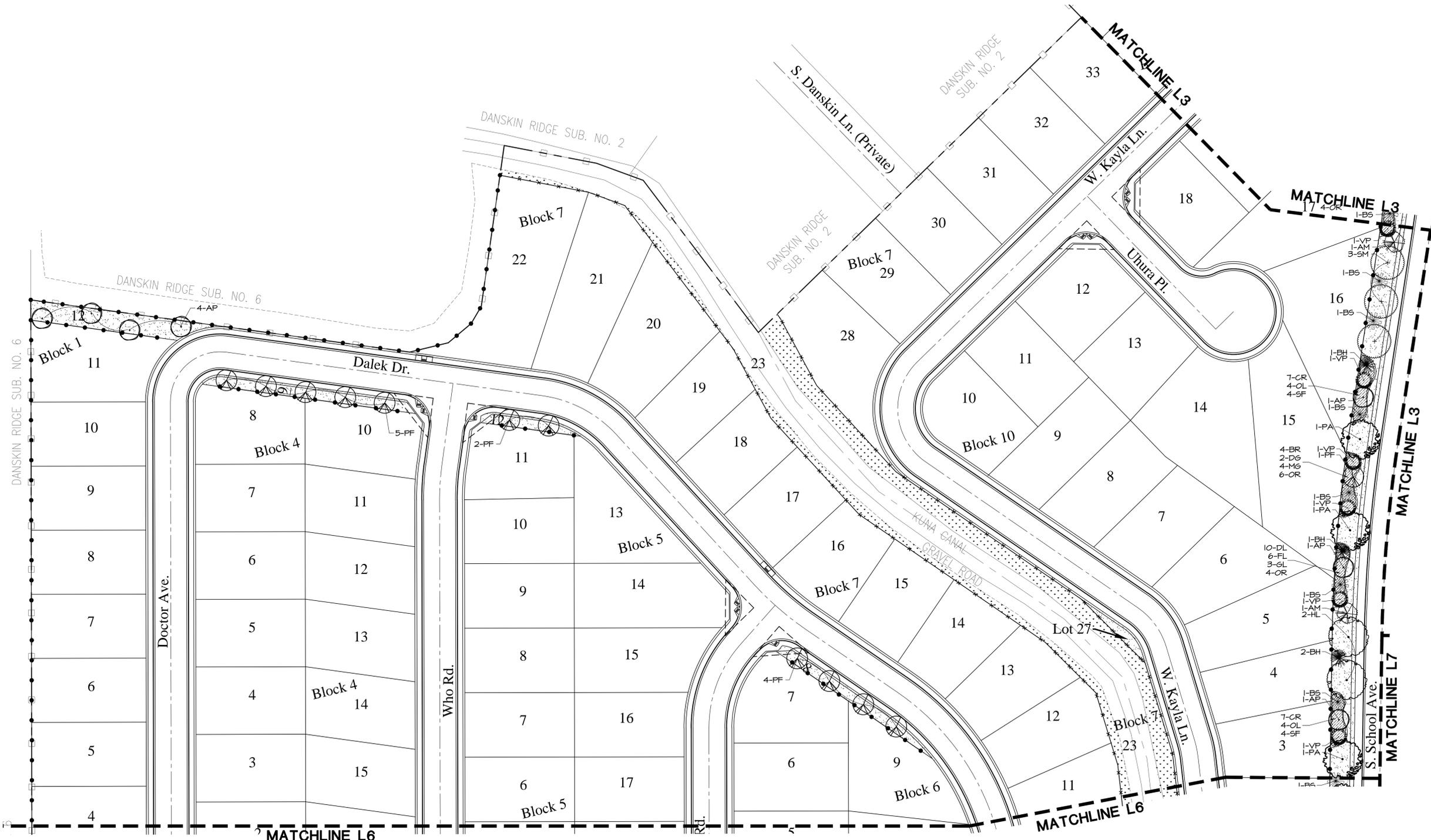
SHEET NUMBER 3 of 8

L 3



405 Main Street, Boise, Idaho 83702
 Ph: (208) 548-7776, Fax: (208) 548-7778





PLANT PALETTE

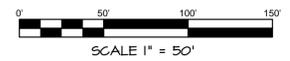
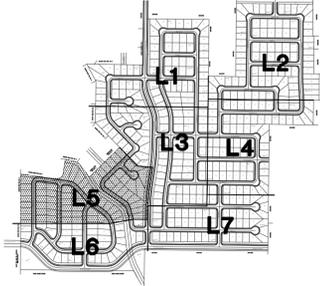
(REFERENCE SHEET L8)

SYM	COMMON NAME	SYM	COMMON NAME
EVERGREEN TREES			
BH	BLACK HILLS SPRUCE	BR	BLACK EYED SUSAN
BS	COLUMNAR BLUE SPRUCE	BR	BLUE RUG JUNIPER
VP	VANDERWOLF PINE	CR	CRIMSON PYGMY BARBERRY
SHADE TREES			
HL	SUNBURST HONEYLOCUST	GR	RED FLOWER CARPET ROSE
PA	AUTUMN PURPLE ASH	DF	DWARF FOUNTAIN GRASS
SM	SUNSET MAPLE	DG	DARTS GOLD NINEBARK
ORNAMENTAL TREES			
AM	AMUR MAPLE	DL	STELLA D'ORO DAYLILY
AP	ARISTOCRAT PEAR	EM	EMERALD 'N' GOLD EUONYMUS
PF	PRAIRIEFIRE CRABAPPLE	ES	ENDLESS SUMMER HYDRANGEA
		FL	FINE LINE BUCKTHORN
		GL	GRO-LOW SUMAC
		IH	IVORY HALO DOGWOOD
		KF	KARL FOERSTER REED GRASS
		LD	LITTLE DEVIL NINEBARK
		MG	MAIDEN GRASS
		OL	OTTO LUYKEN LAUREL
		OR	ORANGE ROCKET BARBERRY
		PR	PJM RHODODENDRON
		SH	SHOWOFF FORTSYTHIA
		SK	SKY HIGH JUNIPER
		SN	SUMMERSIDE NINEBARK
SHRUBS/ORNAMENTAL GRASSES			

NOTES

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- 6" VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SIDE LOTS (TYP). SEE DTL 4, SHT L8
 - 5' WROUGHT IRON FENCE ALONG EASEMENT (TYP). SEE DTL 5, SHT L8

KEY MAP



JENSEN BELTS ASSOCIATES
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Preliminary Plat Landscape Plan

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FILE:	

SHEET NUMBER: 5 OF 8

L5



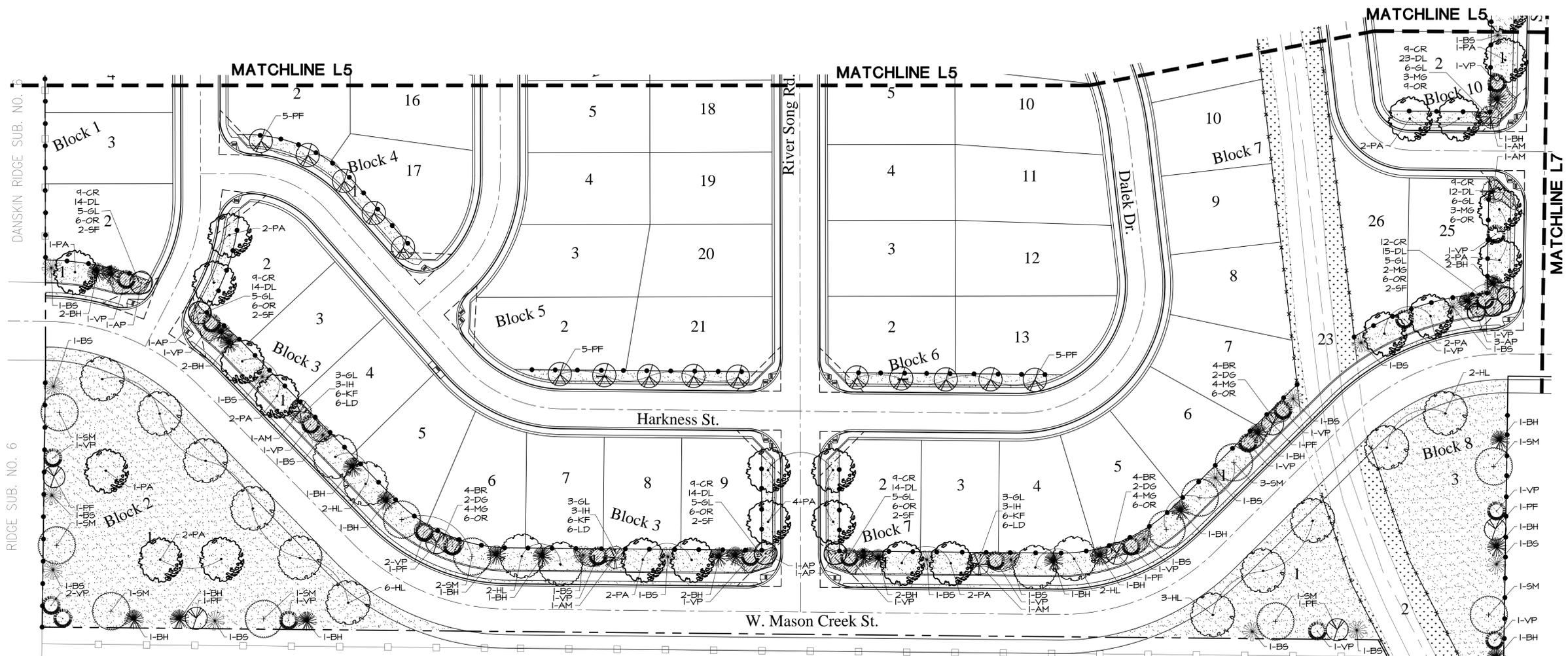
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**Preliminary Plat
 Landscape Plan**

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SHEET NUMBER: 6 of 8



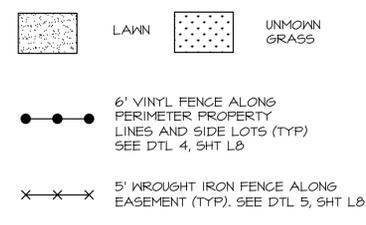
PLANT PALETTE

(REFERENCE SHEET L8)

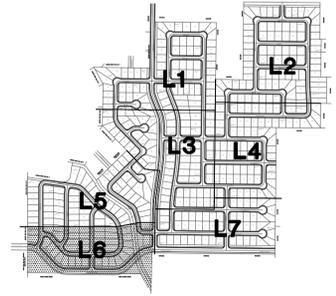
SYM	COMMON NAME	SYM	COMMON NAME
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BS	COLUMNAR BLUE SPRUCE		BLUE RUG JUNIPER
VP	VANDERWOLF PINE		CRIMSON PYGMY BARBERRY
SHADE TREES			
HL	SUNBURST HONEYLOCUST	CR	RED FLOWER CARPET ROSE
PA	AUTUMN PURPLE ASH		DWARF FOUNTAIN GRASS
SM	SUNSET MAPLE	DG	DARTS GOLD NINEBARK
ORNAMENTAL TREES			
AM	AMUR MAPLE	DL	STELLA D'ORO DAYLILY
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PF	PRAIRIEFIRE CRABAPPLE		ENDLESS SUMMER HYDRANGEA
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		MG	MAIDEN GRASS
		OL	OTTO LUYKEN LAUREL
		OR	ORANGE ROCKET BARBERRY
		PJM	PJM RHODODENDRON
		SHO	SHOWOFF FORSYTHIA
		SKY	SKY HIGH JUNIPER
		SUM	SUMMERVAINE NINEBARK

NOTES

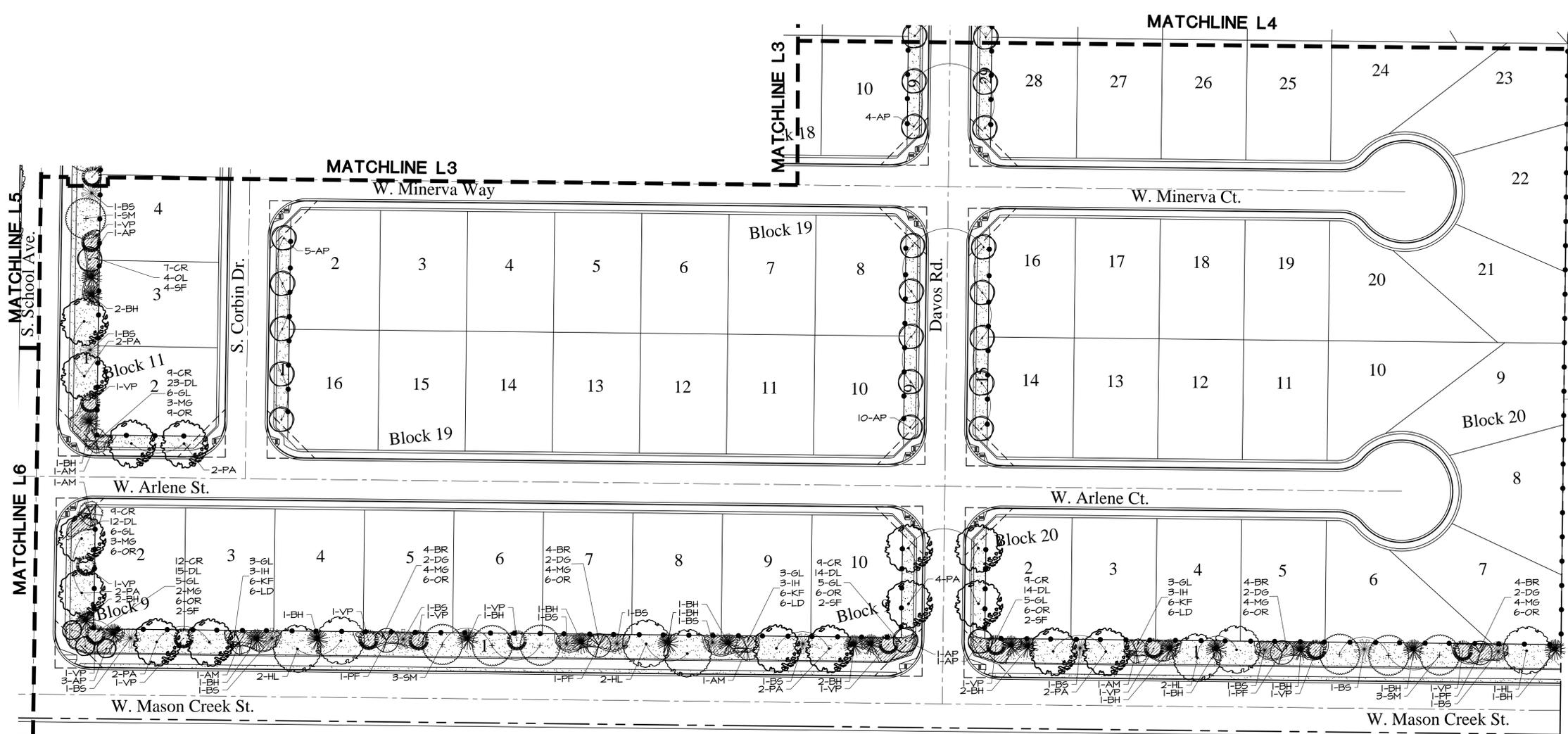
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KEY MAP



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PLANT PALETTE

(REFERENCE SHEET L8)
SYM COMMON NAME

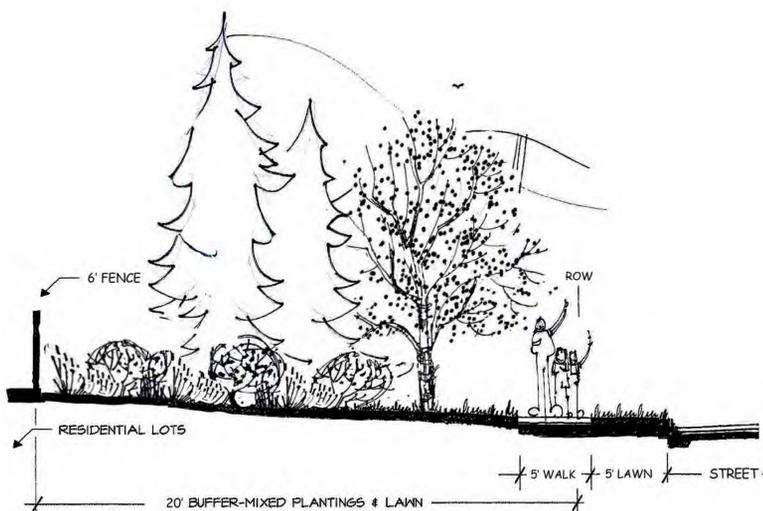
- EVERGREEN TREES**
 - BH BLACK HILLS SPRUCE
 - BS COLUMNAR BLUE SPRUCE
 - VP VANDERKOLF PINE
- SHADE TREES**
 - HL SUNBURST HONEYLOCUST
 - FA AUTUMN PURPLE ASH
 - SM SUNSET MAPLE
- ORNAMENTAL TREES**
 - AM AMUR MAPLE
 - AP ARISTOCRAT PEAR
 - FF FRAIRIEFIRE GRABAPPLE
- SHRUBS/ORNAMENTAL GRASSES**
 - BR BLACK EYED SUSAN
 - BL BLUE RUG JUNIPER
 - CR CRIMSON PYGMY BARBERRY
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 - OL OTTO LUYKEN LAUREL
 - OR ORANGE ROCKET BARBERRY
 - OR P.J.M RHODODENDRON
 - SF SHOWOFF FORSYTHIA
 - SK SKY HIGH JUNIPER
 - SW SUMMERWINE NINEBARK

- UNPLATTED**
 - LAWN
 - UNMOWN GRASS
 - 6' VINYL FENCE ALONG PERIMETER PROPERTY LINES AND SLOTS (TYP) SEE DTL 4, SHT L8
 - 5' WROUGHT IRON FENCE ALONG EASEMENT (TYP). SEE DTL 5, SHT L8

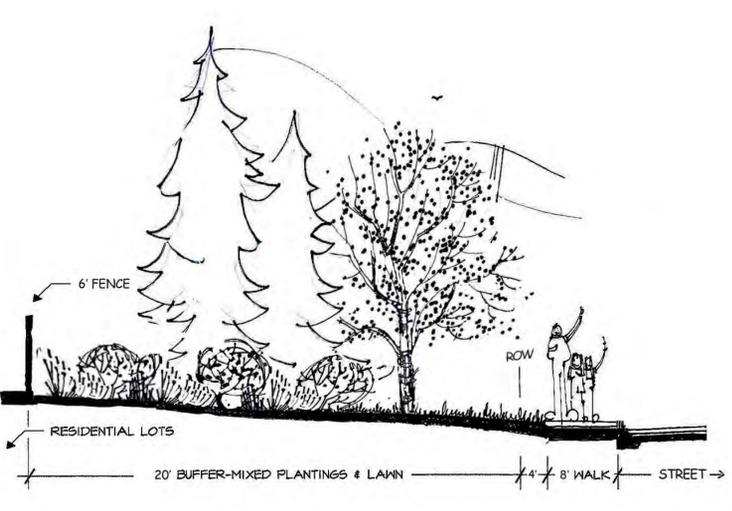
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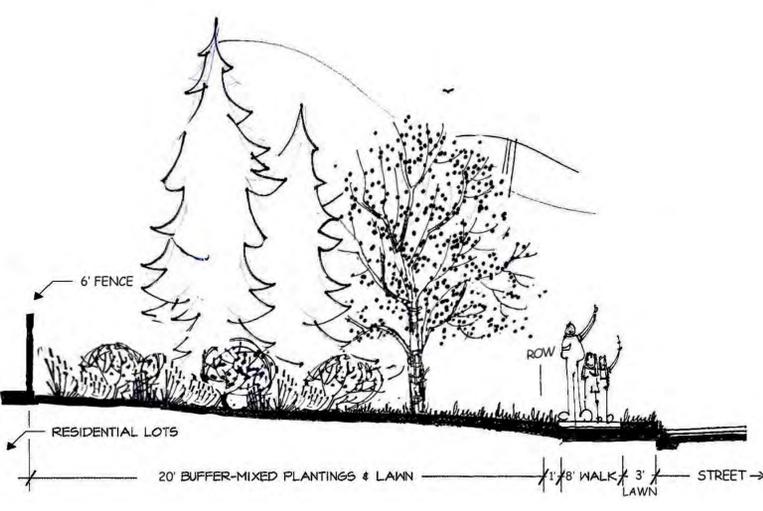
UNPLATTED UNPLATTED UNPLATTED



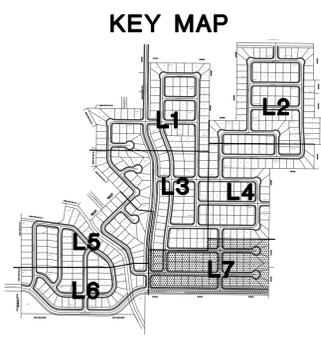
① 20' LANDSCAPE BUFFER SECTION- W. COLUMBIA ROAD
NOT TO SCALE



② 20' LANDSCAPE BUFFER SECTION- S. SCHOOL AVE.
NOT TO SCALE



③ 20' LANDSCAPE BUFFER SECTION- W. MASON CREEK ST.
NOT TO SCALE



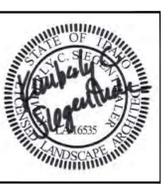
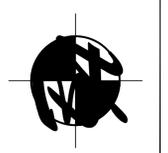
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DATE: JUNE 18, 2015
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FILE:

NORTH

0' 50' 100' 150'
SCALE 1" = 50'

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SILVER TRAIL SUBDIVISION

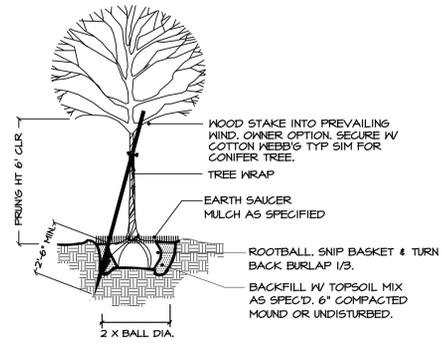
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Preliminary Plat Landscape Plan

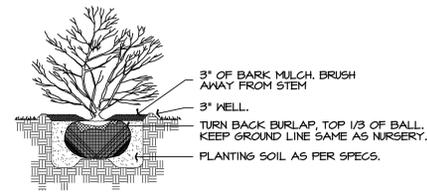
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L7

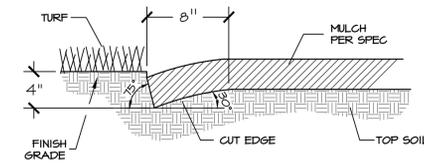


1 TREE PLANTING/STAKING
NOT TO SCALE

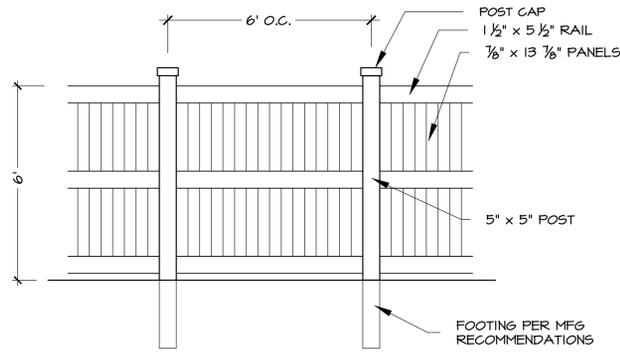


NOTE: DIG HOLE TWICE THE SIZE OF ROOTBALL.

2 SHRUB PLANTING
NOT TO SCALE

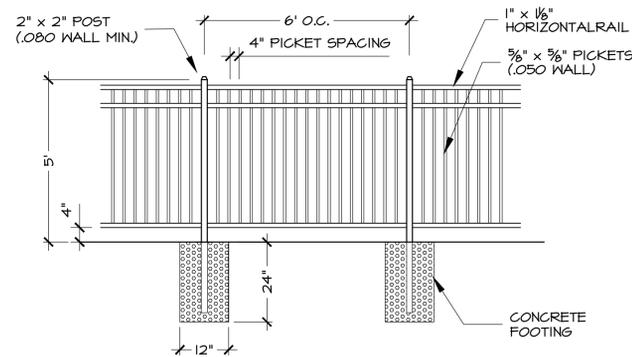


3 PLANTER CUT BED EDGE
NOT TO SCALE



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

4 VINYL PRIVACY FENCE
NOT TO SCALE



NOTES:
1. WROUGHT IRON FENCE STYLE MAY VARY SLIGHTLY.
2. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.

5 WROUGHT IRON FENCE
NOT TO SCALE

PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME	SIZE	MATURE SIZE	QUANTITY
EVERGREEN TREES					
BH	BLACK HILLS SPRUCE	PICEA GLAUGA DENSATA	6'-8' HT B4B	35' HT x 15' W	84
BS	COLUMNAR BLUE SPRUCE	PICEA PUNGENS 'GLAUGA FASTIGIATA'	6'-8' HT B4B	50' HT x 25' W	73
VP	VANDERKOLF PINE	PICEA FLEXILIS 'VANDERKOLF'	6'-8' HT B4B	20' HT x 10' W	86
SHADE TREES					
HL	SUNBURST HONEYLOCUST	GLEDITSIA TRIACANTHOS F. INERMIS 'SUNBURST'	2" CAL B4B	45' HT x 35' W	38
PA	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	2" CAL B4B	45' HT x 40' W	78
SM	SUNSET MAPLE	ACER RUBRUM 'FRANKSGRED'	2" CAL B4B	45' HT x 35' W	43
ORNAMENTAL TREES					
AM	AMUR MAPLE	ACER GINNALLA 'FLAME'	2" CAL B4B	25' HT x 20' W	25
AP	ARISTOCRAT PEAR	PYRUS CALERYANA 'ARISTOCRAT'	2" CAL B4B	20' HT x 15' W	150
FF	FRAIRIEFIRE CRABAPPLE	MALUS sp. 'FRAIRIEFIRE'	2" CAL B4B	25' HT x 20' W	77
SHRUBS/ORNAMENTAL GRASSES					
BR	BLACK EYED SUSAN	RUIDBECKIA FULGIDA 'GOLDSTRUM'	1 GAL, 24" O.C.	2' HT x 2' W	56
	BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTON'	2 GAL	6' HT x 6' W	
	CRIMSON PYGMY BARBERRY	BERBERIS THUNBERGII 'CRIMSON PYGMY'	3 GAL	3' HT x 3' W	
CR	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET- NOARE'	3 GAL	18" HT x 3' W	253
	DWARF FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'HAMELN'	1 GAL	3' HT x 3' W	
DG	DARTS GOLD NINEBARK	PHYSOCARPUS OPUILIFOLIUS 'DART'S GOLD'	5 GAL	4' HT x 4' W	28
DL	STELLA D'ORO DAYLILY	HEMEROCALLIS 'STELLA D'ORO'	1 GAL	1.5' HT x 2' W	
	EMERALD 'N' GOLD EUONYMUS	EUONYMUS FORTUNEI 'EMERALD 'N' GOLD'	3 GAL	2' HT x 4' W	346
	ENDLESS SUMMER HYDRANGEA	HYDRANGEA ARBORESCENS 'PIIHM-I'	5 GAL	4' HT x 4' W	
FL	FINE LINE BUCKTHORN	RHAMNUS FRAGULA 'RON WILLIAMS'	5 GAL	6' HT x 2.5' W	18
GL	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	5 GAL	2.5' HT x 6' W	
IH	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	5 GAL	5' HT x 6' W	50
KF	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'	1 GAL	4' HT x 2' W	
LD	LITTLE DEVIL NINEBARK	PHYSOCARPUS OPUILIFOLIUS 'DONNA MAY'	3 GAL	3' HT x 3' W	66
MG	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	1 GAL	7' HT x 4' W	
OL	OTTO LUYKEN LAUREL	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	5 GAL	3' HT x 6' W	34
OR	ORANGE ROCKET BARBERRY	BERBERIS THUNBERGII 'ORANGE ROCKET'	5 GAL	4' HT x 2' W	
	RJM RHODODENDRON 'RJM'	RHODODENDRON 'RJM'	5 GAL	4' HT x 4' W	245
SF	SHOWOFF FORSYTHIA	FORSYTHIA x INTERMEDIA 'MINDOR'	5 GAL	5' HT x 5' W	
	SKY HIGH JUNIPER	JUNIPERUS SCOPULORUM 'BAILIGH'	5'-6' HT B4B	12' HT x 4' W	62
	SUMMERWINE NINEBARK	PHYSOCARPUS OPUILIFOLIA 'SEWARD'	5 GAL	6' HT x 6' W	

SHRUBS QUANTITY (BUFFERS ONLY)



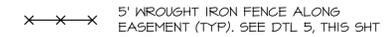
LAWN



UNMOWN GRASS



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



5' WROUGHT IRON FENCE ALONG EASEMENT (TYP). SEE DTL 5, THIS SHT

DEVELOPMENT FEATURES

TOTAL AREA	130.55 ACRES
RESIDENTIAL LOTS	476 43.22 ACRES (71%)
OPEN SPACE LOTS	56 8.81 ACRES (7%)
RIGHT-OF-WAY	28.52 ACRES (22%)
EXISTING ZONING	R-6

LANDSCAPE CALCULATIONS

LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED
N. COLUMBIA RD.	20'	766' / 100' =	16 TREES	16.5 TREES (12 SHADE TREES + 4 ORNAMENTAL TREES)
			23 EVERGREENS 42 SHRUBS	24 EVERGREENS 128 SHRUBS
S. SCHOOL AVE. (WEST)	20'	1785' / 100' =	36 TREES	36 TREES (25 SHADE TREES + 11 ORNAMENTAL TREES)
			54 EVERGREENS 215 SHRUBS	55 EVERGREENS 434 SHRUBS
S. SCHOOL AVE. (EAST)	20'	2206' / 100' =	44 TREES	44 TREES (36 SHADE TREES + 8 ORNAMENTAL TREES)
			66 EVERGREENS 265 SHRUBS	67 EVERGREENS 400 SHRUBS
N. MASON CREEK ST.	20'	2535' / 100' =	51 TREES	51.5 TREES (39 SHADE TREES + 12 ORNAMENTAL TREES)
			76 EVERGREENS 304 SHRUBS	80 EVERGREENS 478 SHRUBS

NUMBER OF TREES PROVIDED ON COMMON LOTS: 204
NUMBER OF TREES PROVIDED ON BUFFERS: 410
TOTAL NUMBER OF TREES: 614

THERE ARE NO EXISTING TREES ON SITE. NO MITIGATION IS REQUIRED.

NOTES

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

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Phone. 208-343-3381 Facsimile 208-342-5792

Silvertrail Subdivision Parcel Boundary Description

September 23, 2015

A portion of Lot 52, Block 1 of Danskin Ridge Subdivision No. 4 as shown in Book 86 of Plats at Page 9720 records, Ada County, Idaho, Lot 68, Block 1 of Danskin Ridge Subdivision No. 6 as shown in Book 103 of Plats at Page 13739, records, Ada County, Idaho, and a parcel of land situate in the northeast quarter of Section 11, Township 2 North, Range 1 West, Boise Meridian, City of Kuna, Ada County, Idaho, being more particularly described as follows:

Commencing at the northwest corner of said Section 11; thence $S89^{\circ}25'57''E$, 2.637.73 feet along the northerly boundary of the northwest quarter of said Section 11 to the north quarter corner of said Section 11; thence $S00^{\circ}48'52''W$, 30.00 feet along the easterly boundary of the northwest quarter of said Section 11 to the southerly right-of-way of W. Columbia Road and to a corner of said Lot 52, which is the **Point of Beginning**:

Thence continuing $S00^{\circ}48'52''W$, 192.33 feet along the easterly boundary of said Lot 52;

Thence $S89^{\circ}22'09''E$, 651.50 feet along the northerly boundary of said Lot 52;

Thence $S00^{\circ}44'08''W$, 453.85 feet along the easterly boundary of said Lot 52 to the northeasterly corner of said Lot 68;

Thence $S00^{\circ}40'19''W$, 147.44 feet along the northerly boundary of said Lot 68;

Thence $S89^{\circ}01'37''E$, 289.28 feet;

Thence $N00^{\circ}37'50''E$, 825.30 feet to the northerly boundary of the northeast quarter of said Section 11 and the centerline of W. Columbia Rd.;

Thence $S89^{\circ}21'58''E$, 814.05 feet along the northerly boundary of the northeast quarter of said Section 11 and the centerline of W. Columbia Rd.;

Thence $S00^{\circ}30'01''W$, 387.94 feet;

Thence $S89^{\circ}59'23''E$, 14.35 feet;

Thence $S00^{\circ}30'01''W$, 398.58 feet;

Thence $S89^{\circ}22'29''E$, 59.85 feet;

Thence $S00^{\circ}30'01''W$, 280.00 feet;

Thence $N89^{\circ}22'29''W$, 59.85 feet;

Thence $S00^{\circ}30'01''W$, 260.00 feet;

Thence $N89^{\circ}22'29''W$, 468.50 feet;

Thence $S00^{\circ}39'28''W$, 1,326.40 feet;

Thence $N89^{\circ}23'08''W$, 654.95 feet to the southeast corner of said Lot 68;



B & A Engineers, Inc.

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

Thence the following courses and distances along the boundary of said Lot 68:

N89°23'22"W, 655.00 feet;
S00°53'44"W, 444.97 feet;
N25°24'22"W, 68.01 feet;
N28°49'19"W, 167.91 feet;
N89°27'25"W, 1,203.97 feet;
N00°44'56"E, 239.15 feet to the southerly right-of-way of W. Mason Creek St.;
Continuing N00°06'56"E, 35.00 feet to the centerline of W. Mason Creek St.;
N00°06'56"W, 737.41 feet;
S82°11'14"E, 383.94 feet;
N76°26'44"E, 39.85 feet;
N50°01'20"E, 30.01 feet;
N30°26'45"E, 20.02 feet;
N08°09'56"E, 162.28 feet;
S79°09'18"E, 94.31 feet;
S70°00'00"E, 50.00 feet;
S37°15'03"E, 190.91 feet;
N45°50'23"E, 452.01 feet;
N44°34'18"W, 369.64 feet;
N00°47'25"E, 438.22 feet;
N28°24'42"W, 204.20 feet;
S89°11'10"E, 592.89 feet;
N00°49'09"E, 35.83 feet to the southwest corner of said Lot 52;

Thence N00°48'52"E, 646.13 feet to the southerly right-of-way of W. Columbia Rd.;

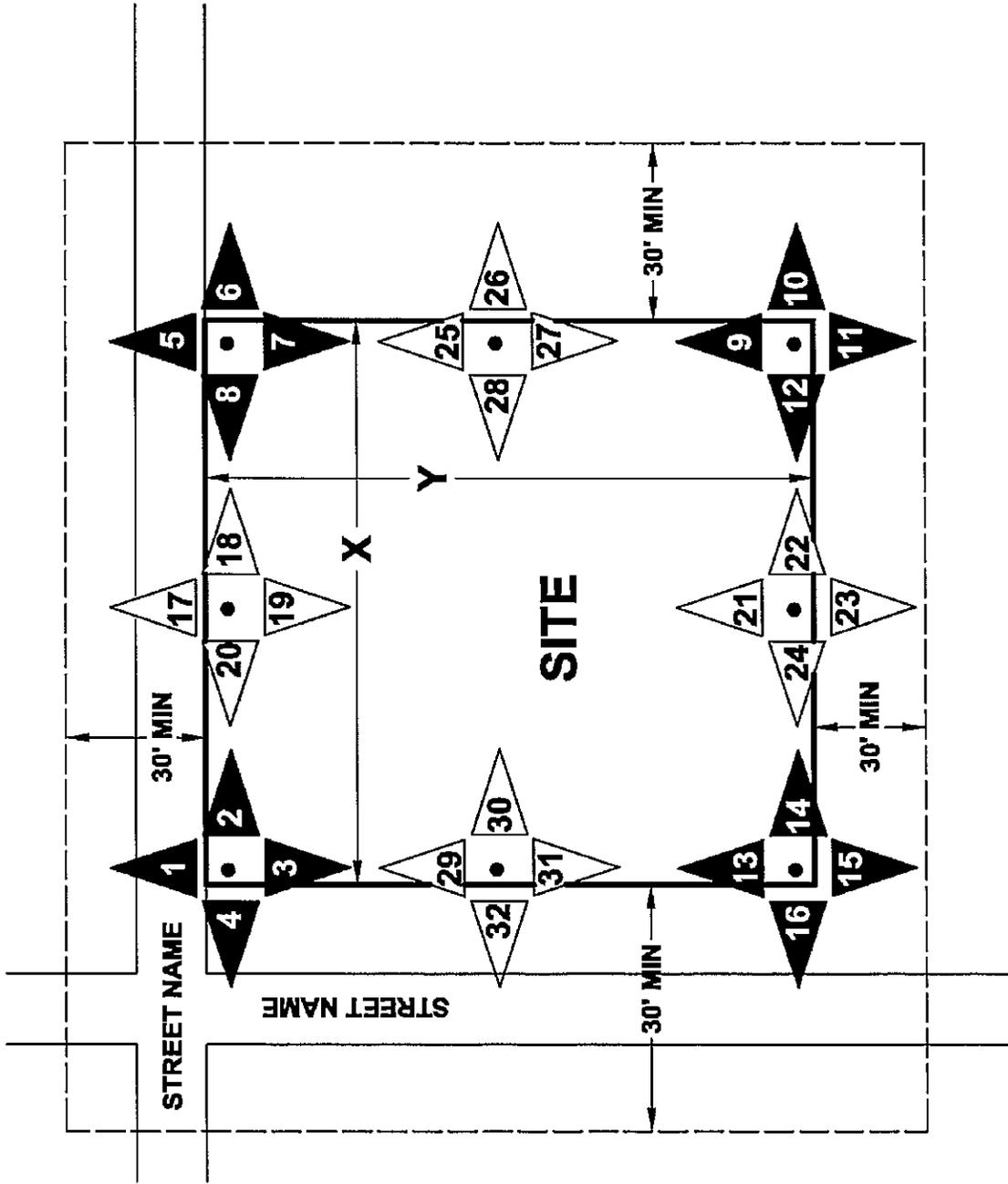
Thence S89°25'57"E, 50.00 feet along the southerly right-of-way of W. Columbia Rd and parallel to the northerly boundary of the northwest quarter of said Section 11 to the **Point of Beginning**.

Comprising 130.56 acres, more or less.



Project Information:
 Name:
 Project:
 Gross Acre:

NOTE:
 Provide Site Plan on an 8 1/2" x 11" paper—indicating placement of photo orientation.
 All applicants are expected to provide COLOR photographs at a 1-16 minimum.
 If Distance 'X' is GREATER than 500-feet, also take photos 17-24.
 If Distance 'Y' is GREATER than 500-feet, also take photos 17-24.





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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: Single Family Residential Subdivision

Date and time of neighborhood meeting: July 20, 2015 at 6pm

Location of neighborhood meeting: East end of Mason Creek St. near Silver Trail Elementary

SITE INFORMATION:

Location: Quarter: N1/2 Section: 11 Township: 2N Range: 1W Total Acres: 130.56

Subdivision Name: Danskin Ridge #4/Danskin Ridge #6 Lot: 52 / 68 Block: 1 / 1

Site Address: W. Columbia Rd. and S. Buffalo Creek Ln. Tax Parcel Number(s): R1727750100, R1727730050
S1311111350

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

CURRENT PROPERTY OWNER:

Name: Viper Investments, LLC

Address: 1977 E. Overland Rd. City: Meridian State: ID Zip: 83642

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

Name: David Crawford Business (if applicable): B&A Engineers, Inc.

Address: 5505 W. Franklin Rd. City: Boise State: ID Zip: 83705

PROPOSED USE:

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

Application Type	Brief Description
Annexation	_____
Re-zone	_____
Subdivision (Sketch Plat and/or Prelim. Plat)	477 Res. lots, 56 Common Lots, 130+ Acres of land
Special Use	_____
Variance	_____
Expansion of Extension of a Nonconforming Use	_____
Zoning Ordinance Map Amendment	_____

APPLICANT:

Name: David Crawford - B&A Engineers, Inc.

Address: 5505 W. Franklin Rd.

City: Boise State: ID Zip: 83705

Telephone: 208-343-3381 Fax: 208-342-5792

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with Section 8-7A-3 of the Kuna City Code

Signature: (Applicant)



Date

9/23/15



Notice of Release of Development Agreement

IN ACKNOWLEDGEMENT of the action of the City Council for the City of Kuna, Idaho on April 1, 2014, and after notice and public hearing, the City Council for the City of Kuna, Idaho did release the Development Agreement recorded against the Real Property, as evidenced by EXHIBIT A, as attached hereto, and described in the Development Agreement and recorded against the Real Property as Instrument Number 106113969. *re-record 106118591.*

Grantor: **Kuna City**

Brenda S. Bingham
City of Kuna
By: City Clerk

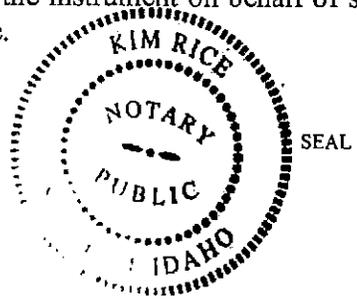
4/16/14
Date



State of Idaho
County of Ada

On this 16 day of April, 2014, before me the undersigned, a Notary Public in and for the State of Idaho, personally appeared, Brenda S. Bingham known to me to be the City Clerk of the City of Kuna, Idaho, as the person who executed the instrument on behalf of said entity, and acknowledged to me that such city executed the same.

Kim Rice
Notary Public
Residing at: Ada County
My Commission Expires: 2/10/17



**RE-RECORD WITH ATTACHED
EXHIBIT A**

ADA COUNTY RECORDER J. DAVID NAVARRO
BOISE IDAHO 07/25/06 12:35 PM
DEPUTY Gail Garrett
RECORDED - REQUEST OF
Kuna City

AMOUNT .00 8

106118591

Recording Requested By and
When Recorded Return to:

City Clerk
City of Kuna
P.O. Box 13
Kuna, Id 83634

RE-RECORD

ADA COUNTY RECORDER J. DAVID NAVARRO
BOISE IDAHO 07/17/06 01:24 PM
DEPUTY Gail Garrett
RECORDED - REQUEST OF
Kuna City

AMOUNT .00 4

106113969

For Recording Purposes Do
Not Write Above This Line

DEVELOPMENT AGREEMENT

This Development Agreement entered into by and between the City of Kuna, a municipal corporation in the State of Idaho, hereinafter referred to as "City", and Stetson Properties, LP whose address is 516 S. Capitol Blvd. Boise Id. 83702, the owner of the real property described herein and applicant(s) for Danskin/Applewood Subdivision, hereafter referred to as "Developer".

WHEREAS, the developer has applied to the City for annexation and rezone of the property described as attached hereto and incorporated by reference herein on Exhibit A ("Property"), R-6 for the purpose of developing a Residential Subdivision. The Property is currently zoned RR (Rural Residential); and

WHEREAS, the City, pursuant to Section 67-6511A, Idaho Code, has the authority to conditionally rezone the property and to enter into a development agreement for the purpose of allowing, by agreement, a specific development to proceed in a specific area and for a specific purpose or use which is appropriate in the area, but for which all allowed uses for the requested zoning may not be appropriate pursuant to the Idaho Code and the Kuna City Code; and

WHEREFORE, the City of Kuna and The Developer do enter into this Agreement and for and in consideration of the mutual covenants, duties and obligations herein set forth, it is agreed as follows:

**ARTICLE I
LEGAL AUTHORITY**

1.1 This Development Agreement is made pursuant to and in accordance with the provisions of Idaho Code Section 67-6511A and Kuna City Code, Title 5, Chapter 14.

**ARTICLE II
ZONING ORDINANCE AMENDMENT**

2.1 The City will adopt an ordinance annexing the Property and amending the Kuna Zoning Ordinance to rezone it as R-6. The Ordinance will become effective after its passage, approval, and publication and the execution and recordation of this Development Agreement.

**ARTICLE III
CONDITIONS ON DEVELOPMENT**

3.1 The sole uses(s) allowed and restrictions pursuant to this conditional rezone as reflected in this Agreement are as follows:

3.1.1 Density, the overall density of this property shall be a maximum of 3 DU per gross acre(257.08X3=771 lots minimum).

3.1.2 The developer agrees to submit a master plan for the entire property prior to approval of the first preliminary plat to show how the density will be disbursed on the entire site.

3.1.3 The developer agrees to sign Agreement for Pre-Purchase of sewer connections attached as exhibit "C" to provide a guarantee of a minimum of 200 sewer connections prior to completion of new sewer plant.

3.1.4 The developer agrees to construct sewer facilities commonly known as the Danskin Lift station and the City agrees to allow developer a latecomer's agreement for the cost of the project above the cost to serve the developers project as per Code.

3.1.5 The Developer agrees to participate in any city LID for Sewer improvements.

3.1.6 The Developer agrees to provide ½ acre transitional lots along Danskin #1, including the lots abutting the 30' wide landscaped pedestrian path with the future sewer overlay, along Danskin

phase 1.
3.1.7 The Developer agrees to provide a 30' wide lot with an 8' wide pedestrian path and landscaping with an overlay easement for future sewer along phase 1 of the Danskin Subdivision, including a stub to Danskin for future connection to City sewer.

3.1.8 The Developer agrees to donate a 12 acre school site to be shown on the Master Plan and approved by the School District prior to the Preliminary Plat of the subdivision and locate the highest density lots in the development around the school site. The Developer is to construct an 8 acre park with landscaping and amenities to be donated to the City.

3.2 No change in the use or restriction specified in this Agreement shall be allowed or changed without modification of this Agreement pursuant to the requirements of the Kuna City Code. In the event Developer changes or expands the use permitted by this Agreement or fails to comply with the restrictions without formal modification of this Agreement as allowed by the Kuna City Code, Developer shall be in default of this Agreement.

3.3 The Applewood Subdivision shall be constructed as per the approved Master Plan.

3.4 **Conditions, bonding for Completion:** All of the conditions set forth herein shall be complied with or shall be bonded for completion by the Developer before a Final Plat Approval or Occupancy permit will be granted. Failure to comply or bond for completion of the conditions within the time frame established in the subdivision plat approval conditions, the Kuna City Code or the terms of this Agreement shall result in a default of this Agreement by the Developer. The Developer may be allowed to bond for certain conditions at one hundred and ten percent (110%) of the estimated cost of completion pursuant to Kuna City Code.

3.5 **Commencement of Construction:** The Developer shall commence construction within 365 days of the construction of the mechanical bio reactor wastewater treatment plant. In the event the Developer fails to commence construction within the time periods herein stated, the Developer shall be in default of this Agreement

ARTICLE IV AFFIDAVIT OF PROPERTY OWNERS

4.1 An affidavit of all owners of the Property agreeing to submit the Property to this Development Agreement and to the provisions set forth in Idaho Code Section 67-6511A and Kuna City Code shall be provided and is incorporated herein by reference.

ARTICLE V DEFAULT

5.1 In the event the Developer, her/his heirs or assigns or subsequent owners of the property or any other person acquiring an interest in the property, fail to faithfully comply with all of the terms and conditions included in the Agreement, this Agreement may be modified or terminated by the Kuna City Council upon compliance with the requirements of Kuna City Code. In the event City Council determines that this Agreement shall be modified, the terms of this Agreement shall be amended and the Developer shall comply with the amended terms. Failure to comply with the amended terms shall result in default. In the event City Council, after compliance with the requirements of the Kuna City Code, determines that this Agreement shall be terminated, the zoning of the property shall revert to RR (Rural Residential) Zoning. All uses of property, which are not consistent with R-6 Zoning, shall cease. Nothing herein shall prevent the Developer from applying for any nature of use permit consistent with RR (Rural Residential) Zoning. A waiver by City of Kuna for any default by the Developer of any one or more of the covenants or conditions hereof shall apply solely to the breach and breaches waived and shall not bar any other rights or remedies of the City or apply to any subsequent breach of any such or other covenants and conditions.

5.2 **Consent to Rezone:** The Developer, by entering into the Development Agreement, does hereby agree that in the event there shall be a default in the terms and conditions of this Agreement that this Agreement shall serve as consent to a reversion of the subject property to RR (Rural Residential) zoning as provided in Idaho Code.

ARTICLE VI

UNENFORCEABLE PROVISIONS

6.1 If any term, Provision, commitment or restriction of this Development Agreement or the application thereof to any party or circumstances shall, to any extent be held invalid or unenforceable, the remainder of this instrument shall remain in full force and effect.

ARTICLE VII ASSIGNMENT AND TRANSFER

7.1 After its execution, the Development Agreement shall be recorded in the office of the County Recorder at the expense of the Applicant. Each commitment and restriction on the development subject to this Agreement, shall be a burden on the Property, shall be appurtenant to and for the benefit of the Property, adjacent property and other residential property near the Property and shall run with the land. This Development Agreement shall be binding on the City and the Applicant and owners, and their respective heirs, administrators, executors, agents, legal representatives, successors and assigns; provided, however, that if all or any portion of the Property is divided and each owner of a legal lot shall only be responsible for duties and obligations associated with an owner's parcel and shall not be responsible for duties and obligations or defaults as to other parcels of lots within the Property. The new owner of the Property or any portion thereof (including, without limitation, any owner who acquires its interest by foreclosure, trustee's sale or otherwise) shall be liable for all commitments and other obligations arising under this Agreement with respect only to such owner's lot or parcel.

ARTICLE VIII GENERAL MATTERS

8.1 **Amendments.** Any alteration or change to this Development Agreement shall be made only after complying with the notice and hearing provision of Idaho Code Section 67-6509, as required by Kuna City Code, Title 5, Chapter 14.

8.2 **Paragraph Headings.** This Development Agreement shall be construed according to its fair meaning and as if prepared by both parties hereto. Title and captions are for convenience only and shall not constitute a portion of this Development Agreement. As used in this Development Agreement, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others wherever and whenever the context so dictates.

8.3 **Choice of Law.** This Development Agreement shall be construed in accordance with the laws of the State of Idaho in effect at the time of the execution of this Development Agreement. Any action brought in connection with this Development Agreement shall be brought in a court of competent jurisdiction located in Ada County, Idaho.

8.4 **Notice.** Any notice which a party may desire to give to another party must be in writing and may be given by personal delivery, by mailing the same by registered or certified mail, return receipt requested postage prepaid, or by Federal Express or other reputable overnight delivery service, to the party to whom the notice is directed at the address of such party set forth below.

Kuna:	City Clerk City of Kuna P.O. Box 13 Kuna, Idaho 83634
Developer:	Stetson Properties, LP 516 S. Capitol Blvd. Boise, Idaho 83702

Or such other addresses and to such other persons as the parties may hereafter designate in writing to the other parties. Any such notice shall be deemed given upon delivery if by personal delivery, upon deposit in the United States mail, if sent by mail pursuant to the foregoing.

8.5 **Effective Date.** This Development Agreement shall be effective after delivery to each of the parties hereto of a fully executed copy of the Development Agreement.

IN WITNESS WHEREOF, the parties have hereunto caused this Agreement to be executed, on the day and year first above written.

Dated this 18th day of April, 2006.

CITY OF KUNA

By: *O. Dean Obay*
O. Dean Obay, Mayor

ATTEST:

Lynda Burgess
Lynda Burgess, City Clerk



Exhibit 'A' to Release of Development Agreement